

BOARD OF COUNTY COMMISSIONERS  
COUNTY OF KITTITAS  
STATE OF WASHINGTON

R E S O L U T I O N

NO. 2011-0164

**TO AWARD THE 2011 SAFETEA-LU Surface Transportation Program (STP)  
Federal Funds for the Kittitas County Region**

- WHEREAS:** Federal Surface Transportation (STP) funds have been allocated annually from 2004 to 2011 through the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for users (SAFETEA-LU) for distribution among the qualified transportation agencies within Kittitas County to improve local transportation facilities; and
- WHEREAS:** Since 1991, Kittitas County has been authorized to program federal STP funds within its region in cooperation with the Washington State Department of Transportation (WSDOT); and
- WHEREAS:** Kittitas County purchased the agency allocations and obligation authority from the cities of Cle Elum, Kittitas, South Cle Elum, and Roslyn based on an equitable distribution of funds for 2004-2007 allocations to make the most efficient use of the federal STP funding and to provide more flexibility to those small cities in Kittitas County; and
- WHEREAS:** The Governor directed WSDOT to distribute federal fund allocations, beginning with Federal Fiscal Year (FFY) 2008 allocations, to local regions based on regional priorities for transportation systems through a competitive process; and
- WHEREAS:** In 2008, Kittitas County Public Works developed a regional prioritization and selection process, cooperatively with a technical advisory committee made up of Public Works staff from local jurisdictions and in consultation with WSDOT, to allocate STP regional federal funds within its region; and
- WHEREAS:** In 2010, the STP technical advisory committee recommended that the County approve revising the selection criteria; and

**WHEREAS:** Kittitas County issued a call for projects on March 2, 2011 for FFY 2011 STP federal funds and received three responses prior to the deadline of April 4, 2011. The City of South Cle Elum submitted a request to continue receiving funding for the Truck Route Resurface Project for an amount of \$8,520.00. The City of Ellensburg submitted a new project for the Main Street Overlay (Jackson Ave to University Way) in the amount of \$400,000.00 and Kittitas County resubmitted for an additional \$400,000.00 on the Kittitas County Safety Corridor Reconstruction (Kittitas Hwy).

**WHEREAS:** The Washington State Department of Transportation advised Kittitas County Public Works on June 29, 2011 that the FFY 2011 STP allocations for the Kittitas County region is \$580,976 of which \$122,416.00 must be used in portions of the region outside the urban areas and 15% of these rural funds may be used on minor collectors; and

**WHEREAS:** Kittitas County Public Works staff determined that all projects submitted are eligible to receive STP federal funds; and

**WHEREAS:** The STP technical advisory committee recommends that the Board of County Commissioners award the FFY 2011 STP federal funds as follows: \$8,520.00 to the City of South Cle Elum's Truck Route Resurface project, \$290,488.00 to the City of Ellensburg's Main Street Overlay (Jackson Ave to University Way) project, and \$281,968.00 to Kittitas County's Kittitas Highway Safety Corridor Reconstruction project; and

**NOW, THEREFORE BE IT RESOLVED:** The Board of County Commissioners, after due consideration, does hereby accept Kittitas County's STP technical review committee recommendations to approve to distribute the \$580,976.00 allocation of FFY 2011 SAFETEA-LU Surface Transportation Program (STP) federal funds, in accordance with WSDOT guidelines, with \$8,520.00 to the City of South Cle Elum's Truck Route Resurface project, \$290,488.00 to the City of Ellensburg's Main Street Overlay project, and \$281,968.00 to Kittitas County's Kittitas Highway Safety Corridor Reconstruction project.

DATED this 19<sup>th</sup> day of July, 2011, at Ellensburg, Washington.

**BOARD OF COUNTY COMMISSIONERS  
KITTITAS COUNTY, WASHINGTON**



*[Signature]*  
Clerk of the Board

*[Signature]*

Paul Jewell, Chair

*[Signature]*

Alan Crankovich, Vice-Chair

*[Signature]*

Obie O'Brien, Commissioner

**Attachment A**  
**WSDOT Notification Letter of FFY 2011 STP Allocation**



**Washington State  
Department of Transportation**  
Paula J. Hammond, P.E.  
Secretary of Transportation

**Transportation Building**  
310 Maple Park Avenue S.E.  
P.O. Box 47300  
Olympia, WA 98504-7300

360-705-7000  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

June 24, 2011

**RECEIVED**  
JUN 29 2011  
KITITAS COUNTY  
DEPT OF PUBLICWORKS

Mr. Kirk S. Holmes  
Public Works Director  
Kittitas County  
411 N. Ruby St. Suite 1  
Ellensburg, WA 98926-6300

***Revised FFY 2010  
Surface Transportation Program (STP)  
Allocations***

Dear Mr. Holmes:

I am pleased to advise you, as lead agency for your region, the Surface Transportation Extension Act of 2010 – STP allocations for Federal Fiscal Year (FFY) 2010 have been adjusted to reflect the final distribution amount.

**Revised FFY 2010 allocation is \$580,976.** Of this amount:

- \$122,416 must be used in those portions of the region outside the urban areas. Up to 15 percent of these rural funds may be used on minor collectors.

If you have any questions or need additional information, please contact your Region Local Program Engineer, Roger Arms, at 509.577.1780.

Sincerely,

Kathleen B. Davis  
Director  
Highways & Local Programs Division

KBD:st:sas

cc: Roger Arms, South Central Region Local Programs Engineer

**Attachment B**  
**FFY 2011 STP Project Applications**

**STP Regional Federal Funds  
FFY 2011 Application**

**Project Title:** South Cle Elum Truck Route Resurface

**Street Name and limits:** 1) Madison Ave.-S. Cle Elum Way to 6<sup>th</sup> St.; 6<sup>th</sup> St.-  
Madison Ave. to Marie Ave.; Marie Ave.-6<sup>th</sup> St. to SW Town Limits. 2) South  
Cle Elum Way-Madison Ave. to SE Town Limits.

**Federal Functional Class & FFC #** 1) Minor Collector #19A1, 2) Minor  
Collector #19BA

**Total Project Cost:** \$48,000

**STP Requested Funding:** \$41,520

**Project is competing for (circle one)** URBAN RURAL BOTH funds

(If project is competing for both urban and rural funds, indicate the length of the urban and rural portions. To be eligible for federal STP funding the project must be on a road functionally classified at least as an urban collector or rural ~~major~~minor collector.)

**Lead Agency Name:** Town of South Cle Elum

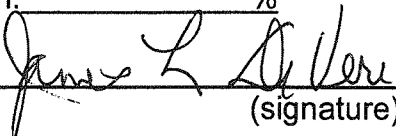
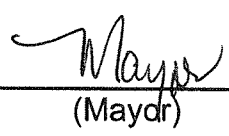
% financial participation: 13.5 %

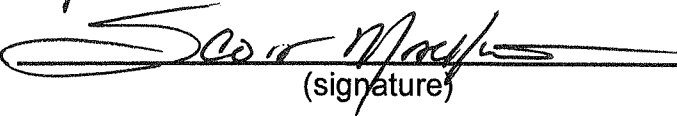
**Co-Lead Agency Name:** N/A

% financial participation:                     %

**Other Contributing Agencies:** N/A

% financial participation:                     %

**Agency Signature**    
(signature) (Mayor)

**Project Contact Person:**   
(signature)

**Scott MacKenzie (Superintendent)** (print name and title)

**Phone:** 509-674-4322 509-674-9200

## STP Regional Federal Funds FFY 2011 Application

**Project Type** (Indicate the regional priorities that this project meets):

<b>Preservation:</b>	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
<b>Safety:</b>	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
<b>Regional Corridors:</b>	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No

### Project Description

Provide a brief description of your project including work items anticipated, timelines for completion, describe the regional significance of this project, and attach vicinity map:

This project will consist of sweeping, chipsealing and fogsealing, and striping two segments of South Cle Elum Designated Truck Route, each being ½ mile in length. This project is programmed to done in 2011. The increased flow of traffic has taken a toll on the surface of the Town's truck route. Sealcoating is be done now to restore and seal the road surfacing providing for better traction and safety to the public and extending the service life of the pavement.

### Roadway Preservation Needs (max. 15 points)

**Points:**

\_\_\_\_\_

Describe how this project will meet roadway preservation needs:

Chipsealing is an effective means of sealing cracks and seams. By keeping the moisture out of the roadway subbase, the pavement life can be substantially extended at an economical cost.



## STP Regional Federal Funds FFY 2011 Application

### **Roadway Safety Needs** (max. 15 points)

**Points:** \_\_\_\_\_

Describe how this project will improve safety and reduce accidents:

These road segments do not have any current safety issues. The completion of this project will aid in ensuring this will remain the case.

### **Roadway Geometric Deficiency Needs** (max. 10 points)

**Points:** \_\_\_\_\_

Describe how this project will improve roadway geometric deficiencies:

None

### **Plan Consistency** (max. 10 points)

**Points:** \_\_\_\_\_

Indicate the different plans this project is identified in - local comprehensive and/or transportation plans, RTPD plan, or Washington State Transportation Plan:

This project is currently identify in the Town's Amended Six Year Transportation Plan, 2011 to 2016.

## STP Regional Federal Funds FFY 2011 Application

### **Congestion Reduction** (max. 10 points)

**Points:** \_\_\_\_\_

Indicate how this project will reduce congestion and provide the Average Annual Daily Traffic and other traffic and congestion indicators to justify reduction of congestion:

None

### **Partnerships** (max. 10 points)

**Points:** \_\_\_\_\_

Identify financial contributing partners for this project:

None

### **Freight Mobility** (max. 5 points)

**Points:** \_\_\_\_\_

Show how this project enhances mobility for freight in the region:

None

## STP Regional Federal Funds FFY 2011 Application

**Multi-Modal** (max. 5 points)

**Points:** \_\_\_\_\_

Indicate improvements for modes of travel other than trucks and cars for this project:

None

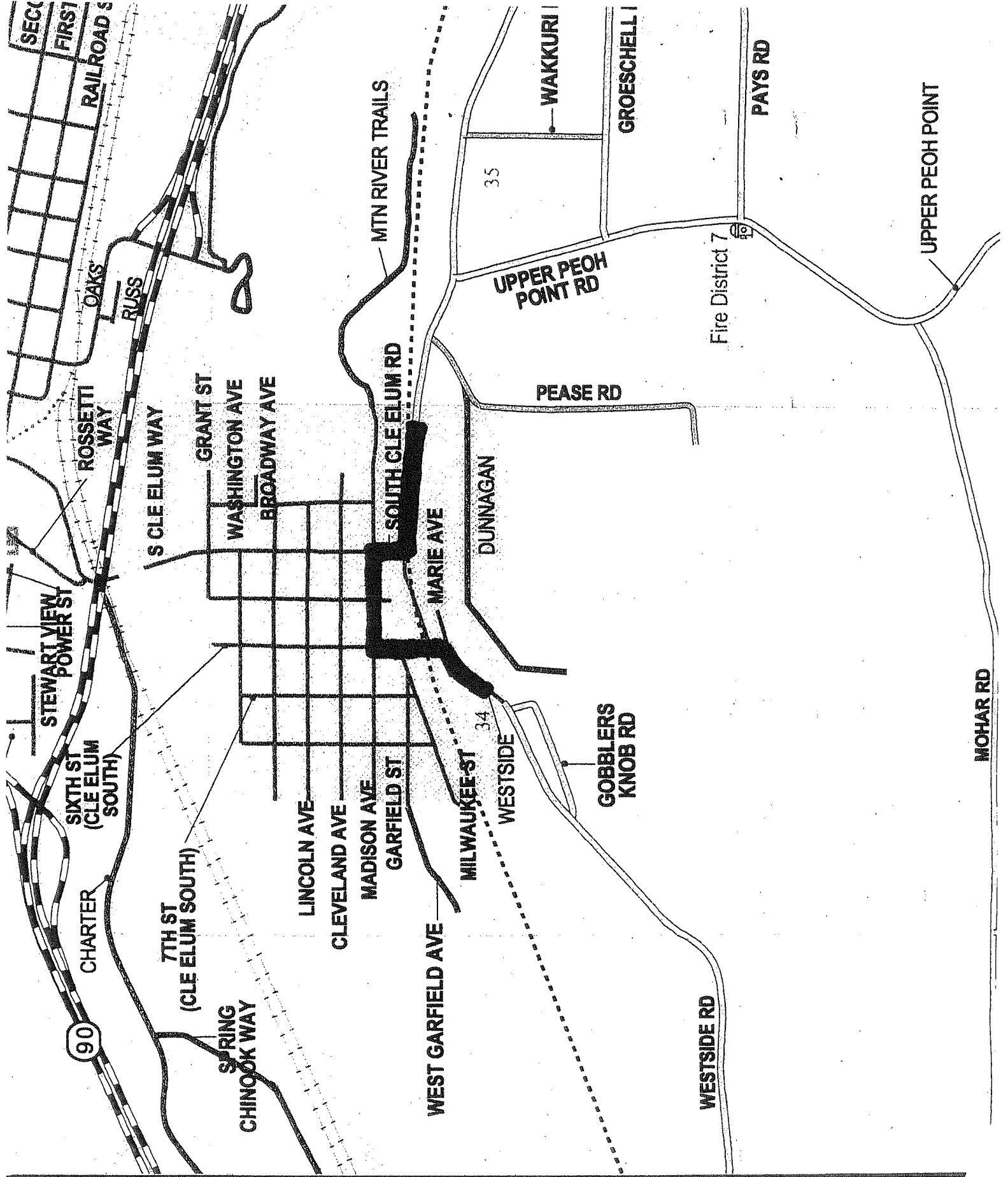
**TOTAL POINTS:** \_\_\_\_\_



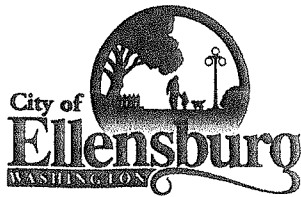
Washington State Department of Transportation

Agency: South Cle Elum  
Co. No.: 19 Co. Name: Kittitas Co.  
City No.: 1205 MPO/RTPO: NON/QUAD

Project Identification		Project Costs in T											
Functional Class	Priority Number	A. PIN/Federal Aid No.		B. Bridge No.		Project Phase	Federal Funding		Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost Phase		
		C. Project Title		D. Street/Road Name or Number			Federal Fund Code						
		E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done		Improvement Type(s)		Status		Total Length		Utility Codes	
1	2	3		4	5	6	7	8	9	10	11		
08		Madison Ave. - South Cle Elum Way		07	S	0.80	G W T	PE CN	4/2/2011 6/6/2011	STP(R) STP(R)			
												Totals	
												Grand Totals for South Cle Elum	



CLE ELUM - CLE ELUM SOUTH



# CITY OF ELLENSBURG

Public Works Department  
501 North Anderson Street; Ellensburg, WA 98926  
Ph: (509) 962-7230 Fax: (509) 962-7127

RECEIVED

April 4, 2011

APR 04 2011

KITTITAS COUNTY  
DEPT OF PUBLIC WORKS

Kelly Bacon, Engineering Technician  
Kittitas County Public Works Department  
Suite 1  
411 North Ruby Street  
Ellensburg, WA 98926


RE: STP Grant Application – FFY 2011  
Main Street Overlay – Jackson AVE to University Way

Dear Kelly,

Please find enclosed an application from the City of Ellensburg to your FY 2011 STP Regional Federal Fund grant program. Thank you for your consideration of the City's application.

Please feel free to contact me with any questions you may have.

Sincerely,

  
Ryan A. Lyyski, PE  
City Engineer

c: File 2011-047

## **STP Regional Federal Funds FFY 2011 Application**

### **Kittitas County's STP Regional Priorities**

Kittitas County serves as the lead agency for the federal Surface Transportation Program's (STP) regional prioritization and selection process to allocate funds within the Kittitas County region. The regional priorities for utilizing federal funds to improve the transportation system include:

1. Preservation
2. Safety
3. Regional Corridors

### **STP Selection Process**

Kittitas County notifies all local jurisdictions that are eligible to receive STP funding within the county region of the STP competitive grant opportunity. In addition to Kittitas County, the local jurisdictions include:

- Cle Elum
- Ellensburg
- Kittitas
- South Cle Elum

The selection process is open, competitive, and encourages participation through regional partnerships. Project proposals are evaluated based on the following criteria:

1. Preservation
2. Safety
3. Roadway geometric deficiencies
4. Plan consistency (whether in local, RTPO, or state plans)
5. Congestion reduction
6. Partnerships (public or private)

Projects selected for STP Regional federal funds shall be consistent with the transportation policies in the WTP and the Regional Transportation Plan.

### **FFY 2011 STP Requirements**

The distribution of STP funds will begin by issuing a call for projects. The call for FFY 2011 projects will be issued March 2, 2011 and **applications are due April 4, 2011.**

Only projects that are federally classified as an urban collector, rural minor collector, or higher classification are eligible for STP funds.

Approximately \$400,000 will be available for the FFY 2011 and about 30% of these funds must be used on roads outside of the urban areas. The actual

## **STP Regional Federal Funds FFY 2011 Application**

amount available may increase or decrease, once Washington State Department of Transportation notifies the county of the final FFY 2011 STP allocation.

No single project application submitted for consideration may request more than \$400,000 in federal STP funds. The lead agency/jurisdiction (or co-lead agencies) will be responsible for providing the minimum required 13.5% match for STP funds – the maximum federal STP participation on any project is 86.5%.

Equity among agencies is maintained to the extent that no single agency can receive more than 50% of the total funding in a given year unless there are no other eligible projects submitted. At least one new project will be funded each year that there is a call for projects if new eligible projects are submitted. Once a project receives funding, it will continue to receive additional funding each year until the project is fully funded. Agencies that receive partial funding during a funding cycle must provide a written request for the additional funds originally requested during the next year's funding cycle or forfeit the ability to continue to receive the additional funds.

Application materials shall be signed and submitted by the established due date. It is preferred that all materials be submitted electronically to Kittitas County Public Works at the following address:

kelly.bacon@co.kittitas.wa.us

Hard copies can also be delivered or mailed by the established due date to:

Kittitas County Public Works Department  
411 North Ruby Street, Suite 1  
Ellensburg, WA 98926

Program Contact:  
Kelly Bacon, Engineer Technician  
(509) 962-7523

Kittitas County Public Works will review all project proposals to ensure that they are complete and eligible for funding. These proposals will be evaluated by a technical committee made up of public works directors or county/city/or town designees from Kittitas County, Ellensburg, Kittitas, Cle Elum, and South Cle Elum. Public Works will recommend the project scores developed by this technical committee to the Kittitas County Board of Commissioners for final approval and project awards. Project award announcements are expected in April, 2010.



**STP Regional Federal Funds  
FFY 2011 Application**

**Project Title:** Main Street Overlay

**Street Name and limits:** Jackson Ave. to University Way

**Federal Functional Class & FFC #** Principal Arterial (6949)

**Total Project Cost:** \$747,000

**STP Requested Funding:** \$400,000

**Project is competing for (circle one)** URBAN **RURAL BOTH funds**

(If project is competing for both urban and rural funds, indicate the length of the urban and rural portions. To be eligible for federal STP funding the project must be on a road functionally classified at least as an urban collector or rural minor collector.)

**Lead Agency Name:** City of Ellensburg

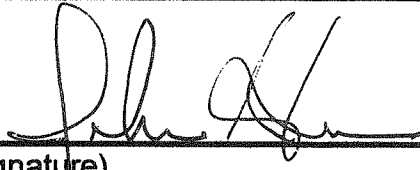
% financial participation: 13.5 %

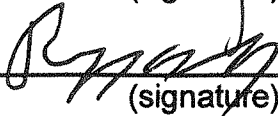
**Co-Lead Agency Name:** \_\_\_\_\_

% financial participation: \_\_\_\_\_ %

**Other Contributing Agencies:** \_\_\_\_\_

% financial participation: \_\_\_\_\_ %

**Agency Signature** John Akers   
(signature)

**Project Contact Person:**   
(signature)

Ryan Lyyski, City Engineer  
(print name and title)

**Phone:** 509-962-7230

## STP Regional Federal Funds FFY 2011 Application

**Project Type** (Indicate the regional priorities that this project meets):

<b>Preservation:</b>	<input checked="" type="checkbox"/>	<b>Yes</b>	<input type="checkbox"/>	<b>No</b>
<b>Safety:</b>	<input checked="" type="checkbox"/>	<b>Yes</b>	<input type="checkbox"/>	<b>No</b>
<b>Regional Corridors:</b>	<input checked="" type="checkbox"/>	<b>Yes</b>	<input type="checkbox"/>	<b>No</b>

### Project Description

Provide a brief description of your project including work items anticipated, timelines for completion, describe the regional significance of this project, and attach vicinity map:

This project will grind and provide an asphalt overlay of Main Street. The project will also include new channelization, installation of traffic signal loop detection and ADA upgrades as necessary. This project is essential to restore the condition of the roadway.

Depending on the availability of funding, this project would likely move forward in spring/summer of 2012.

This project has regional significance. Main Street is the direct link from Interstate 90 exit 109 (south interchange) to several generators/destinations. This route provides a link to Central Washington University, the City's central business district/historic downtown, Kittitas County Courthouse and shops, as well as Washington State Department of Transportation Shops.

### Roadway Preservation Needs (max. 15 points)

**Points:** \_\_\_\_\_

Describe how this project will meet roadway preservation needs:

This project is a preservation project. The City's arterial street system pavement condition has degraded over the past few winters and is in dire need of replacement. This project will remove this deteriorated pavement and replace with a new wearing course. This project will also allow for updating of the methylmethacrylate channelization on the street system. The existing striping is also ending its design life, and maintenance work on the striping has been necessary.

## **STP Regional Federal Funds FFY 2011 Application**

### **Roadway Safety Needs** (max. 15 points)

**Points:** \_\_\_\_\_

Describe how this project will improve safety and reduce accidents:

As stated above, the pavement condition is deteriorating. This project will remove the rutting and transverse cracking that is occurring. The roadway is also beginning to delaminate and create potholes. These deterioration issues are particularly problematic during the winter months with cold wet weather and unavailability of asphalt, creating difficulties in the longevity and ability to repair. Several potholes and longitudinal rutting/failures have changed driver behavior. The existing methylmethacrylate channelization also needs to be updated.

### **Roadway Geometric Deficiency Needs** (max. 10 points)

**Points:** \_\_\_\_\_

Describe how this project will improve roadway geometric deficiencies:

The overall geometry of the project will not be changing. The City will evaluate turn pocket tapers and length with the overlay project. This will provide the opportunity to make changes to the taper lengths as necessary and queuing length adjustments for protected turn bays can be revised with the removal/replacement of the new channelization/stripping. As previously stated, the existing pavement markings are deteriorating and are in need of replacement. The proposed project includes the installation of methylmethacrylate pavement markings, which have a considerably longer design life than the typical painted pavement markings.

## STP Regional Federal Funds FFY 2011 Application

### **Plan Consistency** (max. 10 points)

**Points:** \_\_\_\_\_

Indicate the different plans this project is identified in - local comprehensive and/or transportation plans, RTPO plan, or Washington State Transportation Plan:

**This is truly an important pavement preservation project which is key to several documents. Several other peripheral items will also be accomplished throughout the project such as channelization and ADA upgrades.**

City's Six Year TIP (project specified)

City's Comprehensive Plan (project specified, consistent with goals)

QUAD County Regional Transportation Plan (consistent with plan)

Washington Transportation Plan (consistent with outlined goals)

WSDOT Standard Plans

### **Congestion Reduction** (max. 10 points)

**Points:** \_\_\_\_\_

Indicate how this project will reduce congestion and provide the Average Annual Daily Traffic and other traffic and congestion indicators to justify reduction of congestion:

As stated before, this is a necessary pavement preservation project. Rutting, cracking and longitudinal failures have altered vehicular traffic patterns. Completion of this project will allow for vehicles to travel efficiently throughout the corridor. Re-evaluating channelization and turn bays will provide the opportunity to increase queuing lengths for protected turning motions, if necessary, moving conflict vehicles out of the thru driving lanes.

### **Partnerships** (max. 10 points)

**Points:** \_\_\_\_\_

Identify financial contributing partners for this project:

The City of Ellensburg will be providing the required 13.5% match toward the project, plus the remaining unfunded portion. The City will provide an overall 46% match toward completion. Some of this project match will be in the form of in-kind City engineering design and inspection work. This project also continues the preservation projects that have been completed to the south.

## STP Regional Federal Funds FFY 2011 Application

### **Freight Mobility** (max. 5 points)

**Points:** \_\_\_\_\_

Show how this project enhances mobility for freight in the region:

As noted, this project is regionally significant, with its link to I90 and the various City, County and State facilities that it links to. Preservation of the roadway surface is key to providing existing and future freight access.

### **Multi-Modal** (max. 5 points)

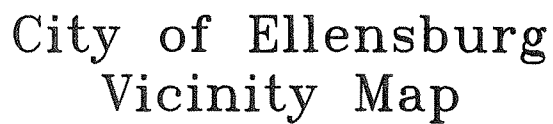
**Points:** \_\_\_\_\_

Indicate improvements for modes of travel other than trucks and cars for this project:

This project is along a developed corridor, with curbs and sidewalks the full length. This project would evaluate the need to upgrade ADA ramps to meet current standards. This project would also provide new crosswalk striping for pedestrians. Bike lanes exist from the south limits up to Second Avenue. This project will provide new surfacing for bicyclists as well and new channelization for the users.

**TOTAL POINTS:** \_\_\_\_\_

# Project Limits



**STP Regional Federal Funds  
FFY 2011 Application**

**Project Title:** Kittitas County Safety Corridor Reconstruction

**Street Name and limits:** Kittitas Highway – From MP 1.03 to MP 5.64

**Federal Functional Class & FFC #** Rural Major Collector – FFC #07

**Total Project Cost:** \$4,702,000.00

**STP Requested Funding:** \$400,000.00

**Project is competing for (circle one)** URBAN ☒ RURAL BOTH funds

(If project is competing for both urban and rural funds, indicate the length of the urban and rural portions. To be eligible for federal STP funding the project must be on a road functionally classified at least as an urban collector or rural minor collector.)

**Lead Agency Name:** Kittitas County Department of Public Works

% financial participation: a minimum of 13.5%

**Co-Lead Agency Name:** N/A

% financial participation: 0 %

**Other Contributing Agencies:** N/A

% financial participation: 0 %

**Agency Signature**



(signature)

**Project Contact Person:**

Kelly Bacon

(signature)

Kelly Bacon, Engineer Technician

(print name and title)

**Phone:**

(509) 962-7673

## STP Regional Federal Funds FFY 2011 Application

**Project Type** (Indicate the regional priorities that this project meets):

<b>Preservation:</b>	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
<b>Safety:</b>	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
<b>Regional Corridors:</b>	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No

### Project Description

Provide a brief description of your project including work items anticipated, timelines for completion, describe the regional significance of this project, and attach vicinity map:

The Kittitas Highway Safety Corridor Reconstruction project will allow Kittitas County to continue eliminating safety hazards along Kittitas Highway by installing approximately four safety pullouts, turn lanes and pockets at three major intersections, reconstruct water crossings which include 1 bridge and 10 culverts, guardrail updates and/or replacements, widening of shoulder width and flattening of shoulder slopes to a 4:1 providing a recovery zone for vehicles, and installation of a bike lane. Kittitas Highway's current roadway width of 22 feet is below AASHTO standards for this type of road. Our project addresses this issue by widening the existing roadway to current road standards of a 28' wide roadway. The Kittitas Highway Safety Corridor Reconstruction project is significant to the region due to the city to city route and the safety issues that are present. Currently our project is in planning with the right of way survey completed, 30% Design is established, permitting process will be in the next couple of months, and Public Works has scheduled construction of phase 1 for 2012 and phase 2 for 2013.

### Roadway Preservation Needs (max. 15 points)

**Points:** \_\_\_\_\_

Describe how this project will meet roadway preservation needs:

In terms of needing preservation improvements, Kittitas Highway ranked in the top three out of 27 Kittitas County major collectors (federal functional classification 07) in 2006. A thin layer of chip seal was applied to Kittitas Highway in 2007 to help preserve the underlying roadway until sufficient funding could be obtained to properly preserve the roadway. This project will provide the funding needed to apply a thick overlay to Kittitas Highway which will include rubbilizing the existing surface.



## STP Regional Federal Funds FFY 2011 Application

### **Roadway Safety Needs** (max. 15 points)

**Points:** \_\_\_\_\_

Describe how this project will improve safety and reduce accidents:

There is a history of significant accidents on Kittitas Highway. There were 125 accidents on the Kittitas Highway/Vantage Highway corridors during the five-year period from 1997 to 2002 (Safety Corridor project data). On Kittitas Highway alone there were 38 accidents recorded during the three-year period from 2004 to 2006, with 14 of these resulting in an injury.

In 2003, WSDOT prioritized corridors throughout the state that needed safety improvements and the Kittitas Highway/Vantage Highway corridors between Ellensburg and Kittitas were among the state's top ten safety needs. The state selected this project for funding due to it being the most efficient use of federal funds providing a potential high reduction in accidents and creating minimal environmental impacts. A safety education program, increased law enforcement, and minor improvements were funded by the state for these two corridors. The minor improvements included constructing centerline rumble strips and reflectors, reflective signage and pavement markers, flashing beacons at stop signs, and aerial enforcement striping.

The Kittitas Highway Safety Corridor Reconstruction project will allow us to provide further safety improvements identified in the state's safety corridor project. The safety improvements in the reconstruction project will include widening the existing roadway to a 28 feet, wider shoulders that meet AASHTO standards of 4:1, turn-outs to provide a safe area for enforcement to pull over vehicles, elimination of chokepoints at narrow bridge crossings and culverts, removal of fixed objects that are safety hazards in the road's clear zone, and the construction of a bicycle lane.

### **Roadway Geometric Deficiency Needs** (max. 10 points)

**Points:** \_\_\_\_\_

Describe how this project will improve roadway geometric deficiencies:

Shoulder width along Kittitas Highway is very narrow, from 0 to 2 feet wide and the side slopes are too steep. These shoulders will be widened to meet AASHTO specifications and the side slopes will either be improved to a 4:1 slope or guardrail will be installed where a shoulder cannot be constructed. One bridge and 10 culverts along Kittitas Highway will be widened to allow for a shoulder between guardrail and traffic lanes. Turn lanes and pockets will be constructed at major intersections to provide a more fluent corridor and a bike lane will allow bicyclist a safer location to travel on the route between the Cities of Kittitas and Ellensburg.

## STP Regional Federal Funds FFY 2011 Application

### **Plan Consistency** (max. 10 points)

**Points:** \_\_\_\_\_

Indicate the different plans this project is identified in - local comprehensive and/or transportation plans, RTPO plan, or Washington State Transportation Plan:

Kittitas Highway improvements are included in Kittitas County's Six Year Transportation Plan, the Regional Transportation Plan (RTPO) and the Kittitas County Long Range Transportation Plan.

### **Congestion Reduction** (max. 10 points)

**Points:** \_\_\_\_\_

Indicate how this project will reduce congestion and provide the Average Annual Daily Traffic and other traffic and congestion indicators to justify reduction of congestion:

Congestion is a problem on Kittitas Highway, especially at the No. 6 Road intersection. This location has an average of 4,300 vehicles each day. The Long Range Transportation Plan determined that this location will be below the county's level of service standard "C" by or before 2025. Kittitas County must make improvements to this intersection to reduce traffic congestion in order to meet the State's Growth Management Act's transportation level of service concurrency requirements. The channelization improvement to the No. 6 Road intersection will improve the traffic flow, reduce congestion at this location, and help the county meet level of service standards. Improvements included at this intersection are widening of the existing intersection and left hand turn lanes and right hand turn pockets.

In addition to the large volume of traffic, Kittitas Highway experiences a lot of slow moving farm equipment throughout the year. By installing turnouts every mile, these slower moving vehicles will have a safe place to pull over and allow other vehicles to pass. Turnouts will also provide space for the Sherriff's Office to enforce appropriate driver behavior by allowing them to get off the road and not blocking a lane when enforcing the law.

This project also includes adding a 4.61 mile long bike lane. The need for this bike lane has been identified in the Long Range Kittitas County Transportation Plan. The lane will provide a safe area for cyclists to share the roadway, allowing for safer transportation for the cyclists and motorist as well as reduce traffic delays that are caused by vehicles having to negotiate around bicyclists.

### **Partnerships** (max. 10 points)

**Points:** \_\_\_\_\_

Identify financial contributing partners for this project:

There are no financial partners for this project. However, our project is a continuation of the safety improvements to Kittitas Highway that began in the 2003 Kittitas Highway/Vantage Highway Safety Corridor Project.

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### **Freight Mobility** (max. 5 points)

**Points:** \_\_\_\_\_

Show how this project enhances mobility for freight in the region:

Kittitas Highway runs parallel to I-90, a major corridor for our state, and provides an alternate route for trucks and other vehicles between Kittitas and Ellensburg. Washington State Department of Transportation has classified Kittitas Highway as a T-2 Freight and Goods Transportation System, meaning 4 to 10 million tons of freight is hauled on this route annually. This is a farm-to-market road with a large amount of agricultural products hauled on this corridor. Our project will provide a safer, smoother hauling surface, and more timely transportation system for hauling freight, improving our county's economic vitality.

### **Multi-Modal** (max. 5 points)

**Points:** \_\_\_\_\_

Indicate improvements for modes of travel other than trucks and cars for this project:

Kittitas Highway provides access to the state's John Wayne Trail at numerous locations and provides connects to the City of Ellensburg's bicycle route system. Kittitas County has identified the Kittitas Highway bicycle lane in the Long Range Kittitas County Transportation Plan. Currently, the narrow Kittitas Highway causes safety concerns for bicyclists and motorists due to sharing lanes. Widening of the roadway and the creation of a bike lane will allow for safer travel, making biking on Kittitas Highway more appealing to individuals.

**TOTAL POINTS:** \_\_\_\_\_

**Attachment C**  
**Resolution**