

**Washington State Department of Transportation Work Plan for the
Special Experimental Project 14 (SEP-14) Livability Initiative
City of Sultan - Alder Avenue Reconstruction Project**

Federal-Aid Project #: STP-S310(004)

Local Project Number: G&O #13426

CDBG (HUD) #: CFDA #14.218

STIP Reference: SUL-9

Introduction

The Washington State Department of Transportation (WSDOT) submits this work plan for review and approval under the provisions of FHWA's *Livability Initiative Under Special Experimental Project No 14* as published in the Federal Register on June 25, 2010.

The proposed project is the Alder Avenue Reconstruction Project, a federal functionally classified collector arterial within the City of Sultan, Snohomish County, Washington. This \$860K project is funded in part by Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) and federal earmark (FHWA) funds. Approval of the Work Plan would allow the contract to combine these funding sources to procure a single, integrated project while complying with training, employment and contracting requirements of HUD's Section 3 to the greatest extent feasible.

The purpose of this workplan is to evaluate the use of funding and program requirements from both the FHWA and the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) program in a single contract. The requirements associated with these programs would ordinarily be incompatible under a single contract. HUD's Section 3 requires that preferential hiring be afforded to those individuals living in the project area. FHWA regulations prohibit preferential hiring. However, for contracts approved under FHWA's SEP-14 program, the prohibition on hiring preferences would be waived to accommodate only Section 3 requirements.

Project Description

The project constructs approximately 1,250 linear feet of utility and road improvements on Alder Avenue between 5th Street and 8th Street, within the public right of way. In particular the project includes replacement of the existing sanitary sewer system with new manholes, new 8-inch diameter PVC sewer main pipe, and

new 6-inch diameter side sewer pipe; replacement of the existing water system with new 8-inch diameter ductile iron water main, fire hydrants, valves and copper water services; construction of new storm improvements to include catch basins and 12-inch diameter storm pipe; replacement of deficient curb/gutter; replacement of deficient curb ramps; and full pavement reconstruction on Alder Avenue from curb to curb (40-foot in width) between 5th Street and 8th Street. The project also constructs new 5-foot wide cement concrete sidewalk to fill in a gap in the existing sidewalk system on the north side of Alder Avenue between 7th Street and 8th Street. Alder Avenue is a collector arterial that is adjacent to the City of Sultans central business district. It is located on Community Transit Bus Routes #277 and #270 and #277 which provide access from the City of Sultan Park and Ride to the City of Everett.

Funding

This project is funded as follows:

Phase	Fund Code	Federal Funds	State/Local Funds	Total
Design	STP (FHWA)	\$60,000	\$24,600	\$84,600
Construction	STP (FHWA)	\$440,000	\$0	\$440,000
Construction	CDBG (HUD)	\$175,516	\$0	\$175,516
Construction	Department of Commerce (DCOM)	\$0	\$185,000	\$185,000

Expected Economic Benefits

Procuring a single integrated contract is estimated to save approximately \$94K due to the following efficiencies:

- Advertisement costs* – \$1,000 (four ads in the news paper –vs- eight)
- Reproduction costs*– \$ 1,000 (one set of bid documents printed –vs- two)
- Engineering design costs* – \$ 3,500 (one draft/calc. of specs/plans/estimates –vs- two)
- Mobilization/demobilization costs* – \$10,000 (one Mob/demob of equipment –vs- two)
- Temporary HMA surfacing costs* – \$27,000 (no temp HMA surfacing if one contract)
- Erosion control costs* – \$2,200 (one installation/removal of TESC –vs- two)
- Traffic control costs* – \$ 10,000 (15 extra days of traffic control for two contracts)
- Material testing costs* – \$ 250 (one trip out and one test for concrete materials –vs- two)
- Inspection costs* – \$ 14,000 (inspection reports for 70 work days –vs- 55 work days)

Construction management costs – \$7,000 (one set of preconstruction meetings, one project closeout, one bid tab preparation, one bidder responsibility check, one submittal review/material doc on many materials that would be on both contracts –vs- two)
Economy of scale - \$18,000 (a larger contract makes the project more attractive to bidders and therefore a more competitive bid is expected.)

Competition

By September, 2014, WSDOT Highways and Local Programs (H&LP) will submit a report comparing the bids received on this project to five most recent prior projects of similar size and scope in the Northwest Region during the past federal fiscal year. The report will also compare the bids received on this project to five future projects of similar size and scope in the Northwest Region through May, 2014. The comparison will indicate the number of bidders on each project and the deviation between the low bid and the engineer's estimate.

WSDOT will prepare a final report upon completion of the contract and final acceptance of the project. The final report will include a discussion of the project issues that arose from the mixture of FHWA and HUD funds, the resolution of these issues, as well as recommendations for improvement on future projects.

Livability

The project is eligible for HUD grant funding under the National Objective of principally benefiting low- and moderate-income persons as an area wide benefit activity. This project enhances mobility and connections for transit users and pedestrians by constructing new sidewalk to fill in a gap in the existing sidewalk system and by reconstructing curb ramps to meet ADA standards. The project is located on an existing Community Transit route. Currently the existing curb ramps do not meet ADA standards, and there is a gap in the sidewalk system between 7th Street and 8th Street. Pedestrians are forced to walk in the parking lane in order to reach the transit stop on 8th Street. Community Transit provides access to the City's senior center located at 1st Street/High Street.

The Galway Bay apartment complex, a 26-unit complex for senior citizens only, is located a few blocks north of the project on 8th Street. The seniors living there walk through the project area to reach the City's downtown central business district (CDB). Seniors benefit from this project because of the improved pedestrian access between the senior housing and CDB including the library, police office, banking, City Hall, restaurants and the visitor's center. The library hosts activities for seniors such as the Friends of the Library meetings once a month. Many senior citizens attend the city council meetings at City Hall.

This project is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged community participation in the process:

- In May 2012 the City lobbies for and receives federal funding of \$500,000 for pavement reconstruction on Alder Avenue. This funding was part of the 2012 Supplemental Transportation Budget, and is overseen by WSDOT Local Programs and subject to FHWA requirements.
- In July 2012 the City applies for and receives a CDBG grant via Snohomish County for \$30,516 for sidewalk improvements on Alder Avenue to fill in the gap in the sidewalk.
- In February 12, 2013, the City applies for a modification to the Puget Sound Regional Council TIP for this project to include the utility improvements.
- In May 2013 the City applies for and receives another CDBG grant via Snohomish County for \$145,000 for sanitary sewer improvements on Alder Avenue.
- In August 2013 the City lobbies for and receives a direct appropriation from the State Legislature for \$185,000 for the completion of the water and sanitary sewer improvements on Alder Avenue. This funding is overseen by the Department of Commerce.
- The project goes through the National Environmental Policy Act (NEPA) approval process. On October 31, 2013, the project is granted NEPA approval by FHWA.
- The project goes through the State Environmental Policy Act (SEPA) review process. On November 16, the SEPA notification is published in the Daily Herald. A determination of non-significance was issued and the appeal period ended on December 14, 2013.
- This project design is presented for public comment at a neighborhood open house on December 4, 2013 at the City Hall.

The project improves the safety for drivers by reconstruction of the existing pavement to improve the cross slope on the crown and by replacement and addition of new gutter and storm drainage in isolated areas to improve drainage. The existing roadway has a very

flat crown and the pavement section is severely deteriorated with cracked pavement, numerous potholes and ponding water on the pavement surface. During the winter, this ponded water freezes increasing icy conditions for drivers.

The project improves the reliability of the existing water system by reconstructing the water mains with ductile iron pipe. Currently the water line on Alder Avenue, within the project limits, is made of asbestos concrete (AC), and is likely 60 years old. It is at the end of its life expectancy. Over time, AC pipe undergoes gradual degradation in the form of corrosion (i.e., internal calcium leaching due to conveyed water and/or external leaching due to groundwater). Such leaching leads to reduction in effective cross-section, which results in pipe softening and loss of mechanical strength. Accordingly, as the water distribution system ages, the number of AC pipe failures increases with time.

The project improves the function of the existing sanitary sewer system by reconstructing the system with 8-inch PVC sewer mains. The existing system consists of 8-inch cement concrete pipe, approximately 60 years old. The existing sewer main was television inspected in 2012. The existing line has several bellies in the pipe grade and visible root intrusion, which traps debris and reduces the capacity of the pipe. There is also evidence of infiltration in the existing pipe joints. The project reconstructs the pipe with PVC to get rid of the bellies in the pipe, reduce infiltration and increase capacity. This benefits the community by reducing problems with sewer backups and by reducing the amount of groundwater that gets treated at the City's wastewater treatment plant.

Sustainability

This project promotes a more environmentally sustainable transportation system by encouraging walking and improving access to the transit system. As described above, this project enhances mobility and connections for transit users and pedestrians. The project maintains, protects, and enhances the environment in several ways.

The City has been mindful of sustainability in the design of the pavement reconstruction for this project. The City is requiring the pavement to be constructed with cement treated base methods. The existing pavement will be pulverized and mixed into the existing subbase. Cement is then mixed into the pulverized pavement and base to form the reconstructed subbase. This reduces the amount of imported crushed rock material that would need to be hauled to the site. This reduces the amount of excavated material that would need to be hauled off the site and disposed of.

The improvements to the sewer system as described above will improve water quality and reduce the energy used in treating the stormwater that is currently infiltrating the system.

The project furthers the goals of the DOT, HUD, and EPA Sustainable Communities Partnership, specifically the goal of providing more transportation choices by enhancing walking and transit, and the goal of supporting existing communities. This project provides more sustainable infrastructure and better access to transit in an existing community. The project also furthers the goal of investing in healthy, safe, and walkable neighborhoods. This project improves the walkability of the neighborhood, ensures a continued supply of healthy drinking water, and reduces the health risks associated with sewer backups.

Schedule

City interviews consultants	December, 2012
Design Phase Begins	January, 2013
NEPA approval	November, 2013
Design Complete/Ad Project	February, 2014
Construction Begins	May, 2014
Construction Complete	July, 2014
Project Closeout	September, 2014