

PSRC's 2023 Rural Town Centers & Corridors Program Application

The following application is intended for sponsors that have been recommended by their countywide forum to compete in PSRC's regional competition for its 2023 Rural Town Centers and Corridors program. If selected to compete in the regional competition, an application must be submitted to PSRC using this online form by **6:00pm on July 28, 2023**.

A [resource document](#) has been developed to direct sponsors to resources available to complete the application, and assist in verifying eligibility for these funds.

For information related to the 2023 Rural Town Centers and Corridors program, contact:

Doug Cox, AICP

Puget Sound Regional Council
1011 Western Avenue
Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Project Identification and Description

Project Title

US-2 / Main Street Roundabout

Indicate below whether this project is for a standalone planning project (such as a corridor study or master plan) or a capital project.

Capital Project

Regional Transportation Plan ID#

N/A

The current list of investments that are required to be on the Regional Transportation Plan Regional Capacity Project List and have a designated ID # can be accessed at Appendix G of the Regional Transportation Plan, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature, or are on local facilities and therefore not required to be on the Project List, is provided [here](#).

For assistance or questions regarding these issues, contact Mitch Koch at (206) 464-7537 or mkoch@psrc.org.

Lead Agency	List Applicable Partnership Agencies Involved
City of Sultan	

Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?
More information on certification acceptance and a listing of current CA agencies can be found [here](#).

No

If not, which agency will serve as your CA sponsor?

WSDOT Local Programs

Contact Information

Primary Contact Name	Alternate Contact Name
Nathan Morgan	Tami Pevey
Primary Contact Phone	Alternate Contact Phone
425-508-8987	360-793-1811
Primary Contact Email	Alternate Contact Email
nate.morgan@ci.sultan.wa.us	tami.pevey@ci.sultan.wa.us

Project Description

Project scope: Please describe clearly and concisely the individual components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

This phase of the project would provide for construction of a two-lane roundabout at the intersection of US 2/Main Street in Sultan, WA. The two-lane roundabout is necessary to preserve regional mobility while accommodating City of Sultan planned growth.

In addition to preserving regional and local motorized mobility and safety, the roundabout will provide new, safe, and efficient non-motorized crossings of both US 2 and Main Street. The roundabout will include ADA compliant pedestrian crossings including RRFBs and will include multi-use paths around its perimeter consistent with the envisioned future non-motorized improvements on US 2.

The roundabout will also improve safety at the intersection. Roundabouts are a proven safety

countermeasure for stop-sign and traffic signal controlled intersections. They are particularly effective at reducing fatal and serious injury crashes for all users including bicyclists and pedestrians.

The intersection of US 2/Main Street is also the Gateway to the City's downtown. The City of Sultan has invested in improvements to Main Street and a roundabout at this intersection would provide a safe, multi-modal Gateway to downtown from US 2.

This funding will allow the City of Sultan to construct a new roundabout that is currently 30% designed. This project was chosen two years ago to receive RTCC money to complete the design and ROW acquisition. This improvements is a benefit to not only the city of sultan but to the whole region.

Project Location

County Location:

Please identify the county(s) in which the project is located. Check all that apply.

Snohomish County

Project Location:

For example, please include street, route or trail name, or other identifiable location.

Intersection of US 2 and Main Street in Sultan, WA.

Crossroad/landmark nearest to the beginning of the project:

300 feet west of US 2/Main Street

Crossroad/landmark nearest to the end of the project:

300 feet east of US 2/Main Street

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement is provided [here](#).

Please select the appropriate functional classification.

Principal Arterial

Bicycle and Pedestrian Accommodations

Per US Department of Transportation policy, transportation projects in urbanized areas should include bicycling and walking facilities unless certain conditions are met. For more information on this policy, refer to [FHWA's website](#).

Does the project include bicycle and/or pedestrian features and/or paved shoulders?

Yes

If yes, please check the classifications below that best reflect the scope of the project.

Shared-use path

If no, please explain why the project does not include bicycle and/or pedestrian facilities.

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2050 and the Regional Transportation Plan. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to PSRC's Plan Review page or contact Liz Underwood-Bultmann at LUnderwood-Bultmann@psrc.org.

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, indicate 1) plan name 2) relevant section 3) page number.

City of Sultan Comprehensive Plan, Chapter 8: Transportation, Section 8.9.2.2 (20-Year Motorized Transportation Improvements Plan), Table 8-14 (Arterial Circulation Projects), page 8-47 (Project # T-34E).

Provides highway crossing component of US-2 Route Corridor Trail. See Chapter 8: Transportation, Section 8.9.2.3 (20-Year Non-Motorized Transportation Improvements Plan), Table 8-15 (Non-motorized Projects), page 8-50 (Project # NM-5 US-2 Route Corridor Trail).

If no, describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

Type of Project

Please select your agency's project type.

Capital Project

NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.

Capital Project

Local and Regional Policy Support

Please address the following:

Describe how the project will help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdiction(s). Please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.

The City of Sultan has adopted policies consistent with Snohomish County's countywide policies

and PSRC's Vision 2040's Multicounty planning policies. PSRC has certified the City's Comprehensive Plan (see Chapter 8.13 and PSRC certification attachment). The City actively participates in the Snohomish County Infrastructure Coordinating Committee (ICC) meetings to maintain consistency with regional transportation planning policies including Vision 2050. City of Sultan Comprehensive Plan, Chapter 8: Transportation, Section 8.13 Transportation Goals and Policies:

TR 1.3.3 Highway Access: Work cooperatively with the Washington State Department of Transportation to develop a long-range road and channelization design, signal, and signage plan to resolve traffic and safety conflicts on US 2 and promote compatible land use development within the downtown core and adjacent neighborhoods. The proposed roundabout is forward compatible with several long range options on US 2 (signals, roundabouts, or couplet).

TR 1.4.6 Standards: Incorporate design that is friendly to nonmotorized transportation projects, using a variety of design and traffic control techniques. Roundabouts are bicycle/pedestrian friendly and safe.

TR 1.5.1 Level of service and concurrency: Establish transportation level of service standards to evaluate the performance of the transportation system. The roundabout is necessary to meet WSDOT and Sultan LOS standards at this location.

TR 2.4.1 Non-motorized travel: Plan non-motorized facilities for commuter and recreation use to increase the desirability of Sultan as a place to live and work. The roundabout provides a safe bicycle/pedestrian crossing of US 2 to access downtown and transit.

TR 3.2.2 Safety: Coordinate with the Washington State Department of Transportation to provide pedestrian crossings on US 2 in order to connect business and residential areas on both sides of the highway. The roundabout provides a safe bicycle/pedestrian crossing of US 2 to access downtown and transit.

TR 4.1 Develop a transportation system that allows people to easily accomplish basic needs using active transportation such as bicycling or walking rather than having to drive for every trip. The roundabout provides a safe bicycle/pedestrian crossing of US 2 to access downtown and transit.

Describe how the project fits the intended character of the center or area in which the corridor is located to help better define or provide a clear distinction between rural corridors and rural centers. For instance, does the project include context sensitive design elements that consider preserving the aesthetic, cultural and environmental resources of the subject area?

The proposed roundabout is a bicycle/pedestrian friendly intersection treatment that will improve safety and is compatible with regional mobility needs of the US 2 highway corridor.

A roundabout at this location will provide traffic calming and a visual gateway to Main Street and Downtown Sultan, alerting drivers to the transition from a rural highway to an urban street within the city limits of Sultan.

The proposed roundabout is a bicycle/pedestrian friendly intersection treatment that will improve safety and is compatible with regional mobility needs of the US 2 highway corridor.

A roundabout at this location will provide traffic calming and a visual gateway to Main Street and Downtown Sultan, alerting drivers to the transition from a rural highway to an urban street within the city limits of Sultan.

In 2022, the City went through an in-depth public outreach campaign to determine what we were going to do with the 3 1/2 mile stretch of the US 2 that is the City's main corridor. This outreach campaign consisted of 3 working groups that met multiple times over the year the local working group comprised of business owners and residents, a technical group which consisted of police, fire, Snohomish County, WSDOT, community transit and the school district, and the last group the regional working group which included cities like Snohomish, Monroe, Gold Bar, Skykomish, Stevens Pass, Leavenworth, Wenatchee, the port of Cheyenne, the port of Everett, sky valley Chamber of Commerce, Leavenworth Chamber of Commerce, and Chelan Chamber of Commerce.

These working groups all determined that the city needs a corridor with 2 lanes in either direction and multilane roundabouts at key intersections. This application is consistent with the plan and goals of our outreach project as well as being consistent with other projects along the corridors such as a roundabout that is being proposed in Skykomish and a roundabout that is currently being designed by WSDOT at Old Owen Road within City of Sultan.

If the project is interjurisdictional in nature, describe the partners that have been identified and the actions developed to work together and coordinate on project components

As this project is located on US 2, we will be working with WSDOT throughout this project. We have already been engaged with them on the intersection control evaluation and channelization plan. We will also be working with WSDOT as they will be our CA for this project.

Circulation, Mobility, and Accessibility

Please address the following:

Describe the issue being addressed by the project and the impact it is intended to have on the center(s). Describe how the project will provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility.

This project will have huge impacts on the city center as it will be the gateway to the cities downtown. Currently, this intersection is a stop controlled 3-way intersection and people continue to just drive right on down US 2. This intersection improvement will allow for better access to our downtown as well as provide visibility to our Main Street as passerby ours may with this improvement stop in our downtown center creating an economic benefit to the city as well as better transportation circulation.

Describe whether the project is multimodal in nature and how it will benefit a range of travel modes and user groups either accessing the center(s) or using the corridor

This project will accommodate all modes of transportation. We will be installing multi use facilities on all sides of the roundabout as well as ADA friendly pedestrian and bicycle crossings with rapid flashing beacons. The roundabout is being designed so that large semis and Community Transit buses will both be able to maneuver them safely and easily.

Describe how the project will enhance opportunities for active transportation, such as improving or enhancing a pedestrian-oriented environment in the center or along the corridor to the center(s).

Currently there is no pedestrian crossing in this area of US 2 and US 2 really divides our downtown from some of our local neighborhoods. This project is creating a key pedestrian connection for the community.

Describe how the project contributes to transportation demand management and commute trip reduction opportunities.

This project contributes to transportation demand management by creating the opportunity for more trips to be able to go through this intersection safely. It also provides trip reduction by creating that missing link in the pedestrian network, giving the local neighborhoods the ability to walk to our downtown center instead of driving 3 to 6 blocks to get there.

System Performance and Innovative Solutions

Please address the following:

Describe how the project will result in more reliable and efficient travel flows in the center, along a corridor, or both, and how it will provide for time savings for moving freight and goods.

This project is a roundabout project that by nature creates a more reliable and efficient travel flow through any intersection. If the project were to be designed as a traffic light it would have huge impacts to the flow of traffic and freight. It is more reliable also because it does not rely on power like a signalized intersection would if the power goes out the intersection will still operate normally and allow traffic to continue to flow through it just as efficient is every other day.

Describe how the project provides a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor.

As part of preparing for the outreach process the city studied the entire corridor and determined that this solution would provide necessary capacity well into 2050.

Describe any particularly innovative facilities or traffic operational concepts included in this project.

The most innovative facility or operational concept that this project includes is using a roundabout instead of a conventional lighted intersection. We also plan on using rectangular rapid flashing beacons to provide additional pedestrian safety.

Equity

Please address the following:

Section 1. Addressing population groups, benefits and disparities – see [PSRC's resources](#) to help answer the questions below.

Please identify the population groups in the planning study area.

(i.e people of color, people with low incomes, older adults, youth, people with disabilities, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations)

Please identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

The main gap in the transportation system in this location is there is no pedestrian facilities to cross US 2 and again, this will benefit all population groups that decide to use the pedestrian facilities.

Please describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under Step 1.

The main gap in the transportation system in this location is that there is no pedestrian facilities to cross US 2 and again, this will benefit all population groups that decide to use the pedestrian facilities.

Section 2. Addressing outreach

Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

In 2022, the City went through an in-depth public outreach campaign to determine what we were going to do with the 3 1/2 mile stretch of the US 2 that is the City's main corridor. This outreach campaign consisted of 3 working groups that met multiple times over the year the local working group comprised of business owners and residents, a technical group which consisted of police, fire, Snohomish County, WSDOT, community transit and the school district, and the last group the regional working group which included cities like Snohomish, Monroe, Gold Bar, Skykomish, Stevens Pass, Leavenworth, Wenatchee, the port of Cheyenne, the port of Everett, sky valley Chamber of Commerce, Leavenworth Chamber of Commerce, and Chelan Chamber of Commerce.

The local working group was selected from people that signed up to participate during a public survey in which the city received over 20% of the population responding.

Please describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

During the outreach process, the city looked at multiple different intersections throughout the corridor and we asked our participants to consider 4 different types of improvements (ie: Lighted intersection single lane roundabout multiple lane roundabouts and a couplet option). We also looked at pedestrian facilities and alternatives to the corridor as a whole. These groups drove the design for the project that we are now asking to Construct.

Section 3. Addressing displacement – see [PSRC's displacement risk map](#)

Is the project in an area of low, medium, or high displacement risk?

Low

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

The project is in a low displacement area.

Safety

Please address the following:

Please describe the safety and/or security issue(s) that the project will address.

This intersection is currently a 3-way intersection at an obscured angle with a single start control side street that allows left hand turns. There is a high safety risk for drivers and there have been numerous instances at this intersection due to crossing traffic. This intersection currently has no pedestrian facilities. With the addition of a roundabout, you will have shorter pedestrian crossings with rapid flashing beacons. Roundabouts also provide for a much safer atmosphere for an intersection that would normally be taking a left hand turn across multiple lanes.

Please explain how the project will help protect vulnerable users of the transportation system.

This project will help protect the vulnerable users by adding additional signage to make people aware, it will provide rapid flashing beacons to protect vulnerable pedestrians as they crossed the street.

Please describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The installation of a roundabout at this location will reduce speeds just by the nature of the design. This will also help to reduce the need for enforcement.

Does your agency have an adopted safety policy (e.g. Target Zero, Vision Zero, etc.)? If so, how did the policy inform the development of the project?

We do not have an adopted safety policy.

Project Readiness & Financial Plan

In this section, sponsors will address questions regarding the PSRC funding request, the total

estimated project cost and schedule, and the project's readiness to obligate PSRC funds. \$3.045 million is available for each of the 2025 and 2026 federal fiscal years. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request up the total annual award for one program year (up to \$3,045,000). Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary, i.e, a sponsor may request funding for both preliminary engineering and right-of-way phases, or preliminary engineering and construction phases, but not both right-of-way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for the FHWA funding being distributed through the RTCC competition. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Sponsors must select 2025 or 2026 as the expected year of obligation. In order to align with annual delivery expectations, all project phases awarded PSRC's FHWA funds must obligate the funds by June 1 of the program year selected. Funds may be obligated beginning October 1 prior to the program year. The earliest the RTCC funds will be available is the 2025 federal fiscal year (beginning October 1, 2024). If a sponsor plans to begin work for the phase awarded prior to this date, they will need to utilize Advanced Construction (AC). For more information on this topic, contact Jennifer Barnes at (206) 389-2876 or jbarnes@psrc.org.

Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Phase	Year	Amount Requested (i.e - for \$1,000.00, enter "1000")
Construction	2026	\$2700000
		\$

Total PSRC Funding Request:

\$2700000

Has the project received PSRC funds previously?

Yes

Please provide the project's PSRC TIP ID.

SUL-10

Financial Plan

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds is provided here.

PE/Design Phase

Funding Source	Funding Status	Funding Amount
PSRC RTCC	Secured	\$300000
City	Secured	\$85000
		\$
		\$
		\$

Total Preliminary Engineering/Design Phase Cost

\$385000

Actual or estimated date of completion (month and year):

December 2024

Right-of-Way Phase

Funding Source	Funding Status	Funding Amount
PSRC RTCC	Secured	\$480000
City	Secured	\$120000
		\$
		\$
		\$

Total Right-of-Way Phase Cost:

\$600000

Actual or estimated date of completion (month and year):

December2025

Construction Phase

Funding Source	Funding Status	Funding Amount
Grant	Unsecured	\$2650793
City	Unsecured	\$413707
		\$
		\$
		\$

Total Construction Phase Cost

\$3064500

Actual or estimated date of completion (month and year):

December 2027

Other Phase

Funding Source	Funding Status	Funding Amount
		\$
		\$
		\$
		\$
		\$

Total Other Phase Cost

\$0

Actual or estimated date of completion (month and year):

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost:

\$4049500

Estimated Project Completion Date (month and year):

December 2027

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-131-475-18608355_e5z66MWa_2023_Transportation_Budget.docx

f-131-480-18608355_BxwAQuRR_2024-2029_6_Year_TIP.pdf

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program must also be included.

For more information, refer to PSRC's financial constraint guidance.

Secured funds are available in the City's current impact fee fund balance for Construction. See attached Sultan Traffic Impact Funds Available in the 2023 Transportation budget pdf file attached.

Reasonably expected funds are assumed to be available in the City's future impact fee fund.

Procedural steps include:

- 1) Inclusion of the project in the City's TIP and Impact Fee Ordinance - complete.
- 2) Collection of impact fees from future development - ongoing.
- 3) Allocation of collected impact fees to this project.- June 2026.

At the end of 2023, the City is planning to have \$2,705,275 in reserve to complete transportation projects. Currently, the city is planning some projects using these funds between now and 2026. The Sultan Transportation Improvement Plan is anticipating using \$605,000 of these funds between now and 2029 leaving \$2,100,275 in city funds to cover the city match.

Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to assist sponsors to:

- *Identify which obligation prerequisites and milestones apply to their specific project.*
- *Identify which of these have already been satisfied at time of application.*
- *Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.*

In the following section, sponsors will be asked a series of questions about the project. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated by June 1 of the funding year, or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Project Readiness

Are you requesting funds for ONLY a planning study or preliminary engineering?

No

Is preliminary engineering/design for the project complete?

No

Please provide the date the preliminary engineering/design phase was completed, or the anticipated date of completion (month and year).

June 2024

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

The project is currently at 30% design with the design funds obligated and an RFQ out to complete the design. We anticipate completing the design by June of 2024 and right of way acquisition at that time.

Project Readiness

What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

Categorical Exclusion (CE)

Has the NEPA documentation been approved?

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

December 2025

Project Readiness

Will right of way be required for the project?

Yes

How many parcels do you need, if applicable?

Small parts of 12 parcels

What is the zoning in the project area?

Highway oriented commercial

Discuss the extent to which your schedule reflects the possibility of condemnation and the

actions needed to pursue this.

We are asking for the funds in 2026 to allow an additional year to get through the ROW process.

Does your agency have experience in conducting right-of-way acquisitions of similar size and complexity?

No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

June 2024

In the box below, please identify all relevant right-of-way milestones, including the current status and estimated completion date of each. For example:

- True cost estimate (TCU) or Project Funding Estimate (PFE) for the right of way
- Stamped right-of-way plans (stamped)
- Approved relocation plan, if applicable
- Right-of-way certification
- Right-of-way acquisition
- True cost estimate (TCU) or Project Funding Estimate (PFE) for the right of way - 9/24
- Stamped right of way plans (stamped) - 9/24
- Approved relocation plan, if applicable - N/A
- Right-of-way certification - 12/25
- Right-of-way acquisition - 9/25

Project Readiness

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

No

Please upload a copy of your engineer's estimate below.

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

We are planning to have NEPA approval By December of 2025.

Are Plans, Specifications & Estimates (PS&E) completed?

No

Please provide the date of completion, or the date when PS&E is scheduled to be complete (month and year).

September 2024

When is the project scheduled to go to ad (month and year)?

February 2026

Note: For projects awarded PSRC funds through this competition, the information provided above

for each milestone will be incorporated into the project's Progress Report for future monitoring, as part of PSRC's project tracking program.

Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. Note, no points will be given to this section.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

f-131-107-18608355_1mc06wdo_2023-05-10_US2_Main_St_Prelim_Chan_Plan_for_Approval.pdf

f-131-477-18608355_rgwUJmo8_US-2_Mainstreet_Roundabout_site_map.pdf

Final Review

Please review all application form questions to ensure you have completed all fields. An email copy of the project application will be sent to the project contact upon submission.

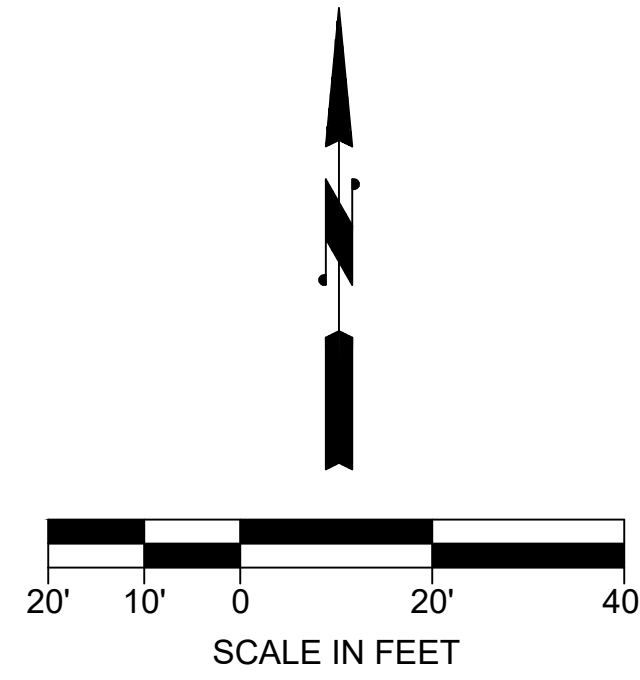
NOTE: Please contact Doug Cox (DCox@psrc.org) if you need to make updates to a submitted application prior to the July 28, 2023 deadline. After the deadline has passed, the form site will close.

2023 Budget

Transportation Impact Fees						
Account	Description	2019 Actual	2020 Actual	2021 Actual	2022 Estimated	2023 Budget
108-000-345-85-010	Impact Fees - Traffic	278,400	591,590	2,543,425	1,235,258	695,920
108-000-361-11-000	Investment Interest	4,962	3,301	4,032	1,771	3,000
108-000-397-10-100	Operating Transfer In	-	-	-	-	-
108-000-308-31-000	Cash and Investments- Restricted-	480,660	564,022	858,913	3,216,326	2,405,855
	Revenues Total	764,022	1,158,913	3,406,370	4,453,355	3,104,775
108-108-597-30-000	Operating Transfer Out- 303	200,000	300,000	190,045	2,047,500	399,500
	Expenditures Total	200,000	300,000	190,045	2,047,500	399,500

At the end of 2023 the City is planning to have \$2,705,275 in reserve to complete transportation projects. Currently the city is planning some projects using these funds between now and 2026. The Sultan Transportation Improvement Plan is anticipating using \$605,000 of these fund between now and 2029 leaving \$2,100,275 in city funds to cover the city match.

SEC. 5, T 27 N, R 8 NE, WM



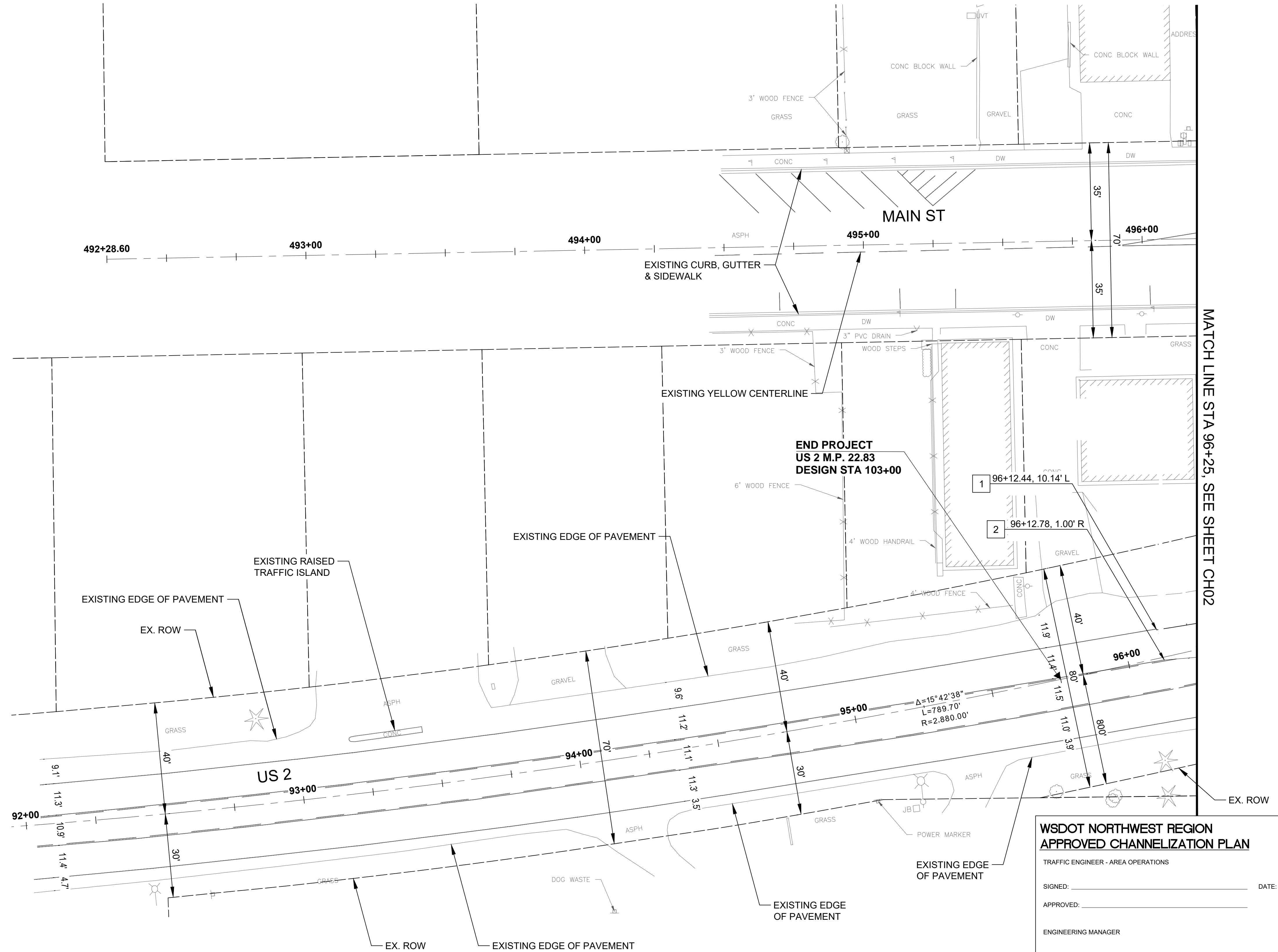
DESIGN DATA		
ROADWAY:	US 2	MAIN ST
FUNCTIONAL CLASS:	URBAN OTHER PRINCIPAL ARTERIAL	COLLECTOR ARTERIAL
NHS STATUS:	NHS HIGHWAY	-
ACCESS CONTROL:	MANAGED ACCESS CLASS 4	-
LAND USE:	SUBURBAN	SUBURBAN
TRUCK PERCENTAGE:	8%	1%
DESIGN VEHICLE:	WB-67	WB-50
POSTED SPEED:	35 MPH	25 MPH
DESIGN SPEED:	35 MPH	25 MPH
TERRAIN:	ROLLING	ROLLING
ADT:	20,000	1,500

CHANNELIZATION NOTES:

- 1 WHITE EDGE LINE, PER WSDOT STD. PLAN M-20.10.
- 2 YELLOW EDGE LINE, PER WSDOT STD. PLAN M-20.10.
- 3 WHITE WIDE DOTTED ENTRY LINE, PER WSDOT STD. PLAN M-20.10.
- 4 YELLOW DOUBLE CENTERLINE, PER WSDOT STD. PLAN M-20.10.
- 5 YELLOW TWO-WAY LEFT-TURN LINE, PER WSDOT STD. PLAN M-20.10.
- 6 TRAFFIC ARROW, PER WSDOT STD. PLAN M-24.40.
- 7 WHITE WIDE EDGE LINE, PER WSDOT STD. PLAN M-20.10.
- 8 YIELD LINE SYMBOL TYPE 2, PER WSDOT STD. PLAN M-24.60.
- 9 WHITE CROSSWALK MARKING, PER WSDOT STD. PLAN M-15.10. EXCEPT CHANGE CROSSWALK MARKING WIDTH FROM 8' TO 10'.
- 10 YELLOW LINEAR DETECTABLE STRIP.

GENERAL NOTES:

1. SEE SHEET CH04 AND CH05 FOR RAISED ISLAND DETAILS AND STRIPING CALLOUTS ADJACENT TO SPLITTER ISLANDS.
2. SEE SHEET CH06 FOR TYPICAL SECTIONS.
3. ALL SIDEWALK RAMPS SHALL MEET CURRENT ADA STANDARDS.
4. CHANNELIZATION TO BE INSTALLED SHALL BE PER WSDOT STANDARD SECTION M.
5. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.



WSDOT NORTHWEST REGION
APPROVED CHANNELIZATION PLAN

TRAFFIC ENGINEER - AREA OPERATIONS

SIGNED: _____ DATE: _____

APPROVED: _____

ENGINEERING MANAGER

SIGNED: _____ DATE: _____

APPROVED: _____

FILE NAME	G:\Dropbox (TSI)\TSI Projects\2021\221007 SR 104 & 40th Place NE Roundabout		
TIME	02:34:30 pm	REGION NO.	STATE
DATE	Apr 18, 2023	X	WASH
PLOTTED BY	MikeS	JOB NUMBER	221021
DESIGNED BY	M. MACH	CONTRACT NO.	
ENTERED BY	E. JACKSON	LOCATION NO.	
CHECKED BY	K. HARRIS		
PROJ. ENGR.	V. SALEMANN		
REGIONAL ADM.		REVISION	DATE BY

FED. AID PROJ. NO.	
LOCATION NO.	

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DATE	DATE
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Washington State
 Department of Transportation

US 2 M.P. 22.69 - M.P. 22.83

US 2 AND MAIN STREET
INTERSECTION IMPROVEMENTS

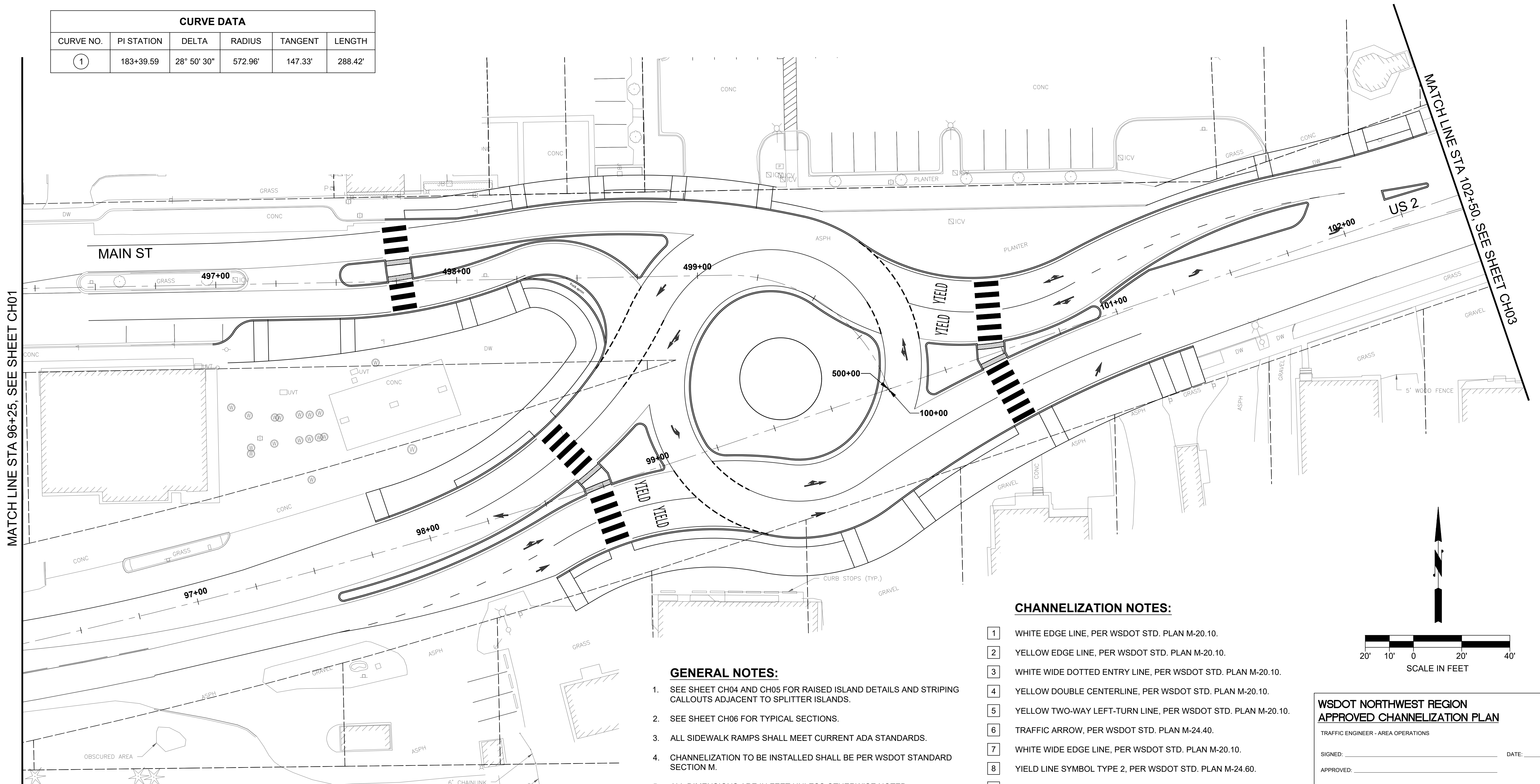
SNOHOMISH COUNTY APRIL 2023

CHANNELIZATION PLAN

PLAN REF. NO.	CH01
SHEET	1
OF	6
SHEETS	

SEC. 5, T 27 N, R 8 NE, WM

CURVE DATA					
CURVE NO.	PI STATION	DELTA	RADIUS	TANGENT	LENGTH
1	183+39.59	28° 50' 30"	572.96'	147.33'	288.42'



MATCH LINE STA 96+25, SEE SHEET CH01

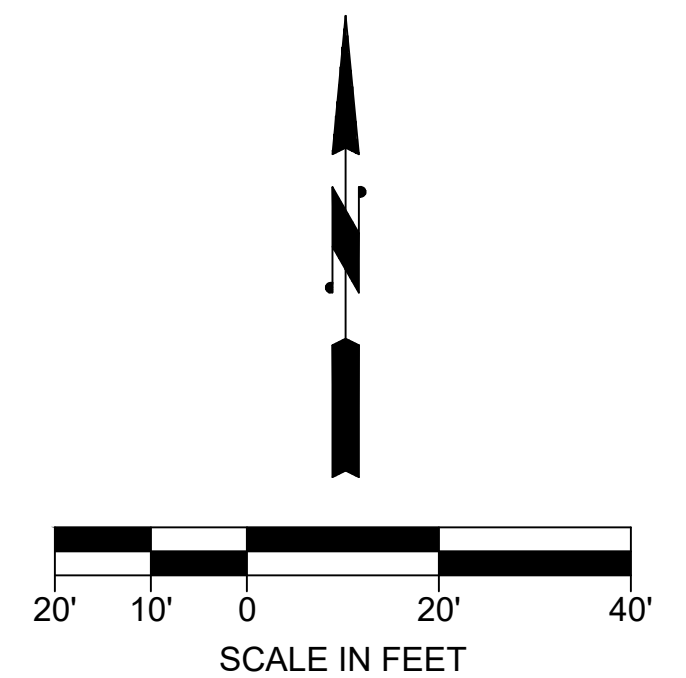
MATCH LINE STA 102+50, SEE SHEET CH03

GENERAL NOTES:

- SEE SHEET CH04 AND CH05 FOR RAISED ISLAND DETAILS AND STRIPING CALLOUTS ADJACENT TO SPLITTER ISLANDS.
- SEE SHEET CH06 FOR TYPICAL SECTIONS.
- ALL SIDEWALK RAMPS SHALL MEET CURRENT ADA STANDARDS.
- CHANNELIZATION TO BE INSTALLED SHALL BE PER WSDOT STANDARD SECTION M.
- ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.

CHANNELIZATION NOTES:

- WHITE EDGE LINE, PER WSDOT STD. PLAN M-20.10.
- YELLOW EDGE LINE, PER WSDOT STD. PLAN M-20.10.
- WHITE WIDE DOTTED ENTRY LINE, PER WSDOT STD. PLAN M-20.10.
- YELLOW DOUBLE CENTERLINE, PER WSDOT STD. PLAN M-20.10.
- YELLOW TWO-WAY LEFT-TURN LINE, PER WSDOT STD. PLAN M-20.10.
- TRAFFIC ARROW, PER WSDOT STD. PLAN M-24.40.
- WHITE WIDE EDGE LINE, PER WSDOT STD. PLAN M-20.10.
- YIELD LINE SYMBOL TYPE 2, PER WSDOT STD. PLAN M-24.60.
- WHITE CROSSWALK MARKING, PER WSDOT STD. PLAN M-15.10. EXCEPT CHANGE CROSSWALK MARKING WIDTH FROM 8' TO 10'.
- YELLOW LINEAR DETECTABLE STRIP.



**WSDOT NORTHWEST REGION
APPROVED CHANNELIZATION PLAN**

TRAFFIC ENGINEER - AREA OPERATIONS

SIGNED: _____ DATE: _____

APPROVED: _____

ENGINEERING MANAGER

SIGNED: _____ DATE: _____

APPROVED: _____

FILE NAME	G:\Dropbox (TSI)\TSI Projects\2021\221007 SR 104 & 40th Place NE Roundabout		
TIME	02:34:31 pm		
DATE	Apr 18, 2023		
PLOTTED BY	MikeS		
DESIGNED BY	M. MACH		
ENTERED BY	E. JACKSON		
CHECKED BY	K. HARRIS		
PROJ. ENGR.	V. SALEMANN		
REGIONAL ADM.	REVISION	DATE	BY

REGION NO.	STATE	FED. AID PROJ. NO.
X	WASH	
JOB NUMBER	221021	
CONTRACT NO.	LOCATION NO.	

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**Washington State
Department of Transportation**

US 2
M.P. 22.69 - M.P. 22.83

**US 2 AND MAIN STREET
INTERSECTION IMPROVEMENTS**

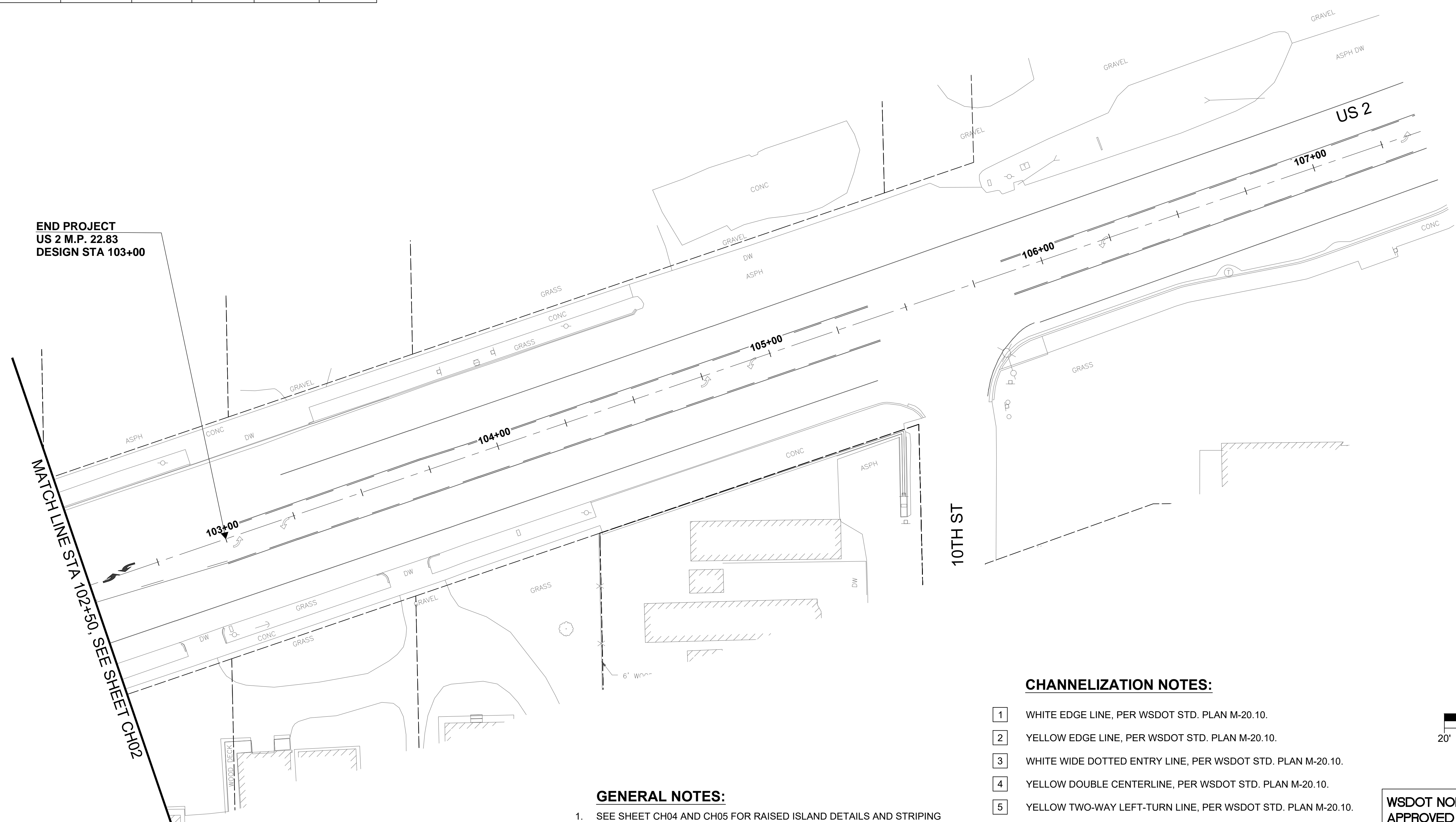
SNOHOMISH COUNTY
APRIL 2023

CHANNELIZATION PLAN

PLAN REF. NO.	CH02
SHEET	2
OF	6
SHEETS	

SEC. 5, T 27 N, R 8 NE, WM

CURVE DATA					
CURVE NO.	PI STATION	DELTA	RADIUS	TANGENT	LENGTH
1	183+39.59	28° 50' 30"	572.96'	147.33'	288.42'



END PROJECT
US 2 M.P. 22.83
DESIGN STA 103+00

MATCH LINE STA 102+50.1 SEE SHEET CH02

CHANNELIZATION NOTES:

- 1 WHITE EDGE LINE, PER WSDOT STD. PLAN M-20.10.
- 2 YELLOW EDGE LINE, PER WSDOT STD. PLAN M-20.10.
- 3 WHITE WIDE DOTTED ENTRY LINE, PER WSDOT STD. PLAN M-20.10.
- 4 YELLOW DOUBLE CENTERLINE, PER WSDOT STD. PLAN M-20.10.
- 5 YELLOW TWO-WAY LEFT-TURN LINE, PER WSDOT STD. PLAN M-20.10.
- 6 TRAFFIC ARROW, PER WSDOT STD. PLAN M-24.40.
- 7 WHITE WIDE EDGE LINE, PER WSDOT STD. PLAN M-20.10.
- 8 YIELD LINE SYMBOL TYPE 2, PER WSDOT STD. PLAN M-24.60.
- 9 WHITE CROSSWALK MARKING, PER WSDOT STD. PLAN M-15.10. EXCEPT CHANGE CROSSWALK MARKING WIDTH FROM 8' TO 10'.
- 10 YELLOW LINEAR DETECTABLE STRIP.

GENERAL NOTES:

- 1. SEE SHEET CH04 AND CH05 FOR RAISED ISLAND DETAILS AND STRIPING CALLOUTS ADJACENT TO SPLITTER ISLANDS.
- 2. SEE SHEET CH06 FOR TYPICAL SECTIONS.
- 3. ALL SIDEWALK RAMPS SHALL MEET CURRENT ADA STANDARDS.
- 4. CHANNELIZATION TO BE INSTALLED SHALL BE PER WSDOT STANDARD SECTION M.
- 5. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.

**WSDOT NORTHWEST REGION
APPROVED CHANNELIZATION PLAN**

TRAFFIC ENGINEER - AREA OPERATIONS

SIGNED: _____ DATE: _____

APPROVED: _____

ENGINEERING MANAGER

SIGNED: _____ DATE: _____

APPROVED: _____

FILE NAME				G:\Dropbox (TSI)\TSI Projects\2021\221007 SR 104 & 40th Place NE Roundabout			
TIME	02:34:31 pm	REGION NO.	STATE	FED. AID PROJ. NO.			
DATE	Apr 18, 2023	X	WASH				
PLOTTED BY	MikeS	JOB NUMBER		221021			
DESIGNED BY	M. MACH	CONTRACT NO.		LOCATION NO.			
ENTERED BY	E. JACKSON						
CHECKED BY	K. HARRIS						
PROJ. ENGR.	V. SALEMANN						
REGIONAL ADM.	REVISION	DATE	BY				

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**Washington State
Department of Transportation**

US 2
M.P. 22.69 - M.P. 22.83

**US 2 AND MAIN STREET
INTERSECTION IMPROVEMENTS**

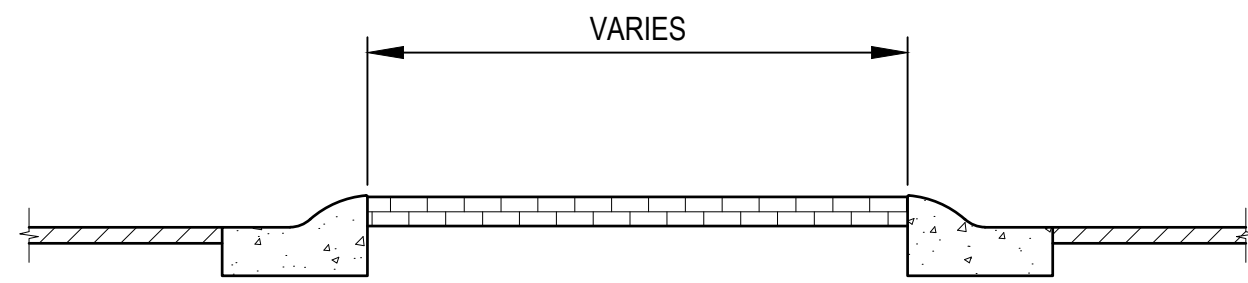
SNOHOMISH COUNTY
APRIL 2023

CHANNELIZATION PLAN

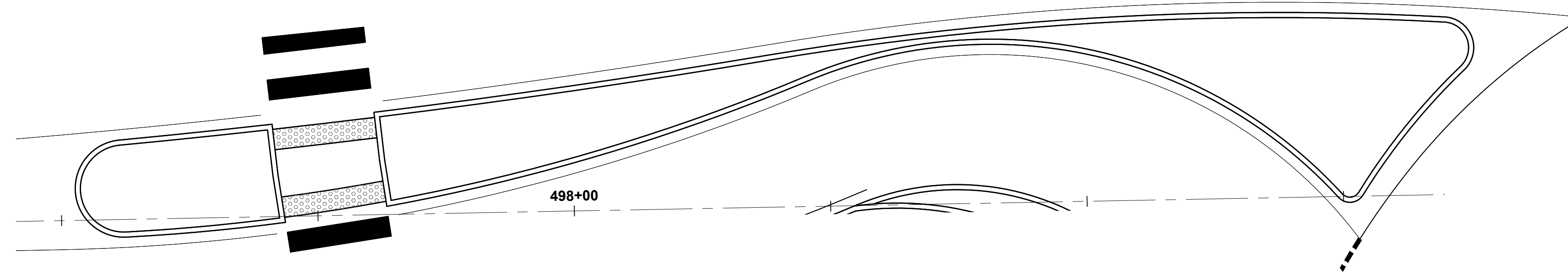
PLAN REF. NO.	CH03
SHEET	3
OF	6
SHEETS	

SEC. 5, T 27 N, R 8 NE, WM

CHANNELIZATION NOTES:
 2 YELLOW EDGE LINE, PER WSDOT STD. PLAN M-20.10.

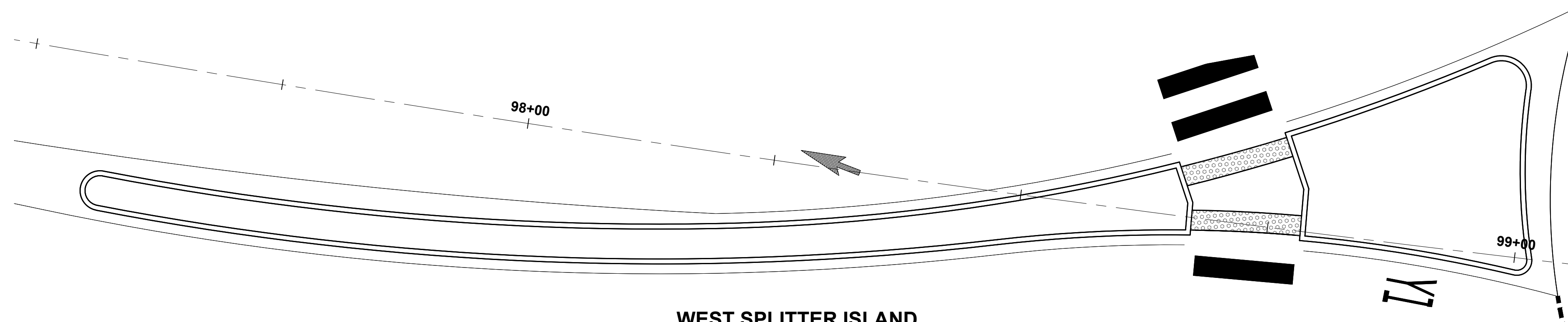


RAISED ISLAND CROSS SECTION



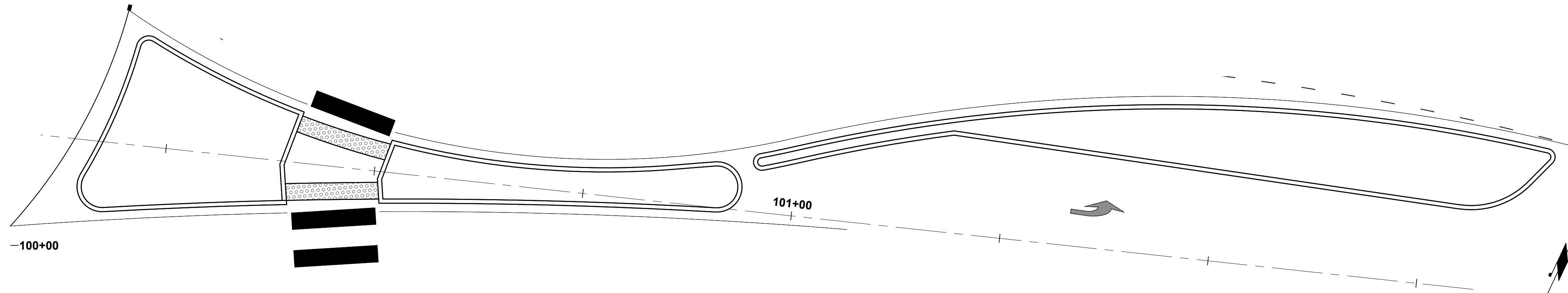
NORTH SPLITTER ISLAND

xxxx S.F.



WEST SPLITTER ISLAND

xxxx S.F.



EAST SPLITTER ISLAND

xxxx S.F.



WSDOT NORTHWEST REGION
 APPROVED CHANNELIZATION PLAN

TRAFFIC ENGINEER - AREA OPERATIONS

SIGNED: _____ DATE: _____

APPROVED: _____

ENGINEERING MANAGER

SIGNED: _____ DATE: _____

APPROVED: _____

FILE NAME G:\Dropbox (TSI)\TSI Projects\2021\221007 SR 104 & 40th Place NE Roundabout

TIME	02:34:34 pm				
DATE	Apr 18, 2023				
PLOTTED BY	MikeS				
DESIGNED BY	M. MACH				
ENTERED BY	E. JACKSON				
CHECKED BY	K. HARRIS				
PROJ. ENGR.	V. SALEMANN				
REGIONAL ADM.		REVISION	DATE	BY	

REGION NO.	STATE	FED. AID PROJ. NO.
X	WASH	
JOB NUMBER		
221021		
CONTRACT NO.		LOCATION NO.

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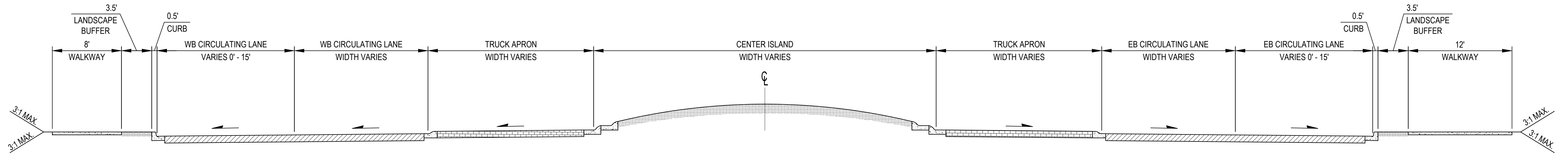


US 2 M.P. 22.69 - M.P. 22.83

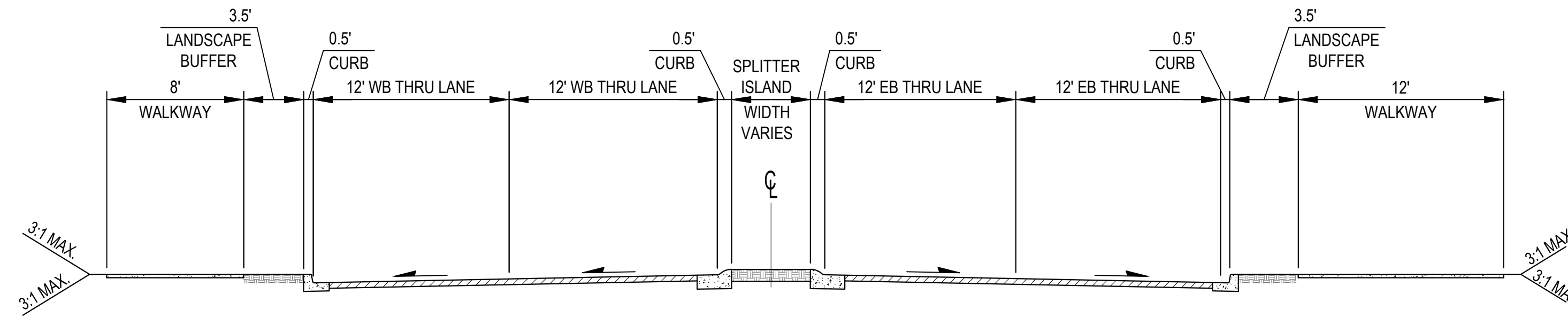
**US 2 AND MAIN STREET
 INTERSECTION IMPROVEMENTS**
 SNOHOMISH COUNTY APRIL 2023
CHANNELIZATION DETAILS

PLAN REF. NO.
CH04
 SHEET
4
 OF
6
 SHEETS

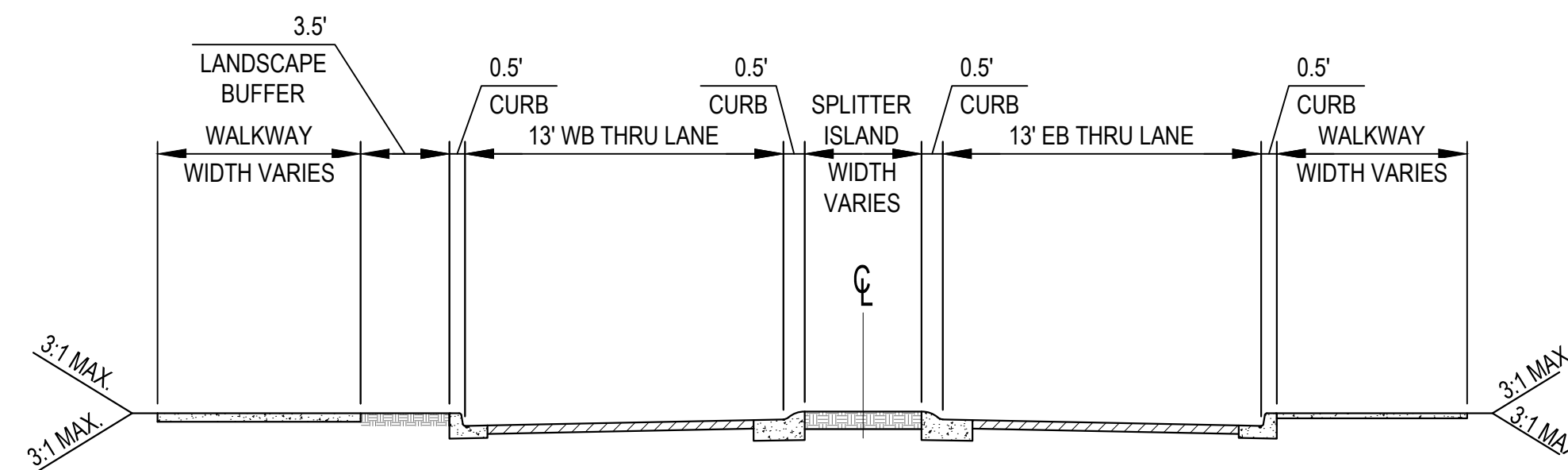
SEC. 5, T 27 N, R 8 NE, WM



A TYPICAL ROUNDABOUT SECTION
N.T.S.



B US 2 STA 98+60
N.T.S.



C MAIN STREET 498+00
N.T.S.

FILE NAME				G:\Dropbox (TSI)\TSI Projects\2021\221007 SR 104 & 40th Place NE Roundabout				REGION NO.		STATE		FED. AID PROJ. NO.		US 2		M.P. 22.69 - M.P. 22.83		PLAN REF. NO.	
TIME				07:48:01 am				X		WASH								CH05	
DATE				Apr 19, 2023				JOB NUMBER		221021		LOCATION NO.						SHEET	
PLOTTED BY				MikeS				CONTRACT NO.										5	
DESIGNED BY				M. MACH														OF	
ENTERED BY				E. JACKSON														6	
CHECKED BY				K. HARRIS														APRIL 2023	
PROJ. ENGR.				V. SALEMANN														SHEETS	
REGIONAL ADM.				REVISION				DATE		BY								CHANNELIZATION DETAILS	

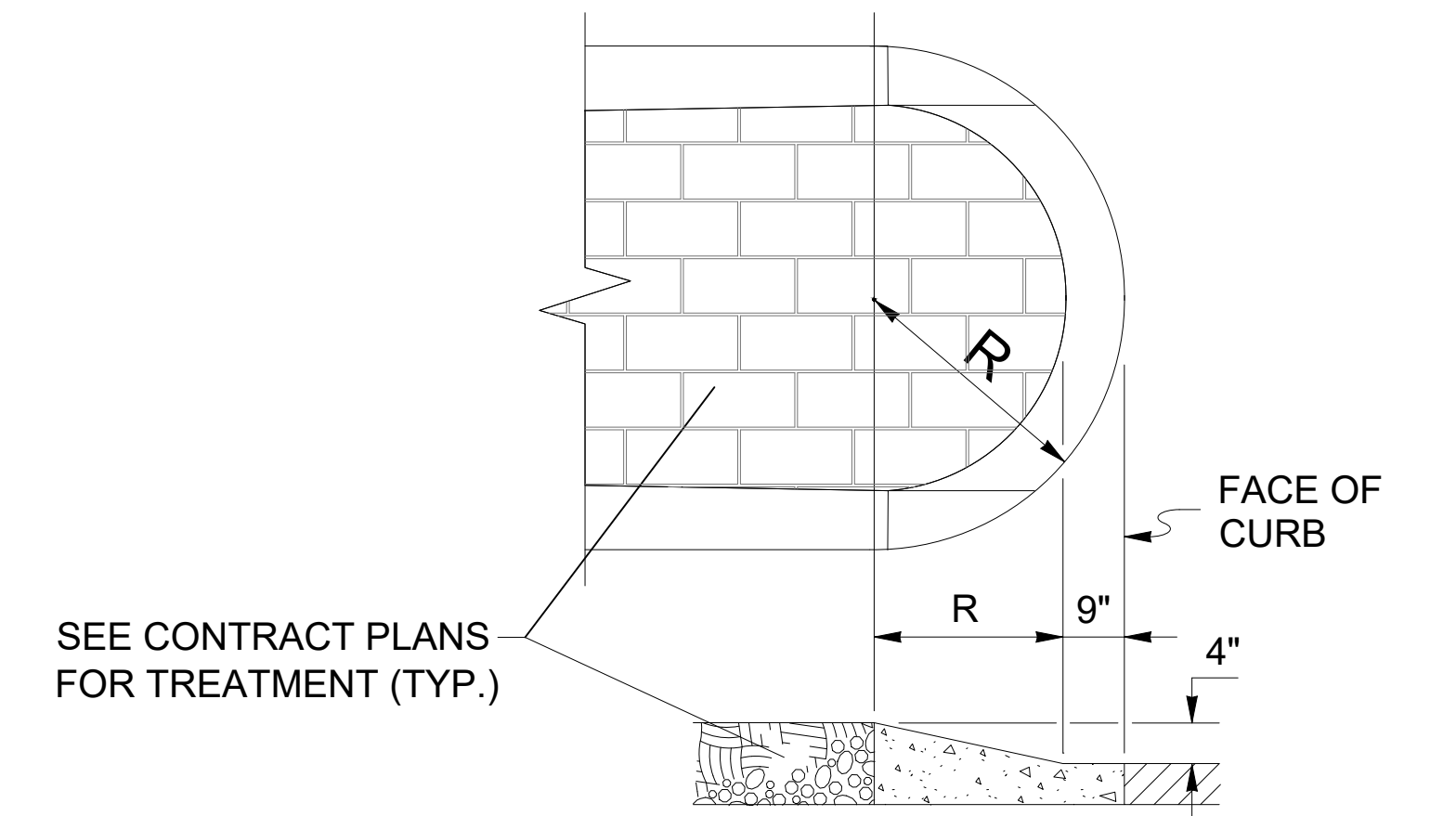
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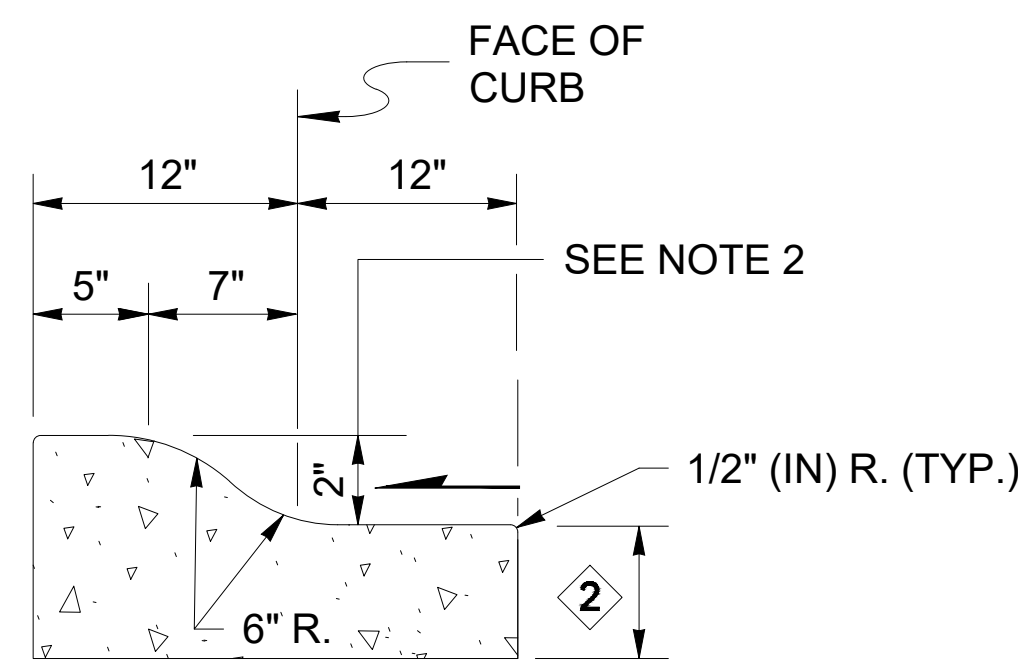
SNOHOMISH COUNTY

APRIL 2023

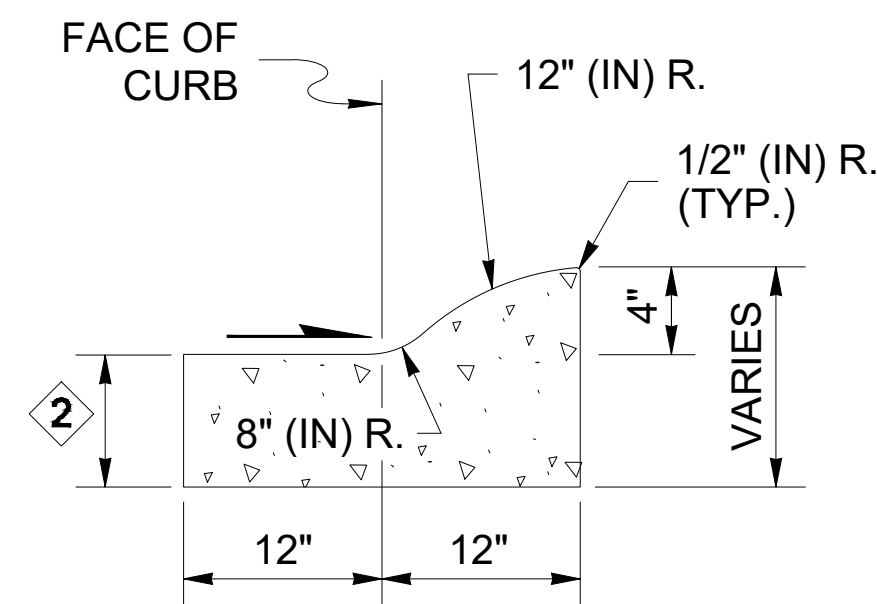
SEC. 5, T 27 N, R 8 NE, WM



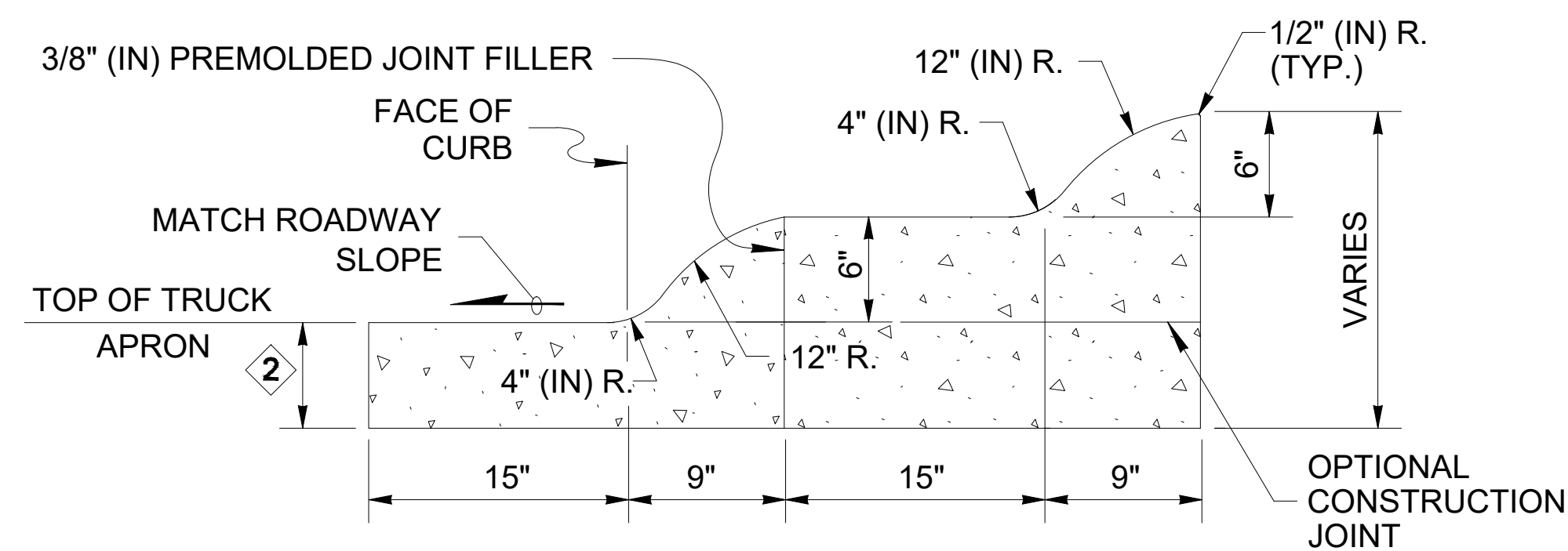
**SPLITTER ISLAND
ROLLED CURB NOSE**
[WSDOT STD. PLAN F-10.18-01]



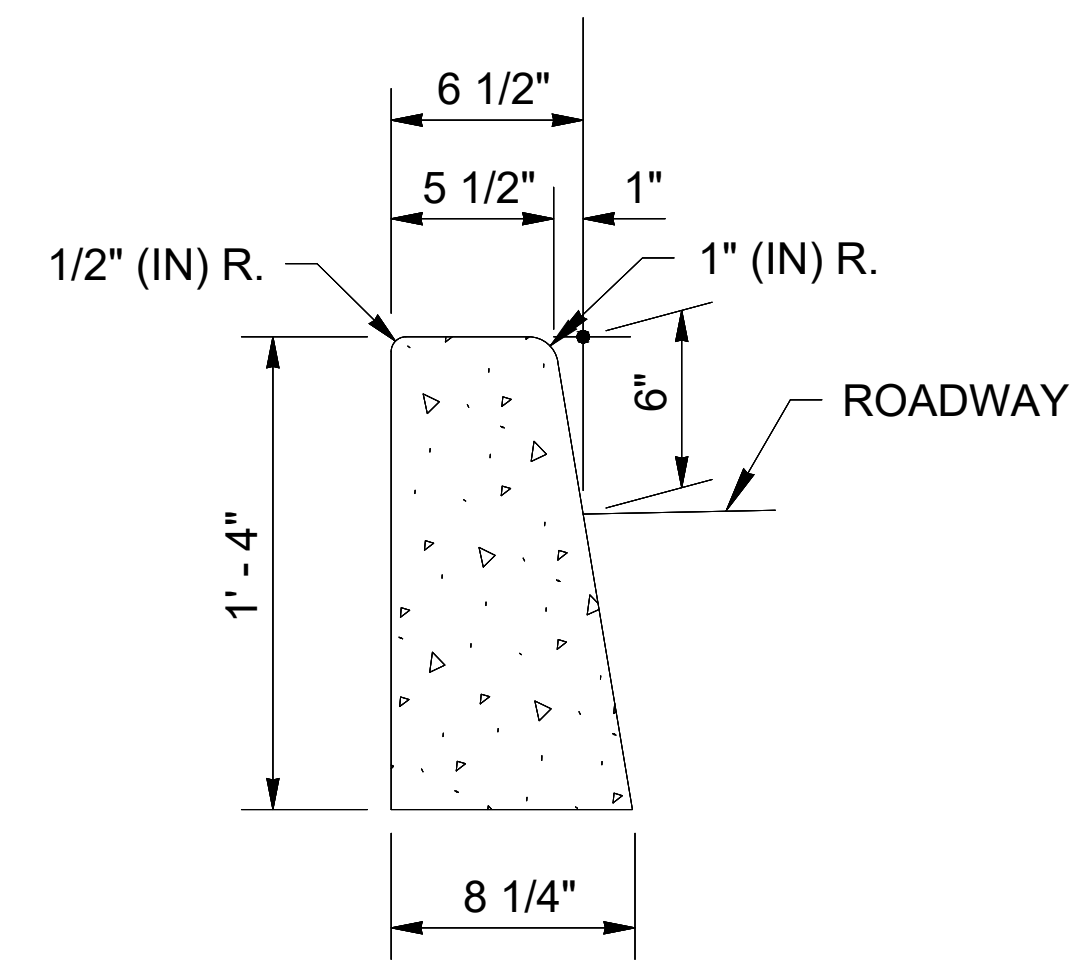
**CURB 1
TRUCK APRON**



**CURB 2
OUTSIDE, RIGHT SIDE OR SPLITTER ISLAND**



**CURB 3
CENTRAL ISLAND**
[WSDOT STD. PLAN F-10.18-01]



**CURB 4
VERTICAL CURB**
[WSDOT STD. PLAN F-10.12-03]

NOTE:

FILE NAME: G:\Dropbox (TSI)\TSI Projects\2021\221007 SR 104 & 40th Place NE Roundabout				REGION NO. STATE		FED. AID PROJ. NO.		US 2		M.P. 22.69 - M.P. 22.83		PLAN REF. NO.	
TIME: 02:34:36 pm				X WASH								CH06	
DATE: Apr 18, 2023				JOB NUMBER								SHEET	
PLOTTED BY: MikeS				221021								6	
DESIGNED BY: M. MACH				CONTRACT NO.		LOCATION NO.						OF	
ENTERED BY: E. JACKSON												6	
CHECKED BY: K. HARRIS												SHEETS	
PROJ. ENGR: V. SALEMANN													
REGIONAL ADM.				REVISION		DATE		BY		APRIL 2023			
										CHANNELIZATION DETAILS			

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Washington State
Department of Transportation

SNOHOMISH COUNTY

CHANNELIZATION DETAILS

CITY OF SULTAN 2024-2029 TRANSPORTATION IMPROVEMENT PLAN FUND 303

Priority	Project Number	Project Name	Project Description	Estimated Total Project Cost in 2019	Cost by year if funded							Total	City Funds	Other Funds	Grant	
					2024	2025	2026	2027	2028	2029	2030-2034					
1	NM-3	Sidewalk Improvements City Wide/ADA Barrier Removal	Repair, replace and construct missing sidewalks and remove ADA barriers within the City	\$ 1,000,000.00	design								\$ -			
					R/W							\$ -				
					Const.	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 30,000.00	\$ 40,000.00	\$ 170,000.00	\$ 170,000.00		
2	T-39	Pavement Maintenance Program	Overlay, chip seal, crack seal and asphalt patch streets within the city limits	\$ 180,000.00	design								\$ -			
					R/W							\$ -				
					Const.	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 60,000.00	\$ 180,000.00	\$ 180,000.00		
3	T-34E	US 2 Intersection Improvements	US 2 - Main St - Install Roundabout intersection	\$ 11,500,000.00	design								\$ -	\$ -		
					R/W	\$ 600,000.00						\$ 600,000.00	\$ 120,000.00	\$ 480,000.00	PSRC/RTCC	
					Const.		\$10,900,000.00					\$ 10,900,000.00	Unfunded			
4	T-34A	US 2 Intersection Improvements	US 2 - Intersection Improvements at Old Owen Road to Enhance Safety and Capacity	\$ 12,500,000.00	design								\$ -	WSDOT		
					R/W	\$ 500,000.00						\$ 500,000.00	WSDOT			
					Const.		\$ 6,000,000.00	\$ 6,000,000.00				\$ 12,000,000.00	WSDOT			
5	NM-5	US 2 Route Corridor Trail Phase 1	Connect the recently completed Sultan River Pedestrian/Bicycle Bridge to the existing pedestrian facilities on the south side of US2 located near Main Street and US2.	\$ 1,115,000.00	design			\$ 160,000.00					\$ 160,000.00	\$ 20,000.00	\$140,000.00	
					R/W							\$ -				
					Const.				\$ 955,000.00			\$ 955,000.00	\$ 115,000.00	\$840,000.00		
6	T-34B	US 2 Intersection Improvements	US2 - 5th St/Mann Rd Intersection Improvements/ Downtown District improvements	\$ 33,000,000.00	design	\$ 959,500.00	\$ 1,300,000.00	\$ 1,300,000.00	\$ 1,400,000.00				\$ 4,959,500.00	Unfunded		
					R/W						\$ 2,000,000.00	\$ 2,000,000.00	Unfunded			
					Const.							\$ 26,040,500.00	\$ 26,040,500.00	Unfunded		
7	T-34F	US 2 Intersection Improvements	Sultan Basin Road Intersection improvements and Replace Bridge at Wagley Creek	\$ 26,600,000.00	design							\$ 5,500,000.00	\$ 5,500,000.00	Unfunded		
					R/W							\$ 600,000.00	\$ 600,000.00	Unfunded		
					Const.							\$ 20,500,000.00	\$ 20,500,000.00	Unfunded		
8	T-35	Cascade View Drive Reconstruction	Reconstruct Cascade View Dr to Collector arterial standard and provide intersection improvements at US 2	\$ 4,000,000.00	design					\$ 500,000.00			\$ 500,000.00	Unfunded		
					R/W							\$ -	Unfunded			
					Const.						\$ 3,500,000.00	\$ 3,500,000.00	Unfunded			
9	T-72	Old Owen Road Reconstruction	Reconstruct Old Owen Road from SR 2 to north City limits. Add curb, gutter and sidewalk, water main and drainage improvements.	\$ 360,000.00	design								\$ -	Unfunded		
					R/W							\$ -	Unfunded			
					Const.		\$ 360,000.00					\$ 360,000.00	Unfunded			
10	T-36	138th St Extension	Reconstruct and extend 138th St. between Sultan Basin Rd. and 339th Ave SE	\$ 2,833,600.00	design								\$ -	Unfunded		
					R/W							\$ -	Unfunded			
					Const.							\$2,833,600	\$2,833,600	Unfunded		
11	T-51	3rd St. Reconstruction	Repair, replace, and construct as necessary asphalt, sidewalks, and bike lanes. Project is combined with water, sewer, and stormwater system projects.	\$ 2,560,000.00	design								\$ -	Unfunded		
					R/W							\$ -	Unfunded			
					Const.							\$2,560,000	\$1,456,000	Unfunded		
TOTAL EXPENDITURES				\$ 95,648,600.00	\$ 2,099,500.00	\$ 18,600,000.00	\$ 7,500,000.00	\$ 2,395,000.00	\$ 540,000.00	\$ 5,550,000.00	\$ 58,134,100.00	\$ 93,714,600.00	\$ 605,000.00	\$ 1,460,000.00		
					2024	2025	2026	2027	2028	2029	2030-2034	Total	City Funded	Other Funds		
Cost by year if funded																

