

Roadside Funding Matrix for WSDOT Capital Projects

Introduction

The purpose of this matrix is to provide guidance for WSDOT funding of various elements found within public works projects in which WSDOT is the lead agency. **It is not the purpose of this matrix to determine what elements should be included in each project.** This question is answered on a project-by-project basis based on the project needs, program, manuals, and context of the project.

Directions for Use

The left-hand column of the matrix is a list of design and operational **Elements** or **Functions** that occur on many projects. The top row is a list of improvement and preservation sub-programs within WSDOT. Use the matrix to determine if an element is eligible for funding under a particular program and location. For instance, there is an I2 – Safety Improvement project in a city with a population of less than 22,500 and it appears that transit pullouts will solve a problem that the project is intended to fix. Find the row with Transit Pullouts on the left and follow it to the column for I2. The cell at the intersection indicates that transit pullouts are eligible for funding.

Element Criteria and Policy Documents

Most of the elements listed in the matrix have policy and criteria defined by WSDOT. The second column (**WSDOT Design Standards**) indicates where this information can be found, i.e., *Design Manual* or *Roadside Classification Plan*. The **Notes** column identifies where the information is found in more detail. If the element is eligible for funding, then WSDOT will pay for the standard treatment. Any costs beyond the standard treatment will need to be contributed by the partnering agency. Example: the project location is in a city that has a standard for decorative luminaires. These luminaires cost 30% more than WSDOT's standard luminaire design. In this case, the city would be required to pay the extra 30% for the decorative luminaires.

Many communities would like to have additional elements or enhancements incorporated into projects. It is always possible for WSDOT to partner with communities to include these additional elements or enhancements. Communities are eligible to apply for grants or use other monies to cover these costs. The project office should work with the communities to incorporate these enhancements if they are beneficial or not detrimental to the project, and if the cost to WSDOT is minimal.

Many areas of the state within Urban Growth Boundaries are still under county jurisdiction, but are (or are becoming) urbanized. In many cases, they will be annexed by the adjacent city over time. The Project Office should meet with both the city and county to identify the community concerns as they plan and design the project. The Project Office should try to reach

consensus with all parties, including identifying who will maintain the enhanced features. Establish a maintenance agreement with the local agency, if applicable.

There are always new techniques being developed for highway and public works projects. **The matrix is not intended to cover all situations or elements that could be encountered in such projects. When these situations or other unique features are proposed, they will be evaluated on a case-by-case basis.**

Restoration

It is WSDOT policy to restore elements impacted by our projects. If a project impacts an element, WSDOT is obligated to replace that element with project funds even if the element exceeds WSDOT standards. For instance, there is a crosswalk within the project limits that is made of stamped concrete. The project will reconstruct this intersection and impact the crosswalk. The stamped concrete treatment is beyond WSDOT standards, but since it is an existing feature, the WSDOT project will pay to replace the stamped concrete. The exception to this is if the element is at or near the end of its life cycle. In that case, the local agency may be required to cover some of the extra cost.

When restoring elements with WSDOT funds, it may be necessary to move those elements out of the clear zone if they are fixed objects. Refer to Chapter 700 of the *Design Manual* for clear zone requirements.

Limited Access Highways

As noted on the matrix (Exhibit B-1), limited access highways have the same design and funding parameters as cities with populations less than 22,500.

Please address your comments or questions to Mark Maurer, 360-705-7242 or maurerm@wsdot.wa.gov

Exhibit B-1 – Roadside Funding Matrix for WSDOT Capital Projects (Source: WSDOT)

Design Elements	WSDOT Design Standards	I1 - Mobility Improvements (Added Capacity)	I2 - Safety Improvements - Cities Less Than 22,500	I2 - Safety Improvements - Cities Greater Than 22,500*	I3 - Economic Initiatives (Freight, Tourism, Avalanche & Flood Control)	I4 - Environmental Retrofit	P1 - Roadway Preservation (Paving)	P2 - Structures Preservation	P3 - Other Facilities (Rest Areas, Unstable Slopes, Major	Notes
Pedestrian										
Pedestrian Refuge Areas (MEDIANS)	DM									DM 640.06, DM 910.07, DM 1025.07
Transit Pull Outs	DM									DM 1060.05
Transit Shelters	DM									DM 1060.03
Park and Ride Lots	DM									DM 1060.03
Safety Rest Areas	DM									DM 1030
Cross Walks	DM									DM 1025.07
Pedestrian Warning Devices	MUTCD & SP									DM 850.06
Curb Extensions (Bulbouts)	DM									DM 1025.07
Traffic Barrier - Protective	DM & SP									DM 700.01, DM 700.05, DM 710, SP Section "C"
Sidewalks - Meandering - Sidewalk	DM & SP									DM 1025.07, SP "F-3" series
Vertical/Horizontal Separation - Sidewalk	DM & SP									DM 1025.07
Bike Path - Adjacent	DM & SP									DM 1020
Bike Path - Separate Alignment	DM & SP									DM 1020
Trails	DM & SP									DM 1025
Pedestrian Over/Under Crossings	DM & SP									DM 1025.07
Bollards	DM & SP									DM 1020.05, SP "H-13" series
Environmental Functions										
Noise Barriers	DM & EPM									DM 1140, DM 1300, SP "D-2" series
Storm Water Retention/Treatments	HRM									DM 530.05, DM 1210, SP Section "B"
Fish Barriers Removal and Habitat	DM									DM 240, DM 1210
Unstable slopes**	RCW & DM									**Depends on the cause, location and B/C of unstable slope. Refer to RCW 47-24, DM 510
Street Furnishings										
Art or Non-Functional Feature										For mitigation only
Street Furnishings - Benches, Bike Rack, Trash Cans										For mitigation only
Gateway Features										For mitigation only
Traffic Control Devices										
Pavement Textures and Coloring	DM & SP	***	***	***						***These elements are not eligible for funding unless adding them would fix a known deficiency such as a Pedestrian Accident Location. DM 1025.07
Lighting	RCW & DM									Refer to RCW 47-24, DM 840, DM 1020.04, DM 1025.07, SP Section "J"
Lighting Under Structures	DM									DM 840.06
Raised Median - Traffic Island	DM									DM 700.04, DM 1025.04, DM 1025.07
Signing	DM									DM 820, SP Section "G"
Traffic Signals	DM									DM 850, SP Section "J"
Pavement Markings	SP									DM 650.04, DM 810.09, DM 860, DM 910.07, DM 915.09, DM 1020.05, DM 1050.06, SP "H-3" series & "H-5" series
Landscaping										
Median - Landscaping	RCP								#	DM 1300
Outside Curb Landscaping	RCP								#	DM 620.05, DM 640.07, DM 915.04, DM 1020.04, DM 1060.03, DM 1300, DM 1310, DM 1350
Irrigation	RCP								#	DM 1330
Structural Soil Mix	RCP								#	Treatment Level 2
Roadside Restoration	RCP								#	DM Fig 330-3, DM 1300, DM 1350.05
Planters	RCP								#	Treatment Level 2
Planter Strips	RCP								#	Treatment Level 2
Structures										
Changes to Bridge Structure to Capture an Opportunity	DM								#	DM 1120
Bridge Railing	BM, DM & SP									DM 710.11, DM 1025.07
Throw Barriers - Protective Screening	BM, DM & SP									DM 1120.04
Wall & Structure Treatments/Textures	DM									DM 1130.05
Traffic Safety Barriers	DM & SP									DM 710, SP Section "C"
Traffic Safety Barriers Treatments and Textures	DM									DM 710.09
Other										
Fencing	RCP, DM & SP									Project specific need and intent. DM 1460, SP "L" series
Scenic Viewpoints	DM									DM 1300
<p>Abbreviations: BM - Bridge Manual DM - Design Manual EPM - Environmental Procedures Manual HRM - Highway Runoff Manual MUTCD - Manual of Uniform Traffic Control Devices RCP - Roadside Classification Plan RCW - Revised Code of Washington SP - Standard Plans</p> <p>Codes: ■ Eligible for WSDOT funding, as required □ Not eligible for WSDOT funding, requires partnership ◻ Negotiable, not required</p> <p>*WSDOT retains full design control on limited access highways. # For bridge replacement only □ For access management + Culvert replacement project that installs a bridge.</p>										

Note: Definitions for the improvement categories are listed on the following page.

Definitions of Improvement Categories

I1 – Mobility Improvements Reduce traffic congestion and delays on state highways, complete the Puget Sound core freeway HOV lanes, improve existing travel options, and create links and remove barriers between transportation facilities and services. Does not apply to park-and-ride lots. (See Chapter 1060 of the *Design Manual*.)

I2 – Safety Improvements Prevent or reduce the number and severity of accidents on state highways.

I3 – Economic Initiatives Support efficient and reliable freight movement on state highways, support international trade and emergent economic development, and provide integrated traveler services and tourism support while encouraging partnerships.

I4 – Environmental Retrofits Remove identified fish passage barriers, reconstruct storm water discharge facilities as opportunities arise, and reduce the public's exposure to noise from state highway facilities.

P1 – Roadway Preservation Repave highways at the optimum time to minimize long-term costs and restore safety features. Note: there is a \$25,000.00 limit per occurrence/location for spot improvements. (See Chapter 410 of the *Design Manual*.)

P2 – Structure Preservation Maintain existing structures that contribute to a safe transportation network, replace structures that become structurally or operationally deficient, and retrofit existing structures to reduce the risk of failure in the event of a natural catastrophe.

P3 – Other Facilities Stabilize known unstable slopes, refurbish safety rest areas, construct weigh facilities, rehabilitate or replace existing drainage structures, and rehabilitate or replace existing electrical, electronic, and mechanical systems.