

# 2018 SRTC Call for Projects Application

**PROJECT TITLE:** RIVERSIDE AVENUE, MONROE TO WALL



**AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest):** 1

**REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside):** \$5,003,141

## GENERAL PROJECT INFORMATION

Agency or Organization	City of Spokane	Phone Number	509-625-6419
Contact Person	Brandon Blankenagel bblankenagel@spokanecity.org	Email Address	

## Project Information

### Project Location

Riverside Avenue between Monroe Street and Wall Street

Urbanized Area    Urban Small    Rural

### Federal Functional Classification

Urban Principal Arterial

### Project Description

Project scope (include termini and length)

Reconstruction of approximately 1,200 lineal feet of Riverside Avenue. Reconstruction of sidewalk as necessary. Updates for street and pedestrian lighting, traffic signals, and communication lines. ADA compliance updates, including curb bumpouts where appropriate, and vaulted sidewalk mitigation. Construct dedicated bicycle lanes to be included.

Existing and proposed conditions

Riverside Avenue is presently a 4-lane roadway (2 lanes each direction) with on-street parking. Daily traffic volume is approximately 4,800, with most of the street pavement in poor condition. The proposed cross section changes the lane layout to 1 lane in each direction with a center turn lane, bicycle lanes in each direction, while maintaining on-street parking on both sides. Sidewalk condition varies between poor and good. Various portions of the sidewalk are vaulted, much of which is in poor condition. Sidewalk will be replaced, as necessary, including updating ramps to current ADA standards. Improvements to stormwater facilities will be included to remove flows from the sanitary sewer system. Existing vaulted sidewalks will be mitigated by filling or reconstructing, as is agreeable to the adjacent property owner. The project will also update street and pedestrian-level lighting.

Project purpose and outcomes

Rehabilitate pavement to reset the life of the facility, promote economic activity, and facilitate active modes of transportation. Replacement of sidewalk that is in poor condition, including vaulted sidewalk, to enhance the pedestrian experience, and lower the city's and property owners' risk liability. New LED street lighting will improve nighttime visibility and safety while decreasing electrical power cost.

The project sponsor must indicate that the project, once completed, will be maintained for the life of the project.

Please describe the plan, cycle, funding source and enforcement mechanisms (i.e. snow removal policy) to maintain this project for year-round/four-season use.

The City of Spokane has recently instituted a rigorous snow removal policy that stipulates arterials are to be plowed when snow storms exceed one inch. Snow removal crews will go to a 24/7 operation if snow storms exceed 4 inches. Snow removal is budgeted through the Street Maintenance budget, and its effective implementation is the responsibility of the City's Street Maintenance Engineer, with direct oversight by City Council. Spring and summer sweeping is conducted first on arterials, then on non-arterials, and will be repeated as time within the season allows. Fall leaf pickup is conducted once annually, again with arterial streets first. Sidewalk maintenance, by code, is the responsibility of the adjacent property owners.

**Project Delivery Tools**

- The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

**Attachments**

- Vicinity map
- Typical Cross Sections (if changed from Eligibility Worksheet)
- Cost Estimate
- Project Endorsement form

**Cost Information (in addition to the Cost Estimate)**

**Cost estimate notes (optional, if additional information is needed)**

Cost associated with vaulted sidewalk mitigation represent a significant portion of the estimated project cost. However given the age and deteriorating condition of these sidewalk facilities, it is a prudent investment to protect against failure and liability risks. Unit price estimate based on recent contract work of similar scope.

Describe the commitment of secured matching funds or other funds and the status of obtaining any unsecured funds.

*Note: matching funds must be available at the time of fund obligation.*

Matching resources, as required, will be provided through the Arterial Street Fund account. City of Spokane projects awarded STBG grant funds will be eligible for local match being funding through Programmatic Match, which utilizes STBG dollars as the local match. Accounting of the use of programmatic match funds is kept through a ledger, reported quarterly to WSDOT.

Please indicate if there are any circumstances that could delay the obligation of funds.

The project delivery schedule will be coordinated upon grant award. This schedule will be followed, although a significant unforeseen development/redevelopment of adjacent properties may be reason to adjust the schedule.

**1. ECONOMIC VITALITY – 50 POINTS**

**Employment and Destination Accessibility**

1a (15). To be scored internally by SRTC staff with the maps referenced in the table below

Project Score	Category	Criteria and Requirements
15	Provides a critical connection within or between two or more core areas. (see employment core map)	Maximizing or increasing system capacity. Increasing the efficiency of one or more modes. Reducing congestion.

10	Serves a regionally significant employment center (see employment density map)	Improving or enhancing the movement of workers. Providing new access to jobs. Improving or enhancing the movement of freight and services.
5	Serves a regionally significant transportation center (e.g. - park and rides, transit centers, etc.)	Improving access to terminals (air, transit, or multimodal)

**1b (5).** Please describe if the project serves other critical regional public facilities with significant activity (e.g. - Riverside State Park, Joe Albi Stadium, Avista Stadium/Fairgrounds, etc.) (High-Medium-Low)

The project directly serves a number of civic interests including the federal courthouse, and the downtown U.S. Postal Service main office. Riverside is STA's primary connector to its downtown bus terminal station. Riverside also serves as a primary link to the University District college campus.

**1c (5).** Please describe if the project serves an area that is targeted for planned future growth or revitalization. (include local planning documentation as well as targeted investment details, if applicable) (High-Medium-Low)

Riverside Avenue is a primary connector between downtown Spokane and the University District and adjacent areas. With establishment of the new medical program at the U-District, both the campus and the surrounding area are expected to see strong growth in terms of population and new business activity.

The City of Spokane has made available the following incentive programs that are within the project limits: Historic Preservation Tax Exemption, Home Improvement Tax Exemption, Multi-Family Tax Exemption, General Facilities Connection Waiver, Tax increment Financing, Blight Remediation, and the Urban Utility Installation Program.

**1d (5).** Does the project have another connection to economic vitality that is not captured by, or in addition to, access to activity centers (Questions 1a,1b,1c) or freight use (Question 1f)? Please explain. (High-Medium-Low)

Yes, Riverside Avenue has historically served as the starting segment for City's annual Bloomsday 12k race that draws approximately 40k participants to the event. Riverside Avenue is also an important street facility in accomodating a portion of 3-on-3 basketball courts during Hoopfest, an annual event that draws over 200k players and spectators.

### Existing Development (Internal Use Only)

**1e (10).** Is the project located within an area of significant existing employment density?

To be scored internally by SRTC staff with 2015 ESD information

- High – 10 points
- Medium – 5 points
- Low – 1 points

### Freight Network (Internal Use Only)

**1f (10).** Is this project located on a FGTS classified T1, T2, T3 route, or on WSDOT's Truck Freight Economic Corridor?

To be scored internally by SRTC staff using the FGTS and WSDOT Truck Freight Economic Corridor Maps

- T1 - 10 points
- T2 – 6 points
- T3 – 4 points
- Otherwise included in WSDOT's TFEC - 2 points

## 2. COOPERATION AND LEADERSHIP – 50 POINTS

### Local Planning Alignment

**2a (15).** How is this project consistent with your Comprehensive Plan and is it included in your Capital Improvement Program? (please provide the excerpt or citation)

This project fulfills TR Goal B, C and D of the Comprehensive Plan (Chapter 4.3 pages 4-16 and 4-17). Meets TR Goal D in the supporting functionality of transit. The project is also listed in the Capital Improvement Program on pages 68 and 69.

### Agency Coordination

**2b (20).** Does the project concept advance the goals of more than one jurisdiction and/or agency (including public/private partnerships)? If so, please describe:

Yes, the City of Spokane has worked closely with the Downtown Spokane Partnership (DSP) to take into account the collective concerns of its members.

### Public Involvement

**2c (15).** Please describe the extent to which the project has been reviewed by the public. **3 points/checkbox (15 point max)**

- Public meetings
- Workshops/Open houses
- Planning study
- Environmental review
- Legislative actions
- Other (please explain)

## 3. STEWARDSHIP – 50 POINTS

### Environmental Mitigations

**3a (10).** Does the project improve the environment or minimize the environmental impact of the facility above and beyond current design standards? **2 points/checkbox (10 point max)**

- Green infrastructure (e.g. rain gardens, swales)
- Drought tolerant vegetation
- Air quality benefit
- Decrease in impervious area
- Use of recycled materials
- Flood damage mitigation
- Stream or wetland restoration
- LED lighting
- Other (please explain)

### Ability to Advance

**3b (15).** Status of the project (check all that apply):

- Environmental documentation (NEPA) is complete – 5 points
- Right-of-way acquisition is complete or not needed – 5 points
- Design is 30% or more complete – 5 points

## Funding

**3c (10).** Has the project received partial federal funding through SRTC in the past?

Yes  No

**3d (15).** Does this project have additional local/state match funds above the required 13.5%? If so, please describe:  
The City is committed to participate in the funding of this important project.

10% over required local/state match – 10 points

20% over required local/state match – 15 points

## 4. SYSTEMS OPERATIONS, MAINTENANCE AND PRESERVATION – 50 POINTS

### Regional Priority Networks

**4a (5).** How does this project support the NHS system?

Please describe:

Riverside Avenue is designated as an NHS Principal Arterial, and as an NHS Intermodal Connector route.

**4b (5).** Does the project improve bicycle facilities that are on or directly connect to the regional priority bicycle network?

Yes  No

If yes, please describe:

Project will include construction of dedicated bike lanes where currently none exist. Bike racks are also to be incorporated into the project.

**4c (5).** Does the project improve transit access and/or amenities on the High Performance Transit Network?

Yes  No

If yes, please describe:

The project will be coordinated with STA for work adjacent to the STA Plaza, serves several routes on the High Performance Transit Network. While not necessarily implementing new HPTN elements, this project will refresh the surfacing upon which these lines run, reducing wear and tear on the buses.

**4d (10).** Does the project improve pavement condition on the NHS or improve a bridge on the NHS that is in poor condition? (Additional pavement and bridge condition information will be asked in the STBG supplemental application).

Yes  No

## Congestion

**4e (15).** Does the project address congestion in any of the following areas?

Tier 1 CMP Corridor – 15 points

Tier 2 CMP Corridor – 10 points

Other Roadway Bottleneck (as defined in the [CMP report](#)) – 5 points

Please describe current congested conditions and the future projected levels of congestion after project implementation. Explain the methodology used.

4f (10). If indicated in the question above, does this CMP project utilize the following CMP strategies?

- Travel Demand Management – 10 points
- Operational Improvements – 6 points
- Capacity Improvement Strategies – 3 points

**5. SAFETY AND SECURITY – 50 POINTS**

**Addresses Existing Safety Concern**

5a (25 point max). Enter crash history based on previous 5 years of available crash data\* (2012-2016):

Date	Crash Type	Applicable Countermeasure implemented by project
2/10/2012	3480279 - Injury	Left turn lane improves visibility for vehicles turning left from Riverside
2/17/2012	3528584 - Injury	Multiple-threat type ped collision mitigated through removal of one through lane
5/8/2015	E423054 - Injury	Reduction to single lane eliminates turns in front of buses
6/11/2015	E437557 - Injury	Left turn lane improves visibility for vehicles turning left from Riverside
1/15/2016	E506404 - Injury	Curb extension makes pedestrian more visible

\*to add additional rows, press tab key

- Crashes with fatalities                      10 points/each
- Crashes with injuries                        5 points/each
- Property damage only incidences        1 points/each

5b (25). Please describe the components of the project that benefit safety, regardless of crash history? (High-Medium-Low)  
 There are several safety aspects to this project. The reduction from 4 lanes to 2 + TWLTL will improve the visibility for drivers turning left from Riverside onto side streets or into parking lots. The buffered bike lane will provide a protected bicycle route. Bumpouts will be provided at many of the intersections to shorten the crossing distance and make pedestrians more visible.

Also as part of the project, Riverside's vaulted sidewalk will be assessed and mitigated to assure long term safety of sidewalk pedestrians. As agreeable with property owners the sidewalk vaults will be filled. Property owners intent on maintaining their respective vaults can request the structural sidewalk be reconstructed, as determined by a structural engineer.

**6. QUALITY OF LIFE AND MOBILITY – 50 POINTS**

6a (5). Do you have an adopted Complete Streets Policy?  Yes  No

If yes, how does this project comply with your Complete Streets Policy? (5)

The project will include improvements to the existing pedestrian sidewalks that will include replacement and widening, where possible. Bike lanes will be incorporated into the project as a result of proposed reduction in vehicular lanes.

If no, how does this project comply with SRTC's Safe & Complete Streets Policy? (3)

## Bicycle and Pedestrian Improvements

**6b (10).** Will the project enhance pedestrian transportation/mobility? (Check all that apply – 10 point max)

- Add new sidewalks (6)
  - Both sides of street (1)
  - Minimum 5-foot width (1)
  - Completes gap (1)
  - Ext. of sidewalk network (1)
  - Vegetated / protected buffer (1)
- Upgrade to existing sidewalk (6)
  - Greater width (1)
  - Add vegetated / protected buffer (1)
  - Removes barriers (1)
  - Repairs heaves (1)
- Separated shared use path
  - 10-foot min. width, not including shoulders (8)
  - 12-foot or greater in width, not including shoulders (9)
- Widen roadway shoulders in rural context (6-foot min. width) (5)
- Other (please explain) (2) **Reconstructs or fills dilapidated vaulted walks, reducing risk of failure/injury.**
- Median Refuge (3)
- Marked Crosswalk (3)
- Crossing Enhancement (e.g. HAWK beacon, Countdown signal) (3)
- Education (2)
- Wayfinding (2)
- Enforcement (2)
- Data Collection (2)
- ADA enhancements (e.g. curb ramp upgrades) (2)

**6c (10).** Will the project enhance bicycle transportation? (Check all that apply – 10 point max)

- Add new striped bike lanes (6)
  - Minimum 5-foot width (2)
  - Completes gap (2)
  - Ext. of bike lane network (2)
- Upgrade to existing striped bike lanes (6)
  - Greater width (1)
  - Add protected buffer (2)
  - Surface repair (1)
- Separated shared use path
  - 10-foot min. width, not including shoulders (8)
  - 12-foot or greater in width, not including shoulders (9)
- Widen roadway shoulders in rural context (6-foot min. width) (5)
- Bike Boulevard/Neighborhood Greenway (4)
- Crossing/Intersection Enhancement (HAWK beacon, Signal detection/actuation, Bike box, etc.) (3)
- Other (please explain) (2)
- Bike Parking (2)
- Bike Lockers (2)
- Pavement Markings (2)
- Education (2)
- Wayfinding (2)
- Enforcement (2)
- Data Collection (2)

**6d (5).** The project is located within an area of significant existing population.

Scored internally by SRTC staff by population density based on US Census blocks:

High – 5 points  
Medium – 3 points  
Low – 1 point

**6e (10).** Will the project enhance public transportation and/or amenities? (Check all that apply and note if you have multiples of any of the transit elements – **10 point max**)

- |  |  |
|--|--|
| <input type="checkbox"/> Bus stop shelter/screening (3)  | <input type="checkbox"/> Enhanced pedestrian crossing near bus stop (3)    |
| <input checked="" type="checkbox"/> Bus stop lighting/infrastructure (2)   | <input type="checkbox"/> Improved rider access/connectivity to transit (3) |
| <input type="checkbox"/> Bench (2)   | <input type="checkbox"/> New transit vehicles (4 per vehicle)              |
| <input checked="" type="checkbox"/> Concrete pad/foundation for bus stop or bench (2)  | <input type="checkbox"/> School bus operational improvement (2)            |
| <input type="checkbox"/> Real time information sign (2)  | <input type="checkbox"/> Education (2)                                     |
| <input type="checkbox"/> Signal priority for transit vehicles (2)  |  |
| <input type="checkbox"/> Bus bay/pull-out (2)  |  |
| <input checked="" type="checkbox"/> Boarding bulb stop (2)   |  |
| <input type="checkbox"/> Park & Ride (4)   |  |
| <input type="checkbox"/> Improved transit service (e.g. higher frequency, longer operating hours, greater capacity, new route) (5) |  |
| <input type="checkbox"/> Other (please explain) (2)  |  |

**Transportation Choices**

**6f (5).** How does the project support health-promoting transportation options for people of all abilities and ages (walking, biking, transit, safe routes to school, etc.)? If so, please describe.

Planned sidewalk improvements will enhance the pedestrian experience with safer and greener environments, induce businesses to utilize portions of sidewalk for outdoor activities (ie al fresco dining, outdoor product display), which encourages walking as a primary mode of transportation along Riverside. The planned bike lanes will provide for safer routes through downtown, and thereby promoting bike ridership for both work commuting and pleasure.

**6g (5).** Does the project include design elements that contribute to quality place making? If so, please check all that apply. **(5 point max)**

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Pedestrian lighting (1)                     | <input type="checkbox"/> Unusual or unique surfaces (pavers or stamped) (2) |
| <input type="checkbox"/> Traffic calming measures (2)                           | <input type="checkbox"/> Raised or uniquely treated crosswalks (2)          |
| <input checked="" type="checkbox"/> Landscaping, pots/planters, tree grates (1) | <input checked="" type="checkbox"/> Garbage/recycling receptacles (1)       |
| <input type="checkbox"/> Other design elements, please describe (1)             | <input type="checkbox"/> Bollards (1)                                       |



# STBG Capital Maintenance Supplement 2018 SRTC Call for Projects



**PROJECT TITLE:** RIVERSIDE AVENUE - MONROE ST TO WALL ST

## CAPITAL MAINTENANCE – 100 POINTS

Preservation     Reconstruction

### Pavement Condition

What is the structural condition of the existing facility? Please provide the Overall Condition Index (OCI) rating. Note: OCI will be reviewed by a team of representatives from Spokane, Spokane Valley, Spokane County, and WSDOT prior to project scoring.

OCI    54

Year    2017

### Preservation

- OCI: 41-55                      65
- OCI: 56-65                      35
- OCI: 66-85                      100

### Reconstruction

- OCI: 0-30                        100
- OCI: 31-40                      65
- OCI: 41-55                      35

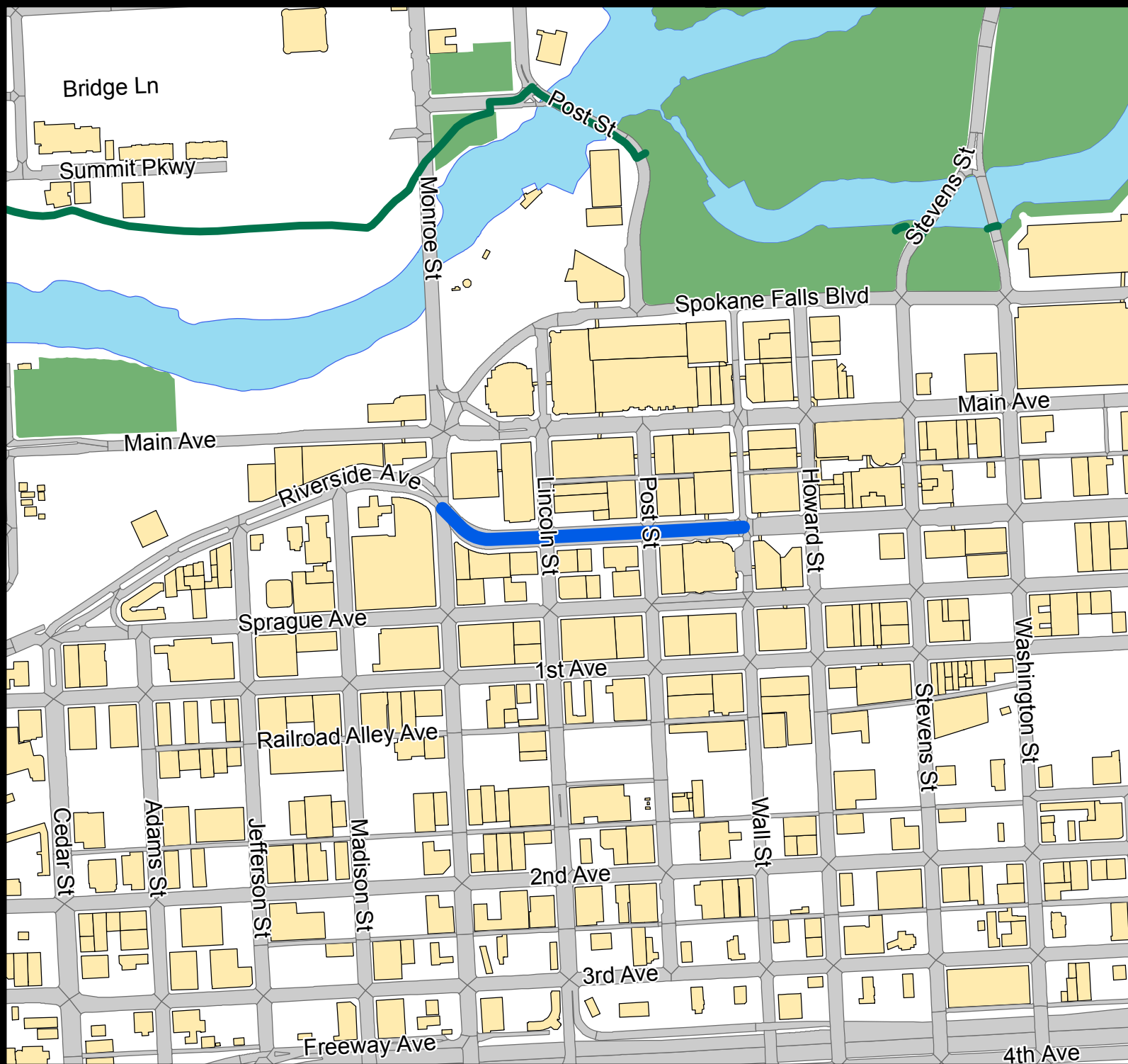
Please explain.

The PCI ranges from 24 to 76 for this section of roadway with an average of 54. It is expected that by the time funding is available for construction the average OCI will be below 40.

Project Name: Riverside Ph 3-Monroe to Howard		\$5,690,672		Proj ID: 2017087	
Description: Complete street reconstruction					
Work Description	Qty	Unit	Unit Cost	Ineligible (Utility)	Eligible (Street)
<b>GENERAL</b>					
Mobilization	1	LS	\$140,000		\$140,000
Traffic Control	1	LS	\$133,000		\$133,000
Remove Existing Light Standards	11	EA	\$2,000		\$22,000
New Comm Conduit	7,200	LF	\$4		\$28,800
Sidewalk Vault Fill	43,824	CF	\$27		\$1,183,248
Traffic Signal Retrofit - Post, and Wall	1	LS	\$120,000		\$120,000
Old Trolley Line Removal	1	LS	\$50,000		\$50,000
			<b>subtotal:</b>		<b>\$1,677,048</b>
<b>EXCAVATION</b>					
Remove Exist Fixtures- street signs and furniture	1	LS	\$8,000		\$8,000
Remove Trees (class I,II,III,IV) - estimated	25	EA	\$1,000		\$25,000
Sawcutting Rigid and Flexible Pavement	9,733	LFI	\$1		\$9,733
Removal Exist Curb and Gutter	950	LF	\$8		\$7,600
Roadway Excavation Including Haul	2,778	CY	\$50		\$138,907
Rock Excavation Including Haul	250	CY	\$150		\$37,500
			<b>subtotal:</b>		<b>\$226,741</b>
<b>STREET</b>					
Prep Untreated Roadway	1,496	CY	\$10		\$14,959
Crushed Surfacing Base Course	1,496	CY	\$70		\$104,715
HMA CL 1/2 IN. PG 70-28, 6 INCH THICK	7,693	SY	\$35		\$269,267
SOIL RESIDUAL HERBICIDE	7,693	SY	\$2.00		\$15,387
Cem Conc Curb and/or Gutter	950	LF	\$25		\$23,750
ADJ MH, CB, DW or Grate Inlet in Asphalt or Concrete	8	EA	\$450		\$3,600
Signs & Markings	1	LS	\$75,000		\$75,000
Street Light	12	EA	\$12,000		\$144,000
Ped Light	12	EA	\$9,000		\$108,000
			<b>subtotal:</b>		<b>\$758,677</b>
<b>SIDEWALK &amp; DRIVEWAY</b>					
Removal Cem Conc Sidewalk/Driveway	1,187	SY	\$15		\$17,800
Cem Conc Sidewalk - Replacer	1,187	SY	\$50		\$59,333
Crushed Top Course for SW, & DW including Ex	99	CY	\$60		\$5,933
Truncated Domes	64	SF	\$25		\$1,600
			<b>subtotal:</b>		<b>\$84,667</b>
<b>SEWER</b>					
Manhole Type 1-48, Basic Price	4	EA	\$3,000	\$12,000	
Sewer Pipe (10 In. to 15 In.)	487	LF	\$75	\$36,525	
Connect To Existing Structure	3	EA	\$500	\$1,500	
			<b>subtotal:</b>	<b>\$50,025</b>	
<b>STORMWATER</b>					
Catch basin Type 1 - replace	12	EA	2,500	\$30,000	
Silva Cell - 4 treatment sites per intersection	9,600	CF	18	\$172,800	
Pervious Pavers	2,800	SF	25	\$70,000	
Connection to Existing Storm Structure	2	EA	500	\$1,000	
PVC Underdrian to Clean Storm Collector Pipe	800	LF	30	\$24,000	
			<b>subtotal:</b>	<b>\$297,800</b>	
<b>WATER</b>					
DI Pipe For Water Main 10 In. Diam.	1,000	LF	\$85	\$85,000	
DI Pipe For Water Main 18 In. Diam.	200	LF	\$300	\$60,000	
Water Valve	6	EA	\$500	\$3,000	
Water Lateral - Replace - Upgrade	27	EA	\$1,500	\$40,500	
Hydrants	9	EA	\$5,000	\$45,000	
			<b>subtotal:</b>	<b>\$233,500</b>	
<b>LANDSCAPE</b>					
Irrigation System - new and modify	1	LS	\$75,000		\$75,000
Install Street Trees	35	EA	\$450		\$15,750
Xeriscape - buffer areas	450	SY	\$80		\$36,000
Tree Grates	20	EA	\$2,300		\$46,000
			<b>subtotal:</b>		<b>\$172,750</b>
<b>EXTRA</b>					
Bike Rack	2	EA	\$800		\$1,600
Trash Receptacles	6	EA	\$1,000		\$6,000
			<b>subtotal:</b>		<b>\$7,600</b>
			<b>Construction Subtotal</b>	<b>\$581,325</b>	<b>\$2,927,483</b>
Property Purchase					
Scope Contingency	25.0%			\$145,331	\$731,871
			<b>Construction Subtotal</b>	<b>\$726,656</b>	<b>\$3,659,354</b>
Construction Contingency	10.0%			\$72,666	\$365,935
Construction total			<b>Construction Total</b>	<b>\$799,322</b>	<b>\$4,025,289</b>
Geotech	2.0%			\$15,986	\$80,506
Surveying	2.5%			\$19,983	\$100,632
Design & Bid Docs	10.0%			\$79,932	\$402,529
Admin, Legal, & Permits	0.2%			\$1,599	\$8,051
Construction Mgmt	15.0%			\$119,898	\$603,793
			<b>Project Total</b>	<b>\$1,036,720</b>	<b>\$5,220,800</b>
Unit costs from year...		for construction in...			
	<b>2018</b>		<b>2021</b>		
<b>For Program</b>					
Preconstruction	592		\$644,972		
Property Purchase	0		\$0		
Construction Total	4,025		\$4,387,565		
Const mgmt	604		\$658,135		
	5,221		<b>\$5,690,672</b>		<b>Street Project Cost</b>

**Funding partners breakout**

Total Eligible Street Cost	\$5,690,672
STBG	\$3,784,297
23.5% Programmatic Match	\$1,337,308
10% Local Match	\$569,067

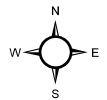


## Riverside Ave, Monroe St to Wall St.

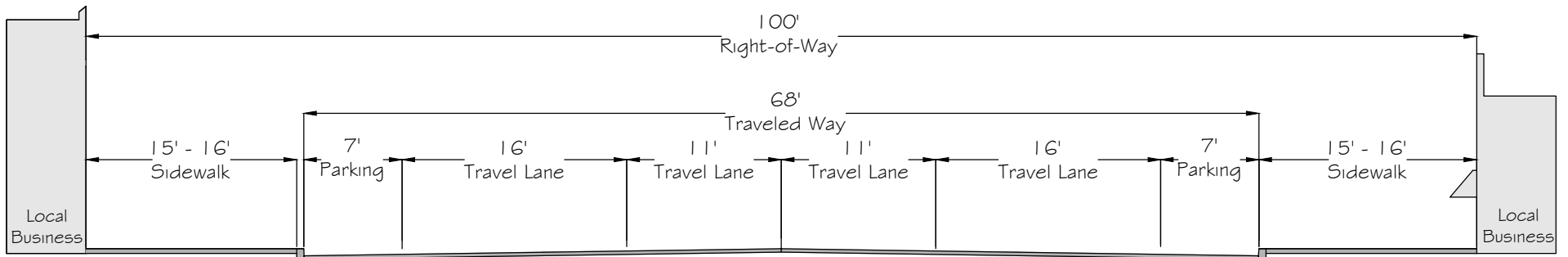
### Legend

- Project limits
- City Park

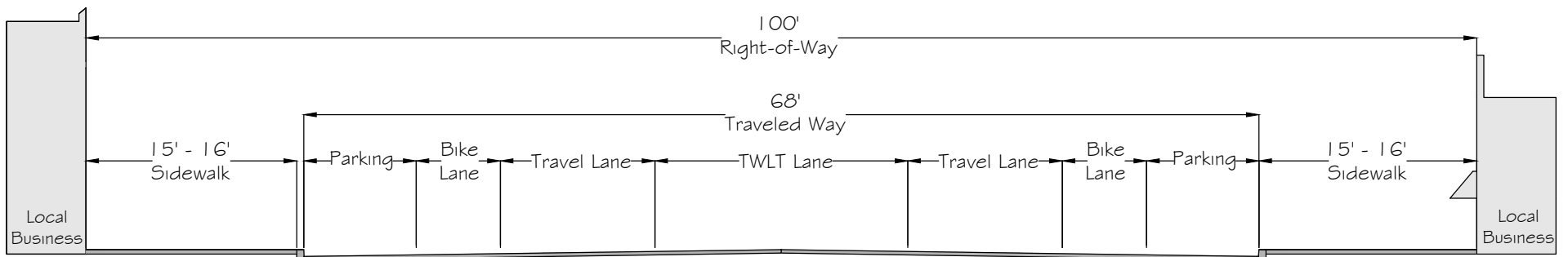
### Vicinity Map



**THIS IS NOT A LEGAL DOCUMENT.**  
 The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.



Typical Section - Existing  
Riverside Ave, Monroe St. to Wall St.



Typical Section - Proposed  
Riverside Ave, Monroe St. to Wall St.

## 2018 SRTC Call for Projects



### Local Agency Project Endorsement

**PROJECT TITLE:** Riverside Avenue - Monroe St to Wall St

The attached project application reflects established local funding priorities consistent with the adopted local plans and/or programs.

The project described is financially feasible; local match revenue identified on the project application is available and will be committed to the project if it receives the requested grant.

Costs identified in the application represent accurate planning level estimates needed to accomplish the work described herein. As stated in policy 6.1 of the 2018 TIP Guidebook, any cost overruns are the responsibility of the project sponsor.

The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

The use of federal funds for this project entails administrative and project compliance for which the project sponsor will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization. This document must be signed by a person in a position or a representative of a governing body that has the authority to make decisions for the entire organization. It is up to the applicant to determine the appropriate representative to sign this endorsement.

Scott Simmons - Public Works Director  
Name and Title of Designated Representative

  
\_\_\_\_\_  
Signature of Designated Representative

5-11-2018  
Date