2018 SRTC Call for Projects Application

PROJECT TITLE: SPOKANE FALLS BLVD - LINCOLN TO DIVISION

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

REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside): $7,305,931

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
Spokane Falls Boulevard from Lincoln Street to Division Street

☒ Urbanized Area ☐ Urban Small ☐ Rural

Federal Functional Classification
Urban Principal Arterial

Project Description

Project scope (include termini and length)
Reconstruction of pavement for 3,300 feet of Spokane Falls Boulevard. Reconstruction of sidewalk as necessary over that length. Updates for street and pedestrian lighting, traffic signals, and communication lines. ADA compliance updates, including curb bumpouts where appropriate. Bicycle facilities will also be included.

Existing and proposed conditions
The existing pavement is in poor condition. Traffic volumes vary along the length of this one-way, three-lane roadway section, and opportunities for improvement of existing bike lanes will be assessed. Lighting is being updated on the north side of the roadway in the vicinity of Riverfront Park. The lighting along the south side, and the remaining length of the project will be updated to match, as appropriate. Sidewalk will be repaired, as necessary, and stormwater facilities will be updated in accordance with current policies.

Project purpose and outcomes
Rehabilitate pavement to reset the life of the facility, promote economic activity, and facilitate active modes of transportation.

☒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.
City street maintenance is conducted by policy and season as appropriate. Winter snow removal is conducted first on arterial streets and hills, and secondarily on non-arterial streets. Spring and summer sweeping is conducted first on

arterial streets, second to non-arterial streets, and will be repeated as time within the season allows. Fall leaf pick-up is conducted once annually, again with arterial streets first.

Sidewalk maintenance, by code, is the responsibility of adjacent property owners. Trails are not maintained, except through Riverfront Park.

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)
City of Spokane projects are eligible for programmatic match, which applies only to STBG grants. Programmatic match is implemented by using STBG dollars as required match, thus STBG grant awards are at 100%. Accounting of the use of programmatic match funds is kept through a ledger, reported quarterly to WSDOT.

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.
The City of Spokane has obligated Arterial Street Funds for the purpose of matching grant funds for this project, as needed.

Please indicate if there are any circumstances that could delay the obligation of funds.
Project delivery will follow the schedule determined upon award. Unforeseen need to adjust project delivery timeframes could arise if key a development is undertaken adjacent to the project corridor.

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)
Spokane Falls Boulevard provides access to the University District, Convention Center, INB Performing Arts Center, Riverfront Park, River Park Square, City Hall, the Grand Hotel, and the Downtown Library.

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)
Downtown Spokane is the economic hub of the City is the subject of regular development and redevelopment activity.

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)

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)
The project is listed in Table TR 5 – Integrated Street Rebuilds in Chapter 4 of the City's Comprehensive Plan.

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:

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) The Draft CIP to be approved by City Council in June, 2018.

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:
Programmatic match of 33.5%.

☐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:
The project intersects Browne St. (HWY 2) and terminates at Division St. (HWY 2) both on the NHS system.

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:
The existing Spokane Falls bike lane provides connectivity to the Centennial Trail running along the Spokane River and through Riverfront Park. The project may add a protected buffer to parts of the existing bike lane; this will be evaluated during the design phase.

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

☐Yes ☒No

If yes, please describe:

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

12/29/2013	E296453 - Injury	Curb extensions at intersection and better pedestrian lighting
12/8/2013	E291003 - Injury	Curb extensions at intersection and better pedestrian lighting
11/15/2013	E285592 - Injury	Curb extensions at intersection and better pedestrian lighting
7/25/2013	E258965 - Injury	Curb extensions at intersection
12/17/2014	E384638 - Injury	Curb extensions at intersection and better pedestrian lighting
8/12/2015	E348518 - Injury	Curb extensions at intersection
5/31/2014	E331377 - Injury	Curb extensions at intersection
11/6/2015	E479375 - Injury	Curb extensions at intersection
12/4/2015	E489692 - Injury	Curb extensions at intersection
11/8/2016	E605963 - Injury	Curb extensions at intersection

**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)
The project will install curb extensions for many of the signalized crosswalks on the corridor. This will shorten the crossing distance and make the pedestrians more visible to vehicular traffic. Pedestrian lighting will be installed along the corridor and will improve the overall illumination and visibility of pedestrians at night. Many of the crosswalk collisions occurred in the evening when it was dark. The bike lane on the corridor will be evaluated for improvements, which could include a buffer zone if there is sufficient space.

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)
Sidewalk and ADA curb ramp improvements improve pedestrian facilities and transit access. Bike lane improvements such as buffering improve bike facilities.

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)

☐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)

☐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) The project will add curb extensions at many of the signalized crosswalks. Lighting will be added to the sidewalk.

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)

☐Bike Parking (2)

☐Bike Lockers (2)

☐Pavement Markings (2)

☐Education (2)

☐Wayfinding (2)

☐Enforcement (2)

☐Data Collection (2)

☒Other (please explain) (2) The project may add a protected buffer to parts of the existing bike lane. This will be evaluated during the design phase.

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

Transit Access

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**)

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

The Route 25 has stops on this corridor in front of the Convention Center and the INB Performing Arts Center. City staff will work with STA to determine if any additional improvements are needed to these stops. Both have sidewalk and one has a shelter, but there may be a need for a higher platform to accommodate HPT buses.

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.
ADA curb ramp replacement and replacement of sidewalks in poor condition improve the pedestrian environment and experience and provide improved access to transit. Curb bulbouts at intersections and new lighting improve pedestrian safety and promote walking.

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

☒Pedestrian lighting (1)
☐Traffic calming measures (2)
☒Landscaping, pots/planters, tree grates (1)
☐Other design elements, please describe (1)
☐Unusual or unique surfaces (pavers or stamped) (2)
☐Raised or uniquely treated crosswalks (2)
☐Garbage/recycling receptacles (1)
☐Bollards (1)

STBG Capital Maintenance Supplement
2018 SRTC Call for Projects

PROJECT TITLE: SPOKANE FALLS BLVD - LINCOLN TO DIVISION

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 53

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 segment of roadway between Stevens and Browne received surface rehabilitation in 2007, and is in the best condition with an average OCI of 76. However, the remainder of the street rates at an average of 34 with the worst blocks at an OCI of 19. With the timing in the out-years (2023-2024), it is expected that the pavement condition will be very poor.

Project Name: Spokane Falls Blvd. - Lincoln St. to Divisi **$8,117,701** **Proj ID:**

Description: Full depth street reconstruction

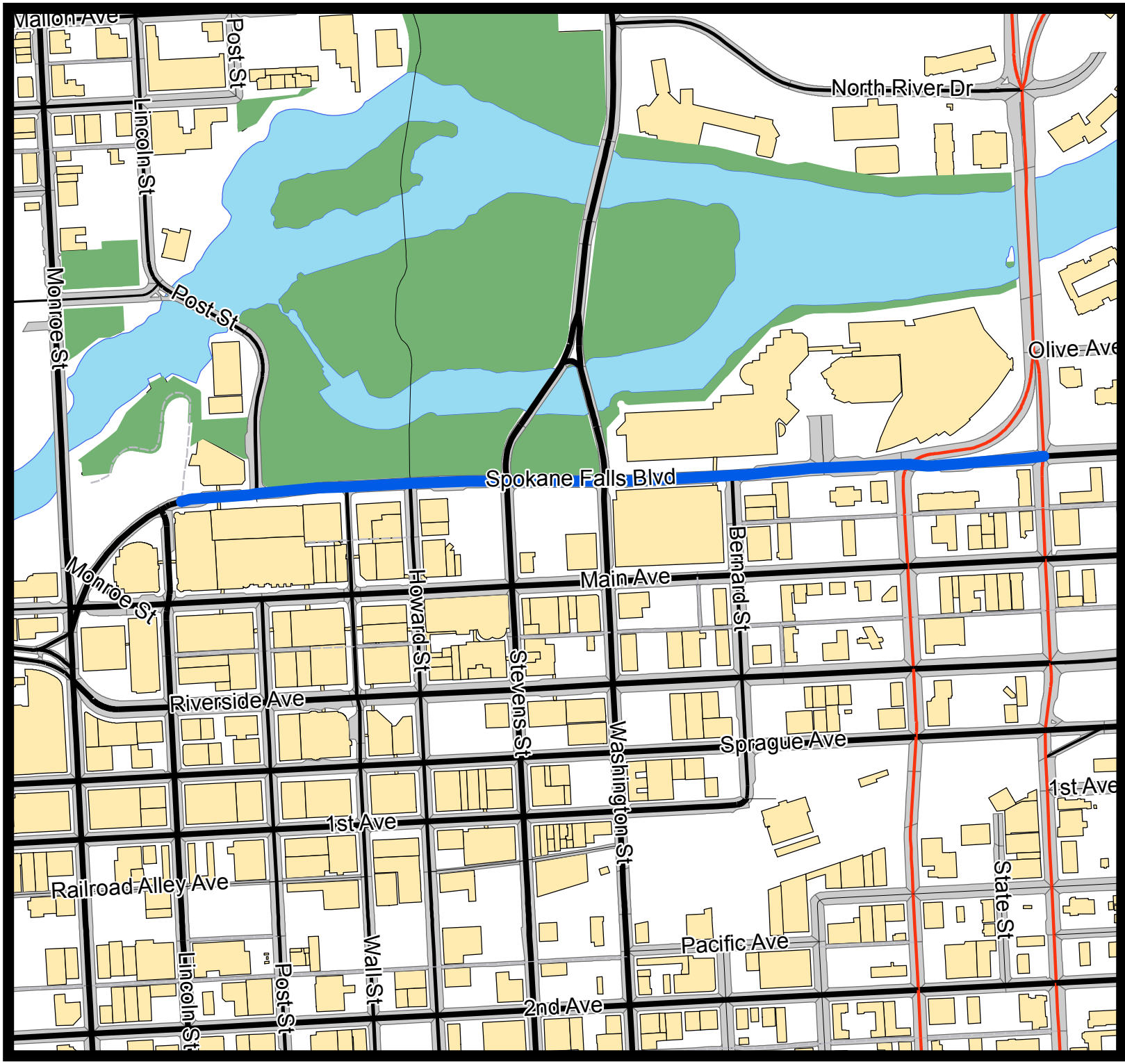
Work Description	Qty	Unit	Unit Cost	Ineligible (Utility)	Eligible Street
GENERAL					
Mobilization	1	LS	$339,922		$339,922
Traffic Control	1	LS	$254,941		$254,941
Trench Safety	1	LS	$2,000		$2,000
Survey Monuments - Reference/Reestablish, Classification/Pr	1	LS	$8,000		$8,000
Public Liason	1	LS	$50,000		$50,000
SPCC Plan	1	EA	$1,500		$1,500
			subtotal:		**$656,363**
EXCAVATION					
Clearing & Grubbing	1	LS	$10,000		$10,000
Demolition and Removal	1	LS	$50,000		$50,000
Remove Trees (class I,II,III,IV)	12	EA	$1,000		$12,000
Sawcutting Rigid and Flexible Pavement	500	LFI	$2		$1,000
Removal Exist Curb and Gutter	4,080	LF	$8		$32,640
Roadway Excavation Including Haul	7,454	CY	$30		$223,611
Rock Excavation Including Haul	1,370	CY	$175		$239,815
			subtotal:		**$569,066**
STREET					
Prep Untreated Roadway	19,167	SY	$2		$38,333
Crushed Surfacing Base Course	4,259	CY	$40		$170,370
HMA CL 1/2 IN. PG 70-28, 7 INCH THICK	19,167	SY	$43		$824,167
SOIL RESIDUAL HERBICIDE	19,167	SY	$2.00		$38,333
Cem Conc Curb and/or Gutter	4,080	LF	$25		$102,000
Signs & Markings	1	LS	$50,000		$50,000
Street Light Electric Services	7	EA	$7,000		$49,000
Street Lights	36	EA	$10,000		$360,000
Traffic Signal Modifications - Misc. (Update to current standar	1	LS	$75,000		$75,000
			subtotal:		**$1,707,204**
SIDEWALK & DRIVEWAY					
Removal Cem Conc Sidewalk/Driveway	3,348	SY	$15		$50,225
Cem Conc Sidewalk	3,082	SY	$50		$154,083
Crushed Top Course for SW, & DW including Ex	257	CY	$70		$17,976
Cem Conc Driveway Approach	267	SY	$55		$14,667
Truncated Domes	200	SF	$25		$5,000
			subtotal:		**$241,951**
STORMWATER					
Catch basin Type 1 (new inlets for soil cells, relocates)	25	EA	$2,500		$62,500
Storm Manhole (All Types)	12	EA	$3,500		$42,000
24" PVC Cleanwater Drain	2,500	LF	$100		$250,000
8" PVC perforated collection pipe (under Soil Cell)	1,500	LF	$100		$150,000
Soil Cells (estimate 3 blocks lengths)	30,750	CF	$18		$553,500
Connection to Existing Storm Structure	23	EA	$500		$11,500
12" PVC Storm Sewer Pipe - Replace Cleanwater	2,750	LF	$50		$137,500
			subtotal:		**$1,207,000**
WATER					
DI Pipe For Water Main 16 In. Diam. (Wall to Division)	2,750	LF	$100	$275,000	
DI Pipe For Water Main 8 In. Diam. (Lincoln to Post)	300	LF	$80	$24,000	
Service Laterals.	25	EA	$2,000	$50,000	
Water Valve	20	EA	$500	$10,000	
Water Meter	25	EA	$1,500	$37,500	
Hydrants	12	EA	$5,000	$60,000	
			subtotal:	**$456,500**	
LANDSCAPE					
Irrigation System - new and modify. Dry lines to poles	1	LS	$50,000		$50,000
Install Street Trees	25	EA	$500		$12,500
Tree Grate	12	SY	$400		$4,800
			subtotal:		**$67,300**

			Utility	Street
		Construction Subtotal	**$456,500**	**$4,448,884**
Scope Contingency	20.0%		$91,300	$889,777
		Construction Subtotal	**$547,800**	**$5,338,661**
Construction Contingency	10.0%		$54,780	$533,866
Construction total		**Construction Total**	**$602,580**	**$5,872,527**
Geotech	1.0%		$5,478	$53,387
Surveying	1.0%		$5,478	$53,387
Design & Bid Docs	10.0%		$54,780	$533,866
Admin, Legal, & Permits	1.0%		$5,478	$53,387
Construction Mgmt	15.0%		$90,387	$880,879
		Project Total	**$764,181**	**$7,447,432**

	Unit costs from year…	for construction in…	
	2018	**2021**	
Preconstruction	694	$756,488	
Property Purchase	0	$0	
Construction Total	5,873	$6,401,054	
Const mgmt	881	$960,158	
	7,447	**$8,117,701**	Project Cost

Funding partners breakout

Total Eligible Street Cost	$8,117,701
STBG	$5,398,271
23.5% Programmatic Match	$1,907,660
10% Local Match	$811,770



Spokane Fall Blvd, Lincoln St to Division St.

Printed by: srmckee
Print date: 5/9/2018

Legend

- Project Limits
- City Park

Vicinity Map

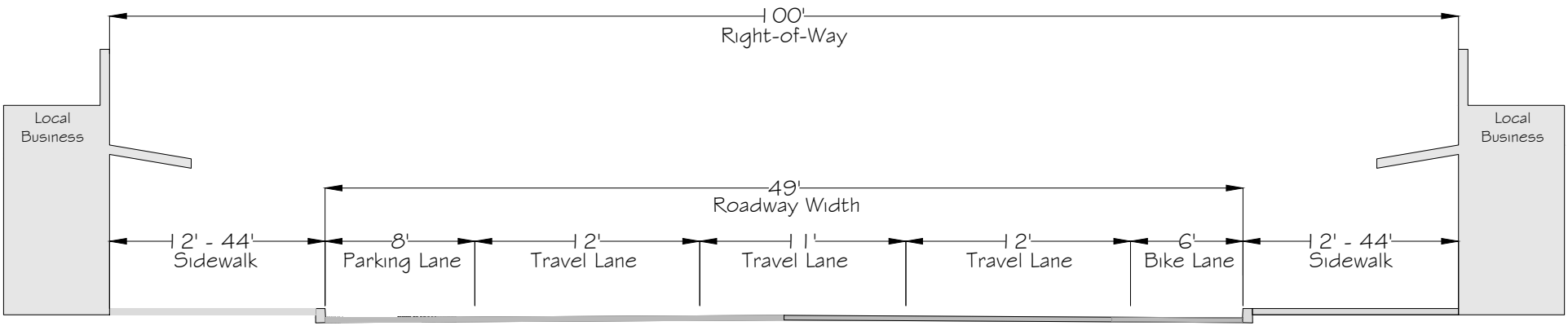
0 190 380 570

Feet

N
W E
S

CITY OF SPOKANE

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 Cross Section

Spokane Falls Blvd, Post St to Division St.

(Facing West)

2018 SRTC Call for Projects

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Local Agency Project Endorsement

PROJECT TITLE: Spokane Falls Boulevard - Lincoln to Division

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

Scott Simmons
Signature of Designated Representative

5-11-2018
Date