2018 SRTC Call for Projects Application

PROJECT TITLE: THOR AND FREYA COUPLET, HARTSON TO SPRAGUE

AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest): 3

REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside): $8,119,105

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
Thor and Freya Couplet from Hartson to Sprague

☒ Urbanized Area ☐ Urban Small ☐ Rural

Federal Functional Classification
Urban Principal Arterial

Project Description

Project scope (include termini and length)
Reconstruction of approximately 6,300 lineal feet of roadway pavement between Hartson and Sprague Avenues. Reconstruction of curbing and sidewalk as necessary. Updates for street and pedestrian lighting, traffic signals, and communication lines. Upgrade sidewalk ramps and STA bus stop boarding pads to meet ADA compliance standards.

Existing and proposed conditions
Thor and Freya Streets are each 3-lane one-way arterials that function as a two-way couplet between Hartson and Sprague Avenues. Daily traffic volume just north of Hartson on Thor Street and Freya Street is approximately 17,700, and 17,800 respectively. During the 2016/2017 winter the couplet pavement experienced rapid and significant pavement degradation. This was due original inadequate pavement structure and extreme environmental conditions. The City performed an emergency grind and overlay project in the spring of 2017 as a stop-gap measure until a proper roadway reconstruction could be performed; The proposed project would reconstruct the roadway with Portland Cement Concrete as appropriate to the loading; An existing school crosswalk on the north leg of Freya and 5th becomes blocked by queued vehicles on Freya. Relocation of the crosswalk to the intersection's south side will alleviate this situation. Existing bus stops lack adequate ADA boarding pads for disabled transit users. ADA updates will be part of this project; Thor, Freya and Hartson roadways are designated as 'shared bike lanes' within the project limits and provide a linkage to nearby Underhill Park and the Ben Burr Trail. The project scope proposes bicycle pavement markings and wayfinding signage to facilitate bicycle navigation to the park and trial via Hartson Avenue.

Project purpose and outcomes
Rehabilitate pavement to reset the life and improve the performance of the facility. Replacement of curbing and sidewalk that is in poor condition. Enhance pedestrian and transit rider safety and convenience.

☒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 oversite 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 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)
This project's scope includes the use of Cement Treated Base (aka Full Depth Reconstruction) as the pavement's base layer.

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 100% funding through the Programmatic Match. Through this program STB funds cover the local match requirement. Additional matching fund sources include the City's Arterial Streets Fund, and tentatively, Transportation Improvement Board (TIB) funding.

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 serves as a primary north-south arterial roadway connecting Spokane's South Hill neighborhoods to I-90 freeway.

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)
The project serves an area that is targeted for revitization with the City making available various incentives including the Community Empowerment Zone, and the General Facilities Connection Waiver.

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, the project roadways are designated truck routes that connect to a zoned heavy industrial area north of Sprague Avenue.

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)

Yes the project is part of the City's Capital Improvement Program, and is consistent with the City's Comprehensive Plan in meeting "TR Goals C and G by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit."

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 is working in coordination with School District 81 on relocation/improvement of school crosswalks that serve Sheridan Elementary; The City has been in consultation with STA in discussions regarding ADA boarding pads to facilitate bus loading and unloading for route #34; Discussions with WSDOT to coordinate future North-South Freeway project with the planned Thor-Freya improvements.

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) – use of Silva Cell stormwater treatment/tree root enhancement system
☒Drought tolerant vegetation – use of native trees and shrubs
☒Air quality benefit – planting of additional trees; encourage transportation mode shift from vehicles to ped/bike
☒Decrease in impervious area – use of planters within traffic islands
☒Use of recycled materials – use of Full Depth Reconstruction for pavement section base layer
☐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:
As a Principal Arterial, the Thor-Freya Couplet is designated as a Local Agency National Highway 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:
Thor and Freya between 6th and Sprague are identified as 'shared' bikeways as part of Spokane's planned bike network. The project's scope will include new bike pavement markings, and wayfinding signage to assist bicyclists to nearby Underhill Park and the Ben Burr Trail via Hartson.

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

☒Yes ☐No

If yes, please describe:
This is a designated HPTN - Red Line. Transit stations will be updated accordingly.

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
	No correctable collisions		

**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 include ADA ramp improvements at corners and a smooth pavement surface for drivers. The planned crosswalk relocation near Sheridan Elementary will enhance pedestrian safety, particular school children, crossing Freya.

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 improved roadway pavement will benefit the STA bus route #34, reducing potential wear and tear on buses, and will improve safety, convenience, and comfort for those riding public transportation. Bus stops will receive boarding pads where none exist. Additionally the project will install new LED street lighting to improve visibility for pedestrians and drivers.

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)
☐Median Refuge (3)
☒Marked Crosswalk (3)

☐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) New street lighting to enhance visibility of and for pedestrians.

☐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) New street lighting to improve visibility of and for bicyclists.

☐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

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)
☐Improved transit service (e.g. higher frequency, longer operating hours, greater capacity, new route) (5)
☐Other (please explain) (2)
☐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)

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 and crosswalk improvements will enhance the pedestrian safety and encourage walking as a mode of transportation. Crosswalk is on designated Safe Route to School.

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: THOR AND FREYA, HARTSON AVE TO SPRAGUE AVE

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 41

Year 2015

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.

Present conditions would rate a very high OCI, as the roadway surface was rehabilitated in 2017 on an emergency basis as a stop-gap until full reconstruction could be funded. Prior to 2017, the OCI ranged from 21 to 61 for this section of roadway with an average of 41. It is expected that by the time funding is available for construction the average OCI will likely fall below 40.

Project Name: Thor-Freya, Hartson to Sprague **$9,021,228** **Proj ID: 2014151**

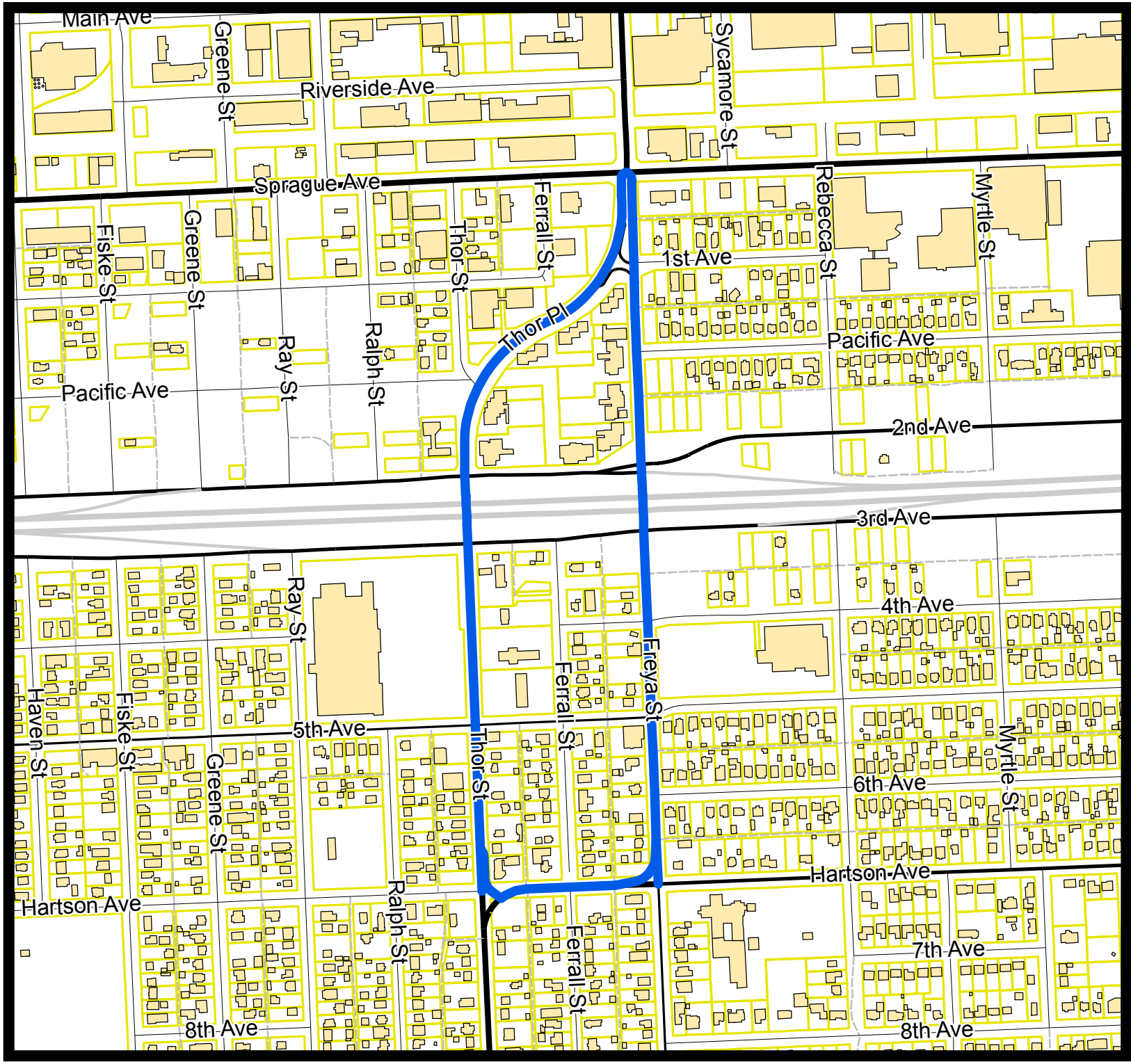
Description: Full street reconstruct-FDR, PCC

Work Description	Qty	Unit	Unit Cost	Ineligible Cost	Eligible Cost
GENERAL					
Mobilization	1	LS	$400,000		$400,000
Traffic Control	1	LS	$320,000		$320,000
Comm Conduit - 3 inch	24,800	LF	$4		$99,200
Upgrade Traffic Signals - Intersections	3	EA	$50,000		$150,000
Remove existing Avista wood poles	20	EA	$3,000		$60,000
			subtotal:		**$969,200**
EXCAVATION					
Sawcutting Rigid and Flexible Pavement	22,111	LFI	$1		$22,111
Removal Exist Curb and Gutter	6,069	LF	$7		$42,483
Pavement Plane (Grind)	13,600	CY	$10		$136,000
Roadway Excavation Including Haul - 0.5 scalp depth	4,533	CY	$17		$77,067
Rock Excavation Including Haul - Remove cobbles	200	CY	$200		$40,000
			subtotal:		**$317,661**
STREET					
Prep Untreated Roadway	27,200	SY	$3		$81,600
PCC Pavement - 6 INCH THICK (Unreinforced)	27,200	SY	$48		$1,305,600
Cement Treated Base (FDR) - 10 INCH THICK	27,200	SY	$12		$326,400
SOIL RESIDUAL HERBICIDE	27,200	SY	$0		$8,160
Misc HMA Patch - pavement transitions	533	SY	$50		$26,667
HMA Pavement-2 inch grind and overlay 2nd and 3rd	8,956	SY	$20		$179,111
Pavement Planning	8,956	SY	$15		$134,333
Cem Conc Curb and/or Gutter	6,070	LF	$23		$139,610
ADJ MH, CB, DW or Grate Inlet in Asphalt or Concrete	21	EA	$450		$9,450
Signs & Markings	1	LS	$120,000		$120,000
Street Light	54	EA	$11,000		$594,000
			subtotal:		**$2,924,931**
SIDEWALK & DRIVEWAY					
Removal Cem Conc Sidewalk/Driveway	723	SY	$50		$36,167
Cem Conc Sidewalk - 6 each ADA ramps, Silva Cells	806	SY	$120		$96,667
Crushed Top Course for SW, & DW including Ex	67	CY	$75		$5,035
Truncated Domes	80	SF	$25		$2,000
			subtotal:		**$139,868**
SEWER					
Manhole Type 1-60, - Liner	2	EA	$4,000	$8,000	
Sewer Pipe Repair (8 In. to 12 In.) - Sewer Report	710	LF	$100	$71,000	
			subtotal:	**$79,000**	
STORMWATER					
Drywell Type 1	1	EA	$3,000		$3,000
Undersidewalk Drain	12	EA	$3,500		$42,000
Catch basin Type 1	12	EA	$2,500		$30,000
Storm Manhole (All Types)	2	EA	$3,500		$7,000
Silva Cell - est 24 locations	19,200	CF	$16		$307,200
Connection to Existing Storm Structure	6	EA	$500		$3,000
PVC Storm Sewer Pipe	1,500	LF	$50		$75,000
			subtotal:		**$467,200**
WATER					
DI Pipe For Water Main 6 In. Diam.	1,700	LF	$65	$110,500	
DU Pipe for Water Main 10" Diam	700	LF	$45	$31,500	
Water Service Laterals - CU Upgrade	1	EA	$1,500	$1,500	
Water Service Laterals - tap for existing	25	EA	$500	$12,500	
Water Connection - Main and Hyd	6	EA	$5,000	$30,000	
			subtotal:	**$186,000**	
LANDSCAPE					
Irrigation System - new and modify	1	LS	$70,000		$70,000
Install Street Trees - Silva Cells, Hartson intersections	30	EA	$450		$13,500
Xeriscape - buffer areas at bus stops, Hartson intersect	80	SY	$80		$6,400
Tree Grate	22	EA	$2,300		$50,600
			subtotal:		**$140,500**
EXTRA					
			subtotal:		**$0**
			Construction Subtotal	**$265,000**	**$4,959,360**
Property Purchase (potential for ADA ramp work)					
Scope Contingency	25.0%			$66,250	$1,239,840
			Construction Subtotal	**$331,250**	**$6,199,200**
Construction Contingency	10.0%			$33,125	$619,920
Construction total			**Construction Total**	**$364,375**	**$6,819,120**
Geotech	1.5%			$5,466	$102,287
Surveying	1.0%			$3,644	$68,191
Design & Bid Docs	10.0%			$36,438	$681,912
Admin, Legal, & Permits	0.5%			$1,822	$34,096
Construction Mgmt	15.0%			$54,656	$1,022,868
			Project Total	**$466,400**	**$8,728,474**

	Unit costs from year…	for construction in…	
	2018	**$2,019**	
For Program			
Preconstruction	886	$913,080	
Property Purchase	30	$30,900	
Construction Total	6,819	$7,023,694	
Const mgmt	1,023	$1,053,554	
	8,758	**$9,021,228**	Project Cost

Funding partners breakout

Total Eligible Street Cost	$9,021,228
STBG	$5,999,116
23.5% Programmatic Match	$2,119,989
10% Local Match	$902,123



Thor & Freya, Hartson Ave to Sprague Ave.

Printed by: srmckee
Print date: 4/5/2018

Legend

Project Limits

Vicinity Map

0 190 380 570
Feet

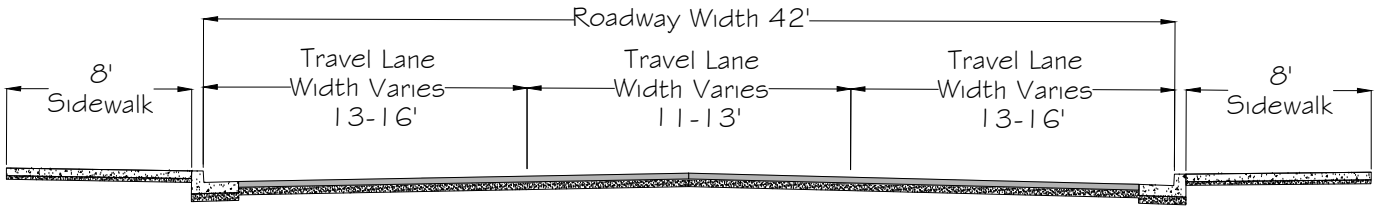
Geographic Information System

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.

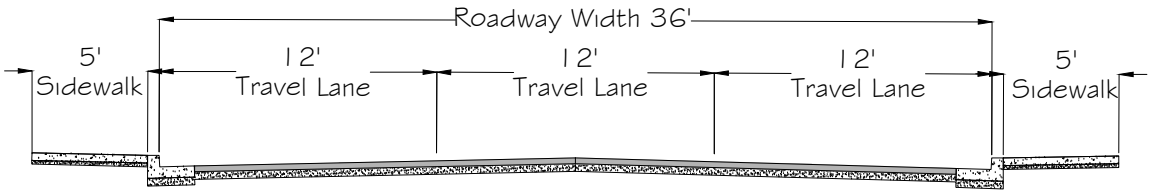
RIGHT OF WAY VARIES 60' - 90'



Typical Cross Section

Thor St, Hartson Ave to
Sprague Ave (Facing South)

RIGHT OF WAY 60'



Typical Cross Section

Freya St, Hartson Ave to
Sprague Ave (Facing North)

2018 SRTC Call for Projects

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Local Agency Project Endorsement

PROJECT TITLE: Thor and Freya Couplet - Hartson to Sprague

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