

2018 SRTC Call for Projects Application

PROJECT TITLE: WASHINGTON/STEVENS - SPOKANE FALLS BLVD TO BOONE AVE



AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest): 4

REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside): \$2,014,581

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

Washington Street from Spokane Falls Boulevard to Boone Avenue and Stevens Street from Spokane Falls Blvd to Washington Street

Urbanized Area Urban Small Rural

Federal Functional Classification

Urban Principal Arterial (3909 and 3907)

Project Description

Project scope (include termini and length)

Grind and Overlay of 3,500 feet of Washington and Stevens Street to include ADA compliance updates. The project extends from Spokane Falls Boulevard to Boone Avenue. Washington Street and Stevens Street split into a couplet at the south end of this project, accounting for approximately 600 feet of Stevens Street in the total length above.

Existing and proposed conditions

Washington Street is a 4-lane roadway, roughly 50 feet wide with four travel lanes (two in each direction) which splits at the south end into a couplet with Stevens Street. The existing pavement is in poor condition. Sidewalk exists along both sides of the corridor for most of the length. However, the southern segment is not a walking-friendly route, including tunnel and bridge sections with only concrete shoulders. Presently curb ramps do not all meet ADA standards, so these will be updated.

Project purpose and outcomes

Rehabilitate pavement to reset the life of the facility and improve ADA accessibility.

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)

Washington Street passes through/under Riverfront Park, and has a strong pedestrian connection and dependence on the park. The street also serves businesses to the north of the park, and is an access corridor for the Spokane Arena and the Spokane Civic Theatre.

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)

Development of the north bank of Riverfront Park will continue as part of the Riverfront Park Master Plan.

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)

An important feature of Downtown Spokane is the surface parking available adjacent to Washington Street and extending to the Spokane Arena. This parking serves both to provide access to downtown on an everyday basis, and also as a staging and event spot for several venues including Hoopfest and the Spokane Lilac Festival.

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 fulfills Policy TR 16 of the Comprehensive Plan by conducting strategic preservation of the pavement. (page 4-28)

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:

Spokane Transit's Plaza/Arena Shuttle traverses between surface parking and Downtown Spokane as often as every 10 minutes. Maintaining the roadway is beneficial to keeping their route functional as well as reducing wear and tear on their coaches.

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:
Local funding accounts for approximately 60% of the total project cost.

- 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 roadway is a Principal Arterial, and is thus part of the NHS system. Maintenance activities prolong the life-span and improve the functional use of the roadway.

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:

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.

N/A

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)
 Safety improvements on this project include updates to ADA curb ramps and replacement of the rough asphalt with new surfacing.

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)

This project complies by providing space in the Right of Way for active modes of transportation. The project will improve the space for vehicles by reconstructing the pavement section that is currently in poor condition. New curb ramps will be constructed within the project limits where no curb ramps exist and/or where existing curb ramps do not comply with current standards.

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

N/A

Bicycle and Pedestrian Improvements

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

- | | |
|--|--|
| <input type="checkbox"/> Add new sidewalks (6) | <input type="checkbox"/> Median Refuge (3) |
| <input type="checkbox"/> Both sides of street (1) | <input type="checkbox"/> Marked Crosswalk (3) |
| <input type="checkbox"/> Minimum 5-foot width (1) | <input type="checkbox"/> Crossing Enhancement (e.g. HAWK beacon, Countdown signal) (3) |
| <input type="checkbox"/> Completes gap (1) | <input type="checkbox"/> Education (2) |
| <input type="checkbox"/> Ext. of sidewalk network (1) | <input type="checkbox"/> Wayfinding (2) |
| <input type="checkbox"/> Vegetated / protected buffer (1) | <input type="checkbox"/> Enforcement (2) |
| <input checked="" type="checkbox"/> Upgrade to existing sidewalk (6) | <input type="checkbox"/> Data Collection (2) |
| <input type="checkbox"/> Greater width (1) | <input checked="" type="checkbox"/> ADA enhancements (e.g. curb ramp upgrades) (2) |
| <input type="checkbox"/> Add vegetated / protected buffer (1) | |
| <input type="checkbox"/> Removes barriers (1) | |
| <input type="checkbox"/> Repairs heaves (1) | |
| <input type="checkbox"/> Separated shared use path | |
| <input type="checkbox"/> 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)

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

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

- | | |
|--|---|
| <input type="checkbox"/> Bus stop shelter/screening (3) | <input type="checkbox"/> Enhanced pedestrian crossing near bus stop (3) |
| <input type="checkbox"/> Bus stop lighting/infrastructure (2) | <input checked="" type="checkbox"/> Improved rider access/connectivity to transit (3) |
| <input type="checkbox"/> Bench (2) | <input type="checkbox"/> New transit vehicles (4 per vehicle) |
| <input 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 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 checked="" type="checkbox"/> Other (please explain) (2) ADA curb ramps will be replaced or upgraded as needed to comply with current standards thus improve access to transit for the disabled for transit stops located along Washington Street. | |

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.

N/A

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 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 type="checkbox"/> Landscaping, pots/planters, tree grates (1) | <input 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: WASHINGTON/STEVENS, SPOKANE FALLS BLVD TO BOONE 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 51

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

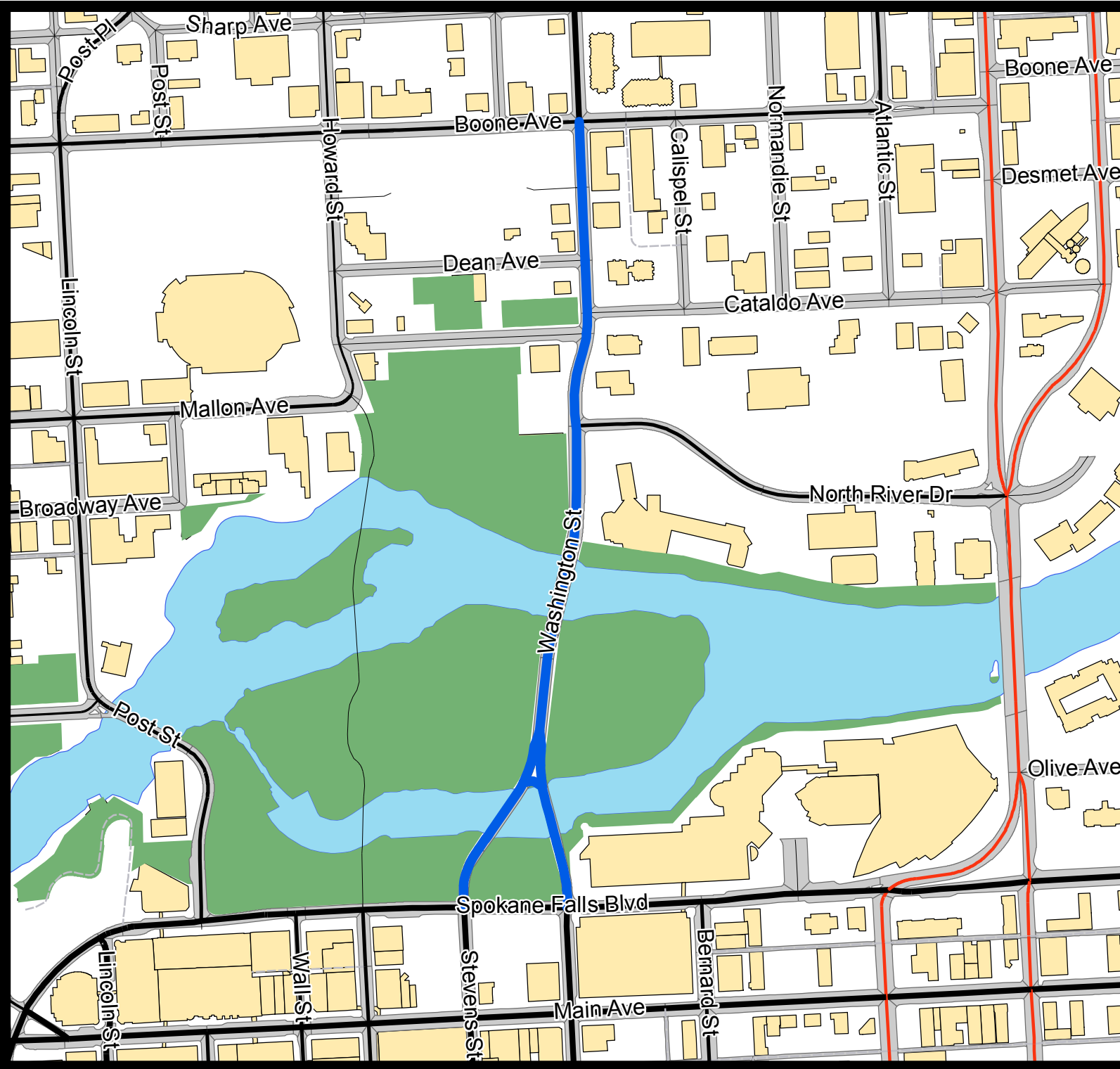
Please explain.

Condition ranges from 25 to 89 along this corridor with an average of 51.

Project Name: Washington and Stevens - Spokanel Falls to Boone			\$2,238,423 Proj ID:	
Description: Grind and Overlay with ADA				
Work Description	Qty	Unit	Unit Cost	Eligible Street
GENERAL				
Mobilization	1	LS	\$80,000	\$80,000
Traffic Control	1	LS	\$100,000	\$100,000
			subtotal:	\$180,000
EXCAVATION				
Clearing & Grubbing	1	LS	\$3,500	\$3,500
Planing Bituminous Pavement	17,873	SY	\$12	\$214,472
Sawcutting Rigid and Flexible Pavement	10,000	LFI	\$1	\$10,000
Removal Exist Curb and Gutter	330	LF	\$8	\$2,640
Roadway Excavation Including Haul	6,950	CY	\$30	\$208,514
			subtotal:	\$439,126
STREET				
Pavement Repair Excavation, incl Haul	2,500	SY	\$40	\$100,000
HMA for Pre-leveling	250	TO	\$120	\$30,000
HMA CL 1/2 IN. PG 70-28, 2 INCH THICK	17,873	SY	\$11	\$196,599
HMA for Pavement Repair	2,500	SY	\$40	\$100,000
Cem Conc Curb and/or Gutter	330	LF	\$25	\$8,250
Furnish MH or DW Frame & Cover	3	EA	\$800	\$2,400
ADJ MH, CB, DW or Grate Inlet in Asphalt or Concrete	12	EA	\$800	\$9,600
Signs & Markings	1	LS	\$40,000	\$40,000
			subtotal:	\$486,849
SIDEWALK & DRIVEWAY				
Removal Cem Conc Sidewalk/Driveway	183	SY	\$15	\$2,750
Cem Conc Sidewalk	183	SY	\$50	\$9,167
Crushed Top Course for SW, & DW including Ex	15	CY	\$70	\$1,069
Cement Conc Curb and Gutter	330	LF	\$40	\$13,200
Truncated Domes	88	SF	\$25	\$2,200
			subtotal:	\$28,386
STORMWATER				
Retrofit Surface Inlet Catch Basin with Frame & Vaned Grate	12	EA	\$1,500	\$18,000
Catch Basin	12	EA	\$2,500	\$30,000
Connection to Existing Storm Structure	12	EA	\$700	\$8,400
PVC Storm Sewer Pipe	500	LF	\$50	\$25,000
			subtotal:	\$81,400
LANDSCAPE				
Topsoil, 4" thk for swales	100	SY	\$6	\$600
Install Sod	100	SY	\$10	\$1,000
Irrigation System - new and modify. Dry lines to poles	1	LS	\$10,000	\$10,000
			subtotal:	\$11,000
				Street
			Construction Subtotal	\$1,226,762
Scope Contingency	20.0%			\$245,352
			Construction Subtotal	\$1,472,114
Construction Contingency	10.0%			\$147,211
Construction total			Construction Total	\$1,619,326
Geotech	1.0%			\$14,721
Surveying	1.0%			\$14,721
Design & Bid Docs	10.0%			\$147,211
Admin, Legal, & Permits	1.0%			\$14,721
Construction Mgmt	15.0%			\$242,899
			Project Total	\$2,053,599
Unit costs from year...		for construction in...		
	2018		2021	
Preconstruction	191		\$208,599	
Property Purchase	0		\$0	
Construction Total	1,619		\$1,765,065	
Const mgmt	243		\$264,760	
	<u>2,054</u>		<u>\$2,238,423</u>	Project Cost

Funding partners breakout

Total Eligible Street Cost	\$2,238,423
STBG	\$1,488,552
23.5% Programmatic Match	\$526,029
10% Local Match	\$223,842



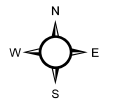
Washington/Stevens Spokane Falls Blvd to Boone Ave

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

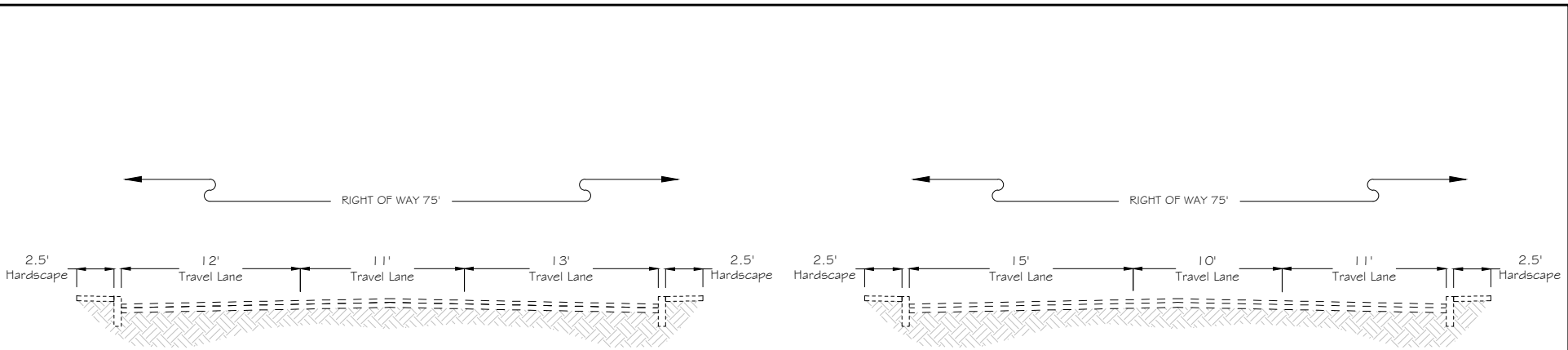
Legend

- █ Project Limits
- █ City Park

Vicinity Map



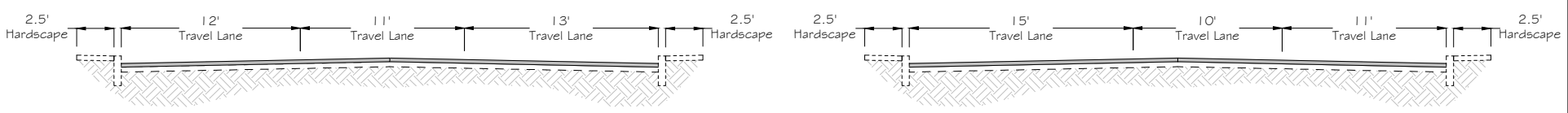
THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.



Stevens Street
(South Bound)

Washington Street
(North Bound)

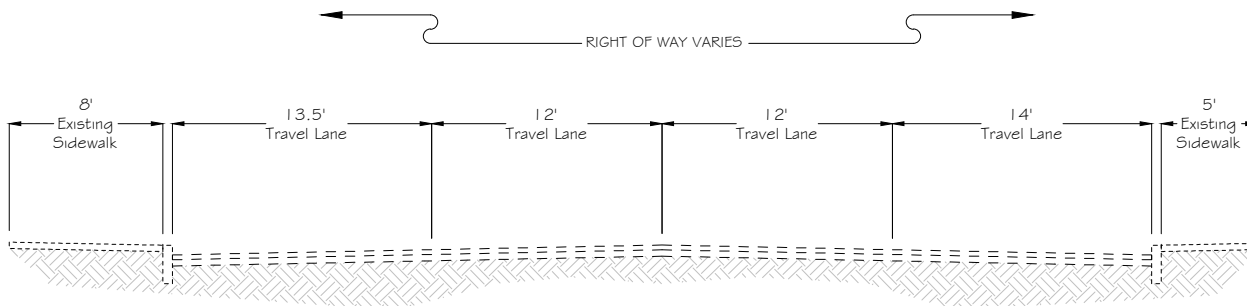
Existing Cross Section
Spokane Falls Blvd to Washington St. Tunnel.



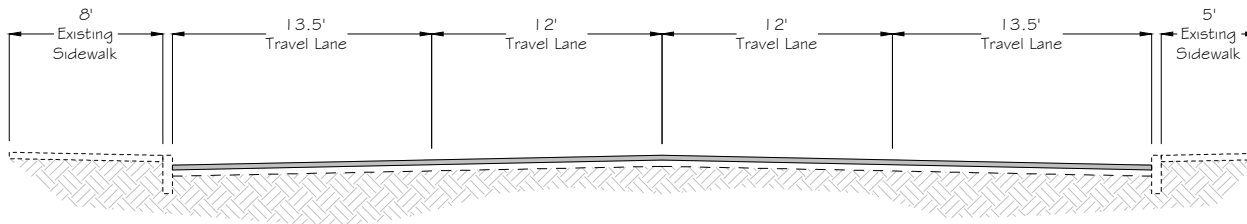
Stevens Street
(South Bound)

Washington Street
(North Bound)

Proposed Cross Section
Spokane Falls Blvd to Washington St. Tunnel.



Existing Cross Section
 Washington St, Washington St. Tunnel to Boone Ave.



Proposed Cross Section
 Washington St, Washington St. Tunnel to Boone Ave.

2018 SRTC Call for Projects



Local Agency Project Endorsement

PROJECT TITLE: Washington / Stevens - Spokane Falls Blvd to Boone Ave

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

A handwritten signature in blue ink that reads "Scott Simmons". The signature is written in a cursive style and is positioned above a horizontal line.

Signature of Designated Representative

5-11-2018
Date