

# 2018 SRTC Call for Projects Application

**PROJECT TITLE:** NAPA STREET, 2ND AVE TO SPRAGUE AVE



**AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest):** 9

**REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside):** \$1,508,697

## 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

Napa Street between 2nd Avenue and Sprague Avenue

Urbanized Area    Urban Small    Rural

### Federal Functional Classification

Urban Minor Arterial

### Project Description

Project scope (include termini and length)

Reconstruct approximately 1,100 lineal feet of Napa Street between 2nd Avenue and Sprague Avenue with street parking on both sides.

Existing and proposed conditions

Napa Street is a two-lane minor arterial with 35-foot width roadway. The existing pavement is in poor condition, and sidewalk ramps are not compliant with ADA standards. This project will reconstruct the roadway, and bring sidewalk up to current ADA standards.

Project purpose and outcomes

Rehabilitate pavement to reset the life of the facility. Upgrade ADA sidewalk ramps to current standards.

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 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)

### 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.

### 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 north-south arterial roadway connector between the I-90 freeway and East Sprague Avenue business corridor.

**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 a neighborhood commonly referenced as East Sprague International District and is designated as a 'Center and Corridor' area. The City has targeted East Sprague for revitalization and has made eligible various incentive programs including the Community Empowerment Zone, the Multi-Family Tax Exemption, the General Facilities Connection Waiver, and the Target Area Assistance 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, the project roadway is a designated truck route that connects to a zoned heavy industrial area north of Riverside 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. This project was selected based on the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission for 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 in partnership with the East Sprague Business Association (ESBA) has developed various infrastructure improvement priorities, including the Napa project, to improve the business climate of East Sprague.

### 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) – Silva Cell stormwater treatment system and tree root enhancement system
- Drought tolerant vegetation – Native shrubs and groundcover
- Air quality benefit – promote transportation mode shift; added street trees and shrubbery.
- Decrease in impervious area – Proposed use of pervious pavers as primary stormwater treatment. Catch basins as backup system.
- 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 – 70' Right of Way
- 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:

Cit

City of Spokane will fund at minimum 20% with funding from its Arterial Street Fund account.

- 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:

n/a

**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:

n/a

**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	PDO, Inj, Fat	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 will include ADA ramps at all corners, wider sidewalks in the area close to the business district, repairs to sidewalks throughout the project and a smooth driving surface.

## 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, causing less wear and tear on buses, and will improve safety, convenience, and comfort for those riding the bus. The pedestrian environment to/from the bus stops within the project limits will be enhanced.

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 checked="" 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 checked="" type="checkbox"/> Repairs heaves (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 checked="" type="checkbox"/> Other (please explain) (2) New street lighting       |  |

**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) |
|---|---|

- 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 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 Libby Middle School 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)**

- |   |   |
|---|---|
| <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 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:** NAPA STREET - 2ND 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    22

Year    2017

### Preservation

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

### Reconstruction

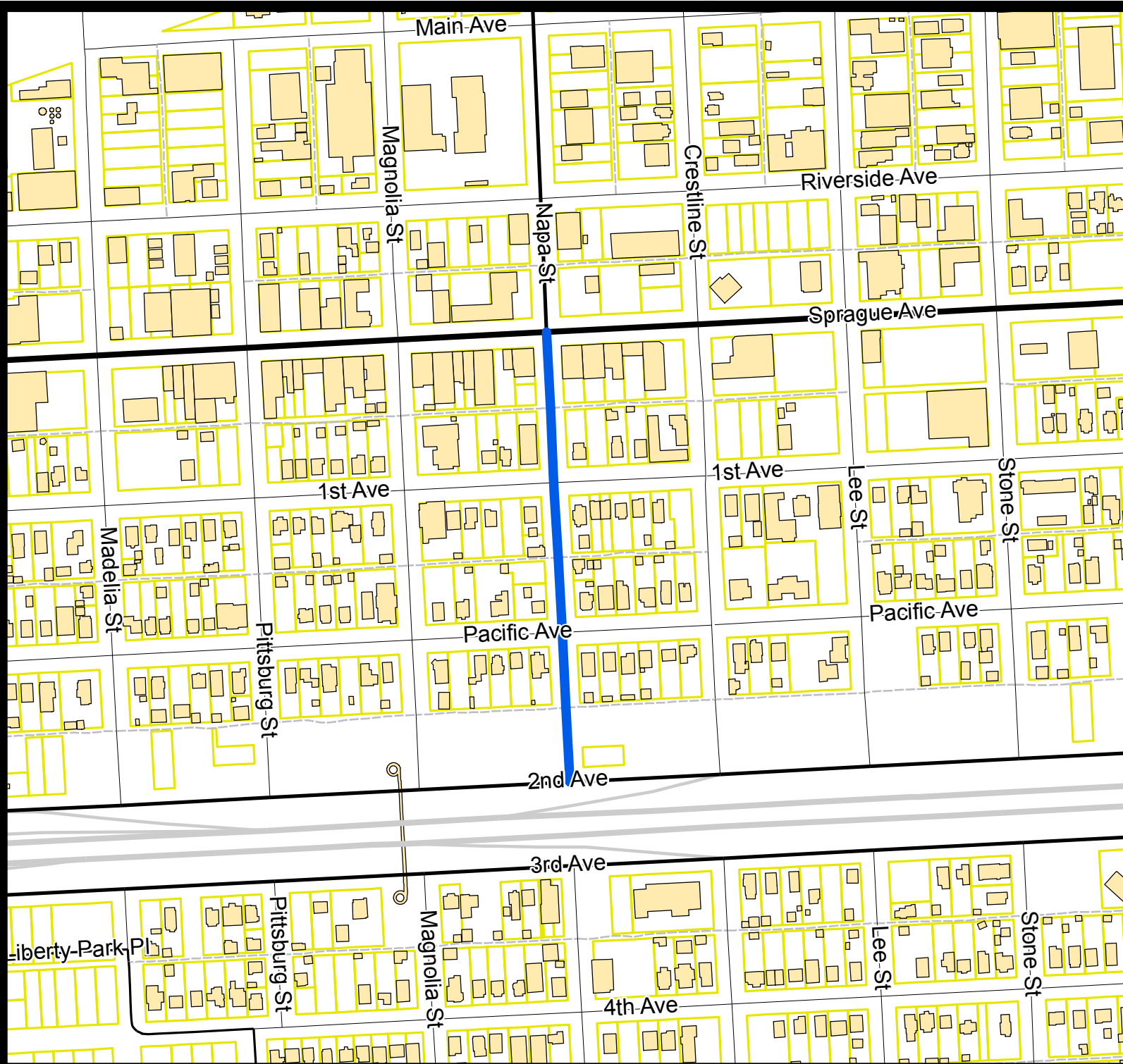
- OCI: 0-30                      100
- OCI: 31-40                      65
- OCI: 41-55                      35

Please explain.

Project Name: Napa Street - 2nd to Sprague		\$1,676,330		Proj ID:	
Description: Full depth street reconstruction					
Work Description	Qty	Unit	Unit Cost	Ineligible (Utility)	Eligible Street
<b>GENERAL</b>					
Mobilization	1	LS	\$185,000		\$185,000
Traffic Control	1	LS	\$85,000		\$85,000
Remove Existing Street Lights	2	EA	\$3,000		\$6,000
			<b>subtotal:</b>		<b>\$270,000</b>
<b>EXCAVATION</b>					
Clearing & Grubbing	1	LS	\$3,500		\$3,500
Remove Trees (class I,II,III,IV)	8	EA	\$500		\$4,000
Sawcutting Rigid and Flexible Pavement	3,840	LF	\$1		\$3,840
Removal Exist Curb and Gutter	350	LF	\$8		\$2,800
Roadway Excavation Including Haul	1,728	CY	\$30		\$51,852
			<b>subtotal:</b>		<b>\$65,992</b>
<b>STREET</b>					
Prep Untreated Roadway	4,444	SY	\$2		\$8,889
Crushed Surfacing Base Course	988	CY	\$40		\$39,506
HMA CL 1/2 IN. PG 70-28, 7 INCH THICK	4,444	SY	\$43		\$191,111
SOIL RESIDUAL HERBICIDE	4,444	SY	\$2.00		\$8,889
Cem Conc Curb and/or Gutter	350	LF	\$25		\$8,750
Signs & Markings	1	LS	\$10,000		\$10,000
Street Light	10	EA	\$10,000		\$100,000
			<b>subtotal:</b>		<b>\$367,145</b>
<b>SIDEWALK &amp; DRIVEWAY</b>					
Removal Cem Conc Sidewalk/Driveway	194	SY	\$15		\$2,917
Cem Conc Sidewalk	194	SY	\$50		\$9,722
Crushed Top Course for SW, & DW including Ex	16	CY	\$70		\$1,134
Truncated Domes	64	SF	\$25		\$1,600
			<b>subtotal:</b>		<b>\$15,373</b>
<b>SEWER</b>					
Manhole Type 1-48, Basic Price	4	EA	\$4,500	\$18,000	
Sewer Pipe (10 In. to 15 In.)	250	LF	\$75	\$18,750	
Connect To Existing Pipe	8	EA	\$550	\$4,400	
			<b>subtotal:</b>	<b>\$41,150</b>	
<b>STORMWATER</b>					
Catch basin Type 1 (new inlets for soil cells, relocates)	3	EA	\$2,500		\$7,500
Pervious Pavers - 1st and 2nd parking lanes	2,800	SF	\$30		\$84,000
Connection to Existing Storm Structure	6	EA	\$500		\$3,000
PVC Storm Sewer Pipe	300	LF	\$50		\$15,000
			<b>subtotal:</b>		<b>\$109,500</b>
<b>WATER</b>					
DI Pipe For Water Main 16 In. Diam.	1,150	LF	\$100	\$115,000	
Service Laterals.	40	EA	\$2,000	\$80,000	
Water Valve	4	EA	\$500	\$2,000	
Water Meter - residential	40	EA	\$1,500	\$60,000	
Hydrants	3	EA	\$5,000	\$15,000	
			<b>subtotal:</b>	<b>\$272,000</b>	
<b>LANDSCAPE</b>					
Modify Fence	1	LS	\$5,000		\$5,000
Curb Wall	1	LS	\$3,500		\$3,500
Irrigation System - new and modify. Dry lines to poles	1	LS	\$18,000		\$18,000
Install Street Trees	15	EA	\$450		\$6,750
Tree Grate	12	SY	\$2,300		\$27,600
Xeriscape at HPTN Bus Stop	20	SY	\$80		\$1,600
			<b>subtotal:</b>		<b>\$53,950</b>
			<b>Construction Subtotal</b>	<b>Utility \$313,150</b>	<b>Street \$881,960</b>
Scope Contingency	25.0%			\$78,288	\$220,490
			<b>Construction Subtotal</b>	<b>\$391,438</b>	<b>\$1,102,450</b>
Construction Contingency	10.0%			\$39,144	\$110,245
Construction total			<b>Construction Total</b>	<b>\$430,581</b>	<b>\$1,212,695</b>
Geotech	1.0%			\$3,914	\$11,025
Surveying	1.0%			\$3,914	\$11,025
Design & Bid Docs	10.0%			\$39,144	\$110,245
Admin, Legal, & Permits	1.0%			\$3,914	\$11,025
Construction Mgmt	15.0%			\$64,587	\$181,904
			<b>Project Total</b>	<b>\$546,055</b>	<b>\$1,537,918</b>
Unit costs from year...		for construction in...			
	<b>2018</b>		<b>2021</b>		
Preconstruction	143		\$156,217		
Property Purchase	0		\$0		
Construction Total	1,213		\$1,321,838		
Const mgmt	182		\$198,276		
	<u>1,538</u>		<u>\$1,676,330</u>		Project Cost

**Funding partners breakout**

Total Eligible Street Cost	\$1,676,330
STBG	\$1,114,760
23.5% Programmatic Match	\$393,938
10% Local Match	\$167,633



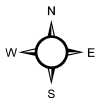
# Napa St, 2nd Ave to Sprague Ave.

Printed by: srmckee  
 Print date: 2/28/2018

## Legend

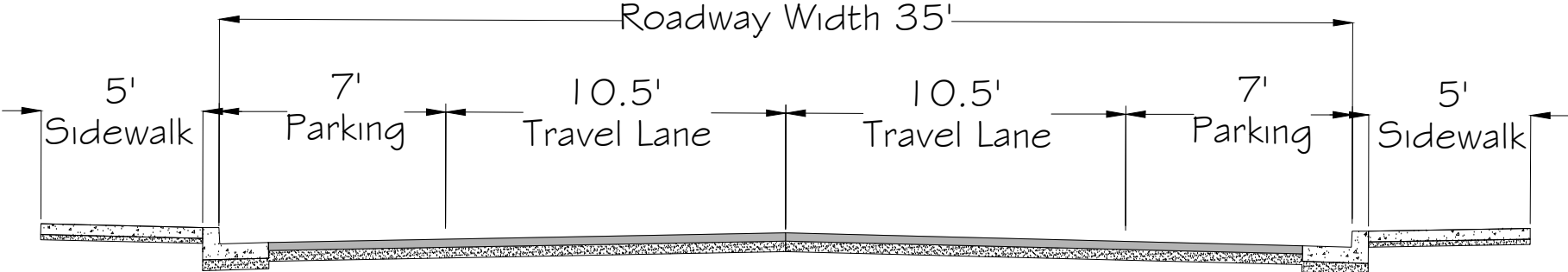
 Project Limits

## 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.

RIGHT OF WAY 70'



Typical Cross Section  
Napa St, 2nd Ave to Sprague Ave  
(Facing North)

## 2018 SRTC Call for Projects



### Local Agency Project Endorsement

**PROJECT TITLE:** Napa Street - 2nd Ave to Sprague 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

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

5-11-2018  
Date