

2018 SRTC Call for Projects Application

PROJECT TITLE: BIGELOW GULCH PROJECT 6



AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest): 2

REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside): \$4,085,000

GENERAL PROJECT INFORMATION

Agency or Organization	Spokane County	Phone Number	509-477-3600
Contact Person	Scott Engelhard sengelhard@spokanecounty.org	Email Address	

Project Information

Project Location

Forker/Progress Road: northeast Spokane urban area.

Urbanized Area Urban Small Rural

Federal Functional Classification

Urban Minor Arterial

Project Description

Project scope (include termini and length)

New roadway alignment, from Forker Road/Progress Road (milepost 0.59) to Sullivan Road/Wellesley Avenue (milepost 4.78).

Existing and proposed conditions

The existing Bigelow/Forker corridor uses Progress Road to access Wellesley Avenue and Sullivan Road. This project will construct a new roadway on a new corridor alignment, connecting Forker Road directly to Sullivan Road between East Valley Middle School and East Valley High School and connecting to the Sullivan/Wellesley intersection. This new alignment will eliminate the use of Progress Road from the Bigelow/Forker alignment. The new roadway will consist of an urban section of four lanes, with a center turn lane and sidewalks on both sides. A portion of the existing Forker/Progress intersection will be realigned to facilitate the change of direction for traffic.

Project purpose and outcomes

This project is Project 6 of the Bigelow Gulch/Forker Road Urban Connector project. It is designed to improve safety, increase capacity, improve freight movement, and improve traffic operations on the corridor. The project is approximately 8.2 miles in length, connecting the north Spokane industrial areas (accessed by Francis Avenue and Freya Street) to the Sullivan Road industrial area in City of Spokane Valley. The Corridor is divided into 6 segmented projects for constructability, budgeting, and geographical reasons. This project, #6, will construct a new roadway on a new alignment to increase capacity and safety for road users, increase pedestrian and bicycle facilities through the provision of sidewalks, and improve freight movement efficiency. This project will tie into the City of Spokane Valley's Wellesley Avenue/ Sullivan Road intersection project, which this project funding will contribute towards.

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.

Maintenance and preservation needs are supported through Spokane County's road maintenance budget. The preservation policy is a "best first" pavement management strategy, documenting PSC ratings and utilizing various options (such as overlays and seals) for management of the road system. Seasonal snow removal is a function of Spokane County's maintenance division, with a snow plowing priority system to ensure appropriate roadway clearing. Additionally, a fleet of street sweepers cleans roadways of sand and gravel, maintaining air quality standards.

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)

Financial request for STBG funds is contained within the attached estimate. The STBG request includes \$85,000 in programmatic match funds (\$4,000,000 STBG + \$85,000 programmatic match).

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 funds will be dedicated out of the Spokane County Road Fund, which allocates the Capital Improvement Program through the Six-Year Transportation Improvement Program.

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

None

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)
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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)

None

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)

Preliminary subdivision activity through continuing phases within the Summerfield Plat-- within the City of Spokane Valley limits-- is occurring within the project vicinity, with an anticipated significant increase in residential development. Spokane Valley is developing a Planned Action Ordinance within the east industrial area of the city limits, which is in the vicinity of the Sullivan/Bigelow Gulch corridor. This corridor provides vital regional connectivity and freight mobility from the North Spokane freight emphasis area to the City of Spokane Valley's Sullivan Industrial Park.

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)

This project provides an important connection for East Valley School District, which has a middle school to the west side of the project limits and a high school on the east side. This corridor also provides vital connectivity for freight traveling between destinations in North Idaho, and the cities of Spokane and Spokane Valley, and provides an alternate to I-90.

Existing Development (Internal Use Only)

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

To be scored internally by SRTC staff with 2015 ESD information

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

Freight Network (Internal Use Only)

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

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

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

2. COOPERATION AND LEADERSHIP – 50 POINTS

Local Planning Alignment

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

This project is consistent with Spokane County's Comprehensive Plan Transportation Goals and Policies, "intended to provide a variety of regional transportation choices to serve current and future residents of Spokane County" (2012, pg. T-6), including goals T.5a, T.5b, and T.5c. The Spokane County Comprehensive Plan also identifies the Bigelow Gulch/Forker Road Corridor on the Arterial Road Plan Map. Bigelow/Forker Road Corridor is currently programmed in project segments in the Spokane County Department of Public Works Annual Construction Program and the 2018-2023 Six-Year Transportation Improvement Program.

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:

This project advances the goals of WSDOT, as the corridor is a T-3 route and is included in the Washington State Strategic Freight System Plan. Moreover, the project will be constructed in cooperation with the City of Spokane Valley; it provides a connection to the City of Spokane Valley intersection at Sullivan and Wellesley, which is scheduled for improvements in 2019 or 2020.

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) This project was first identified and reviewed in the 1999 "Connecting our Communities" study, prompting a series of public meetings. Since that time, there have been multiple public meetings held to review the Bigelow Gulch/Forker Corridor and take public comment.

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 Spokane County has acquired 3 parcels thus far ; two more will be acquired, from East Valley School District.
- 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:

[Still working on the full financial description for the Bigelow Gulch applications] Funding for Bigelow Gulch/Forker Road Corridor has been secured from the following sources: Federal (STP): \$3,191,170.00; Federal (Freight): \$15,608,652.00; FMSIB: \$8,000,000.00; Rural Arterial Program (RAP); \$15,253,254.00.

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:

This project provides connections to three NHS routes. It is connected at its western terminus to the new North Spokane Corridor (NSC), currently under construction by WSDOT, which will provide connectivity from (NHS routes) US-395 to I-90. Moreover, the southern terminus of this project connects to SR-290 (Trent Avenue), which is also an NHS 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:

Bigelow/Forker is a “shared roadway” on the Bike Priority Network Map. In addition to new smooth travel lanes, the project provides 8’ foot wide shoulders for cyclists.

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.

Roadway segment LOS analysis on East Bigelow Gulch Road was based upon PM peak hour volumes. Future traffic was predicted using the regional traffic model for both the action condition and the no action condition. Additional capacity is justified for the design life of this project.

When traffic volumes on a segment of roadway increase to the point where the level of service (LOS) falls below the desired level, additional capacity is justified. Using the 2040 No Action (most conservative) predictions and the existing (2010) volumes, the current and predicted LOS for Project 6 is shown in the table below, drawn from the Bigelow Gulch/Forker Connector Capacity Justification Report submitted in August 2015. The table shows the predicted LOS without the project is unacceptable without Project 6 (LOS- E). The minimum LOS is C. This project will raise the LOS above the minimum.

Project	Auxiliary lanes		Traffic Volumes (Veh. per day)		LOS ('C' is minimum)	
	Climb lanes	Crawl lanes	Existing	2040 No Action	Existing	2040 No Action
1	no	no	13,200	14,000	E	E
2	yes	yes	13,200	14,000	E	E
3	yes*	no	13,200	14,000	E	E
4	no	no	7,000	9,000	C	D
5	yes	yes	9,200	14,700	D	E
6	no	no	9,200	14,700	D	E

*project 2 climb lanes extend thru the majority of project 3

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
5/16/2014	From same direction – both going straight – one stopped – rear-end	Turn lanes, allowing for turning vehicles to move out of the main lane of traffic
5/08/2015	From opposite direction – one left turn – one straight	New alignment, allowing for improved sight lines

6/29/2017	From opposite direction – all others	Improved vertical and horizontal alignments to provide safer traveling conditions
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*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)
 This project will realign Forker/Progress Road, eliminating the road fronting a junior high school and making a direct connection to Sullivan road (a CMP corridor) at the Sullivan / Wellesley intersection. Turning movements will be improved along the corridor where warranted, ranging from widened turning radii to continuous two-way left-turn lanes that facilitate efficient and improved safety for both turning vehicles and through movements. Moreover, the installation of a median in the northern segment of the project will provide directional traffic separation. The project will also include a separate pedestrian/bicycle crossing between the two schools, enhancing safety. Sidewalks and lighting will also enhance pedestrian and bicycle safety.

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)

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

Spokane County has a draft Complete Streets Policy at this time; this project will comply with SRTC's Safe & Complete Streets Policy through the provision of facilities for all types of transportation users.

Bicycle and Pedestrian Improvements

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

- Add new sidewalks (6)
 - Both sides of street (1)
 - Minimum 5-foot width (1)
 - Completes gap (1)
 - Ext. of sidewalk network (1)
 - Vegetated / protected buffer (1)
- Upgrade to existing sidewalk (6)
 - Greater width (1)
 - Add vegetated / protected buffer (1)
 - Removes barriers (1)
 - Repairs heaves (1)
- Separated shared use path
- 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)

- 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) **Spokane County has committed to the East Valley School District to provide an east-wide pedestrian crossing on Sullivan Road. The details of this agreement have not yet been finalized.**

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

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

6d (5). The project is located within an area of significant existing population.
Scored internally by SRTC staff by population density based on US Census blocks:

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

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 checked="" 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 type="checkbox"/> Other (please explain) (2) | |

Transportation Choices

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

This project will be designed, constructed, operated and maintained to enable the healthy, safe, and secure movement of all road users. The system will enhance safe and secure choices, access and usage among all modes of transportation through best-practice design, operational improvements, education and outreach, and technological strategies. This includes upgrades to both bicycle and pedestrian facilities, and improved access to regional transit; these improvements support options for people of all abilities and ages.

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 checked="" 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 checked="" type="checkbox"/> Other design elements, please describe (1) | <input type="checkbox"/> Bollards (1) |

Spokane County will coordinate with the City of Spokane Valley and East Valley School District during the project design process for landscaping and place-making improvements.

Engineers Estimate

5/10/2018

Project: CRP 2991 Bigelow Gulch - Project 6

Project Manager: Tim Schwab

Version: 7 - Estimate update 8/10/2016

Project Designer: Kurt Farnsworth

From: Progress Road (MP 0.59) **To:** Sullivan Road (MP 4.78)

Total Length: 0.91

Item #	Item Description	Units	Quantity	Price	Amount
1	MOBILIZATION	L.S.	1.00	320,000.00	320,000.00
2	CLEARING AND GRUBBING	ACRE	12.50	5,000.00	62,500.00
3	REMOVAL OF STRUCTURE AND OBSTRUCTION	L.S.	1.00	10,000.00	10,000.00
4	REMOVING ASPHALT CONC. PAVEMENT	S.Y.	5,630.00	3.00	16,890.00
5	ROADWAY EXCAVATION INCL. HAUL	C.Y.	81,315.00	5.00	406,575.00
6	EMBANKMENT COMPACTION	C.Y.	46,160.00	1.50	69,240.00
7	TAPERED END SECTION WITH TYPE 3 SAFETY BARS 60 IN.	EACH	2.00	3,000.00	6,000.00
8	CHANNEL EXCAVATION INCL. HAUL	C.Y.	1,445.00	15.00	21,675.00
9	PRECAST CONCRETE DRYWELL TYPE B - SWALE	EACH	16.00	3,200.00	51,200.00
10	METAL FRAME TYPE 4 AND GRATE TYPE 4	EACH	16.00	350.00	5,600.00
11	FILTER BLANKET	C.Y.	300.00	30.00	9,000.00
12	LIGHT LOOSE RIPRAP	C.Y.	595.00	40.00	23,800.00
13	PLAIN ST. CULV. PIPE 0.064 IN. TH. 18 IN. DIAM.	L.F.	200.00	40.00	8,000.00
14	PLAIN ST. CULV. PIPE 0.109 IN. TH. 60 IN. DIAM.	L.F.	300.00	75.00	22,500.00
15	CRUSHED SURFACING TOP COURSE	C.Y.	55.00	50.00	2,750.00
16	ASPHALT FOR FOG SEAL	TON	30.00	900.00	27,000.00
17	PORTLAND CEMENT TYPE 2	TON	841.00	160.00	134,560.00
18	CTB SPREADING, MIXING, PROCESSING & SHAPING	S.Y.	32,021.00	3.50	112,073.50
19	HMA CL. 1/2 IN. PG 64-28, MISCELLANEOUS AREAS	S.Y.	185.00	25.00	4,625.00
20	HMA CL. 1/2 IN. PG 64-28, 0.42 FT. DEPTH	S.Y.	32,025.00	22.00	704,550.00
21	IRRIGATION SYSTEM	L.S.	1.00	50,000.00	50,000.00
22	SILT FENCE	L.F.	1,000.00	5.00	5,000.00
23	TOPSOIL TYPE B	C.Y.	1,105.00	15.00	16,575.00
24	SEEDING, FERTILIZING, AND MULCHING	ACRE	2.50	3,000.00	7,500.00
25	TEMPORARY WATER POLLUTION/EROSION CONTROL	EST.	1.00	2,500.00	2,500.00
26	EROSION/WATER POLLUTION CONTROL	EST.	1.00	12,000.00	12,000.00
27	CEMENT CONCRETE CURB TYPE B	L.F.	5,400.00	12.00	64,800.00
28	PAINT LINE	L.F.	28,800.00	0.20	5,760.00
29	PERMANENT SIGNING	L.S.	1.00	5,000.00	5,000.00
30	PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	1.00	80,000.00	80,000.00
31	MONUMENT CASE AND COVER	EACH	8.00	350.00	2,800.00
32	CEMENT CONC. SIDEWALK	S.Y.	2,880.00	25.00	72,000.00

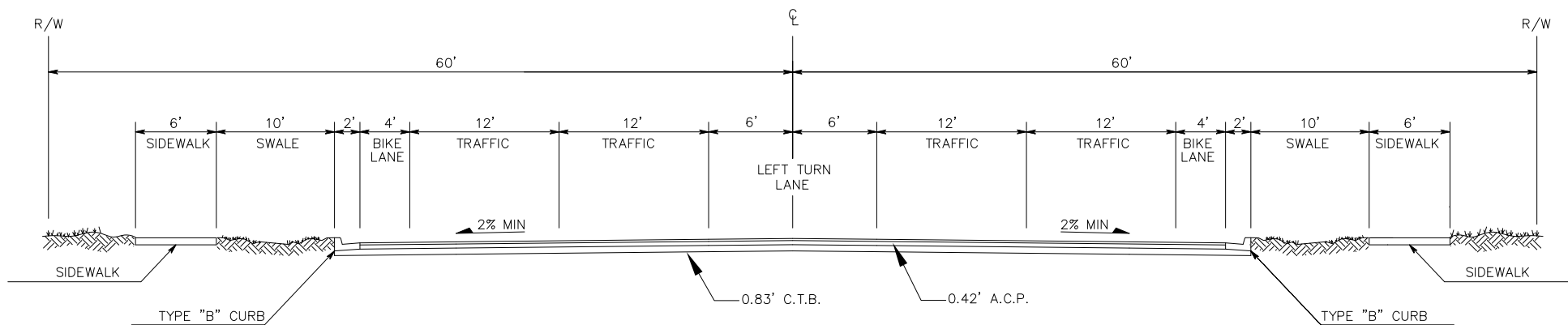
33	CEMENT CONC. APPROACH	S.Y.	702.00	40.00	28,080.00
34	CHAIN LINK FENCE TYPE 1	L.F.	5,400.00	18.00	97,200.00
35	REMOVE AND RESET MAILBOX	EACH	4.00	150.00	600.00
36	MINOR CHANGE	CALC	1.00	1.00	1.00
37	SPCC PLAN	L.S.	1.00	1500.00	1,500.00
38	PEDESTRIAN STRUCTURE	L.S.	1.00	950,000.00	950,000.00
39	RELOCATE SPORTS FIELD	L.S.	1.00	150,000.00	150,000.00

Items Total 3,569,854.50

Preliminary Engineering	10%	\$356,985.45
Construction Engineering	10%	\$356,985.45
Contingencies	20%	\$713,970.90
Right of Way	L.S.	\$2,100,000.00
Project Total		<u>\$7,097,796.30</u>
indirects	16.59%	\$1,177,524.41

Estimate Total **\$8,275,320.71**

% contribution	Funding Source	Funding
24.2%	FMSIB	\$2,000,000
26.5%	County Road Fund	\$2,190,321
48.3%	STBG funds	\$4,000,000
1.0%	Programmatic Match	\$85,000
	TOTAL STBG Request	\$4,085,000
Bigelow Gulch Project 6 Total		\$8,275,000



TYPICAL ROADWAY SECTION
 (SIDEWALKS BOTH SIDES)

Drawn By: J.B. Date: 11/15
 Designed By: J.B. 11/15
 Checked By: T.S. 11/15

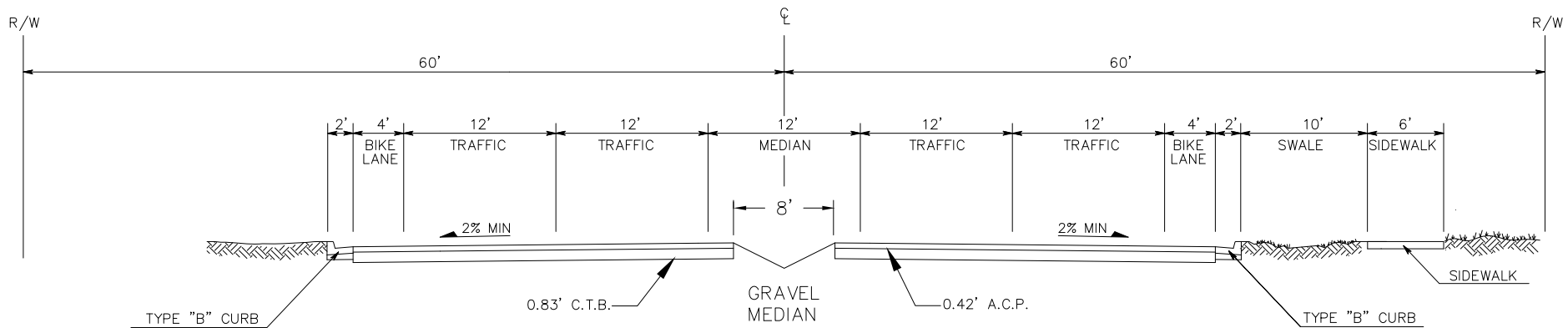
SCALE
 HORIZONTAL: NONE
 VERTICAL: NONE



OFFICE OF
 SPOKANE COUNTY ENGINEER
 W. 1026 BROADWAY AVE.
 SPOKANE, WA. 99260
 477-3600

C.R.P. 2991
 BIGELOW GULCH ROAD-PROJECT 6
 PROGRESS RD. TO SULLIVAN RD.
 TYPICAL ROADWAY SECTION

SHEET
 1 of 1



TYPICAL ROADWAY SECTION
 (SIDEWALKS ONE SIDE ONLY W GRAVEL MEDIAN)

Drawn By: J.B. Date: 11/15
 Designed By: J.B. 11/15
 Checked By: T.S. 11/15

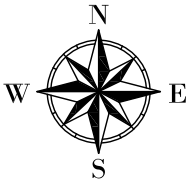
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 HORIZONTAL: NONE
 VERTICAL: NONE



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SHEET
 1 OF 1



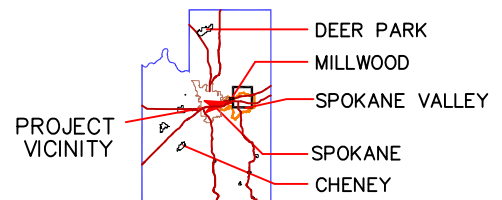
VICINITY MAP

BIGELOW GULCH PROJECT 6

MP 0.00 TO MP 0.7



— PROJECT LIMITS





Spokane County Traffic Engineering

Collision Report

Bigelow Gulch Rd Project #6 - Progress Rd

2013 - 2017

Rd #	Road Name	Location	M.P.	Date	Time	Severity	Collision Type	Road Cond
03788	Progress Rd	at Forker Rd	0.5500	05/16/2014	15:47	Property Damage Only	From same direction - both going straight - one stopped - rear-end	Dry
03788	Progress Rd	0.10 mi. before Forker Rd	0.4500	05/08/2015	16:15	Injury	From opposite direction - one left turn - one straight	Dry
03788	Progress Rd	211 ft. after Crown Av	0.0400	06/29/2017	15:18	Property Damage Only	From opposite direction - all others	Dry

2018 SRTC Call for Projects



Local Agency Project Endorsement

PROJECT TITLE: BIGELOW GULCH PROJECT 6

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.

Chad Coles County Engineer

Name and Title of Designated Representative

Chad Coles

Signature of Designated Representative

May 10, 2018
Date