

# 2018 SRTC Call for Projects Application



**PROJECT TITLE:** CASCADE WAY

**AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest):** 11

**REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside):** \$601200.00

## 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

Cascade Way, Spokane County: north-central Spokane urban area.

Urbanized Area    Urban Small    Rural

### Federal Functional Classification

Urban major collector

### Project Description

Project scope (include termini and length)

This is a pavement reconstruction project. The total project length is 0.38 miles, from Wall Street to Normandie Street (Spokane city limits).

Existing and proposed conditions

The current pavement condition is moderate to poor, with a PSC rating of 58. This project will grind the existing pavement, and replace with new hot-mix asphalt. Existing four-foot bike lanes will be widened to six feet. A Department of Ecology grant-funded stormwater project will be constructed concurrently.

Project purpose and outcomes

This project will improve travel conditions and safety for all road users; new pavement striping for bike lanes will improve visibility for bicycle users.

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.

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 from 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)

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)

The project serves an area that is already developed, providing a significant connection to the commercial region.

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)

Cascade Way provides an important link to the Division Street commercial corridor.

### 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", including goals T3.e, T.4a, T.7, and T.10. Additionally, this project is listed in Spokane County's Capital Improvement Program, "2018-2023 Six-Year Transportation Improvement Program": 2019 Annual Construction Program, Item 10- Preliminary Engineering, Right-of-Way, Construction.

### 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 works to advance the development goals of the City of Spokane through their Comprehensive Plan, aligning specifically with the goal of having a well-maintained multi-modal transportation system. WSDOT has previously expressed interest in improving the Cascade/Division St. (US-395) intersection in concurrence with this project. At this time, no public/private partnerships exist for this area.

### 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:

Yes. The Department of Ecology grant secured for concurrent stormwater work will contribute to the increased match amount.

- 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:

Cascade Way provides an important direct connection between two NHS routes: Division Street/US-395 to the east, and Wall Street to the west.

**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:

As part of Horizon 2040, Cascade Way is a designated bicycle facility on the regional priority bicycle network, and provides a connection to numerous other designated routes.

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

Yes  No

If yes, please describe:

Cascade Way provides a significant connection to the Division Street segment of the planned High Performance Transit Network.

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.

As a pavement reconstruction project, the capacity of the roadway will not change.

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
08/16/2015	From same direction – one left turn – one straight	Lanes will be narrowed, resulting in lower travel speeds

12/23/2016	From same direction – all others	Lanes will be narrowed, resulting in lower travel speeds
01/19/2017	From same direction – both going straight – one stopped – rear-end	Lanes will be narrowed, resulting in lower travel speeds

\*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 existing lane width will be reduced, allowing bike lanes to be widened to 6 feet. Narrower travel lanes contribute to lower operating speeds, with increased bicycle and pedestrian 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
  - 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)
- 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)

**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 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.

Cascade Way provides an important link to the proposed Greta Bicycle Route from Wall Street to Whitworth Drive. Additionally, this project will support bicycle users through the widening of existing bike lanes.

**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 checked="" 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: CASCADE WAY

## 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    PSC rating: 40

Year    2018

### 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.

Spokane County, and counties in Washington State, use the Pavement Surface Condition (PSC) rating system.

# Estimate

Project: Cascade Way - Wall to Normandie

5/9/2018

Type: Reconstruction

Length: 0.42 miles (2,200')

Pavement Section: 4" Grind and 4" HMA overlay

Item #	Item Description	Units	Quantity	Unit Price	Amount
1	Mobilization	L.S.	1	\$38,000.00	\$38,000.00
2	Adjust Frame and Cover	Each	12	\$400.00	\$4,800.00
3	Grind Existing Pavement	S.Y.	12,220	\$3.50	\$42,770.00
4	HMA Cl. 1/2 In. PG 64-28, 0.33' Depth	S.Y.	12,220	\$20.00	\$244,400.00
5	Plastic Line	L.F.	6,600	\$3.00	\$19,800.00
6	Plastic Wide Line	L.F.	4,400	\$4.00	\$17,600.00
7	Plastic Bike Symbol	Each	10	\$250.00	\$2,500.00
8	Temporary Pavement Marking	L.F.	2,200	\$0.20	\$440.00
9	ADA Ramp Improvements	Each	3	\$2,000.00	\$6,000.00
10	Signal Improvements	L.S.	1	\$21,500.00	\$21,500.00
11	Project Temporary Traffic Control	L.S.	1	\$40,000.00	\$40,000.00
12	SPCC Plan	L.S.	1	\$500.00	\$500.00
<hr/>					
Subtotal					\$438,310.00
Contingencies (15%)					\$87,662.00
Construction Engineering (10%)					\$43,831.00
Construction Phase Total					\$569,803.00
Preliminary Engineering (10%)					\$43,831.00
<hr/>					
Project Total					\$613,634.00
Indirect Costs (16.59%)					\$101,801.88
<hr/>					
<b>Cascade Way Reconstruction Total Project Costs</b>					<b>\$715,435.88</b>

**Project: Cascade Way Stormwater Retrofit Project**

Type: Stormwater retrofit

Length: 0.42 miles (2,200')

Item #	Item Description	Units	Quantity	Unit Price	Amount
1	MOBILIZATION	L.S.	1.00	60,000.00	\$60,000.00
2	REMOVING CEMENT CONC. SIDEWALK	S.Y.	700.00	15.00	\$10,500.00
3	REMOVING CEMENT CONC. CURB	L.F.	300.00	5.00	\$1,500.00
4	REMOVING ASPHALT CONC. PAVEMENT	S.Y.	2,500.00	8.00	\$20,000.00
5	SAWCUTTING ASPHALT CONC. PAVEMENT	L.F.	3,000.00	2.00	\$6,000.00
6	SWALE EXCAVATION INCL. HAUL	C.Y.	1,500.00	17.00	\$25,500.00
7	CURB INLET TYPE 1	EACH	30.00	200.00	\$6,000.00
8	PRECAST CONCRETE DRYWELL TYPE B	EACH	10.00	4,500.00	\$45,000.00
9	REMOVE EXISTING CATCH BASIN	EACH	6.00	500.00	\$3,000.00
10	SURGE INLET / OUTLET - TYPE 1	EACH	3.00	250.00	\$750.00
11	SURGE INLET / OUTLET - TYPE 2	EACH	8.00	400.00	\$3,200.00
12	CLEAN EXISTING DRAINAGE STRUCTURES	EACH	36.00	100.00	\$3,600.00
13	FILTERRA UNITS - 4 FT X 8 FT	EA	2.00	25,000.00	\$50,000.00
14	SAND FILTER VAULT	EA	2.00	6,000.00	\$12,000.00
15	METAL FRAME TYPE 1 AND GRATE TYPE 3	EACH	9.00	600.00	\$5,400.00
16	CORRUGATED POLY CULV. PIPE 8 IN. DIAM.	L.F.	100.00	35.00	\$3,500.00
17	CORRUGATED POLY CULV. PIPE 4 IN. DIAM.	L.F.	1,100.00	25.00	\$27,500.00
18	CATCH BASIN TYPE 1	EACH	4.00	1,200.00	\$4,800.00
19	CRUSHED SURFACING TOP COURSE	C.Y.	275.00	45.00	\$12,375.00
20	HMA CL. 1/2 IN. PG 64-28, 0.25 FT. DEPTH	S.Y.	550.00	35.00	\$19,250.00
21	HMA POROUS, 0.33 FT DEPTH	S.Y.	700.00	40.00	\$28,000.00
22	PERMEABLE BALLAST	C.Y.	160.00	30.00	\$4,800.00
23	ESC LEAD	DAY	30.00	125.00	\$3,750.00
24	TOPSOIL TYPE A	C.Y.	700.00	50.00	\$35,000.00
25	INLET PROTECTION	EACH	14.00	100.00	\$1,400.00
26	LONGITUDINAL JOINT ADHESIVE	L.F.	2,000.00	2.00	\$4,000.00
27	CEMENT CONCRETE CURB TYPE A	L.F.	2,400.00	18.00	\$43,200.00
28	FLEXIBLE GUIDE POST	EACH	30.00	70.00	\$2,100.00
29	PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	1.00	60,000.00	\$60,000.00
30	PROJECT CONSTRUCTION SIGN	EA	2.00	1,000.00	\$2,000.00
31	CEMENT CONCRETE CURB RAMP TYPE A	EACH	15.00	1,500.00	\$22,500.00
32	REMOVING CEMENT CONC. APPROACH	S.Y.	200.00	25.00	\$5,000.00
33	CEMENT CONC. APPROACH	S.Y.	430.00	60.00	\$25,800.00
34	REMOVING CEMENT CONC. DRIVEWAY	S.Y.	100.00	15.00	\$1,500.00
35	CEMENT CONC. DRIVEWAY	S.Y.	100.00	40.00	\$4,000.00
36	CONSTR. GEOTEXTILE FOR SEPARATION	S.Y.	700.00	7.00	\$4,900.00
37	SPCC PLAN	L.S.	1.00	1,500.00	\$1,500.00
38	ABANDON EXISTING DRYWELL	EACH	8.00	1,000.00	\$8,000.00
39	02800 LANDSCAPING	L.S.	1.00	90,000.00	\$90,000.00

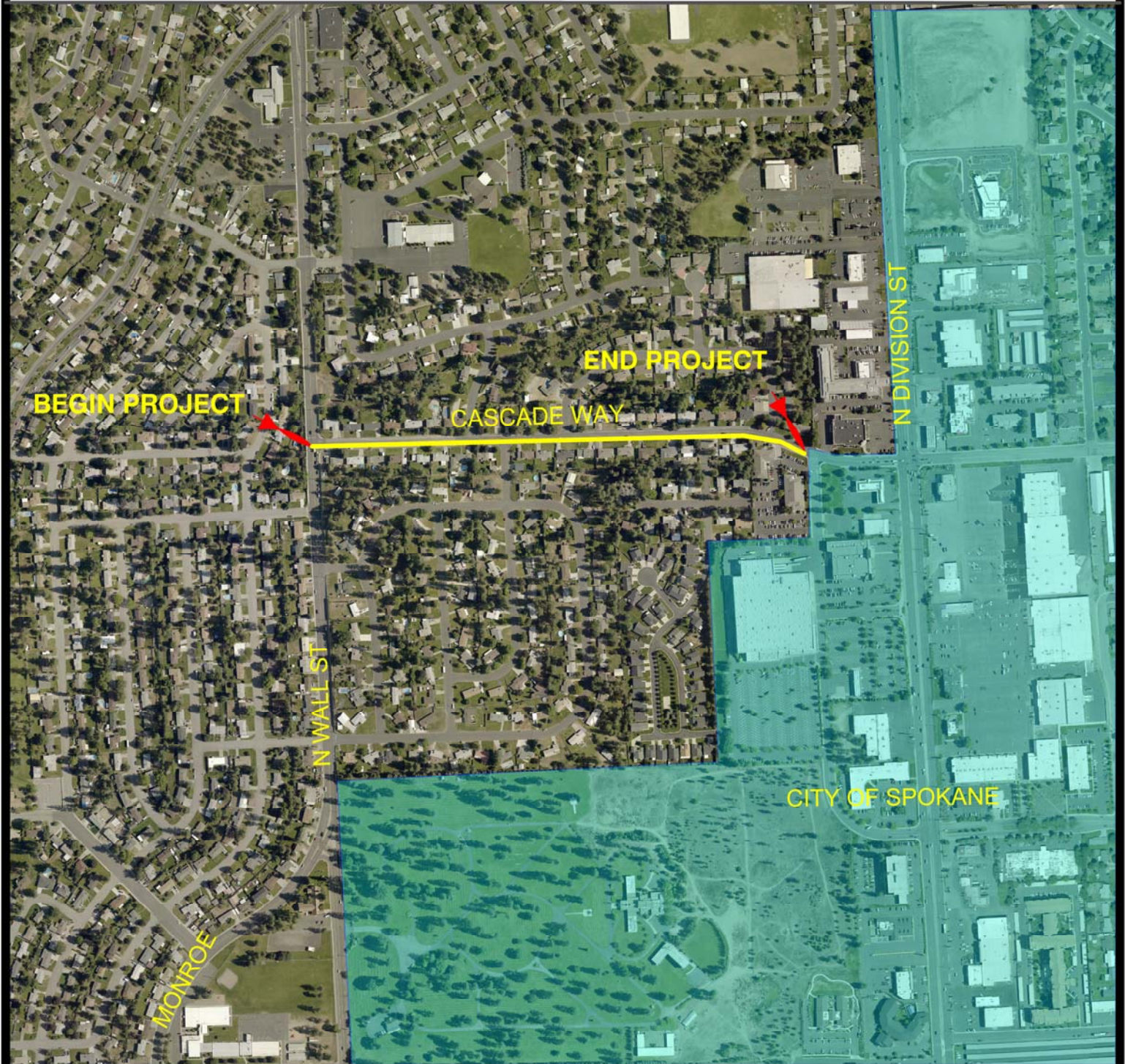
	Subtotal	\$667,325.00
	Project Administration (5%)	\$33,366.25
	Preliminary Engineering (10%)	\$66,732.50
	Construction Engineering (15%)	\$100,098.75
<b>Cascade Way Stormwater Retrofit Total Project Costs</b>		<b>\$867,522.50</b>

% Contribution	Funding Source	Funding
60.9%	County Road & Storwater Funds	\$964,000
39.1%	<b>Requested STBG Funds</b>	<b>\$619,000</b>
<b>Cascade Way Project Total</b>		<b>\$1,583,000</b>

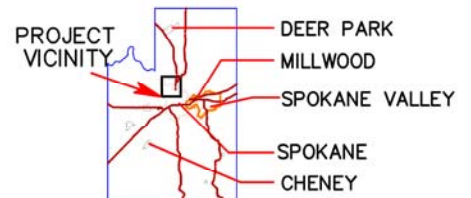


# VICINITY MAP

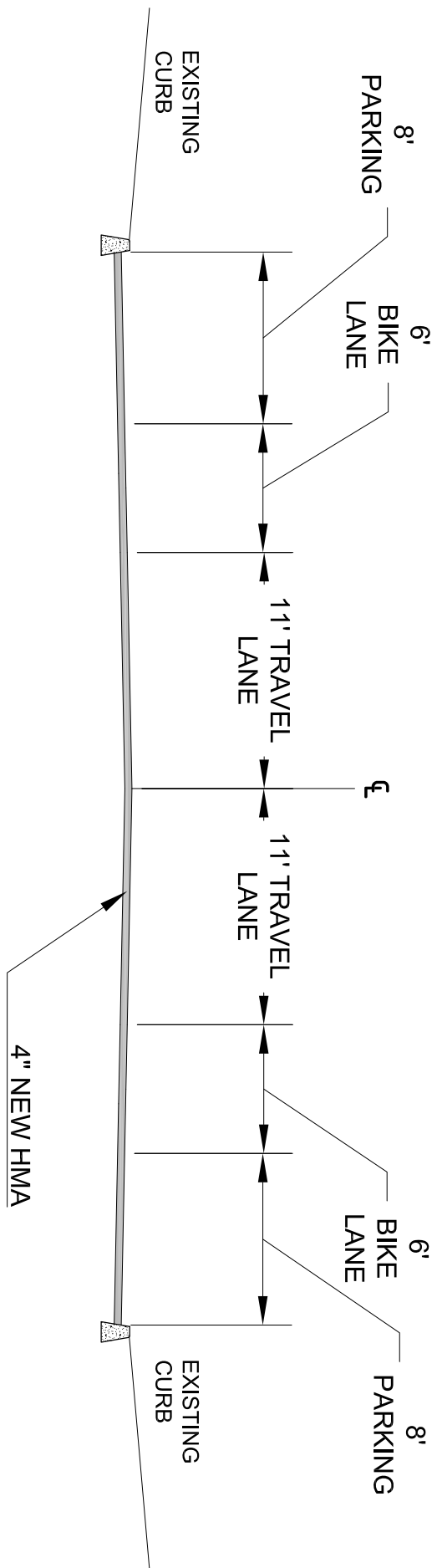
## CASCADE WAY



 PROJECT LIMITS







Drawn By: AM	Date: 7/27/17	<b>SCALE</b> HORIZONTAL: NONE VERTICAL: NONE	Spokane County Department of Public Works 1026 West Broadway Avenue, Spokane, WA 99260-0170 (509) 477-3600	<b>APPROVED:</b> PLANS & CONTRACT ENGINEER Date: _____	COUNTY ROAD PROJECT No. <b>CASCADE WAY</b> WALL ST TO SPOKANE CITY LIMITS TYPICAL SECTION	SHEET 1 of 1
Designed By: 772	7/27/17					
Checked By: 772	7/27/17					



## Spokane County Traffic Engineering

### Collision Report

#### Cascade Way - Wall St to Normandie St

2013 - 2017

Rd #	Road Name	Location	M.P.	Date	Time	Severity	Collision Type	Road Cond
00535	Cascade Wy	at Washington St	0.1600	08/16/2015	11:56	Injury	From same direction - one left turn - one straight	Dry
00535	Cascade Wy	at Normandie St	0.3800	12/23/2016	13:58	Property Damage Only	From same direction - all others	Snow/Slush
00535	Cascade Wy	106 ft. after Wall St	0.0200	01/19/2017	08:43	Property Damage Only	From same direction - both going straight - one stopped - rear-end	Ice

# 2018 SRTC Call for Projects



## Local Agency Project Endorsement

**PROJECT TITLE:** CASCADE WAY

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

  
Signature of Designated Representative

May 10, 2018  
Date