

# 2018 SRTC Call for Projects Application



**PROJECT TITLE:** BROOKS ROAD PHASE 1

**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):** \$1,608,000

## 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

Brooks Road, Spokane County: just west of Fairchild Air Force Base.

Urbanized Area  Urban Small  Rural

### Federal Functional Classification

Rural Major Collector

### Project Description

Project scope (include termini and length)

This is a road improvement project. The total project length is 1.87 miles, beginning at milepost 0.0 (Medical Lake city limits) and ending at 1.87 (Thorpe Road).

Existing and proposed conditions

This project will remove the existing asphalt pavement and improve the base and subgrade where required. Hot-mix asphalt (HMA) will be placed. The roadway will be widened to two 12-foot lanes with 6-foot shoulders.

Project purpose and outcomes

This project will improve travel conditions and safety for all road users, including widening shoulders to accommodate pedestrians and bicycles.

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 \$27,000 in programmatic match funds (\$1,581,000 STBG + \$27,000 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)

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)

This project provides a link between the City of Medical Lake, Highway 2, and Fairchild Air Force Base.

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)

This is a rural arterial, and is not currently anticipated to experience growth. However, the roadway serves as a link between Medical Lake and Fairchild Air Force Base, which are both expected to experience future growth.

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)

### 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. Additionally, this project is listed in Spokane County's Capital Improvement Program, 2018-2023 Six-Year Transportation Improvement Program: "2018 Annual Construction Program", Item 32, Preliminary Engineering & Right-of-Way; and "2019 Annual Construction Program", Item 31, 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:

Brooks Road provides a link between the cities of Medical Lake, Airway Heights, and Spokane, as well as Fairchild Air Force Base.

### 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:  
**Not applicable**

- 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 a direct link to Highway 2 at the north end of the project area.

**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:

This route is shown on the regional priority bicycle network as part of Horizon 2040; bicycle facilities will be improved through the construction of 6-foot shoulders.

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

Yes  No

If yes, please describe:

Not applicable

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.

Not applicable

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
02/13/2013	Fixed object	Roadside safety issues will be mitigated in the design of the project
05/26/2013	Fixed object	Roadside safety issues will be mitigated in the design of the project
10/13/2013	Vehicle overturned	Roadside safety issues will be mitigated in the design of the project, and shoulders will be widened for improved recovery area

11/14/2013	Fixed object	Roadside safety issues will be mitigated in the design of the project
03/07/2014	Domestic animal (horse/cow/sheep/etc)	Appropriate non-vehicular warning signs will be reviewed for installation in the design of the project
06/29/2014	Vehicle overturned	Roadside safety issues will be mitigated in the design of the project, and shoulders will be widened for improved recovery area
11/12/2014	Fixed object	Roadside safety issues will be mitigated in the design of the project
05/03/2015	Entering at angle	Shoulder widening will provide improved sight lines for entering traffic
07/24/2015	Fixed object	Roadside safety issues will be mitigated in the design of the project
12/16/2015	From same direction - all others	Appropriate passing zones will be designed as part of the project
12/20/2015	Fixed object	Roadside safety issues will be mitigated in the design of the project
01/29/2016	Fixed object	Roadside safety issues will be mitigated in the design of the project
05/10/2017	Domestic animal (horse/cow/sheep/etc)	Appropriate non-vehicular warning signs will be reviewed for installation in the design of the project

\*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 benefit safety through the widening of road shoulders, providing enhanced bicycle access and increased distance between bicycle users and vehicles on the roadway. Surface improvements through pavement replacement enhance the overall safety of all road users. Roadside safety will be evaluated and mitigated through the design of the project, including measures such as guard rails and slope reduction.

## 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)

- |   |  |
|---|--|
| <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)  |

- 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)
- 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 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.

**This project will widen shoulders in a rural context, improving facilities for pedestrian and bicycle users.**

**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)                                       |

***Not applicable- rural area pavement reconstruction project.***



# STBG Capital Maintenance Supplement 2018 SRTC Call for Projects



PROJECT TITLE: BROOKS ROAD

## 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: 2

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.

Recent structural testing shows that the road base is in good condition; despite a failing PSC rating, asphalt-only replacement will be an appropriate treatment at this time.

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

# Estimate

5/8/2018

Project: **Brooks Road Phase 1 - Medical Lake City Limits to Thorpe Road**

Type: Reconstruction

Length: 1.87 miles (9,875')

Pavement Section:

Remove 4" existing pavement, 4" HMA over CTB , widen to 2-12' lanes with 6' shoulders

Existing 12' lanes, 2' shoulders for 28' wide roadway section

At Railroad crossing and at box culvert, widening may be less than full width

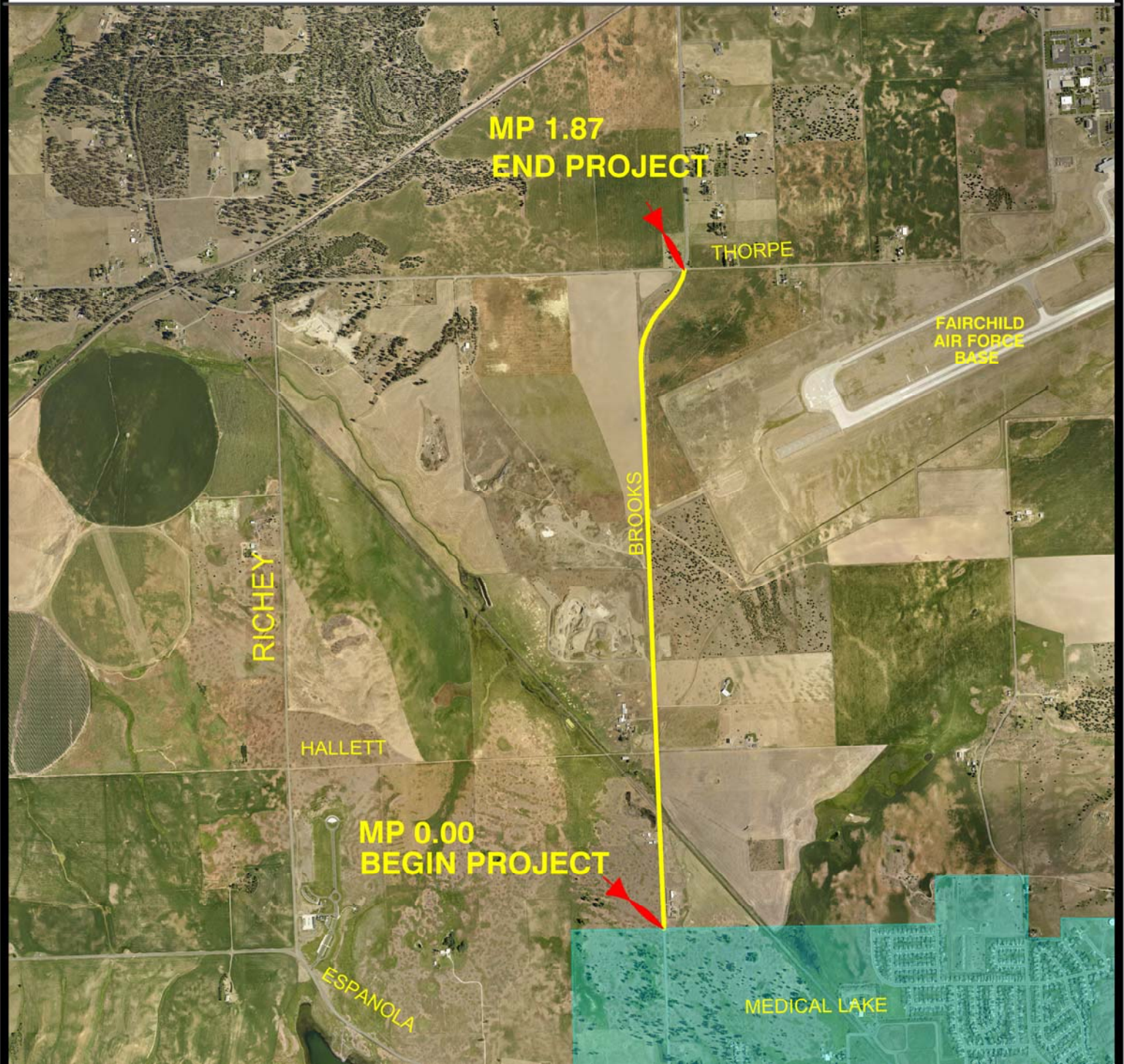
Item #	Bid Item	Units	Quantity	Unit Price	Amount
1	Mobilization	L.S.	1	\$150,000.00	\$150,000.00
2	Clearing and Grubbing	Acre	6.5	\$4,000.00	\$26,000.00
3	Roadway Ex. Incl. Haul	C.Y.	4,200	\$8.00	\$33,600.00
4	Common Borrow Incl. Haul	C.Y.	3,800	\$10.00	\$38,000.00
5	Embankment Compaction	C.Y.	8,000	\$3.00	\$24,000.00
6	Wire Fence	L.F.	4,000	\$5.00	\$20,000.00
7	Replace Culverts	L.F.	600	\$40.00	\$24,000.00
8	Channel Realignment	L.S.	1	\$25,000.00	\$25,000.00
9	Extend Concrete Box Culvert	L.S.	1	\$125,000.00	\$125,000.00
10	Pulverize Existing Pavement	S.Y.	30,720	\$2.00	\$61,440.00
11	CTB process incl. pulverize, cement, ect.	S.Y.	39,500	\$7.00	\$276,500.00
12	Crushed Surfacing Top Course	C.Y.	200	\$46.00	\$9,200.00
13	HMA Cl.1/2 In. PG 64-28, 0.33' Depth	S.Y.	39,500	\$18.00	\$711,000.00
14	Railroad Crossing Improvements	L.S.	1	\$10,000.00	\$10,000.00
15	Remove Existing Guardrail	L.F.	200	\$5.00	\$1,000.00
16	Remove Existing Guardrail Anchors	Each	4	\$300.00	\$1,200.00
17	Guardrail	L.F.	200	\$25.00	\$5,000.00
18	Guardrail Terminal	Each	4	\$2,500.00	\$10,000.00
19	Remove and Reset Mailbox	Each	4	\$345.00	\$1,380.00
20	Paint Line	L.F.	29,600	\$0.20	\$5,920.00
21	Temporary Pavement Marking	L.F.	9,875	\$0.20	\$1,975.00
22	Project Temporary Traffic Control	L.S.	1	\$40,000.00	\$40,000.00
23	SPCC Plan	L.S.	1	\$500.00	\$500.00
Subtotal					\$1,600,715.00
Contingencies (15%)					\$240,107.25
Construction Engineering (10%)					\$160,071.50
Construction Phase Total					\$2,000,893.75
R/W - Slope Easements					\$128,000.00
Preliminary Engineering (10%)					\$160,071.50
Project Total					\$2,288,965.25
Indirect Cost (16.59%)					\$379,739.33
<b>Total Project Costs</b>					<b>\$2,668,704.58</b>

% contribution	Funding Source	Funding
27.3%	2017-2019 STP	\$728,000
12.5%	County Road Fund	\$333,000
59.2%	STBG funds	\$1,581,000
1.0%	Programmatic Match	\$27,000
<b>Requested STBG funds</b>		<b>\$1,608,000</b>
<b>Brooks Road Phase 1 project Total</b>		<b>\$2,669,000</b>



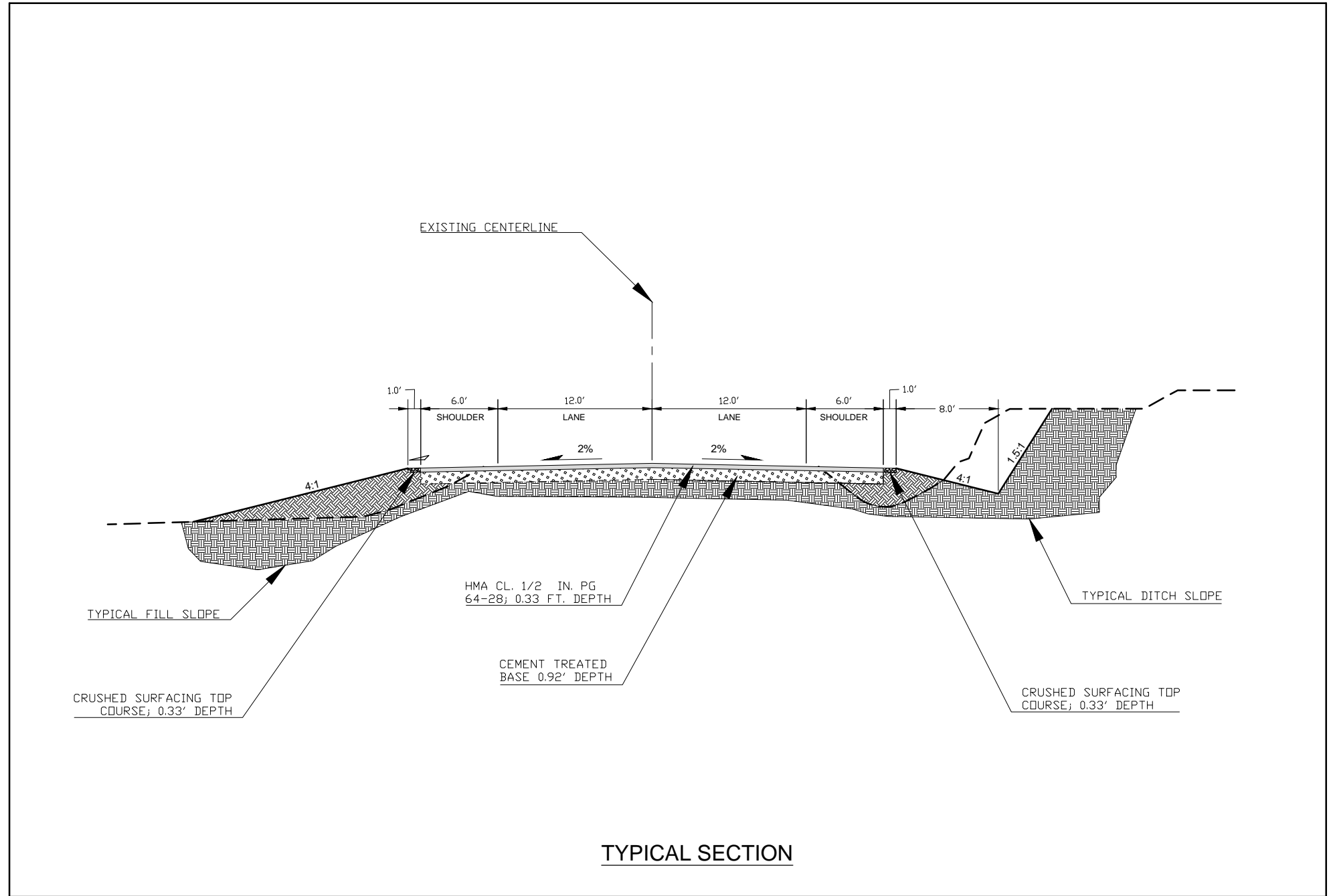
# VICINITY MAP

## BROOKS ROAD MP 0.00 TO MP 1.87



— PROJECT LIMITS





Drawn By: <u>WILLIAMS</u> Designed By: <u>SAXON</u> Checked By: <u>SCHWAB</u>	Date: <u>5/9/18</u> <u>5/9/18</u> <u>5/9/18</u>	<b>SCALE</b> HORIZONTAL: <u>NONE</u> VERTICAL: <u>NONE</u>	OFFICE OF <b>SPOKANE COUNTY ENGINEER</b> W. 1026 BROADWAY AVE. SPOKANE, WA. 99260 477-3600	APPROVED: _____ PLANS & CONTRACT ENGINEER Date: _____	<b>BROOKS ROAD</b> MEDICAL LAKE CITY LIMITS TO THORPE ROAD	SHEET <b>1 OF 1</b>
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## Spokane County Traffic Engineering

### Collision Report

#### Brooks Rd Phase #1 - Milepost: 0.00 - 1.87

#### 2013 - 2017

Rd #	Road Name	Location	M.P.	Date	Time	Severity	Collision Type	Road Cond
00328	Brooks Rd	0.37 mi. after Hallett Rd	0.8700	02/13/2013	06:08	Injury	Fixed object	Ice
00328	Brooks Rd	53 ft. before Thorpe Rd	1.8600	05/26/2013	03:49	Injury	Fixed object	Dry
00328	Brooks Rd	370 ft. before Thorpe Rd	1.8000	10/13/2013	12:30	Property Damage Only	Vehicle overturned	Dry
00328	Brooks Rd	at EWG Railroad Crossing	0.3400	11/14/2013	14:53	Property Damage Only	Fixed object	Dry
00328	Brooks Rd	106 ft. after Hallett Rd	0.5200	03/07/2014	18:28	Property Damage Only	Domestic animal (horse/cow/sheep/etc)	Dry
00328	Brooks Rd	0.35 mi. before Thorpe Rd	1.5200	06/29/2014	23:08	Property Damage Only	Vehicle overturned	Dry
00328	Brooks Rd	0.10 mi. after Hallett Rd	0.6000	11/12/2014	19:06	Injury	Fixed object	Dry
00328	Brooks Rd	at Thorpe Rd	1.8700	05/03/2015	17:02	Property Damage Only	Entering at angle	Dry
00328	Brooks Rd	53 ft. after Hallett Rd	0.5100	07/24/2015	20:34	Property Damage Only	Fixed object	Dry
00328	Brooks Rd	0.13 mi. after Medical Lake City Limits	0.1300	12/16/2015	06:49	Property Damage Only	From same direction - all others	Ice

Rd #	Road Name	Location	M.P.	Date	Time	Severity	Collision Type	Road Cond
00328	Brooks Rd	0.14 mi. before EWG Railroad Crossing	0.2000	12/20/2015	14:11	Injury	Fixed object	Snow/Slush
00328	Brooks Rd	0.20 mi. before Thorpe Rd	1.6700	01/29/2016	21:42	Property Damage Only	Fixed object	Ice
00328	Brooks Rd	475 ft. after Hallett Rd	0.5900	05/10/2017	22:59	Property Damage Only	Domestic animal (horse/cow/sheep/etc)	Dry

# 2018 SRTC Call for Projects



## Local Agency Project Endorsement

**PROJECT TITLE:** BROOKS ROAD- PHASE 1

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 Cates County Engineer  
Name and Title of Designated Representative

  
Signature of Designated Representative

May 10, 2018  
Date