

2018 SRTC Call for Projects Application

PROJECT TITLE: CHENEY-SPOKANE ROAD



AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest): 7

REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside): \$2,132,000

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

Cheney-Spokane Road; southwest of City of Spokane and northeast of Cheney.

Urbanized Area Urban Small Rural

Federal Functional Classification

Rural Major Collector

Project Description

Project scope (include termini and length)

Cheney-Spokane Road from Grove Road (mp 5.58) to Spokane city limits (mp 8.95); total project length is 3.37 miles.

Existing and proposed conditions

The current pavement condition is fair, with a PSC rating of 71. This project will grind out the existing surface, and replace it with new pavement.

Project purpose and outcomes

As a pavement preservation project, this project will keep the pavement condition at a level of good repair, following a best-first practice for pavement management.

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 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)

Cheney-Spokane Road provides a connection to Eastern Washington University (EWU), a regional comprehensive public university, located in the City of Cheney.

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)

As a route connecting the Cheney city limits to the Spokane city limits, these areas are planned for future development. Both cities are experiencing growth. Eastern Washington University (EWU) continues to grow in student and professor population, many of which travel to EWU via local roadways including Cheney-Spokane Road. This project will aid in providing a safer and more durable facility for local commuter traffic as well as EWU student traffic.

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)

The project route is paralleled by the Fish Lake Trail, providing an important route for recreational users. Additionally, multiple zones of mining activity occur on, or adjacent to, this segment of Cheney-Spokane Road. Moreover, this route provides an important route between the cities of Cheney and Spokane, providing an economically-significant connection for commuters and freight. The FGTS classification for this segment is T-3.

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.

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 route provides access to employment and economic activity for users both in the City of Spokane, and the City of Cheney (including Eastern Washington University), as well as to recreation sites accessed by users from both municipalities. Additionally, the community of Marshall is located at the junction of Cheney-Spokane Road and Grove Road.

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:
No.

- 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:

Cheney-Spokane Road provides a connection through the City of Spokane to US-195 (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:

Cheney-Spokane Road is a "shared roadway" on the Bike Priority Network Map. This project will provide new smooth travel lanes and 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:

Cheney-Spokane Road is currently outside of the STA transit benefit area. However, a leg of the High Performance Transit Network services the City of Cheney; improving Cheney-Spokane Road will improve access to this transit line.

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
06/30/2013	Fixed object	Roadside safety issues will be mitigated in the design of the project

05/17/2014	Fixed object	Roadside safety issues will be mitigated in the design of the project
10/05/2014	From same direction – one left turn – one straight	Appropriate passing zones will be designed as part of the project
12/27/2014	Fixed object	Roadside safety issues will be mitigated in the design of the project
01/02/2015	Vehicle overturned	Roadside safety issues will be mitigated in the design of the project, and shoulders will be widened for improved recovery area
11/16/2015	From same direction – both going straight – both moving – rear-end	--
01/24/2017	Fixed object	Roadside safety issues will be mitigated in the design of the project
05/06/2017	From same direction – both going straight – both moving – rear-end	--
06/03/2017	Fixed object	Roadside safety issues will be mitigated 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 pavement replacement, enhancing the overall safety of all road users. Roadside safety will be evaluated as required by the Local Agency Guideline (LAG) manual.

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) |
| <input type="checkbox"/> Vegetated / protected buffer (1) | <input type="checkbox"/> Enforcement (2) |
| <input type="checkbox"/> Upgrade to existing sidewalk (6) | <input type="checkbox"/> Data Collection (2) |

- 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)
- 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.

Not applicable

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

STBG Capital Maintenance Supplement 2018 SRTC Call for Projects



PROJECT TITLE: CHENEY-SPOKANE 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: 71

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: Cheney-Spokane Road - Grove Road to Spokane City Limits

5/1/2018

Type: Pavement Preservation

Length: 3.37 miles (17,800')

Pavement Section: 4" Grind and 4" HMA overlay, gravel shoulders

Item Num.	Bid Item	Units	Quantity	Unit Price	Amount
1	Mobilization	L.S.	1	\$110,000.00	\$110,000.00
2	Grind Existing Pavement	S.Y.	51,900	\$3.00	\$155,700.00
3	CSTC For Shoulders	L.F.	35,000	\$2.50	\$87,500.00
4	HMA Cl. 1/2 In. PG 64-28, 0.33' Depth	S.Y.	51,900	\$20.00	\$1,038,000.00
5	HMA Misc. Areas	S.Y.	230	\$25.00	\$5,750.00
6	Paint Line	L.F.	53,800	\$0.15	\$8,070.00
7	Misc. Pavement Markings	L.S.	1	\$1,000.00	\$1,000.00
8	Temporary Pavement Marking	L.F.	17,800	\$0.20	\$3,560.00
9	Signing Improvements	L.S.	1	\$5,000.00	\$5,000.00
10	Mailbox Remove and Replace	Each	10	\$250.00	\$2,500.00
11	Guardrail Improvements	L.S.	1	\$20,000.00	\$20,000.00
12	Project Temporary Traffic Control	L.S.	1	\$50,000.00	\$50,000.00
13	SPCC Plan	L.S.	1	\$1,500.00	\$1,500.00
Subtotal					\$1,488,580.00
Contingencies (15%)					\$297,716.00
Construction Engineering (10%)					\$148,858.00
Construction Phase Total					\$1,935,154.00
Preliminary Engineering (8%)					\$119,086.40
Project Total					\$2,054,240.40
Indirect Costs (20.0%)					\$410,848.08
Total Project Costs					\$2,465,088.48

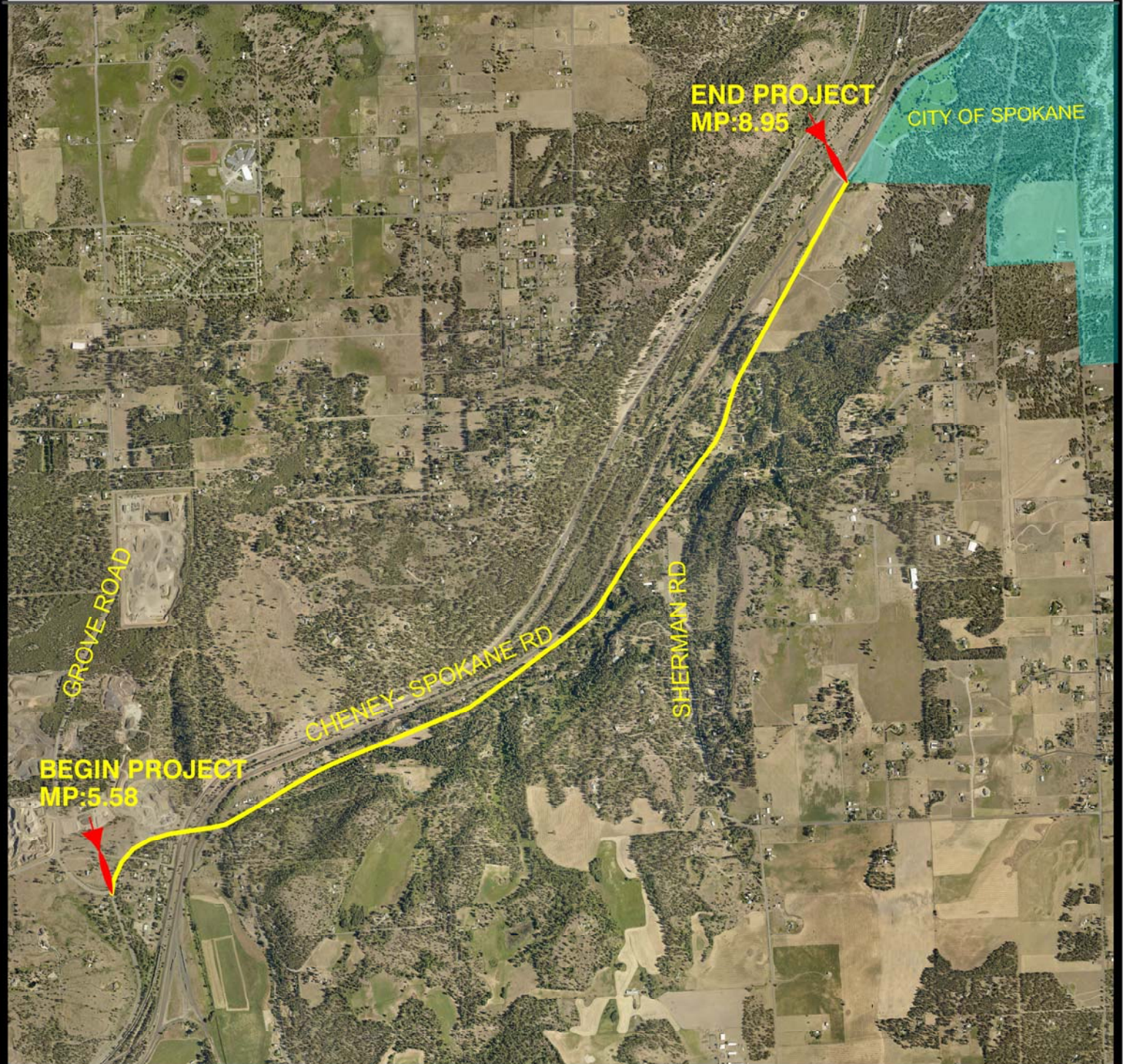
% contribution	Funding Source	Funding
13.5%	County Road Fund	\$333,000
86.5%	Requested STBG Funds	\$2,132,000
Cheney-Spokane Project Total		\$2,465,000



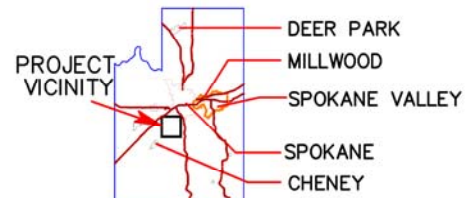
VICINITY MAP

CHENEY-SPOKANE

MP 5.58 TO MP 8.95



 PROJECT LIMITS





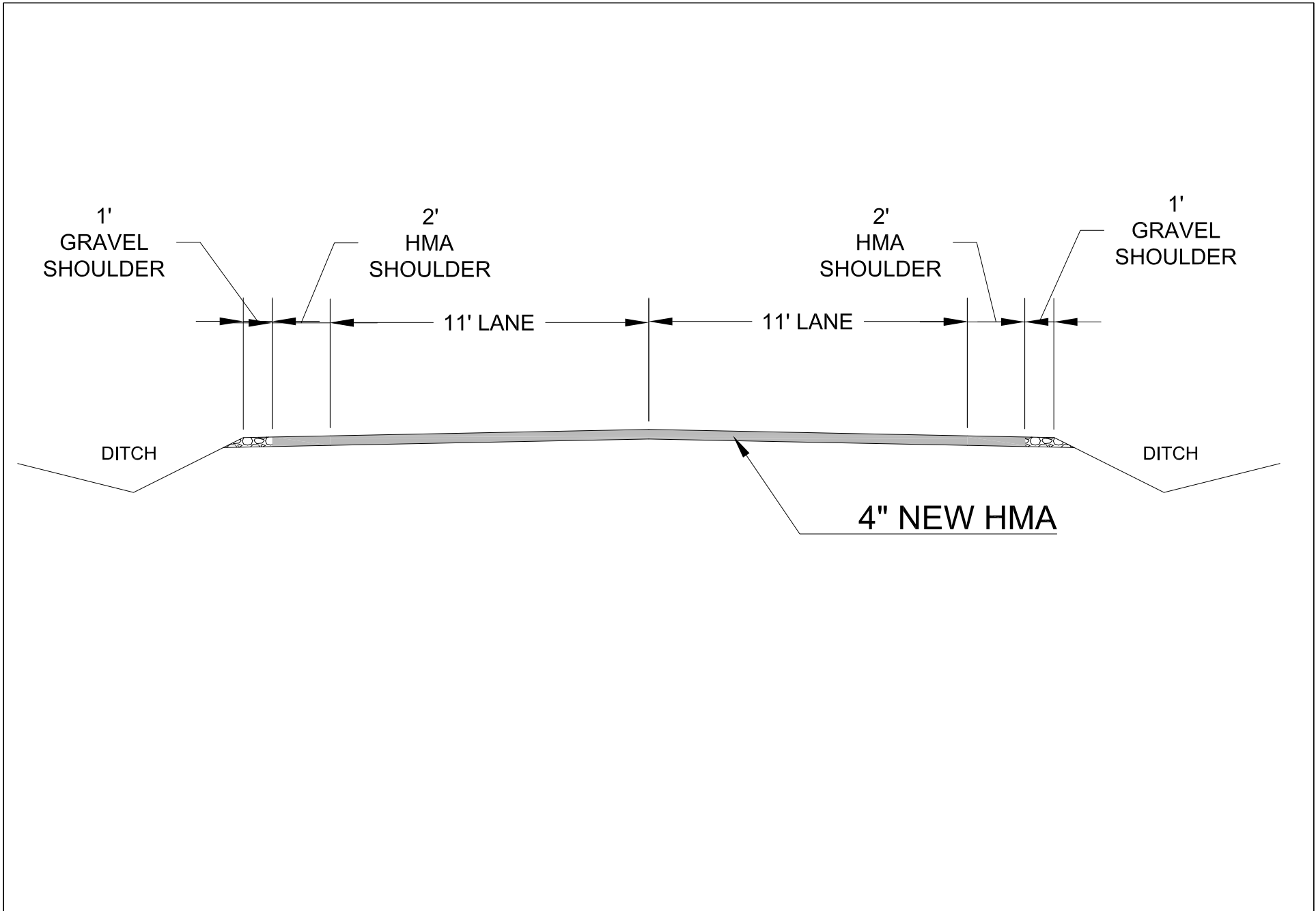
Spokane County Traffic Engineering

Collision Report

Cheney-Spokane Rd - Grove Rd to Spokane City Limits

2013 - 2017

Rd #	Road Name	Location	M.P.	Date	Time	Severity	Collision Type	Road Cond
00579	Cheney-Spokane Rd	370 ft. before Deer Creek Ranch Ln	6.9600	06/30/2013	05:43	Property Damage Only	Fixed object	Dry
00579	Cheney-Spokane Rd	396 ft. before Viewacres Ln	8.2100	05/17/2014	19:12	Property Damage Only	Fixed object	Dry
00579	Cheney-Spokane Rd	0.29 mi. before Deer Creek Ranch Ln	6.7400	10/05/2014	11:47	Property Damage Only	From same direction - one left turn - one straight	Dry
00579	Cheney-Spokane Rd	at Marshall Av	5.8300	12/27/2014	11:52	Injury	Fixed object	Snow/Slush
00579	Cheney-Spokane Rd	0.20 mi. after Gardner Rd	6.2300	01/02/2015	00:30	Injury	Vehicle overturned	Ice
00579	Cheney-Spokane Rd	at Sherman Rd	7.7800	11/16/2015	13:20	Injury	From same direction - both going straight - both moving - rear-end	Dry
00579	Cheney-Spokane Rd	at Grove Rd	5.5800	01/24/2017	23:37	Property Damage Only	Fixed object	Ice
00579	Cheney-Spokane Rd	at Viewacres Ln	8.2850	05/09/2017	14:48	Property Damage Only	From same direction - both going straight - both moving - rear-end	Dry
00579	Cheney-Spokane Rd	0.13 mi. after Gardner Rd	6.1600	06/03/2017	00:39	Property Damage Only	Fixed object	Dry



Drawn By: MY
 Date: ???
 Designed By: ???
 Checked By: ???

SCALE
 HORIZONTAL: NONE
 VERTICAL: NONE

Spokane County Department of Public Works
 1026 West Broadway Avenue,
 Spokane WA 99260-0170
 (509) 477-3600

APPROVED:
 PLANS & CONTRACT ENGINEER
 Date: _____

COUNTY ROAD PROJECT No.
CHENEY-SPOKANE RD
 MARSHALL CREEK BRIDGE TO SPOKANE CITY LIMITS
 TYPICAL SECTION

SHEET
 1 of 1

2018 SRTC Call for Projects



Local Agency Project Endorsement

PROJECT TITLE: Cheney-Spokane Road

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