

# 2018 SRTC Call for Projects Application

**PROJECT TITLE:** US 2 / Garfield Road Intersection Improvement



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

**REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside):** \$2,200,000

## GENERAL PROJECT INFORMATION

Agency or Organization	WSDOT	Phone Number	509-324-6025
Contact Person	Darrel McCallum	Email Address	mccalld@wsdot.wa.gov

## Project Information

### Project Location

Airway Heights

Urbanized Area    Urban Small    Rural

### Federal Functional Classification

US 2 - Urban Principal Arterial

Garfield Road - Urban Major Collector

### Project Description

Project scope (include termini and length)

Construct Intersection Improvement, US 2 MP 278.37 to MP 278.57

Existing and proposed conditions

US 2 is an NHS route and also a Highway of Statewide Significance. It is the primary commute route to Fairchild Air Force Base. The segment from Craig Road to Interstate 90 is a Tier 1 Corridor as identified through the SRTC Congestion Management Process. FAFB representatives have expressed concern with congestion on the corridor and its effect on travel time to and from the Base.

Airway Heights has prepared a draft Corridor Plan for US 2 within the city limits. Goals identified include safety, promoting pedestrian and bike activity, promoting economic vitality, and connecting the community. The intent for the Garfield Road area is "to move traffic smoothly and efficiently while still safely accommodating bicyclists and pedestrians, maintaining design features that express Airway Heights' community character and provide continuity".

Twenty-four crashes occurred at the intersection between January 1, 2013 and December 31, 2017. Analysis using Highway Safety Manual indicates a Potential for Safety Improvement of an average of 1.1 crashes per year. One countermeasure indicated by the crash history would be to provide protected left turn phasing on Garfield Road, however adding a protective phase has the potential of causing additional delay on US 2.

The West Plains Development - Spokane Tribe TIA forecasts LOS degrades to F under US 2 Alt 1 buildout. WSDOT has a programmed project to rehabilitate the US 2/Garfield Road signal (F00227S /WS105). The programming process did not include consideration of context. WSDOT conducted a brief review of the project to determine if rehabilitating the existing signal is the best solution to improve WSDOT's ability to maintain and operate the facility,

address FAFB concerns, reduce congestion and keep it from worsening (SRTC CMP), and meet the goals of the community.

The proposed project is to replace the existing signal with a roundabout, which will more closely align with the desired performance of this corridor (see Project purpose and outcomes).

Project purpose and outcomes

- Construct an Operational Improvement Strategy identified by the SRTC Congestion Management Process for this Tier 1 Corridor.
- Increase trip safety and reliability.
- Address concerns and goals of the community.

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.

This project is located on an existing state highway and will be maintained per existing policy.

**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 – (this was already submitted as it was due April 6<sup>th</sup>)
- 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)

N/A

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.*

The funds for the existing project (F00227S /WS105) would be used for match, and are scheduled to be available in September, 2021.

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

N/A

**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
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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)

Segment is identified as a Tier 1 Corridor through the SRTC Congestion Management Process. The route serves 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)

City of Airway Heights US 2 Corridor Plan (2017) targets this area for revitalization. The WSDOT US 2 Lincoln County Line to Interstate 90 Route Development Plan (2007) targets this intersection for short-term capacity improvement.

**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)

None identified

#### 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 in WSDOT's current program as a signal rehabilitation project, however the project was scoped only in consideration of WSDOT Major Electrical maintenance/rehabilitation schedule.

#### Agency Coordination

**2b (20).** Does the project concept advance the goals of more than one jurisdiction and/or agency (including public/private partnerships)? If so, please describe:

Yes, it improves travel time to FAFB, and is consistent with:

- Airway Heights US 2 Corridor Plan
- SRTC Congestion Management Process Strategies
- WSDOT US 2 Route Development Plan, Corridor Sketch, and Integrated Scoping Process
- Washington State Traffic Safety Commission Target Zero

### Public Involvement

**2c (15).** Please describe the extent to which the project has been reviewed by the public. **3 points/checkbox (15 point max)**

- Public meetings
- Workshops/Open houses
- Planning study
- Environmental review
- Legislative actions
- Other (please explain) The currently programmed project had opportunity for review through the STIP process, but the project proposal will need to be presented to the public as consistent with past planning efforts.

## 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 – (asphalt pavement)
- 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:

Supports reliable mobility to "meet national defense requirements and serve interstate and interregional travel" (1991 ISTEA)

**4b (5).** Does the project improve bicycle facilities that are on or directly connect to the regional priority bicycle network?

Yes  No

If yes, please describe:

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

Yes  No

If yes, please describe:

**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.

The Average Travel Time Index listed in the SRTC CMP Corridor Profile is 1.08 in the EB Peak, and 1.15 in the WB Peak (April 2012).

The intersection operated at Level of Service (LOS) B in October 2016.

Using the volume projections from Figure 17 of West Plains Development EIS – Spokane Tribe, Alternative 1 – 2019 Phase 3, the proposed project improves projected intersection LOS from E to C.

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
5/25/12	Property Damage – Entering at angle	Causing driver ran red light. Roundabouts address red light running
8/5/12	Property Damage - rearend	Lower travel speed at Roundabout
1/25/13	Property Damage – opp dir LT/straight	Roundabout eliminates opposite direction – LT – straight type of crash
2/21/14	Property Damage - rearend	Lower travel speed at Roundabout
4/7/14	Property Damage - sideswipe	n/a
10/5/14	Serious Injury – opp dir LT/straight	Causing driver ran red light. Roundabouts address red light running
10/27/14	Property Damage - rearend	Lower travel speed at Roundabout
12/5/14	Possible Injury – entering at angle	Causing driver ran red light. Roundabouts address red light running
1/16/15	Property Damage - rearend	Lower travel speed at Roundabout
6/9/15	Possible Injury - rearend	Lower travel speed at Roundabout
6/26/15	Possible Injury - rearend	Lower travel speed at Roundabout
10/10/15	Possible Injury – entering at angle	Causing driver ran red light. Roundabouts address red light running

11/23/15	Property Damage – entering at angle	Roundabouts mitigate Entering-at-angle crashes
11/23/15	Property Damage - rearend	Lower travel speed at Roundabout
1/16/16	Property Damage – entering at angle	Roundabouts mitigate Entering-at-angle crashes
2/5/16	Evident Injury – entering at angle	Causing driver ran red light. Roundabouts address red light running
4/21/16	Property Damage - rearend	Lower travel speed at Roundabout
5/4/16	Evident Injury - rearend	Lower travel speed at Roundabout
8/10/16	Property Damage - rearend	Lower travel speed at Roundabout
11/14/16	Property Damage – opp dir LT/straight	Roundabout eliminates opposite direction – LT – straight type of crash
11/17/16	Property Damage - rearend	Lower travel speed at Roundabout
12/21/16	Property Damage - rearend	Lower travel speed at Roundabout

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)  
Conflict point reduction, lower speeds

**6. QUALITY OF LIFE AND MOBILITY – 50 POINTS**

6a (5). Do you have an adopted Complete Streets Policy?  Yes  No

If yes, how does this project comply with your Complete Streets Policy? (5)

- The existing programmed project is not subject to WSDOT’s complete streets policy, but the proposed project is: WSDOT’s Practical Solutions approach is context-appropriate, multi-modal, and performance-based (WSDOT Design Manual Chapter 1100).
- Airway Heights is identified as a “State Highway as Main Street”. This designation is a point of reference and consideration when documenting transportation context per Chapter 1102.03(6) of the WSDOT Design Manual.
- RCW 35.75.060 (legislative intent) provides direction to WSDOT with respect to Complete Streets.

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

**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 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 checked="" type="checkbox"/> Other (please explain) (2) STA does not provide transit service in the area of the project, but reports that they are looking to implement service in this location in 2021. They will be consulted on the potential siting of a transit stop at this intersection. The stop may include one or more of the amenities, but it is premature to check specific boxes at this time. |  |

## 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.

The project would improve reliability - a benefit to transit service.

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

The intent of this project is more to improve transportation performance than construct amenities, so at this time, most of these elements have not been considered. However, the proposed project lends itself to placemaking treatments in future projects that may result from the Airway Heights US 2 Corridor Plan much more than the currently programmed project.

PS&E JOB NO: US2GAR

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

DATE: 05/10/2018

PAGE: 1

CONTRACT NO: 000000

ESTIMATES AND BIDS ANALYSIS SYSTEM

TIME: 16:08

VER: 2

WORK ORDER#:

\*\*\* PRELIMINARY ESTIMATE - SUMMARY \*\*\*

DOT\_RGG200

HIGHWAY : SR 002

PROJECT TITLE : US 2  
GARFIELD RD INTERSECTION IMPROVEMENTS  
GRANT APPLICATION

TYPE OF WORK : THIS PROJECT CONSISTS OF ROADWAY EXC. & EMBANKMENT, DRAINAGE & STORM SEWER ITEMS, STRUCTURE EXC. & SHORING CL. B, CSEB, PLANING BITUMINOUS PAVEMENT, PAVING WITH CEMENT CONC. AND HMA, EROSION/WATER POLLUTION CONTROL, SOD, CURB/SIDEWALK, ILLUMINATION, SIGNING, TRAFFIC CONTROL, AND OTHER WORK.

FEDERAL AID PROJECT NO : HSIP-0002(???)

COUNTY(S) : SPOKANE

PROGRAM ITEM NUMBER(s) : 639517D

CONTROL SECTIONS : 320601

ESTIMATED COST DATA :

CONTRACT TOTAL	1,196,155.00
UTILITY RELOCATES	250,000.00
R/W PURCHASES	100,000.00
PRELIMINARY ENGINEERING/PUBLIC INVOLVEMENT	250,000.00
<b>PROJECT SUBTOTAL</b>	<b>1,796,155.00 **</b>
ENGINEERING 15.00%	269,423.25

US 2  
GARFIELD RD INTERSECTION IMPROVEMENTS  
GRANT APPLICATION

PS&E JOB NO: US2GAR

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

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PAGE: 2

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ESTIMATES AND BIDS ANALYSIS SYSTEM

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\*\*\* PRELIMINARY ESTIMATE - SUMMARY \*\*\*

DOT\_RGG200

HIGHWAY : SR 002

PROJECT TITLE : US 2  
GARFIELD RD INTERSECTION IMPROVEMENTS  
GRANT APPLICATION

TYPE OF WORK : THIS PROJECT CONSISTS OF ROADWAY EXC. & EMBANKMENT, DRAINAGE & STORM SEWER ITEMS, STRUCTURE EXC. & SHORING CL. B, CSEB, PLANING BITUMINOUS PAVEMENT, PAVING WITH CEMENT CONC. AND HMA, EROSION/WATER POLLUTION CONTROL, SOD, CURB/SIDEWALK, ILLUMINATION, SIGNING, TRAFFIC CONTROL, AND OTHER WORK.

FEDERAL AID PROJECT NO : HSIP-0002(???)

COUNTY(S) : SPOKANE

PROGRAM ITEM NUMBER(s) : 639517D

CONTROL SECTIONS : 320601

ESTIMATED COST DATA :

CONTINGENCIES 4.00%

71,846.20

TOTAL COST OF PROJECT

2,137,424.45 \*\*\*

PROJECT REMARKS: FOR SRTC 2018 GRANT APPLICATION: ESTIMATE INCLUDES PRELIMINARY ENGINEERING/PUBLIC INVOLVEMENT; RIGHT OF WAY PURCHASES, UTILITIES TO BE RELOCATED, CONSTRUCTION FUNDING & CONSTRUCTION ENGINEERING.

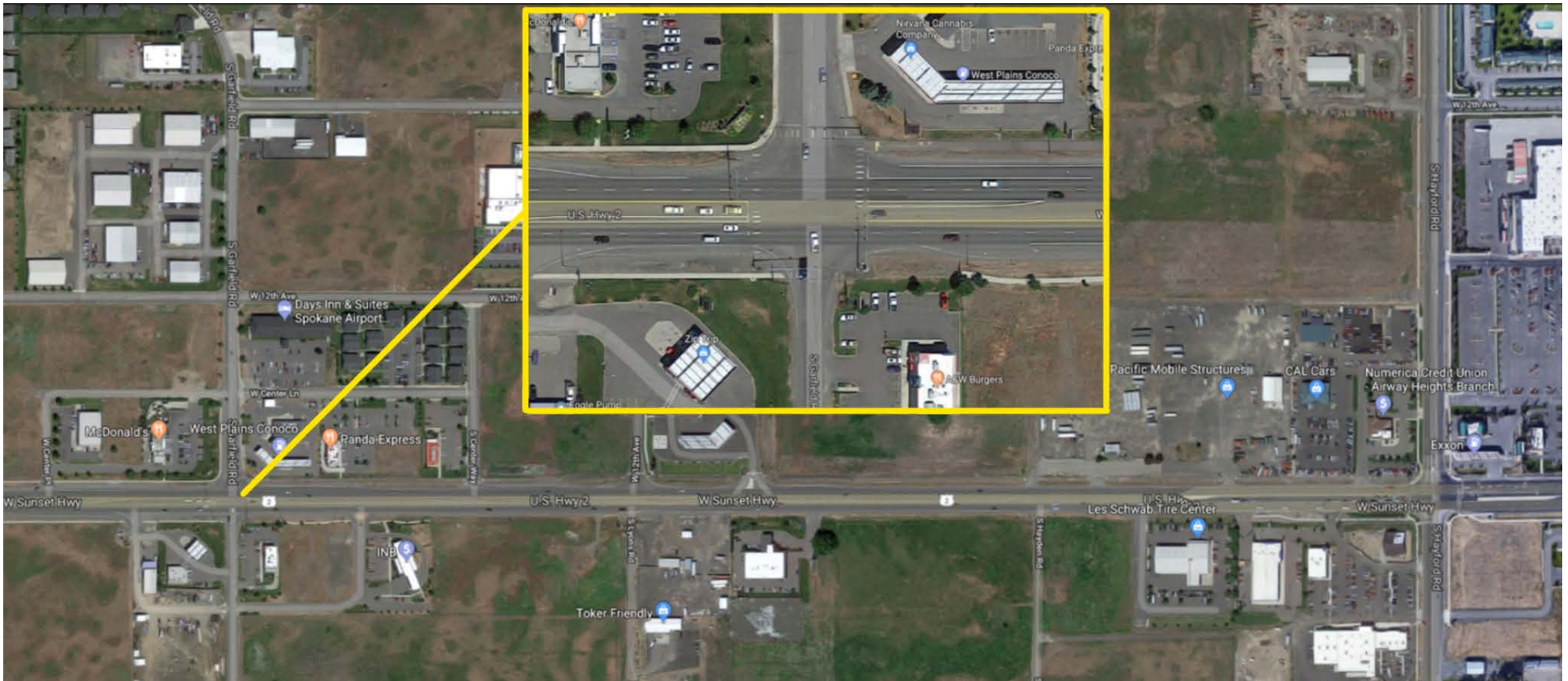
US 2  
GARFIELD RD INTERSECTION IMPROVEMENTS  
GRANT APPLICATION

ITEM NO.	STD. NO.	ITEM DESCRIPTION	UNIT MEAS	UNIT PRICE	QUANTITY	AMOUNT	PRE-QUAL
<b>PREPARATION</b>							
1	0001	MOBILIZATION	L.S.			105,000.00	A1
2	0120	REMOVING ASPHALT CONC. PAVEMENT	S.Y.	10.00	300.00	3,000.00	D6
3	0187	REMOVING PAINT LINE	L.F.	5.00	5,000.00	25,000.00	Q2
4	0215	REMOVING MISCELLANEOUS TRAFFIC ITEM	L.S.			75,000.00	Q2
<b>GRADING</b>							
5	0310	ROADWAY EXCAVATION INCL. HAUL	C.Y.	50.00	300.00	15,000.00	J6
<b>DRAINAGE</b>							
6		DRAINAGE ITEMS	L.S.			50,000.00	
<b>SURFACING</b>							
7	5100	CRUSHED SURFACING BASE COURSE	TON	30.00	400.00	12,000.00	F6
<b>CEMENT CONCRETE PAVEMENT</b>							
8	5625	CEMENT CONC. PAVEMENT	C.Y.	300.00	200.00	60,000.00	C0
<b>HOT MIX ASPHALT</b>							
9	5711	PLANING BITUMINOUS PAVEMENT	S.Y.	5.00	6,000.00	30,000.00	A0
10	5766	HMA CL. 3/8 IN. PG 64H-28	TON	100.00	1,000.00	100,000.00	A4
11	5872	HMA FOR APPROACH CL. 3/8 IN. PG 64H-28	TON	110.00	50.00	5,500.00	A4
<b>EROSION CONTROL AND ROADSIDE PLANTING</b>							
12	6403	ESC LEAD	DAY	300.00	5.00	1,500.00	H0
13	6490	EROSION/WATER POLLUTION CONTROL	EST.			1,000.00	H0
14	6555	SOD INSTALLATION	S.Y.	20.00	100.00	2,000.00	M8
15		TOPSOIL TYPE A	S.Y.	10.00	100.00	1,000.00	H0
<b>TRAFFIC</b>							
16	6698	ROUNDAABOUT SPLITTER ISLAND NOSING CURB	EACH	305.00	4.00	1,220.00	C8
17	6699	ROUNDAABOUT CEMENT CONCRETE CURB AND GUTTER	L.F.	20.00	2,500.00	50,000.00	C8
18	6708	ROUNDAABOUT CENTRAL ISLAND CEMENT CONCRETE CURB	L.F.	95.00	300.00	28,500.00	C8
19	6709	ROUNDAABOUT TRUCK APRON CEM. CONC. CURB AND GUTTER	L.F.	30.00	500.00	15,000.00	C8
20		TUBULAR MARKERS	EACH	120.00	16.00	1,920.00	N2
21		STRIPING		1.00	20,000.00	20,000.00	

ITEM NO.	STD. NO.	ITEM DESCRIPTION	UNIT MEAS	UNIT PRICE	QUANTITY	AMOUNT	PRE-QUAL
<b>TRAFFIC</b>							
22	6890	PERMANENT SIGNING	L.S.			30,000.00	U4
23	6895	TEMPORARY PAVEMENT MARKING-SHORT DURATION	L.F.	0.30	3,000.00	900.00	N2
24	6896	TEMPORARY PAVEMENT MARKING-LONG DURATION	L.F.	0.50	4,500.00	2,250.00	N2
25	6904	ILLUMINATION SYSTEM #1 GARFIELD	L.S.			150,000.00	H2
26	6914	ITS RECTANGULAR RAPID FLASHING BEACONS	L.S.			50,000.00	H4
27	6971	PROJECT TEMPORARY TRAFFIC CONTROL	L.S.			210,000.00	W3
28		GROOVED PLASTIC TRAFFIC ARROW	EACH	250.00	12.00	3,000.00	V6
<b>OTHER ITEMS</b>							
29	7003	TYPE B PROGRESS SCHEDULE	L.S.			2,000.00	A1
30	7006	STRUCTURE EXCAVATION CLASS B INCL. HAUL	C.Y.	20.00	100.00	2,000.00	I2
31	7008	SHORING OR EXTRA EXCAVATION CLASS B	S.F.	2.00	20.00	40.00	I2
32	7055	CEMENT CONC. SIDEWALK	S.Y.	55.00	400.00	22,000.00	C8
33		CEMENT CONC. CURB RAMP	S.Y.	75.00	75.00	5,625.00	C8
34		CEMENT CONC. TRAFFIC ISLAND	S.Y.	75.00	1,500.00	112,500.00	C8
35	7490	TRIMMING AND CLEANUP	L.S.			2,000.00	A1
36	7725	REIMBURSEMENT FOR THIRD PARTY DAMAGE	EST.			5.00	A1
37	7728	MINOR CHANGE	CALC			-5.00	A1
38	7736	SPCC PLAN	L.S.			200.00	A1
39	9004	PROJECT PARTNERING	CALC			1,000.00	A1
<b>BASE TOTAL :</b>						<u>1,196,155.00</u>	

# Vicinity Map

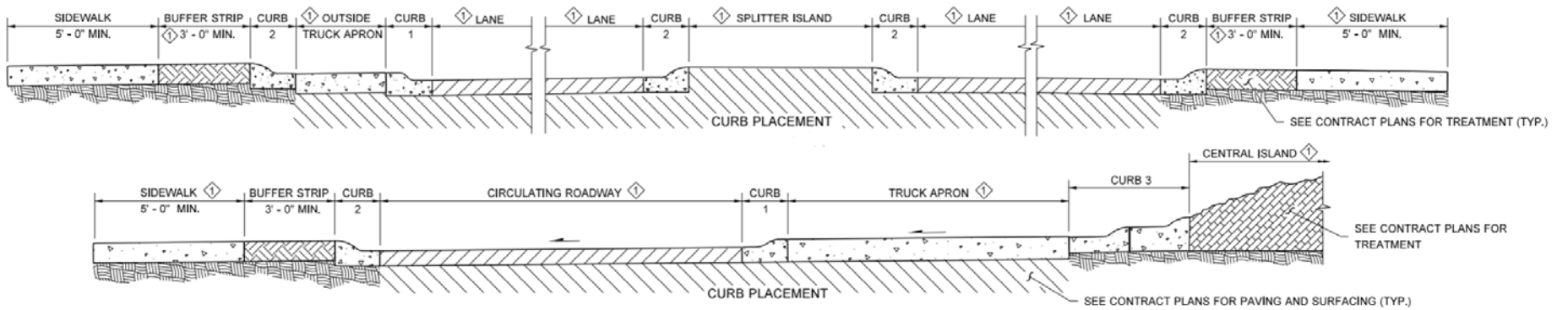
## US 2 GARFIELD ROAD INTERSECTION IMPROVEMENT US 2 MP 278.37 to MP 278.57



# Typical Cross-Section

## US 2 GARFIELD ROAD INTERSECTION IMPROVEMENT

US 2 MP 278.37 to MP 278.57





# 2018 SRTC Call for Projects



## Local Agency Project Endorsement

**PROJECT TITLE:** US 2 / Garfield Road Intersection Improvement

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.

Darrel McCallum, Eastern Region Program Manager  
Name and Title of Designated Representative

  
Signature of Designated Representative

May 11, 2018  
Date