

2018 SRTC Call for Projects Application

PROJECT TITLE: BIGELOW GULCH PROJECT 5



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): \$1,568,000

GENERAL PROJECT INFORMATION

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

Project Information

Project Location

Forker Road; northeast Spokane region.

Urbanized Area Urban Small Rural

Federal Functional Classification

Rural Minor Arterial

Project Description

Project scope (include termini and length)

This is a road improvement project. The total project length is 0.52 miles, located on Forker Road from milepost 0.84 to milepost 1.36.

Existing and proposed conditions

The existing two-lane roadway will be widened to four lanes with a median, and shoulders will be widened from 1-2 feet to 8 feet.

Project purpose and outcomes

This project is Project 5 of the Bigelow Gulch/Forker Connector corridor project. It is designed to improve safety, increase capacity, improve freight movement, and improve traffic operations on the corridor. The project is approximately 8.2 miles in length, connecting the north Spokane industrial areas (accessed by Francis Avenue and Freya Street) to the Sullivan Road industrial area in City of Spokane Valley. The corridor is divided into 6 segmented projects for constructability, budgeting, and geographical reasons. This project, Bigelow Gulch/Forker - Project 5, will reconstruct the existing roadway and realign for increased capacity and safety, as well as increased freight movement efficiency. Horizontal and vertical alignment will be improved by bringing curves up to standard and reducing grades within standard. Additionally, widened shoulders will allow for improved pedestrian and bicycle user access.

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 request includes \$68,000 of programmatic match (\$1,500,000 STBG + \$68,000 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)

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 project is located in a rural area, where significant future growth is not currently anticipated. However, the Corridor connects two significant urban and industrial areas: north Spokane, accessed via Francis Avenue and Freya Street, and the Sullivan Road region of the City of Spokane Valley.

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)

Approximately 13.3% of the roughly 13,200 ADT is truck traffic. The majority of these trucks are involved in moving freight to, and from, local major facilities, including URM, Safeway, Food Services of America, Tosco Tank Farm, Spokane Industrial Park, the Spokane Valley Mall, and further eastern regional destinations. The route is key for various businesses in the Spokane Valley along Sullivan Road, where several thousand people are employed, as well as the urban and industrial areas of north Spokane accessed by Freya Street and Francis Avenue. The corridor can also be used as a direct route to bypass congestion on I-90 and US-395 in the Spokane and Spokane Valley metropolitan areas, and provides a direct connection to the North Spokane Corridor. To the east, the Connector intersects with SR-290 (Trent Avenue) and its extension into North Idaho as Idaho State Route 53. Both ends of the Connector provide access to significant railroad transloading facilities, including the Spokane Industrial Park (SIP) to the southeast.

Existing Development (Internal Use Only)

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

To be scored internally by SRTC staff with 2015 ESD information

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

Freight Network (Internal Use Only)

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

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

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

2. COOPERATION AND LEADERSHIP – 50 POINTS

Local Planning Alignment

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

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

Agency Coordination

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

The Bigelow Gulch/Forker Connector carries significant car and truck traffic between the City of Spokane Valley and the north side of the City of Spokane. It has been identified as a high priority in the Activities and Recommendations Report of the Washington State Freight Mobility Strategic Investment Board (FMSIB, 2003). The project is also included in the State of Washington Transportation Improvement Plan FY 2018-2021, and was the fourth highest priority on the Congressional Regional Transportation Priority Project list. This project was selected via a lengthy public process, beginning in 1998 with the state-funded "Connecting our Community- a Regional Study of Urban Connectors". The stakeholders involved in this process included the public, trucking companies, the City of Spokane Valley, Spokane County, WSDOT, various businesses, and several neighborhood groups and concerned citizens. Moreover, the Connector project is connected to the new North Spokane Corridor, currently under construction by WSDOT and partially completed at this time from US-395 to Francis Avenue (connecting directly to the western terminus of Bigelow Gulch Road). US-395 is a NHS route, as well as a designated NAFTA (North American Free Trade Agreement) corridor, and has seen a significant increase in freight traffic since the adoption of NAFTA. Trucks moving to/from Canada utilize US-395, the NSC, I-90, and the Bigelow Gulch/Forker Connector; this route provides greater efficiency over the City of Spokane's arterial system.

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

- 10% over required local/state match – 10 points
- 20% over required local/state match – 15 points

4. SYSTEMS OPERATIONS, MAINTENANCE AND PRESERVATION – 50 POINTS

Regional Priority Networks

4a (5). How does this project support the NHS system?

Please describe:

This project is connected to the east to the new North Spokane Corridor, currently under construction by WSDOT and partially completed at this time from US-395 to Francis Avenue (connecting directly to the western terminus of Bigelow Gulch Road). US-395 is a NHS route. Moreover, the southern terminus of this project connects to SR-290 (Trent Avenue), which is also an NHS route.

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

- Yes No

If yes, please describe:

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

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

- Yes No

If yes, please describe:

This project is located outside of the current transit benefit area.

4d (10). Does the project improve pavement condition on the NHS or improve a bridge on the NHS that is in poor condition? (Additional pavement and bridge condition information will be asked in the STBG supplemental application).

- Yes No

Congestion

4e (15). Does the project address congestion in any of the following areas?

- Tier 1 CMP Corridor – 15 points
- Tier 2 CMP Corridor – 10 points
- Other Roadway Bottleneck (as defined in the [CMP report](#)) – 5 points

Please describe current congested conditions and the future projected levels of congestion after project implementation. Explain the methodology used.

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

When traffic volumes on a segment of roadway increase to the point where the level of service (LOS) falls below the desired level, additional capacity is justified. Using the 2040 No Action (most conservative) predictions and the existing (2010) volumes, the current and predicted LOS for Project 5 is shown in the table below, drawn from the Bigelow Gulch/Forker Connector Capacity Justification Report submitted in August 2015. The table shows the LOS without the project is unacceptable without Project 5 (LOS- E). The minimum LOS is C. This project will raise the LOS above the minimum.

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

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

4f (10). If indicated in the question above, does this CMP project utilize the following CMP strategies?

- Travel Demand Management – 10 points
- Operational Improvements – 6 points
- Capacity Improvement Strategies – 3 points

5. SAFETY AND SECURITY – 50 POINTS

Addresses Existing Safety Concern

5a (25 point max). Enter crash history based on previous 5 years of available crash data* (2012-2016):

Date	Crash Type	Applicable Countermeasure implemented by project

01/14/2013	From opposite direction - both going straight- sideswipe	Improved alignment, increased lane widths and 8-foot shoulders will allow for safer emergency maneuvers to avoid sideswipes
04/22/2013	Entering at angle	Medians, turn pockets, improved alignments and improved sight distances
05/06/2013	From opposite direction - one left turn – one straight	New alignment, allowing for improved sight lines
07/15/2013	Fixed object	Roadside safety issues will be mitigated in the design of the project
08/28/2013	From opposite direction - one left turn – one straight	New alignment, allowing for improved sight lines
12/15/2013	Fixed object	Roadside safety issues will be mitigated in the design of the project
02/23/2014	From opposite direction - one stopped – head-on	Medians will provide separation of travel lanes
04/14/2014	Vehicle strikes deer	Appropriate non-vehicular warning signs will be reviewed for installation in the design of the project; improved sight distance, improved alignment, and increased shoulder width to allow emergency maneuvers
12/08/2014	Fixed object	Roadside safety issues will be mitigated in the design of the project
01/18/2015	Entering at angle	Medians, turn pockets, improved alignments and improved sight distances
06/30/2015	Vehicle overturned	Roadside safety issues will be mitigated in the design of the project
10/25/2015	Fixed object	Roadside safety issues will be mitigated in the design of the project
05/12/2016	Fixed object	Roadside safety issues will be mitigated in the design of the project
06/12/2016	Fixed object	Roadside safety issues will be mitigated in the design of the project
07/18/2016	From opposite direction- both going straight – sideswipe	Improved alignment, increased lane widths and 8-foot shoulders will allow for safer emergency maneuvers to avoid sideswipes
07/23/2016	From same direction – both going straight – one stopped – rear-end	Turn lanes, allowing for turning vehicles to move out of the main lane of traffic
08/06/2016	Fixed object	Roadside safety issues will be mitigated in the design of the project
09/07/2016	From opposite direction – both going straight – sideswipe	Improved alignment, increased lane widths and 8-foot shoulders will allow for safer emergency maneuvers to avoid sideswipes
06/18/2017	Fixed object	Roadside safety issues will be mitigated in the design of the project
07/17/2017	From same direction – one left turn – one straight	New alignment, allowing for improved sight lines
12/01/2017	Entering at angle	Medians, turn pockets, improved alignments and improved sight distances

**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 construct a variety of improvements, including providing climbing and crawl lanes, allowing for safer and more efficient freight movements, and relieving freight and commuter congestion. In particular, these improvements will relieve congestion caused by slow-moving, heavy vehicles (freight, currently 13-14% of traffic). Improved vertical and horizontal alignment will provide for safer travel for all users. Widened shoulders will provide for an improved route for cyclists and allow for a safer location for stalled or disabled vehicles. In addition, the widened shoulders and clear

zone will increase safety for run-off-the-road collisions. The median will provide separation of traffic and safer turning movements.

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)
- Bike Parking (2)
- Bike Lockers (2)
- Pavement Markings (2)
- Education (2)
- Wayfinding (2)
- Enforcement (2)

- 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)
- 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.

As a rural roadway, the Bigelow Gulch/Forker Road corridor will be designed, constructed, operated and maintained to enable the healthy, safe, and secure movement of all road users. The system will enhance safe and secure choices, access and usage among all modes of transportation through best-practice design, operational improvements, education and outreach, and technological strategies.

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) |

Engineers Estimate

Project: CRP 2990 Bigelow Gulch Road - Project 5
Estimate Version: 13 Est Update for Second Phase
Created Date: 4/19/2018

Project Manager: Tim Schwab
Function Manager: Tim Schwab
Designer: Kurt Farnworth

Road Name Forker Rd
Road From Bigelow Gulch Rd (end) &
Road To Progress Rd

Total Length: 0.95

<i>Item</i>	<i>Item Description</i>	<i>Units</i>	<i>Quantit</i>	<i>Price</i>	<i>Amount</i>
1	MOBILIZATION	L.S.	1.00	280,000.00	280,000.00
2	CLEARING AND GRUBBING	ACRE	10.00	5,000.00	50,000.00
3	REMOVAL OF STRUCTURE AND OBSTRUCTION	L.S.	1.00	10,000.00	10,000.00
4	REMOVING ASPHALT CONC. PAVEMENT	S.Y.	1,500.00	3.00	4,500.00
5	REMOVING GUARDRAIL	L.F.	2,783.00	6.00	16,698.00
6	REMOVING GUARDRAIL ANCHOR	EACH	16.00	300.00	4,800.00
7	ROADWAY EXCAVATION INCL. HAUL	C.Y.	100,200.00	4.50	450,900.00
8	ROCK EXCAVATION INCL. HAUL	C.Y.	8,000.00	20.00	160,000.00
9	EMBANKMENT COMPACTION	C.Y.	55,000.00	2.00	110,000.00
10	METAL FRAME TYPE 1 AND GRATE TYPE 1	EACH	17.00	350.00	5,950.00
11	METAL FRAME TYPE 4 AND SOLID COVER	EACH	2.00	350.00	700.00
12	FILTER BLANKET	C.Y.	3,000.00	30.00	90,000.00
13	LIGHT LOOSE RIPRAP	C.Y.	5,000.00	40.00	200,000.00
14	PLAIN ST. CULV . PIPE 0.064 IN. TH. 24 IN . DIAM.	L.F.	180.00	50.00	9,000.00
15	PLAIN ST. CULV . PIPE 0.079 IN. TH . 54 IN. DIAM.	L.F.	100.00	160.00	16,000.00
16	CATCH BASIN TYPE 1	EACH	19.00	750.00	14,250.00
17	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	L.F.	2,200.00	50.00	110,000.00
18	CRUSHED SURFACING FOR SHOULDERS	L.F.	5,350.00	3.00	16,050.00
19	ASPHALT FOR FOG SEAL	TON	15.00	700.00	10,500.00
20	PORTLAND CEMENT TYPE 2	TON	477.00	160.00	76,320.00
21	CTB SPREADING , MIXING, PROCESSING &	S.Y.	23,070.00	3.50	80,745.00
22	HMA CL. 1/2 IN. PG 64-28, MISCELLANEOUS	S.Y.	1,100.00	25.00	27,500.00
23	HMA CL. 1/2 IN. PG 64-28, 0.42 FT. DEPTH	S.Y.	23,070.00	21.00	484,470.00
24	HMA CL. 1/2 IN. PG 70 -28, 0.17 FT DEPTH	SY	500.00	10.00	5,000.00
25	SILT FENCE	L.F.	6,300.00	5.00	31,500.00
26	TOPSOIL TYPE B	C.Y.	3,000.00	15.00	45,000.00
27	SEEDING, FERTILIZING, AND MULCHING	ACRE	4.50	3,000.00	13,500.00
28	DROP STRUCTURE	EACH	95.00	800.00	76,000.00
29	MEDIUM COMPOST	ACRE	0.50	15,000.00	7,500.00
30	EROSION/WATER POLLUTION CONTROL	EST.	1.00	20,000.00	20,000.00
31	PSIPE	L.S.	1.00	200,000.00	200,000.00
32	BEAM GUARDRAIL TYPE 31 NON-FLARED	EACH	4.00	2,000.00	8,000.00
33	EXTRUDED CURB	L.F.	3,000.00	8.00	24,000.00
34	BEAM GUARDRAIL TYPE 31	LF	2,950.00	23.00	67,850.00
35	BEAM GUARDRAIL TYPE 31 ANCHOR TYPE 10	EACH	4.00	1,500.00	6,000.00
36	PAINT LINE	L.F.	28,200.00	0.20	5,640.00
37	PERMANENT SIGNING	L.S.	1.00	5,000.00	5,000.00

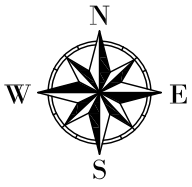
38	PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	1.00	50,000.00	50,000.00
39	MONUMENT CASE AND COVER	EACH	5.00	350.00	1,750.00
40	WIRE FENCE TYPE 1	L.F.	6,300.00	8.00	50,400.00
41	STRUCTURAL EARTH WALL	S.F.	5,000.00	30.00	150,000.00
42	REMOVE AND RESET MAILBOX	EACH	4.00	150.00	600.00
43	MINOR CHANGE	CALC	1.00	1.00	1.00
44	SPCC PLAN	L.S.	1.00	1,500.00	1,500.00
45	STREAM MITIGATION	L.S.	1.00	100,000.00	100,000.00

Items Total	\$3,097,624.00
-------------	----------------

Gas Line Relocation		\$1,000,000.00
Construction Engineering	10%	\$309,762.40
Preliminary Engineering	5%	\$154,881.20
Right-of-way		\$570,000.00
Contingencies	20%	\$619,524.80
Indirects @ 16.59 %		\$954,222.36

Estimate	\$6,706,014.76
Total	

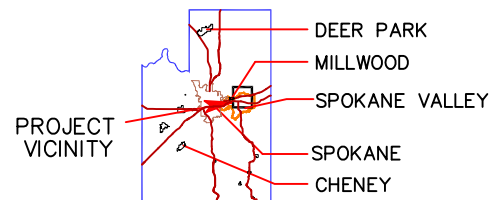
% contribution	Funding Source	Funding
51.4%	RAP	\$3,447,000
25.2%	County Road Fund	\$1,691,000
22.4%	STBG funds	\$1,500,000
1.0%	Programatic Match	\$68,000
TOTAL STBG Request		\$1,568,000
Bigelow Gulch Project 5 Total		\$6,706,000

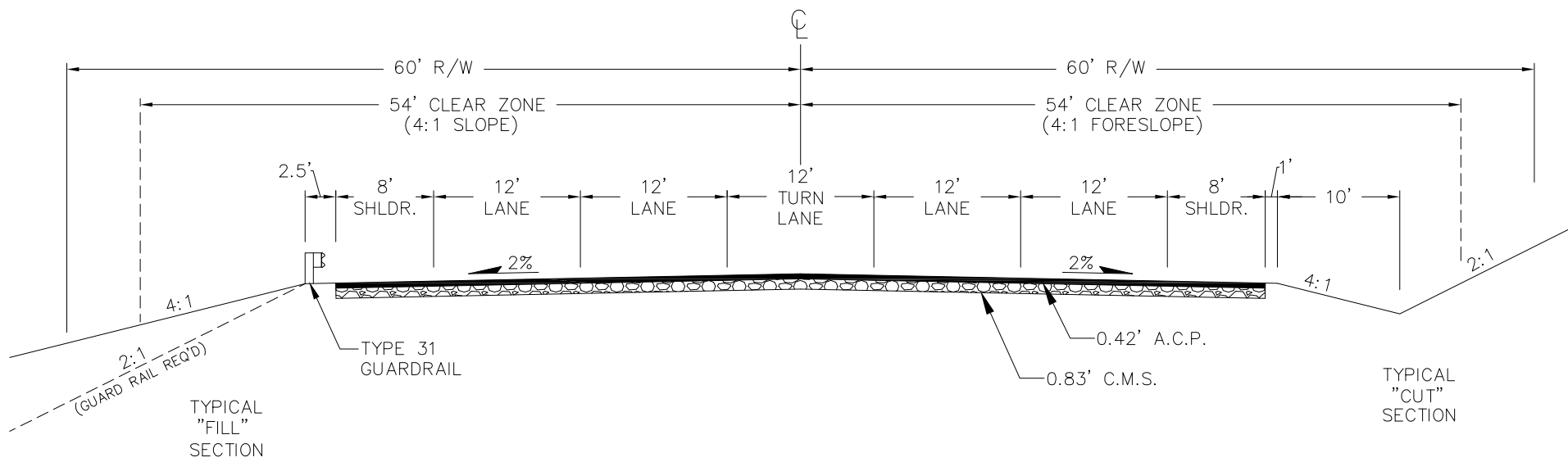


VICINITY MAP

BIGELOW GULCH PROJECT 5

MP 0.34 TO MP 1.36





TYPICAL ROADWAY SECTION

(W/ 2 WAY LEFT TURN LANE)

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

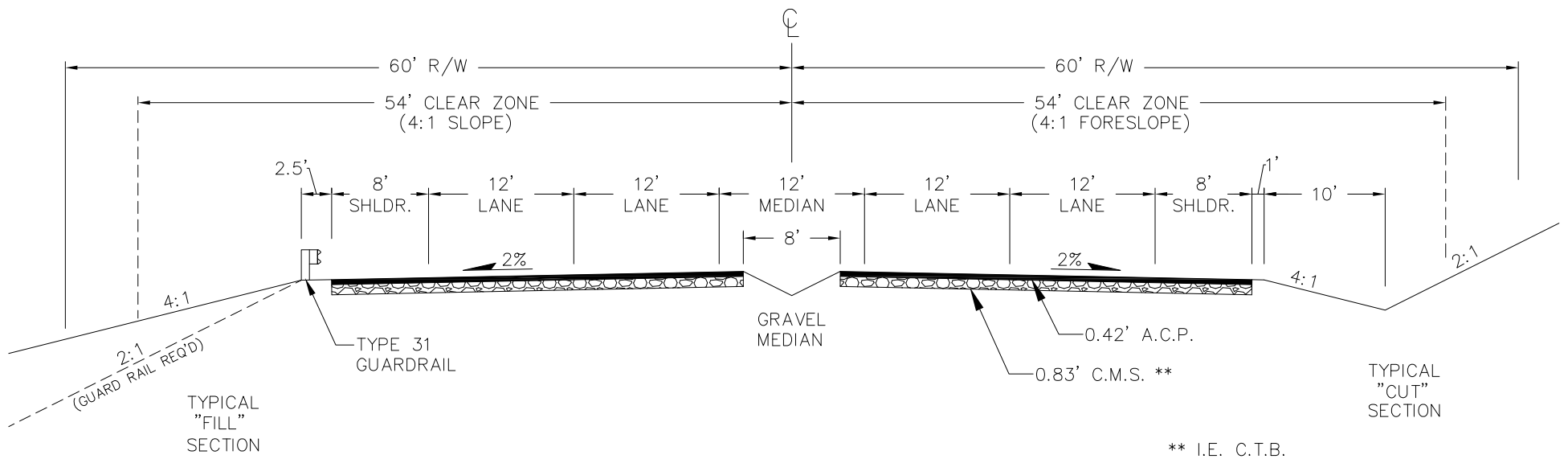
SCALE
 HORIZONTAL: NONE
 VERTICAL: NONE



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

C.R.P. 2990
BIGELOW GULCH ROAD—PROJECT 5
 FORKER RD. TO PROGRESS RD.
 TYPICAL ROADWAY SECTION

SHEET
 1 of 1



TYPICAL ROADWAY SECTION (W/ GRAVEL MEDIAN)

Drawn By: J.B.
 Designed By: J.B.
 Checked By: T.S.

Date: 11/15
 11/15
 11/15

SCALE
 HORIZONTAL: NONE
 VERTICAL: NONE



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

C.R.P. 2990
 BIGELOW GULCH ROAD-PROJECT 5
 FORKER RD. TO PROGRESS RD.
 TYPICAL ROADWAY SECTION

SHEET
 1 OF 1



Spokane County Traffic Engineering

Collision Report

Bigelow Gulch Rd Project #5 - Forker Rd Milepost: 0.87 - 1.57

2013 - 2017

Rd #	Road Name	Location	M.P.	Date	Time	Severity	Collision Type	Road Cond
01349	Forker Rd	211 ft. before Bigelow Gulch Rd	1.4900	01/14/2013	19:11	Property Damage Only	From opposite direction - both going straight - sideswipe	Snow/Slush
01349	Forker Rd	at Bigelow Gulch Rd	1.5300	04/22/2013	10:19	Property Damage Only	Entering at angle	Dry
01349	Forker Rd	at Bigelow Gulch Rd	1.5300	05/06/2013	17:25	Injury	From opposite direction - one left turn - one straight	Dry
01349	Forker Rd	0.10 mi. before Bigelow Gulch Rd	1.4300	07/15/2013	00:50	Injury	Fixed object	Dry
01349	Forker Rd	at Bigelow Gulch Rd	1.5300	08/28/2013	17:36	Injury	From opposite direction - one left turn - one straight	Dry
01349	Forker Rd	0.25 mi. before Bigelow Gulch Rd	1.2800	12/15/2013	07:58	Injury	Fixed object	Ice
01349	Forker Rd	at Jacobs Rd	1.0200	02/23/2014	19:43	Injury	From opposite direction - one stopped - head-on	Snow/Slush
01349	Forker Rd	0.10 mi. before Jacobs Rd	0.9200	04/14/2014	08:04	Property Damage Only	Vehicle strikes deer	Dry
01349	Forker Rd	106 ft. after Jacobs Rd	1.0400	12/08/2014	01:36	Injury	Fixed object	Ice
01349	Forker Rd	at Bigelow Gulch Rd	1.5300	01/18/2015	09:49	Property Damage Only	Entering at angle	Wet
01349	Forker Rd	53 ft. before Jacobs Rd	1.0100	06/30/2015	09:41	Property Damage Only	Vehicle overturned	Dry
01349	Forker Rd	0.10 mi. before Jacobs Rd	0.9200	10/25/2015	03:00	Property Damage Only	Fixed object	Dry
01349	Forker Rd	0.12 mi. before Jacobs Rd	0.9000	05/12/2016	16:16	Property Damage Only	Fixed object	Dry

Rd #	Road Name	Location	M.P.	Date	Time	Severity	Collision Type	Road Cond
01349	Forker Rd	at Jacobs Rd	1.0200	06/12/2016	16:19	Property Damage Only	Fixed object	Dry
01349	Forker Rd	158 ft. after Jacobs Rd	1.0500	07/18/2016	16:57	Injury	From opposite direction - both going straight - sideswipe	Dry
01349	Forker Rd	at Jacobs Rd	1.0200	07/23/2016	10:50	Injury	From same direction - both going straight - one stopped - rear-end	Dry
01349	Forker Rd	at Bigelow Gulch Rd	1.5300	08/06/2016	14:25	Property Damage Only	Fixed object	Dry
01349	Forker Rd	at Jacobs Rd	1.0200	09/07/2016	23:01	Property Damage Only	From opposite direction - both going straight - sideswipe	Dry
01349	Forker Rd	0.13 mi. after Jacobs Rd	1.1500	06/18/2017	16:25	Property Damage Only	Fixed object	Dry
01349	Forker Rd	at Bigelow Gulch Rd	1.5300	07/17/2017	19:45	Property Damage Only	From same direction - one left turn - one straight	Dry
01349	Forker Rd	317 ft. after Jacobs Rd	1.0800	12/01/2017	17:25	Injury	Entering at angle	Dry

2018 SRTC Call for Projects



Local Agency Project Endorsement

PROJECT TITLE: BIGELOW GULCH PROJECT 5

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