

A Joint Submission by:



Bigelow-Sullivan Corridor Freight Mobility & Safety Project

Infrastructure for Rebuilding America (INFRA)
Grant Application

FY 2020

PROJECT INFORMATION	
Project Name	Bigelow-Sullivan Corridor Freight Mobility & Safety Project
Project Sponsor	City of Spokane Valley
Was an INFRA application for this project submitted previously? (If Yes, please include title)	No

PROJECT COSTS	
INFRA Request Amount	\$33,184,868
Estimated Federal funding (excl. INFRA), anticipated to be used in INFRA funded future project.	\$8,412,616
Estimated non-Federal funding anticipated to be used in INFRA funded future project.	\$24,052,102
Future Eligible Project Cost (Sum of previous three rows).	\$65,649,586
Previously incurred project costs (if applicable).	\$6,108,764
Total Project Cost (Sum of 'previous incurred' and 'future eligible').	\$71,758,350
Are matching funds restricted to a specific project component? If so, which one?	<ul style="list-style-type: none"> FWHA HSIP and HIP funds restricted to Bigelow Gulch Road project components (\$6.8 million) FWHA CMAQ Improvement funds restricted to Sullivan Road intersection improvements (\$1.6 million)

PROJECT ELIGIBILITY	
Approx. how much of the estimated future eligible project costs will be spent on components of the project currently located on National Highway Freight Network?	\$65.6 million (100%)
Approx. how much of the estimated future eligible project costs will be spent on components of the project currently located on the National Highway System?	\$28.9 million (44%)
Approx. how much of the estimated future eligible project costs will be spent on components constituting railway-highway grade crossing or grade separation projects?	\$26.6 million (35%)
Approx. how much of the estimated future eligible project costs will be spent on components constituting intermodal or freight rail projects, or freight projects within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	\$8.1 million (12%)

PROJECT LOCATION	
State(s) in which project is located	Washington
Small or large project	Large
Urbanized Area in which project is located, if applicable	Spokane, WA Urbanized Area 83764
Population of Urbanized Area (According to 2010 Census)	387,487
Is the project located (entirely or partially) in an Opportunity Zone?	Partially within New Markets Tax Credits (NMTC) zone 53063011202. Opportunity Zone 53053014400
Is the project currently programmed in the: TIP or STIP?	Yes
MPO Long Range Transportation Plan State Long Range Transportation Plan State Freight Plan? (please specify in which plans the project is currently programmed, and provide the identifying number if applicable)	<ul style="list-style-type: none"> Spokane Regional Transportation Council (SRTC) <i>Horizon 2040</i> long range plan. Refer to Chapter 4, Table 4.6 Project Number G and Table 4.7 Project Number Q Washington State Department of Transportation (WSDOT) 2017 Washington State Freight System Plan. Refer to Appendix A, Exhibit 1-5 and Exhibit 1-6

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Executive Summary

The Bigelow-Sullivan Corridor forms an important link in the freight and goods transportation network, connecting key industrial areas, intermodal facilities, and commercial centers in the City of Spokane, Spokane County and the City of Spokane Valley. This Project is consistent with the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative as it will improve travel time for passenger and freight users of the corridor.

The Bigelow-Sullivan Corridor is identified as a National Highway Freight Network Critical Rural Freight Corridor, Critical Urban Freight Corridor and also a National Highway System Map-21 Principal Arterial. In addition to major industrial areas, the corridor is bookended by Class I railroads as well as the US 395 to the west and the SR 290 and I-90 to the east. Upgrades along the corridor are required to address growing traffic volumes, as the Bigelow-Sullivan corridor has become a preferred alternate route to the US 395 and I-90.

The Bigelow-Sullivan Mobility and Safety Improvement Project involves realigning and

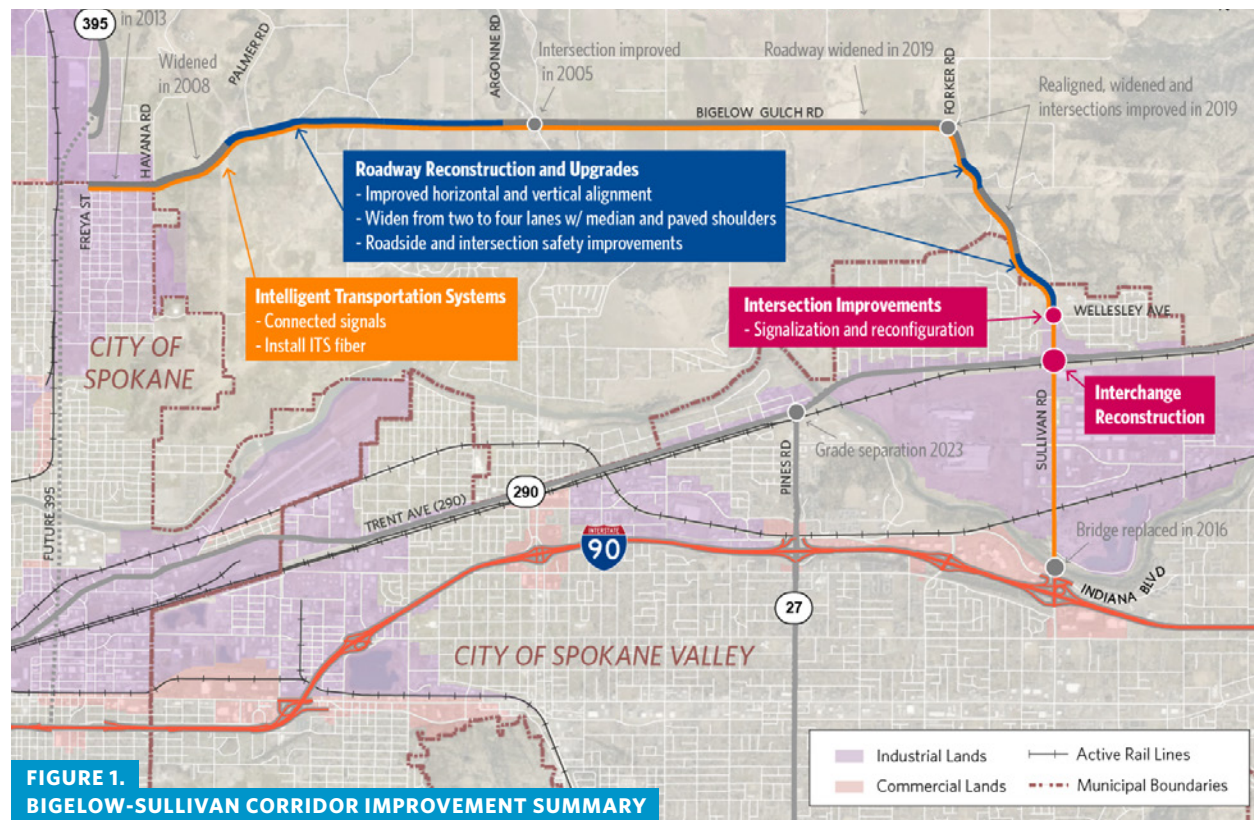
widening several sections of Bigelow Gulch Road from two to four lanes, with paved shoulders and turn lanes at intersections. Bigelow Gulch Road transitions into Sullivan Road at the east end of the corridor. Sullivan Road, already four lanes, will require intersection improvements at Wellesley Road and interchange reconstruction at Trent Avenue (SR 290) to ensure the flow of vehicles and heavy trucks. Intelligent Transportation Systems (ITS) are proposed along the length of the corridor to provide a connection to the Spokane Regional Traffic Management Center and the localized ITS infrastructure systems for the City of Spokane Valley, Spokane County, Washington State Department of Transportation, and the City of Spokane.

Considering all monetized benefits and costs, the estimated internal rate of return of the overall project is 13 percent. With a 7 percent real discount rate, the \$48.3 million investment would result in \$83.9 million in total benefits for a Net Present Value of \$35.6 million and a Benefit/Cost ratio of approximately 1.7. The full Benefit Cost Analysis is included in Appendix A.

BCA METRIC	7% DISCOUNT RATE
<i>Total Discounted Benefits (millions)</i>	\$83.9
<i>Total Discounted Costs (millions)</i>	\$48.3
<i>Net Present Value (NPV) in millions</i>	\$35.6
<i>Benefit-Cost Ratio</i>	1.7
<i>Internal Rate of Return</i>	13.1%
<i>Payback Period (years)</i>	8.2

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Project Summary

The City of Spokane Valley and Spokane County are working together to improve the Bigelow- Sullivan corridor. The program of projects is approximately 9.9 miles in length and facilitates east-west movements in the region while alleviating safety and congestion challenges on Interstate 90 (I-90) and the North Spokane Corridor (US 395).

The project completes the realignment and widening of Bigelow Gulch Road, interchange improvements at Sullivan Road and State Route (SR) 290, and the implementation of Intelligent Transportation Systems (ITS) along the length of the entire Bigelow-Sullivan Corridor, as shown in Figure 1.

The Bigelow-Sullivan Corridor forms an important link in the freight and goods transportation network, connecting intermodal and industrial activities in the greater Spokane region and enhancing inter-state freight movement between Idaho, Washington, and Canada. The project lies on a National Highway Freight Network Critical Rural Freight Corridor (CRFC), Critical Urban Freight Corridor (CUFC),¹ and also a National Highway System MAP-21 Principal Arterial².

¹ https://www.wsdot.wa.gov/sites/default/files/2014/09/22/FreightInvestmentPlan_Appendix_A_9_11_19_v2.pdf

² https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/washington/spokane_wa.pdf

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The existing Bigelow-Sullivan Corridor is used to bypass congestion on I-90 and US 395. Currently, approximately 17% of the average daily traffic along the Bigelow-Sullivan Corridor are heavy trucks³. It is expected that heavy truck traffic volumes will increase with the build out of industrial areas at either end of the Bigelow-Sullivan corridor. These trucks serve businesses with direct access to the corridor and transport goods for a variety of local, regional, and national businesses:

- Several food service distribution centers and regional grocers;
- A petroleum tank farm;
- An aluminum manufacturer with worldwide customers in the aerospace industry, automotive markets, and industrial sectors;
- An aggregate mine with asphalt and concrete batching operations;
- Various industrial warehousing and distribution centers,
- A newly constructed cross-laminated structural timber manufacturing facility, and
- A regional shopping center.

Several of the facilities listed rely on the corridor to complete its “first-mile, last-mile” transportation network, using trucks to transfer freight from the rail-spurs of the industrial parks to trucks for local hauling.



FIGURE 2. NORTHEAST PUBLIC DEVELOPMENT AUTHORITY (NEPDA) INDUSTRIAL AREA TO THE WEST OF THE CORRIDOR AND SPOKANE BUSINESS AND INDUSTRIAL PARK (SBIP) AND GREATER SPOKANE VALLEY INDUSTRIAL AREA AT THE SOUTHEAST END OF THE CORRIDOR.

³ City of Spokane Valley Large Vehicles: Percentage of ADT, December 17, 2019

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FIGURE 3.
US 395 / NORTH SPOKANE CORRIDOR
CONSTRUCTION MAP. SOURCE: WSDOT

The Bigelow-Sullivan Corridor project improves reliability and redundancy between the new US 395, US 2, and I-90. US 395 is currently under construction by WSDOT and partially completed at this time. The current terminus is at the connection to Bigelow Gulch Road, as shown in Figure 3. US 395 is a National Highway System (NHS) route, as well as a designated NAFTA (North American Free Trade Agreement) corridor, and has seen a significant increase in freight traffic since designation.

As mentioned in the USDOT's Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative, corridors like Bigelow-Sullivan "are critically important for domestic production and export of agriculture, mining, and energy commodities, as well as the quality of life for all Americans."⁴ The Bigelow-Sullivan Corridor provides a safe and less-congested alternate route for freight trucks passing through the Spokane region and provides greater efficiency over the Spokane region's urban arterial and urban highway system.

Bigelow Gulch Road

The City of Spokane's Northeast Public Development Authority (NEPDA) is served by major freight corridors and connectors like Bigelow Gulch Road, US 395 (a NAFTA corridor) and BNSF railway. The NEPDA is home to over 507 acres of industrial land that is home to manufacturing, logistics, aerospace and energy businesses.

Currently Bigelow Gulch Road is a two-lane rural major collector⁵ with a deadly crash

⁴ <https://www.transportation.gov/rural>

⁵ <https://www.spokanecounty.org/DocumentCenter/View/107/Arterial-Road-Plan-Map-PDF?bidId=>

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history due to the absence of passing lanes, poor sightlines, steep grades, and sharp curves. At its eastern end, Bigelow Gulch Road includes a series of sharp turns onto Forker Road and Progress Road before it connects to Sullivan Road, creating congestion as vehicles are forced to slow down.

Improvements will widen Bigelow Gulch Road from a two-lane undivided roadway to four lanes, allowing for truck climb lanes and passing lanes for faster moving vehicles. Other

improvements include turn lanes at intersections; and where needed, realigning the roadway to improve horizontal and vertical curves. Improvements will transform the existing narrow, winding and steep two-lane road into a four lane freight corridor meeting current alignment and safety standards. WSDOT's Freight & Goods Transportation System (FGTS) rated Bigelow Gulch Road as a Tier-2 (T-2) truck route carrying between 4 million and 10 million tons of freight annually⁶.

Bigelow Gulch Road improvements were 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". Bigelow Gulch Road has been identified as a high priority in the Activities and Recommendations Report of the Washington State Freight Mobility Strategic Investment Board (FMSIB 2003), and remaining components a priority in WSDOT's 2017 Washington State Freight System Plan⁷ and FSMIB 2019⁸.

Over the last 12 years, Spokane County has been incrementally constructing improvements along the Bigelow Gulch corridor. Several sections of the Bigelow Gulch corridor have been brought up to four lane rural arterial standard. Key intersections have been reconfigured to improve safety. Examples of improvements are included in Figure 5.

⁶ <https://www.wsdot.wa.gov/Freight/FGTS/>

⁷ <https://www.wsdot.wa.gov/publications/fulltext/freight/Freight-Plan-2017SystemPlan.pdf>

⁸ http://www.fmsib.wa.gov/dcs/annuals/20200121-FMSIB2019_AnnualReport_ElectronicCopy.pdf

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Bigelow Gulch Project Components

Bigelow Gulch Road improvements are scheduled for construction in the next three years. As shown in Figure 1, the three Bigelow Gulch Road components remaining to be realigned and widened are as follows:

- From Palmer Road and Argonne Road
- From the recently completed Forker Road connection to a realigned Progress Road
- From the south end of Progress Road to Wellesley Avenue

In addition to the roadway widening and realignment listed above, ITS fiber would run along the length of the Bigelow-Sullivan corridor, connecting from US 395 at Freya Street and Francis Avenue, just west of the project's western extent. This will provide a direct connection into the Spokane Regional Traffic Management Center (SRTMC), the City of Spokane Valley ITS system, WSDOT ITS fiber, and the City of Spokane ITS system creating a redundant loop (once connected to the Sullivan ITS) to support the I-90 ITS backbone in the region.

Sullivan Road

The Sullivan Road/SR 290 interchange connects rural freight traffic with one of the region's busiest urban corridors. Sullivan Road between I-90 and SR 290 is home to 9,000 jobs, 85% of which are directly related to freight.⁹ Sullivan Road south of SR 290 is a WSDOT Freight and Goods Transportation System (FGTS) T-2 freight corridor that turns into a T-1 freight corridor south of Euclid Road and continues to its I-90 connection, carrying over 10 million tons of freight annually¹⁰.

⁹ <https://onthemap.ces.census.gov/> (2017 job data, area of I-90, SR 290, Evergreen Rd., Long Rd.)

¹⁰ <https://www.wsdot.wa.gov/freight/fgts>

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Reconstruction of the Sullivan Road/SR 290 interchange is a critical element to the proposed Bigelow-Sullivan corridor project. The connection of Bigelow Gulch Road into Sullivan Road will dramatically impact the operations of the SR 290 interchange. Peak hour traffic volumes are expected to increase from 1,400 existing trips to 2,400 future trips once Bigelow Gulch Road improvements are complete¹¹. Without reconstruction of the SR 290 interchange, it is expected that both westbound and eastbound ramp intersections will drop from Level of Service (LOS) B to F by year 2040¹². This increase in traffic and decrease in LOS will degrade the safety of the existing interchange, slow the movement of rural freight into the urban area, and ultimately restrict economic growth in the region.

The Spokane Regional Transportation Council's (SRTC's) planning document, [Horizon 2040](#), identifies the Sullivan Road corridor as a "Freight Focused Employment Activity Center" that will experience an increase in density of employees through the year 2040. Included in the industrial zoned area south of SR 290 is the Spokane Business and Industrial Park. "The Park" is home to 615 acres of industrial space including 70 buildings and over 5 million square feet of building space with access to rail service to both Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) railways. It is one of the largest industrial parks in the nation.¹³

Over the last 10 years, the City has been committed to enhancing this corridor in order to accommodate its heavy freight volumes. Since 2010, the City spent over \$5 million to reconstruct intersections of Sullivan Road at Sprague Avenue, Broadway Avenue, Indiana Avenue, and Euclid Avenue. In 2016, Spokane Valley completed the \$16 million replacement of the 60-year old structurally deficient Sullivan Bridge that crosses the Spokane River. All these projects reinforce the importance of this freight-heavy corridor to the city and greater Spokane region.

¹¹ Sullivan Road Corridor Study (2014) <https://www.spokanevalley.org/filestorage/6836/6896/6914/SullivanRdCorridorStudy2015.pdf>

¹² *ibid*

¹³ <https://www.spokanevalleyed.org/properties-2/industrial-business-parks/>

Sullivan Road Project Components

The Sullivan Road Corridor Study, completed in 2015, recommends several short-term and long-term improvements. Recognizing the increases in volumes from the improved Bigelow Gulch Road connection, the City of Spokane Valley must construct the following projects to accommodate freight mobility and improve safety along the corridor:

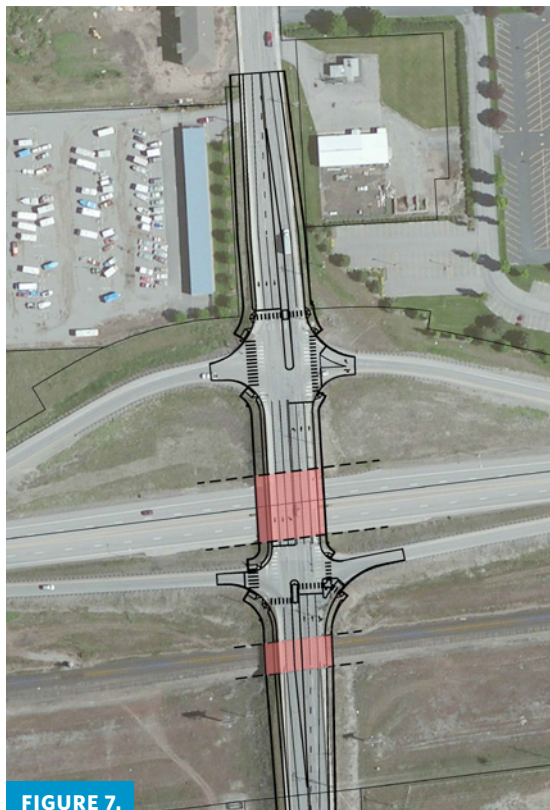


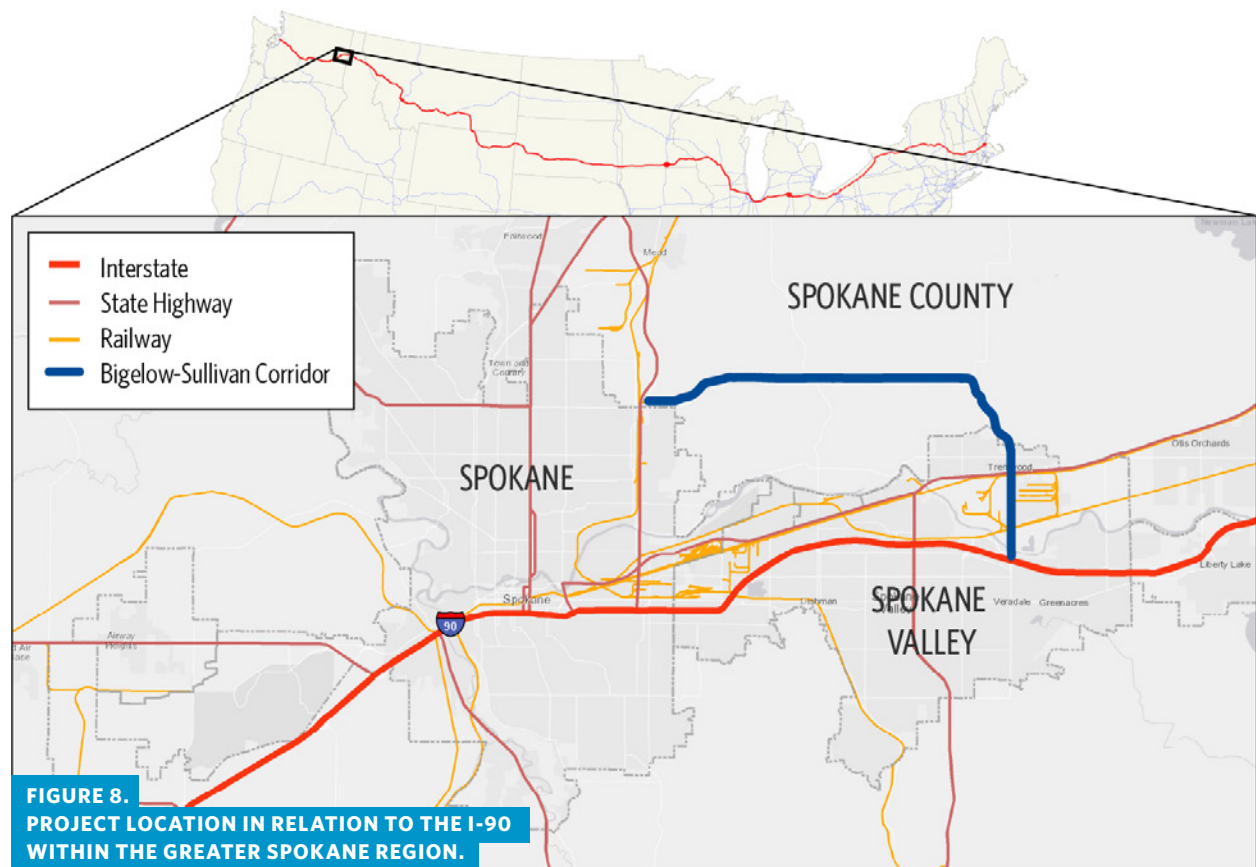
FIGURE 7. BRIDGE AS CONSTRUCTED IN 1960 (TOP), INTERCHANGE IMPROVEMENT CONCEPT (BOTTOM). SOURCE: CITY OF SPOKANE VALLEY

- Reconstruct and signalize the intersection of Wellesley Avenue and Sullivan Road. This will be constructed with Bigelow Gulch Road's connection to Sullivan Road in 2021.
- Replace the existing diamond interchange originally built in 1960 at SR 290/Trent Avenue and Sullivan Road (see Figure 7). The City is evaluating an improved signalized interchange for this project. The evaluation includes safety, cost, operability, right of way needs and environmental impacts. The final design decision will be agreed upon by the City Council and WSDOT.
- Install ITS infrastructure from Indiana Ave at I-90 to SR 290, connecting the City's existing signalized intersections along the Sullivan Corridor between two interstate routes. This will be constructed in 2020.
- Continue ITS fiber from Wellesley Avenue to SR 290, connecting the new interchange with the traffic signal at Wellesley as well as connecting into the planned ITS network along Bigelow Gulch. The connected ITS system will provide a redundant loop to the WSDOT I-90 backbone. Interconnecting signals along Sullivan Road will promote traffic flow along the entire Bigelow-Sullivan Corridor.

Project Location

The Bigelow-Sullivan Corridor is located in eastern Washington, adjacent to the National Highway System (NHS) route I-90.

I-90 is the longest interstate highway in the U.S., with a western terminus in Seattle and eastern terminus in Boston. I-90 is one of the few continuous east-west routes in across the northern US.

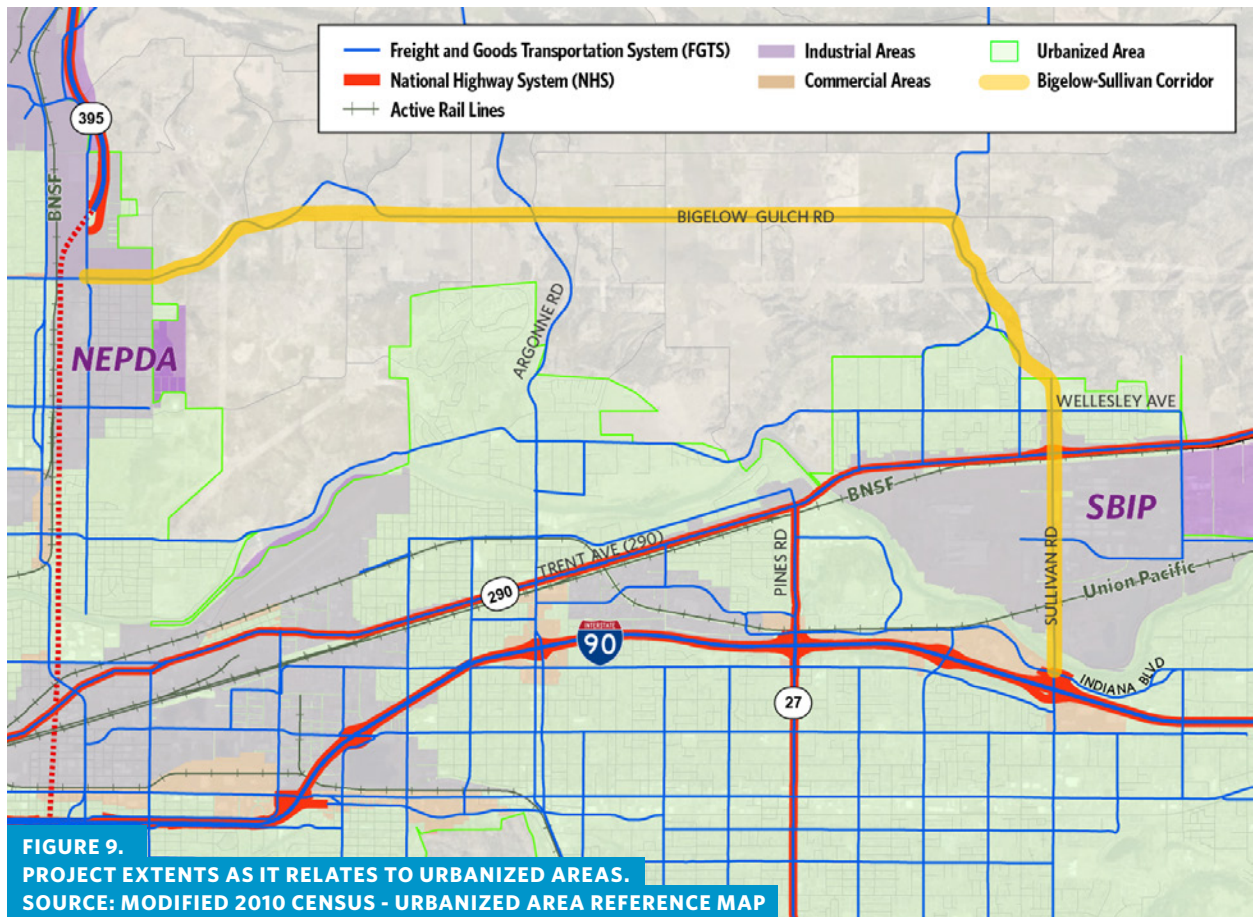


As shown in Figure 9, the corridor connects the Census-designated urbanized areas of the City of Spokane to the City of Spokane Valley via Spokane County. In the west, the corridor begins in the City of Spokane municipal boundaries, at the intersection of Freya Street & Francis Avenue. In the east, the corridor ends at the intersection of I-90 & Sullivan Road in the City of Spokane Valley.

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The project lies on both a National Highway Freight Network Critical Rural Freight Corridor, Critical Urban Freight Corridor¹⁴ and also two National Highway System MAP-21 Principal Arterials¹⁵. The corridor is anchored at each end by Class I Railroads, transloading facilities and the region's largest industrial parks. In the west, the corridor provides a direct connection to the US 395 and the **Northeast Public Development Authority**. To the east, the corridor intersects with Spokane Valley's **Spokane Business & Industrial Park (SBIP)**, as well as SR 290 (Trent Avenue) and its extension into North Idaho as Idaho SR 53, which connects into US 95 that extends into Canada.



¹⁴ https://www.wsdot.wa.gov/sites/default/files/2014/09/22/FreightInvestmentPlan_Appendix_A_9_11_19_v2.pdf

¹⁵ https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/washington/spokane_wa.pdf

Project Parties

The City of Spokane Valley is the project sponsor. The City is working closely with Spokane County on coordinating the funding, timing, and integration of project components. The City is also working closely with WSDOT in regards to the preferred design of the SR 290 interchange. All three parties have a longstanding history of collaboration to deliver infrastructure improvement projects in the Spokane region.

In addition to WSDOT, there are numerous stakeholders who support the project:

- U.S. Senator Patty Murray
- U.S. Senator Maria Cantwell
- U.S Representative Cathy McMorris Rodgers
- Washington State Senator Mike Padden
- Washington State Representative Bob McCaslin
- Washington State Representative Matt Shea
- Washington State Department of Transportation
- BNSF Railway (via Great Northern Corridor Coalition)

“The accommodation of freight, intelligent transportation systems and the rebuilding of aging infrastructure such as the Trent/Sullivan interchange will both enhance safety to the citizens of the region and provide support to the state system to move goods, services and people efficiently.”

**- ROGER MILLAR,
WSDOT SECRETARY OF TRANSPORTATION**

“This project is key to the growth and prosperity of the Spokane region and its booming manufacturing and industrial businesses.”

**- MAYOR NADINE WOODWARD,
CITY OF SPOKANE**

- Transportation Improvement Board
- Freight Mobility Strategic Investment Board
- City of Spokane
- City of Millwood
- City of Liberty Lake
- Spokane Regional Transportation Council
- Spokane Northeast Public Development Authority
- Crown West Realty (Spokane Business & Industrial Park)
- Greater Spokane Valley Chamber of Commerce
- Greater Spokane Incorporated
- Spokane Transit Authority
- West Valley School District
- Central Valley School District
- East Valley School District
- Spokane Area Good Roads Association
- Inland Empire Distribution Systems (IEDS) Logistics

Letters of support are available in Appendix B and online via the City's project website:

www.spokanevalley.org/sullivancorridor.

Grants, Funds, Sources and Uses of All Project Funding

The total estimated project cost is \$71.8 million. Funding is sourced from a variety of local, state and federal programs. A breakdown of previously completed projects, previously incurred costs and future eligible costs is provided in Table 1. The Bigelow-Sullivan Corridor has been a project on the record since 2005. Since that time, over \$55 million in safety and mobility upgrades have been achieved along several segments of the Corridor¹⁶. Previously incurred costs include design and engineering, right-of-way acquisition, NEPA, community outreach and early works.

Table 1. Summary of Overall Project Costs

PROJECT ACTIVITY	AMOUNT (MILLIONS)
Previously Completed Projects	\$55.0
Previously Incurred Eligible Costs	\$6.1
Future Eligible Costs	\$65.6
Total	\$126.7

For all future eligible project costs, 49% have been secured or are in the process of being secured from non-INFRA sources. Spokane Valley and Spokane County are requesting at total of \$33.2 million dollars in INFRA funds, which totals 51% of future project costs. All non-Federal funding commitments are detailed in Appendix C.

Table 2. All Future Eligible Project Costs

FEDERAL OR NON-FEDERAL	FUNDING PARTNER	DESCRIPTION	AMOUNT (MILLIONS)	FUNDING PERCENT
<i>Non-Federal</i>	City of Spokane Valley	Secured	\$1.1	2%
<i>Non-Federal</i>	City of Spokane Valley or State Funds	Expected	\$3.53*	5%
<i>Non-Federal</i>	Northeast Public Development Authority	Secured	\$0.02	0%
<i>Non-Federal</i>	<ul style="list-style-type: none"> ▪ County Road Administration Board (CRAB) Rural Arterial Program (RAP) ▪ Spokane County Road Fund ▪ Transportation Improvement Board (TIB) ▪ Freight Mobility Strategic Investment Board (FMSIB) 	Secured	\$19.4	30%
<i>Federal</i>	FWHA's Congestion Mitigation and Air Quality Improvement (CMAQ)	Secured	\$1.6	2%
<i>Federal</i>	<ul style="list-style-type: none"> ▪ FWHA's Surface Transportation Program Grant (STPGR) ▪ FWHA's Highway Safety Improvement Program (HSIP) ▪ FWHA's Highway Infrastructure Program (HIP) 	Secured	\$6.8	10%
Federal	INFRA FY 2020	Requested	\$33.2	51%
Total Future Eligible Costs			\$65.6	100%

¹⁶ Includes Bigelow Gulch Road previously completed projects; Sullivan Road intersection improvements and bridge replacement over the Spokane River.

*If awarded INFRA funding, the City would pursue all federal and non-federal sources to obtain the necessary funding amounts. For the purposes of this application, this \$3,500,000 is assumed to be non-federal. However, if Federal Funds were obtained for this \$3,500,000, the project would still comply with the maximum federal funding limitation of 80% of the total project cost.

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The majority of the project funds will be spent on construction activities as shown in Table 3. The majority of engineering, design, and property acquisition activities have been completed and related costs previously incurred.

Table 3. Sources of Funds by Phase

PROJECT ACTIVITY	NON-FEDERAL FUNDS (MILLIONS)	% OF TOTAL	INFRA FUNDS (MILLIONS)	% OF TOTAL	OTHER FEDERAL FUNDS (MILLIONS)	% OF TOTAL	TOTAL
<i>Engineering, Design and Administration</i>	\$2.8	85%	\$0.2	6%	\$0.3	9%	\$3.3
<i>Right-of-Way Acquisition</i>	\$1.4	23%	\$0.0	0%	\$4.6	77%	\$6.1
<i>Construction</i>	\$19.9	35%	\$33.0	58%	\$3.5	6%	\$56.0
Total*	\$24.1	37%	\$33.2	51%	\$8.4	13%	\$65.6

*Table totals may not add due to rounding.

The project has sufficient contingency amounts to cover unanticipated cost increase and are detailed in Appendix E. For components that have been designed, contingency is 15%, for project components under design, contingency is 25%.

Table 4 details any funds with conditions or restrictions and the controls in place to meet those conditions or restrictions.

Table 4. Secured Funding Conditions

SOURCE OF FUNDS	CONDITIONS	CONTROLS
<i>Freight Mobility Strategic Investment Board (FMSIB)</i>	Funds restricted to Bigelow Gulch Road improvements. Funds scheduled for 2019-2023 and the FMSIB board can defer projects not progressing per schedule.	Projects are on schedule and regular communication and updates are provided to the Board to show progress.
<i>Rural Arterial Program (RAP)</i>	Fund restricted to Bigelow Gulch improvements. County must be in compliance with WAC 136-150.	County is in compliance and maintained a Certificate of Good Practice as required.
<i>Transportation Improvement Board (TIB)</i>	Funds restricted to Bigelow Gulch improvements. Funds can only be used for highways or roads and agreement is not to exceed 10 years without approval.	Funds are programed for road project construction items in 2021.
<i>Congestion Mitigation and Air Quality Program (CMAQ)</i>	Funds tied to North Sullivan ITS Project and also Sullivan/Wellesley Intersection.	Projects on track to meet construction in 2020 and 2021 respectively.
<i>Highway Safety Improvement Program (HSIP)</i>	Limited to safety improvement elements for specific intersections along Bigelow Gulch Road.	Agreement already in place with WSDOT the project administrator for utilization of funds.
<i>Highway Improvement Program (HIP)</i>	Funds tied to Bigelow Gulch Road improvements must be obligated by September 30, 2022.	Project construction scheduled for Spring 2021. Obligation of funding anticipated by December 18th, 2020.

Merit Criteria

The benefits and costs associated with the Project are summarized in Table 5.

The benefits and costs are calculated over the life-cycle of the Project, following the latest U.S. Department of Transportation (DOT) guidance.¹⁷ Construction sequencing is expected to provide benefits prior to the complete construction of the full project. It is anticipated that the Project will be substantially complete by December 2025 with project closeout continuing into 2026. The BCA captures benefits and costs over a 20-year period. All benefits are monetized using U.S. DOT guidance or industry best practices to present a rigorous and conservative analysis.

Table 5. Summary of Benefit-Cost Analysis Results

PROJECT EVALUATION METRIC	CONSTANT \$	DISCOUNTED
Total Benefits	\$214.6	\$83.9
Total Costs	\$61.9	\$48.3
Net Present Value	\$152.7	\$35.6
Benefit-Cost Ratio	3.47	1.74
Return on Investment	247%	74%
Payback Period (years)	6.30	8.17
Internal Rate of Return (%)	13.1%	

The project is predicted to generate \$83.9 million in benefits from a \$48.3 million investment, resulting in a net present value of \$35.6 million and a benefit-cost ratio of 1.7 at a 7% discount rate.

The benefits and benefactors of the Project include:



Travel Time Savings: Improved travel time for travelers (automobile and passengers) and movement of goods (trucking and freight haulers) by saving 6.7 million person hours of travel time, equaling \$43.6 million at 7% discount.



Vehicle Operating Cost Savings: Reduced vehicle operating costs for travelers and movements of goods by avoiding 39.3 million vehicles miles traveled, equaling \$7.8 million at 7% discount.



Safety Benefit: Reduction in anticipated collisions for the traveling public by 29%, equaling \$28.5 million at 7% discount.



Environmental Improvements: Reduction of emissions by 31,692 tons, resulting in \$0.2 million at 7% discount.



Incremental Operations and Maintenance Savings: Reduction in operations and maintenance costs from bringing infrastructure to a state of good repair, resulting in \$2.1 million at 7% discount.



Residual Value: Remaining value of infrastructure in a state of good repair at the end of the study period, equaling \$1.7 million at 7% discount.

¹⁷ USDOT, *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, January 2020.

Supporting Regional Economic Vitality

This Project is consistent with the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative as it will improve travel time for passenger and freight users of the corridor. Spokane Valley's Northeast Industrial Area, as well as the Spokane Business and Industrial Park are fast growing areas in the Spokane region, with industrial businesses like Katerra coming into the region and requiring movement of freight. The west end of Bigelow Gulch Road is typically weight restricted during the spring due to the freeze-thaw cycle and the inadequate existing road structure, which creates delays for freight movement in the region. The completion of this project will reduce freight travel time by 13 percent, which will provide increased freight circulation, add freight network redundancy by providing an additional freight route option, and expedite movement of goods within the region.

The Project currently serves over 4,500 trucks on a daily basis, accounting for as much as 17% of daily traffic. The corridor is classified as a T-2 route from Havana to Argonne, and currently accommodates 4.6 tons of freight per year. The corridor accommodates 3.0 tons of freight per year between Argonne and Forker and 2.7 tons per year between Forker and Trent and is classified as a T-3 route. The corridor then transitions to a T-2 route between Trent and Euclid, accommodating 6.0 tons of freight. Another transition occurs south of Euclid, where the corridor is classified as a T-1 route between Euclid and I-90 and currently accommodates 17 million tons of freight per year. Freight traffic is expected to continue to grow upon completion of the Project, with expectations of hauling over 19 million tons of freight per year along the Project.

This Project is also consistent with the ROUTES Initiative as it will improve the condition of the roadway infrastructure serving the national and regional agricultural and industrial economic activity. This Project will improve the safety of the rural corridor by:

- Reducing roadway vertical grades
- Providing truck passing lanes
- Reducing horizontal curves
- Installing intersection lighting
- Providing wide shoulders
- Separating travel lanes by a median
- Installing ITS infrastructure to alert drivers and enhance incident response activity

These improvements are expected to reduce crashes along the Project by 29%. A description of the crash prediction analysis is included in Appendix A of the BCA methodology.

Leveraging of Federal Funding

The Project maximizes federal investments in a number of ways. It:

- Leverages \$33.2 million in INFRA funding to complete a \$126.7 million improvement to enhance a local, national, and international freight corridor.
- Maximizes the use of the existing federal funds already along the project corridor.
- Capitalizes on almost \$60 million of funding in already completed projects along the corridor

THE PROJECT'S FINANCIAL PLAN CONSISTS OF FUNDING FROM THE FOLLOWING, NON-FEDERAL SOURCES:	
▪ Freight Mobility Strategic Investment Board	▪ County Road Funds
▪ Rural Arterial Program	▪ City Real Estate Excise Tax
▪ Transportation Improvement Board	▪ City General Fund
▪ Northeast Public Development Authority	

The above funding sources combine for a total of **\$24.1 million in non-federal funding** on future eligible project costs, or 37% of the Project funding.

THE PROJECT PARTNERS HAVE ALSO SECURED FEDERAL FUNDS FROM THE FOLLOWING SOURCES:	
▪ Congestion Mitigation and Air Quality Program	▪ Surface Transportation Block Grant
▪ Highway Safety Improvement Program	▪ Highway Improvement Program
▪ Surface Transportation Program	▪ Federal Freight Program

The above funding sources combine for a total of **\$8.4 million in federal funding** on future eligible project costs, or 13% of the Project funding.

The Project partners have accounted for operations and maintenance of the facilities in their local budgets. These budgets utilize solely non-federal dollars fully funding the life cycle costs associated with the Project components.

Potential for Innovation

Innovative Technology

The Project will incorporate innovative approaches to safety and technology through the design and construction phases.

THE DESIGN OF ITS INFRASTRUCTURE ALONG THE CORRIDOR WILL INCLUDE THE FOLLOWING:	
<ul style="list-style-type: none"> Provide for adaptive signal timing along the corridor 	<ul style="list-style-type: none"> Appropriate hardware to connect the 9 traffic signals along the corridor
<ul style="list-style-type: none"> Dynamic Message Signs (DMS) strategically located along the corridor to alert drivers of travel time & incident information 	<ul style="list-style-type: none"> Extension of ITS fiber and appropriate hardware at the Sullivan/Indiana traffic signal to allow connection into the I-90 regional ITS backbone structure
<ul style="list-style-type: none"> Corridor ITS fiber optic connecting into the Spokane Regional Traffic Management Centre (SRTMC) 	<ul style="list-style-type: none"> Addition of closed circuit television (CCTV) cameras along the corridor
<ul style="list-style-type: none"> Connection to and installation of permanent traffic count stations along the corridor 	<ul style="list-style-type: none"> Provide framework for emerging connected vehicle technology

The installation of ITS fiber optic lines along the corridor, with connection into the SRTMC and strategically located signs and cameras, will enhance safety by improving incident response activities through the 24/7 monitoring that currently occurs at the SRTMC. In addition, SRTMC operators can assist maintenance crews during events, such as snow storms, by guiding the crews to the most impacted locations along the corridor for quick maintenance response, which reduces the delay and enhances safety to the traveling public. ITS components, at strategic locations, facilitate and optimize coordination between regional jurisdictions and allows for the best possible movement of vehicles and freight during hours of congestion, collision incidents, and planned events.

The connection of traffic signals along the corridor allows for traffic signal coordination, which will reduce delay and reduce crashes caused by congestion along the corridor. The traffic signal coordination will also improve the efficiency of freight travel and reduce the cost of freight mobility by reducing the travel time along the corridor. The City will continue to coordinate with the Spokane Transit Authority (STA) to identify ITS features to implement at the traffic signals along the corridor that will enhance multi-modal travel, such as traffic signal prioritization.

The connection into the US 395 and I-90 creates a redundant regional ITS loop for the I-90 ITS backbone infrastructure. This connection also allows for the ability of the local agencies to collect real-time vehicle count and occupancy data from the traffic signal detection systems that are connected into the ITS infrastructure.

The City of Spokane Valley, Spokane County, and WSDOT are regional partners with the SRTMC and will utilize the regions ITS infrastructure to clearly and effectively communicate construction activities, anticipated traveler delays, and impacts to the general public for this project. The partners will also review opportunities during construction to implement additional

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work-zone ITS technologies, including wireless temporary traffic signals and connected speed management systems.

Innovative Project Delivery Practices

The City of Spokane Valley may consider using Design-Build procurement for the Sullivan/SR 290 interchange phase of the Project as well as accelerated bridge construction technologies such as Prefabricated Bridge Elements and Systems (PBES).

The City of Spokane Valley, Spokane County, and WSDOT utilize the WSDOT Practical Solutions Design Guide for implementation of the phases to this Project. Adherence to this process ensures the specific project needs are focused to guide decision making that results in the maximum benefit to the overall system and not just the maximum Project benefit.

Performance and Accountability

The City of Spokane Valley and Spokane County support the Department's performance and accountability program objectives of reaching construction and project completion in a timely manner and achieving transportation performance objectives that support economic vitality and improve safety. The City of Spokane Valley and Spokane County are committed to delivering the project per the construction schedule as described in the Project Readiness section of this application. If the construction schedule is not met, Spokane Valley acknowledges and agrees to accept that its INFRA award may be subject to forfeit or return of up to 10%. Key milestone dates for the Project components and measurable indicators are summarized in the table below.

PROJECT ELEMENT	CONSTRUCTION DATE		TRAVEL TIME SAVINGS (HRS)	COLLISION REDUCTION (CRF)	TRAFFIC DELAY REDUCTION (SEC/VEH)
	BEGIN	END			
<i>Corridor Improvements</i>	2020	2026	333,522	24%	0.51

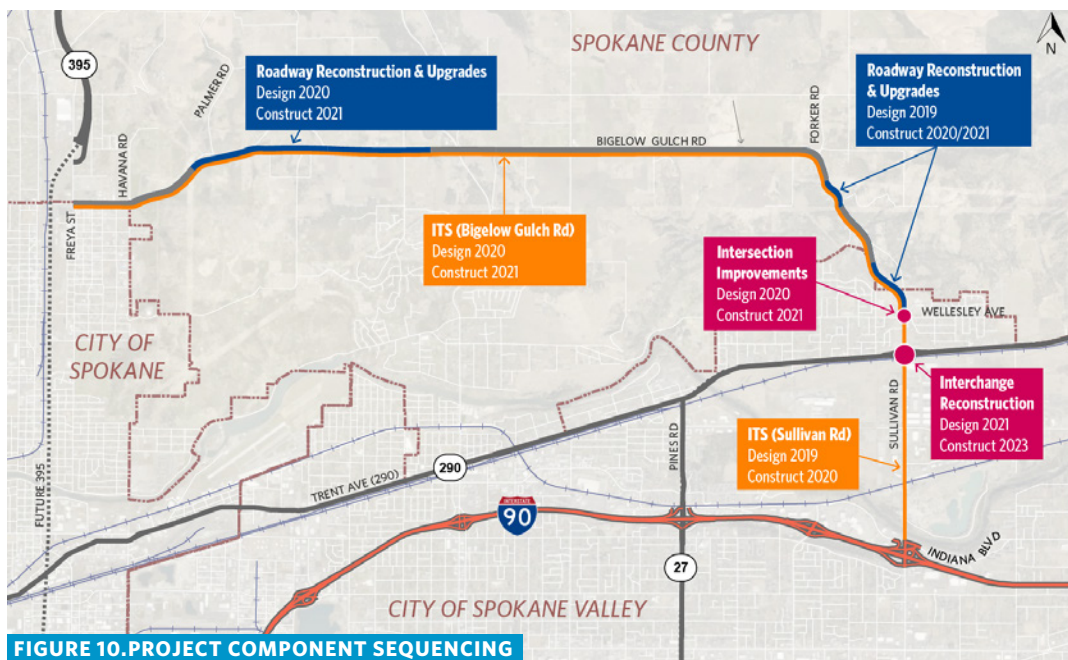
The City of Spokane Valley and Spokane County are committed to ensure the Department's allocated funds are utilized in a manner to achieve desired outcomes within a schedule and that future maintenance and operations of the investment are secured for long term results. The lifecycle costs for maintenance and operations of the Project are on average \$8,400 per year for the Sullivan improvements, which will be the responsibility of the City, and \$149,000 on average per year for the Bigelow improvements, which will be the responsibility of the County. However, these costs are less than the expected operations and maintenance costs in the absence of the Project.

These costs will be incorporated into the respective maintenance, operations, and asset management plans that are locally funded. Each entity identifies the source of funding within their respective jurisdiction, and generally includes the use of Real Estate Excise Tax (REET) funds, Telephone Tax funds, County Road Funds, and General Funds. These funds are provided to each entity and are not subject to diversion.

Project Readiness

Technical Feasibility

The technical feasibility of the Project has been thoroughly established through previous planning and preliminary engineering efforts. Portions of the Project have already been designed and constructed, including the Bigelow/Argonne intersection improvement and the Bigelow/Forker intersection improvement. The North Sullivan ITS improvements and the Bigelow Gulch Road improvements east of Forker Road will be constructed in 2020. The Sullivan/Wellesley intersection improvement and the remaining Bigelow Gulch Road improvements will be constructed in 2021. Design plans for the remaining portions will be developed in 2021 and 2022 with construction thereafter. All portions of the Project will be started, with funding obligated prior to September 2023.



Statement of Work

The Bigelow Gulch rural two-lane undivided roadway will be reconstructed to a four-lane roadway with approximately a 10' wide center median v-ditch and two lanes in each direction. Paved shoulders up to 8' wide will be provided for the length of the project. The existing steep grades will be reduced to meet current standards and the sharpness of horizontal curves will be corrected to reduce risks associated with the winding horizontal alignment. Across the corridor, left turn pockets will be provided at needed locations, and truck climbing lanes will be added to support mobility and reliability. The 2020 construction of ITS infrastructure from I-90 to SR 290 will accommodate the project's extension of ITS along the Bigelow-Sullivan Corridor. New

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ITS infrastructure includes closed circuit television cameras, digital message signs, permanent traffic count stations, and framework capable of supporting emerging connected vehicle technology.

The Sullivan Road/SR 290 interchange project replaces the 4-lane bridge with a 6-lane bridge. Vehicles at the existing signalized intersections must turn left from a “through-left” lane that puts turning traffic at risk of collision with through traffic and also slows north-south traffic through SR 290 and the Bigelow-Sullivan Corridor. The project provides a dedicated left-turn lane for each direction of travel, creating a safe, reliable environment for left-turning traffic accessing SR 290. The project improves shoulder space at corners to better accommodate new traffic signal infrastructure and pedestrian facilities. Engineering design will coordinate with WSDOT to evaluate improvements to the existing 15.5’ bridge clearance in the westbound lanes of SR 290. Reconstructed footings and wingwalls will also be coordinated with both WSDOT and BNSF Railway. The widening of the Sullivan Road bridge over the rail tracks will be a coordinated effort that will rely heavily on BNSF Railway cooperation and transparency with respect to crossing requirements. BNSF Railway has alluded to self-funding the reconstruction of the Sullivan bridge over its tracks in years past but it is unclear if funding for BNSF’s proportionate share of the project is available.

Project Schedule

As shown in the Project schedule below, the first phase of construction will begin in spring of 2021, with the final construction obligation anticipated in the first quarter of 2023. Closeout of the project is expected in 2026, with on-going project reporting of performance metrics thereafter.

ACTIVITY	PROJECT SCHEDULE AND CONSTRUCTION PHASING							
	2020	2021	2022	2023	2024	2025	2026	
Public Engagement	■	■	■	■	■	■	■	■
Design	■	■	■	■	■	■	■	■
ROW Acquisition	■	■	■	■	■	■	■	■
Construction		■	■	■	■	■	■	■
Substantial Completion					■		■	
Project Closeout					■	■	■	■
Accept INFRA Grant	X							
INFRA Obligation		X						
INFRA Reporting		■	■	■	■	■	■	■



Required Approvals

Environmental Permits and Reviews

The environmental permitting status of the Project is listed in the table below:

APPROVING ENTITY	CORRIDOR SECTION	RECEIVED/STATUS
<i>National Environmental Policy Act (NEPA)</i>	Bigelow Gulch	Environmental Assessment approved April 10, 2008 by FHWA issued Finding of No Significant Impact (FONSI). Environmental Assessment Reevaluation approved March 17, 2015. https://www.spokanecounty.org/3818/Bigelow-Gulch-2015-EA-Re-evaluation
	Sullivan Road	Sullivan/Trent NEPA Class II CE August 22, 2006 https://www.srtc.org/bridging-the-valley/
<i>State Environmental Policy Act (SEPA)</i>	Bigelow Gulch	NEPA approved on March 17, 2015
	Sullivan Road	To be completed prior to construction
<i>Section 404 Permit</i>	Corridor wide	Completed for each construction phase as needed
<i>Public Engagement</i>	Bigelow Gulch	3/22/2006 - 3/21/2019
	Sullivan	3/10/2015 - 2/4/2020

The City of Spokane Valley and Spokane County perform site specific NEPA/SEPA reviews through the preliminary engineering phase of each project. The partners also substantially coordinate the environmental reviews through WSDOT Local Programs, and have a great record of success on this project as proven by the construction of previous segments of Bigelow Gulch Road and Sullivan Road improvement projects to date.

Public engagement is the cornerstone of every project for the City and the County. Public involvement to date on the project extends back to 1999 on Bigelow Gulch. Over a dozen public involvement events, from City Council and County Commissioner meetings to public open houses, have occurred for the Bigelow Gulch and the Sullivan Road projects independently in the last 5 years. These public involvement events have been open to the public and have been well attended. A list of those public meetings are provided in Appendix D.

In the case of Bigelow Gulch, public engagement and coordination has resulted in several driveway design changes to meet the needs of the individual property owners. The public engagement for the Sullivan/Wellesley intersection improvement has resulted in the intersection configuration to be a traffic signal instead of a roundabout, and close coordination with the East Valley School District is ongoing to ensure the design provides safe access for the school children.

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State and Local Approvals

Projects obligating Federal or State transportation funding are required to be included within the local agency's Transportation Improvement Program (TIP) and the Washington State Transportation Improvement Program (STIP).

The local agencies must submit the project through the local Metropolitan Planning Organization, which is SRTC for the Spokane County region, in order for the project to be included in the STIP. The majority of this Project is already included within the regional TIP and STIP. Portions that are not yet included will be incorporated by December of 2020. A summary of the state and local planning approvals is listed in the table below.

APPROVING ENTITY	CORRIDOR SECTION	RECEIVED/STATUS
<i>Local Transportation Improvement Program (2020-2025)</i>	Bigelow Gulch	County TIP, pages 6, 9, 10, 12, 16.
	Sullivan Road	City TIP project #57
<i>Washington State Transportation Improvement Program (2020-2023)</i>	Bigelow Gulch	Bigelow-Gulch/Forker Road Connector
	Sullivan Road	Sullivan/Wellesley Sullivan ITS
<i>Spokane Region Transportation Council Metropolitan Transportation Plan (MTP)</i>	Bigelow Gulch	Horizon 2040; page 4-13; 4-30 (economic vitality, safety)
	Sullivan Road	Horizon 2040; Sullivan/BNSF: 4-14; 4-30 (economic vitality)
<i>Congestion Management Process (SRTC)</i>	Bigelow Gulch	SRTC approval 8/28/15
	Sullivan Road	SRTC approval 12/11/14 (Tier 1 corridor)
<i>Washington State Freight System Plan</i>	Bigelow Gulch	Appendix A: Pages 7, 8, 14, 26, 27, 41
	Sullivan Road	Sullivan/BNSF project; Appendix A-Pages 10, 26, 43
<i>Local Comprehensive Plans</i>	Bigelow Gulch	County Comprehensive Plan
	Sullivan Road	City Comprehensive Plan
<i>Washington State Rail System Plan</i>	Sullivan Road	Sullivan/BNSF project; Page 117

Federal Transportation Requirements Affecting State and Local Planning

This Project is in the following state and local planning documents:

- SRTC Horizon 2040 (MTP)
- Washington STIP
- Washington State Freight System Plan
- Bridging the Valley (SRTC)
- Inland Pacific Hub (SRTC)
- Great Northern Corridor SWOT Analysis

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Assessment of Project Risks and Mitigation Strategies

The scope, schedule, and budget risks for this project are moderate to low. The Project has already been subjected to several review and approval processes through WSDOT Local Programs as obligation of Federal, State, and Local funds has occurred on various Project segments. Portions of the Project corridor have already been constructed or will be under construction at the time of the INFRA grant award. The level of detailed design has allowed for an understanding of issues and design risks, along with the identification of mitigation approaches. Both Spokane County and the City of Spokane Valley have proven design standards and project delivery procedures in place. A list of risks and mitigation strategies is shown in the table below.

RISK	CATEGORY	MITIGATION STRATEGIES
<i>Local approval</i>	Low	Presentations to Councils and Commissions
<i>NEPA approval</i>	Low	Bigelow approved. Sullivan/Wellesley NEPA approved. Begin Sullivan NEPA as Bigelow is being constructed. Phasing works well.
<i>Obtaining full construction funding</i>	High	Apply for INFRA Funding. If awarded, the City would pursue all funding sources to obtain the necessary funding amounts, including long-term financing if necessary.
<i>Right-of-way Acquisition</i>	Medium	Phase project to allow for appropriate time to obtain ROW along Sullivan and west Bigelow. Both the County/City have condemnation policies and processes clearly outlined.
<i>Construction Schedule</i>	Low	Phasing construction along corridor to minimize traffic impacts while bundling packages for bid. Potentially look for GEC or CMAR for project delivery at the Sullivan/SR290 interchange.
<i>BNSF coordination and permitting</i>	High	Begin coordination upon INFRA award.
<i>Loss of public funding</i>	Low	A Memorandum of Understanding will be developed clearly outlining the expectations of the Project partners.
<i>Coordination</i>	Low	City & County have proven track record of working with Project partners through WSDOT Local Programs. Both City & County have proven track record working with discretionary funding and reporting. For the Sullivan/SR290 interchange, construction administration services may be contracted to WSDOT staff, promoting a streamlined delivery process with federal documentation guidelines.
<i>Utility Relocations</i>	Low	On-site field coordination meetings with utility companies during scoping phases. Both City & County have franchise agreements with impacted utilities along the Project corridor with specific requirements for utility relocations.
<i>Traffic Management</i>	Medium	A comprehensive communications and traffic management plan will be developed by the project team. Close coordination with WSDOT, City, County, STA, school districts, BNSF will occur.
<i>Loss of public or stakeholder support</i>	Low	Maintain a regular communication and engagement strategy throughout the lifespan of each project component with clear and consistent messaging, and have focused meetings with anyone directly affected early on Regular updates and meetings with Communications teams at City and County.

Large / Small Project Requirements

LARGE PROJECT DETERMINATION	GUIDANCE
<p>1. Does the project generate national or regional economic, mobility, or safety benefits?</p>	<ul style="list-style-type: none"> • Travel Time Savings: Improved travel time for travelers (automobile and passengers) and movement of goods (trucking and freight haulers) by saving 6.7 million person hours of travel time, equaling \$43.6M at 7% discount. • Safety Benefit: Reduction in anticipated collisions for the traveling public by 29%, equaling \$28.5 million at 7% discount. • Environmental Improvements: Reduction of emissions by 31,692 tons, resulting in \$0.2 million at 7% discount. • Freight traffic is expected to continue to grow upon completion of the Project, with expectations of hauling over 19 million tons of freight per year along the Project.
<p>2. Is the project cost effective?</p>	<ul style="list-style-type: none"> • The project is predicted to generate a strong benefit cost ratio of 1.7 with a 7% discount rate
<p>3. Does the project contribute to one or more of the Goals listed under 23 U.S.C. 150?</p>	<ul style="list-style-type: none"> • Safety Goal: The Project components together are expected to reduce fatalities and serious injuries along the corridor by 29%. • Infrastructure Condition: The Project components are consistent with the ROUTES Initiative as it will improve the condition of the roadway infrastructure serving the national and regional agricultural and industrial economic activity. The Project will realign portions of corridor, improve vertical grades and horizontal curves thereby better accommodating truck traffic. Portions of the existing roadway infrastructure will be improved from a failing pavement condition and widened to better accommodate traffic along the corridor. • Congestion Reduction Goal: The Project components will improve travel time for travelers and freight movement by 6.7M person hours of travel time. The intersection of Sullivan/Wellesley will be improved from a LOS F to a LOS B. The Sullivan/SR 290 interchange will be improved from a LOS F to a LOS C or better. • System Reliability Goal: The Project components will improve travel time for travelers and freight movement by 3%. • Freight Movement and Economic Vitality Goal: The Project components are part of the Washington State Freight System Plan and connects intermodal and industrial activities in the greater Spokane region and enhancing interstate freight movement between Idaho, Washington, and Canada. The project lies on a National Highway Freight Network Critical Rural Freight Corridor¹⁸ and also a National Highway System MAP-21 Principal Arterial. • Environmental Sustainability Goal: The project components will reduce emissions by 31,692 tons, thereby protecting the air quality along the corridor. • Reduced Project Delivery Delays: The Project partners will consider using Design-Build procurement as well as accelerated bridge construction technologies, including Prefabricated Bridge Elements and Systems, to expedite the project completion and minimize delays. NEPA approvals are already secured. Both agencies have condemnation policies in place to expedite ROW acquisition.

¹⁸ https://www.wsdot.wa.gov/NR/rdonlyres/80CAE601-C4CB-4164-8ED4-84E647A40DFE/0/FreightInvestmentPlan_Appendix_A_9_11_19_v2.pdf

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LARGE PROJECT DETERMINATION	GUIDANCE
<p>4. <i>Is the project based on the results of preliminary engineering?</i></p>	<p>The following preliminary engineering activities have been completed as of the date of this application submittal:</p> <ul style="list-style-type: none"> • Environmental Assessments completed (NEPA/FONSI/CE approvals). • Topographic Surveys completed along the majority of the corridor. • Geotechnical Investigations complete along the majority of the corridor. • Hydrologic Analyses complete. • Utility Coordination has occurred along the majority of the corridor. • Traffic Studies complete. An update to the Sullivan Corridor study is underway. • Financial Plans are in place. Agencies are committed to the Project components and have the project in their TIPs. • Revenue Estimates are complete and documented in the agency TIPs. • Preliminary estimates of types and quantities of materials is complete for the majority of the Project corridor. • Right-of-way acquisition is currently underway along the Project corridor.
<p>5a. <i>With respect to non-Federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?</i></p>	<p>The lifecycle costs for maintenance and operations of the Project are on average \$8,400 per year for the Sullivan improvements, which will be the responsibility of the City, and \$149,000 on average per year for the Bigelow improvements, which will be the responsibility of the County. These costs will be incorporated into the respective maintenance, operations, and asset management plans that are locally funded. Each entity identifies the source of funding within their respective jurisdiction, and generally includes the use of REET funds, Telephone Tax funds, County Road Funds, and General Funds. These funds are provided to each entity and are not subject to diversion.</p>
<p>5b. <i>Are contingency amounts available to cover unanticipated cost increases?</i></p>	<p>Yes, the project cost estimates include 15% contingency for those elements that have been designed and 25% for components that are in the process of being designed. Details of cost estimates are included in Appendix E.</p>
<p>6. <i>Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?</i></p>	<p>This Project currently has \$8.4 million in federal funding and is requesting \$33.2 million in INFRA funding, for a total of 64% of remaining funding to complete the project. The Project completion would be significantly delayed, by 10 years or more, without the INFRA request.</p>
<p>7. <i>Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?</i></p>	<p>The Project is expected to begin construction of specific phases in spring of 2021. The final phase of the Project is expected to begin construction in spring of 2023.</p>

Appendices

Appendix A: Benefit Cost Analysis

Appendix B: Letters of Support

Appendix C: Funding Commitments

Appendix D: Public Meeting Documentation

Appendix E: Cost Estimates

Appendix A: Benefit Cost Analysis (BCA)

**Benefit-Cost Analysis Supplementary
Documentation**

INFRA Grant Program

**Bigelow-Sullivan Corridor
Freight Mobility & Safety
Project**

Spokane Valley, Washington

February 25, 2020

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Benefit-Cost Analysis Supplementary Documentation

1. Executive Summary

The Bigelow-Sullivan Corridor is located in eastern Washington, adjacent to the National Highway System (NHS) route I-90. I-90 is the longest interstate highway in the U.S., with a western terminus in Seattle and eastern terminus in Boston. The I-90 is one of the few continuous east-west routes in across the northern US.

The corridor connects the Census-designated urbanized areas of the City of Spokane to the City of Spokane Valley via Spokane County. In the west, the corridor begins at the City of Spokane municipal boundaries, at the intersection of Havana Street & Bigelow Gulch Road. In the east, the corridor ends at the intersection of I-90 & Sullivan Road in the City of Spokane Valley.

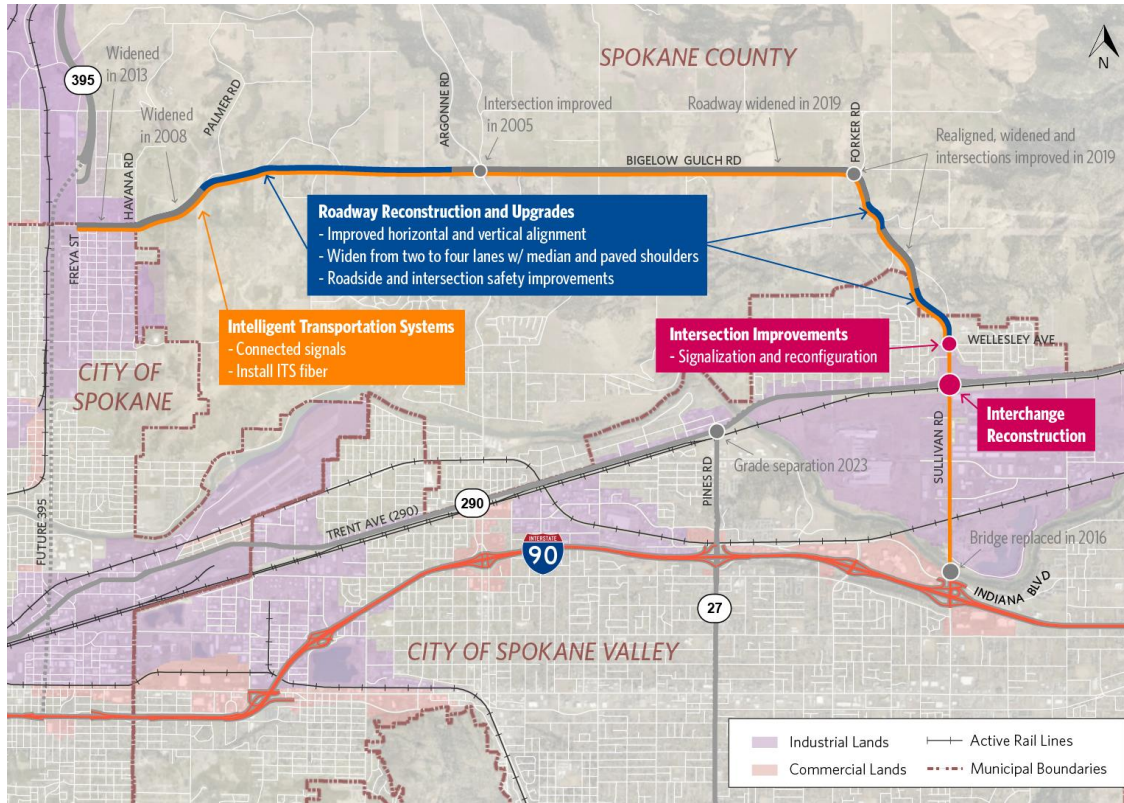
The Bigelow-Sullivan Corridor forms an important link in the freight and goods transportation network, connecting intermodal and industrial activities in the greater Spokane region and enhancing inter-state freight movement between Idaho, Washington, and Canada.

The existing corridor is currently used to bypass congestion on I-90 and US 395. Up to 17% of the average daily traffic along the Bigelow-Sullivan Corridor are heavy trucks¹. These trucks serve businesses with direct access to the corridor and transport goods for food service distribution centers and regional grocers, a petroleum tank farm, an aluminum manufacturer with worldwide customers in the aerospace, automotive, and industrial markets, aggregate mining with asphalt and concrete batching operations, industrial warehousing and distribution centers, a newly constructed cross-laminated structural timber manufacturing facility, and a regional shopping center, to name just a few. Several of the facilities listed rely on the corridor to complete its “first-mile, last-mile” transportation network, using trucks to transfer freight from the rail-spurs of the industrial parks to the trucks for local hauling.

The Bigelow-Sullivan Corridor Freight Mobility & Safety Project improves reliability and redundancy between the new US 395, US 2, and I-90. The US 395 is currently under construction by WSDOT and partially completed at this time. The current terminus is at the connection to Bigelow Gulch Road. US 395 is a National Highway System (NHS) route, as well as a designated NAFTA (North American Free Trade Agreement) corridor, and has seen a significant increase in freight traffic since designation.

¹ City of Spokane Valley *Large Vehicles: Percentage of ADT*, December 17, 2019

Figure ES- 1. Bigelow-Sullivan Corridor Improvement Summary



The planned improvements will increase safety, reduce travel times, and reduce congestion as traffic is expected to increase along the corridor. A table summarizing the changes expected from the project and the associated benefits is provided below.

Table ES-1: Summary of Infrastructure Improvements and Associated Benefits

Current Status or Baseline & Problems to Be Addressed	Changes to Baseline / Alternatives	Type of Impacts	Benefits	Summary of Results (Discounted 2018\$)	Page #
The existing Bigelow-Sullivan Corridor is used to bypass congestion on I-90 and US 395. The changes in horizontal and vertical alignment along Bigelow Gulch Road presents a significant hazard to drivers. Bottlenecks exist along Bigelow	The improvements to the Bigelow-Sullivan Corridor will directly connect Bigelow Gulch Road and Sullivan Road, widen Bigelow Gulch Road and reduce the changes in horizontal and vertical alignment. Along Sullivan Road, the	Reduced delays from coordinated signals, a reconstructed intersection, and a reconstructed interchange along Sullivan Road during peak hours	Reduced Travel Time Costs	\$523,181	Pg. 18
		Reduced delays from coordinated signals, a reconstructed intersection, and a reconstructed interchange along Sullivan Road during off-peak hours		N/A	Pg. 7
		Improved travel times from redesigned alignment minimizing changes in grade and implementation of additional lanes on Bigelow Gulch Road		\$43,050,136	Pg. 18



Current Status or Baseline & Problems to Be Addressed	Changes to Baseline / Alternatives	Type of Impacts	Benefits	Summary of Results (Discounted 2018\$)	Page #	
<p>Gulch as some segments have yet to be converted to four lanes and there is no direction connection from Bigelow Gulch Road to Sullivan Road. The construction of the new US 395 will increase congestion in the network and increase the importance of additional corridors to bypass congestion, improving reliability and redundancy of an important freight network</p>	<p>intersection at Wellesley will be reconstructed and the interchange at SR-290/Trent Avenue will be reconstructed. Across the entire corridor, intelligent transportation system (ITS) will be used to coordinate signals and install fiber. As truck traffic continues to increase and congestion grows, the improvements will alleviate congestion, improve the connectivity in the area, and improve the safety along the corridor.</p>	Reduced fuel consumption from shorter delays at intersections along Sullivan Road during peak hours	Vehicle Operating Costs	\$20,847	Pg. 19	
		Reduced fuel consumption from shorter delays at intersections along Sullivan Road during off-peak hours		N/A	Pg. 7	
		Reduced vehicle operating costs from shorter distances traveled along Bigelow Gulch Road due to improved alignment & new connection to Sullivan Road		\$7,788,024	Pg. 19	
		Reduced crashes from implementation of coordinated signals and reconstructed intersections, improving the safety along Sullivan Road	Improved Safety and Avoided Accident Costs	Reduced crashes from reducing changes in vertical grade and converting elements of Bigelow Gulch Road from two lane to divided four lane roadway	\$10,878,321	Pg. 20
		Reduced crashes from reducing changes in vertical grade and converting elements of Bigelow Gulch Road from two lane to divided four lane roadway			\$17,599,423	Pg. 20
		Reduced incremental O&M from reconstructing infrastructure beyond state of good repair on the Bigelow-Sullivan Corridor	Incremental O&M Costs		\$2,139,651	Pg. 22
		Residual value of infrastructure with a remaining useful life at the end of the study period	Residual Value		\$1,687,807	Pg. 23
		Reduced GHG emissions from shorter delays at Sullivan Road intersections during peak hours	Emissions Costs	Reduced CAC emissions from shorter delays at Sullivan Road intersections during peak hours	\$73	Pg. 23
		Reduced CAC emissions from shorter delays at Sullivan Road intersections during peak hours			\$621	
		Reduced GHG emissions from shorter delays at Sullivan Road intersections during off-peak hours		N/A	Pg. 7	
		Reduced CAC emissions from shorter delays at Sullivan Road intersections during off-peak hours		N/A		
		Reduced GHG emissions from shorter distances traveled at higher speeds along Bigelow Gulch Road			\$15,614	Pg. 23
		Reduced CAC emissions from shorter distances traveled at higher speeds along Bigelow Gulch Road			\$196,273	
		Improved connectivity of the North Spokane corridor will promote			Improved Connectivity	N/A



Current Status or Baseline & Problems to Be Addressed	Changes to Baseline / Alternatives	Type of Impacts	Benefits	Summary of Results (Discounted 2018\$)	Page #
		economic growth and development in the area			
		Improved emergency vehicle access by widening shoulders and expanding Bigelow Gulch Road to four lanes, allowing for bypassing of slower moving trucks	Quality of Life	N/A	Pg. 7
		Improved journey quality for pedestrians and cyclists by ensuring all sidewalks along Sullivan are ADA compliant		N/A	Pg. 7
		Improved travel time reliability from coordinating signals, reducing delay along Bigelow-Sullivan Corridor	Travel Time Reliability	N/A	Pg. 7
		Improved travel time reliability from reducing lane hours lost due to accidents on Bigelow Gulch Road by reducing changes in horizontal and vertical grades		N/A	Pg. 7

The period of analysis used in the estimation of benefits and costs corresponds to 38 years, including construction and project development from 2005 to 2025 and operations from 2023 to 2042. While benefits are expected to be realized as early as 2021, the analysis uses a conservative approach of waiting until multiple improvements have been completed before capturing benefits. Between 2023 and 2025, partial benefits are captured due to several improvements that will be completed between 2020 and 2023. Once all aspects of the project are completed in 2025, full benefits are realized from 2026 onwards.

The total (undiscounted) project costs are \$71.8 million in year of expenditure dollars (\$61.9 million in 2018 dollars) according to the distribution shown in Table ES-2.

Table ES-2: Summary of Project Costs, in Millions of Year of Expenditure Dollars

Project Activity	Previously Incurred Costs	Future Eligible Costs				Total Costs	
		Non-Federal Funds	INFRA Funds	Other Federal Funds	Total Future Eligible Costs	Total Costs	% of Total Costs
Engineering, Design, and Administration	\$2.2	\$2.8	\$0.2	\$0.3	\$3.3	\$5.5	8%
Right-of-Way Acquisition	\$3.1	\$1.4	-	\$4.6	\$6.0	\$9.1	13%
Construction	\$0.8	\$19.9	\$33.0	\$3.5	\$56.4	\$57.2	80%
TOTAL	\$6.1	\$24.1	\$33.2	\$8.4	\$65.6	\$71.8	100%

A summary of the relevant data and calculations used to derive the benefits and costs of the project are shown in the Benefit-Cost Analysis (BCA) model (in 2018 dollars). Based on the analysis presented in the rest of this document, the project is expected to generate \$83.9 million in discounted benefits and \$48.3 million in discounted costs, using a 7 percent real discount rate.

Therefore, the project is expected to generate a net present value of \$35.6 million and a benefit-cost Ratio of 1.7.

In addition to the monetized benefits, the project would generate benefits that are difficult to quantify. A brief description of the non-monetized benefits are provided below.

- **Off-Peak Travel Time Savings:** The reconstruction of the Sullivan and Wellesley intersection, Sullivan and SR-290/Trent Avenue interchange, and the implementation of coordinated signals through intelligent transportation system (ITS) will reduce delays during off-peak hours. Traffic microsimulations were only available for peak hours. Only about 10% of traffic is captured in the peak hours.
- **Off-Peak Vehicle Operating Cost Savings:** Reduced delays during off-peak hours will reduce the amount of fuel burned while vehicles are idling. Given the uncertainty around the avoided off-peak delays, the fuel savings were unable to be monetized.
- **Off-Peak Emissions Cost Savings:** Reduced delays during off-peak hours will reduce the amount of emissions released while vehicles are idling. Given the uncertainty around the avoided off-peak delays, the emissions savings were unable to be monetized.
- **Improved Connectivity:** The improved connectivity of Sullivan Road and Bigelow Gulch Road will promote economic growth and development in the area.
- **Quality of Life:** Widening of the shoulders on Bigelow Gulch Road and expanding Bigelow Gulch Road to four lanes allow for improved emergency vehicle access. Emergency vehicles will be able to bypass slower moving trucks and other traffic easier. In addition, the journey quality for pedestrians and cyclists will improve as all sidewalks along Sullivan become ADA compliant.
- **Travel Time Reliability:** Travel time reliability will be improved from the coordination of all signals along the Bigelow-Sullivan Corridor. Vehicles will be less likely to have to stop due to the adjusted signal timing. In addition, the reduction of horizontal and vertical grades on Bigelow Gulch Road will reduce the lane hours lost due to accidents. The combination of ITS and reduced lane hours lost will improve the consistency of travel times. Due to the complexities in valuing travel time reliability, it has not been monetized in this analysis.

2. Introduction

This document provides detailed technical information on the economic analyses conducted in support of the grant application for the Bigelow-Sullivan Corridor project.

Section 3, Methodological Framework, introduces the conceptual framework used in the BCA. Section 4, Project Overview, provides an overview of the project, including a brief description of existing conditions and proposed alternatives; a summary of cost estimates and schedule; and a description of the types of effects that the Bigelow-Sullivan Corridor project is expected to generate. Section 5, General Assumptions, discusses the general assumptions used in the estimation of project costs and benefits, while estimates of travel demand and traffic growth can be found in Section 6, Demand Projections. Specific data elements and assumptions pertaining to the long-term outcome selection criteria are presented in Section 7, Benefits Measurement, Data and Assumptions, along with associated benefit estimates. Estimates of the project's net present value (NPV), its benefit-cost ratio (BCR) and other project evaluation metrics are introduced in Section 8, Summary of Findings and BCA Outcomes. Next, Section 9, BCA Sensitivity Analysis, provides the outcomes of the sensitivity analysis. Additional data tables are provided within the BCA model including annual estimates of benefits and costs to assist the U.S. Department of Transportation (U.S. DOT) in its review of the application.²

3. Methodological Framework

The BCA conducted for this project includes the monetized benefits and costs measured using U.S. DOT guidance, as well as the quantitative and qualitative merits of the project. A BCA provides estimates of the benefits that are expected to accrue from a project over a specified period and compares them to the anticipated costs of the project. Costs include both the resources required to develop the project and the costs of maintaining the new or improved asset over time. Estimated benefits are based on the projected impacts of the project on both users and non-users of the facility, valued in monetary terms.³

While BCA is just one of many tools that can be used in making decisions about infrastructure investments, U.S. DOT believes that it provides a useful benchmark from which to evaluate and compare potential transportation investments.⁴

The specific methodology developed for this application was developed using the BCA guidance developed by U.S. DOT and is consistent with the INFRA program guidelines. In particular, the methodology involves:

- Establishing existing and future conditions under the Build and No Build scenarios;
- Assessing benefits that align with those identified in the INFRA BCA guidance;
- Measuring benefits in dollar terms, whenever possible, and expressing benefits and costs in a common unit of measurement;

² While the models and software themselves do not accompany this appendix, they are provided separately as part of the application.

³ U.S. DOT, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, January 2020.

⁴ Ibid.

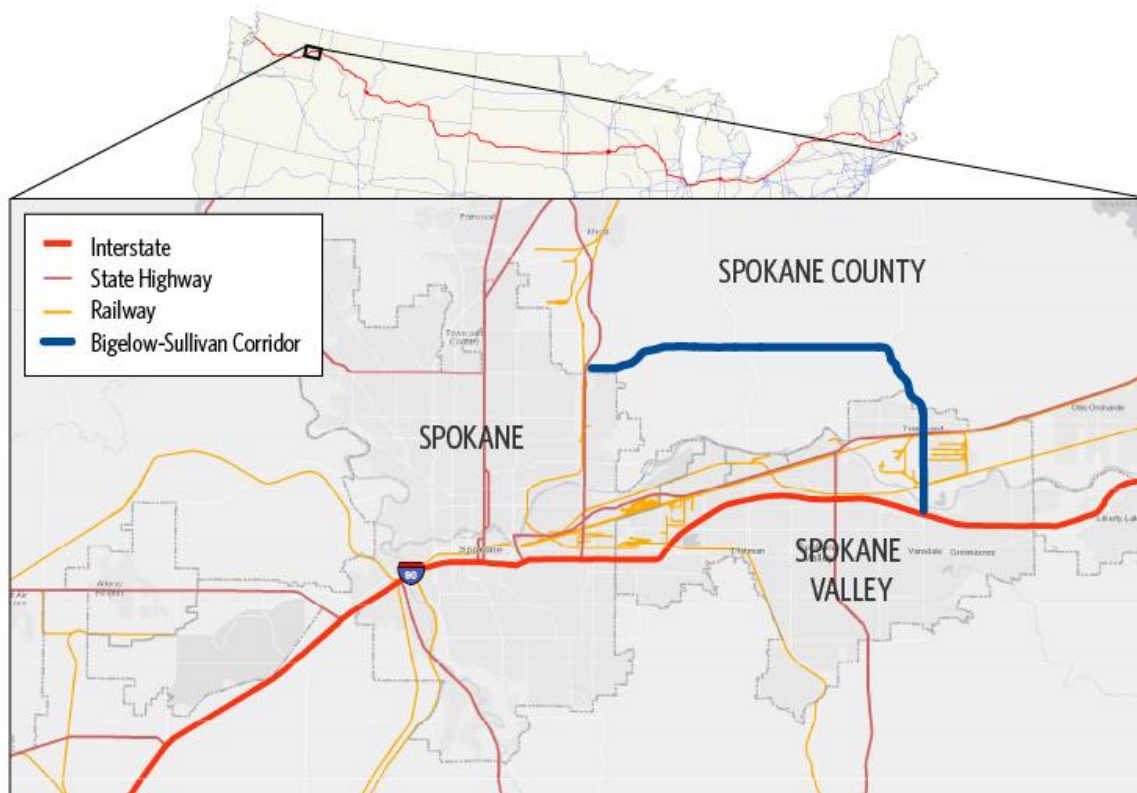
- Using U.S. DOT guidance for the valuation of travel time savings, safety benefits and reductions in air emissions, while relying on industry best practice for the valuation of other effects;
- Discounting future benefits and costs with the real discount rates recommended by U.S. DOT (7 percent); and
- Conducting a sensitivity analysis to assess the impacts of changes in key estimating assumptions.

4. Project Overview

The Bigelow-Sullivan Corridor is located in eastern Washington, adjacent to the National Highway System (NHS) route I-90. I-90 is the longest interstate highway in the U.S., with a western terminus in Seattle and eastern terminus in Boston. The I-90 is one of the few continuous east-west routes in across the northern US.

The corridor connects the Census-designated urbanized areas of the City of Spokane to the City of Spokane Valley via the rural area of Spokane County. In the west, the corridor begins at the City of Spokane municipal boundaries, at the intersection of Havana Street & Bigelow Gulch Road. In the east, the corridor ends at the intersection of I-90 & Sullivan Road in the City of Spokane Valley, as shown in Figure 1.

Figure 1. Bigelow-Sullivan Corridor Project Location

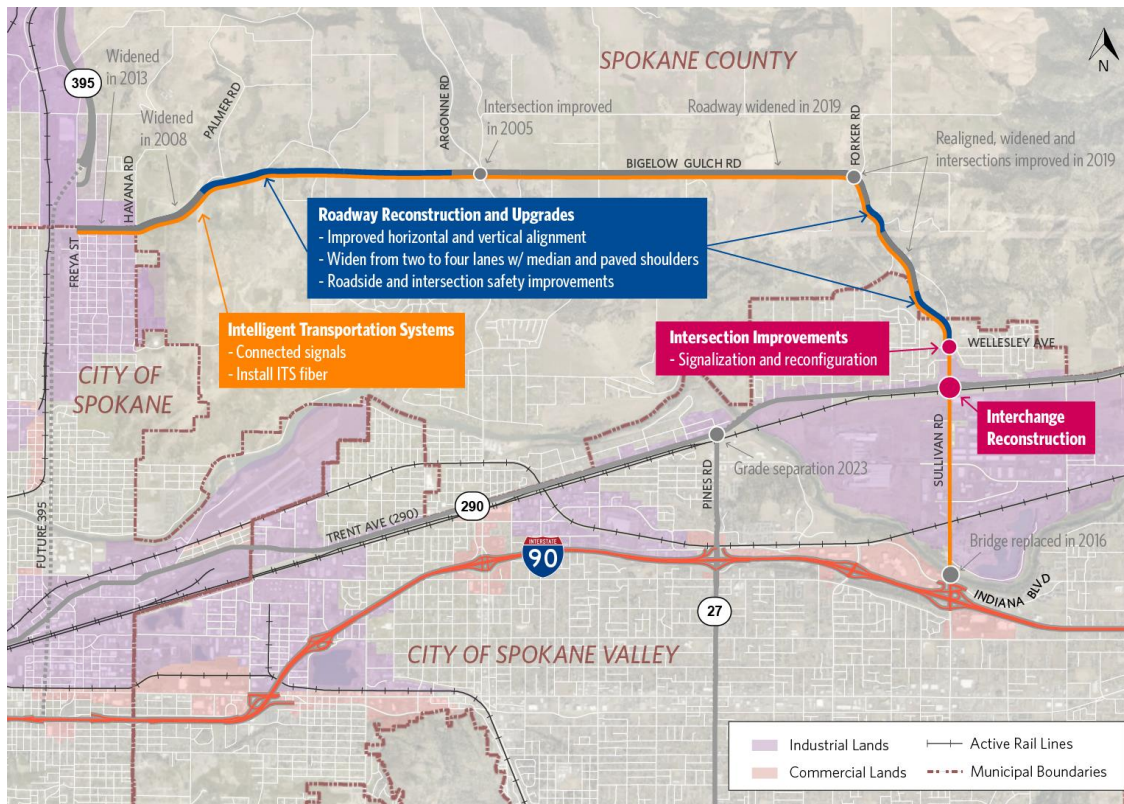


The City of Spokane Valley and Spokane County are working together to improve the Bigelow-Sullivan Road corridor. The program of projects is approximately 9.9 miles in length and facilitates east-west movements in the region while alleviating safety and congestion challenges on Interstate 90 (I-90) and the North Spokane Corridor (US 395).

The project completes the realignment and widening of Bigelow Gulch Road, interchange improvements at Sullivan Road and State Route (SR) 290, and the implementation of Intelligent Transportation Systems (ITS) along the length of the entire Bigelow-Sullivan Corridor, as shown in Figure 2.

The Bigelow-Sullivan corridor forms an important link in the freight and goods transportation network, connecting intermodal and industrial activities in the greater Spokane region and enhancing inter-state freight movement between Idaho, Washington, and Canada. The project lies on a National Highway Freight Network Critical Rural Freight Corridor, Critical Urban Freight Corridor⁵ and also a National Highway System MAP-21 Principal Arterial⁶.

Figure 2. Bigelow-Sullivan Corridor Improvement Summary



The existing corridor is currently used to bypass congestion on I-90 and US 395. Around 17% of the average daily traffic along the Bigelow-Sullivan Corridor are heavy trucks⁷. These trucks

⁵ https://www.wsdot.wa.gov/sites/default/files/2014/09/22/FreightInvestmentPlan_Appendix_A_9_11_19_v2.pdf

⁶ https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/washington/spokane_wa.pdf

⁷ City of Spokane Valley *Large Vehicles: Percentage of ADT*, December 17, 2019

serve businesses with direct access to the corridor and transport goods for food service distribution centers and regional grocers, a petroleum tank farm, an aluminum manufacturer with worldwide customers in the aerospace, automotive, and industrial markets, aggregate mining with asphalt and concrete batching operations, industrial warehousing and distribution centers, a newly constructed cross-laminated structural timber manufacturing facility, and a regional shopping center, to name just a few. Several of the facilities listed rely on the corridor to complete its “first-mile, last-mile” transportation network, using trucks to transfer freight from the rail-spurs of the industrial parks to the trucks for local hauling.

Through this project, the Bigelow-Sullivan Corridor improves reliability and redundancy between the new US 395, US 2, and I-90. The North Spokane Corridor is currently under construction by WSDOT and partially completed at this time. The current terminus is at the connection to Bigelow Gulch Road. US 395 is a National Highway System (NHS) route, as well as a designated NAFTA (North American Free Trade Agreement) corridor, and has seen a significant increase in freight traffic since designation. Trucks moving to/from Canada utilize US 2, US 395, I-90, and Bigelow Gulch-Sullivan corridor. The I-90/SR 395 corridor has been identified as a route with major flows for trucks passing through Washington State from coastal ports to destinations outside the state (east) and into Canada (north). The Bigelow-Sullivan Corridor will provide a safer and, less-congested alternate route for freight trucks passing through the Spokane region and provides greater efficiency over the Spokane region's urban arterial and urban highway system.

Bigelow Gulch Road is an approximately 8.5 mile, two-lane rural major collector⁸ with a deadly crash history caused by its narrow, winding roadway with limited sight distance and substandard horizontal and vertical curves. At its eastern end, the Bigelow Gulch Road includes a series of turns onto Forker Road and Progress Road before it connects to Sullivan Road within the city limits of Spokane Valley. Improvements will widen Bigelow Gulch Road to four lanes, relieving congestion caused by slow moving vehicles; improve intersections; and realign the corridor to improve the safety of horizontal and vertical curves and the numerous arterial intersections along its length. It has been, and continues to be, a multi-phase project that will transform the existing narrow, winding and steep two-lane road into a four lane freight corridor meeting current alignment and safety standards.

Reconstruction of the Sullivan Road/SR 290 interchange is a critical element to the proposed corridor project. The connection of Spokane County's Bigelow Gulch Road project into the Sullivan Road corridor will dramatically impact the operations of the SR 290 interchange. Peak hour traffic volumes are expected to increase by 1,000 trips (from 1,400 existing trips to 2,400 future trips) once Bigelow Gulch Road improvements are complete.⁹ Without reconstruction of the SR 290 interchange, it is expected that both westbound and eastbound ramp intersections will drop from Level of Service (LOS) from B to F by year 2040.¹⁰ This

⁸ <https://www.spokanecounty.org/DocumentCenter/View/107/Arterial-Road-Plan-Map-PDF?bidId=>

⁹ Sullivan Road Corridor Study, June 2015.
<https://www.spokanevalley.org/filestorage/6836/6896/6914/SullivanRdCorridorStudy2015.pdf>

¹⁰ Ibid

increase in traffic and decrease in LOS will degrade the safety of the existing interchange, slow the movement of rural freight into the urban area, and restrict economic growth in the region.

4.1 Base Case and Alternatives

The base case is defined as the status quo for the roadway conditions. Sections along the Bigelow Gulch Road are not expanded to four lanes, and the horizontal and vertical alignments remain unchanged. The intersection of Sullivan and Wellesley and the interchange at Sullivan and the SR-290/Trent Avenue are not reconstructed. Intelligent Transportation Systems (ITS) is not installed along Bigelow Gulch Road or Sullivan Road.

In the Build case, improvements are made to Bigelow Gulch Road and Sullivan Road. The projects along Bigelow Gulch Road all involve varying degrees of horizontal and vertical alignment to bring curves up to standard and reduce grades within standard. The roadway will be widened from two to four 12 foot lanes, include a median, and 8' paved shoulders. Intersection improvements and turn lanes are included to improve safety. Recognizing the increases in volumes from the improved Bigelow Gulch Road connection, the City of Spokane Valley must reconstruct select intersections to avoid congestion and improve safety along the corridor.

The following projects are completed along Bigelow Gulch Road:

- Reconstruction of 3.6 miles of Bigelow Gulch Road between Palmer Road and Argonne Road;
- Reconstruction of 0.3 miles of Forker Road, connecting the existing Bigelow Gulch / Forker Road intersection improvements to the realigned section of Progress Road;
- Construction of 0.5 miles of a new roadway alignment between Forker Road at Progress Road and the Sullivan Road at Wellesley Avenue. As the roadway enters the urban area, it will include either a separated sidewalk or multi-use pathway on either side, curb and gutter, and street lighting; and
- Intelligent Transportation Systems (ITS) fiber would run along the length of the Bigelow-Sullivan Corridor, connecting from US 395 at Freya Street and Francis Avenue, just west of the project's western extent. This ITS connection will coordinate with the proposed ITS system along US 395, and provide direct connection into the Spokane Regional Traffic Management Centre, Washington Department of Transportation (WSDOT) ITS fiber, and the City of Spokane ITS system creating a redundant loop (once connected to the Sullivan ITS) for the I-90 ITS backbone in the region.

The following projects are completed along Sullivan Road:

- Design, reconstruct and signalize the intersection of Wellesley Avenue and Sullivan Road;
- Replace the existing diamond interchange at SR-290/Trent Avenue and Sullivan Road. The City is currently underway with a 2020 update to the 2015 Study and is evaluating the differences between a dual-roundabout interchange and a dual-signal interchange. The City will evaluate safety, cost, operability, right of way and environmental impacts and make sure the final selected alternative is agreed upon by City Council and

WSDOT. For the purposes of this benefit-cost analysis, a dual-signal interchange was assumed to be the more conservative estimate;

- Install ITS fiber from SR290 to Wellesley, connecting the new interchange at Sullivan with the traffic signal at Wellesley and connecting into the planned ITS network along Bigelow Gulch. This will provide a redundant loop to the WSDOT I-90 backbone and be utilized by the regional SRTMC; and
- Interconnecting signals along Sullivan Road and upgrades as necessary, allowing the signals to tie into the traffic signal system into the SRTMC and promote traffic flow along the entirety of Sullivan Road.

4.2 Types of Impacts

The Bigelow-Sullivan Corridor Freight Mobility & Safety Project is expected to have significant impacts to travel time savings and safety benefits. The improvements will reduce delays and congestion along Sullivan Road, and reduce the changes in vertical and horizontal alignment along Bigelow Gulch Road, allowing vehicles to safely travel at faster speeds. Over the lifecycle of the analysis, the project will save an estimated 6.7 million person hours and prevent 620 accidents.

The project is anticipated to reduce vehicle operating costs and emissions due to reduced delays and reduced distances traveled from alignment changes.

4.3 Project Cost and Schedule¹¹

Implementing all projects on the Bigelow-Sullivan Corridor will cost \$61.9 million in undiscounted 2018 dollars, including \$6.4 million in previously incurred expenses. Construction is anticipated to start in 2020, with several improvements completed by 2023. The remaining improvements will be completed by December 2025. Funding is sourced from a variety of local, state and federal programs. Combined, these partners will produce \$24.1 million (year of expenditure dollars) in non-federal matching dollars to support the project, and \$8.4 million (year of expenditure dollars) in additional federal funds. The incremental operations and maintenance (O&M) cost savings amount to \$2.9 million (undiscounted), and are addressed in section 7.4 as part of the Incremental O&M benefit section. The timing for costs of the project are shown in Table 1.

¹¹ All cost estimates in this section are in millions of discounted 2018 dollars, discounted to this year using a 7 percent real discount rate, unless stated



Table 1: Cost Summary Table, 2018 Dollars

Calendar Year	Total Capital Costs
2016 ¹²	\$638,736
2017	\$162,895
2018	\$2,478,829
2019	\$921,164
2020	\$8,413,605
2021	\$17,066,304
2022	\$10,508,590
2023	\$1,758,869
2024	\$8,924,773
2025	\$9,548,360
Total	\$60,422,125

4.4 Effects on Selection Criteria

The main benefit categories associated with the project are mapped into the economic vitality merit criteria set forth by U.S. DOT in Table 2.

¹² Costs shown in 2016 include any expenditures prior to 2016



Table 2: Benefit Categories and Expected Effects on Selection Criteria

Primary Selection Criteria	Benefit or Impact Categories	Description	Monetized	Qualitative
Economic Vitality	Reduced Travel Time Costs	Reduced delays from coordinated signals, a reconstructed intersection, and a reconstructed interchange along the Sullivan Road during peak periods	Yes	
		Reduced delays from coordinated signals, a reconstructed intersection, and a reconstructed interchange along the Sullivan Road during off-peak periods		Yes
		Improved travel times from redesigned alignment minimizing changes in grade and implementation of additional lanes on Bigelow Gulch Road	Yes	
	Vehicle Operating Costs	Reduced fuel consumption from shorter delays at intersections along Sullivan Road during peak periods	Yes	
		Reduced fuel consumption from shorter delays at intersections along Sullivan Road during non-peak periods		Yes
		Reduced vehicle operating costs from shorter distances traveled along Bigelow Gulch Road due to improved alignment & new connection to Sullivan Road	Yes	
	Improved Safety and Avoided Accident Costs	Reduced crashes from implementation of coordinated signals and reconstructed intersections, improving the safety along Sullivan Road	Yes	
		Reduced crashes from reducing changes in vertical grade and converting elements of Bigelow Gulch Road from two lane to divided four lane roadway	Yes	
	Incremental O&M Costs	Reduced incremental O&M from repairing infrastructure beyond state of good repair on Bigelow-Sullivan Corridor	Yes	
	Residual Value	Residual value of infrastructure with a remaining useful life at the end of the study period	Yes	
	Emissions Costs	Reduced GHG emissions from shorter delays at Sullivan Road intersections during peak periods	Yes	
		Reduced CAC emissions from shorter delays at Sullivan Road intersections during peak periods	Yes	
		Reduced GHG emissions from shorter delays at Sullivan Road intersections during off-peak periods		Yes
		Reduced CAC emissions from shorter delays at Sullivan Road intersections during off-peak periods		Yes
		Reduced GHG emissions from shorter distances traveled at higher speeds along Bigelow Gulch Road	Yes	
		Reduced CAC emissions from shorter distances traveled at higher speeds along Bigelow Gulch Road	Yes	
	Improved Connectivity	Improved connectivity of the North Spokane corridor will promote economic growth and development in the area		Yes
	Quality of Life	Improved emergency vehicle access by widening shoulders and expanding Bigelow Gulch Road to four lanes, allowing for bypassing of slower moving trucks		Yes
		Improved journey quality for pedestrians and cyclists by ensuring all sidewalks along Sullivan are ADA compliant		Yes
	Travel Time Reliability	Improved travel time reliability from coordinating signals, reducing delay along Bigelow-Sullivan Corridor		Yes
Improved travel time reliability from reducing lane hours lost due to accidents on Bigelow Gulch Road by reducing changes in horizontal and vertical grades			Yes	

5. General Assumptions

The BCA measures benefits against costs throughout a period of analysis beginning at the start of construction and including 20 years of operations.

The monetized benefits and costs are estimated in 2018 dollars with future dollars discounted in compliance with INFRA requirements using a 7 percent real rate.

The methodology makes several important assumptions and seeks to avoid overestimation of benefits and underestimation of costs. Specifically:

- Input prices are expressed in 2018 dollars;
- The period of analysis begins in 2005 and ends in 2042. It includes project development and construction years (2005 - 2025) and 20 years of operations (2023 - 2042). Partial benefits begin in 2023 as several improvements will be completed. Full benefits are realized beginning in 2026, when the remainder of the improvements are completed;
- A constant 7 percent real discount rate is assumed throughout the period of analysis; and
- Unless specified otherwise, the results shown in this document correspond to the effects of the Build alternative.

6. Demand Projections

Accurate demand projections are important to effectively estimate the benefits in a BCA. Demand projections for this project were estimated based on traffic demand models.

6.1 Methodology

Traffic was estimated using a traffic demand model. Along Sullivan Road, peak hour traffic was estimated, and along Bigelow Gulch Road, average annual daily traffic (AADT) was forecasted using a traffic demand model. Forecasts were provided for 2040 in the Build and No Build cases, and values were interpolated to estimate the years in between. Using the average annual daily traffic, segment lengths, and travel times, vehicle miles traveled and vehicle hours traveled were estimated along Bigelow Gulch Road. Delays were estimated along Sullivan Road through Highway Capacity Manual (HCM) methodology, examining the impact at each intersection.

6.2 Demand Projections

The resulting projections from the travel demand model are shown in Table 3 and Table 4.



Table 3: Bigelow Gulch Road Demand Projections

Case		First Year of Partial Benefits (2023)	2031	2040
No Build	Vehicle Miles Traveled	18,410,519	19,449,460	20,772,150
	Vehicle Hours Traveled	578,802	612,126	654,591
	Speed, MPH	31.8	31.8	31.7
Build	Vehicle Miles Traveled	15,996,162	17,401,748	19,209,585
	Vehicle Hours Traveled	371,554	405,614	449,572
	Speed, MPH	43.1	42.9	42.7

Table 4: Sullivan Road Demand Projections

Case		First Year of Partial Benefits (2023)	2031	2040
No Build	Peak AM AADT	14,046	15,060	16,309
	Total Hours of Daily Peak AM Delay	100	115	146
	Peak PM AADT	17,178	18,461	20,027
	Total Hours of Daily Peak PM Delay	167	199	247
Build	Peak AM AADT	14,121	16,191	19,098
	Total Hours of Daily Peak AM Delay	100	114	137
	Peak PM AADT	17,260	19,739	23,235
	Total Hours of Daily Peak PM Delay	167	189	225

7. Benefits Measurement, Data and Assumptions

This section describes the measurement approach used for each benefit or impact category identified in Table 2 and provides an overview of the associated methodology, assumptions, and estimates. The assumptions in Table 5 were used in the estimation of all benefits.

Table 5: General Assumptions Used in the Benefit-Cost Analysis

Variable Name	Unit	Value	Source
Discount Rate	%	7.00%	U.S. DOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs
Days per Year	days	365	Known
Weekdays per Year	Days	260	Known
Project Development Begins	year	2005	Project Schedule (All prior costs are reported in 2016\$)
Partial Benefits Captured	year	2023	Project Schedule
Full Benefits Captured	year	2026	Project Schedule
Sullivan Road Percent Trucks	%	13.8%	Weighted average of current truck volumes on Sullivan Road between Indiana & Wellesley in 2019
Sullivan Road Percent Automobiles	%	86.2%	Calculated from percentage of trucks
Bigelow Gulch Percent Trucks	%	10.0%	Bigelow Gulch 2018 SRTC Final Application
Bigelow Gulch Percent Automobiles	%	90.0%	Calculated from percentage of trucks



7.1 Travel Time Benefits

Travel time savings will accrue to motorists through reduced delays at intersections along Sullivan Road and improved alignment on Bigelow Gulch Road. Traffic will move faster and cars will spend less time idling, reducing the amount of time spent on the road. The improved connectivity may also alleviate congestion on surrounding roads.

7.1.1 METHODOLOGY

Travel time savings are estimated in two different ways. For Bigelow Gulch Road, travel time savings are calculated by comparing vehicle hours travelled in the No Build and Build cases. Vehicle hours traveled are calculated based on the annual average daily traffic and travel times for 2014 and 2040, and are interpolated for intermediate years.

Along Sullivan Road, travel time savings are estimated based on a weighted average of intersection delays and traffic volumes. Output from microsimulation software provided delay estimates and volumes by direction at key intersections. A weighted average was calculated to estimate the average delay per vehicle along the corridor, and was then multiplied by the peak traffic volumes.

Vehicle hours were converted to person hours using assumptions around the average vehicle occupancy and the percentage of truck traffic. The person hours of delay and travel time were monetized using the value of time provided in U.S. DOT guidance.

7.1.2 ASSUMPTIONS

The assumptions used in the estimation of travel time savings are summarized in Table 6.

Table 6: Assumptions Used in the Estimation of Travel Time Savings

Variable Name	Unit	Value	Source
Average Vehicle Occupancy - Auto (All Travel)	people/vehicle	1.67	2017 National Household Travel Survey
Average Vehicle Occupancy - Auto (Peak Period)	people/vehicle	1.48	
Average Vehicle Occupancy - Truck	people/vehicle	1.00	
Value of Time - Auto	\$/hr	15.2	U.S. DOT Revised Departmental Guidance on Valuation of Travel Time in Economic Analysis, https://www.transportation.gov/officepolicy/transportation-policy/reviseddepartmental-guidance-valuationtravel-time-economic
Value of Time - Truck	\$/hr	29.5	

7.1.3 BENEFIT ESTIMATES

Table 7 outlines the benefits of travel time savings over the project life cycle. Travel time represents roughly 50% of the benefits of the project, with an estimated 6.8 million person hours saved. The travel time savings account for \$43.6 million in benefits over the life cycle, discounted at 7%.



Table 7: Estimates of Travel Time Savings, 2018 Dollars

	Over the Project Lifecycle	
	In Constant Dollars	Discounted at 7 Percent
Travel Time Savings	\$108,062,680	\$43,573,317

7.2 Vehicle Operating Cost Savings

Vehicle operating costs are anticipated to decline, as vehicle miles traveled are reduced based on changes in alignment along Bigelow Gulch Road and due to reduced delays along Sullivan Road. Reduced delays and vehicle miles traveled will reduce fuel and maintenance costs for motorists.

7.2.1 METHODOLOGY

Vehicle operating costs are calculated based on two approaches. For the stretch of Bigelow Gulch Road, the vehicle miles traveled were multiplied by the U.S. DOT recommended values on vehicle operating costs (dollars per mile) to monetize the benefits. For Sullivan Road, assumptions were made for the rate of fuel burned while vehicles are idling. The delay time was used to estimate the total fuel consumed and then monetized using projected fuel costs, net of state and federal taxes.

7.2.2 ASSUMPTIONS

The assumptions used in the estimation of vehicle operating costs are summarized in Table 8.

Table 8: Assumptions Used in the Estimation of Vehicle Operating Costs

Variable Name	Unit	Value	Source
Vehicle Operating Cost - Light Duty Vehicles	\$/mi	0.41	American Automobile Association, Your Driving Costs - 2018 Edition (2018) https://exchange.aaa.com/wp-content/uploads/2018/09/18-0090_2018-Your-Driving-Costs-Brochure_FNL-Lo-5-2.pdf
Vehicle Operating Cost - Commercial Trucks	\$/mi	0.96	American Transportation Research Institute, An Analysis of the Operational Costs of Trucking: 2018 Update (2018) http://truckingresearch.org/wp-content/uploads/2018/10/ATRI-Operational-Costs-of-Trucking-2018.pdf
Gasoline Burned at Idle	gallons/hr	0.36	US DOE: Alternative Fuels Data Center and Argonne National Laboratory, "Idle Reduction Savings Worksheet" (2014) - Average of gasoline passenger vehicles.
Diesel Burned at Idle	gallons/hr	0.49	US DOE: Alternative Fuels Data Center and Argonne National Laboratory, "Idle Reduction Savings Worksheet" (2014) - Combination Trucks.
Gasoline Prices	\$/gallon	<i>Varies by year</i>	EIA's Annual Energy Outlook 2020. Fuel prices are net of state and federal taxes. Values were deflated from 2019\$ to 2018\$, per U.S. DOT guidance. https://www.eia.gov/outlooks/aeo/tables_ref.php
Diesel Prices	\$/gallon	<i>Varies by year</i>	

7.2.3 BENEFIT ESTIMATES

Table 9 outlines the benefits of vehicle operating cost savings over the project life cycle. Vehicle operating costs equate to \$7.8 million in benefits.



Table 9: Estimates of Vehicle Operating Cost Savings, 2018 Dollars

	Over the Project Lifecycle	
	In Constant Dollars	Discounted at 7 Percent
Total Vehicle Operating Cost Savings	\$18,354,124	\$7,808,871

7.3 Improved Safety and Avoided Accident Costs

The proposed project would contribute to promoting U.S. DOT’s safety long-term outcome through the improvements planned for the Bigelow-Sullivan Corridor. Planned improvements on the corridor will improve safety by reducing horizontal and vertical grades, providing safer turning movements through the addition of turn lanes where appropriate, widening shoulders, and other project elements. These features are anticipated to reduce the number of crashes, lowering accident costs.

7.3.1 METHODOLOGY

Crash predictions for the study area were completed using two methodologies. The first methodology used the Highway Safety Manual (HSM) crash prediction models to estimate the number of crashes for no-build and build scenarios. The HSM models take into account changes to anticipated volumes and planned geometry improvements. The HSM method was applied to the Bigelow Gulch Road corridor where proposed improvements include horizontal curve alignment changes, conversion to a 4-lane corridor, addition of a narrow median, and shoulder improvements. The HSM method was also applied to Sullivan Road at the Trent Avenue interchange ramp terminal intersections to evaluate proposed turn lanes.

In some cases, the HSM models cannot evaluate the proposed improvements; therefore, a crash-rate method was used to predict changes in crashes. This approach used existing crashes and volumes to calculate the existing crash rate. Future no-build crashes are estimated using the forecasted volumes and existing crash rate. Increases or decreases in crashes due to the proposed improvements were estimated using crash modification factors (CMFs). CMFs were selected from FHWA’s CMF Clearinghouse with attributes that match the proposed improvements. The crash-rate method was applied to the Sullivan Road corridor, where ITS interconnect will be installed from Indiana Avenue through Wellesley Avenue. The crash-rate method was also applied to the Sullivan Road at Wellesley Avenue intersection where proposed improvements include additional turn lanes and installing a traffic signal.

Crash prediction output from both methodologies were total crashes; including all severities. To estimate the number of crashes by severity and number of individuals involved, 2014-2018 crash information for the project area was obtained from the Washington State Crash Data Portal and the 2014-2015 Washington State Annual Collision Summaries. The data portal filters crashes by county roads and city streets; therefore, Bigelow Gulch Road and Sullivan Road projects have agency specific severity models.

7.3.2 ASSUMPTIONS

The assumptions used in the estimation of improved safety and reduced accident costs are summarized in Table 10 and Table 11.

Table 10: Crash Modification Factors Used in Safety Analysis

CMF ID	CMF Name	Value	Notes	Source
9868	Coordinate arterial signals	0.79	AADT = 10,000-26,000 veh/day. Applied to Sullivan Road	CMF Clearinghouse
263	Provide a left turn lane on one approach	0.76	"Not interchange related" 4-leg, signalized, urban. Applied to Sullivan & Wellesley intersection	CMF Clearinghouse
5582	Install a traffic signal	1.16	Speed limit = 30-45mph	CMF Clearinghouse
1459	Install a traffic signal	0.83		CMF Clearinghouse
9144	Install a traffic signal	0.84		CMF Clearinghouse
N/A	<i>Average for installing traffic signal</i>	0.94	Applied to Sullivan & Wellesley intersection	Calculated based on other CMFs

Table 11: Assumptions Used in the Estimation of Reduced Accident Costs

Variable Name	Unit	Value	Source
Fatalities per Fatal Crash - City of Spokane Valley	fatalities/fatal crash	1.00	Calculated from crash statistics between 2014-2018 on city roads
Serious Injuries per Serious Injury Crash - City of Spokane Valley	injuries/injury crash	1.13	
Fatalities per Fatal Crash - Spokane County	fatalities/fatal crash	1.03	Calculated from crash statistics between 2014-2018 on county roads
Serious Injuries per Serious Injury Crash - Spokane County	injuries/injury crash	1.13	
Minor Injuries per Minor Injury Collision	injuries/injury crash	1.27	https://www.wsdot.wa.gov/mapsdata/crash/pdf/2015_Annual_Collision_Summary.pdf , https://www.wsdot.wa.gov/mapsdata/crash/pdf/2014_Annual_Collision_Summary.pdf
Vehicles per Collision	vehicles/crash	1.74	
Value of Statistical Life	\$/fatality	\$9,600,000	Guidance on Treatment of the Economic Value of a Statistical Life in U.S. Department of Transportation Analyses (2016) https://www.transportation.gov/officepolicy/transportation-policy/reviseddepartmental-guidance-on-valuation-of-a-statistical-life-in-economic-analysis
Cost of Serious Injury	\$/injury	\$1,008,000	
Cost of a Minor Injury	\$/injury	\$451,200	
Cost of an Unknown Injury	\$/injury	\$174,000	
Cost of Property Damage Only	\$/PDO accident	\$4,400	The Economic and Societal Impact of Motor Vehicle Crashes, 2010 (revised May 2015). Inflated to 2018 dollars using the GDP deflator.

7.3.3 BENEFIT ESTIMATES

Table 12 contains the monetized benefits over the life cycle of the project, split out by accident type. The improved safety and reduced accident costs obtained from the project components result in savings of \$28.5 million, discounted at 7%. During the study period, an estimated 620 crashes are anticipated to be avoided.

Table 12: Estimated Reduced Accident Costs, 2018 Dollars

	Over the Project Lifecycle	
	In Constant Dollars	Discounted at 7 Percent
Fatality Savings	\$26,477,504	\$9,919,281
Injury Savings	\$47,797,433	\$17,813,606
Property Damage Only Savings	\$2,044,839	\$744,857
Total	\$76,319,776	\$28,477,744

7.4 Incremental O&M Costs

To quantify the benefits associated with maintaining the existing transportation network in a state of good repair, the incremental operations and maintenance costs are captured.

7.4.1 METHODOLOGY

The operations and maintenance cost savings are estimated based on the difference in costs between the No Build and Build cases. The estimates are subtracted to determine the incremental operations and maintenance (O&M) costs. Positive values indicate operations and maintenance cost savings, a benefit, while negative values indicate increased operations and maintenance costs, a dis-benefit. Due to the replacement of older facilities, there are incremental O&M cost savings, despite some additional facilities being constructed.

7.4.2 ASSUMPTIONS

The incremental O&M costs are estimated based on itemized assumptions including pavement maintenance, roadway equipment, bridge maintenance and repair costs. Further detail beyond the table below can be found in the Excel spreadsheet model.¹³ The annual O&M costs are shown in Table 13.

¹³ The O&M calculations are built up through the Sullivan_O&M, Past O&M, 6YR Bridge Plan, O&M Summary, and Bigelow_O&M spreadsheet tabs.

Table 13: Assumptions Used in the Estimation of Incremental O&M Cost Savings

Year	No Build O&M	Build O&M
2020	\$33,135	\$1,400
2021	\$43,385	\$1,400
2022	\$43,385	\$1,400
2023	\$1,909,841	\$10,608
2024	\$87,875	\$10,608
2025	\$412,875	\$12,357
2026	\$412,875	\$12,357
2027	\$37,875	\$27,470
2028	\$37,875	\$12,470
2029	\$512,193	\$298,287
2030	\$81,118	\$12,470
2031	\$37,875	\$12,470
2032	\$37,875	\$66,363
2033	\$1,556,798	\$16,363
2034	\$42,138	\$16,363
2035	\$42,138	\$16,363
2036	\$63,554	\$2,452,164
2037	\$410,667	\$16,363
2038	\$42,138	\$16,363
2039	\$42,138	\$16,363
2040	\$110,092	\$16,363
2041	\$42,138	\$16,363
2042	\$42,138	\$91,363
Total	\$6,082,123	\$3,154,087

7.4.3 BENEFIT ESTIMATES

Table 14 displays the incremental O&M savings over the project life cycle. The incremental operations and maintenance cost savings are \$2.1 million for replacing aging infrastructure, net of constructing new facilities.

Table 14: Estimates of Incremental O&M Costs, 2018 Dollars

	Over the Project Lifecycle	
	In Constant Dollars	Discounted at 7 Percent
Incremental O&M Savings	\$2,928,036	\$2,139,651

7.5 Residual Value

The residual value is estimated to quantify the benefits associated with new infrastructure with a useful life beyond the study period.

7.5.1 METHODOLOGY

The residual value benefits are estimated based on the depreciable capital costs, the remaining useful life of an asset, and the future operations and maintenance costs required to maintain the infrastructure in future years. All future O&M costs are discounted to the last year of the study period, where it is applied against the proportion of the capital costs that have yet to depreciate. The remaining balance represent the residual value.



7.5.2 ASSUMPTIONS

The residual value benefits are calculated based on the assumptions shown in Table 15.

Table 15: Assumptions Used in the Estimation of Residual Value

Variable Name	Unit	Value	Source
Useful Life of Bridge	years	50	City of Spokane Valley
Depreciable Costs	%	56%	Calculated based on cost estimate for SR-290 Interchange reconstruction
Capital Costs for SR-290 Interchange Reconstruction	2018\$	\$23,335,791	SR-290 Interchange reconstruction cost estimate
Present Value of Future Bridge O&M	2018\$	\$19,255	Calculated based on an annual bridge O&M value of \$1,400 for the 33 remaining years on the useful life, discounted to 2042

7.5.3 BENEFIT ESTIMATES

Table 16 displays the residual value benefits over the project life cycle. The benefit amounts to \$1.7 million.

Table 16: Estimates of Residual Value, 2018 Dollars

	Over the Project Lifecycle	
	In Constant Dollars	Discounted at 7 Percent
Residual Value	\$8,446,723	\$1,665,243

7.6 Emissions Costs

The proposed project would result in reduced emissions from less fuel burned while vehicles idle and from fewer vehicle miles traveled after the realignment of Bigelow Gulch Road.

7.6.1 METHODOLOGY

Criteria air contaminants (CACs) and greenhouse gases (GHG) are estimated using emission rates per mile for automobiles and trucks, based on average vehicle speeds. The changes in speed along Bigelow Gulch change the emission rates, which are multiplied by the vehicle miles traveled to estimate the total emissions. Along Sullivan Road, emissions were evaluated based on reduced delays. Emission rates were gathered for idling vehicles and multiplied by the vehicle hours of delay to estimate the total emissions for this segment. The emissions were then monetized using the values provided in U.S. DOT guidance.

7.6.2 ASSUMPTIONS

The assumptions used in the estimation of avoided emissions costs are summarized in the table below.



Table 17: Assumptions Used in the Estimation of Avoided Emissions Costs

Variable Name	Unit	Value	Source
Grams/Short ton	grams/short ton	907,185	Standardized conversion
Carbon Dioxide Price	\$/short ton	<i>Varies by year</i>	CO2 Values based on the Preliminary Regulatory Impact Analysis for the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (July 2018). https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ld_cafe_co2_nhtsa_2127-al76_epa_pria_181016.pdf . Values inflated from 2016 dollars to 2018 dollars using the GDP deflator and converted to \$/short ton from \$/metric ton.
Nitrogen Oxides (NOx)	\$/short ton	\$8,600	Safer Affordable Fuel-Efficient Vehicles Rule for MY2021-MY2026 Passenger Cars and Light Trucks Preliminary Regulatory Impact Analysis (October 2018)" https://nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ld_cafe_co2_nhtsa_2127-al76_epa_pria_181016.pdf . Values are inflated from 2016 dollars to 2018 dollars using the GDP deflator.
Fine Particulate Matter (PM)	\$/short ton	\$387,300	
Sulfur Oxides (SOx)	\$/short ton	\$50,100	
Volatile Organic Compounds (VOC)	\$/short ton	\$2,100	
CO2 Emission Rate – Auto/Truck	g/mi	<i>Varies by year</i>	
NOx Emission Rate – Auto/Truck	g/mi	<i>Varies by year</i>	Estimates from MOVES run based on climate of Johnson County, Kansas, a representative county in the United States. Speed bins of 2.5-5 mph were used to represent idling vehicles, and 30-35 mph and 40-45 mph were used based on varying speeds in project area. Values were gathered for 2016, 2025, 2035 and 2045 and interpolation was used to estimate years in between.
PM Emission Rate – Auto/Truck	g/mi	<i>Varies by year</i>	
SOx Emission Rate – Auto/Truck	g/mi	<i>Varies by year</i>	
VOC Emission Rate – Auto/Truck	g/mi	<i>Varies by year</i>	

7.6.3 BENEFIT ESTIMATES

The project is estimated to decrease emissions by 31,692 short tons over the project life cycle, due to the increased vehicle miles traveled after the construction of the interchange. Table 18 shows the emissions costs amount to \$212,580, discounted at 7%.

Table 18: Estimates of Avoided Emissions Costs, 2018 Dollars

	Over the Project Lifecycle	
	In Constant Dollars	Discounted at 7 Percent
Carbon Dioxide (CO2)	\$41,997	\$15,686
Nitrogen Oxides (NOx)	\$147,651	\$66,682
Fine Particulate Matter (PM)	\$261,921	\$124,015
Sulfur Dioxide (SO2)	\$12,227	\$5,134
Volatile Organic Compounds (VOC)	\$2,216	\$1,063
Total	\$466,011	\$212,580



8. Summary of Findings and BCA Outcomes

The tables below summarize the BCA findings. Annual costs and benefits are computed over the lifecycle of the project. As stated earlier, several improvements are expected to be completed by 2023, at which point partial benefits are realized. Full benefits are realized beginning in 2026, at which point the entire project has been completed.

Table 19: Overall Results of the Benefit Cost Analysis, Millions of 2018 Dollars*

Project Evaluation Metric	Constant \$	7% Discount Rate
Total Benefits	\$214.6	\$83.9
Total Costs	\$61.9	\$48.3
Net Present Value	\$152.7	\$35.6
Benefit-Cost Ratio	3.47	1.74
Return on Investment	247%	74%
Payback Period (years)	6.30	8.17
Internal Rate of Return (%)	13.1%	

* Unless Specified Otherwise

Considering all monetized benefits and costs, the estimated internal rate of return of the project is 13.1 percent. With a 7 percent real discount rate, the \$48.3 million investment would result in \$83.9 million in total benefits and a benefit-cost ratio of approximately 1.7.



9. BCA Sensitivity Analysis

The BCA outcomes presented in the previous sections rely on a large number of assumptions and long-term projections, both of which are subject to considerable uncertainty.

The primary purpose of the sensitivity analysis is to help identify the variables and model parameters whose variations have the greatest impact on the BCA outcomes: the “critical variables.”

The sensitivity analysis can also be used to:

- Evaluate the impact of changes in individual critical variables – how much the final results would vary with reasonable departures from the “preferred” or most likely value for the variable; and
- Assess the robustness of the BCA and evaluate, in particular, whether the conclusions reached under the “preferred” set of input values are significantly altered by reasonable departures from those values.

The outcomes of the quantitative analysis for the Bigelow-Sullivan Corridor project using a 7 percent discount rate are summarized in the table below. The table provides the percentage changes in project NPV associated with variations in variables or parameters (listed in row), as indicated in the column headers.

For example, a 30 percent reduction in the value of time leads to a 36.8 percent reduction in the project NPV. A 20 percent increase in value of time raises the project NPV by 24.0 percent. The sensitivity analysis indicates that the value of time has the largest impact on the net present value, given the significance of the travel time savings.

Capital costs present another source of uncertainty. However, given the significant travel time savings, a one percent increase in the capital cost only results in roughly a 1.1 percent decrease in the net present value. Through varying inputs that impact the major benefit categories including travel time savings and capital cost savings, the sensitivity analysis shows the project is robust, and consistently reports a benefit cost ratio greater than 1.

Table 20: Quantitative Assessment of Sensitivity, Summary

Parameters	Change in Parameter Value	Current NPV	New NPV	Change in NPV	New B/C Ratio
Value of Travel Time	Low Value of Time (30% reduction in value of time)	\$35.6 M	\$22.5 M	-36.8%	1.47
	High Value of Time (20% increase in value of time)		\$44.1 M	24.0%	1.91
Capital Costs	25% Reduction in Capital Costs		\$45.7 M	28.3%	2.21
	25% Increase in Capital Costs		\$25.5 M	-28.3%	1.43
Annualization Factor	Bigelow Gulch Road benefits only occur on weekdays (260 days/year)		\$20.9 M	-41.3%	1.43

Appendix B: Letters of Support

Numerous stakeholders support the project. Letters supporting the proposed project are available on the City's project webpage:

<https://www.spokanevalley.org/sullivancorridor>

Appendix C: Funding Commitments



U.S. Department of Transportation

Infrastructure for Rebuilding America (INFRA) Discretionary Grants Program

Call for Projects

Local Agency Project Endorsement

Project: Bigelow-Sullivan Corridor Freight Mobility & Safety Project

The attached project application reflects established local funding priorities consistent with the adopted local plans and programs.

The project described is financially feasible; local match revenue identified in the project application is available and committed to the project. If awarded Federal funds, the City is committed to securing all remaining unsecured funds in order to satisfy INFRA program requirements. Costs identified in the application represent accurate planning level estimates needed to accomplish the work described herein.

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.

Mark Calhoun, City Manager

Name and Title of Designated Representative

Mark Calhoun
Signature of Designated Representative

2/24/2020
Date



Public Works Department

Spokane County, Washington

U.S. Department of Transportation

Infrastructure for Rebuilding America (INFRA) Discretionary Grants Program

Call for Projects

Local Agency Project Endorsement

Project: Bigelow-Sullivan Corridor Freight Mobility & Safety Project

The attached project application reflects established local funding priorities consistent with the adopted local plans and programs.

The project described is financially feasible; local match revenue identified in the project application is available and committed to the project. If awarded Federal funds, the County is committed to securing all remaining unsecured funds in order to satisfy INFRA program requirements. Costs identified in the application represent accurate planning level estimates needed to accomplish the work described herein.


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.

Chad Coles, P.E., Spokane County Engineer

Name and Title of Designated Representative



Signature of Designated Representative



Date

February 13, 2020

Commissioner Al French and Commissioner Mary Kunej
Spokane County
1026 W Broadway Ave
Spokane WA 99260

Project: Bigelow Gulch/Forker Connector-Project 6
Award Amount: \$1,271,000
Program(s): Urban Surface Transportation Block Grant (STBG)

Dear Commissioner French & Kunej;

Congratulations! On February 13, 2020, the Spokane Regional Transportation Council (SRTC) Board of Directors selected Spokane County's Bigelow Gulch/Forker Connector Project 6 for funding as part of the SRTC contingency funding process. This project previously received funding in the 2018 SRTC Call for Projects and was awarded partial funding of \$2,814,000. This supplemental funding completes the award request for this project.

SRTC is excited to offer Spokane County an award of \$1,271,000 from the Urban STBG program.

This project will be included in the 2020-2023 SRTC Transportation Improvement Program (TIP) amendment for Board consideration at the April 9, 2020 Board meeting. Please submit your project record into Secure Access Washington (SAW) by March 6, 2020. Once the TIP Amendment is approved, it will be included in the State Transportation Improvement Program (STIP.) After the funding is programmed into the STIP, you may seek obligation of the federal funds through WSDOT Local Programs consistent with the funding policies outlined in the most current SRTC TIP Guidebook.

Attached is an Acceptance of Funding Agreement outlining conditions of the award that must be signed by an official having authority. **Please sign and return the attached agreement no later than February 29, 2020.** Again, congratulations and we look forward to working with the City of Spokane. If you have any questions, please do not hesitate to contact me at (509) 343-6370 or at sminshall@src.org.

Sincerely,



Sabrina C. Minshall, AICP
Executive Director, Spokane Regional Transportation Council

cc: Chad Coles, Spokane County
Scott Englehart, Spokane County
Brandi Colyar, Spokane County
Keith Martin, WSDOT-Eastern Region Local Programs

February 13, 2020

Commissioner Al French and Commissioner Mary Kuney
Spokane County
1026 W Broadway Ave
Spokane WA 99260

Project: Bigelow Gulch/Forker Connector- Project 2
Award Amount: \$1,450,000
Program(s): Rural Surface Transportation Block Grant (STBG)

Dear Commissioners French & Kuney;

Congratulations! On February 13, 2020, the Spokane Regional Transportation Council (SRTC) Board of Directors selected Spokane County's Bigelow Gulch/Forker Connector -Project 2 for funding as part of the SRTC contingency funding process. This project competed for funding in the 2018 SRTC Call for Projects and was not awarded funding at that time. However, this project has received funding previously from SRTC in addition to this contingency funding award.

SRTC is excited to offer Spokane County an award of \$1,450,000 from the Rural STBG program.

This project will be included in the 2020-2023 SRTC Transportation Improvement Program (TIP) amendment for Board consideration at the April 9, 2020 Board meeting. Please submit your project record into Secure Access Washington (SAW) by March 6, 2020. Once the TIP Amendment is approved, it will be included in the State Transportation Improvement Program (STIP.) After the funding is programmed into the STIP, you may seek obligation of the federal funds through WSDOT Local Programs consistent with the funding policies outlined in the most current SRTC TIP Guidebook.

Attached is an Acceptance of Funding Agreement outlining conditions of the award that must be signed by an official having authority. **Please sign and return the attached agreement no later than February 29, 2020.** Again, congratulations and we look forward to working with the City of Spokane. If you have any questions, please do not hesitate to contact me at (509) 343-6370 or at sminshall@src.org.

Sincerely,



Sabrina C. Minshall, AICP
Executive Director, Spokane Regional Transportation Council

cc: Chad Coles, Spokane County
Scott Englehart, Spokane County
Brandi Colyar, Spokane County
Keith Martin, WSDOT-Eastern Region Local Programs



Washington State Transportation Improvement Board

November 22, 2019

TIB Members

Chair
Mayor Glenn Johnson
City of Pullman

Vice Chair
Commissioner Richard Stevens
Grant County

Amy Asher
RiverCities Transit

Alyssa Ball
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WSDOT

Elizabeth Chamberlain
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City of Sumner

Sue Dreler
Pierce Transit

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County Road Administration Board

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Mark Kulaas
Douglas County

Mayor Ron Lucas
Town of Steilacoom

Mick Matheson, P.E.
City of Mukilteo

David Ramsay
Feet First

Steve Roark, P.E.
WSDOT

Councilmember Mike Todd
City of Mill Creek

Jennifer Walker
Thurston County

Ashley Probart
Executive Director

P.O. Box 40901
Olympia, WA 98504-0901
Phone: 360-586-1140
Fax: 360-586-1165
www.tib.wa.gov

Mr. Chad Coles, P.E.
County Engineer
Spokane County
1026 West Broadway Avenue
Spokane, WA 99260-0170

Chad

Dear Mr. Coles:

Congratulations! We are pleased to announce the selection of your project, Bigelow Gulch Road, Progress Rd to Wellesley Ave, TIB project number 8-3-032(072)-1.

Total TIB funds for this project are \$2,065,000.

Your request for a sidewalk deviation for the project was approved.

Before any work is allowed on this project, you must:

- Verify the information on the Project Funding Status Form, revise if necessary, and sign;
- Submit the section of your adopted Six Year Transportation Improvement Plan listing this project;
- Sign both copies of the Fuel Tax Grant Distribution Agreement; and
- Return the above items to TIB;

You may only incur reimbursable expenses after you receive approval from TIB.

In accordance with RCW 47.26.084, you must certify full funding by November 22, 2020 or the grant may be terminated. Grants may also be rescinded due to unreasonable project delay as described in WAC 479-05-211.

If you have questions, please contact Gloria Bennett, TIB Project Engineer, at (360) 586-1143 or e-mail GloriaB@TIB.wa.gov.

Sincerely,

Ashley Probart
Executive Director

Enclosures



**Washington State
Department of Transportation**


Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

January 17, 2019

Mr. Daniel M. Mathis
Division Administrator
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, Washington 98501

Attn: Angel Rivera/Rick Judd/Susan Wimberly

**Spokane County
Bigelow Gulch Rd – Project 3
STPR-STPH-M320(003)
Time Extension**

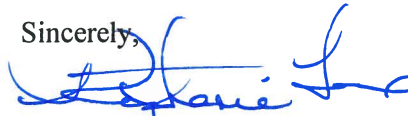

Dear Mr. Mathis:

WSDOT, on behalf of Spokane County, request an extension per 23 CFR 630.112(c)(1) for the above-mentioned project. Project 3 is part of the Bigelow Gulch corridor that improves approximately eight miles of rural arterial roadway. There are currently nine major contracts that are slated to improve the corridor. Two are complete, two are nearing completion and the remaining five are in various stages of development.

Delays to this corridor of projects began in 2010, with complaints of improper right of way acquisition procedures used by the county. Right of way was halted and an audit performed for the parcels already acquired. Based on the audit findings, a Memorandum of Agreement was finalized in 2012. A consultant performed the required mitigation that was completed in 2015, so the county resumed the acquisition activities.

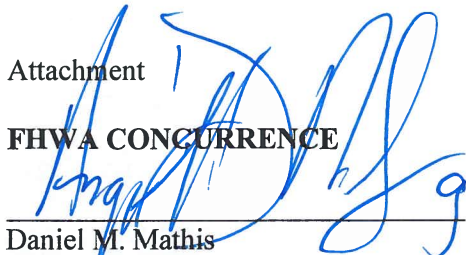
For Project 3, the preliminary engineering phase was authorized in September 2001. NEPA was approved April 2008. The county is currently evaluating the 21 parcels from which the county will need to acquire property rights. Attached are additional details regarding the corridor delivery to supplement this request.

Therefore, WSDOT on behalf of the county, respectfully requests an extension for construction authorization to September 2021. If you have any questions or need more information, please contact me at 360.705.7389.

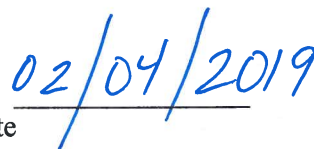
Sincerely,

Stephanie Tax
Manager, Program Management
Local Programs

Attachment

FHWA CONCURRENCE


Daniel M. Mathis
Division Administrator

Date



Bigelow Gulch Project 3 STPR-M320(003)
Request for Project Time Extension to Begin On-Site Construction

1/14/2019

Background:

This project is part of a corridor project which will improve approximately eight miles of a mostly rural arterial road. Currently there are nine major contracts that have or will be constructed. Of these nine contracts, three have been completed, one other contract is near completion with the 5 remaining contracts yet to have construction started.

Delays to this corridor project occurred beginning in 2010 with complaints of improper right-of-way acquisition procedures used by the County. Right-of-way acquisition was halted and an audit was performed for the parcels that had been acquired for the corridor project. The County received audit findings which were documented in a Memorandum of Agreement finalized in 2012. A consultant was selected to perform the required mitigation before right-of-way acquisition could resume. The mitigation was completed in 2015 and the County was able to resume right-of-way acquisition activities. An Environmental Assessment which had been finalized in 2008 was updated in 2015 and again in 2017.

Once the County was able to resume right-of-way acquisition activities, the County refocused its efforts on completing the eastern half of the corridor first before completing the western half of the corridor which includes Bigelow Gulch Project 3. The reason for this change to focus on the eastern half is that Project 4, 4A, 5 & 5A were fully funded and Projects 2 & 3 (the western section) needed to acquire additional funding. Also, the County did not want to have active construction projects in both east and west sections. The County focused its design and right-of-way efforts on Project 4A as a first project in the eastern half. There were difficulties and the County had to condemn on several properties, but was able to advertise for bids in fall of 2017 for Project 4A. Design and right-of-way work also continued on Project 5A and this project was advertised for bids in spring of 2018. Project 4A is currently finalizing construction activities and anticipated to reach physical completion early this year (2019) and Project 5A was completed in Fall of 2018.

Schedule:

Listed below are both the completed and anticipated contracts with construction year:

- Bigelow Gulch Project 1 - completed 2008-2009
- Bigelow Gulch Project 2 - 2022 (obligation and Ad in Fall of 2021 which matches STIP)
- Bigelow Gulch Project 3 - 2021 (Ad in Fall of 2020 which matches STIP, will use local funds)
- Bigelow Gulch Project 3A - completed 2005 (Intersection Improvements at Argonne Rd.)
- Bigelow Gulch Project 4 - 2019
- Bigelow Gulch Project 4A - to be completed 2019
- Bigelow Gulch Project 5 - 2020
- Bigelow Gulch Project 5A - completed 2018
- Bigelow Gulch Project 6 - 2020

Commitment to Follow Schedule:

As you can see from the above, the County is committed to construction of the corridor improvements. Currently, the County is focused on Project 4, a roughly 2.5-mile-long section with over 40 parcels to acquire. Some of the parcels required condemnation to acquire property rights. The property rights have recently been acquired which will allow this project to be constructed in 2019.

The County is currently acquiring needed property rights for Project 3, Project 5 and Project 6. Design activities are also ongoing to meet the above schedule. The County has been and continues to work with permitting agencies to obtain required permits. The County is also working on Project 6 with East Valley School District to address their concerns and the City of Spokane Valley to coordinate with their intersection project at Sullivan and Wellesley (east end of the corridor project).

Recent progress on Project 3:

The County while still focused on completing the eastern half first, is working on Project 3. This work includes acquiring needed easements and rights-of-way for the project. The County working with a consultant has acquired needed property rights for 13 of the 21 property owners for this project. The County design team is addressing concerns from property owners with revisions to driveways and is updating the plans to current version AutoCAD software from plans that were prepared in 2010.

Evaluation of Time Needed to Advance the Project to the Construction Phase:

Project 3 has approximately 21 parcels from which the County is acquiring property rights. Current estimated cost for the remaining right-of-way acquisition is \$470,000. Unfunded portions of the right-of-way phase will be funded with County funds. For scheduling purposes, it is anticipated that as on other projects in this Bigelow Gulch corridor project, to acquire some of these property rights, the County may be required to use condemnation procedures. If negotiations for acquiring property rights are unsuccessful, by Spring 2019 the County will start condemnation proceedings. It is estimated that condemnation proceedings will take approximately one year. Right-of-way acquisition should be complete by summer of 2020 with right-of-way certification soon to follow. The County would then advertise for bids in fall of 2020 using local funding sources, but following Federal Aid requirements due to the use of Federal Aid funds in the PE phase. Construction would occur in the 2021 construction season.

Conclusion:

Spokane County has experienced some difficulties in the past on this corridor project, but is moving forward toward completion of the whole project. Recent progress shows that Spokane County is committed to finishing not only Project 3, but the whole corridor. Immediate focus is on completing the east half, but will soon switch to completing the west half of this corridor project. Spokane County has a schedule for Project 3 that is reasonable and is committed to staying on this schedule. Spokane County respectfully requests a time extension for construction phase to begin by September 2022.

December 20, 2018

Commissioner Al French and Commissioner Josh Kerns
Spokane County
1026 W Broadway Ave
Spokane WA 99260

Project: Bigelow Gulch Project 5

Award Amount: \$1,568,000

Program: Rural Surface Transportation Block Grant (STBG)/Highway Improvement Program (HIP)

Dear Commissioners French and Kerns;

Congratulations! On November 8, 2018, the Spokane Regional Transportation Council (SRTC) Board of Directors selected Spokane County's Bigelow Gulch Project 5 project for funding as part of the 2018 SRTC Call for Projects. Thank you for you and your staffs' hard work.

SRTC is excited to offer Spokane County an award of \$1,568,000 from the Rural STBG/HIP programs.

This project will be included in the 2019-2022 SRTC Transportation Improvement Program (TIP) amendment for Board consideration at the January 18, 2019 Board meeting. Once the TIP Amendment is approved, it will be included in the State Transportation Improvement Program (STIP.) After the funding is programmed into the STIP, you may seek obligation of the federal funds through WSDOT Local Programs consistent with the funding policies outlined in the most current SRTC TIP Guidebook.

Attached is an Acceptance of Funding Agreement outlining conditions of the award that must be signed by an official having authority. **Please the attached agreement no later than January 16, 2018.** Again, congratulations and we look forward to working with Spokane County. If you have any questions, please do not hesitate to contact me at (509) 343-6370 or at sminshall@src.org.

Sincerely,



Sabrina C. Minshall, AICP
Executive Director, Spokane Regional Transportation Council

cc: Scott Englehard, Spokane County
Keith Martin, WSDOT-Eastern Region Local Programs



STATE OF WASHINGTON

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695 • FAX (360) 586-9700

Dan Gatchet,
Chair

June 5, 2018

Brian Ziegler,
Director

Board Members

Leonard Barnes

John Creighton

Matthew Ewers

Erik Hansen

Johan Hellman

Pat Hulcey

Roger Millar

Arthur Swannack

Tom Trulove

Bob Watters

Mr. Chad Coles, P.E.
County Engineer
Spokane County
1026 W. Broadway Avenue
Spokane, WA 99260

Dear Mr. Coles:

The Freight Mobility Strategic Investment Board (FMSIB) thanks you for submitting a project for consideration during the FMSIB 2018 Call for Projects and for meeting with the FMSIB Project Selection Committee. Your project, **Bigelow Gulch-Phase 3**, was presented to the full Board on Friday, June 1, 2018.

At that meeting, the Board voted to add your project to the funded and active project list. The project will be listed as #97 on the FMSIB list and has been included as follows:

Project Name:	Total Project Cost:	FMSIB Share:
Bigelow Gulch - Phase 3	\$6,925,710	\$2,270,000 (32.8%)

Funding Availability:

The **FMSIB Share** funds should be available to reimburse half your expenditures in the 2019-21 Biennium and half in the 2021-23 Biennium.

Web Site
www.fmsib.wa.gov

By statute, the Board is required to leverage these funds to the greatest extent possible. Also, the Board expects your agency to deliver the project on schedule according to your application. The Board may **defer** projects that are not progressing according to that schedule. Finally, in accordance with criteria established in state law, the Board may **cancel** a project after six years of deferral.

FMSIB reimbursements on this project will not exceed the **FMSIB Share** listed above, even if project costs increase above the **Total Project Cost** listed above. Also, if the **Total Project Cost** decreases, FMSIB's share will be reduced proportionately to maintain the **FMSIB Share** percentage listed above.

This funding award is contingent upon projected FMSIB revenues and subsequent funding authorization from the state Legislature.

Mr. Chad Coles
June 5, 2018
Page 2

Thank you again for submitting your application and congratulations on your selection. We are pleased to be able to work with you on this important project. If you have any questions, please feel free to contact me at (360) 586-9695 or email at ziegleb@fmsib.wa.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian J. Ziegler". The signature is fluid and cursive, with the first name "Brian" and last name "Ziegler" clearly distinguishable.

Brian J. Ziegler, P.E.
Director

cc: Stephanie Tax, WSDOT Local Programs



**Washington State
Department of Transportation**

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 30, 2018

Mr. Chad Coles
County Engineer
Spokane County
1026 West Broadway Avenue
Spokane, Washington 99260

**Spokane County
Bigelow Gulch – Project 5A
FMSIB-32F1(001)**

Dear Mr. Coles:

The above project has received fund authorization, effective March 27, 2018, as follows:

PHASE	TOTAL	STATE SHARE
Construction	\$4,906,041	\$2,001,000

Enclosed for your information and file is a fully executed copy of Local Programs State Funding Agreement LA-9292 between WSDOT and your agency. All costs exceeding those shown on this agreement are the sole responsibility of your agency.

Effective August 1, 2016, Voluntary Minority, Small, Veteran and Women's Business Enterprise (MSVWBE) participation must be included in all Connecting Washington, Bike/Ped, and Safe Routes to School state funded projects issued through WSDOT Local Programs. This is a voluntary MSVWBE program for the construction phase of a project with a value of \$500,000 and greater. All projects meeting the dollar value must include this specification. The General Special Provision (GSP) detailing the requirement is available at **APWA 1-07.11 Option C**. Also, required is an end of project report for any participation of MSVWBE on the project. The project report form is available on the WSDOT Local Programs website or through your Region Local Programs Engineer's office. Once completed the form must be submitted to your Region Local Programs Engineer prior to the Final Inspection of your project, similar to the FHWA funded projects DBE reports.

All future correspondence relating to the project is to be submitted to your Region Local Programs Engineer, Keith Martin.

Sincerely,

Stephanie Fax
Manager, Program Management
Local Programs

ST:jg:ac

Enclosures

cc: Keith Martin, Eastern Region Local Programs Engineer

October 26, 2015

Mr. Steve Worley
City of Spokane Valley
11707 E Sprague Ave
Spokane Valley WA 99206


Subject: 2018-2020 CMAQ Call for Projects

Dear Mr. Worley:

On July 9 and September 10, the Spokane Regional Transportation Council Policy Board (SRTC) approved a prioritized list of projects to fund with the 2018-2020 regional allocations of the Congestion Mitigation & Air Quality (CMAQ) program. A total of 20 applications requesting approximately \$18.5 million were submitted for the available \$11.5 million. Based on a competitive evaluation process, the following projects outlined on page 2 were selected for funding by SRTC.

Should you have questions regarding the call for projects or your particular project(s), please contact Anna Ragaza-Bourassa.

Sincerely,



Kevin Wallace
Executive Director, SRTC

cc: Bill McCammon, WSDOT

Travel Demand Management (TDM)

Agency	Project Name	Type of CMAQ Project	CMAQ Award	SRTC Project #
STA	I-90 Corridor Design and Preliminary Engineering	Transit Improvements	\$650,000	ST020
Spokane County	CTR Program - TDM Expansion	TDM	\$997,791	CO039
SRHD	Walk.Bike.Bus Millwood	Bike/Ped, Education & Outreach	\$98,202	HD004
Spokane	Cincinnati Greenway - Spokane Falls Blvd to Euclid Ave	Bike/Ped, Transit Improvements, Education & Outreach	\$469,860	SP042
STA	Monroe Street HPT Infrastructure Upgrades	Transit Improvements, Education & Outreach	\$474,444	ST021
Spokane	Spokane Bike Share	Bike/Ped, Other	\$53,200	SP041
STA	Division Street HPT Corridor Improvements	Transit Improvements	\$1,297,500	ST019
Spokane Valley	Appleway Trail - University to Balfour Park	Bike/Ped	\$449,800	SV035
Spokane Valley	Appleway Trail - Evergreen to Sullivan	Bike/Ped	\$1,422,925	SV036
Spokane	Sunset Highway Bicycle Facilities/Shared-Use Path * (full request \$1,137,150), PE only	Bike/Ped, Transit Improvements	\$353,305	SP048

Traffic Flow Improvements

Agency	Project Name	Type of CMAQ Project	CMAQ Award	SRTC Project #
Spokane Valley	Sullivan - Wellesley Intersection Improvement Project	Traffic Flow Improvements	\$1,085,425	SV037
Spokane	Hamilton Street Corridor Intersection Improvements	Traffic Flow Improvements	\$2,863,548	SP044

PM-10

Agency	Project Name	Type of CMAQ Project	CMAQ Award	SRTC Project #
STA	Bus Replacement	Other PM-10 reductions	\$1,280,000	ST016

*Project is partially funded



August 16, 2013

Mr. Kelly Williquette
City of Airway Heights
1208 S. Lundstrom St.
Airway Heights, WA 99001

Subject: 2014-2017 CMAQ Call for Projects

Dear Mr. Williquette,

On July 11, the Spokane Regional Transportation Council Policy Board (SRTC) approved a prioritized list of projects to fund through the Congestion Mitigation and Air Quality (CMAQ). A total of 40 projects requesting \$42.6 million was submitted for the available \$17.7 million. Based on a competitive evaluation process, the following projects were selected for funding by SRTC:

Table with 4 columns: SRTC ID, Agency, Project Name, CMAQ Award. Rows include PM-10 Reduction Projects, Travel Demand Management Projects, and Traffic Flow Improvement Projects.

Detailed information on the results of the evaluation process, including project rank and score, is attached. Should you have questions about the results of the call for projects or your particular project(s), please contact this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Wallace". The signature is fluid and cursive, with the first name "Kevin" being more prominent than the last name "Wallace".

Kevin Wallace
Executive Director, SRTC

cc: Bill McCammon, WSDOT

Congestion Mitigation Air Quality (CMAQ) 2014-2017

Preliminary Results - By Project Category

PM-10

Agency	Project Name	Type of CMAQ Project	CMAQ Request	Running Total	Administrative Subtotal (23 pts max)	Scoring Committee Subtotal (77 pts max)	TOTAL SCORE (100 pts max)
Spokane County	Old Trails/Inland Road Paving	Paving Dirt Roads	\$2,087,573	\$2,087,573	13.0	73.4	86.4
Spokane*	Barnes Rd Paving - Phoebe to Strong	Paving Dirt Roads	\$1,898,675	\$3,986,248	10.0	54.3	64.3
Spokane	Lyons Ave Paving - Crestline to Napa	Paving Dirt Roads	\$397,900	\$4,384,148	9.0	49.2	58.2
Spokane	46th Ave Paving - Cook to Altamont/Altamont Paving - 46th to	Paving Dirt Roads	\$882,300	\$5,266,448	9.0	35.4	44.4
WSDOT	WSDOT Street Sweepers	Street Sweeper	\$519,000	\$5,785,448	13.0	30.9	43.9
Spokane	44th Ave Paving - Altamont to Napa	Paving Dirt Roads	\$946,310	\$6,731,758	8.5	28.9	37.4
STA**	Bus Replacement	Transit Improvements	\$1,840,000	\$8,571,758	16.0	20.9	36.9
Spokane	City of Spokane Street Sweeper Fleet Improvements	Street Sweeper	\$501,202	\$9,072,960	15.0	20.9	35.9
Spokane Airports	Spokane Airports Street Sweeper	Street Sweeper	\$202,224	\$9,275,184	12.0	18.0	30.0
Spokane County	Spokane County Street Sweeper Replacement	Street Sweeper	\$657,400	\$9,932,584	8.5	17.3	25.8

\$2,550,000 Category Funding Target (15% of \$17 million)

* Pre-application was submitted after the April 1st deadline

** Application was submitted after the 4:00 deadline on April 30th

Travel Demand Management

Agency	Project Name	Type of CMAQ Project	CMAQ Request	Running Total	Administrative Subtotal (23 pts max)	Scoring Committee Subtotal (77 pts max)	TOTAL SCORE (100 pts max)
Spokane County	Commute Trip Reduction (CTR) Enhancements and Partnerships	Public Education/Outreach Activities	\$997,791	\$997,791	16.0	73.5	89.5
SRHD/SRTC	Walk Bike Bus Spokane	Public Education/Outreach Activities	\$169,368	\$1,167,159	17.0	51.3	68.3
STA	Central City Line HPT Corridor	Transit Improvements	\$1,375,000	\$2,542,159	13.0	52.4	65.4
Spokane	Addison/Standard Bicycle Corridor	Bike/Ped Facilities	\$677,295	\$3,219,454	16.0	48.8	64.8
STA	West Plains Transit Center	Transit Improvements	\$1,730,000	\$4,949,454	8.0	55.9	63.9
STA	Smart Card Upgrade	Transit Improvements	\$1,200,000	\$6,149,454	16.0	46.5	62.5
STA	Universal Transit Access Pass Program - Community Colleges of Spokane	Transit Improvements	\$1,468,397	\$7,617,851	16.0	42.0	58.0
STA	Division HPT Corridor Phase A Improvements	Transit Improvements	\$1,211,000	\$8,828,851	14.0	40.8	54.8
Spokane Valley	Appleway Shared Use Pathway - Phase 2 (University to Evergreen)	Bike/Ped Facilities	\$2,199,107	\$11,027,958	12.5	40.2	52.7
Spokane Valley	Appleway Shared Use Pathway - Phase 3 (Evergreen to Corbin)	Bike/Ped Facilities	\$2,658,967	\$13,686,925	15.0	35.8	50.8
Spokane	Arthur Bicycle Boulevard	Bike/Ped Facilities	\$353,785	\$14,040,710	12.0	38.5	50.5
STA	N Monroe/S Regal HPT Corridor Option A Improvements and Moran Prairie Park and Ride	Transit Improvements	\$3,027,500	\$17,068,210	14.0	36.5	50.5
Spokane	Sunset Highway Sidewalk Improvements	Bike/Ped Facilities	\$273,340	\$17,341,550	10.0	39.0	49.0
Spokane	Alberta/Cochran Couplet Multi-modal Improvements	Bike/Ped Facilities	\$592,525	\$17,934,075	9.5	36.1	45.6
STA	Fixed Route Bus Replacement	Transit Improvements	\$1,840,000	\$19,774,075	15.0	29.2	44.2
Spokane County	South Side Aquatic Center Pathway Project	Bike/Ped Facilities	\$303,322	\$20,077,397	8.5	28.4	36.9
Spokane Valley	Sidewalk Infill Project - Phase 3	Bike/Ped Facilities	\$566,923	\$20,644,320	12.0	23.8	35.8

\$6,800,000 Category Funding Target (40% of \$17 million)

Traffic Flow

Agency	Project Name	Type of CMAQ Project	CMAQ Request	Running Total	Administrative Subtotal (23 pts max)	Scoring Committee Subtotal (77 pts max)	TOTAL SCORE (100 pts max)
Spokane Valley	North Sullivan Corridor ITS Project	ITS	\$799,791	\$799,791	11.0	71.1	82.1
Spokane Valley	ITS Infill Project - Phase 1	ITS	\$283,341	\$1,083,132	13.0	63.5	76.5
Spokane	City of Spokane Video Detection System Upgrade	ITS	\$128,200	\$1,211,332	14.0	60.8	74.8
WSDOT	I-90/Freya Interchange - WB Off Ramp Improvements	Traffic Flow Improvements	\$3,373,500	\$4,584,832	13.5	49.5	63.0
WSDOT	SRTMC Advanced Traffic Management System	ITS	\$1,729,840	\$6,314,672	16.0	44.5	60.5
WSDOT	US 395/Hawthorne Channelization & Signal Modification	Traffic Flow Improvements	\$1,049,415	\$7,364,087	6.0	51.8	57.8
Spokane	Hamilton Street Signal Upgrades - Sharp to North Foothills	Traffic Flow Improvements	\$2,543,528	\$9,907,615	12.0	41.0	53.0
Spokane Airports	Variable Message Sign (VMS)	ITS	\$237,792	\$10,145,407	12.0	38.4	50.4
Spokane County	Argonne Rd SRTMC Communication	ITS	\$105,530	\$10,250,937	10.0	40.2	50.2
WSDOT	US 2 (North) - Hawthorne to Farwell ITS	ITS	\$657,400	\$10,908,337	9.0	28.0	37.0
WSDOT	US 2 (West) - Hayford to I-90 ITS	ITS	\$1,509,425	\$12,417,762	10.0	26.9	36.9
Airway Heights	Deer Heights and US 2 Intersection Improvements	ITS	\$1,297,500	\$13,715,262	8.0	28.2	36.2
Spokane County	Farwell Rd SRTMC Communication	ITS	\$124,560	\$13,839,822	11.0	15.3	26.3
Spokane	City of Spokane Strategic ITS Plan	ITS	\$51,900	\$13,891,722	16.0	7.8	23.8

\$7,650,000 Category Funding Target (45% of \$17 million)



December 3, 2012

RECEIVED

DEC 05 2012

Mr. Bill Hemmings
Spokane County Planning
1026 W. Broadway Avenue
Spokane, WA 99260

Spokane County Engineer

Subject: 2013-2016 STP Call for Projects

Dear Mr. Hemmings:

On November 8, the Spokane Regional Transportation Council Policy Board (SRTC) approved a prioritized list of projects selected for funding through the Surface Transportation Program (STP). For each project selected from Spokane County, the project identification number, name, and approved federal funding level is listed below.

Table with 3 columns: SRTC ID, Project Name, 2014-2017 STP Award. Rows include Hawthorne Rd, Bruce Rd, Palouse Highway, Argonne Rd, etc.

As you can see, an SRTC ID number has been assigned to these projects which must be used on all correspondence relating to this project, including funding requests to the State.

The projects will be amended into the 2013-2016 State Transportation Improvement Program (STIP) as part of the January amendment. After each project is programmed into the approved STIP, you may seek obligation of the federal funds through WSDOT Local Programs. Should you have questions, please feel free to contact me.

Sincerely,

Handwritten signature of Kevin Wallace

Kevin Wallace
Executive Director, SRTC

cc: Bill McCammon, WSDOT



STATE OF WASHINGTON

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

1063 Capitol Way, Rm. 201 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695 • FAX (360) 586-9700

September 22, 2010

Patricia O'Leary,
Chair

Karen Schmidt,
Executive Director

The Honorable Mark Richard
Spokane County Commissioner
1026 West Broadway Avenue
Spokane, WA 99260-0170

Board Members

Cliff Benson

John Creighton

Dave Adler

Terry Finn

Rebecca Francik

Dave Gossett

Paula Hammond

Steve Holtgeerts

Paul Ingiosi

Larry Paulson

Brian Ziegler

Dear Commissioner Richard:

Congratulations. It is with pleasure that I inform you that your project has been selected by the Freight Mobility Strategic Investment Board in our recently completed project selection process to be included on our active project list.

Your project application was evaluated by both a technical scoring team as well as the Board's Project Selection Committee. After reviewing the application you submitted for the Bigelow Gulch/Forker Road realignment, the Board voted on September 17, 2010 to add your project to our active project list.

The project will be listed as #81 on the FMSIB list and has been included as follows:

Project Name	Total Project Cost	FMSIB Share
Bigelow Gulch/Forker Rd Realignment	\$24,130,000	\$6,000,000

Web Site
www.fmsib.wa.gov

The FMSIB contribution represents a 25% partnership share of the project. By statute the Board funds are required to leverage other funds to the greatest extent possible. The FMSIB funds are also committed to the project by dollar amount and project percentage. If the project cost goes up the FMSIB dollar amount will be applied. If the project cost goes down the percentage amount will be applied.

While your project has been selected as a Freight Mobility Strategic Investment Board project, the Board will need to request funding authorization from the Legislature before the state FMSIB share can be approved for construction. Since your project anticipates a construction start date in 2015, the Board will request funding authorization from the Legislature when your project is closer to construction.

Commissioner Mark Richard

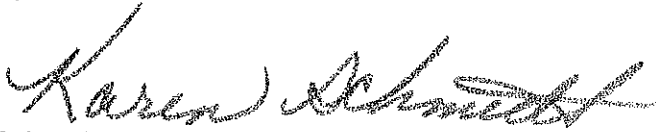
Page 2

September 22, 2010

Project costs cannot be reimbursed until the Legislature has authorized the funds through their budget and an agreement has been signed between your project, FMSIB and WSDOT who handles our fund distribution. If you have any questions, please feel free to contact me to discuss your concerns.

Thank you again for submitting your application, and congratulations on your selection. We are pleased to be able to work with you in advancing this important freight mobility project.

Cordially,

A handwritten signature in cursive script, appearing to read "Karen Schmidt".

Karen Schmidt
Executive Director

cc: Bill Hemmings, Division of Engineering and Roads
Bob Brueggeman, County Engineer
Brian Ziegler, FMSIB Project Selection Chair
Kathleen Davis, WSDOT

July 12, 2010

Mr. Bill Hemming
Spokane County Planning
1026 W. Broadway Avenue
Spokane, WA 99260

Subject: 2009 Call for Projects – Selected Project

Dear Mr. Hemming:

On May 13, 2010 the Spokane Regional Transportation Council (SRTC) adopted a prioritized list of projects that was developed from the 2009 call for projects. The SRTC Board selected from the prioritized list, projects based on current and anticipated funding levels. The project name and approved federal funding level is listed below.

<u>ID#</u>	<u>Project Name</u>	<u>Federal Request</u>
Srtc09-07	Argonne Rd Reconstruction Bigelow Gulch to Wellesley (PE)	\$115,088

As you can see, an ID number has been assigned to this project which **MUST** be used on all correspondence relating to this project, including funding requests to the State.

We anticipate this project will be in the amended STIP in August 2010, after which you may seek obligation of the funds through WSDOT Local Programs. Should you have questions, please feel free to contact me.

Sincerely,



Glenn F. Miles
Transportation Manager

cc: Bill McCammon, WSDOT

SRTC

Spokane Regional Transportation Council
221 W. First Avenue, Suite 310 • Spokane, WA 99201-3613
509/343-6370 FAX: 509/343-6400

May 15, 2000

RECEIVED
MAY 17 2000
SPOKANE COUNTY ENGINEER

Bill Johns
Mr. Bill Johns
Spokane County Engineering Dept.
1026 W. Broadway
Spokane WA 99260

Jim
Garrett
Subject: Results of SRTC STP 2000 Project Selection Process

Dear Mr. Johns:

On May 11, 2000 the Spokane Regional Transportation Council (SRTC) Board reviewed the results of the April 27th SRTC Citizen's Advisory and Transportation Technical Advisory Committee scoring meeting. Based on the resulting scores and the discussions at the SRTC Board meeting, the following Spokane County projects have been selected for funding:

Bigelow Gulch Road – East Weile Road to Argonne Road (engineering only)	\$500,000	CRP 2924
Bigelow Gulch Road – Urban Boundary to Weile Road (East)	\$1,839,900	CRP 2620
Brooks Road Overlay	\$636,640	
Harvard Road – I-90 to Spokane River	\$1,158,667	
Bigelow Gulch Road – Havana Street to Urban Boundary	\$2,140,148	CRP 2770
16 th Avenue – Dishman-Mica Road to State Route 27	\$2,351,502	
Spokane Area Storm Water Quality Study	\$276,800	
Dishman-Mica Road Overlay	\$203,707	
Fancher Road Overlay	\$193,760	
Wellesley Avenue Overlay	\$56,225	
Waikiki Road Overlay	\$222,305	
McDonald Road Overlay	\$242,200	

These projects should be available for project obligation after October 1, 2000. I would encourage you to make sure the projects are contained in your six-year street program that is currently up for review and adoption.

Now that your projects have been selected, we need from you a detailed timeline for preliminary engineering, right of way, and construction. As the original application indicates, your agency has 18 months from the beginning of preliminary engineering as indicated on your application to obligate the construction funding. Failure to meet the 18-month deadline will result in the project's cancellation unless a compelling reason exists to extend the project an additional six months. The reason for this policy is to

ensure projects move forward in a timely manner, and reduces loss of value caused by inflation and escalating construction costs.

Again, congratulations on successfully obtaining a Surface Transportation Program (STP) grant, we wish you success in the implementation of your projects.

Sincerely,



Glenn F. Miles
Transportation Manager



STATE OF WASHINGTON

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

1063 Capitol Way, Rm. 201 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695 • FAX (360) 586-9700

Patricia Otley,
Chair

September 17, 2008

Karen Schmidt,
Executive Director

Board Members

Cliff Benson

John Creighton

Dave Edler

Terry Finn

Rebecca Francik

Dave Gossett

Paula Hammond

Steve Holtgeerts

Jill Satran

Jim Toomey

Brian Ziegler

Web Site

www.fmsib.wa.gov

Bob Brueggeman
County Engineer
Spokane County Public Works
1026 W. Broadway Avenue
Spokane, WA 99201

Dear Mr. Brueggeman:

I want to thank you for contacting us regarding the status of the Bigelow Gulch Corridor project. We are pleased that the project appears to be proceeding as planned.

You asked about FMSIB participation in the partnership funding as it applies to the remaining phases and whether specific segments are eligible to utilize our funds. I have reviewed the project application and have determined the following:

- 1) The original application references the full corridor project on Bigelow Gulch Road.
- 2) Initially FMSIB funds were to be used for a phase that would construct an interchange improvement within the corridor.
- 3) When FMSIB state funds were replaced with federal funds the interchange improvement could not utilize federal funds so another segment of the corridor was arbitrarily selected to replace our participation in the interchange phase.
- 4) Construction readiness dictates that Phase 1, which is the westerly limit of the corridor, is ready to proceed now and will be followed shortly by the segment we are currently scheduled to participate in.
- 5) You are requesting permission to have FMSIB participate in both of the remaining corridor phases - utilizing \$1,000,000 of the total \$2,000,000 FMSIB commitment to Bigelow Gulch in each phase.

Bob Brueggeman
September 17, 2008
Page 2

Since the freight mobility goal was for the improvement of the entire corridor, it would be consistent with our goals that FMSIB consider funding one or more segments of the corridor. The intersection improvement has been completed and therefore the two remaining segments of Bigelow Gulch Road would complete the corridor. We therefore approve applying half of our commitment to each of the remaining two phases.

WSDOT Highways & Local Programs administers our funds and we will advise them to expend \$1,000,000 on Phase 1 (the westerly segment of the corridor) and \$1,000,000 on the segment between Phase 1 and the intersection improvement.

We look forward to the completion of this corridor project.

Cordially,

A handwritten signature in black ink, appearing to read "Karen Schmidt". The signature is written in a cursive style with a large, stylized initial "K".

Karen Schmidt
Executive Director

cc: Kathleen Davis, WSDOT Highways & Local Programs

204

STATE OF WASHINGTON
COUNTY ROAD ADMINISTRATION BOARD

RURAL ARTERIAL PROGRAM

PROJECT AGREEMENT FOR CONSTRUCTION PROPOSAL

Submitting County: SPOKANE

Project Number: 3298-01

Road No. And Sequencer: 0000203

Name of Road: BIGELOW GULCH ROAD

M.P. 00.64 To 01.29

Approval Date: 04-09-98

TOTAL AMOUNT OF AUTHORIZED RATA FUNDS: \$ 2,745,000
(\$1,449,068 added on 4/8/99 per CRABoard resolutions 99-008 and 99-009)

IN CONSIDERATION of the allocation by the County Road Administration Board (CRABoard) of rural arterial trust account (RATA) funds to the project in the amount set out above, the county hereby agrees that as condition precedent to payment of any RATA funds allocated at any time to the above referenced project, it accepts and will comply with the terms of this agreement, including the terms and conditions set forth in Chapter 49, Laws of 1983, 1st Ex. Sess. (RCW 36.79); the applicable rules and regulations of the CRABoard (WAC 136-100 et.seq.) and all representations made to the CRABoard upon which the fund allocation was based; all of which are familiar to and within the knowledge of the county and are incorporated herein and made a part of this agreement, although not attached. The officer of the county, by his/her signature below, hereby certifies on behalf of the county that matching funds and other funds represented to be committed to the project will be available as necessary to implement the projected development of the project as set forth in the construction proposal prospectus, and acknowledges that funds hereby authorized are for the development of the construction proposal as defined by RCW 36.79.

The county hereby agrees and certifies that:

- (1) It is in compliance with the provisions of WAC ch. 136-150 regarding eligibility for RATA funds. If the county is found not to be in compliance with the provisions of Chapter 150, such non-compliance may be cause for the CRABoard to withdraw or deny the Certificate of Good Practice of that County.
- (2) The project will be constructed in accordance with the information furnished to the CRABoard, and the plans and specifications prepared by the county engineer.
- (3) It will notify the CRABoard when a contract has been awarded and/or when construction has started, and when the project has been completed.
- (4) It will reimburse the RATA in the event a project post audit reveals improper expenditure of RATA funds.

If the costs of the project exceed the amount of RATA funds authorized by the CRABoard, set forth above, and the required matching funds and other funds represented by the local agency to be committed to the project, the local agency will pay all additional costs necessary to complete the project as submitted to the CRABoard.

IN CONSIDERATION of the promises and performance of the stated conditions by the county, the CRABoard hereby agrees to reimburse the county from RATA funds allocated, and not otherwise, for its reimbursable costs not to exceed the amount above specified. The CRABoard will reimburse counties on the basis of monthly progress payment vouchers received and approved on individual projects in the order in which they are received in the CRABoard office, and subject to the availability of RATA funds apportioned to the region. Such obligation to reimburse RATA funds extends only to project costs incurred after the date of project approval by the CRABoard, 04-09-98

This agreement supercedes all prior agreements issued using the project and work order numbers listed above and shall be valid and binding only if it is signed and returned to the CRABoard office within 45 days of its mailing by the CRABoard.

COUNTY ROAD ADMINISTRATION BOARD:

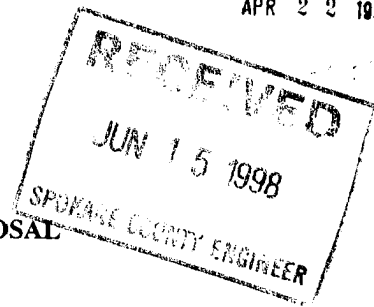
By:  _____
Director

SPOKANE COUNTY:

By:  _____
Chair/Executive

Date: 5-12-99

Date: _____



Handwritten notes: "FILE CRP 2620" and "CRAZY H."

STATE OF WASHINGTON
COUNTY ROAD ADMINISTRATION BOARD
RURAL ARTERIAL PROGRAM

PROJECT AGREEMENT FOR CONSTRUCTION PROPOSAL

Submitting County: SPOKANE

Project Number: 3298-01

Road No. And Sequencer: 0000203

Name of Road: BIGLEOW GULCH ROAD

M.P. 00.64 To 01.29

Approval Date: 04-09-98

TOTAL AMOUNT OF AUTHORIZED RATA FUNDS : \$ 979,705

IN CONSIDERATION of the allocation by the County Road Administration Board (CRABoard) of rural arterial trust account (RATA) funds to the project in the amount set out above, the county hereby agrees that as condition precedent to payment of any RATA funds allocated at any time to the above referenced project, it accepts and will comply with the terms of this agreement, including the terms and conditions set forth in Chapter 49, Laws of 1983, 1st Ex. Sess. (RCW 36.79); the applicable rules and regulations of the CRABoard (WAC 136-100 et.seq.) and all representations made to the CRABoard upon which the fund allocation was based; all of which are familiar to and within the knowledge of the county and are incorporated herein and made a part of this agreement, although not attached. The officer of the county, by his/her signature below, hereby certifies on behalf of the county that matching funds and other funds represented to be committed to the project will be available as necessary to implement the projected development of the project as set forth in the construction proposal prospectus, and acknowledges that funds hereby authorized are for the development of the construction proposal as defined by RCW 36.79.

The county hereby agrees and certifies that:

- (1) It is in compliance with the provisions of WAC ch. 136-150 regarding eligibility for RATA funds. If the county is found not to be in compliance with the provisions of Chapter 150, such non-compliance may be cause for the CRABoard to withdraw or deny the Certificate of Good Practice of that County.
- (2) The project will be constructed in accordance with the information furnished to the CRABoard, and the plans and specifications prepared by the county engineer.
- (3) It will notify the CRABoard when a contract has been awarded and/or when construction has started, and when the project has been completed.
- (4) It will reimburse the RATA in the event a project post audit reveals improper expenditure of RATA funds.

If the costs of the project exceed the amount of RATA funds authorized by the CRABoard, set forth above, and the required matching funds and other funds represented by the local agency to be committed to the project, the local agency will pay all additional costs necessary to complete the project as submitted to the CRABoard.

IN CONSIDERATION of the promises and performance of the stated conditions by the county, the CRABoard hereby agrees to reimburse the county from RATA funds allocated, and not otherwise, for its reimbursable costs not to exceed the amount above specified. The CRABoard will reimburse counties on the basis of monthly progress payment vouchers received and approved on individual projects in the order in which they are received in the CRABoard office, and subject to the availability of RATA funds apportioned to the region. Such obligation to reimburse RATA funds extends only to project costs incurred after the date of project approval by the CRABoard, 04-09-98

This agreement supercedes all prior agreements issued using the project and work order numbers listed above and shall be valid and binding only if it is signed and returned to the CRABoard office within 45 days of its mailing by the CRABoard.

COUNTY ROAD ADMINISTRATION BOARD:

SPOKANE COUNTY:

By: [Signature]
Director

By: [Signature]
Chair/Executive

Date: 5/4/98

Date: 4/14/98

STATE OF WASHINGTON - COUNTY ROAD ADMINISTRATION BOARD

RURAL ARTERIAL PROGRAM
PROJECT AGREEMENT FOR CONSTRUCTION PROPOSAL

RA-1

AMENDMENT NO. 1

Submitting County: Spokane

Project Number: 3215-01

Date Approved: 04/16/2015

Road Number(s)	Road Name(s)	BMP(s)	EMP(s)	Segment #
00263	Bigelow Gulch Road	2.230	3.230	1

This is Amendment No. 1 to the above described Project Agreement, between the County of Spokane, hereinafter the "County" and the State of Washington County Road Administration Board, hereinafter the "CRABoard."

WHEREAS, the COUNTY and CRABoard desire to amend the original Project Agreement to allow an increase in RATA funding under the conditions described in WAC 136-161-070.

NOW, THEREFORE, pursuant to chapter 36.79 RCW and in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof,

IT IS MUTUALLY AGREED AS FOLLOWS:

1. The following new language is added as section 15 to the Project Agreement:

RATA funding is increased to \$2,579,100 per CRABoard approval dated April 27, 2017.

2. All other terms and conditions of the original Project Agreement shall remain in full force and effect except as modified by this Amendment No. 1.

IN WITNESS WHEREOF, the PARTIES hereto have executed this AMENDMENT No. 1 as of the PARTY's date last signed below.

COUNTY ROAD ADMINISTRATION BOARD:

Spokane COUNTY:

By: *[Signature]*

By: *[Signature]*

Date: 6-14-2017

County Engineer

Date: 6/7/17

STATE OF WASHINGTON - COUNTY ROAD ADMINISTRATION BOARD
RURAL ARTERIAL PROGRAM
PROJECT AGREEMENT FOR CONSTRUCTION PROPOSAL

AMENDMENT NO. 2

Submitting County: Spokane

Project Number: 3210-01

Date Approved: 03/26/2010

RAW

Road Number(s)	Road Name(s)	BMP(s)	EMP(s)	Segment #
01349	FORKER ROAD	0.340	1.360	1

This is Amendment No. 2 to the above described Project Agreement, between the County of Spokane, hereinafter the "County" and the State of Washington County Road Administration Board, hereinafter the "CRABoard."

WHEREAS, the COUNTY and CRABoard desire to amend the original Project Agreement to allow increase to authorized RATA funds under the conditions described in WAC 136-161-070 (1)(b).

NOW, THEREFORE, pursuant to chapter 36.79 RCW and in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof,

IT IS MUTUALLY AGREED AS FOLLOWS:

1. The following new language is added as section 8 to the Project Agreement:

Total amount of authorized RATA funds is increased to \$5,000,000.

2. All other terms and conditions of the original Project Agreement shall remain in full force and effect except as modified by this Amendment No. 2.

IN WITNESS WHEREOF, the PARTIES hereto have executed this AMENDMENT No. 2 as of the PARTY's date last signed below.

COUNTY ROAD ADMINISTRATION BOARD:

By: _____

Date: 1-14-2016

Spokane COUNTY:

By: _____

Date: 3/11/16

For Spokane
County
P.O. Box
7700
Spokane
Wash.
99207

CRP 2620
Bigelow



**Washington State
Department of Transportation**
Sid Morrison
Secretary of Transportation

Transportation Building
P.O. Box 47300
Olympia, WA 98504-7300

October 19, 1994

Mr. Ronald Hormann
Spokane County Engineer
W. 1026 Broadway
Spokane, WA 99260-0180

HES Group I Selections

Ron
Dear Mr. Hormann:

We are pleased to advise you that the following safety projects rated high enough to be considered for funding through the Hazard Elimination Program.

<u>Project</u>	<u>Maximum Federal Participation</u>
Government Way & Fort Wright Drive Intersection	\$ 99,000.00
Bigelow Gulch & Palmer Road Intersection	\$153,000.00
Farwell & Market Intersection Intersection	\$153,000.00

The above projects may be combined into feasible projects.

Funding of these projects will be in the following stages.

- Stage 1:** Funding of PE (implementation of design) upon receipt of:
- Project prospectus, covering the entire project (reflecting latest cost estimate) and completed in accordance with Local Agency Guidelines.
 - Municipal Agreement showing PE amounts only.
- Stage 2:** Funding of R/W acquisition upon receipt of:
- True cost estimate.
 - R/W plan (in accordance with Local Agency Guidelines).
 - Municipal Agreement supplemented to show the R/W cost.
 - Environmental documentation.
- Stage 3:** Construction funding after completion of PS&E and upon receipt of:
- R/W certification.
 - Municipal Agreement supplemented to reflect the entire cost of the project.
 - Environmental documentation.

October 19, 1994
Page 2

To obligate funding for this project, please submit the item indicated in Stage 1 to your Regional TransAid Engineer. Federal aid funding for this project will be limited to the amounts shown above. Project expenditures are not eligible for reimbursement until after we provide notice that funds are obligated.

The projects are included in the statewide safety bucket in the STIP and they will not require a STIP amendment.

Should you have any questions on how to pursue this project, please contact you Regional TransAid Engineer.

Sincerely,



DENNIS B. INGHAM
Assistant Secretary
TransAid

DBI:ch
GCA
cc: Brent K. Rasmussen, Eastern Region

Appendix D: Public Meeting Documentation

List of Public Meetings Related to the Bigelow-Sullivan Mobility and Safety Improvement Project

Project Component	Public Meeting Date	Description
Bigelow Gulch Road Components		
Bigelow Gulch Road	January 2006	Environmental Assessment
Bigelow Gulch Road	3/22/2006	Environmental Assessment
Bigelow Gulch Road	2/15/2006	Open House Meetings for Design
Bigelow Gulch Road	2/16/2006	Open House Meetings for Design
Bigelow Gulch Road	9/23/2015	Open House Meetings for Design
Bigelow Gulch Road	5/26/2016	Open House Meetings for Design
Bigelow Gulch Road	4/6/2017	Open House Meetings for Design
Bigelow Gulch Road	11/11/2017	Open House Meetings for Design
Bigelow Gulch Road	March 2018	Open House Meetings for Design (joint meeting with Spokane Valley for Project 6)
Bigelow Gulch Road	11/11/2017	Open House Meetings for Construction
Bigelow Gulch Road	3/21/2019	Open House Meetings for Construction
Bigelow Gulch Road	2/23/2018	Presentation to Commissioners (open to public) for Public Use and Necessity for Project 5a
Bigelow Gulch Road	6/4/2017	Presentation to Commissioners (open to public) for Public Use and Necessity for Project 4
Bigelow Gulch Road	November 2016	Presentation to Commissioners (open to public) for Public Use and Necessity for Project 4a
Bigelow Gulch Road	2006 to Present	Various Council Presentations (open to public)
Bigelow Gulch Road	September 2017	Presentation to Spokane Regional Transportation Council (SRTC), open to public
Bigelow Gulch Road	May 2017	Presentation to Spokane Regional Transportation Council (SRTC), open to public
Bigelow Gulch Road	Ongoing	County website (publically accessible): https://www.spokanecounty.org/2724/Bigelow-GulchForker-Rd-Urban-Connector
Bigelow Gulch Road	Ongoing	County website (publically accessible): https://www.spokanecounty.org/4536/Bigelow-Gulch-Road-Project-2
Bigelow Gulch Road	Ongoing	County website (publically accessible): https://www.spokanecounty.org/4535/Bigelow-Gulch-Road-Project-3
Bigelow Gulch Road	Ongoing	County website (publically accessible): https://www.spokanecounty.org/4524/Bigelow-Gulch-Road-Project-4
Bigelow Gulch Road	Ongoing	County website (publically accessible): https://www.spokanecounty.org/4525/Bigelow-Gulch-Road-Project-5
Bigelow Gulch Road	Ongoing	County website (publically accessible): https://www.spokanecounty.org/4523/Bigelow-Gulch-Road-Project-5A
Sullivan Road Components		
Sullivan Wellesley Intersection	3/10/2015	Admin report to Council on CMAQ call for projects (incl. Sullivan Road improvements)
Sullivan Wellesley Intersection	4/28/2015	Info Report on Six-Year Transportation Improvement Program (TIP)
Sullivan Wellesley Intersection	6/23/2015	Council passed Resolution 15-005, Adoption of 2016–2021 Six Year TIP
Sullivan Wellesley Intersection	5/23/2017	Council passed Resolution 17-011, adopting the 2018-2023 Six Year TIP
Sullivan Wellesley Intersection	2/12/2018	Stakeholder meeting with Spokane County and East Valley School District
Sullivan Wellesley Intersection	3/14/2018	Public outreach meeting, including 73 attendees, regarding the intersection project: https://www.srtc.org/sullivan-wellesley-intersection-project-community-meeting/ and https://www.spokanevalley.org/qcontent/NewsFeed.aspx?FeedID=6050
Sullivan Wellesley Intersection	2/12/2018	Project team meeting with East Valley School District
Sullivan Wellesley Intersection	3/14/2018	Public Meeting to discuss intersection project
Sullivan Wellesley Intersection	6/23/2015	Public Hearing on 6-yr TIP, including this project.
Sullivan Wellesley Intersection	6/28/2016	Public Hearing on 6-yr TIP, including this project.
Sullivan Wellesley Intersection	5/23/2017	Public Hearing on 6-yr TIP, including this project.
Sullivan Wellesley Intersection	6/5/2018	Public Hearing on 6-yr TIP, including this project.
Sullivan Wellesley Intersection	6/4/2019	Public Hearing on 6-yr TIP, including this project.
Sullivan/SR 290 Interchange	6/4/2019	Public Hearing on 6-yr TIP, including this project.

Please join us at a community meeting
to review design options and share your input on the

Sullivan-Wellesley Intersection Improvement Project

anticipated for construction in Summer 2019

Wednesday, March 14

5:30pm to 7:00pm

Short presentation at 5:30pm

Open House until 7:00pm

East Valley High School Cafeteria

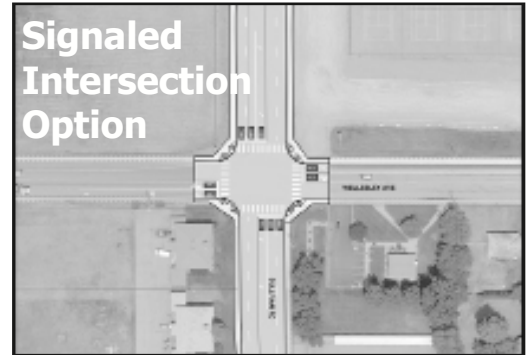
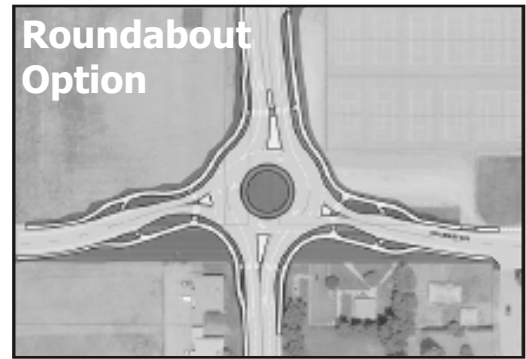
Representatives of Spokane County will also be on hand to
answer questions related to the Bigelow Gulch Project.

This project will help improve safety and traffic flow at the intersection of
Sullivan and Wellesley. Improvements include:

- Installing a roundabout or signalized intersection
- Improving sidewalks and adding ADA ramps
- Improving stormwater drainage.
- For more information, contact project manager Erica Amsden at eamsden@spokanevalley.org or (509) 720-5012

Title VI Notice to Public – It is the policy of the City of Spokane Valley (City) to assure that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, and related State and Federal Statutes, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally-funded programs and activities. Any person who believes his/her Title VI rights have been violated, may file a complaint with the City's Title VI Administrator. For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact the City's Title VI Coordinator at jwhitehead@spokanevalley.org, or (509) 720-5111.


Americans with Disabilities Act (ADA) information – Individuals planning to attend the meeting who require special assistance to accommodate physical, hearing or other impairments are asked to contact the City of Spokane Valley at (509)720-5003 as soon as possible so that arrangements may be made. Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.






City of Spokane Valley
Community & Public Works
10210 E. Sprague Avenue
Spokane Valley, WA 99206

Standard
U.S. Postage
PAID
Spokane, WA
Permit #4



**Sullivan-Wellesley
Intersection Project
Community Meeting**
Wednesday, March 14
5:30-7:00pm
East Valley High School
15711 E. Wellesley Avenue





**Connecting
Our Community**

A Regional Study of Urban Connectors

Public Involvement/Education Campaign Report on Spokane Urban Connectors

February 4, 1999

Prepared for:
Spokane County Public Works

Prepared by:
Rocky West Public Relations
421 West Riverside
Spokane, WA 99201
(509) 744-3351
Fax (509) 744-3355

Public Education/Input Campaign Activities and Results

The Spokane County Urban Connector Public Education/Input Campaign consisted of three distinct phases.

Each phase was designed as a single component to an overall program that, when combined, would result in a public education/information process that was comprehensive and inclusive.

Informal Surveying of Public Attitudes

The first phase included an information gathering phase to determine public awareness of the Urban Connector Proposal. This phase would help determine the scope and methods for educating the greater Spokane area about Urban Connectors.

Rockey West Public Relations conducted more than 20 interviews with key community leaders, citizen activists, business leaders, county planning staff, elected officials, and region transportation specialists to determine the key issues, areas of opposition, and areas of support for the Urban Connectors. Also identified in this process were key community issues related to transportation that could affect, or be affected by the Urban Connector Proposal.

The result of this early informal surveying was that, generally, Spokane residents were wary of government and of new ideas as they relate to transportation plans. There was tremendous support for the North/South Freeway concept, but most were skeptical it would not be built in their lifetimes. Likewise, many were skeptical the Urban Connector proposal would never be constructed.

Many community leaders were against any transportation proposal that lead traffic away from the downtown core of Spokane, despite the fact that much of the traffic affecting downtown Spokane is through traffic and is not stopping in downtown. There were also concerns the Urban Connector proposal competed against the North/South Freeway for funding and community support.

However, there were an equal number of community and business leaders that saw the Urban Connectors as an inexpensive, immediate solution to the region's traffic challenges.

These interviews with key community leaders also lead to the identification of pockets of the community's population that would outwardly oppose such a plan. These groups included some supporters of the North/South Freeway, City of Spokane Planning staff, and some environmental and neighborhood groups.

This surveying revealed the concept of Urban Connectors was not understood and that many believed it to be an actual plan, not simply a set of ideas for improving transportation.

Based on this information, it was concluded a strong education component was needed for the next step in the campaign that included detailed information about the project and many opportunities for the public to comment on the concept of Urban Connectors.

Public Education Campaign

The second phase included development of the public education component on Urban Connectors and implementation of the education component. This phase included a general approach to bringing the community up to a common knowledge base concerning Urban Connectors. The information would be simple, unbiased, and available in many different formats.

To build public awareness, it was agreed upon that several different information formats must be used to educate the public about the Urban Connector proposal. Since the period in which Spokane County would be trying to reach the community concerning the Urban Connector proposal fell during the Christmas Holiday, it would be extremely difficult to gather public input using only one medium.

To begin building public awareness of the issue, Spokane County engaged in two different education campaigns: one aimed at the general public and the other aimed at area media.

Spokane County engaged in a multiple format approach to educate the public about the Urban Connector proposal. The community needed to be educated about this proposal quickly and easily and during a short period. The education campaign also had to be held during the Christmas holiday, which further exacerbated the challenge of drawing public interest.

Campaign theme

To begin this process, Rockey West developed a campaign theme "Connecting Our Community." This theme, along with a logo and distinct colors, would be used throughout all campaign information. The purpose of this was to build consistency and identification with the public and the Urban Connector program. This would also allow Spokane County to use the theme and logo at later stages of the Urban Connector public process.

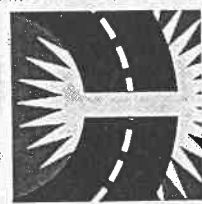
Four Page Tabloid

To educate the public in a broad approach, a four-page color tabloid insert was placed into the Thanksgiving Day North, South, and Valley Voice sections of the Spokesman Review. This tab was inserted into the Voice sections and appeared as an editorial product. The tab reached 150,000 households in Spokane County. The tab was also overrun and the 5,000 extra copies were distributed in various other methods throughout the campaign.

The tab featured a lead article on the Urban Connector proposal, paragraphs on each connector, maps of each connector, a questionnaire, commonly asked questions and answers, and a section featuring all of the public input opportunities.

The tab also included a tear-off questionnaire that asked some basic questions of the reader. This questionnaire could be mailed in to Spokane County or dropped off at a local grocery store chain. Rosauers Supermarkets agreed to partner with Spokane County and be a drop off point for the questionnaire. The supermarkets were located throughout Spokane County, making it easy for readers to find a location near their home or business. Approximately 200 questionnaire were received through the Rosauers drop-off locations.

Four Page Tabloid



Connecting our Community

A Regional Study of Urban Connectors



Getting You Connected

The Spokane region has enjoyed steady employment and economic growth in recent years, but along with those benefits has come a substantial increase in traffic.

Basically, the connections between neighborhoods, commercial areas and industrial areas have become more congested.

That means a commute to and from work that once took 15 minutes, could take 30 minutes now. A round trip to the store requires more stops for traffic signals. Rural routes and even neighborhood streets are becoming overloaded with drivers trying to bypass our crowded arterials.

In 1995, there were 345,000 vehicles registered in Spokane County. By 2005 it is projected there will be 450,000 vehicles registered here. Lined up end to end, the cars would stretch from Spokane to Seattle.

Frustrated by the traffic problems, we ask the question: How will we get around our community in the future?

Engineers in Spokane County's transportation division are taking a proactive approach to solving some of our region's traffic challenges. They've developed some new ideas that may lead to cost-effective, environmentally sound solutions.

Using past and current traffic studies, engineers have identified high-use daily routes through the area, and have projected possible alternatives to get people to and from their destinations more efficiently.

In some cases, traffic flow could be improved by extending or altering existing roads. In others, new roads would be required to link local population centers such as Downtown Spokane, the Valley, North Spokane, South Spokane, the West Plains, and Liberty Lake.

The Washington State Legislature funded this study of Urban Connectors, which includes a feasibility study by Transpo, a western Washington consulting firm.



A project of Spokane County Public Works



Urban Connectors: linking the community.

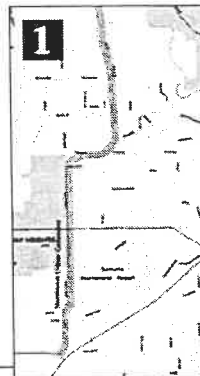
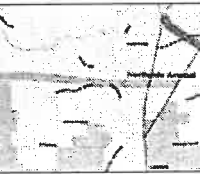
On the east side of Spokane, there is the Bigelow Gulch/Forker Road connector, the Northeast connector, and the Valley Couplet. On the west side of Spokane is the Northwest Connector, and the Northside Arterial. The southern area would include the Southside Connector. Each would be designed to address future transportation needs, ease current traffic congestion, provide cleaner air and enhance traveler safety.

1 Northwest Connector

Currently, traffic moving north or south must use one of the existing arterials such as Maple, Division, Monroe, or Nevada to reach their northern or southern destinations. The proposed Northwest Connector and Northside Arterial would provide another route for north/south travelers.

The Northwest Connector would initially be a two lane rural highway with two eight foot shoulders. Traffic could exit off I-90 and enter the Northwest Connector that would head north following Hayford Road. Just past Lincoln Road the Northwest Connector would turn east and connect to the existing bridge at Nine Mile Road.

The second section of the Northwest Connector would consist of an almost entirely new roadway. The Connector would continue northeast from Nine Mile crossing the river, where it would become the Northside Arterial. It would head directly east until it intersects with Highway 395 and Highway 2. These northwestern roads could handle as much as 25,000 vehicles daily by 2020.



2 North Spokane Corridor

The Urban Connector idea has links to many roads in our community, but probably none more important than the North Spokane Corridor, or the North South Freeway as it is commonly called.

This connection between the Urban Connectors and North Spokane Corridor will provide an even better system of getting around our community. The North Spokane Corridor, which the state Department of Transportation is designing, is a new 60 mph, limited access highway through roughly the center of Spokane. This new highway will allow drivers to bypass current traffic congestion in a variety of areas.

This new highway would link Highway 395 to the north to I-90 to the south. Along the way, interchanges at key points would also be built and opportunities to connect into the Urban Connector system of roads will be part of that connection.



Building better routes of travel for Spokane.

Spokane County has designated these redefined routes and new arterials as Urban Connectors and is now seeking community opinion on whether this network of connector roads is a viable idea that should be developed further.

Specifically, Spokane County wants to know what you think of the Urban Connector concept. Do you believe it has the potential to reduce traffic congestion in our area? Would you use these connecting arterials? Would a concept such as Urban Connectors meet our future transportation needs? And, most importantly, would you support such a plan?

So, why is Spokane County studying this? County

engineers want to provide drivers more options of efficient travel throughout our community. Reducing congestion on our roads, handling future traffic needs, and even building economic growth are some of things that can occur with the right road plan.

In fact, an improved transportation system can even improve air quality. Idling cars waiting at traffic lights for extended periods or backed up in congested traffic lead to higher carbon monoxide (CO) levels in our air. Cars that are moving freely produce less CO and reduce air pollution.

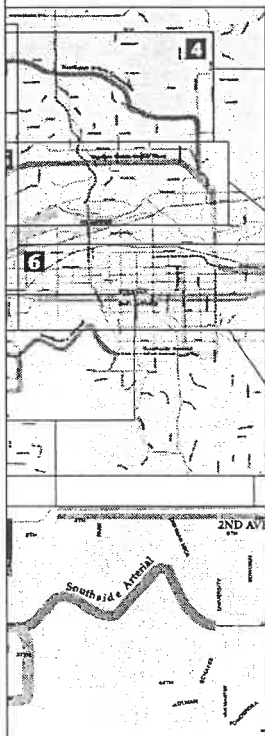
This concept of building connector roads throughout our community would cost approximately \$182 million and be constructed in phases over the next 15 years. Funding would likely

come from the state and federal government.

While Spokane County is preparing a report on the Urban Connector proposal for the 1999 state Legislature, there are currently no formal plans in place for such a network of roads, no hard lines drawn on maps, and no funding. This concept is still in the early stages and your interest and suggestions can have a genuine impact on how or if it is developed further.

Connecting our community is crucial to living, working and playing in a region that we love and appreciate. We hope you have the information you need to help guide this process. Becoming active now in this process can produce a transportation plan that truly connects our community.

Four Page Tabloid (cont.)

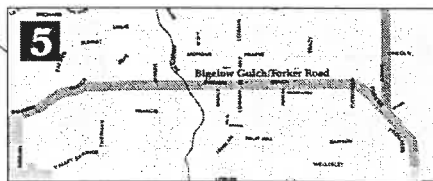


4 Northeast Connector

This connector works in conjunction with the Bigelow Gulch/Forker Road Connector. As the Bigelow Gulch Connector turns west, the Northeast Connector would continue north from that point.

This Northeast Connector could be a two-lane highway and would follow the existing Forker Road until it reaches Moffat Road, then it heads west on Moffat. A new, two-lane paved roadway, it then heads northwest into Peone until it reaches Bruce Road. Here, a connection would be made between Peone and Farwell Road. The Northeast Connector would continue along Farwell until it reaches Highway 2.

This new Northeast Connector would help meet current and future transportation needs by alleviating congestion on current roads. This proposed route could see as much as 10,000 vehicles daily in the next 20 years.

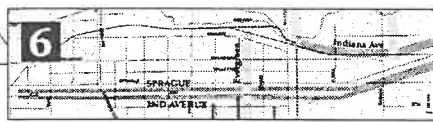


5 Bigelow Gulch

Bigelow Gulch and Forker Road have become a main route of transportation for commuters and truckers. More than 16,000 vehicles travel these roads daily, making these once rural routes busy with commuter traffic.

In addition to the traffic congestion, this curvy roadway is a safety risk for its travelers. From 1995 to 1997 there were 130 serious accidents along this stretch of road.

This connector would straighten and widen Bigelow Gulch and Forker. Forker Road would be connected to Sullivan between the East Valley Middle School and High School. It would follow Forker Road and flow directly into Bigelow Gulch. This new roadway would be a rural type highway with four lanes and a painted center island and paved shoulders on the side. Bigelow would be widened and straightened. It's anticipated this route would handle up to 30,000 vehicles daily by 2020.



3 Southside Connector

The second largest demand for travel in our community is between the South Hill and the Spokane Valley.

In 2020, as many as 12,000 vehicles per day will travel this direction. The Southside Connector would connect Dishman Mica Road, Highway 27, Evergreen Road, or Sullivan Road to the southern portion of Spokane County to access businesses and residential areas.

The Southside Connector would reduce the trips on the very congested part of I-90. In addition, the trip between the Valley and the South Hill would be shorter. This arterial would feature two twelve-foot lanes with two eight-foot shoulders. A twelve-foot truck-climbing lane would be constructed on the upgrades.

6 Valley Couplet

East and west traffic in the Spokane Valley is projected to be about 55,000 vehicles per day by 2010. By increasing the capacity along Sprague Avenue and 2nd Avenue, the Valley Couplet will reduce the demand on I-90 and other east/west routes.

The first part of the Valley Couplet is already being built. Sprague, from University Road heading west, will become a one-way, west bound road and 2nd Avenue will be a one-way, east bound road.

The second leg of the couplet would extend from University to Liberty Lake. The new segment of the Valley Couplet would extend from 2nd Avenue farther east and would be widened to five lanes and the Valley Couplet would follow the existing eastern path of 2nd Avenue to Country Vista Road. This would provide a direct link for Liberty Lake residents to Sprague Avenue and downtown Spokane.

Cut or tear along line

Urban Connector Questionnaire

Please complete the following questionnaire and return to any Rosauers Supermarket or mail to Spokane County (address on reverse side)

Which area of Spokane County do you live closest to?
 North of I-90 west of Division _____
 North of I-90 east of Division _____
 South of I-90 _____
 West of City of Spokane _____
 East of Havana _____

Are you in favor of a system of connector roads that would serve traffic traveling between the Valley and North Spokane?
 Yes _____ No _____

Are you in favor of a system of connector roads that would serve traffic traveling between North Spokane and the West Plains?
 Yes _____ No _____

Are you in favor of a system of connector roads that would serve traffic traveling between the South Hill area and the Valley area?
 Yes _____ No _____

How often would you use the Bigelow Gulch/Forker Road Connector as depicted on the Urban Connector Map?
 At least once a day _____
 About once a week _____
 Only occasionally _____
 Seldom or Never _____

How often would you use the Northeast Connector as depicted on the Urban Connector Map?
 At least once a day _____
 About once a week _____
 Only occasionally _____
 Seldom or Never _____

How often would you use the Northwest Connector as depicted on the Urban Connector Map?

At least once a day _____
 About once a week _____
 Only occasionally _____
 Seldom or Never _____

How often would you use the Southside Connector as depicted on the Urban Connector Map?

At least once a day _____
 About once a week _____
 Only occasionally _____
 Seldom or Never _____

You are at Division and Francis and want to go to the Spokane Valley. Which route would you take?

_____ A north/south street to I-90 then go east
 _____ An improved four-lane Bigelow Gulch Road to either Argonne or Forker Roads then south to the Valley.

Connector Questions and Answers

- Q** What is the Urban Connector idea?
A Urban Connectors utilize mostly existing and some not-yet-built roads that link our urban areas in Spokane County. These roads would help alleviate traffic congestion currently being experienced on our major roadways.
- Q** Why is the county considering the idea?
A Spokane County wants to provide area residents with new options to get around our community. Current roads are being used beyond their maximum capacity, making travel slower and, in some cases, dangerous. The Urban Connector idea could help ease congestion, improve safety and allow for future traffic growth as well.
- Q** How much is this going to cost and who is going to pay for it?
A Early estimates to complete all of the roads being suggested would cost \$182 million. If approved, money from the state and federal governments would cover the costs of building this system of roads.
- Q** When would the county start building it and how long would it take to complete?
A The County would start the design phase and environmental review of the project immediately following the allocation of funding. This project would likely be built in stages over the next fifteen years, but construction could start in two years, depending upon the funding.
- Q** How does this Urban Connector idea impact the environment?
A Before any project of this type is constructed an environmental review would take place, including public input. Issues raised during that review process would need to be mitigated before construction began. In fact, the project could improve the environment, particularly our air quality. Freeing up traffic would result in lower car emissions (fewer cars sitting in traffic idling). Also, zoning in the rural areas where these roads pass through would not change, so commercial growth would be kept in places where it is currently located.
- Q** Why Urban Connectors, why not just build the North-South freeway?
A Actually, the Urban Connector idea ties in with the proposed North-South freeway (North Spokane Corridor). The choice isn't one or the other. Both projects can be built. The North-South freeway could be constructed from Highway 395 to Trent Avenue by 2010. The Bigelow Gulch/Forker Road Connector could be a reality in as little as six years. And, the Urban Connector proposal would link in with the North-South freeway when it is constructed, giving Spokane residents an even better transportation system to use.
- Q** So, why all this studying and gathering of public input without any funding in place?
A Spokane County wants to know, before they seek funding, if the public would support an idea of this type. Once the public input is gathered and factored in, the plan may change based on the public's input. Then, the County will take the idea over to Olympia and share it with state legislators.

Urban Connector Video Viewing Times

Fridays at 6 p.m. Saturdays 9 a.m. and 5 p.m. and Sundays at 7:30 p.m.
 on CityCable Channel 5

Watch the video, then fill out the questionnaire

--- Cut or tear along line ---

Additional Comments:

Additional Input Opportunities

Urban Connector Breakfast Business Forums

On your way to work or school attend one of four Spokane County Urban Connector Breakfast Business Forums. We'll serve coffee and donuts. You watch a short video on Urban Connectors, then fill out a questionnaire. You'll be to work before 8 a.m.
 7:30-8 a.m. Dec. 1, 3, 8, 10
 Spokane County Public Works
 lower level hearing room
 1026 W. Broadway

Urban Connector Public Meetings

Plan to attend one of our open house format public meetings and get an opportunity to view the 12-minute Urban Connector video, ask questions at the information stations, fill out the questionnaire and give your input.

Dec. 8, 6-8 p.m. Mead High School West Cafeteria 302 W. Hastings Road	Dec. 10, 6-8 p.m. University High School Main Cafeteria 10212 E. 9th
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Dec. 9, 6-8 p.m.
Ferris High School
Cafeteria
3020 E. 37th

Spokane's Bureau

Do you want us to speak to your group or club in December about Urban Connectors? Call 324-3446

Spokane This Week

Spokane This Week is a weekly show on KSPS that focuses on community issues. It will run a special show on the Urban Connectors airing Nov. 27 at 8:30 p.m. on channel 7. The show will feature information about the Urban Connectors in a roundtable discussion.



For more information call 456-3600
 or contact our website at:
www.spokanecounty.org/engineer/connector.htm

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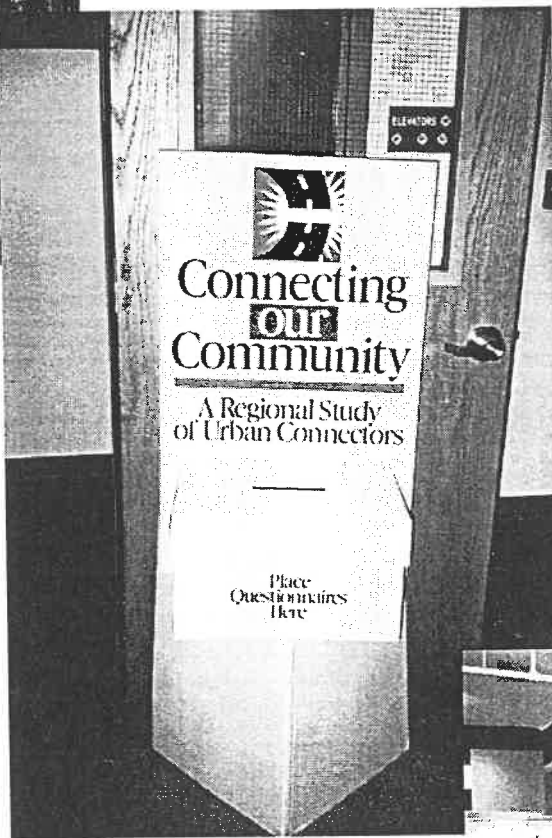
Please fill out the questionnaire and return to any of the following Rosauers' Locations:

1808 W. Third	9414 N. Division
1724 W. Francis	10920 E. Sprague
907 W. 14th	926 S. Monroe (Huckleberry's)
2610 E. 29th	

Or mail to: Spokane County Public Works
 Urban Connectors
 1026 W. Broadway
 Spokane, WA 99260



Questionnaire Boxes



Video

A special 16-minute video was also developed to educate the public about the Urban Connectors to be shown at pre-scheduled times on Citycable 5. This video, using computer graphics, would show viewers what the connectors would look like upon completion and build a knowledge base of information about the project.

Using a former local news anchor as the narrator, the viewer was taken on a visual flyover of each of the connector segments. In some cases, the flyover was done using computer generated images. In other cases, actual aerial shots were used to show the viewer where the proposed connectors might be placed.

The video gave viewers a short history of transportation problems in the Spokane community and talked about Urban Connectors as a possible solution. The video was intended to present information only, not sway public opinion. It was also designed to clearly explain to the public what the Urban Connector proposal was, and that it was only an idea, and not a formal plan, hopefully stimulating public interest for later comment.

Speaker's Bureau

Spokane County staff made presentations, using the video, to local business, civic, and social groups throughout Spokane.

More than 75 organizations were sent letters and later contacted twice by phone to host programs. Many were filled for December and asked for presentations in January, therefore much of that feedback will not be included in this report, however, it will be gathered and monitored on an on-going basis.

To date, Spokane County has made 35 presentations to groups throughout the region. These presentations included the video and a question and answer session about the Urban Connectors. Copies of the questionnaire and tabloid were also handed out to audience members. Attendees were encouraged to fill out the questionnaire and leave it with Spokane County staff.



Company Name

Dear _____,

Has your commute around town become increasingly difficult in recent years? The Spokane region has enjoyed an increase in economic growth and with it has come an increase in traffic congestion.

Spokane County is concerned about this and is undertaking a proactive approach to solving some of our region's traffic challenges. Spokane County engineers have developed the idea of Urban Connectors: a series of arterial roads to link our urban centers.

Does Spokane County have the right answers with Urban Connectors? You tell us. December is our key month to find out. A representative from Spokane County is available to help «Company» learn more about this important project and how individuals can help. The 20 minute presentation will include an introduction to Urban Connectors, a 12 minute video about the proposal, a questionnaire, and the presenter will be available to answer any questions you may have.

Spokane County wants to know what you think concerning our ideas. The project is in the early stages of development and the feedback you provide will help us to prepare our report for the 1999 Legislature on this proposal.

Improved air quality, less congested and safer roads are just some of the expected outcomes of Urban Connectors. However, these ideas are still only ideas and that is why I encourage The Spokane Homebuilders Association to become involved with the project and help Spokane County serve the community in the best possible manner.

Thank you for becoming involved in the future planning of the Spokane community. Please contact us at 324-3446 to schedule a speaker to come to your meeting or event.

Sincerely,

Ross Kelley

Q and A

Q-What is the Urban Connector Idea?

A- Urban Connectors utilize mostly existing and some not-yet-built roads that link our urban areas in Spokane County. These roads would help alleviate traffic congestion currently being experienced on our major roadways.

Q- Why is the county considering the idea?

A- Spokane County wants to provide area residents with new options to get around our community. Current roads are being used beyond their maximum capacity, making travel slower, and in some cases, dangerous. The Urban Connector idea could help ease congestion, improve safety and allow for future traffic growth as well.

Q- How much is this going to cost and who is going to pay for it?

A- Early estimates to complete all of the roads being suggested would cost \$\$\$\$\$\$\$\$\$\$. The funding would come from an appropriation from the state legislature. If approved, money from the state and federal government would cover the costs of building this system of roads.

Q- When would the county start building it and how long would it take to complete?

A- The county would start the design phase and environmental review of the project immediately following the allocation of funding. This project would likely be built in stages over the next fifteen years, but construction could start in three years, depending upon the funding.

Q- How does this Urban Connector idea impact the environment?

A- Before any project of this type is constructed an environmental review would take place, including public input. Issues raised during that review process would need to be mitigated before construction began. In fact, the project could improve the environment, particularly our air quality. Freeing up traffic would result in lower car emissions (fewer cars sitting in traffic idling). Also, zoning in the rural areas where these roads pass through would

not change, so commercial growth would be kept in places where it is currently located.

Q- Why Urban Connectors, why not just build the North-South freeway?

A- Actually, the Urban Connector idea ties in with the proposed North-South freeway. The choice isn't one or the other. Both projects can be built. The North-South freeway could be constructed from Highway 395 to Trent Avenue by 2010. The Bigelow Gulch/Forker Road connector could be a reality in as little as six years. And, the Urban Connector proposal would link in with the North-South freeway when it is constructed, giving Spokane residents an even better transportation system to use.

Q- So, why all this studying and gathering of public input without any funding in place?

A- Spokane County wants to know, before they seek funding, if the public would support an idea of this type. Once the public input is gathered and factored in, the plan may change based on the public's input. Then, the county will take the idea over to Olympia and share it with state legislators.



Key Message Points **for Spokane County Urban Connector Public Involvement Campaign**

1. **Meets Future Transportation Needs** - The Urban Connector idea can help meet future transportation needs by alleviating current roads of congestion, allowing for new routes for drivers and increase the volume that current roads are capable of handling. This proactive approach begins to handle traffic growth *before* it becomes worse in our community. Other issues to consider include more traffic in the future has less of a negative impact on our current driving habits, less long-term or on-going construction of roads and new industry could come here after seeing how free our roads are of congestion.
2. **Eases Current Traffic Congestion** - The Urban Connector idea could help alleviate current traffic backups that are being experienced throughout Spokane County. Major routes, such as Division Street, I-90, Maple/Ash corridor and Pines and Sullivan in the Valley would likely be less congested due to traffic taking new Urban Connector routes to and from business, home, and shopping. Improved commute times are likely throughout the region, better quality roads on which to drive are part proposal, and traffic flows more smoothly.
3. **Clean Air** - Stagnant traffic is not good for our region. Cars idling in traffic increase CO levels and dramatically degrade air quality in Spokane. Cars that are moving and not idling emit far less CO. The Urban Connector idea moves traffic swiftly from one urban area in our region to the other. This moving traffic would reduce the number of cars idling in backed up traffic, therefore improving our overall air quality.
4. **Economic Impacts** - Movement of goods throughout our region is vital to many businesses. From produce to metal products, the movement of these good in our community is reliant on efficient mobility for these trucks to get through our area. Trucks stuck in traffic aren't efficiently moving goods. The Urban Connector idea, allows for more efficient and safer movement of goods throughout our region. This more efficient means of transporting good translates into an economic plus for suppliers, retailers, and customers. A more efficient means of moving products could also

spur economic growth with current companies and be seen by outside companies looking at Spokane as a place to locate as a reason to move here.

5. **Safety** - As traffic increases in our region, many drivers look for alternate routes to get around. Many of these new found routes are existing, small rural roads, not designed for commuter traffic and high volumes of vehicles. Safety becomes a factor when adding thousands of new cars to a road that is designed for a much smaller amount of traffic. The Urban Connector idea takes many of these roads and turns them into roads that can accommodate current traffic volumes, makes them more safe by removing curves, and allows use of freight traffic.
6. **Input Opportunities** - Public can provide feedback on the Urban Connector ideas through a variety of mediums such as:
 - Public meetings scheduled for Dec. 8 at Mead High School, Dec. 9 at Ferris High School and Dec. 10 at University High School
 - Business Breakfast forums Dec. 1, 3, 8, 10 from 7:30 a.m. to 8 a.m. in the Public Works lower level hearing room.
 - Web site, www.spokanecounty.org/engineer/connector.htm visit the web site, look at the maps, fill out the questionnaire, e-mail it to county
 - Speaker's Bureau - Spokane County will send a speaker to talk on this subject to any group or club. 324-3446 is the contact number
 - Spokesman Review insert featuring details of the Urban Connector concept. review the maps and written information, watch the Urban Connector video on Citycable 5 every Friday at 6 p.m., Saturday at 9 a.m. and 5 p.m. and Sunday at 7:30 p.m., then fill out the questionnaire, drop it off at any Rosauer's Store in Spokane or mail it to Spokane County.
7. **Urban Connector Video** - Spokane County has developed a 15-minute video that takes drivers on an aerial tour of the Urban Connector concept. The viewer flies over areas of Spokane County where Urban Connectors might be located, then 3-d computer animation takes over and the viewer drives the conceptual road. The animation shows viewers what the concept roads might look like if built. The video will be used in all public presentations, shown on Citycable 5 at the above times and some sequences can be downloaded off the Internet web site as an AVI file.

Public Meetings

Spokane County also engaged in eight public meeting formats to educate the public about the Urban Connector proposal.

The first meetings were designed to gather input from the business community. Spokane County wrote articles for the two area chambers of commerce, reaching more than 4,000 businesses. The articles, and an insert highlighting the meetings, were designed to educate the business community about the Urban Connector project and input opportunities.

For the business community, four breakfast meetings were held at Spokane County. The meetings were designed to use the video as the primary focus for educating attendees. Within a 1/2 hour, attendees could see the video, get questions answered by staff and fill out a questionnaire and be on their way to work before 8 a.m.

In all, approximately 45 attended the four meetings. Those who attended were quite responsive to the format and the consideration of their time. All who commented on the format liked the morning opportunity to provide input.

To give the community other opportunities for information about the Urban Connectors, Spokane County hosted five evening public meetings in different geographic areas of Spokane County.

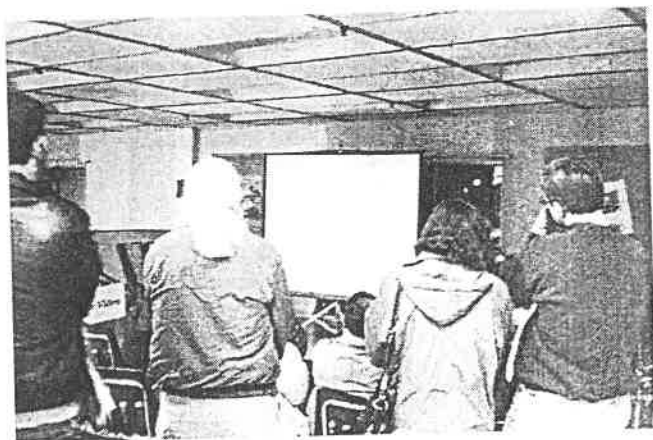
The open houses were designed to provide maximum information opportunities for attendees and maximum input opportunities.

The open houses followed an information station format, in place of the traditional public meeting, where there is a presentation, then public questions. This format allowed attendees to arrive at any time between 6 p.m. and 8:30 p.m., and visit a variety of information stations. This started with the video stations, where attendees would watch the educational Urban Connector Video. Then they could go to one of six stations, each highlighting the connector or North Spokane Corridor.

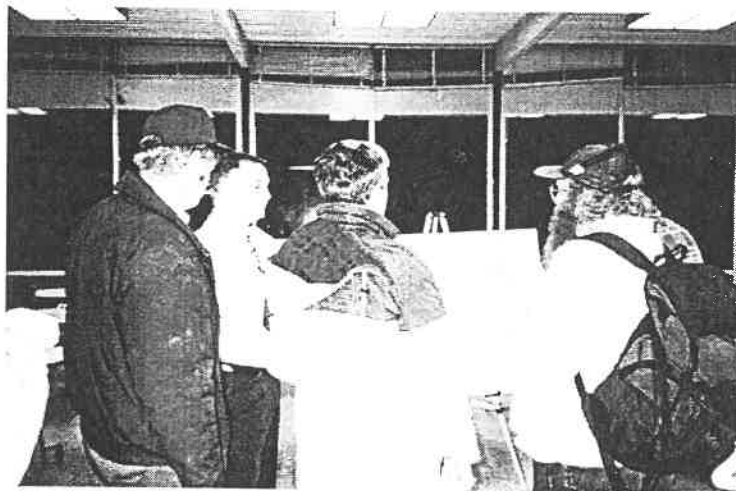
This format allowed people to focus on particular areas and ask questions one on one with county staff. This format also diffused potential grandstanding of outspoken individuals, commonly associated with public meetings and hearings. This format allowed all who attended the same opportunity to ask questions and give input.

At each of the public gatherings attendees were given buttons that stated "I'm Connected" with the Connecting Our Community logo. The purpose of this was to give something to those who took the time to respond to the campaign and, if they wore it, would help spark community discussion outside the meeting on this topic.

Public Meetings



Public Meetings (cont.)



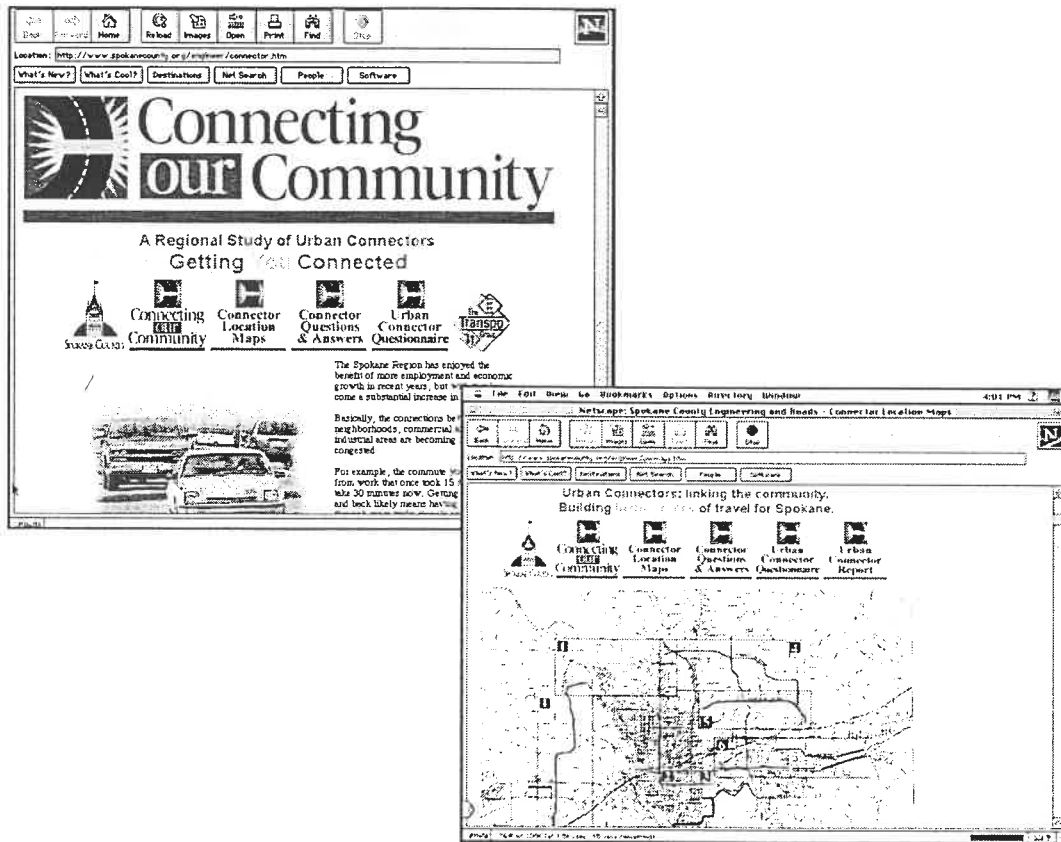
World Wide Web Site

Recognizing the importance of the public's time during this time of year, Spokane County also had a web site set up for the Connecting Our Community campaign.

A web site was designed to coordinate with the Connecting Our Community materials. The web site featured an information page highlighting the overall connector idea. In addition, pages were designed that featured individual maps of each connector and a short description. Viewers could also click on each map and download a Quicktime movie of each connector. The Quicktime movie came from the Urban Connector Video that was produced. This allowed the viewer to see the map and the connector project.

The final stage for the web site video was a questionnaire. Visitors had the choice of downloading a pdf file of the questionnaire and mailing it to Spokane County or fill out an on-line questionnaire and e-mail to Spokane County. The purpose of the website was to provide another alternative to gathering information about the proposal.

Spokane County received more than 700 hits on the web site between Dec. 5 and Dec. 30 and received 208 on-line questionnaires as a result of the web site.



Print Advertising

To help educate the community about the different formats to gather information, Spokane County engaged in an aggressive print ad campaign designed to focus on specific aspects of the information campaign. Ads were placed in the Inlander and Spokesman Review to focus on the open houses, Internet pages, and business meetings. Ads were also placed in the Journal of Business focusing on the breakfast business meetings.



**Connecting
our Community**

A Regional Study of Urban Connectors

Get Connected

Attend one of the open houses and share your ideas on the Urban Connector concept.

To get more information and to give us your input, attend one of the following open houses:

Dec. 8 Mead High School 6-8 p.m. West Cafeteria 302 W. Hastings Road	Dec. 9 Ferris High School 6-8 p.m. Cafeteria 3020 E. 37th	Dec. 10 University High School 6-8 p.m. Main Cafeteria 10212 E. 9th
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Can't attend a meeting? Visit us at:
www.spokanecounty.org/engineer/connector.htm

 A project of
Spokane County Public Works



**Connecting
our Community**

A Regional Study of Urban Connectors

Urban Connector Breakfast Business Forums


7:30-8 a.m. Dec. 1, 3, 8, 10
Spokane County Public Works lower level hearing room
1026 W. Broadway

Join Spokane County to learn about Urban Connectors: a new idea in moving traffic in our community. Come on down, grab some coffee and a donut, watch a video about Urban Connectors, and fill out a questionnaire. We'll have you back on your way to work by 8 a.m.!

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 A project of
Spokane County Public Works

Additional Print Advertising and Flyer



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A Regional Study of Urban Connectors


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Public Works



**Connecting
Our Community**

A Regional Study of Urban Connectors

Urban Connector Breakfast Business Forums

7:30-8 a.m. Dec. 1, 3, 8, 10
Spokane County Public Works lower level hearing room
1026 W. Broadway
Coffee and donuts will be served

Join Spokane County on one of these mornings to learn about Urban Connectors: a new idea in moving traffic in our community. Spokane County wants your input on this idea for a new road system. So, come on down, grab some coffee and a donut, watch a video about Urban Connectors, and fill out a questionnaire. We'll have you back on your way to work by 8 a.m.!

Additional Input Opportunities
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Media Relations

The media information campaign was focused on building media interest in the topic so that stories would appear during the information gathering phase and heighten public awareness of the issue.

The process began with the development and distribution of press kits to all area media outlets, followed by phone calls to each media outlet's assignment editor or reporter assigned to cover Spokane County. The press kit consisted of the "Connecting Our Community Video," press release on the "Connecting Our Community" program, press release on upcoming meeting schedule, press release on the web site, press release on the showing of the video on Citycable 5 and airing of a special roundtable discussion on the Urban Connector proposal on KSPS TV, and a press release detailing the Urban Connector proposal complete with color maps.

Rockey West staff held meetings with reporters at the Inlander, Spokesman Review, Valley News Herald and with assignment editors at KREM, KXLY, and KHQ and with news editors at KGA Radio, Silverado Broadcasting, KPBX and KXLY radio.

Within one day of issuing the press kit, two TV stations had reported on the campaign and highlighted the public involvement opportunities. Each station had also used the footage supplied to them that included the computer generated images of the connectors from the "Connecting Our Community Video.

Within three days, the Inlander, Spokesman Review and Valley News Herald had run stories on the campaign and Urban Connector proposal.

KGA and KXLY radio ran consecutive days worth of reports on the Urban Connector story, public input opportunities and details about the proposal. This media coverage continued for approximately two weeks.

KPBX radio aired a special 12-minute report on the proposal and public input campaign for their Northwest Moment news series that runs weekly. The show was aired twice in two weeks.

KXLY radio, in addition to reporting the project during their daily newscasts, also held three live radio interviews and had one reporter ride along with a county employee throughout the proposed connector system, giving live updates on the project during the morning radio newscasts. The story was also replayed for evening newscasts.

KXLY radio's daytime talk show host editorialized in favor of the Urban Connector proposal. The editorial was aired for two consecutive days.

In addition to traditional TV news coverage, the local PBS affiliate, KSPS, ran a 1/2 hour show on the Urban Connector topic on the show "Spokane This Week." The 1/2 hour show featured guests supportive of the project to talk about its attributes. The show also featured footage from the Urban Connector video that was developed.

In all, more than 35 radio stories were tracked, 12 television news stories and 18 separate print stories were run on the Urban Connector proposal between Nov. 30, 1998 and Jan 15, 1999.



FOR IMMEDIATE RELEASE

November 1998

CONTACT

Chad Hutson
Rockey West Public Relations
(509) 744-3351

**URBAN CONNECTORS IDEA OFFERS POTENTIAL SOLUTION TO
TRAFFIC PROBLEMS**

SPOKANE, Wash. -- We've all felt the frustration of sitting in traffic late for an appointment and wondered out loud, "What is being done to fix the traffic problems in Spokane?"

In an effort to answer this question and meet the future transportation demands of Spokane's growing regional economy, Spokane County has developed the Urban Connector system and is now asking the public for comments on this new transportation idea.

The Urban Connector system was conceived by Spokane County as a proactive approach to solving the traffic congestion that has steadily grown in neighborhoods, commercial areas and industrial areas. Many citizens are realizing commutes are longer and rural routes and even neighborhood streets are becoming overloaded with drivers trying to bypass our crowded arterials.

By reviewing past and current traffic studies, engineers have identified high-use daily routes throughout the area, and have projected possible alternatives to get people to and from to their destinations more efficiently.

-more-

This plan to get the community "connected" would not only help alleviate congestion, but could also be a catalyst for future economic development and could potentially improve the region's air quality by reducing idling traffic and therefore reducing carbon monoxide emissions.

This concept of building connector roads throughout our community would cost approximately \$182 million and be constructed in phases over the next 15 years. Funding would likely come from the state and federal government. The comments received from the public will be organized into a formal report and distributed to the state legislators.

The public will soon have numerous opportunities to comment on this idea. In addition to county representatives speaking at community meetings, both morning breakfast forums at the county and evening meetings in accessible community areas are currently scheduled. Input will also be gathered through the county's web site (www.spokanecounty.org/engineers/connector.htm), an insert in the Spokesman-Review that includes a questionnaire, and broadcasts of the Urban Connector video that will be shown on CityCable 5 at scheduled times. If you would like to know more about this project or would like to schedule a representative to speak at an organization you are involved with, please call (509) 324-3446.

URBAN CONNECTOR DESCRIPTIONS

Bigelow Gulch

Bigelow Gulch and Forker road have become a main route of transportation for commuters and truckers. More than 16,000 vehicles travel these roads daily, making these once rural routes busy with commuter traffic.

In addition to the traffic congestion, this curvy roadway is a safety risk for its travelers. From 1995 to 1997 there were 130 serious accidents along this stretch of road.

This connector would straighten and widen Bigelow Gulch and Forker. Forker Road would be connected to Sullivan between the East Valley Middle School and High School. It would follow Forker Road and flow directly into Bigelow Gulch. This new roadway would be a rural type high-way with four lanes and a painted center island and paved shoulders on the side. Bigelow would be widened and straightened.

It's anticipated this route would handle up to 30,000 vehicles daily by 2020.

Northeast Connector

This connector works in conjunction with the Bigelow Gulch Forker road connector.

As the Bigelow Gulch connector turns west, the Northeast connector would continue north from that point.

This Northeast connector could be a two lane highway and would follow the existing Forker road until it reaches Moffat Road, then it heads west on Moffat. This existing one lane gravel road would become a two lane paved roadway. It then heads northwest into Peone until it reaches Bruce Road. At this point a short connection would be made between Peone and Farwell Road. The Northeast connector would continue along Farwell until it reaches Highway 2.

This new Northeast connector would help meet current and future transportation needs by alleviating congestion on current roads. This proposed route could see as much as 10,000 vehicles daily in the next 20 years.



**Connecting
our Community**

FOR IMMEDIATE RELEASE

November 1998

CONTACT

Chad Hutson
Rockey West Public Relations
(509) 744-3351

**NUMEROUS OPPORTUNITIES FOR COMMUNITY TO GIVE COMMENTS
ON URBAN CONNECTOR IDEA**

SPOKANE, Wash. -- From cyberspace to television, Spokane County has organized numerous opportunities in an aggressive public outreach campaign to receive community feedback on the proposed Urban Connectors transportation project.

Recognizing that December is a challenging time to gather public input, Spokane County has embarked on an approach that allows community members to comment on this plan in a variety of ways.

Residents will be able to log on to the county website at: www.spokanecounty.org/engineer/connector.htm and view the different maps depicting the connectors throughout the region. Written descriptions will accompany the maps as well. In addition, short video sequences that take the viewer on a virtual drive-through of some of these projects will also be part of the web pages in downloadable movie images. Then, web site visitors can fill out an on-line questionnaire and E-mail it to Spokane County.

If cyberspace isn't your preference, then residents can watch the Urban Connector Video that will be played on Citycable 5 every Friday (6 p.m.), Saturday (9 a.m. and 5 p.m.), and Sunday (7:30 p.m.) through January. Residents can watch the video from the comfort of their home, fill out a questionnaire that will be inserted into the Nov. 26 edition of the

Spokesman-Review and drop off the questionnaire at any Rosauer's, or mail it back to Spokane County.

Spokane County will also host both evening public open houses and morning breakfast forums to encourage maximum public participation. Breakfast forums at the county's Public Works Building (1026 W. Broadway) run from 7:30 to 8:00 a.m. and are scheduled for December 1, 3, 8 and 10. Public open houses are scheduled at the following locations and times:

December 8
Mead High School, West Cafeteria
6:00 - 8:00 p.m.
302 West Hastings Rd.

December 9
Ferris High School, Cafeteria
6:00 - 8:00 p.m.
3020 E. 37th

December 10
University High School, Main Cafeteria
6:00 - 8:00 p.m.
10212 E. 9th



FOR IMMEDIATE RELEASE

November 1998

CONTACT

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URBAN CONNECTORS TO BE DISCUSSED ON KSPS TV AND CITYCABLE

SPOKANE, Wash. -- Spokane County's Urban Connectors proposal, a proactive idea to meet the area's future transportation needs, will be discussed in a roundtable discussion on KSPS television and a descriptive project video will be shown on CityCable 5.

"Spokane This Week", a weekly show on KSPS that focuses on community issues, is moderated by Hugh Imhof. Spokane County Assistant Engineer Ross Kelley, Spokane County Commissioner John Roskelley, past President of the Spokane Valley Chamber of Commerce Robert Henry and others will join Imhof to discuss the Urban Connector idea as it relates to the community's overall transportation challenges. The program will air on **November 27 at 8:30 p.m. on channel 7.**

3-D animation and aerial views will give interested viewers an opportunity to see what the Urban Connector concept might look like during a video to be shown on CityCable 5. The animated video will give the community a feel for what roads would be connected and how the idea could directly impact their daily travels. City Cable 5 will show the video through the end of January every Friday at 6 p.m., every Saturday at 9 a.m. and 5 p.m. and every Sunday at 7:30 p.m.

-more-

The television discussion and video are part of an aggressive public outreach program aimed at receiving comments about the project from the community. In addition, the community can learn more about the project and give valuable feedback by reviewing a "Connecting Our Community" tab inserted into the Spokesman-Review Thursday, Nov. 26. The informational tab includes a brief questionnaire that can be dropped off at any Rosauer' Store in Spokane.



FOR IMMEDIATE RELEASE

December 1998

CONTACT

Chad Hutson
Rockey West Public Relations
(509) 744-3351

**SPOKANE RESIDENTS PROVIDE INPUT ON CONNECTOR PROPOSAL
COUNTY NOW RELIES ON INTERNET FOR ADDITIONAL INPUT**

SPOKANE, Wash. -- Hundreds of Spokane area residents have provided Spokane County with input recently regarding Urban Connectors, a proposed system of roads to improve traffic mobility.

Now, Spokane County will rely on the Internet and a speaker's bureau format to gather additional public comment on the proposed Urban Connector system of roads, which would connect urban areas of Spokane County by improving existing roads, and in a few cases, building new roads

Last week nearly 500 residents attended one of three evening meetings or morning breakfast forums to learn more about the Urban Connector proposal.

Now that public meetings are completed, Spokane County is asking residents who haven't yet commented on the Urban Connector idea, to give their opinion by using their computers. Spokane County has set up a special web site dedicated to providing information and gathering comment on the Urban Connectors.

The web site address is: www.spokanecounty.org . Visitors can click on the Connecting our Community logo or get to the site directly by typing www.spokanecounty.org/engineer/connector.htm.

Written descriptions will accompany maps of each of the proposed connectors. Viewers can also download short video sequences that take the viewer on a virtual drive-through of some of these projects. Then, web site visitors can fill out an online questionnaire and E-mail it to Spokane County.

If cyberspace isn't your preference, then residents can watch the Urban Connector Video that will be played on Citycable 5 every Friday (6 p.m.), Saturday (9 a.m. and 5 p.m.), and Sunday (7:30 p.m.) through January then call 477-3600 and have a questionnaire sent to them.

During the next few weeks officials will tabulate the responses from the surveys and make the results public. The results of the public input, and a formal feasibility study, currently under way, will be forwarded to the Washington State Legislature in January.



For Immediate Release
January, 1999

Contact
Chad Hutson
Rockey West Public Relations
(509) 744-3351

Public Input Influences Connector Proposal

Continuing the Valley Couplet to Liberty Lake and widening Bigelow Gulch Road were some of the findings in a preliminary report Spokane County Commissioners formally approved Tuesday.

A new system of roads the public commented on, called Urban Connectors, would link urban centers in the Spokane region with one another using, for the most part, existing roads. These existing roads, and a few new roads, would be built out to handle increased traffic and help alleviate traffic congestion currently being experienced along busy routes such as Interstate 90 and Division. In the report, six Urban Connectors were studied by a team of transportation experts from Seattle.

The executive summary of the report, based on technical studies and public input, will be forwarded to legislators and state transportation experts later this week.

“This first look at Urban Connectors will allow us to analyze areas where there are immediate possibilities of improving our transportation system and identify corridors where transportation solutions exist in the future,” said Spokane County Commission Chairperson Kate McCaslin.

The Urban Connector concept is in the early stages and no formal plans are in place for the roads. “Connecting Our Community,” was the name of the public information program aimed at taking an initial look at Urban Connectors and how they would impact our region.

During the months of November and December, Spokane County held more than 25 public meetings and speaking engagements, constructed a web page dedicated to the Urban Connector topic, and had continuous showings on Citycable 5 of a video on Urban Connectors.

In all, more than 900 Spokane County residents submitted responses to a questionnaire on Urban Connectors and nearly 700 people visited the web site, many of them filling out the on-line questionnaire.

The public showed the most support for the extension of the Valley Couplet to Liberty Lake. The Valley Couplet, currently under construction, is only planned to go from Interstate 90 at the Sprague interchange to University Road. There was also considerable support for widening Bigelow Gulch Road and turning it into a commuter link between North Spokane and the Valley. Bigelow Gulch would also be straightened, under the connector proposal, making it significantly safer for drivers.

“We listened to hundreds of residents and we feel this report is truly reflective of the people in our region,” said Ross Kelley, assistant county engineer. “The public input shaped the final recommendations and also dovetailed with the feasibility report.”

The feasibility study favored the same two connector roads the public overwhelmingly supported. The study showed the greatest benefit to drivers would be immediately starting the Valley Couplet and Bigelow Gulch improvements.

The study, as well as public opinion, also supported Spokane County moving ahead with plans to build the Northwest Connector from 1-90 to Highway 2.

The remaining four connectors studied revealed environmental, land use challenges that place these roads further down the list of importance. Also, public input on these remaining connector proposals either called for the idea to be abandoned, study different routes, or continue to study environmental and land use issues before moving ahead with formal plans.

Valley Couplet

Public opinion and the feasibility study strongly suggest pursuing this route as soon as possible.

Bigelow Gulch

Public opinion and the feasibility study strongly suggest pursuing this route immediately.

Southside Connector

Public opinion did not favor this particular route, however, the public did express a desire to get from the South Hill to the Spokane Valley that was more efficient than current routes. The feasibility study cited environmental and land use challenges for this connector.

Northeast Connector

Public opinion did not favor this route and the feasibility study suggested looking at this concept in the future, but suggested tabling the idea for now.

Northside Arterial

Many of the neighborhoods along this proposed route had concerns about the connector and public opinion, generally, did not support moving ahead with this proposed route. Feasibility studies revealed environmental and land use challenges.

Northwest Connector

The section from Interstate 90 to Highway 2 was favored by the public and was cited as being necessary in the feasibility study. However, north of Highway 2, the connector lost public support and the feasibility report recommended further study to address land use and environmental issues.

The executive summary released this week, which was requested by the state Legislature in 1998, will be followed up at the end of the month with a full report detailing all the technical data and the detailed public comments about the Urban Connector concept.

Public Input on Urban Connectors

The third phase, which is on-going, includes the gathering of input from the Spokane community concerning the Urban Connector proposal. The process sought to gather community feedback on the Urban Connector proposal. This process of gathering community input regarding the Urban Connector proposal was not formal. No scientific approaches were used to survey respondents. However, an informal process was used to gather feedback. Using a variety of mediums, a community survey was developed to measure public support for each of the major connector areas, measure potential use by the public, and determine geographic locations of the respondents

The questionnaire was used in the following mediums

- 4-page tabloid newspaper insert including tear off questionnaire about Urban Connector proposal
- 4 morning public meetings where attendees could fill out a questionnaire
- 3 evening meetings where attendees could fill out a questionnaire
- Web site including information on connectors and downloadable questionnaire or online questionnaire
- Speaking engagements where attendees could fill out questionnaires

Overall Public Response to Urban Connectors

Spokane County surveyed residents through a variety of mediums, however, at no point was any scientific or formal surveying done. It was felt this first look at the Urban Connector system would not warrant a costly scientific approach to gathering public input.

Instead, it was felt this informal gathering of citizen feedback on the Urban Connectors would better serve this early phase of study.

Generally, the public liked the Urban Connector system of roads. More than 900 surveys were gathered from throughout the public input process and there were dozens of other types of responses to Spokane County, such as phone calls, letters, and E-mails.

Community members were asked if they were in favor of roads that took them from the north side to the Valley, from the West Plains to North Spokane, and from the South Hill area to the Valley. For each question, the majority said they would support such a plan.

An overall look at where the respondents live show most who answered the questionnaire lived north of Interstate 90 (42%) while another 25% said they lived south of I-90. The remaining respondents stated they lived east of Havana Street or in the West Plains area.

Northwest Spokane

Those who live North of I-90 and west of Division (generally, legislative districts, 3, 6, and 7) supported a connector between the Northside and Spokane Valley by a 3 to 1 margin, supported a connector between North Spokane and the West Plains by a 2 to 1 margin and supported a connector between the Valley and South side by a 2 to 1 margin. This group also stated by a 6 to 1 margin they would use an improved Bigelow Gulch route in place of a north/south route to I-90 when driving from North Spokane to the Spokane Valley.

Northeast Spokane

Those who live north of I-90, east of Division (generally, legislative districts 3, 4, and 7) also supported a connector between north Spokane and the Valley by a 3 to 1 margin, supported a connector between north Spokane and the West Plains by a 2 to 1 margin and supported a connector between south Spokane and the Valley by a few percentage points only. This group also showed strong support for an improved Bigelow Gulch route by nearly a 3 to 1 margin.

South Spokane

For those who live south of I-90 (generally, those in legislative districts 6 and 9) supported a north Spokane to Valley connector by more than a 2 to 1 margin, supported a connector between north Spokane and the West Plains by a just a few percentage points and overall did not support a connector between the Valley and south Spokane. This group, just a small majority of this group favored using an improved Bigelow Gulch Road.

West Plains

For those west of Spokane (generally, those in legislative districts 6 and 7) a connector between north Spokane and the Valley was supported by a 3 to 1 margin. This group also supported a connector between the West Plains and north Spokane by just a few percentage points and supported a connector between south Spokane and the Valley and an improved Bigelow Gulch Road by a 2 to 1 margin.

Eastern Spokane

Those who reported they lived east of Havana (generally, legislative districts 4 and 9) supported the connector between north Spokane and the Valley by slightly less than a 2 to 1 margin, did not support the connector between the West Plains and north Spokane by nearly a 2 to 1 margin and overwhelmingly did not support a connector between south Spokane and the Valley. This group, however, did support an improved Bigelow Gulch Road.

Written Comment Results

Several questionnaires included written comments. The comments were categorized in one of 23 categories. The corresponding number of respondents who made statements matching the category title are listed to the right. There were approximately 516 comments recorded.

A - In favor of NW Corridor	7
B - Against NW Corridor	40
C - In favor of N Spokane Corridor	6
D - Against N Spokane Corridor	6
E - In favor of Southside Connector	6
F - Against Southside Connector	86
G - In favor of NE Connector	7
H - Against NE Connector	14
I - In favor of Bigelow Gulch	25
J - Against Bigelow Gulch	4
K - In favor of the Valley Couplet	12
L - Against the Valley Couplet	5
M - Prefer the NS Freeway	61
N - Concerns about GMA	17
O - Concerns w/ Urban Sprawl and Zoning	49
P - General Support of Urban Connectors	108
Q - Against Urban Connectors	145
R - General Support of Urban Connectors, but prefer different connector locations	50
S - Environmental Concerns	127
T - Cost concerns	21
U - Commercial development concerns along future connectors	18
V - Expression of no faith in county	32
W - Bike path on connectors	4

The respondent's answers to questions for each connector are detailed later in this report.

The following information reveals specific public input by connector.

Valley Couplet Public Input

There were no specific questions relating to the Valley Couplet in this survey, since traffic modeling shows this route would be used extensively. However, in the comment section of the questionnaire, many respondents wrote supportive comments of continuing the Valley Couplet all the way through to Liberty Lake. Public input gathered about the current phase of the Valley Couplet has been overwhelmingly supportive. During public meetings for the Urban Connector Phase, there were also supportive comments from the public.

Bigelow Gulch/Forker Road Public Input

This connector showed the largest public support out of the five identified. More than two-thirds of all respondents stated they would support this road plan. More importantly, respondents stated they would use it. When asked if they were on the North side and wanted to travel to the Valley which route would they choose and respondents 3 to 1 chose an improved Bigelow Gulch in place of using a north/south route, then traveling east on I-90. Most who responded stated they would use this improved Bigelow Gulch route weekly. Written comments showed an overwhelming majority support this connector.

Northeast Connector Public Input

The survey asked respondents to identify how often they would use this connector if built. Few responded they would use this more than once a week, and most responded they wouldn't use it at all. For the open comment section of the survey, there were many responses asking Spokane County to remove this connector from consideration citing environmental and quality of life issues.

Northwest Connector Public Input

A majority of respondents to the survey showed support for this connector by a 2 to 1 margin. Respondents also stated they would use this route rather frequently. And many Northside residents stated on the comment section of the questionnaire they would use this proposed route over using other Spokane North-South routes to go from North Spokane to I-90. Since this connector has two segments, the Northwest Connector and the Northside Arterial, each should be separated for public input gathering. Comments showed clear support for the Northwest Connector, which runs from Interstate 90 north along Hayford Road, the turns east into 7-Mile Road. There was not as much support for the Northside Arterial, which continues north from the Northwest Connector at 7-Mile and heads east at a more northern point near the Nine Mile area.

Urban connectors get airing at U-HI open house

ARLIE PLUMB

Valley News Herald Dec 4, 1999

From traffic congestion is just \$182 million away as County traffic engineers reveal their plans for a system of "urban connectors" around the Spokane and Valley areas.

The cost engineers have estimated to build the connectors which would allow commuters and travelers to avoid the freeways and the heavy traffic on them. They are now seeking public input on the idea.

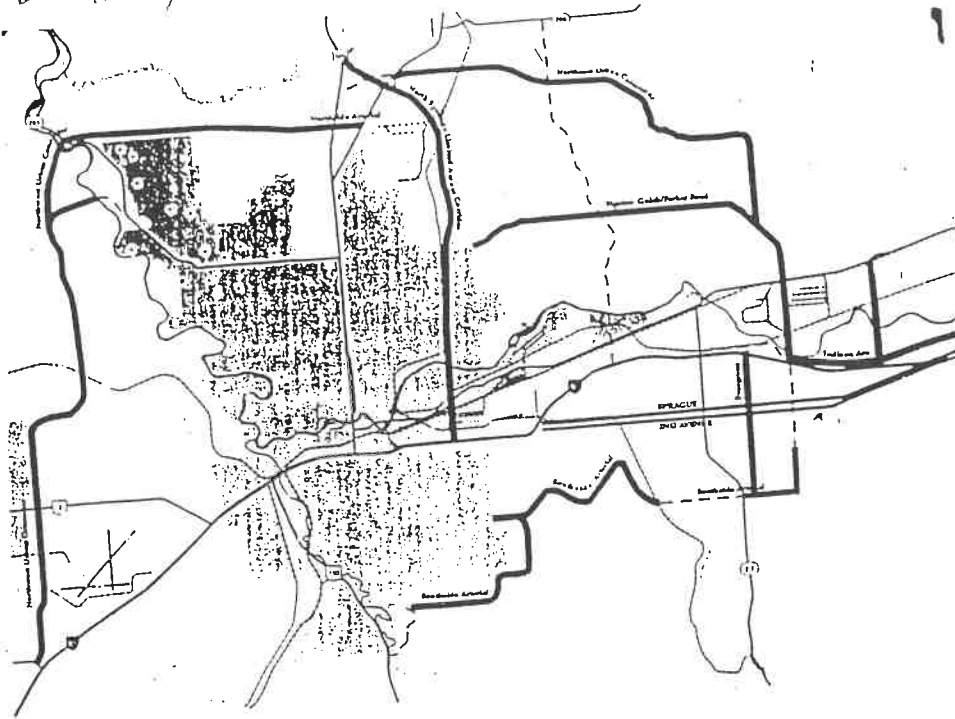
The urban connector system was conceived by Spokane County as an approach to solving the traffic congestion that has grown in neighborhoods, commercial areas and industrial areas. Many citizens are realizing commutes are longer, and routes and even neighborhood streets are becoming overwhelmed with drivers trying to bypass crowded arterials.

After a review of past and current traffic studies, engineers identified high-use daily routes throughout the area and have identified possible alternatives to get people to and from their destinations more efficiently.

Increasing traffic congestion, engineers say the connectors would also be a catalyst for future economic development and to improve the region's air quality by reducing idle traffic.

The plan is not cheap. The multi-million dollar scheme would be completed over the next 15 years as the various phases of the project are constructed. Funding would likely come from state and local sources.

The urban connector plan includes six major projects. When completed, the connectors would effectively circle the city, connecting the Valley to the northern and to the southern parts of Spokane County.



This map of the Spokane area shows how connectors almost circle the city.

Continued from page 1

Valley Couplet

Probably the first connector to be completed will be the Valley Couplet, the first part of which is in the acquisition stage at this time. That portion of the Couplet will see Sprague Avenue becoming a one-way street going west and Second Avenue changed to one-way eastbound from the freeway to University Road. The second part of the Couplet would extend the two one-way streets out to Liberty Lake.

Bigelow Gulch

The Bigelow Gulch connector would straighten and widen Bigelow Gulch and Forker Road. Forker would then be connected to Sullivan between the East Valley Middle and High schools. This new roadway would be a rural-type highway with four lanes, a painted center island and paved shoulders. When completed, the route could handle up to 30,000 vehicles a day by 2020.

Northeast

The Northeast connector

would work in conjunction with the Bigelow Gulch connector. As the Bigelow Gulch connector turns west, the Northeast connector would continue north. It is expected the road would be a

north of Spokane.

Southside

The Southside connector would connect the South Hill of Spokane and the Spokane Valley. The connector would

along Hayford Road, west of Spokane. Just past Lincoln Road, the connector would turn east and connect to the existing bridge at Nine Mile Road. The second section would be almost entirely new roadway that would continue northeast from the Nine Mile crossing, where it would become the Northside arterial. It would head directly east until it intersects with Highway 395 and Highway 2.

North Spokane Corridor

The urban connector idea has links to many roads in the community, but, engineers say, none more important than the North Spokane Corridor, or the North-South Freeway, as it is commonly called. This connector would be a 60-mph, limited-access highway through roughly the center of Spokane, allowing drivers to bypass other north-south arterial congestion. It would link Highway 395 to Interstate 90 and included interchanges that could connect to other streets and to the urban connector system.

Residents will be able to get information on the connectors from several different sources, including three open houses scheduled for next week in the city and the Valley, by Internet, at informational breakfast meetings and on Cable Channel 5.

Where they're at . . .

The open houses will begin Dec. 8 at the Mead High School west cafeteria, 302 W. Hastings Road. Another will be held Dec. 9 in the Ferris High School Cafeteria, 3020 E. 37th, and the last one will be held Dec. 10 in the University High School main cafeteria, 10212 E. Ninth. All the meetings will be from 6 to 8 p.m.

The county also is holding informational breakfast forums at the Public Works Building, 1026 W. Broadway on Dec. 8 and 10. They will be held from 7:30 to 8 a.m.

Information also may be obtained on the county's Web site at www.spokanecounty.org/engineer/connector.htm. And video presentations are being shown through the end of January on City Cable 5 every Friday at 6 p.m., every Saturday at 9 a.m. and 5 p.m., and every Sunday at 7:30 p.m.

two-lane highway that would follow the existing Forker Road until it reaches Moffat Road and then head west on Moffat. It then heads northwest into Peone until it reaches Bruce Road. At this point a short connection would be made between Peone and Farwell Road and continue along Farwell to Highway 2,

connect Dishman-Mica Road, Highway 27, Evergreen Road or Sullivan Road to the southern portion of Spokane County to access businesses and residential areas. This would shorten the trip between the Valley and the South Hill and consist of two 12-foot lanes with two 8-foot shoulders.

Northwest

The Northwest Connector would ease traffic on Spokane's north-south arterials. It would be a two-lane rural highway that exits off I-90 and heads north

Call the YMCA, 927-1474,
for all the details.

Where the roads go

Hundreds of area residents have provided Spokane County road engineers with information regarding the "urban connectors," a proposed system of roads to improve traffic mobility.

To find out more about the project, a Web site has been created at www.spokane-county.org that show written descriptions and maps. Those who log on can also put in their 2 cents worth via e-mail.

Also, Citycable 5 plays a video describing the urban connectors every Friday at 6 p.m., Saturday at 9 a.m. and 5 p.m. and Sunday at 7:30 p.m. through January.

Answers to Y2K questions

What will your computer do Jan. 1, 2000?

If it thinks the year is 1900, you could be in trouble. False information could be generated, or the computers might not work at all.

The Spokane County Cooperative Extension Office and Agricultural Center, 222 N. Havana, has information that could help farmers who might have questions about Y2K. For more information, call 477-2048.

Road reports available

To assist motorists during winter weather driving, the state Department of Transportation is again offering a statewide telephone road report.

The Snow Line, 800-695-ROAD, covers conditions on major state highways. There also is a statewide pass report, 888-SNO-INFO.

Foster masters teach obedience, learn to let

By VICKI HILLHOUSE
Staff Writer

The dogs were listening. The people were a little less attentive.

Gathered under the fluorescent light of the conference room in the County Extension Agricultural Building on Havana last week, a crowd of 25 or so Lions club members rattled around in the jarring steel chairs. Occasionally, a brave soul tiptoed to the punch table, trying not to interrupt the speaker.

But the dogs — except for Demitri, who is still extremely excitable — listened to every word.

It's all in the training. The four dogs sitting close to their temporary masters are all being prepared for training as guide dogs for the blind. And at the Thursday afternoon meeting, where Lions club members from throughout the county and Rosalia gave a \$1,500 donation to the Puppies of Promise Spokane program, the dogs

were eager to demonstrate their good behavior. But it wasn't always that way. Mitchell, who heads up a partnership between the county and a guide dog school in California, remembers the first time she brought Demitri to the store when he was just 8 weeks old.

Intrigued by shoe marks on the floor, Demitri, a golden retriever, dived for a black scuff he could find.

"I have never been more embarrassed in my life than when I went into the grocery store with that animal," she bemoaned.

From the moment they go to foster homes, the dogs are trained for 12 weeks and 1 day old; the dogs are trained in obedience. That means they can't jump on the counters, sleep on the floor, or be fed by hand.

"When they're in public, they can't be in people's hands for food," Ward said. "They're liable to run into a post or stumble over

See Dogs page 2

Interim public works director named Oberg given task of solving union-management problems

By CHARLIE PLUMB
Staff Writer

He's no engineer, but Gary Oberg, who currently is the director of Geiger Corrections and the county social services department, has been given the task of overseeing Spokane County Public Works.

Oberg was appointed to the post by commissioners Monday and told to deal with the issues facing the embattled department. At a meeting Tuesday, Oberg was given the additional task of trying to work out the differences between public works management and the unions so that the county's move toward managed competition could proceed.

Managed competition is a process in which public service employees are allowed to compete with private firms for the right to provide public services.

That process had stalled over union objections over the manner in which the Road Department, overseen by county Engineer Bill Johns, was pursuing the idea. They also had complained about Johns management style in the department.

The commissioners told Johns to slow down his move toward managed competition and to begin working with the union to solve problems pinpointed in a report on the subject completed in September.

"The county is not ready for this, and the union is not ready," Commissioner Phil Harris said.

Commissioner John Roskelley also was concerned about the readiness of the department to effectively bid under managed competition.

"We might be going to fast," he said.

The commissioners agreed

that before they could make the final move into managed competition, they would need a "road map" showing the steps to be taken. The first steps, they said, was to solve the union-management problems.

They also agreed that one had to oversee the process and gave Oberg the task of bringing everyone together to discuss their concerns.

The position of public works director was vacated last month when Dennis Oberg had the post for seven months. Oberg was fired by commissioners. Oberg said he expects to be replaced by Scott's former director. Oberg would be splitting the public works department between Geiger Corrections and the county.

"I'll probably be in most of my time working on public works," he said.



Wake up with Dan and Stephanie

7:00-7:30 AM, MON-THU



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Proposed urban connectors would ease city traffic

SPOKANE, December 9 - Spokane traffic expects an additional 100,000 vehicles over the next seven years and the county putting their hopes on urban beltways to ease the increasing traffic.

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INTERNET Urban Connector Plan

Several high-traffic urban connectors around Spokane County would ease the growing congestion through major arterials.

The county is holding public meetings this week for residents to voice their concerns over the issue. "I think this meeting was a good thing because it included the public, but I think they're rushing into things this time," says Colbert resident George Balazs.

The planned routes include changing Second Street into a one-way connector into the Valley and easing traffic on Interstate 90. Bigelow and Forker Roads would be widened and straightened.

The first of three open house meetings was held Tuesday at Mead High School.

The county is holding another community session Wednesday from 6 p.m. to 8:00 p.m. at Ferris High School. Thursday's meeting will be held at University High School from 6:00 p.m. to 8 p.m.

Residents will be able to fill out a survey at any of these meetings, giving the county feedback on the planned urban connectors.

The urban connectors would cost approximately \$182 million dollars. The construction would continue for the next 15 years.

In addition to alleviating congestion, the county hopes the beltways would improve economic development and improve air quality.

NEXT STORY →

Commissioners to vote on road systems plan

proposal involves building a series of roads to ease traffic congestion in the Spokane metropolitan area

By Kristina Johnson
Staff writer

Spokane County commissioners will vote Tuesday on a study aimed at selling the controversial "urban connector" proposal to the state Legislature.

Commissioners will take action during an afternoon meeting where no public testimony will be taken.

"I'm comfortable we've received enough input," Commissioner Kate McGaslin said last week. She noted she and her colleagues have received letters, petitions and phone calls both for and against the project.

The proposal involves building a series of roads to ease traffic congestion throughout the Spokane metropolitan

area. The plan calls for widening some existing roads and building new ones, linking heavily populated areas such as the Valley to Liberty Lake, and the West Plains to north Spokane.

Critics, including some city officials, claim the plan will incite urban sprawl.

County transportation engineers plan to take the study to legislators later this month in hopes of getting money for design of the road system. The study was written by consultants for the Transpo Group of Kirkland, Wash.

Six routes were originally considered, but a draft of the study recommends building only three of those and part of a fourth. Two routes that could have sliced through wetlands and wildlife corridors

What's next

Commissioners will vote on the urban connector study during a 2 p.m. meeting Tuesday at the County Public Works Building hearing room, 1026 W. Dineenway.

The study recommends:

- Improving a Bigelow Gulch Road-Forker Road route from Hartman east to Sullivan, creating an east-west Valley corridor on Sprague and Second avenues, and building a northwest connector from

near Interstate 90 north to Blue Mt. Road.

- Building only part of a proposed northeast connector. The original plan called for building the road from Bigelow Gulch to U.S. Highway 2. The study recommends building only the section from Bruce Road to Highway 2.
- Scrapping plans for a South Side connector and a North Side arterial. The South Side arterial would have linked Glenrose Road and 32nd Avenue, running slightly south of the Dishman Hills natural area. The North Side arterial would have run from U.S. Highway 395 west to Nine Mile Road and then south into Riverside State Park.

\$250,000 to study the proposal and report back during the upcoming session.

Ross Kelley, the assistant county engineer in charge of the project, said the fast time line prompted engineers to do something they rarely do: spend \$25,000 on a public-relations campaign.

Engineers held several meetings in December aimed at gauging public support for the proposed road system.

While the study indicates support for the project, some residents criticized the quick time line for getting the results to commissioners.

The city's directors of planning and transportation also were critical, saying

Connector: Two couplets part of plan for years

Continued from A9

the proposed routes would promote costly urban sprawl. They complained the roads should have been introduced earlier in growth management planning.

Their frustration led them to withdraw staff representatives from the advisory committee overseeing the proposal. Those staff members have since returned to the committee

and may write a separate report pointing out the study's weaknesses, said Don Ramsey of the city's transportation department.

Kelley points out that the Bigelow Gulch and Valley couplet connectors have been part of the county's six-year road plan for years.

As for the remaining connectors, they'll go through intense public scrutiny again when they're included in growth management hearings later this year, Kelley said. "That's where the real participation kicks in."

■ Kristina Johnson can be reached at (509) 459-5312, or by e-mail at kjsnair@spokesman.com

Last spring, legislators gave the county

Continued Connector/A10

Slater, Valerie Marshall and Stacy Hersrud.

Then on Monday, Jan. 18, the annual unity march and rally will begin at 11:30 a.m. This year's event will emphasize inclusivity, service and volunteerism.

For more information, call 455-8722.

Connectors of urban kind

The Citizens League of Greater Spokane will hold a public forum on issues related to the proposed area "urban connectors" road system Tuesday, Jan. 19, at noon at the downtown Spokane Public Library in room 1A.

This proposed beltway road system will be debated. The meeting will feature John Mercer, assistant county planning director; Ross Kelley, assistant county engineer; Charlie Dotson, director of Spokane planning; and Michael Edwards, executive director of the Downtown Spokane Partnership.

For more information, call 326-1129.

Where the roads go

Hundreds of area residents have provided Spokane County road engineers with information regarding the "urban connectors," a proposed system of roads to improve traffic mobility.

To find out more about the project, a Web site has been created at www.spokane-county.org that shows written descriptions and maps. Those who log on can also put in their 2 cents worth via e-mail.

Also, Citycable 5 plays a video describing the urban connectors every Friday at 6 p.m., Saturday at 9 a.m. and 5 p.m. and Sunday at 7:30 p.m. through January.

Answers to Y2K questions

What will your computer do Jan. 1, 2000?

If it thinks the year is 1900, you could be in trouble. False information could be generated or the computers might



Eagle junior guard Tony Kopp drove to the basket in Frontier League action Saturday. The team outscored the visiting Vikings 80-42, raising its overall record to 9-0.

Prince resigns Senate, takes Liquor Board job

By CHARLIE PLUMB
Staff Writer

Sen. Eugene Prince, 9th Legislative District, resigned his Senate seat Sunday, to assume an appointment as chair of the state Liquor Control Board.

The appointment was made by Gov. Gary Locke last week.

The appointment came as Prince, a Republican, was getting ready for the opening of the 1999 legislative session Monday. He represents the southern portion of Spokane County, Whitman County, and parts of Adams and Asotin counties.



Eugene Prince

Mak CV s grad

By MIKE HUF
Managing Editor

They were c
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If asked,
Central Valley
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Alene decking the downtown

d'Alene Resort at about 5:45 p.m.

A giant fireworks and laser display over Lake Coeur d'Alene will kick off the opening of the holiday season.

The ceremony includes music, more than 250,000 twinkling lights, a welcome by Duane Hagadone, chairman of the Hagadone Corp., and the singing of "Silent Night."

Fourteen displays featuring a Nativity Scene, Noah's Ark and seasonal themes will be set up on the resort's waterfront golf course. They can be viewed from the resort's fleet of cruise boats.

Cost of the boat trip is \$12. All children under 12 ride for free.

Crowd estimates for Friday evening range from 30,000 to 50,000 people, Coeur d'Alene police Capt. Ken Timmons said.

Police are encouraging motorists to park north of Lakeside Avenue to ease congestion after the parade and fireworks show.

Motorists are asked not to park along Sherman Avenue from Second to 13th streets or on Lakeside from First to Seventh streets. Both are viewing areas that could be obstructed by parked cars.

Comments on beltway sought

By Kristina Johnson
Staff writer

From breakfast meetings to evening open houses, Web sites to television, Spokane County officials are planning several opportunities for the public to comment on a proposed transportation loop around the metropolitan area.

Known as the urban connector system, the plan would widen roads and link them to new ones. While not a true high-speed beltway, the roads eventually would form a loop around the county.

In today's newspaper, readers will find a questionnaire on the proposal that can be dropped off at any Rosauers supermarket or mailed to the county Public Works Building, 1026 W. Broadway, said Chad Hutson, spokesman for the proposal.

The first two breakfast forums take place Dec. 1 and 3 at 7:30 a.m. in the Public Works Building. Breakfast forums also are

scheduled Dec. 8 and 10 at the same time and place.

Three evening open houses are planned, all beginning at 6 p.m. The first takes place Dec. 8 in the west cafeteria of Mead High School, 302 W. Hastings Road. The second is Dec. 9 in the cafeteria of Ferris High School, 3020 E. 37th Avenue. The third takes place Dec. 10 in the cafeteria of University High School, 10212 E. 9th Avenue.

Residents also can log onto the county's Web site to view the proposed maps and comment on the plan. The site is www.spokanecounty.org/engineer/connector.htm.

Throughout December, a video about the proposal will be played on Citycable 5 every Friday at 6 p.m., Saturday at 9 a.m. and 5 p.m. and Sunday at 7:30 p.m.

■ Kristina Johnson can be reached at (509) 459-5497 or by e-mail at kristinaj@spokesman.com.

ITS A CITY-COUNTY MESS

Proposal to keep vehicles moving drives planners, engineers miles apart

By Kristina Johnson
Staff writer

A roads plan designed to connect Spokane County residents is driving city and county officials apart. The rift stems from a county proposal to build or improve a series of roads around the metropolitan area to ease traffic congestion. City officials fear it will inspire costly urban sprawl.

The "urban connector" system would widen existing roads and build new ones, linking heavily populated areas such as the Valley to the South Hill, and the West Plains to north Spokane County.

Frustrated by what they consider an effort to dodge growth-management planning, City Planning Director Charlie Dotson and Transportation Director Bruce Steele last month sent a letter to county officials saying they were removing the city's two representatives from the road proposal's advisory committee.

"We had absolutely no effect on the course of the study," Dotson said. "We had to get out."

Ross Kelley, the assistant county engineer overseeing the proposal, said he's disappointed the city took its

Continued from B1

City officials are "making a big assumption that just because of this you get that," Kelley said, adding that it will be difficult to change the plans once they're adopted.

Dotson doesn't agree.

When elected officials are confronted by a developer who wants to do a large project, ... they're going to expand the growth boundary," he said. "Anybody who honestly believes the comprehensive plan prohibits sprawl from occurring really isn't being realistic."

As to city charges that the county shut out the public, Kelley said the

opinions and went home.

"Just because they don't agree with what's going on doesn't mean they shouldn't stay," Kelley said. "They provided valuable input."

The city-county break has a lot to do with the two governments' approaches to the planning process mandated by the state Growth Management Act. It requires local governments to draft a 20-year comprehensive plan stating where growth can and can't occur. Both the city and county are deep into drafting their own plans and hope to adopt them in late spring or summer.

Under the GMA, land-use plans are supposed to give birth to transportation plans, not vice versa, Dotson said. For example, if residents want growth contained where urban services already exist, they wouldn't want to build new, high-speed roads in rural areas, he said.

The urban connector proposal is being studied in a vacuum, without concern for land-use planning and outside the public participation process required by growth management, he said.

"It's a classic case of if they build it, they will come," Dotson said, explaining the proposed road system is bound

opportunities for comment include breakfast meetings, evening workshops and a Web site.

bolliciting public comment earlier would have been premature, he said. "You can't just hand people a blank page of paper. You have to give them something to react to. ... I don't believe the city understands this process that we're going through."

The decision to study the road system came about earlier this year, after county officials and residents involved in growth management planning repeatedly suggested connector routes.

The state Legislature gave the county \$250,000 to study the pro-

ject. The county is currently studying the project.

City planning officials say the urban connector system of high-speed roads in rural areas will result in suburban sprawl along the routes, violating state growth management directives.

County engineers argue that development can't follow the connectors unless the county comprehensively revises the plan, he said.

to attract urban growth to the county's undeveloped areas. He added that fringe development promotes sprawl, causing a death spiral for cities. It kills downtowns, he said, destroying their revenue base and raising the cost of services for the people still living in the urban core.

Kelley countered that city officials are sounding the doom alarm way before there's any cause for concern. The roads proposal is only in the study phase. If roads were built, development couldn't follow unless county officials agreed to change the comprehensive plan, he said. The proposed routes lie largely outside the draft urban growth boundaries dictating where development can take place.

Continued: Connectors/B4

"It's about time we do something like that," she said.

Ed Shartman, who lives along Bigelow Gulch, worries that improving the road near his home might bring about the development he's been fighting since he moved there in 1963. He also thinks straightening the road's tight curves will encourage drivers to go faster, increasing the number of crashes on the already accident-prone street.

"It's going to make it even more dangerous," Shartman said.

Kristina Johnson can be reached at (509) 459-5312 or by e-mail at kristinaj@spokesman.com.

The Spokane Review Dec 5, 1997

In a nutshell

City planning officials say the urban connector system of high-speed roads in rural areas will result in suburban sprawl along the routes, violating state growth management directives. County engineers argue that development can't follow the connectors unless the county comprehensively revises the plan, he said.

Valley News Herald
Dec. 11, 1998

problems.
And workers must stop trying to heap blame on management before they have all the facts. If their supervisors are not keeping them informed, they should seek out the truth either by a face-to-face meeting with Johns or through their grievance procedure.
Communication demands a speaker and a listener. Good communication requires that both sides act as speakers and listeners.

Charlie Plumb

Urban connectors are a good idea

The crybaby attitude Spokane city planners have over the county's urban connectors idea shows how out of touch with its constituents the city can be sometimes. The planners say the connectors will bring urban sprawl, which it is trying to stop with growth management.

Well, today's urban sprawl is tomorrow's urban neighborhoods. Denying roads for people to reach their future homes has secondary impacts such as pollution and gridlock. Growth happens. But it won't happen anywhere near these new roads, unless the county's comprehensive plan, created under the Growth Management Act, allows it to happen.

Urban connectors are a good idea whose time has come. Spokane should get on board or get out of the way.

Charlie Plumb

head outside to light up a Camel.
"Well, I'm behind you all the way," I stated stupidly. What else could be said? What do you say when someone you know is trying to quit smoking? "You're going to live longer, you know" doesn't quite work.

As a nonsmoker, I will without apology say I hate the smell of cigarette smoke. Can't stand it, don't want to be around it. It's to the point that going outside to smoke isn't enough — the offender should also change his or her clothes before coming back inside. And maybe take a bath.

Part of me, I guess, just doesn't understand why an educated adult would continue to smoke. Punk kids, I get that. They stand around the middle school with their skateboards and butts hanging out of their mouths trying to look cool — hey, I was young once. I used to strut around with one of those Goody combs sticking out of my back pocket back in the early '80s. I am well acquainted with the morose condition known as adolescence.

But adults, I just don't understand. Why continue to do something that makes you look bad, smell bad, costs an arm and a leg, and will ultimately force you to hack up brown globs of putridness in the shower each morning?

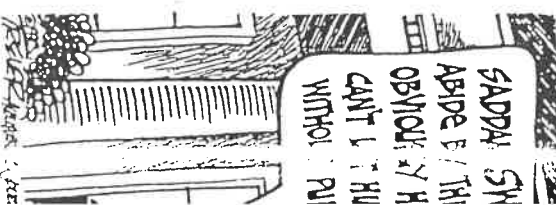
Ah, I remember. Smoking is

Just don't try to be those nasty Dr. Tech I to sneak up to me when I was in the club.

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The
Valley News Herald

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Getting connected

County to spend \$141,000 on beltway study

Angie Gaddy
Staff writer

Imagine being able to jump in your car and head across town without fighting freeway congestion or long waits at downtown traffic lights.

You could be sailing along on Spokane County's very own beltway system.

The county is spending \$141,000 to find out if such an idea would work. A Kirkland, Wash., consultant has been hired to study what the county calls an "urban connector" system.

While not a true high-speed beltway, the plan would widen existing roads and link them to others, forming a loop around the Spokane metropolitan area.

The study by consultants at the Transpo Group should be complete before legislators head to their chambers in January.

County officials want parts of the project to top legislators' funding list.

"This is the first real hard effort to make it happen," assistant county engineer Ross Kelley said.

For years, engineers talked of a high-speed loop circling the city and carrying commuters from the

North Side to the Valley and from the Valley to the South Hill.

But the \$10 million-per mile cost of building a new roadway made that idea too expensive, Kelley said.

This system would be a 20-year plan, built in phases that are fairly inexpensive, supporters say.

"It's an important piece of the puzzle," said county Commissioner Kate McCaslin, who supports the system and who sits on the Spokane Regional Transportation Council. "Even more importantly, it can be done."

Rough estimates show the entire project would cost about \$182 million. That's far less than the cost of a possible north-south freeway, McCaslin said.

"We could build the entire project for less than \$257 million, which is the first teeny-tiny leg of the north-south freeway," she said.

County officials say this is no replacement for the state's plan to build a north-south freeway through town. They simply want to handle the growing volume of traffic moving between the

Continued from B1

North Side and the Valley and elsewhere.

Studies show that by 2020 about 19,400 cars a day will travel between the Valley and the North Side during rush hour. About 12,300 cars a day will travel between the South Side and the Valley.

Roads like Bigelow Gulch, already used by many to skirt downtown Spokane, will be part of the urban connector system.

Engineers want to widen the road to four lanes from just outside the city limits to Weile Road. They straighten Bigelow's hairpin turn and eventually link it to Sullivan Road in the Valley.

There's already funding for portions of the project. County engineers are buying right-of-way and want to begin construction in 2000.

The plan also includes building new roads across northeast Spokane's Orchard Prairie and connecting the South Hill to the Valley and northwest Spokane to the airport.

But there's no exact plan for who to build the roads, said Bruce H. Doors with the Transpo Group.

"One of the issues is how it relates to growth boundaries and land-use plans. We don't want to induce growth outside the core," said Doors.

Supporters of the north-south freeway say the urban connector plan is a good one, but it shouldn't take away focus — or funding — from the freeway.

"Part of the skepticism we have is there are only so many transportation dollars that can come to this neighborhood," said Stan Miller, president of the Inland Automobile Association. "If (asking for state money) the beltway concept in competition with the north-south freeway, then we certainly have issues with that."

Continued: Roads/B8

~ Regional Issues ~ **Highway 90 traffic**

I'm sure that you already know this but just in case you don't . . . The traffic on I-90 is getting heavier all the time. I don't have the traffic counts to verify the observations but I sure can see a difference in the number of cars that get on the road each day and it doesn't seem to make a difference on the time of day or the direction of travel. There are more cars using the road and that presents us with some interesting questions. Let's assume that the widening of I-90 to 3-lanes both east and west bound between downtown Spokane and the Sullivan Road overpass is accomplished by the year 2004.

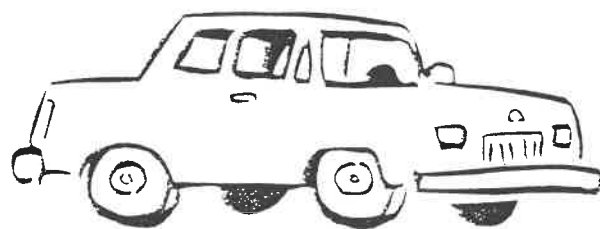
- * How long before the traffic count rises in the morning and evening to the point where average speeds drop to 20 mph?
- * How long will it be before I-90 has to be widened between Sullivan Road and the Liberty Lake exit?
- * How long will it be before I-90 has to be widened to 6 or more lanes (3 in each direction) between downtown Spokane and Coeur d'Alene, Idaho?

Just think of all the bridgework and overpass modifications that need to be done to accomplish the task. It's a big job and it might be a good idea to start thinking about it now.

Many people hate to hear the words "in southern California" but there are some good lessons to be learned from their experience in moving massive amounts of people on roads. Maybe now is the time to take a good hard look at some of those lessons. One outstanding example is I-91 between Anaheim (the home of Disneyland) and Corona, California. The distance is about 28 miles and it follows a river canyon. The canyon walls are about 600 feet high and really present some tough obstacles to overcome. You can only make the roadbed just so wide before the physical problems make the design impossible. Here in our area, on the route between Spokane and Coeur d'Alene, we have homes and businesses built right up to the edge of the freeway and that presents as difficult an obstacle as does the cliffs in southern California.

In 1985, the I-91 highway in southern California was 6 lanes wide and it was clogged as tight as could be. Between the hours of 5:00 a.m. and 7:00 a.m. the eastbound driver faced a drive of 28 miles at an average speed of 15 mph. The evening crawl was every bit as bad. There were days when a minor fender bender accident would convert the 28-mile drive into a two and a half-hour ordeal!

Today you will find sections of that route that are 12 lanes wide and they include new express lanes and high occupancy lanes. In addition, a new toll road highway has been built that takes a lot of the traffic from the Riverside County/Corona area and runs it directly into Orange County to the south. This bypasses the route through the Anaheim area for many drivers. Over the years there have been many changes that have dramatically reduced the frustrations of commuting along that 28-mile stretch. It's now possible to drive the 28 miles during the morning and evening rush hour at a speed approaching 70 mph.

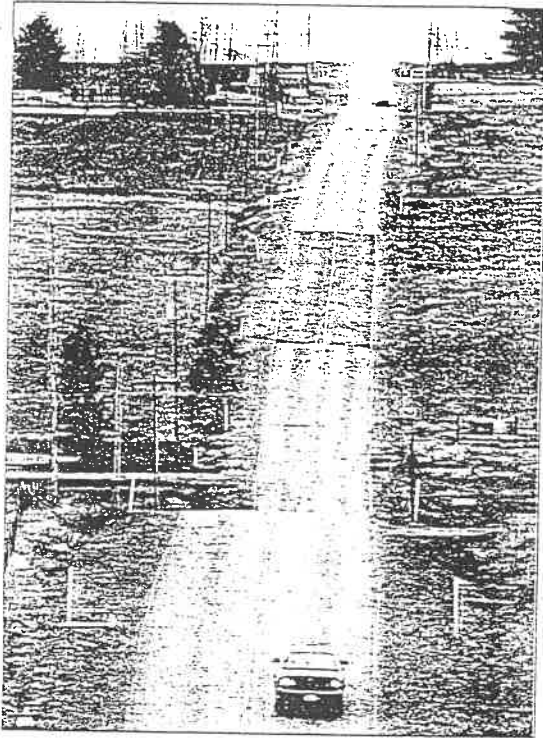


We can learn from this example. Perhaps the solution is in having a combination of bypass routes, beltways, high-speed corridors, toll roads and improvements to existing surface roads. We need to examine not only the needs of automotive transportation but also the critical needs of getting our trucks to and from our commercial and industrial centers safely and with a minimum of delay. The most important thing though is our ability to work together as a community. As a community, we owe it to our children and to future generations to resolve these transportation problems by working together for the benefit of all.

If you would like to help in finding workable solutions to the problems of transportation in our region, call the Chamber office and tell them you would like to attend the next meeting of the Transportation Committee. Call 924-4994 today!



Connector: County seeks funds for high-traffic corridor



Steve Thompson/The Spokesman-Review

If plans are completed, Bigelow Gulch Road will become a fast connector between the Valley and the North Side.

Continued from page 1

"It is a great improvement for the Valley," said assistant county engineer Ross Kelley, who headed the urban connector project. "Really it is a help for people in the Valley."

Now the plan heads to state legislators' desks. County officials hope to get some state funding.

The plan, which received criticism from city planners and others saying it would induce sprawl outside the urban area, also involves extending the planned Valley Couplet all the way to Liberty Lake.

Currently, the Valley Couplet's first phase will run along along Sprague and Second avenues from

the Sprague Avenue freeway interchange to University Road.

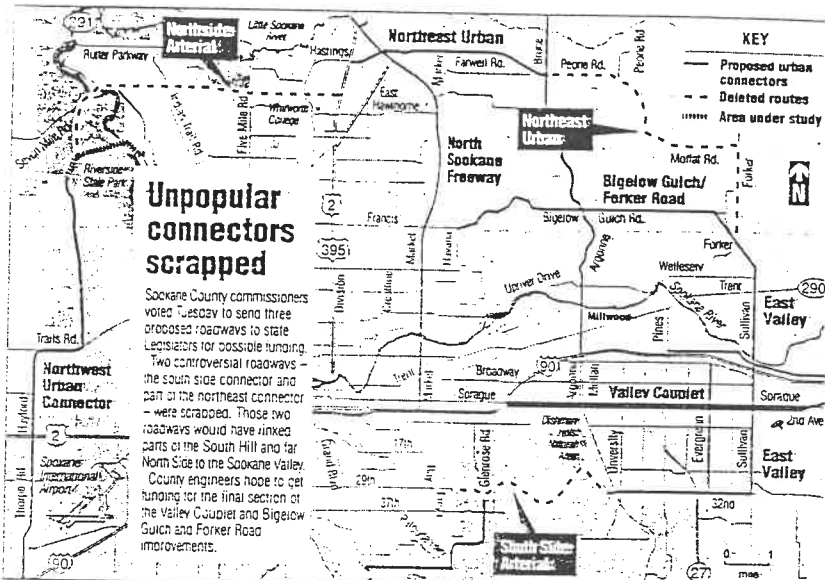
County engineers would like to have the entire project completed by 2005.

A controversial roadway linking the Valley with the South Hill was scrapped by commissioners because of concerns about its impact to the Dishman Hills Natural Area.

Opponents of the plan remain wary.

"We've seen this plan go and come back and we have a little skepticism," said Michael Hamilton, president of Dishman Hills Natural Area Association. "I'm glad to see it go. It's one less thing to worry about."

Those who live and work along the



Unpopular connectors scrapped

Spokane County commissioners voted Tuesday to send three proposed roadways to state Legislators for possible funding. Two controversial roadways — the south side connector and part of the northeast connector — were scrapped. Those two roadways would have linked parts of the South Hill and far North Side to the Spokane Valley. County engineers hope to get funding for the final section of the Valley Couplet and Bigelow Gulch and Forker Road improvements.

SOURCE: Spokane County Public Works planned urban connector routes worry about increased traffic and safety.

County engineers plan to connect Forker Road to the north end of Sullivan Road, bringing the arterial between East Valley High School and East Valley Middle School.

They estimate the roadway would handle about 30,000 vehicles a day by 2020.

School officials worry the current traffic problems will only worsen when commuter and freight traffic come barreling through.

"It's absolutely going to be a disaster for us," said Karen Campbell, who oversees the cross-walk program for East Valley Middle School. Motorists speed during rush hour and don't slow for children on their way to school, she said.

"I can't imagine how it's going to be with a four-lane road," Campbell said. "It's going to be awful."

East Valley High school students cross Sullivan to play sports in the fields behind the middle school.

During summer, softball games attract players and spectators who park along Sullivan Road, said Tom Crouch, school district business manager.

One solution school officials are pushing for is a pedestrian overpass linking the two campuses. Crouch

said.

East Valley High School Principal Jeff Miller said the road improvements could be beneficial to the school if traffic lights are added to help with student traffic.

And plenty of his staff live on the North Side and use Bigelow Gulch to get to and from work daily.

Residents living along Bigelow Gulch have mixed feelings. Some, like Tana Trobaugh, who lives at the intersection of Bigelow Gulch and Weber roads, says the new roadway will destroy the character of the prairie.

"There is a real sense of loss. I guess we would have hoped they would have come up with another plan," said Trobaugh, who lives in her grandmother's farmhouse. "I understand it's going to be heavily traveled, but they're going to do it without me sitting by."

Others, like Sue Mauro, who lives east of the Bigelow Gulch and Argonne road intersection, say it's much needed.

"I'm not looking forward to an increase in traffic, but if it's safer, I applaud it."

State legislators say they're supportive of Spokane transportation plans, but the North Side freeway tops their list this session.

Rep. Alex Wood, D-3rd District,

Staff map: Warren Huske

who sits on the House Transportation Committee, said Spokane legislators can't be divided on transportation issues. First, and foremost, is getting funding for the freeway while there's a chance of federal money.

"We don't want to show a split because we're trying to get money for the North-South Freeway," he said.

He said the urban connector plan is a good idea, and the Bigelow Gulch corridor could be worked in as part of the North-South Freeway.

Rep. Lynn Schindler, R-4th District, who also sits on the transportation committee, said she hasn't seen the plan yet, but will gladly support anything to help relieve congestion and traffic problems.

"Any money that can be possibly headed for the district, I will be hunting for. I will be asking for," she said. "Spokane doesn't want to get like the West Side. We want our transportation problems headed off while it's still feasible (to fund them)."

Angie Gaddy can be reached at (509) 927-2165 or by e-mail at angieg@spokesman.com.

Sullivan Road solutions are under study

By Angie Gaddy
Staff writer

The Spokane Valley's booming growth has done a bang-up job to Sullivan Road.

seven lanes from the freeway north to Trent Avenue, hoping to relieve those head-banging backups at Sullivan and Indiana.

While no formal plans have been laid on the table, engineers are considering the plan

Trucks heading to and from industrial areas need better access to freeways. Commuters heading to work and shoppers heading to the Spokane Valley Mall need smooth-sailing ramps.

But nowadays traffic backs up for miles

Engineers would like to have it done by 2005.

Once that connector is built, engineers estimate it would put 30,000 cars a day on Bigelow Gulch and Forker roads by 2020.

Widening Sullivan will have big costs since engineers will have to replace a bridge spanning the Spokane River and another crossing railroad tracks.

But Kelley said those bridges are in need of

Wednesday, January 20, 1999

Spokane News Herald

Connector system aired at open house



Photo by Charlie Plumb

Bill Johns, left, Spokane County engineer, discussed the proposed county connector system of roadways with Bob Takai and Margo Wolf during a recent open house held at University High School. The county engineers were seeking input from citizens on the proposal, which is aimed at speeding traffic from the Valley to the north and south sides of Spokane and at relieving congestion on highways and streets throughout the county. The proposal is still in the planning stages and funding has not yet been found for it.

Capitol Cooperat

Bipartisanship. Compromise. These words are always used by politicians and others when the Legislature meets each January.

In the past, such words have been forgotten by politicians from both parties dug in to defend their agendas and criticisms of the other side. Old, familiar, easy promises might be made because of necessity. The Legislature moves through its regular 105-day session.

While Democrats have a majority in the Senate, the real test of bipartisanship will come in the House of Representatives. Republicans and Democrats each have 49 members.

This shared responsibility requires both sides to work together and compromise, a way normally not seen in Olympia. In fact, only one other Legislature saw a similar split in the 1979 session.

What will this mean for the Legislature? It means that moderate and extreme parties will go on to legislate on a bipartisan basis. This will require the participation of a number of moderate members who will be watered down by the very beginning

Letters to the Editor

Congratulations, Bill, the dog is wagged

Editor:

President Clinton's attack on Sudan and Afghanistan took place the same day as the... identified before the

completion of a \$150 million project that will house American troops.

That's right, bin Laden will have a set of blueprints to this building that is replicating...

How many innocent people in Iraq and American servicemen will die in Clinton's latest attempt to save his political career?

...has never attacked us and is not a threat to the United

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The Spokesman-Review Jan 20 1999

Commissioners support lukewarm for connector plan

Study sent to Legislature, but with plenty of reservations

By Kristina Johnson
Staff Writer

The proposal to build a series of roads around the Spokane County metropolitan area won halfhearted support from commissioners Tuesday.

While they approved sending a study of the proposal on to the Legislature, two commissioners voiced concerns about parts of the plan.

"We received a lot of letters from every aspect of the community," Commissioner John Roskelley said. "There were some positive, but the majority were pretty negative."

"I don't think any one commissioner approves (of) the whole connector system."

The proposal involves building a series of roads to ease traffic congestion throughout the Spokane area. The plan calls for widening some existing roads and building new ones, linking heavily populated areas such as the Valley to Liberty Lake, and the West Plains to north Spokane.

Critics, including some city officials, claim the plan will inspire urban sprawl.

County transportation engineers plan to take the study to legislators later this month in hopes of getting money for design of the road system. The study was written by consultants for the Transpo Group of Kirkland, Wash.

Commissioner Kate McCaslin said while she wholeheartedly endorsed two of the proposed routes, she had mixed feelings about others. She noted the two routes she most supported — the Bigelow Gulch Road Forker route and the east-west Valley connector — have been part of the county's six-year road plan for years.

The other routes would need a great deal of study and public discussion before ever reaching the construction stage, McCaslin said.

The controversial road proposal originally included six routes, but the study now recommends building only three of those and part of a fourth. Two routes that would have sliced through wetlands and wildlife corridors weren't recommended, although

Road Forker Route from Havana east to Sullivan, creating an east-west Valley connector on Sprague and Second avenues and building a north-west connector from near Interstate 90 north to Nine Mile Road.

Building only part of a proposed northeast connector. The original plan called for building the road from Bigelow Gulch to U.S. Highway 2. The study recommends building only the section from Bruce Road to Highway 2.

Scrapping plans for a South Side connector and a North Side arterial. The South Side arterial would have linked Giantose Road and 32nd Avenue, running slightly south of the Dishman Hills natural area. The North Side arterial would have run from U.S. Highway 395 west to Nine Mile Road and then south into Riverside State Park.

Last spring, legislators gave the county \$250,000 to study the proposal and report back during the upcoming session.

McCaslin said the county had been criticized for rushing the study to the state. But if the county wants money to build even part of the plan, it has to act now, she said.

"The Legislature is going to be doing out a lot of money this legislative session," she said. "And timing is everything."



A sport plays-by-plays in the never ending...
...but, single... reality that simple... Dieter's scar...
...quattro can't dominate. Rarely a slippery...
...ts, and tends power to the wheels that re...

The Audi A4 quattro
From \$25,940*

START
*MSRP. Taxes, license, dealer fees, \$1999.

56 Kbps

256 Kbps

the study said engineers would keep looking for alternatives.
The study recommends
■ Improving a Bigelow Gulch

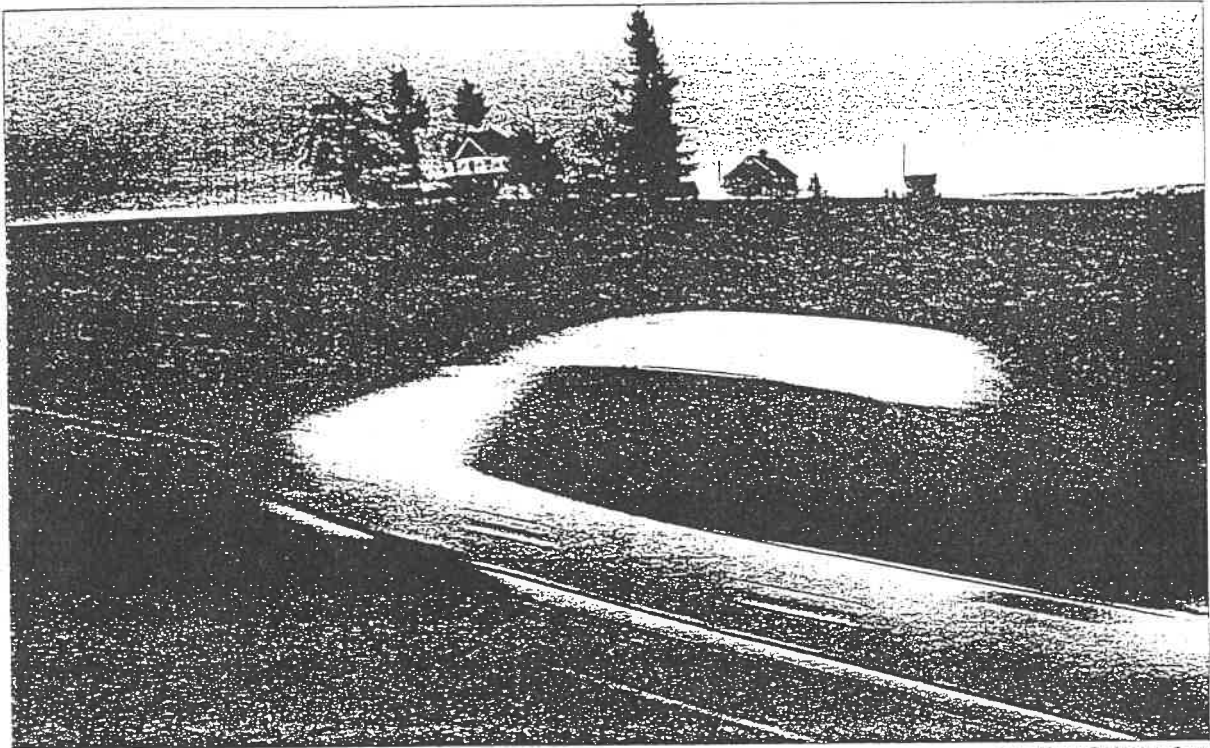
City puts photo-red plan on hold

with neighborhood news,
opinions and feature stories.

Saturday, January 23, 1999
The Spokesman-Review

Naturalists Club
seeking greater
public exposure

Inside



A car tips along past farmland on Bigelow Gulch Road, which would be widened to four lanes under a plan approved by county commissioners this week. Steve Thompson/The Spokesman-Review

County connection

*Spokane County
pursuing plan
to widen rural
highways and
improve Valley's
link to the
North Side*

By Angie Gaddy/Staff writer

The winding paths of Forker and Bigelow Gulch roads are farm routes no longer.

For years, Pleasant Prairie farmers pattered along with machinery and equipment. As time wore on, the roar of passing semi-trucks and commuter traffic became more common than the chugging of tractors.

That roar could soon become louder.

This week, Spokane County commissioners approved a plan that could turn these two-lane roads into a high-traffic corridor connecting the Spokane Valley and the North Side, part of a countywide beltway system.

The county's plan for such an urban connector system calls for widening Forker and Bigelow Gulch

roads to four lanes and connecting them to Sullivan Road in the Valley. Bigelow Gulch feeds onto Francis Avenue on the city's North Side.

County engineers hope this improved roadway will help move trucks carrying freight, as well as a growing volume of commuter traffic, between the Valley and the North Side.

Continued: Connector/2

Also inside: CV board gets report card on four-period day • YMCA to sell Mirabeau bonds

Appendix E: Cost Estimates

CITY OF SPOKANE VALLEY					
INFRA FY 20 - Sullivan/Trent Interchange					
PRELIMINARY PROJECT COSTS					
Date:	2/5/2020		Prepared by ATJ, based on Welch Comer estimate from 6/18/2019		
Item No.	Description	Unit	Quantity	Unit Price	Total
0001	MOBILIZATION (10%)	LS	1	\$ 1,154,000	\$ 1,154,000
0035	CLEARING AND GRUBBING	LS	1	\$ 5,000	\$ 5,000
0050	REMOVAL OF OBSTRUCTIONS	LS	1	\$ 15,000	\$ 15,000
0100	REMOVING CEMENT CONC. SIDEWALK	SY	1500	\$ 15	\$ 22,500
0110	REMOVING CEMENT CONC. CURB	LF	2310	\$ 10	\$ 23,100
0120	REMOVING ASPHALT CONC. PAVEMENT	SY	10000	\$ 6	\$ 60,000
0170	REMOVING GUARDRAIL	LF	3500	\$ 15	\$ 52,500
Section 2: Grading					
0310	ROADWAY EXCAVATION INCL HAUL	CY	20000	\$ 10	\$ 200,000
0350	UNSUITABLE FOUNDATION EXCAVATION INCL HAUL	CY	100	\$ 30	\$ 3,000
	GRAVEL BORROW INCL. HAUL	CY	35000	\$ 20	\$ 700,000
Section 9: Surfacing					
5120	CRUSHED SURFACING TOP COURSE	TON	2000	\$ 22	\$ 44,000
Section 14: Hot Mix Asphalt					
5767	HMA CL. 1/2 IN. PG 64H-28	TON	1312	\$ 110	\$ 144,292
Section 17: Erosion Control and Planting					
8058	LANDSCAPING	LS	1	\$ 100,000	\$ 100,000
6468	STABILIZED CONSTRUCTION ENTRANCE	SY	300	\$ 25	\$ 7,500
6490	EROSION/WATER POLLUTION CONTROL	EST	1	\$ 7,000	\$ 7,000
6403	ESC LEAD	DAY	30	\$ 100	\$ 3,000
6560	SEEDED LAWN INSTALLATION	SY	11000	\$ 1	\$ 11,000
Section 18: Traffic					
6700	CEMENT CONC. TRAFFIC CURB AND GUTTER	LF	4300	\$ 20	\$ 86,000
5625	CEMENT CONC. PAVEMENT	SY	956	\$ 90	\$ 86,000
6751	BEAM GUARDRAIL TYPE 1	LF	3500	\$ 40	\$ 140,000
6889	PERMANENT STRIPING	LS	1	\$ 10,000	\$ 10,000
6890	PERMANENT SIGNING	LS	1	\$ 10,000	\$ 10,000
6971	PROJECT TEMPORARY TRAFFIC CONTROL	LS	1	\$ 200,000	\$ 200,000
6974	TRAFFIC CONTROL SUPERVISOR	LS	1	\$ 15,000	\$ 15,000
Section 19: Other Items					
7055	CEMENT CONC. SIDEWALK	SY	1700	\$ 55	\$ 93,500
7058	CEMENT CONC. CURB RAMP TYPE 1	EA	8	\$ 2,000	\$ 16,000
7736	SPCC PLAN	LS	1	\$ 1,000	\$ 1,000
	TRENT+BNSF BRIDGES	LS	1	\$ 9,400,000	\$ 9,400,000
	ILLUMINATION	LS	1	\$ 75,000	\$ 75,000
	CONCRETE TRUCK APRON	SY	2500	\$ 90	\$ 225,000
	SPLITTER ISLANDS	SY	210	\$ 75	\$ 15,750
					SUBTOTAL \$ 12,925,000
			25%	CONSTRUCTION CONTINGENCY	\$ 3,230,000
				RAILROAD COORDINATION	\$ 100,000
				CONSTRUCTION SUBTOTAL	\$ 16,255,000
			20%	CONSTRUCTION ENGINEERING	\$ 3,231,000
Right-of-Way Estimate					
	RIGHT-OF-WAY REQUIRED ON NORTH SIDE	LS	1	\$ 800,000	\$ 800,000
	RIGHT-OF-WAY CONSULTANT COSTS	LS	1	\$ 100,000	\$ 100,000
	TEMPORARY CONSTRUCTION EASEMENTS	LS	1	\$ 100,000	\$ 100,000
					SUBTOTAL \$ 1,000,000
			25%	CONTINGENCY	\$ 250,000
				ROW SUBTOTAL	\$ 1,250,000
				Construction	\$ 16,255,000
				Construction Engineering	\$ 3,231,000
				Right-of-Way	\$ 1,250,000
			14%	Engineering	\$ 2,460,000
				Project Total	\$ 23,200,000
	Estimate Year	2018			
	Assumed Inflation Rate	2.5%			
	Phase	Estimate Year Costs	Phase Years	Year of Expenditure	Year of Expenditure Cost
	Design Engineering	\$ 2,460,000	2021-2022	2021	\$ 2,650,000
	Right of Way	\$ 1,250,000	2022-2023	2022	\$ 1,380,000
	Construction	\$ 16,255,000	2023-2025	2024	\$ 18,850,000
	Construction Engineering	\$ 3,231,000	2023-2025	2024	\$ 3,750,000
	TOTAL PROJECT COST	\$ 23,196,000			\$ 26,630,000

Engineers Estimate

Created Date

02/19/2020

Project 2620 Bigelow Gulch Road - Project 2 Realign And Widen To Five Lanes **Project Manager** Mick Flugel

Estimate Version 16 Estimate Update 4-16-19

Function Manager

Designer Jack Beck

Road Name Bigelow Gulch Rd
Road From
Road To Weile Av

Total Length: 0.78

Item #	Item Description	Units	Quantity	Price	Amount
0001	MOBILIZATION	L.S.	1.00	530,000.00	530,000.00
0025	CLEARING AND GRUBBING	ACRE	25.79	5,000.00	128,950.00
0050	REMOVAL OF STRUCTURE AND OBSTRUCTION	L.S.	1.00	96,000.00	96,000.00
0120	REMOVING ASPHALT CONC. PAVEMENT	S.Y.	3,655.00	3.00	10,965.00
0170	REMOVING GUARDRAIL	L.F.	570.00	3.00	1,710.00
0182	REMOVING GUARDRAIL ANCHOR	EACH	2.00	500.00	1,000.00
0230	REMOVING WIRE FENCE	L.F.	632.00	2.00	1,264.00
02301	REMOVING VINYL FENCE	L.F.	388.00	3.00	1,164.00
02302	REMOVING WOOD FENCE	L.F.	235.00	5.00	1,175.00
0310	ROADWAY EXCAVATION INCL. HAUL	C.Y.	280,000.00	4.50	1,260,000.00
0470	EMBANKMENT COMPACTION	C.Y.	188,026.00	2.50	470,065.00
0973	TAPERED END SECTION WITH TYPE 4 SAFETY BARS 36 IN.	EACH	1.00	1,800.00	1,800.00
1054	GRATE INLET TYPE 2	EACH	7.00	1,000.00	7,000.00
1069	FILTER BLANKET	C.Y.	1,238.00	25.00	30,950.00
1074	LIGHT LOOSE RIPRAP	C.Y.	2,475.00	40.00	99,000.00
1312	PLAIN ST. CULV. PIPE 0.064 IN. TH. 12 IN. DIAM.	L.F.	176.00	40.00	7,040.00
1313	PLAIN ST. CULV. PIPE 0.064 IN. TH. 18 IN. DIAM.	L.F.	392.00	50.00	19,600.00
1314	PLAIN ST. CULV. PIPE 0.064 IN. TH. 24 IN. DIAM.	L.F.	630.00	60.00	37,800.00
1316	PLAIN ST. CULV. PIPE 0.064 IN. TH. 36 IN. DIAM.	L.F.	209.00	80.00	16,720.00
1353	PLAIN ST. CULV. PIPE 0.168 IN. TH. 84 IN. DIAM.	L.F.	643.00	250.00	160,750.00
13531	BAFFLE FOR 84 IN. DIAM. CULVERT	EACH	82.00	1,200.00	98,400.00
3541	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	L.F.	290.00	45.00	13,050.00
3542	SCHEDULE A STORM SEWER PIPE 18 IN. DIAM.	L.F.	555.00	55.00	30,525.00
3543	SCHEDULE A STORM SEWER PIPE 24 IN. DIAM.	L.F.	70.00	65.00	4,550.00
50151	PERMMEABLE BALLAST FOR GRAVEL MEDIAN	C.Y.	600.00	65.00	39,000.00
5115	CRUSHED SURFACING TOP COURSE	C.Y.	1,456.00	40.00	58,240.00
5340	ASPHALT FOR FOG SEAL	TON	51.51	750.00	38,632.50
57113	PORTLAND CEMENT TYPE 2	TON	1,454.00	170.00	247,180.00
57115	CTB SPREADING, MIXING, PROCESSING & SHAPING	S.Y.	56,194.00	3.50	196,679.00
57372	HMA CL. 1/2 IN. PG 64-28, MISCELLANEOUS AREAS	S.Y.	1,103.00	25.00	27,575.00
57642	HMA CL. 1/2 IN. PG 64-28, 0.17 FT. DEPTH	S.Y.	1,375.00	12.00	16,500.00
57647	HMA CL. 1/2 IN. PG 64-28, 0.42 FT. DEPTH	S.Y.	51,907.00	22.00	1,141,954.00

<i>Item #</i>	<i>Item Description</i>	<i>Units</i>	<i>Quantity</i>	<i>Price</i>	<i>Amount</i>
6373	SILT FENCE	L.F.	5,445.00	4.00	21,780.00
6410	TOPSOIL TYPE B	C.Y.	851.00	15.00	12,765.00
6414	SEEDING, FERTILIZING, AND MULCHING	ACRE	16.00	3,500.00	56,000.00
6479	WATTLE	L.F.	8,115.00	3.00	24,345.00
6481	MEDIUM COMPOST	ACRE	3.00	14,000.00	42,000.00
6490	EROSION/WATER POLLUTION CONTROL	EST.	1.00	20,000.00	20,000.00
6552	PSIPE-5 GALLON	EACH	3,016.00	40.00	120,640.00
65561	LIVE STAKE WILLOW	EACH	160.00	5.00	800.00
65562	PLANTING PLUGS	EACH	8,540.00	2.50	21,350.00
6606	PLANT ESTABLISHMENT - SECOND YEAR	EST.	1.00	5,000.00	5,000.00
6630	HIGH VISIBILITY FENCE	L.F.	4,273.00	2.50	10,682.50
67041	CEMENT CONCRETE CURB TYPE A	L.F.	1,175.00	20.00	23,500.00
6719	BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL	EACH	13.00	3,000.00	39,000.00
6757	BEAM GUARDRAIL TYPE 31	LF	5,154.00	40.00	206,160.00
6766	BEAM GUARDRAIL ANCHOR TYPE 10	EACH	3.00	1,250.00	3,750.00
6806	PAINT LINE	L.F.	41,300.00	0.20	8,260.00
6827	PAINTED WIDE LANE LINE	LF	800.00	0.50	400.00
6858	PAINTED STOP LINE	L.F.	85.00	5.00	425.00
6860	PAINTED TRAFFIC ARROW	EACH	6.00	70.00	420.00
6890	PERMANENT SIGNING	L.S.	1.00	5,000.00	5,000.00
6904	ILLUMINATION SYSTEM------(36)	L.S.	1.00	16,000.00	16,000.00
6971	PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	1.00	150,000.00	150,000.00
7045	MONUMENT CASE AND COVER	EACH	1.00	200.00	200.00
7111	WIRE FENCE TYPE 2	L.F.	2,632.00	6.00	15,792.00
75621	REMOVE AND RESET MAILBOX	EACH	12.00	200.00	2,400.00
70001	UTILITIES	L.S.	1.00	400,000.00	400,000.00
7736	SPCC PLAN	L.S.	1.00	1,500.00	1,500.00

Items Total \$6,003,408.00

Preliminary Engineering		\$1,008,613.62
Construction Engineering	15%	\$1,361,721.52
Contingencies	15%	\$1,664,753.73
Right of Way		\$2,700,372.70

Estimate Total \$12,738,869.57

Engineers Estimate

Created Date

01/24/2013

Project 2924 Bigelow Gulch Road - Project 3 Excludes intersection of Argonne **Project Manager** Mick Flugel

Estimate Version 8 Estimate Update 1-24-2013

Function Manager

Designer Jack Beck

Road Name	Road From	Road To
Weile Av	Bradley Rd	Bigelow Gulch Rd
Bigelow Gulch Rd	Weile Av	Jensen Rd
Bigelow Gulch Rd	Jensen Rd	East 1242 ft.

Total Length: 1.08

Item #	Item Description	Units	Quantity	Price	Amount
0001	MOBILIZATION	L.S.	1.00	350,000.00	350,000.00
0025	CLEARING AND GRUBBING	ACRE	14.00	4,000.00	56,000.00
0050	REMOVAL OF STRUCTURE AND OBSTRUCTION	L.S.	1.00	20,000.00	20,000.00
0310	ROADWAY EXCAVATION INCL. HAUL	C.Y.	69,905.00	5.00	349,525.00
03103	SWALE EXCAVATION INCL. HAUL	C.Y.	3,000.00	12.00	36,000.00
0470	EMBANKMENT COMPACTION	C.Y.	36,437.00	3.00	109,311.00
10634	METAL FRAME TYPE 4 AND GRATE TYPE 4	EACH	3.00	400.00	1,200.00
1070	CEMENT CONC. SPILLWAY	S.Y.	87.00	100.00	8,700.00
1085	QUARRY SPALLS	C.Y.	33.00	70.00	2,310.00
1312	PLAIN ST. CULV. PIPE 0.064 IN. TH. 12 IN. DIAM.	L.F.	543.00	45.00	24,435.00
1313	PLAIN ST. CULV. PIPE 0.064 IN. TH. 18 IN. DIAM.	L.F.	153.00	55.00	8,415.00
1314	PLAIN ST. CULV. PIPE 0.064 IN. TH. 24 IN. DIAM.	L.F.	264.00	65.00	17,160.00
1316	PLAIN ST. CULV. PIPE 0.064 IN. TH. 36 IN. DIAM.	L.F.	198.00	80.00	15,840.00
3542	SCHEDULE A STORM SEWER PIPE 18 IN. DIAM.	L.F.	580.00	50.00	29,000.00
5115	CRUSHED SURFACING TOP COURSE	C.Y.	300.00	45.00	13,500.00
5340	ASPHALT FOR FOG SEAL	TON	15.50	900.00	13,950.00
57113	PORTLAND CEMENT TYPE 2	TON	1,360.00	170.00	231,200.00
57116	CTB SPREADING, MIXING, PROCESSING AND SHAPING	S.Y.	51,750.00	3.50	181,125.00
57372	HMA CL. 1/2 IN. PG 64-28, MISCELLANEOUS AREAS	S.Y.	1,220.00	25.00	30,500.00
57644	HMA CL. 1/2 IN. PG 64-28, 0.25 FT. DEPTH	S.Y.	1,500.00	15.00	22,500.00
57647	HMA CL. 1/2 IN. PG 64-28, 0.42 FT. DEPTH	S.Y.	51,750.00	22.00	1,138,500.00
6373	SILT FENCE	L.F.	891.00	4.00	3,564.00
6405	TOPSOIL TYPE A	C.Y.	400.00	30.00	12,000.00
6410	TOPSOIL TYPE B	C.Y.	1,000.00	15.00	15,000.00
6414	SEEDING, FERTILIZING, AND MULCHING	ACRE	9.00	3,500.00	31,500.00
6490	EROSION/WATER POLLUTION CONTROL	EST.	1.00	10,000.00	10,000.00
6555	SOD INSTALLATION	S.Y.	1,500.00	20.00	30,000.00
6807	PLASTIC LINE	L.F.	26,100.00	3.00	78,300.00
6818	PLASTIC WIDE LINE	L.F.	17,400.00	7.00	121,800.00
6833	PLASTIC TRAFFIC ARROW	EACH	24.00	180.00	4,320.00

<i>Item #</i>	<i>Item Description</i>	<i>Units</i>	<i>Quantity</i>	<i>Price</i>	<i>Amount</i>
6859	PLASTIC STOP LINE	L.F.	80.00	5.00	400.00
68903	SIGNING ITEMS	L.S.	1.00	5,000.00	5,000.00
6904	ILLUMINATION SYSTEM------(36)	L.S.	1.00	15,000.00	15,000.00
69111	TRAFFIC SIGNAL SYSTEM NO. 1	L.S.	1.00	250,000.00	250,000.00
6971	PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	1.00	100,000.00	100,000.00
7045	MONUMENT CASE AND COVER	EACH	5.00	200.00	1,000.00
7111	WIRE FENCE TYPE 2	L.F.	10,000.00	12.00	120,000.00
7535	CONSTRUCTION GEOTEXTILE FOR DITCH LINING	S.Y.	878.00	3.00	2,634.00
75621	REMOVE AND RESET MAILBOX	EACH	27.00	200.00	5,400.00
7728	MINOR CHANGE	CALC	1.00	1.00	1.00
7736	SPCC PLAN	L.S.	1.00	1,000.00	1,000.00

Items Total \$3,466,090.00

Spokane County Supplied Materials		\$30,000.00
Preliminary Engineering		\$750,000.00
Construction Engineering	15%	\$946,497.70
Contingencies	13%	\$815,000.00
Right of Way		\$1,232,000.00
Estimate Total		\$7,239,587.70

Engineers Estimate

Created Date

04/19/2018

Project 2990 Bigelow Gulch Road - Project 5 Reconstruct 2 lane to 4 lane with me **Project Manager** Mick Flugel

EstimateVersion 13 Est Update for Second Phase

Function Manager Mick Flugel

Designer Kurt Farnsworth

Road Name Forker Rd
Road From Jacobs Rd
Road To Progress Rd

Total Length: 0.44

Item #	Item Description	Units	Quantity	Price	Amount
0001	MOBILIZATION	L.S.	1.00	300,000.00	300,000.00
0025	CLEARING AND GRUBBING	ACRE	10.31	5,000.00	51,550.00
0050	REMOVAL OF STRUCTURE AND OBSTRUCTION	L.S.	1.00	15,000.00	15,000.00
00621	REMOVING BOX CULVERT AND REALIGN CHANNEL	L.S.	1.00	20,000.00	20,000.00
0120	REMOVING ASPHALT CONC. PAVEMENT	S.Y.	792.00	3.00	2,376.00
01201	SAWCUTTING ASPHALT CONC. PAVEMENT	L.F.	216.00	5.00	1,080.00
0145	REMOVING CONC. BARRIER	L.F.	801.00	10.00	8,010.00
0170	REMOVING GUARDRAIL	L.F.	1,402.00	6.00	8,412.00
0182	REMOVING GUARDRAIL ANCHOR	EACH	1.00	300.00	300.00
0230	REMOVING WIRE FENCE	L.F.	1,776.00	5.00	8,880.00
0310	ROADWAY EXCAVATION INCL. HAUL	C.Y.	110,479.00	5.00	552,395.00
03101	STREAM CHANNEL EXCAVATION AND REALIGNMENT	L.F.	92.00	50.00	4,600.00
03105	ROCK EXCAVATION INCL. HAUL	C.Y.	8,000.00	20.00	160,000.00
0350	UNSUITABLE FOUNDATION EXCAVATION INCL. HAUL	C.Y.	550.00	15.00	8,250.00
0470	EMBANKMENT COMPACTION	C.Y.	44,044.00	3.00	132,132.00
09071	DROP STRUCTURES	EACH	36.00	800.00	28,800.00
0922	ROCK FOR EROSION AND SCOUR PROTECTION CLASS A	C.Y.	1,968.00	135.00	265,680.00
10631	METAL FRAME TYPE 1 AND GRATE TYPE 1	EACH	17.00	350.00	5,950.00
1085	QUARRY SPALLS	C.Y.	1,614.00	80.00	129,120.00
1093	STREAMBED SEDIMENT	TON	627.00	110.00	68,970.00
1313	PLAIN ST. CULV. PIPE 0.064 IN. TH. 18 IN. DIAM.	L.F.	93.00	55.00	5,115.00
1314	PLAIN ST. CULV. PIPE 0.064 IN. TH. 24 IN. DIAM.	L.F.	149.00	60.00	8,940.00
1326	PLAIN ST. CULV. PIPE 0.064 IN. TH. 54 IN. DIAM.	L.F.	150.00	160.00	24,000.00
3091	CATCH BASIN TYPE 1	EACH	17.00	750.00	12,750.00
35401	SCHEDULE A STORM SEWER PIPE 10 IN. DIAM.	L.F.	153.00	48.00	7,344.00
35402	SCHEDULE A STORM SEWER PIPE 15 IN. DIAM.	L.F.	627.00	55.00	34,485.00
3541	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	L.F.	1,464.00	50.00	73,200.00
40140	TEMPORARY SHORING AT STEEL POLE	L.S.	1.00	30,000.00	30,000.00
41012	ROCK FILL AT STEEL POLE	C.Y.	226.00	120.00	27,120.00
50151	CRUSHED SURFACING FOR GRAVEL MEDIAN	C.Y.	140.00	65.00	9,100.00
5115	CRUSHED SURFACING TOP COURSE	C.Y.	210.00	55.00	11,550.00
51151	CRUSHED SURFACING FOR SHOULDERS	L.F.	5,350.00	3.00	16,050.00

<i>Item #</i>	<i>Item Description</i>	<i>Units</i>	<i>Quantity</i>	<i>Price</i>	<i>Amount</i>
5340	ASPHALT FOR FOG SEAL	TON	15.00	900.00	13,500.00
57113	PORTLAND CEMENT TYPE 2	TON	477.00	170.00	81,090.00
57116	CTB SPREADING, MIXING, PROCESSING & SHAPING	S.Y.	21,794.00	3.50	76,279.00
5717	HMA FOR PRELEVELING CL. 3/8 IN. PG 64H-28	TON	1,190.00	130.00	154,700.00
57372	HMA CL. 1/2 IN. PG 64S-28, MISCELLANEOUS AREAS	S.Y.	1,248.00	25.00	31,200.00
57647	HMA CL. 1/2 IN. PG 64H-28, 0.42 FT. DEPTH	S.Y.	21,794.00	22.00	479,468.00
57671	HMA CL. 1/2 IN. PG 64S-28, 0.17 FT DEPTH	SY	1,243.00	12.00	14,916.00
6071	IRRIGATION SYSTEM	L.S.	1.00	50,000.00	50,000.00
6410	TOPSOIL TYPE B	C.Y.	5,490.00	15.00	82,350.00
64110	SWALE MEDIA	C.Y.	10.00	30.00	300.00
6414	SEEDING, FERTILIZING, AND MULCHING	ACRE	10.31	3,000.00	30,930.00
64141	SEEDING, FERTILIZING, AND MULCHING FOR STREAM MIT	ACRE	1.20	4,000.00	4,800.00
64631	RECONSTRUCT CHECK DAMS	EACH	50.00	100.00	5,000.00
6481	MEDIUM COMPOST	ACRE	0.67	15,000.00	10,050.00
6488	EROSION CONTROL AND WATER POLLUTION PREVENTION	L.S.	1.00	40,000.00	40,000.00
65141	LONGITUDINAL JOINT ADHESIVE	L.F.	2,725.00	2.00	5,450.00
6552	PSIPE FOR 1-2 GALLON SIZE TREES/SHURBS	EACH	799.00	55.00	43,945.00
65521	PSIPE FOR PLANTING PLUGS	EACH	2,386.00	20.00	47,720.00
65522	PSIPE FOR STAKE PLANTINGS	EACH	414.00	20.00	8,280.00
6630	HIGH VISIBILITY FENCE	L.F.	4,539.00	8.00	36,312.00
67041	CEMENT CONCRETE CURB TYPE A	L.F.	84.00	25.00	2,100.00
6719	BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL TL-2	EACH	1.00	3,000.00	3,000.00
6719	BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL TL-3	EACH	5.00	3,000.00	15,000.00
6727	EXTRUDED CURB TYPE 5	L.F.	1,496.00	11.00	16,456.00
6757	BEAM GUARDRAIL TYPE 31 - 6' STEEL POSTS	LF	2,498.00	40.00	99,920.00
67691	BEAM GUARDRAIL TYPE 31 ANCHOR TYPE 10	EACH	4.00	1,500.00	6,000.00
6806	PAINT LINE	L.F.	5,514.00	0.25	1,378.50
6807	PLASTIC LINE	L.F.	10,553.00	0.40	4,221.20
6828	PLASTIC WIDE LANE LINE	LF	100.00	5.00	500.00
6832	FLEXIBLE GUIDE POST	EACH	74.00	40.00	2,960.00
68901	SIGN TOP POST	EACH	7.00	100.00	700.00
68902	SIGN BASE POST	EACH	7.00	150.00	1,050.00
68904	SIGN PLATE	S.F.	111.00	15.00	1,665.00
6971	PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	1.00	50,000.00	50,000.00
7045	MONUMENT CASE AND COVER	EACH	5.00	350.00	1,750.00
7110	WIRE FENCE TYPE 1	L.F.	330.00	8.00	2,640.00
75621	REMOVE AND RESET MAILBOX	EACH	2.00	300.00	600.00
71111	MINOR CHANGE	CALC	1.00	1.00	1.00
7736	SPCC PLAN	L.S.	1.00	1,500.00	1,500.00

<i>Item #</i>	<i>Item Description</i>	<i>Units</i>	<i>Quantity</i>	<i>Price</i>	<i>Amount</i>
					Items Total
					\$3,458,890.70
	Illumination by Inland Power Williams				\$5,000.00
	Gas Line Relocation				\$2,000,000.00
	Preliminary Engineering				\$500,000.00
	Construction Engineering		15%		\$901,000.00
	Contingencies		15%		\$1,150,448.50
	Right of Way				\$795,000.00
					Estimate Total
					8,810,339.20

Engineers Estimate

Created Date

02/19/2020

Project 2991 Bigelow Gulch Road - Project 6 Reconstruct 2 lane to 4 lane with me **Project Manager** Mick Flugel

EstimateVersion 8 2018 Construction Estimate

Function Manager

Designer Kurt Farnsworth

Road Name Progress Rd
Road From Forker Rd
Road To Wellesley Av

Total Length: 0.91

Item #	Item Description	Units	Quantity	Price	Amount
0001	MOBILIZATION	L.S.	1.00	350,000.00	350,000.00
0025	CLEARING AND GRUBBING	ACRE	12.50	5,000.00	62,500.00
0050	REMOVAL OF STRUCTURE AND OBSTRUCTION	L.S.	1.00	10,000.00	10,000.00
0120	REMOVING ASPHALT CONC. PAVEMENT	S.Y.	1,305.00	3.00	3,915.00
0310	ROADWAY EXCAVATION INCL. HAUL	C.Y.	7,333.00	4.50	32,998.50
03103	SWALE EXCAVATION INCL. HAUL	C.Y.	100.00	10.00	1,000.00
0405	COMMON BORROW INCL. HAUL	C.Y.	70,936.00	13.00	922,168.00
0470	EMBANKMENT COMPACTION	C.Y.	77,169.00	2.50	192,922.50
10623	PRECAST CONCRETE DRYWELL TYPE B	EACH	16.00	3,200.00	51,200.00
10634	METAL FRAME TYPE 4 AND GRATE TYPE 4	EACH	16.00	350.00	5,600.00
1069	FILTER BLANKET	C.Y.	300.00	30.00	9,000.00
1085	QUARRY SPALLS	C.Y.	595.00	40.00	23,800.00
1313	PLAIN ST. CULV. PIPE 0.064 IN. TH. 18 IN. DIAM.	L.F.	200.00	50.00	10,000.00
5015	PERMEABLE BALLAST FOR GRAVEL MEDIAN	C.Y.	286.00	65.00	18,590.00
5115	CRUSHED SURFACING TOP COURSE	C.Y.	645.00	50.00	32,250.00
51151	CRUSHED SURFACING FOR SHOULDERS	L.F.	1,834.00	2.50	4,585.00
5340	ASPHALT FOR FOG SEAL	TON	25.00	900.00	22,500.00
57113	PORTLAND CEMENT TYPE 2	TON	610.00	170.00	103,700.00
57116	CTB SPREADING, MIXING, PROCESSING & SHAPING	S.Y.	25,380.00	3.50	88,830.00
57372	HMA CL. 1/2 IN. PG 64-28, MISCELLANEOUS AREAS	S.Y.	185.00	25.00	4,625.00
57642	HMA CL. 1/2 IN. PG 64-28, 0.17 FT. DEPTH FOR PATH	S.Y.	5,834.00	12.00	70,008.00
57647	HMA CL. 1/2 IN. PG 64-28, 0.42 FT. DEPTH	S.Y.	25,380.00	22.00	558,360.00
6373	SILT FENCE	L.F.	1,000.00	5.00	5,000.00
6410	TOPSOIL TYPE B	C.Y.	1,105.00	15.00	16,575.00
6414	SEEDING, FERTILIZING, AND MULCHING	ACRE	2.50	3,000.00	7,500.00
6481	MEDIUM COMPOST	ACRE	0.50	20,000.00	10,000.00
6489	TEMPORARY WATER POLLUTION/EROSION CONTROL	EST.	1.00	2,500.00	2,500.00
6490	EROSION/WATER POLLUTION CONTROL	EST.	1.00	12,000.00	12,000.00
67042	CEMENT CONCRETE CURB TYPE B	L.F.	1,738.00	22.00	38,236.00
6806	PAINT LINE	L.F.	18,600.00	0.25	4,650.00
6890	PERMANENT SIGNING	L.S.	1.00	5,000.00	5,000.00
6971	PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	1.00	80,000.00	80,000.00

<i>Item #</i>	<i>Item Description</i>	<i>Units</i>	<i>Quantity</i>	<i>Price</i>	<i>Amount</i>
7045	MONUMENT CASE AND COVER	EACH	8.00	350.00	2,800.00
7055	CEMENT CONC. SIDEWALK	S.Y.	560.00	50.00	28,000.00
70551	CEMENT CONCRETE APPROACH	S.Y.	720.00	40.00	28,800.00
7083	CHAIN LINK FENCE TYPE 3	L.F.	3,668.00	40.00	146,720.00
75621	REMOVE AND RESET MAILBOX	EACH	4.00	150.00	600.00
7728	MINOR CHANGE	CALC	1.00	1.00	1.00
7736	SPCC PLAN	L.S.	1.00	1,500.00	1,500.00
9001	PEDESTRIAN STRUCTURE	L.S.	1.00	1,300,000.00	1,300,000.00

Items Total	<u>\$4,268,434.00</u>
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Preliminary Engineering		\$426,843.40
Construction Engineering	12%	\$1,051,627.50
Contingencies	15%	\$1,230,000.00
Right of Way		<u>\$2,526,160.50</u>
Estimate Total		\$9,503,065.40

Estimate

Date: 2/19/2020

Project: ITS - Bigelow Gulch/Sullivan Corridor INFRA grant

Item #	Item Description	Unit	Quantity	Unit Price	Amount
1	Mobilization	L.S.	1	\$218,952.00	\$218,952.00
2	ITS Conduit	LF	44,401	\$15.00	\$666,012.00
3	Fiber Optic Cable installation	LF	48,201	\$10.00	\$482,008.00
4	ITS cabinets	Each	4	\$20,000.00	\$80,000.00
	ITS Pull Boxes	Each	90	\$2,500.00	\$225,000.00
	ITS Trench pavement patching - roadway	LF	1,800	\$30.00	\$54,000.00
	ITS Trench pavement patching - Shoulder	SY	3,100	\$45.00	\$139,500.00
	Directional Boring	LF	2,300	\$50.00	\$115,000.00
	VMS	Each	1	\$150,000.00	\$150,000.00
	ITS components	L.S.	1	\$80,000.00	\$80,000.00
	Permenant Count Station- Progress	Each	1	\$40,000.00	\$40,000.00
	Permenant Count Station- Argonne	Each	1	\$10,000.00	\$10,000.00
	Camera - PTZ	Each	4	\$7,500.00	\$30,000.00
	Project Temporary Traffic Control	L.S.	1	\$117,000	\$117,000.00
	SPCC Plan	L.S.	1	\$1,000.00	\$1,000.00
	Subtotal				\$2,408,472.00
	Contingencies (25%)				\$602,118.00
	Construction Engineering (10%)				\$240,847.20
	<u>Construction Phase Total</u>				<u>\$3,251,437.20</u>
	Preliminary Engineering (10%)				\$325,000.00
	Right of Way (L.S.)				\$0.00
	<u>Project Total</u>				<u>\$3,576,000.00</u>
	Indirect Costs (14.64%)				\$523,526.40
	Total Project Costs				\$4,100,000.00

Project costs minus PE & R/W \$3,775,000.00