CITY OF SPOKANE

2011 – 2016 SIX YEAR COMPREHENSIVE

STREET PROGRAM

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DATE PRINTED: 07-16-10

INTRODUCTION

The City of Spokane Comprehensive Plan. The City's first planning activities in the early 1900s were centered on parks and transportation. From these beginnings, planning in Spokane has continued to grow in significance and usefulness. In 1968, the City adopted the first land use plan as one element of the Comprehensive Plan. The 1968 Land Use Plan was updated in 1983. Over the years, topics in the Comprehensive Plan have expanded to include parks and open spaces, bikeways, water and wastewater facilities, shorelines, and individual neighborhoods.

In 1990, the State of Washington enacted the Growth Management Act (GMA) that established rules for communities (such as the City of Spokane) to accomplish community planning. The City's most recent planning effort, the 2000 Comprehensive Plan, (adopted in 2001) complies with the GMA rules and consists of goals, policies, maps, illustrations, and implementation strategies that state how the City should grow physically, socially, and economically. The City's planning effort is termed "comprehensive" because it identifies the community's long-range plans for growth. The 2000 Comprehensive Plan consists of over thirty official documents that encompass all aspects of city activities.

Importantly, the GMA includes two provisions to ensure that the City follows Comprehensive Plan directives:

- The City must regulate land use and development consistent with the plan; the zoning code, subdivision code, environmental ordinances, and the building code must follow the plan's intent.
- The City must make capital budget decisions and capital project investments in conformance with the plan.

These two GMA rules give the new Comprehensive Plan a much higher level of importance in managing and guiding the city's growth and development than previous editions of the plan.

Capital facilities planning. As defined in the Comprehensive Plan, Capital facilities and utilities are services and facilities that support the physical development and growth of the city. Section 1.1 of the Comprehensive Plan states that the "...city must make capital budget decisions and capital project investments in conformance with the plan." Further, it states, "In addition to ongoing needs for repair and maintenance, these lists of capital facilities include the immediate improvements necessary to support growth, in conformance with the Comprehensive Plan." The Comprehensive Plan, then strives to contain and manage sprawl, and it encourages investment of infrastructure in support of the managed growth areas including focusing high intensity growth in specified Centers and Corridors and infill development in other areas of the City.

Section 5.3 of the Comprehensive Plan lists certain themes – "Visions and Values" – that Spokane Horizons volunteers identified as being important in relation to Spokane's current and future growth. The capital facilities and utilities (CFU) "Vision" states:

- Public facilities and utilities will be provided concurrently with a growing population to meet the safety, utility, transportation, educational, and cultural needs of residents.

The "Values" related to sewer, water and transportation include:

- Ensuring good parks, schools, libraries, and streets in the neighborhoods.
- Providing services and facilities as growth occurs.

Goals and policies. Section 5.4 of the Comprehensive Plan addresses certain goals and policies for indicating desired directions, accomplishments, or aims in relation to the growth and development of Spokane. An important but subtle provision is included in CFU 1.2, Operational Efficiency. This powerful provision requires "...the development of capital improvement projects that either improve the city's operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities."

The concept of increasing the use of existing facilities implies – requires – a more dense development pattern, and not the physical extension of services to more consumers. Simply stated, maximizing the utilization of existing facilities reduces future capital costs by eliminating or delaying the need to expand the system in response to internal perimeter growth or external sprawl, and lowers the unit cost of service delivery by distributing capital and certain operational costs over a larger customer base.

Full realization of the CFU 1.2 goal, however, is akin to considering the "chicken or the egg" paradox. Obviously, the cost "savings" cannot be realized unless a more dense development pattern occurs. However, the mere existence of the infrastructure cannot of itself assure denser development without additional incentives: (1) proper or encouraging zoning/land use designation, (2) the shaping of corporate perception, (3) other stimuli. For just this reason, the sewer and water utilities have included a provision in their budgets to eliminate the general facilities charge (GFC) for all areas within the state-designated Community Empowerment Zone. This provides a financial stimulus for developing/redeveloping within currently underutilized areas within the city.

In order to fully comply with the Comprehensive Plan, capital sewer, water, and street facilities planning must acknowledge and address at least four simultaneous goals:

1. Adequate infrastructure for infill development must be provided.
2. Facilities must be constructed within the Urban Growth Area (UGA), and also not to the detriment or in lieu of other development that is supportive of and necessary for designated Centers and Corridors.
3. Existing facilities and infrastructure must be maintained and upgraded as needed.
4. Facilities must be consistent with strategic system planning (50 to 100 years).

Occasionally for certain projects, the goals appear to be inconsistent or conflicting, particularly goals #2 and #4 – those dealing with the UGA and strategic planning. For example, assume a water tank project is proposed to be constructed in the next 6 years in a location not only outside the city limits, but also outside the Comprehensive Plan's UGA. On the surface, the proposal to construct this water tank, together with its requisite transmission main system connection appears to promote development outside the UGA, which would be a clear contravention of the Comprehensive Plan. This project though is necessary to provide hydraulic consistency (relatively uniform water pressure) throughout the designated hydraulic zone, and the selected tank site meets the necessary engineering criteria under Section 5.13 of the Comprehensive Plan.

Consistency of the water tank project is assured by the policies of CFU 3.6, which direct the City to apply strict limitations for allowing service connections outside the UGA. Specifically, "Any mains that are subsequently extended outside the city's UGA for the overall operational benefit of the City of Spokane's utility system shall be for transmission purposes only, with no connections allowed within that portion of the city's utility service area that is outside the UGA."

The Six-year Comprehensive Sewer, Water and Street Programs. The City of Spokane prepares and publishes the Six-Year Capital Improvement Programs (CIPs) annually for street, water and sewer projects. These programs are termed the Six-Year Comprehensive Sewer Program; Six-Year Comprehensive Water Program; and the Six-Year Comprehensive Street Program. These programs provide a blueprint for improving the City's sewer, water and transportation infrastructure in a rational, coordinated, cost-effective manner. The Six-Year Comprehensive Programs are prepared in support of the City's overall planning efforts:

- The City Sewer and Water (Utility) departments plan over a twenty-year financial period, and the Six-Year Comprehensive Utility Plans are designed to be consistent with each department's twenty-year financial plan.
- The City Comprehensive Plan uses a mandated twenty-year planning period for growth, development and expansion, and the Six-Year Comprehensive Sewer, Water and Street Plans are reviewed annually for compliance with the City's overall Comprehensive Plan.
- In addition to the City Comprehensive Plan's 20-year planning horizon, each utility designates a strategic planning period of 50-100 years for major infrastructure elements, and the Six-Year CIPs support this strategic planning. In fact, some of the city's existing utility infrastructure is more than 100 years old. As materials improve, even longer useful life spans may be expected.

The purpose of the Six-year Programs. The Six-Year Comprehensive Utility Programs are used for five distinct purposes:

1. The City Utilities are "enterprise" activities that are managed similarly to many successful businesses. A utility builds, operates and maintains infrastructure (pipes, buildings, pumps, etc.) to provide a service to customers, and the fees charged to customers fund the utility activities, so that no City taxes are used to pay for utility operations. In order to operate a utility efficiently, the infrastructure must be constructed and maintained in an orderly, rational manner, and the Six-Year CIPs provide the planning structure that supports efficient system improvements.
2. The 20-year utility financial planning periods and the Six-Year CIPs are directly related and attempt to promote a predictable and even cash flow for the Utilities. By matching improvement projects with cash flow and revenues, peak capital spending can be minimized; projects can be spread out to minimize costly short-term borrowing; and large fee increases can be avoided.
3. Grants and low interest loans are available from federal and state agencies for utility infrastructure improvements. These agencies require that projects proposed for funding are part of an approved capital improvement program, and the City's Six-Year CIPs satisfy that requirement.
4. All Six-Year CIPs are closely coordinated with each other. This coordination allows efficient installation of utility improvements in conjunction with street projects and prevents costly multiple construction projects in the same area. In addition, the Six-Year CIPs are shared with Spokane County and state agencies to ensure that other public projects are consistent with City projects.
5. The Six-Year CIPs are used by the public. These programs contain information that supports redevelopment, private construction projects, and other City economic activities.

New projects. New projects are added annually to the Six-Year Comprehensive Sewer, Water and Street Programs, and completed (or cancelled) projects are removed from the programs. Proposed new projects must be "needs-driven" to be considered for inclusion in the programs, and new projects can originate from one or more of the following sources:

- Utility maintenance and operations staff identify infrastructure needing immediate replacement or upgrade based on observed conditions.
- Adopted facility and management plans list projects needed for continued system operation.
- Other City projects (such as street or bridge work) create an opportunity for cost-effective upgrades or facility replacements.
- Planning documents, such as the City Comprehensive Plan, provide guidance on expansion and growth related projects.
- Regulatory agencies (such as the Washington Department of Ecology and the Department of Health) have ordered improvements to the infrastructure system for public health and safety.

The six-year program annual process. Updating the Six-Year Comprehensive Programs is an annual activity that begins immediately after the most recent plan is adopted. A summary of the processes is provided below:

Sewer and water programs.

January-May: Capital Programs solicits input from various City and agency sources.
June-July: A rough draft of the Program is prepared and then reviewed with City staff.
August: A working draft is prepared; the environmental process is started (SEPA checklist); and the draft is coordinated with the proposed utility budget.
September-October: The working draft is presented to the Public Works Committee. The draft is then presented to the Plan Commission where the new program elements are critically reviewed for consistency with the city's overall Comprehensive Plan. Lastly, the final draft is then prepared and presented at a Plan Commission public hearing.
December: The pre-publication draft along with the Plan Commission's recommendation is presented to the City Council for acceptance.

Street program. Unlike the sewer and water programs, the six-year capital street program is required by State law to be completed by June 30 of each year:

July-December: Capital Programs solicits input from various City and agency sources.
January: A rough draft of the Program is prepared and then reviewed with City staff.
February-March: A working draft is prepared; the environmental process is started (SEPA checklist); and the draft is coordinated with the proposed utility budget.
April-May: The working draft is presented to the Public Works Committee. The draft is then presented to the Plan Commission where the new program elements are critically reviewed for consistency with the city's overall Comprehensive Plan. Lastly, the final draft is then prepared and presented at a Plan Commission public hearing.
June: The pre-publication draft along with the Plan Commission's recommendation is presented to the City Council for acceptance.

RESOLUTION 2010-0044

WHEREAS, pursuant to the requirements of RCW 35.77.010, Laws of the State of Washington, the City of Spokane has prepared a revised and extended Six-Year Comprehensive Street Program for the ensuing six years, 2011 through 2016; and

WHEREAS, the Spokane City Plan Commission, on May 26, 2010, following a public hearing, found the 2011-2016 Six-Year Comprehensive Street Program to be in full conformance with the City's Comprehensive Plan; and

WHEREAS, the City of Spokane utilizes state and federal grants and low-interest loans as appropriate to supplement its financial resources and such anticipated funding is incorporated in the Six-Year Comprehensive Street Program, 2011-2016;

WHEREAS, pursuant to the above law, the City Council of the City of Spokane, being the legislative body of the City held a public hearing on the Six Year Comprehensive Street Program at 6:00 p.m., at City Hall in Spokane, Washington on the 28th day of June, 2010.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spokane that the revised and extended Six-Year Comprehensive Street Program 2011 through 2016 is hereby adopted; and,

BE IT FURTHER RESOLVED, that a copy of the revised and extended Six-Year Comprehensive Street Program for the six years 2011 through 2016, together with a copy of this resolution, be filed with the Secretary, Washington State Department of Transportation.

BE IT FURTHER RESOLVED, that City staff be authorized to apply for state and federal grants and low-interest loans in support of projects as identified in the Six-Year Comprehensive Street Program, 2011-2016;

Adopted this 28th day of June, 2010

Terri Pfister, City Clerk

Approved as to Form:

Assistant City Attorney

CITY OF SPOKANE WASHINGTON

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CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON THE 2011-2016 SIX YEAR STREET PROGRAM

A Recommendation of the City Plan Commission certifying that the 2011-2016 Six Year Street Program is in conformance with the City of Spokane's Comprehensive Plan.

FINDINGS OF FACT:

A. In May 2001, the City of Spokane adopted its Comprehensive Plan under the Growth Management Act (Chapter 36.70A RCW or "GMA").

B. The City's Comprehensive Plan is required to be consistent with the GMA.

C. The GMA requires that the City's annual Six Year Street Program shall be in conformance with the City's Comprehensive Plan.

D. The 2011-2016 Six Year Street Program identifies capital project activity which has implications on the growth of the community.

E. The City Plan Commission held a workshop on May 12, 2010, and also held a public hearing on May 26, 2010, to obtain public comments on the 2011-2016 Six Year Street Program.

F. The City Council must receive a recommendation from the City Plan Commission to certify that the 2011-2016 Six Year Street Program is in conformance with the City's Comprehensive Plan in effect on the day of certification.

ACTION: *Motion to accept the staff's Findings of Fact A through F.*

CONCLUSIONS:

A. The 2011-2016 Six Year Street Program has been prepared in full consideration of the City's Comprehensive Plan.

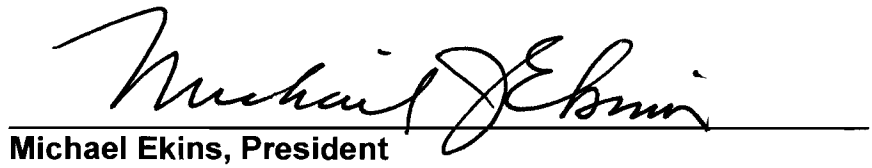
B. The 2011-2016 Six Year Street Program has been reviewed by the City Plan Commission and found to be in conformance with the goals and policies of the City's 2001 Comprehensive Plan, as well as the Arterial Street Plan.

ACTION: *Motion to accept conclusions A and B by staff as conclusions of the Plan Commission.*

RECOMMENDATIONS:

A. The Spokane City Plan Commission finds that the 2011-2016 Six Year Street Program is in full compliance with the existing Spokane Comprehensive Plan as required by RCW 36.70A and RCW 35.77.010 and is recommended for adoption by the Spokane City Council.

B. By a vote of 7 to 0 , the Plan Commission recommends the approval of these amended documents by the City Council.



Michael Ekins, President
Spokane Plan Commission

ENVIRONMENTAL EVALUATION

Each project in this program has been evaluated for its environmental impacts, and an appropriate environmental classification has been given each item.

The initial environmental assessment was made on the effect of the project to the local area and to the general public, taking into account such considerations as right of way acquisition, effect of clearing and grading, changes in natural drainage and possible disruptions to neighborhoods. Proposed projects have been indicated as having a "Not significant" environmental effect (designated by "CE" or "NS") or of requiring additional study (marked "ES" or "EA"). These projects for which additional study is indicated will be reviewed with particular attention to the sensitive areas at the time of preliminary design. At that time, a further declaration may be made before proceeding with the project.

For projects requiring an environmental impact statement, a formal inter-disciplinary team will be appointed. A hearing or advertising for hearing interest is required along with a community involvement plan.

Items with state or local funds are classified in accordance with the SEPA Guidelines.

A "CE", Categorically Exempt, indicates that the proposal is not environmentally sensitive and no further action need be taken.

An "NS", Non-Significant, indicates the proposal will not have a significant adverse effect upon the quality of the environment, and an environmental-impact statement and a public hearing are not required. No further environmental documentation is required.

An "EA", Environmental Assessment, indicates that the proposal may or may not have a significant adverse effect on the quality of the environment and that further environmental investigation is needed. An "ES", Environmental Significant, indicates the proposal will have a significant adverse effect upon the quality of the environment. It is expected that additional documents will be needed that address environmental impacts.

DECLARATION OF NON-SIGNIFICANCE

This program has been determined not to have a significant adverse impact upon the environment. An environmental impact statement is not required under RCW43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file.

ACRONYMS

ARRA	American Recovery and Reinvestment Act
CDBG	Community Development Block Grant
CDF	Community Development Funds
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CSAC	Citizens Street Advisory Commision
CTP	Centennial Trails Program
Fed Appr.	Federal Appropriation funds.
FMSIB	Freight Mobility Strategic Investment Board
FTA	Federal Transportation Administration
HSIP	Highway Safety Improvement Programs
GF	City of Spokane General Fund
ISTEA	Intermodal Surface Transportation Efficiency Act
LID	Local Improvement District
MtgtnFee	Private Funds (From development mitigation) SEPA based
Paths/Trails	Paths and Trails Reserve
ProgMatch	Programmatic Match, Additional STP funds.
PWTF	Public Works Trust Fund
RCO	Recreation and Conservation Office
REET	Second 1/4% Real Estate Excise Tax
RET	First 1/4% Real Estate Tax (Helps fund street maintenance work)
SAS	State Arterial Street Fund (City share of the State Motor Fuel Tax)
SEC 5307	Federal Transportation Administration Funds
SRHD	Spokane Regional Health District
SRTC	Spokane Regional Transportation Council
State Dscrt.	State Discretionary (earmark) funds.
STA	Spokane Transit Authority. Cooperative project funds.
STP	Surface Transportation Program
STP-BRM	Highway Bridge Replacement and Rehabilitation
STP-ENH	Surface Transportation Enhancement Funds
STP-HES	Surface Transportation Safety Funds
STP-STWD	Surface Transportation Statewide Competitive Funds
STP-U	Surface Transportation Urban Area Funds
TCSP	Transportation, Community, and System Preservation program
TIB	Transportation Improvement Board
UAP	Urban Arterial Program
UCP	Urban Corridor Program
USP	Urban Sidewalk Program
WSDOT	Washington State Department of Transportation

SIX YEAR PROGRAM NUMBERING CONVENTION

Program ID#'s will be of the form, **PYYENNN**, where

P = **T** for Transportation Program

YY = the last two digits of the year the project enters the program

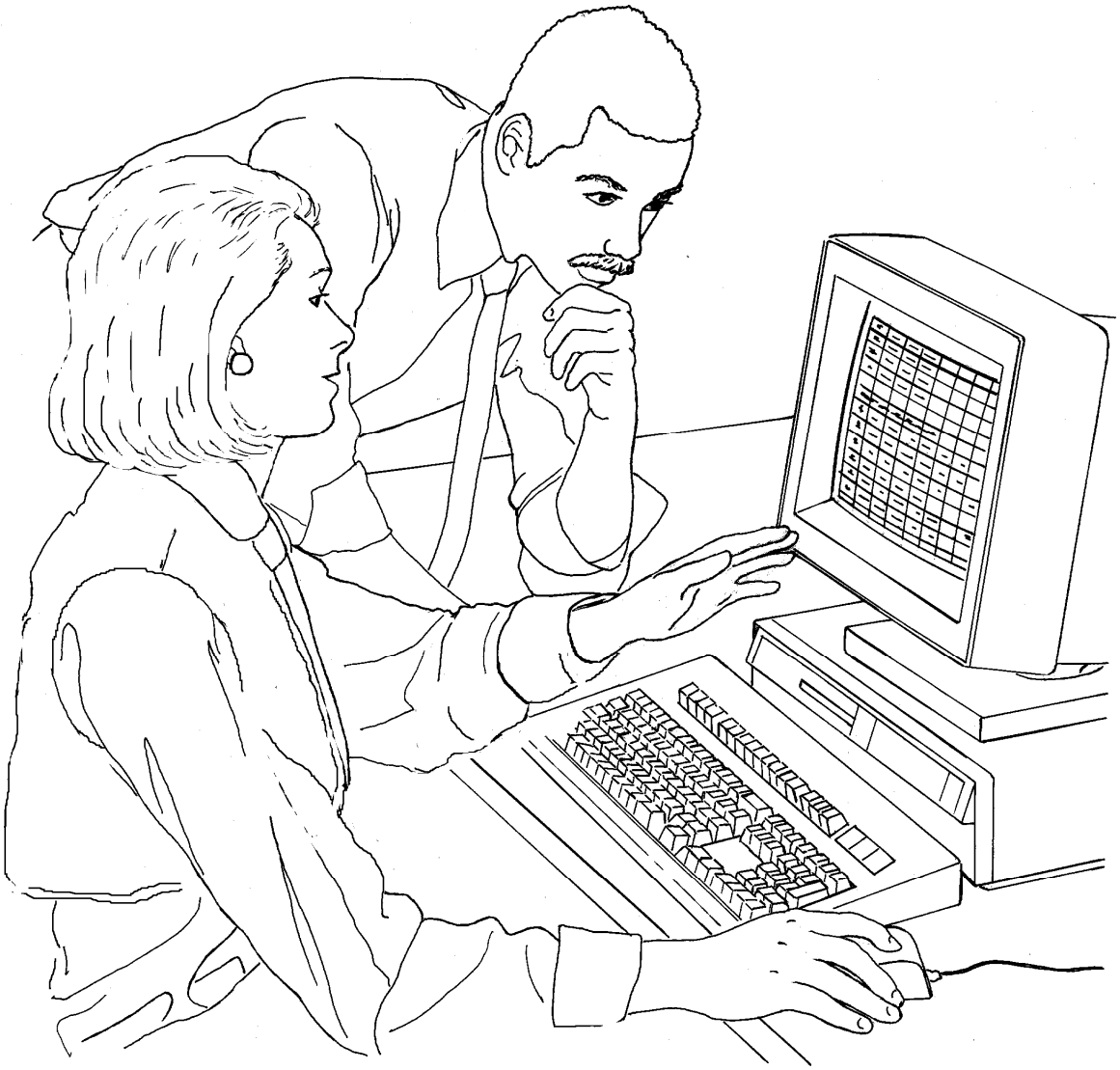
E = Program Element. There are six elements in the program. They are

Operations and Maintenance	**M**
Hazard elimination projects (safety)	**H**
Bridge projects (new and rehab)	**B**
Congestion improvement projects	**C**
Arterial development projects	**A**
Pedestrian and bikeway facilities development	**P**
Neighborhood Improvement Program	**N**

NNN = a three digit sequential ID number. This number will begin at zero for any new projects entering a 6 – year program, for any particular program element. The number will always include any leading zeroes.

Example: **T02H001** would represent the first (**001**) new project in the **H**azard elimination element of the 20**02** **T**ransportation program.

FINANCIAL INFORMATION



FUNDING SOURCES

Several funding sources are available for financing the projects identified in this Six-Year Program. The "Funding Sources" column, in the project description, lists the funding sources anticipated for each project. Potential local, State, and Federal funding sources are summarized below.

LOCAL -

Local project funds are derived from a number of sources. A major fund source for the construction of new residential streets and alleys is the use of Local Improvement District (LID) bonds. These bonds are financed through direct property assessment. General obligation bonds financed through property tax (GO bonds) are also used to fund specific projects.

Projects that are sponsored with Bond revenue will be tracked using the following system in order to track the particular year the bond was approved.

Funding Code
yyyy Bond yyyy = bond issue date

Example: 2004Bond

Currently an Impact Fee revenue source is being structured to meet the concurrency requirements established by the City's Comprehensive Plan. Impact fees will be tracked by indicating the year they will expire and the service area of the City in which they will be applied. This will help guarantee that the funds are being spent within the time established under the rules of GMA for growth related projects.

Funding Code
yyyyQImpact yyyy = impact fee expiration year (add 5 to year collected)
Q = one of the five service areas of the City for which the impact fee was collected.
Service Area 1 Northeast, Service Area 2 Northwest, Service Area 3 Southwest,Service Area 4 Southeast, Service Area 5 Downtown.

Example: 20091Impact (Collected in year 2004)

State Arterial Street Fund:

This funding is received by the City through its share of the state motor fuel tax. Of the total received, a portion supports the maintenance of city streets. This portion of the fuel tax is called the Street Maintenance Fund. Street maintenance includes street cleaning, leaf pickup, snow plowing and street repair (potholes, cracks, patching). For 2011 the projected total to be received from the State Arterial Street Fund is $2,321,000 for the purpose of Street Maintenance.

STATE -

Urban Arterial Program (UAP)

This source of funding is supported by the sale of state bonds. The purpose of this statewide program is to address congestion problems within urban areas. To provide funds for debt service on the bonds, 7.12 percent of the state collected fuel tax revenue is reserved.
The Urban Arterial Program is administered by the State Transportation Improvement Board (TIB), which distributes funds to five regions - based on population, vehicle travel, and needs. To utilize this program the City must provide minimum matching funds, which are currently set at 20 percent. Funding availability is dependent on a statewide/regional competitive application process reviewed and approved by the TIB.

Urban Sidewalk Program (USP)

This source of funding is supported by 5% of the U.A.P. and U.C.P. funds. The purpose of this program is to enhance and promote pedestrian mobility and safety as a viable transportation choice by providing funding for pedestrian projects that provide access and address system continuity and connectivity of pedestrian facilities. City matching funds of 20 percent are needed. Funding availability is dependent on a regional competitive application process reviewed and approved by the TIB.

Urban Corridor Program (UCP)

This source of funds is supported by an increase in the gas tax that was approved by the Legislature in 1990. The purpose of this funding account was to address community growth-related projects. Matching funds would come from developers, other agencies, transit, or private individuals and groups. The Urban Corridor Program is also administered by the Transportation Improvement Board. Funding availability is dependent on a statewide/regional competitive application process reviewed and approved by the TIB.

FEDERAL –

On August 10, 2005, the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling $244.1 billion to be spent over a five year period years 2005-2009. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped this Nation's changing transportation needs. SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. Additional information can be found on the Internet at http://www.fhwa.dot.gov/safetealu/index.htm.

PUBLIC WORKS TRUST FUND:

The Public Works Trust Fund is a program featuring low-interest state loans to eligible local governments. It was established by the legislature in 1985 to provide a dependable, long-term source of funds for the repair and reconstruction of local public works systems. The fund is designed around a number of new concepts, which distinguish it from existing grant programs. These include an emphasis on local effort as well as project need in the loan application process, the provision of loans rather than grants, and a solid commitment to increasing local capital planning capacity.

The Public Works Trust Fund will make low-interest loans for the repair, replacement, rehabilitation, reconstruction, or improvement of eligible public works systems to meet current standards and to adequately serve the needs of existing population. It is not designed to finance growth-related public works project expenditures. Eligible project categories include street and road, bridge, domestic water, storm sewer, and sanitary sewer system projects located in the public right-of-way. Approved Public Works Trust Fund-assisted projects must be completed within 24 months of the date of approval.
The interest rate will be a function of the percent of local funds (State Arterial Street Funds) committed to a project for which Trust Fund financing assistance is being sought. The current relationship of loan interest rate to the level of local participation in a project is as follows:

Interest Rate	2%	1%	0.5%
Participation	5%	10%	15%

The loan term for all projects will be equal to the expected useful life of the improvements up to a maximum of 20 years. Loans for engineering studies may not exceed five years. A Public Works Trust Fund loan currently cannot exceed $10,000,000 per biennium for jurisdictions with populations over 100,000.

The Public Works Board rates all project applications and prepares a prioritized list of qualifying projects to become part of an appropriation bill to be reviewed by the Legislature. The Legislature then has the authority to remove projects from the list, but cannot add projects. Once the Legislature has approved the appropriation measure the bill is forwarded to the Governor for signature.

Six–Year Program Financial Summary

(Costs in $1,000s)

OPERATING REVENUES & EXPENSES*	2011	2012	2013	2014	2015	2016
Local Funds Allocation During the Year:	1,515	1,515	1,015	1,015	1,015	1,015
Expenses: Loan Repayment	(259)	(257)	(217)	(118)	(118)	(117)
NET OPERATING REVENUE	**$1,255**	**$1,257**	**$798**	**$896**	**$897**	**$897**
AVAILABLE FOR CAPITAL						
Estimated Cash Balance as of Jan 1st	4,292	2,824	3,265	3,698	3,631	3,849
Grant and Loan Proceeds	15,358	7,471	630	12,559	62	0
	$19,651	**$10,296**	**$3,895**	**$16,257**	**$3,693**	**$3,849**
AVAILABLE FOR 6-YR PROGRAM	**$20,906**	**$11,553**	**$4,693**	**$17,153**	**$4,590**	**$4,746**
SIX-YEAR CAPITAL RROGRAM						
Safety Program	1,008	0	0	0	0	0
Bridge Rehabilitation Program	7,042	0	362	8,945	0	0
General Capital Street Program	590	607	623	640	659	678
Congestion Improvements	5,179	4,251	0	100	0	0
Arterial improvements	2,665	3,420	0	0	72	0
Pedestrian/Bikeways Program	1,587	10	10	3,837	10	10
Neighborhood Improvement Program	10	0	0	0	0	0
6-YEAR STREET PROGRAM	**$18,081**	**$8,288**	**$995**	**$13,522**	**$741**	**$688**
CASH BALANCE: Dec 31st	**$2,824**	**$3,265**	**$3,698**	**$3,631**	**$3,849**	**$4,058**

PATHS AND TRAILS RESERVE*						
Net Funds Available during the year:						
Estimated balance of funds as of Jan 1	108,240	95,740	100,240	104,740	109,240	113,740
Paths/Trails allocation during the year:	14,500	14,500	14,500	14,500	14,500	14,500
Total:	**$122,740**	**$110,240**	**$114,740**	**$119,240**	**$123,740**	**$128,240**
Estimated expenditures during the year:	27,000	10,000	10,000	10,000	10,000	10,000
Balance of Paths/Trail Funds as of Dec 31:	**$95,740**	**$100,240**	**$104,740**	**$109,240**	**$113,740**	**$118,240**

STREET OPERATIONS AND MAINTENANCE

Six Year Comphrehensive Street Program

ID#	Project Name and Description	Public Works # / Functional Classification / Length (mi.) / Environmental Classification	Design/ Admin.	Rights-of-Way	Construc-tion	Total Costs
			in thousands of dollars			
	SEE PAGE 49 FOR PAVEMENT MAINTENANCE PROGRAM DETAILS					
T00M001	General Resurfacing Rehabilitate existing roadways Funding source comes from the first 1/4% of the Real Estate Excise Tax.	N/A P,M,C N/A CE	$0	$0	$0	$17,428
T00M002	Street Lighting Used for the maintenance and operation of street lights. Funding source comes from the first 1/4% of the Real Estate Excise Tax.	N/A N/A N/A CE	$0	$0	$0	$10,920
T06M001	10 Year Street Bond See www.spokanestreets.org for further details, including links to the latest annual report as well as various maps, articles, and documents.	N/A N/A N/A NS				

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2011	2012	2013	2014	2015	2016
			in thousands of dollars			
RET,SAS	$2,321	$2,241	$2,929	$2,974	$3,628	$3,335
RET,SAS	$1,688	$1,739	$1,791	$1,845	$1,900	$1,957

Environmental Classifications

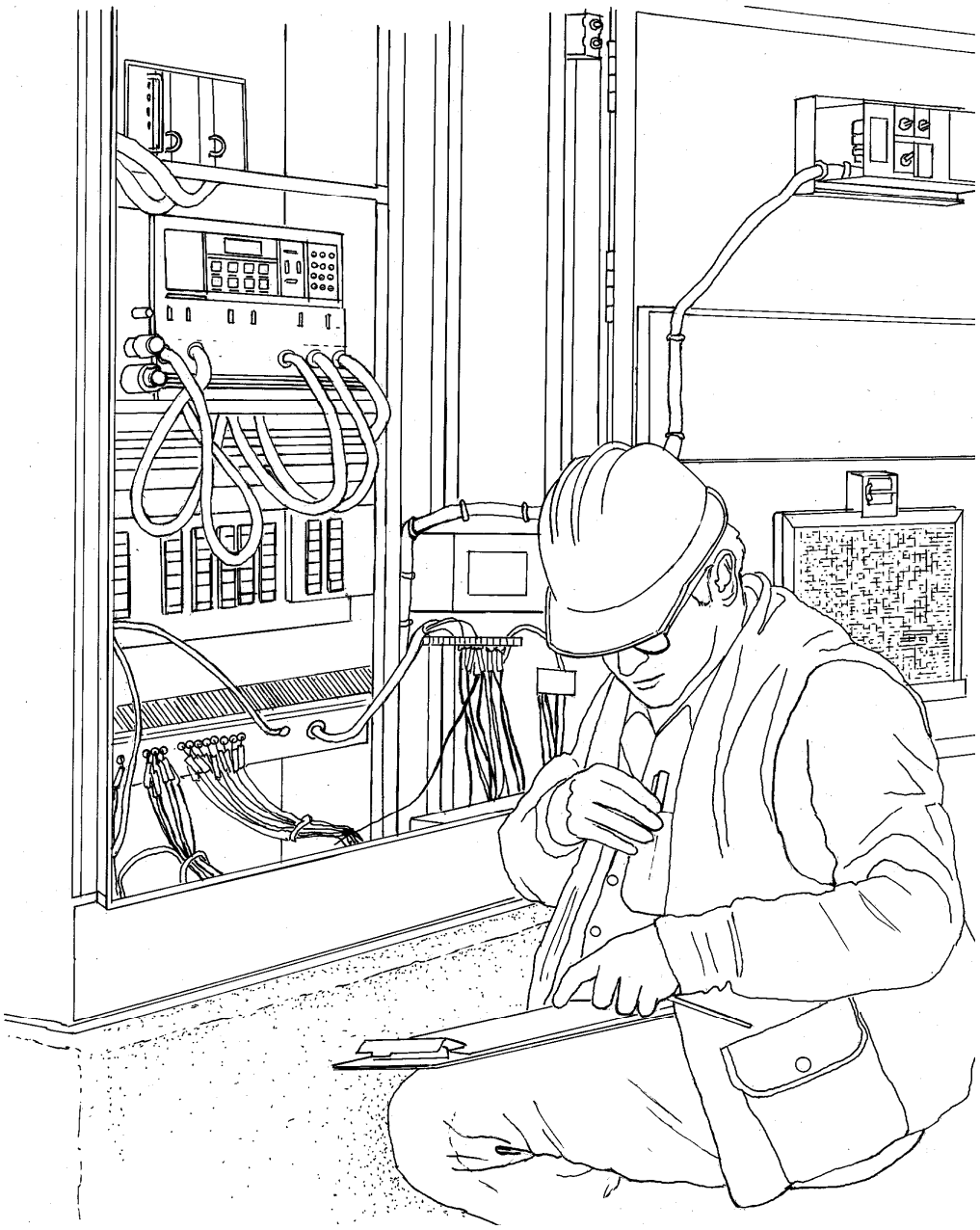
ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Traffic Operations and Maintenance Projects Summary

in thousands of dollars

FundSource	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*
RET,SAS	$4,009	$3,980	$4,720	$4,819	$5,528	$5,292
Total:	$4,009	$3,980	$4,720	$4,819	$5,528	$5,292

SAFETY PROGRAM



Six Year Comphrehensive Street Program

ID#	Project Name and Description	Public Works # / Functional Classification / Length (mi.) / Environmental Classification	Design/ Admin.	Rights-of-Way	Construc-tion	Total Costs
			in thousands of dollars			
T10H001	Hamilton Street Overpass Safety Project Pedestrian bike bridge across hamilton street on the Gonzaga campus.(Will coordinate with Gonzaga to identify the costs under each phase.)	2010051 N/A 0.2miles CE	$0	$0	$0	$1,008

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2011	2012	2013	2014	2015	2016
			in thousands of dollars			
TCSP	$974	$0	$0	$0	$0	$0
Private	$34	$0	$0	$0	$0	$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Safety Improvement Projects Summary

in thousands of dollars

FundSource	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*
Private	$34	$0	$0	$0	$0	$0
TCSP	$974	$0	$0	$0	$0	$0
Total:	$1,008	$0	$0	$0	$0	$0

BRIDGE-REHABILITATION PROGRAM

Six Year Comphrehensive Street Program

ID#	Project Name and Description	Public Works # / Functional Classification / Length (mi.) / Environmental Classification	Design/ Admin.	Rights-of-Way	Construc-tion	Total Costs
				in thousands of dollars		
T00B001	Freya St Bridge Springfield to Trent Construct bridge with concrete guardrail between the outside travelled lane & sidewalk.(Filling gap from Trent to Springfield with concrete roadway).Shared use lanes added in both directions. Status: Near completion. Open to traffic 07-10	2000156 P 0.3 CE	$905	$455	$8,479	$9,839
T00B011	**Post Street Pedestrian/Utility Bridge** Remove existing vehicle bridge and replace with utility/pedestrian structure at the same location.South approach improvements to include a new parking layout. This bridge will provide a bicycle and pedestrian connection to the Centennial Trail.	2001041 P 0.1 CE	$1,012	$100	$8,945	$10,057
T04B001	Havana Street - BNSF Crossing This project will construct a railroad overpass on Havana St. North of Broadway.(Other funding sources include BNSF which is providing $1,071,464 in funding and Federal discretionary funds of $992,000). See T06A004.	2004062 M 0.1 CE	$1,396	$8,479	$11,554	$21,429
T06B001	Latah Creek Bridge Study Structural & functional study of current conditions of Bridge & approaches.Identify substandard conditions and needed rehabilitation. Study includes assessing ability to handle a future light rail route as well as assessing pedestrian and bike needs.	2006164 P N/A NS	$650	$0	$0	$650

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2011	2012	2013	2014	2015	2016
			in thousands of dollars			
STP-BRM	$379	$0	$0	$0	$0	$0
FMSIB	$117	$0	$0	$0	$0	$0
REET	$120	$0	$0	$0	$0	$0
Fed Discret.	$0	$0	$0	$1,372	$0	$0
STP-ENH	$0	$0	$0	($1,000)	$0	$0
REET	$0	$0	$21	$300	$0	$0
Other	$0	$0	($341)	($6,273)	$0	$0
STP-U	$869	$0	$0	$0	$0	$0
FMSIB	$2,000	$0	$0	$0	$0	$0
UAP	$988	$0	$0	$0	$0	$0
STA	$549	$0	$0	$0	$0	$0
Other	$1,372	$0	$0	$0	$0	$0
STP	$562	$0	$0	$0	$0	$0
REET	$88	$0	$0	$0	$0	$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

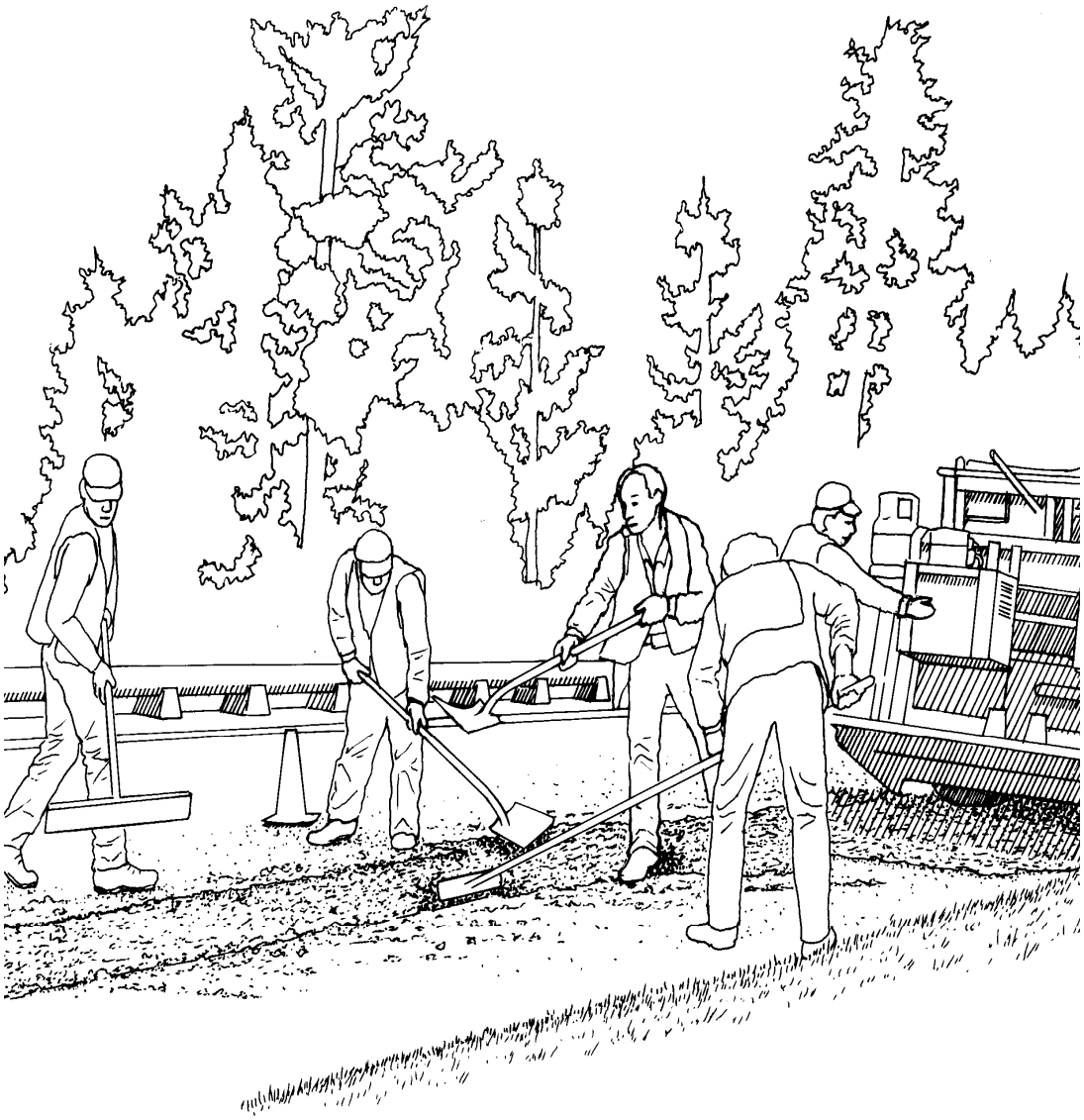
Bridge Rehabilitation Projects Summary

in thousands of dollars

FundSource	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*
Fed Discret.	$0	$0	$0	$1,372	$0	$0
FMSIB	$2,117	$0	$0	$0	$0	$0
Other	$1,372	$0	$341	$6,273	$0	$0
REET	$207	$0	$21	$300	$0	$0
STA	$549	$0	$0	$0	$0	$0
STP	$562	$0	$0	$0	$0	$0
STP-BRM	$379	$0	$0	$0	$0	$0
STP-ENH	$0	$0	$0	$1,000	$0	$0
STP-U	$869	$0	$0	$0	$0	$0
UAP	$988	$0	$0	$0	$0	$0
Total:	$7,042	$0	$362	$8,945	$0	$0

CAPITAL IMPROVEMENT PROGRAM

General Capital Street Program



Six Year Comphrehensive Street Program

ID#	Project Name and Description	Public Works # / Functional Classification / Length (mi.) / Environmental Classification	Design/ Admin.	Rights-of-Way	Construc-tion	Total Costs
			in thousands of dollars			
T00G002	General Engineering - Street Expeditures for design, right-of-way acquistion and construction management costs that are not covered by grants.	N/A N/A N/A CE	$0	$0	$0	$3,557
T00G004	Minor Construction Assistance Expenditure for construction to assist in unforseen, minor funding gaps on City related transportation projects.	N/A N/A N/A CE	$0	$0	$240	$240

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2011	2012	2013	2014	2015	2016
	in thousands of dollars					
REET	$550	$567	$583	$600	$619	$638
REET	$40	$40	$40	$40	$40	$40

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

General Capital Street Projects Summary

in thousands of dollars

FundSource	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*
REET	$590	$607	$623	$640	$659	$678
Total:	$590	$607	$623	$640	$659	$678

CAPITAL IMPROVEMENT PROGRAM

Congestion Improvements

Six Year Comphrehensive Street Program

ID#	Project Name and Description	Public Works # / Functional Classification / Length (mi.) / Environmental Classification	Design/ Admin.	Rights-of-Way	Construc-tion	Total Costs
			in thousands of dollars			
T04C001	**Riverside Drive - Phase One** Construct a new principal arterial extending Riverside Avenue East from Division tying into Trent Avenue at Sherman Street. Includes 5 ft. bike lanes and separated sidewalks.WSU have donated ROW equating to approximately $1.5 million to this project.	2004047 P .5 EA	$331	$979	$2,542	$3,853
T04C023	**Riverside Drive - Phase II & III** Design and construct an extension of future Riverside Drive beginning at Sherman Street and running easterly to Trent Avenue at Perry Street.Project to include 5ft. bike lanes and separated sidewalks.	2005264 P 0.7 EA	$202	$3,402	$4,251	$7,854
T05C003	Division Street I.T.S. River to North City Limits Install Fiber Optic Comm, Infrastructure and ITS devices on Divion St from the Spokane River to the North City Limits. Status:Construction in 2010, 10% funds shown in 2011 will cover final costs.	2005037 6.3 CE	$245	$50	$932	$1,227
T05C004	Maple/Ash Streets I.T.S. River to North City Limits Install Fiber Optic Comm. Infrastructure and ITS devices Maple\Ash from Spokane River to North City Limits(Conduit placed in 3 phases. Status: Phase 3 (NW.Blvd. to River) 2010-11 Construction.	2005038 P 4.3 CE	$101	$0	$2,751	$2,852
T05C005	**3rd Avenue I.T.S. Division Street to the Sunset Blvd** Install Fiber Optic Comm. Infrastructure and install ITS devices on third from Division to Sunset Blvd. Status:Construction in 2010, 10% Funds shown in 2011 will cover final costs.	2005039 P 1.3 CE	$100	$0	$1,987	$2,087

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2011	2012	2013	2014	2015	2016
			in thousands of dollars			
Fed Discret.	$329	$0	$0	$0	$0	$0
UAP	$390	$0	$0	$0	$0	$0
REET	$100	$0	$0	$0	$0	$0
Fed Appr.	$1,505	$1,917	$0	$0	$0	$0
State Discrt.	$1,897	$503	$0	$0	$0	$0
UAP	$0	($1,830)	$0	$0	$0	$0
CMAQ	$105	$0	$0	$0	$0	$0
REET	$16	$0	$0	$0	$0	$0
CMAQ	$444	$0	$0	$0	$0	$0
REET	$69	$0	$0	$0	$0	$0
CMAQ	$175	$0	$0	$0	$0	$0
REET	$27	$0	$0	$0	$0	$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Six Year Comphrehensive Street Program

ID#	Project Name and Description	Public Works # / Functional Classification / Length (mi.) / Environmental Classification	Design/ Admin.	Rights-of-Way	Construc-tion	Total Costs
			in thousands of dollars			
T07C003	Division Street D.M.S.- River to North City Limits Dynamic Message Sign purchase & installation. Status:Construction in 2010, funds shown in 2011 will cover final costs.	2006243 P 6.0 CE	$100	$0	$1,577	$1,677
T07C004	Francis Avenue I.T.S.- Division St. to West City Limits Intelligent Transportation System to include fiber optic communication infrastructure & installation of I.T.S. devices.DESIGN ONLY.	2006244 P 4.2 CE	$100	$0	$0	$100
T08C001	**Streetcar Feasibility Study** STA is overseeing Phase 2 which will complete the Downtown Transit Alternative Analysis.	2007106 P N/A CE	$544	$0	$0	$544

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2011	2012	2013	2014	2015	2016
			in thousands of dollars			
CMAQ	$73	$0	$0	$0	$0	$0
REET	$11	$0	$0	$0	$0	$0
CMAQ	$0	$0	$0	$87	$0	$0
REET	$0	$0	$0	$14	$0	$0
FTA	$29	$0	$0	$0	$0	$0
State Discrt.	$9	$0	$0	$0	$0	$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

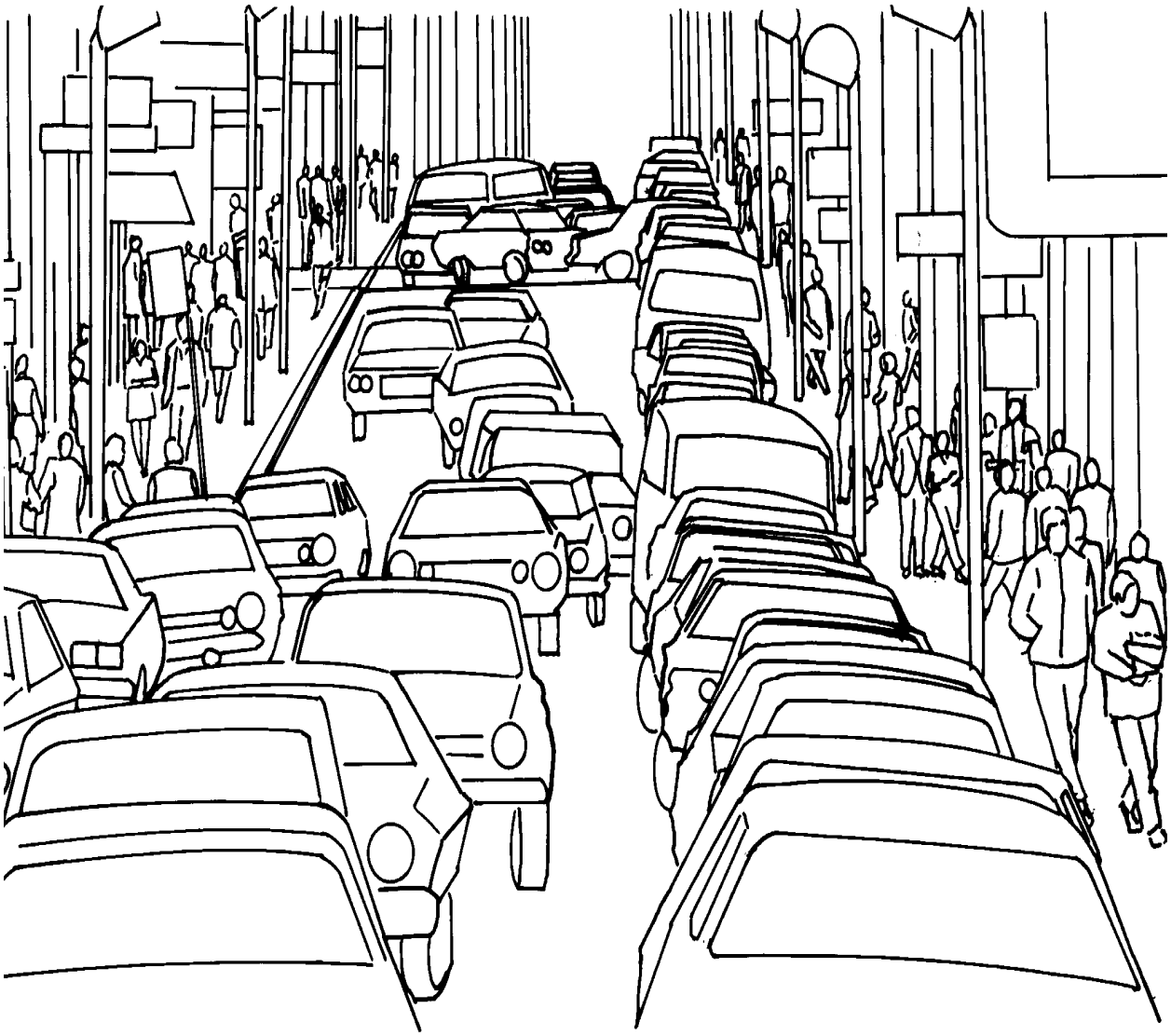
Congestion Improvements Summary

in thousands of dollars

FundSource	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*
CMAQ	$796	$0	$0	$87	$0	$0
Fed Appr.	$1,505	$1,917	$0	$0	$0	$0
Fed Discret.	$329	$0	$0	$0	$0	$0
FTA	$29	$0	$0	$0	$0	$0
REET	$224	$0	$0	$14	$0	$0
State Discrt.	$1,906	$503	$0	$0	$0	$0
UAP	$390	$1,830	$0	$0	$0	$0
Total:	$5,179	$4,251	$0	$100	$0	$0

CAPITAL IMPROVEMENT PROGRAM

Arterial Improvements



Six Year Comphrehensive Street Program

ID#	Project Name and Description	Public Works # / Functional Classification / Length (mi.) / Environmental Classification	Design/ Admin.	Rights-of-Way	Construc-tion	Total Costs
			in thousands of dollars			
T00A004	5 Mile Road from Austin Road to Lincoln Road Widen and reconstruct roadway including climbing lane for bus use & bike lane going up hill. Shared bike lane on the downhill side. Separated sidewalks throughout. Status: Construction in 2009 &10. Funds shown in 2011 will cover final costs.	98151 P 1.3 EA	$557	$1,337	$5,982	$7,877
T00A009	37th Avenue from Regal Street to Grand Boulevard Sidewalks completed/both sides.Widen roadway @ Grand.Project in 2 Phases.Timing concurrent with street bond projects.NO bond monies used outside of existing curbs.Status:Phase 2 Construction, Grand to Perry, 2010; Funds in 2011 will cover final costs	2007147& 8 M 1.68 CE	$15	$5	$774	$794
T00A011	Northwest Spokane Transportation Study Identify future local transportation infrastucture needs in the northwest portion of the city and adjacent county in coordination with the requirements of the Nine Mile Corridor study.SRTC will oversee the study process with the City & Citizen Input.	N/A P,M,C N/A EA	$75	$0	$0	$75
T05A006	Division & Wellesley Concrete Intersection. Joint project with DOT & STA. Status: Construction in 2010. Funds shown in 2011 will cover final costs.	2005133 P 0.2 NS	$200	$0	$1,240	$1,440
T06A001	Francis Avenue Freya to Bigelow Gulch Connector N\S Corridor to Bigelow Upgrade. County contribution of approximately $391,000 reflects in kind work completed in 2009.	2006117 P 0.51 CE	$353	$400	$2,861	$3,614

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2011	2012	2013	2014	2015	2016
			in thousands of dollars			
STP-U	$55	$0	$0	$0	$0	$0
UAP	$50	$0	$0	$0	$0	$0
REET	$29	$0	$0	$0	$0	$0
MitgtnFee	$27	$0	$0	$0	$0	$0
STA	$21	$0	$0	$0	$0	$0
REET	$5	$0	$0	$0	$0	$0
REET	$25	$0	$0	$0	$0	$0
Other	$50	$0	$0	$0	$0	$0
STA	$48	$0	$0	$0	$0	$0
WSDOT	$12	$0	$0	$0	$0	$0
REET	$0	$0	$0	$0	$0	$0
UAP	$422	$1,982	$0	$0	$0	$0
REET	$190	$488	$0	$0	$0	$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Six Year Comphrehensive Street Program

ID#	Project Name and Description	Public Works # / Functional Classification / Length (mi.) / Environmental Classification	Design/ Admin.	Rights-of-Way	Construc-tion	Total Costs
			in thousands of dollars			
T06A004	Havana Street Study - Trent to Mission Avenue Link Study Study establishment of a link to Mission Avenue after construction of the new bridge. To incude modifications of Trent and Mission I/S. See T04B001	2006166 P,M N/A CE	$74	$0	$0	$74
T06A017	Spokane Falls Boulevard Enhancement Project Street enhancements from Division St. to Sherman Ave.The enhancements will be scoped with input from the University District stakeholders.Project likely to include pedestrian buffers, room for cyclists & traffic along with traffic calming measures.	2005263 P 1.0 CE	$60	$0	$950	$1,010
T09A003	Wellesley Ave from Assembly to Driscoll Full depth replacement.(The design and environmental are complete) Construction only, scheduled for construction in 2010 ; 20 % of funds shown in 2011 to cover final costs.	2009068 C 0.69mile CE	$195	$0	$1,092	$1,287
T09A004	Northwest Boulevard Alberta to Cochran Concrete Intersections . Construction to coincide with a larger bond project that extends along Northwest Boulevard from Alberta to Maple.	N/A P 0.2miles CE	$126	$0	$1,068	$1,194
T10A004	37th Avenue from Regal to East City Limits Design & ROW of roadway to current City of Spokane standards.Project includes separate sidewalks and bike lanes.Construction will happen after funding is secured.	TBD M 1.34 TBD	$400	$1,300	$0	$1,700

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2011	2012	2013	2014	2015	2016
			in thousands of dollars			
STP-U	$0	$0	$0	$0	$62	$0
REET	$0	$0	$0	$0	$10	$0
Fed Discret.	$60	$700	$0	$0	$0	$0
WSDOT	$0	($250)	$0	$0	$0	$0
ARRA	$240	$0	$0	$0	$0	$0
REET	$17	$0	$0	$0	$0	$0
2004Bond	$25	$0	$0	$0	$0	$0
STA	$23	$0	$0	$0	$0	$0
REET	$6	$0	$0	$0	$0	$0
STP-U	$1,176	$0	$0	$0	$0	$0
ProgMatch	$184	$0	$0	$0	$0	$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Arterial Improvements Summary

in thousands of dollars

FundSource	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*
2004Bond	$25	$0	$0	$0	$0	$0
ARRA	$240	$0	$0	$0	$0	$0
Fed Discret.	$60	$700	$0	$0	$0	$0
MitgtnFee	$27	$0	$0	$0	$0	$0
Other	$50	$0	$0	$0	$0	$0
ProgMatch	$184	$0	$0	$0	$0	$0
REET	$272	$488	$0	$0	$10	$0
STA	$91	$0	$0	$0	$0	$0
STP-U	$1,231	$0	$0	$0	$62	$0
UAP	$472	$1,982	$0	$0	$0	$0
WSDOT	$12	$250	$0	$0	$0	$0
Total:	$2,665	$3,420	$0	$0	$72	$0

SIX – YEAR PEDESTRIAN/BIKEWAYS PROGRAM
2011 through 2016

BIKEWAYS PROGRAM

The Bikeways Program implements the long range goals of the City's Bikeway's Plan.

The Bikeways Plan is a long range plan that was first adopted as the "Bike Routes Plan" by the City Council on October 12, 1976. In 1980 the City Plan Commission and City Council respectively adopted a Bikeway Plan as a part of the Comprehensive Plan for the City of Spokane. An updated version of the 1980 Plan was adopted by the City Plan Commission on March 11, 1987, and subsequently by the City Council on February 15, 1988. In 1996 the City adopted Bikeway Plan the Spokane Regional Transportation Council created in 1993. This Plan outlined, policies, design standards, educations needs, funding, and implementation for the plan.

On February 17, 1992, an ordinance establishing a Bicycle Advisory Board (BAB) was approved by the City Council. This Board is charged with the duties of providing advice and direction to the City Council and all departments and offices of the City on matters relating to bicycling and to raise public awareness of bicycling issues.

With the adoption of the 2001 Comprehensive Plan, all previously adopted Bike Plans were rescinded with the intent to, "...undertake additional planning for non-motorized travel to address more specifically the needs of bicyclists and pedestrians." The last update to the Comprehensive Plan prior to the most current, went into effect on January 17, 2007 and specifically added a statement that, "Future planning should include an integrated Master Bike Plan that defines the goals and design elements for bicycling facilities in the City." Revisions to the Bike Master Plan began in early 2008. This work culminated in an amendment to the Comprehensive Plan which was adopted on June 8th 2009. Implementation of bike facilities, based on the new Master Bike Plan, will continue as funding becomes available.

FUNDING:

LOCAL –

Greater Spokane Community Foundation:

An organization that proposes to help in the financing of a City bikeways network. Funds are limited at this time.

STATE –

Paths and Trails Reserve:

A portion of the State gasoline tax revenue which, by Washington State Law, is returned to local government to be used for the development and maintenance of paths and trails. One half of one percent (0.5%) of the tax is returned to the City. Presently the City receives approximately $14,500 per year from this funding source.

State Arterial Street Funds:

State Arterial Street Funds may be obtained for bikeway development purposes if the bikeway is a component part of a street improvement project and available for funding.

FEDERAL -

Community Development Block Grant Program:

This funding comes from the Housing and Community Development Act of 1974 and authorizes the Department of Housing and Urban Development to distribute funds to local governments for the purpose of improving their community. Funds for bicycle facilities are included.

Federal Arterial Street Funds:

The same is true here as for the State funds.

Six Year Comphrehensive Street Program

ID#	Project Name and Description	Public Works # / Functional Classification / Length (mi.) / Environmental Classification	Design/ Admin.	Rights-of-Way	Construc-tion	Total Costs
			in thousands of dollars			
T00P026	Bike Route Signing and Striping Striping and conversion of signs to MUTCD standards.	N/A N/A N/A CE	$0	$0	$50	$50
T07P010	Division Street Gateway Improvements Significant aesthetic and functional pedestrian & safety improvements to Division St. from I-90 off-ramp to Sharp Avenue. Initial phase includes definition, development & design.	2010050 P 1.1miles CE	$0	$0	$0	$1,000
T09P002	Fish Lake Trail - Phase 3 The final project , from Scribner Road to Fish Lake, to construct a multi use path ultimately linking Spokane to Fish Lake. This segment includes two crossings of active railroad lines.	2010048 A 2.6 CE	$208	$0	$3,792	$4,000
T09P003	Downtown Bicycle Network Bike Network as per DKS Study, first phase of a multiphase project.Improvements along Howard / Jeffeson/4th Avenue & Spokane FallsBlvd/Riverside. Status:Construction in 2010, Funds shown in 2011 will cover final costs.	2009056 P 3.0 CE	$75	$0	$624	$699
T09P004	Pedestrian Countdown Timer Signalized intersection modification Install Pedestrian countown timers at existing signals along 3rd Avenue/Maple/Walnut. Status:Construction in 2010, Funds shown in 2011 will cover final costs.	2009057 P N/A CE	$10	$0	$102	$112

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2011	2012	2013	2014	2015	2016
			in thousands of dollars			
Paths/Trails	$0	$10	$10	$10	$10	$10
U-DistBOND	$700	$0	$0	$0	$0	$0
TCSP	$121	$0	$0	$1,775	$0	$0
Private	$0	$0	$0	($400)	$0	$0
Other	$0	$0	$0	($1,652)	$0	$0
Parks	$14	$0	$0	$0	$0	$0
Paths/Trails	$11	$0	$0	$0	$0	$0
HSIP	$62	$0	$0	$0	$0	$0
REET	$8	$0	$0	$0	$0	$0
HSIP	$5	$0	$0	$0	$0	$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Six Year Comphrehensive Street Program

ID#	Project Name and Description	Public Works # / Functional Classification / Length (mi.) / Environmental Classification	Design/ Admin.	Rights-of-Way	Construc-tion	Total Costs
			in thousands of dollars			
T09P005	Historic Iron Bridge Rehabilitation of the old railroad bridge, east of Broadway and Springfield, for use as a trail. Status: Scheduled for 2010 construction, Funds shown in 2011 will cover final costs.	2009066 A N/A CE	$91	$5	$889	$985
T09P006	U.District Pedestrian Bridge Study Pedestrian bridge to connect East Sprague Business District to the University District	2009105 N/A TBD CE	$445	$0	$0	$445
T10P022	Ben-Burr Trail Connection to the Centennial Trail Multi-use trail covering 4 sections.Underhill Park to Liberty Park, Planned bike facility on 5th ave.to Liberty Park, Liberty Park to Erie/Riverside Dr. Extension & Centennial Bridge at Gonzaga to old Brown Bldng. Supply property. Design & ROW only.	TBD A 2.23 CE	$110	$355	$0	$465
T10P023	Centennial Trail Gap (Ohio & Sandifur Bridge to Boone & Summit) Construction of a trail on the old railroad grade beginning at approximately Bridge Avenue and ending at the interesection of Boone and Summit. Design Only.	TBD A 0.59 CE	$55	$0	$0	$55

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2011	2012	2013	2014	2015	2016
			in thousands of dollars			
RCO	$20	$0	$0	$0	$0	$0
CDBG	$7	$0	$0	$0	$0	$0
TCSP	$223	$0	$0	$0	$0	$0
STP-U	$311	$0	$0	$0	$0	$0
ProgMatch	$49	$0	$0	$0	$0	$0
Paths/Trails	$12	$0	$0	$0	$0	$0
STP-U	$35	$0	$0	$0	$0	$0
ProgMatch	$5	$0	$0	$0	$0	$0
Paths/Trails	$4	$0	$0	$0	$0	$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Pedestrian and Bikeway Facilities Summary

in thousands of dollars

FundSource	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*
CDBG	$7	$0	$0	$0	$0	$0
HSIP	$67	$0	$0	$0	$0	$0
Other	$0	$0	$0	$1,652	$0	$0
Parks	$14	$0	$0	$0	$0	$0
Paths/Trails	$27	$10	$10	$10	$10	$10
Private	$0	$0	$0	$400	$0	$0
ProgMatch	$54	$0	$0	$0	$0	$0
RCO	$20	$0	$0	$0	$0	$0
REET	$8	$0	$0	$0	$0	$0
STP-ENH	$0	$0	$0	$0	$0	$0
STP-U	$346	$0	$0	$0	$0	$0
TCSP	$344	$0	$0	$1,775	$0	$0
U-DistBOND	$700	$0	$0	$0	$0	$0
Total:	$1,587	$10	$10	$3,837	$10	$10

NEIGHBORHOOD PROGRAM

The City of Spokane, Business and Development Services Department focuses (B&DS) on economic development activities guided by Comprehensive Plan policies, such as Centers and Corridors and/or the Office of the Mayor. Often these activities include multimodal transportation related projects.

The City of Spokane's Comprehensive Plan was adopted by the City Council on May 21, 2001. The overall transportation goal for the City is to *"Develop and implement a transportation system and a healthy balance of transportation choices that improve the mobility and quality of life of all residents."* The plan recognizes how individual design features, such as pedestrian buffer strips, influence the availability, appeal, and use of transportation choices along with providing a catalyst for private investment and development. **Multimodal transportation projects are implementing these comprehensive plan policies:**

CHAPTER 4.6 STREET STANDARDS: Implementing the Standards
The process for how these proposed street standards will be implemented; including how development projects will be reviewed to ensure compliance with the standards will be determined and specified at a later phase of plan development. The following discussion is intended to identify key issues about implementation and to provide a framework for that later work. The intent of the city is to use a multidisciplinary city staff team in its process for applying street standards to specific projects. This multidisciplinary staff review team will provide input into the design process, beginning as early as possible in the review process and continuing as needed until construction is completed. While this narrative outlines key issues about the process, the exact review process for any project will depend to some extent on the nature of the project. For example, the review process for projects that meet the street standards outright will be different from projects that involve a deviation from the standards. (For an explanation of the reasoning behind allowing deviations, see policy TR 10.2,
"Innovation to Meet Spirit.")

DESIGN/PRESERVATION POLICY 1.3 Urban Trees and Landscape Areas

Maintain, improve, and increase the amount of landscaped area in the urban environment and, at a minimum, replace any tree that needs to be removed from publicly owned property.

NEIGHBORHOOD POLICY 4.12 Pedestrian Buffer Strips

Require that sidewalks be separated from the street by a pedestrian buffer strip on all new or redeveloped streets to provide a safe place to walk.

TRANSPORTATION POLICY 2.7 Safe Sidewalks

Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.

TRANSPORTATION POLICY 7.4 Pedestrian Buffer Strips

Develop pedestrian buffer strips in a way that is appropriate to the surrounding area and desired outcomes.

TRANSPORTATION POLICY 7.3 Street Trees

Plant street trees wherever possible to enhance the transportation environment.

NATURAL ENVIRONMENT POLICY 12.1 Street Trees

Plant trees along all streets.

FUNDING:

LOCAL:

With the City's assistance in implementation and grant pursuit, B&DS has leveraged private, neighborhood community development, or federal funds as a match for the design and construction of specific capital improvement projects. Currently, the City will have funding generated by the TIF districts and the red-light camera for future project. Potential sources of additional funds have been identified in the program and when additional City funding becomes available there will be a larger pool from which to leverage funds and/or to implement neighborhood and targeted area projects.

NEIGHBORHOOD IMPROVEMENT PROGRAM

COMMUNITY DEVELOPMENT BLOCK GRANT **PAVING PROGRAM**

14th Ave & 15th Ave from Chestnut St. to Inland Empire Way	**$ 88,500**	**2004 Bond**
	$ 88,500	**LID Assessment**
Dalke Ave from Freya St to Florida St ;	**$ 453,333**	**2004 Bond**
Myrtle from Dalke to Francis Ave.	**$ 453,333**	**CDBG**
	$453,333	**LID Assessment**
14th Avenue Cuba to Havana;	**$ 100,000**	**2004 Bond**
Cuba 14th Ave. to 13th Ave.	**$ 100,000**	**CDBG**
	$ 100,000	**LID Assessment**
Rowan, Freya to Myrtle; Sanson, Freya to Sycamore;	**$ 350,000**	**2004 Bond**
Sycamore, Everett to Nebraska.	**$ 350,000**	**CDBG**
	$ 350,000	**LID Assessment**
Florida Queen to Rowan	**$ 170,667**	**2004 Bond**
	$ 170,667	**CDBG**
	$ 170,667	**LID Assessment**

Six Year Comphrehensive Street Program

ID#	Project Name and Description	Public Works # / Functional Classification / Length (mi.) / Environmental Classification	Design/ Admin.	Rights-of-Way	Construc-tion	Total Costs
			in thousands of dollars			
T07N007	**Hillyard Streetscape Phase II - Queen & Market** Project includes an educational componenet, post-construction, which is scheduled to be implemented in 2010 & 2011.	2007083 P 1.2 NS	$476	$0	$5,324	$5,800

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2011	2012	2013	2014	2015	2016
	in thousands of dollars					
UCP	$10	$0	$0	$0	$0	$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Neighborhood Improvement Projects. Summary

in thousands of dollars

FundSource	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*
UCP	$10	$0	$0	$0	$0	$0
Total:	$10	$0	$0	$0	$0	$0

CITY OF SPOKANE
PUBLIC WORKS &
UTILITIES DIVISION
STREET DEPARTMENT

6-YEAR
PAVEMENT MAINTENANCE
PROGRAM

CITY OF SPOKANE
PUBLIC WORKS AND UTILITIES DIVISION
STREET DEPARTMENT

6-YEAR
PAVEMENT MAINTENANCE PROGRAM
2011 to 2016

Background:

The City of Spokane's Street Department is responsible for Bridge Maintenance and Inspections, Signal and Lighting Maintenance and Enhancements, Signs and Markings Maintenance, Parking Enforcement, and Street Maintenance. Within the Street Maintenance Program, the major elements are Leaf Pick-Up, Snow Removal, Street Sweeping, Street Grading, Weed Control, and Pavement Maintenance and Repair.

This 6-year program addresses Pavement Maintenance and is intended to be a dynamic, "living" document. Each spring the Street Department will evaluate the roadway conditions and adjust the program as necessary.

There are eight components in maintaining the City's 727 lane miles of arterial streets and 1,418 lane miles of residential streets, for a citywide total of 2,145 lane miles of streets:

Pothole Repair, Sub-Grade Repair, Street Grading, Crack Sealing,
Skin Patching, Thick Overlay, Grind/Overlay, Utility Cut Patching.

Work Summary:

Pothole Repair: Potholes are especially prevalent in cities that experience winter weather patterns consisting of many freeze-thaw cycles, and the Street Maintenance Section repairs thousands of potholes every year. The potholes are formed when moisture seeps into cracks in the surface of a road and freezes, causing the water to expand. When the ice thaws, that space is left empty, and frequent or heavy traffic over the crack causes the asphalt to break and fail. The work of the City's pothole repair program is to fill pavement potholes with specialized Cold Mix Asphalt during the winter months and a permanent Hot Mix Asphalt in the summer months. Potholes are classified by depth or severity of hole, and the goal is to patch the most intrusive potholes first.

Sub-grade Repair: The goal of the sub-grade repair program is to repair areas of roadway where both the pavement and the sub-grade have failed. This work requires the asphalt and failed sub-grade to be removed. The depth of the repair depends on the depth of the failed sub-grade, with the average depth of repair twelve inches.

Street Grading: All improved gravel roads are inspected a minimum of two times per year and graded as needed.

Crack Sealing: Between 150,000 and 250,000 linear feet of crack sealant is placed each year. Crack sealant is a specialized hot tar material that forms to the crack and seals it off. Sealing the cracks prevents moisture intrusion into the pavement, helping to prevent potholes from forming.

Skin Patching: The Street Department currently installs approximately four lane miles of skin patching per year. Skin patching adds one inch of asphalt on top of existing pavement, and is a temporary method of improving the surface of an extremely deteriorated or rutted street when there is no funding for a complete repair. Skin patching will last approximately two to three years before the cracks in the original pavement propagate back to the surface.

Thick Overlay: The Street Department currently performs approximately two lane miles of thick overlay per year. This process involves raising all utility manholes and installing 2-3 inches of asphalt overlay. This type of maintenance activity is normally implemented where there are no curbs or sidewalks.

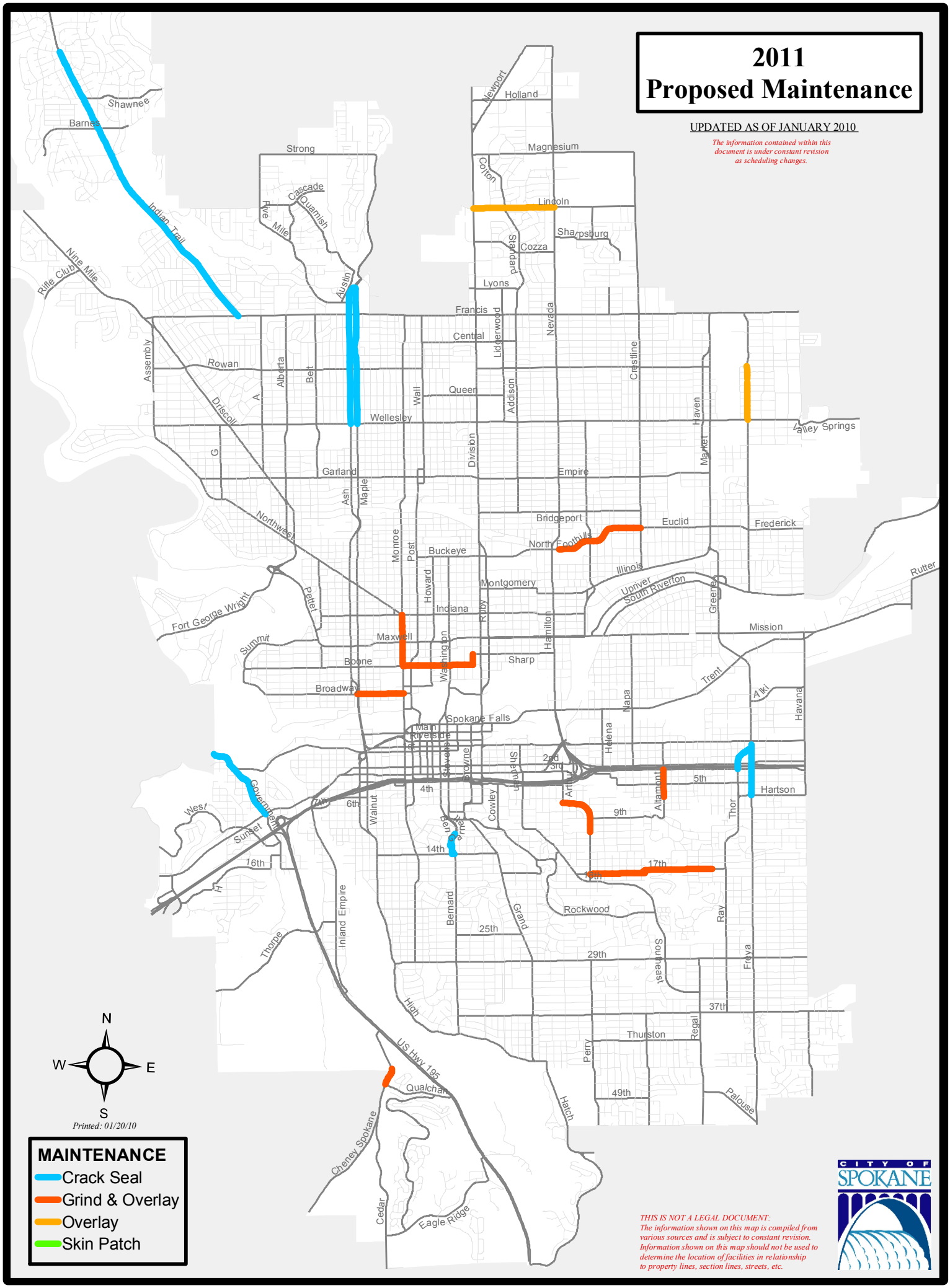
Grind/Overlay: The Department currently performs approximately six lane miles of grind and overlay per year. One goal is to increase this quantity to 8-to-10 lane miles per year. This process involves milling out 2-to-4 inches of asphalt to remove the failed pavement section and installing a new pavement section. Typically, this is appropriate only when the sub-base is structurally sound. The process creates a pavement section that will last 7-to-10 years, depending upon the volume of traffic. To improve the life of the overlay, crack sealant is applied along the joint between the old and the new pavement.

Utility Cut Patching: The Street Department places the final asphalt pavement patch around any City utility work performed in the roadway. The work includes removing any temporary pavement patch, grading the sub-grade and placing the final pavement patch.

2011 Proposed Maintenance

UPDATED AS OF JANUARY 2010

The information contained within this document is under constant revision as scheduling changes.



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MAINTENANCE

- Crack Seal
- Grind & Overlay
- Overlay
- Skin Patch

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CITY OF SPOKANE

2011 MAINTENANCE

Street	From	To	Length	Lanes	Area	Cost
CRACK SEAL						
ASH ST	WELLESLEY AV	COUNTRY HOMES	1.28	2	30414	$23,495
FREYA ST	HARTSON AV	SPRAGUE AV	0.49	3	12218	$9,438
GOVERNMENT WY	SUNSET BL	GREENWOOD RD	0.78	4	20123	$15,545
GROVE ST	14TH AV	SUMNER AV W	0.21	4	6401	$4,945
INDIAN TRAIL RD	FRANCIS AV	RIDGECREST DR	2.99	3-4	78830	$60,896
MAPLE ST	WELLESLEY AV	COUNTRY HOMES BL	1.26	2	25902	$20,009
PERRY ST/NEWARK AV	11TH AV	ARTHUR ST	0.46	2	5055	$3,905
THOR ST	3RD AV	1ST AV	0.22	3	6080	$4,697
					Total	**$142,930**
GRIND & OVERLAY						
17TH AV	REGAL ST	FISKE ST	1.14	1	9860	$228,513
ALTAMONT ST	HARTSON AV	3RD AV	0.25	2-4	5947	$137,814
ATLANTIC ST	BOONE AV	SHARP AV	0.10	2	2978	$69,010
BOONE AV	120' E OF MONROE ST	WASHINGTON ST	0.41	4	11874	$275,188
BOONE AV	WASHINGTON ST	ATLANTIC ST	0.21	4	6839	$158,486
BROADWAY	MADISON ST	MONROE ST	0.42	2	6117	$141,754
CHENEY-SPOKANE RD	QUALCHAN DR	825' N OF QUALCHAN	0.16	2	2646	$61,317
MONROE ST	290' N OF BOONE AV	INDIANA AV	0.42	4	10081	$233,637
NORTH FOOTHILL DR	205' E of HAMILTON ST	CRESTLINE ST	0.86	4	12578	$291,490
PERRY ST/NEWARK AV	11TH AV	ARTHUR ST	0.46	2	7768	$180,031
					Total	**$1,777,241**
OVERLAY						
FREYA ST	WELLESLEY AV	ROWAN AV	0.49	2	6657	$95,997
LINCOLN RD	DIVISION ST	NEVADA ST	0.75	4	21152	$305,012
					Total	**$401,009**
					GRAND TOTAL:	***$2,321,179***

Crack Sealing

A specialized hot tar material that forms to the crack and seals it off. Prevents moisture intrusion into the pavement and potholes.

Grind & Overlay

Involves milling out 2-4 inches of asphalt to remove the failed pavement section and installing a new section.

Thick Overlay

Involves raising all utitlity manholes and installing 2-3 inches of asphalt overlay. Done in areas with no curbs or sidewalks.

Skin Patching

Adds one inch of asphalt on top of existing pavement. Temporary method of improving street life by 2 or 3 years.

2012 Proposed Maintenance

UPDATED AS OF JANUARY 2010

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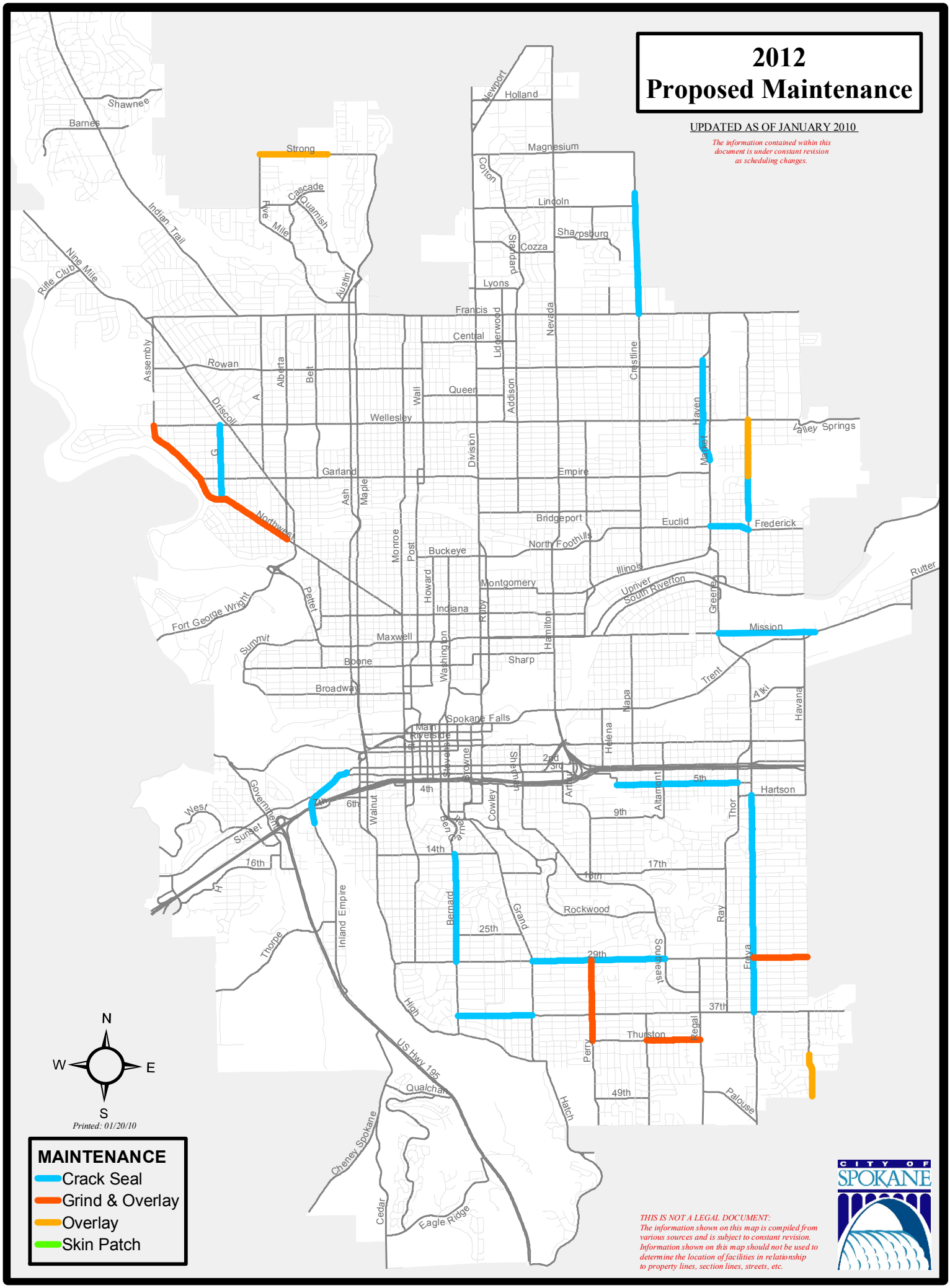

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Printed: 01/20/10

MAINTENANCE
- Crack Seal
- Grind & Overlay
- Overlay
- Skin Patch

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CITY OF SPOKANE

2012 MAINTENANCE

Street	From	To	Length	Lanes	Area	Cost
CRACK SEAL						
29TH AV	178' E of GRAND BL	150' E OF STONE ST	1.17	4	32875	$26,158
37TH AV	BERNARD ST	GRAND BL	0.68	2	16062	$12,780
5TH AV	PITTSBURG ST	THOR ST	1.13	2	25113	$19,982
BERNARD ST	29TH AV	14TH AV	1.00	2	24138	$19,206
CRESTLINE ST	123' N OF FRANCIS	BROOKLYN AV	1.10	2	28190	$22,430
EUCLID AV	86' E of MARKET ST	FREYA ST	0.35	4	12947	$10,301
FREYA ST	37TH AV	HARTSON AV	2.01	2	37745	$30,033
FREYA ST	LIBERTY AV	RICH AV (W)	0.68	2	13199	$10,502
G ST	NORTHWEST BL	WELLESELY AV	0.69	2	15034	$11,963
HAVEN ST	RICH AV	NEBRASKA AV	0.94	2	19179	$15,260
INLAND EMPIRE/SUNSET	9TH AV	OAK ST	0.56	2-4	15094	$12,010
MISSION AV	120' W OF GREENE ST	TRENT AV	0.91	4-5	31195	$24,821
					Total	**$215,446**
GRIND & OVERLAY						
29TH AV	FREYA ST	HAVANA ST	0.50	2	10341	$246,832
NORTHWEST BL	WELLESELY AV	ALBERTA ST	1.77	2-4	33427	$797,913
PERRY ST	THURSTON AV	29TH AV	0.75	2	15423	$368,159
THURSTON AV	CRESTLINE ST	REGAL ST	0.50	2	11160	$266,384
					Total	**$1,679,288**
OVERLAY						
FREYA ST	EMPIRE AV	WELLESELY AV	0.53	2	8979	$133,357
HAVANA ST	47TH CT	43RD AV (E)	0.39	2	6977	$103,625
STRONG RD	FIVE MILE RD	AUSTIN RD	0.63	2	7384	$109,678
					Total	**$346,660**
					GRAND TOTAL:	***$2,241,394***

Crack Sealing

A specialized hot tar material that forms to the crack and seals it off. Prevents moisture intrusion into the pavement and potholes.

Grind & Overlay

Involves milling out 2-4 inches of asphalt to remove the failed pavement section and installing a new section.

Thick Overlay

Involves raising all utitlity manholes and installing 2-3 inches of asphalt overlay. Done in areas with no curbs or sidewalks.

Skin Patching

Adds one inch of asphalt on top of existing pavement. Temporary method of improving street life by 2 or 3 years.

2013 Proposed Maintenance

UPDATED AS OF JANUARY 2010

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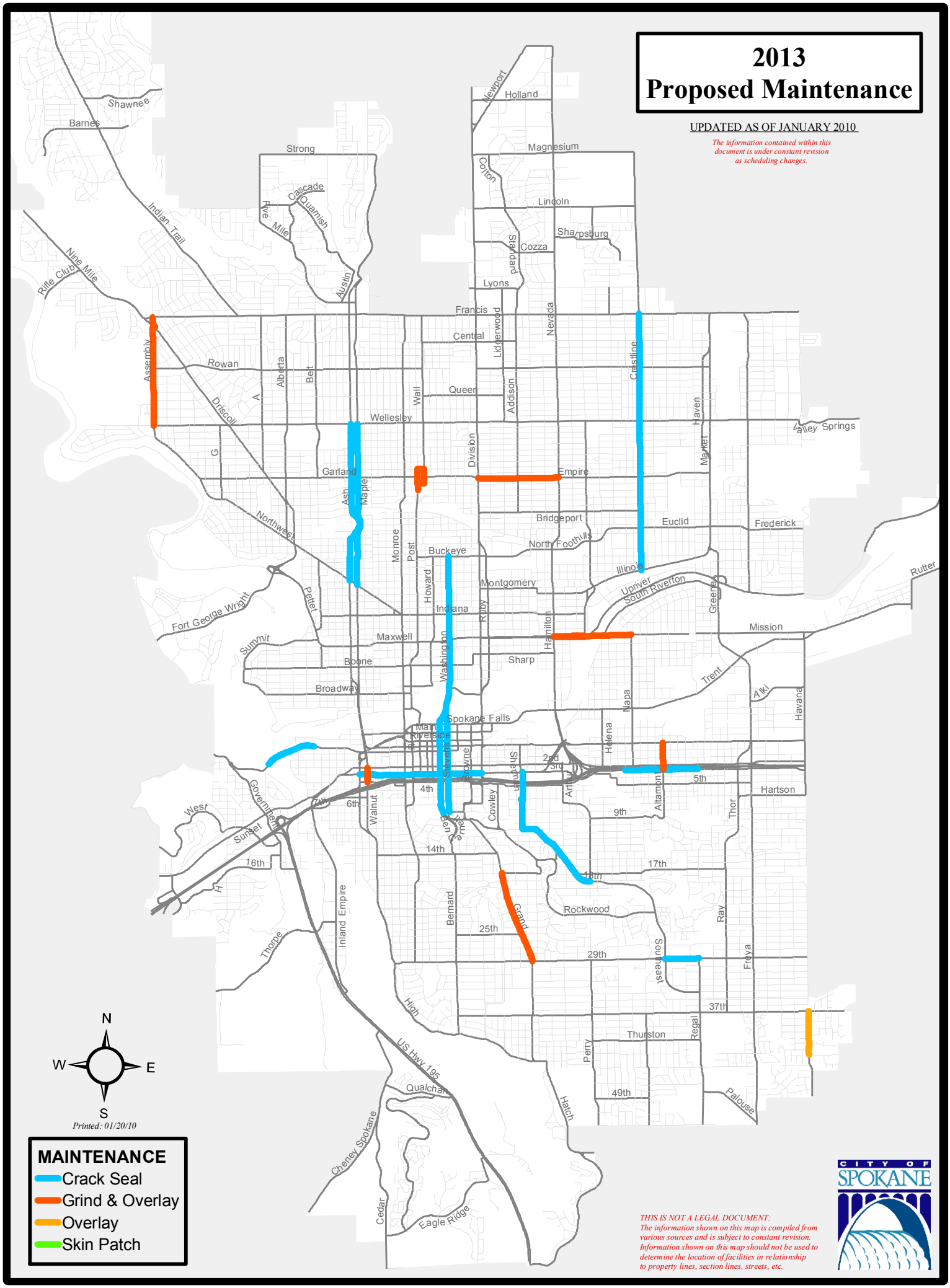

MAINTENANCE

- Crack Seal
- Grind & Overlay
- Overlay
- Skin Patch

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CITY OF SPOKANE

2013 MAINTENANCE

Street	From	To	Length	Lanes	Area	Cost
CRACK SEAL						
29TH AV	140' E OF SOUTHEAST BL	REGAL ST	0.29	4	8075	$6,618
3RD AV	MAPLE ST	DIVISION ST	1.13	3	33853	$27,744
3RD AV	MAGNOLIA ST	REGAL ST	0.67	2	15716	$12,880
ASH ST	NORTHWEST BL	WELLESELY AV	1.49	2	31983	$26,211
CRESTLINE ST	ILLINOIS AV	WELLESELY AV	1.39	2-4	39056	$32,008
CRESTLINE ST	WELLESLEY AV	205' N OF DECATUR	0.96	2	27414	$22,467
MAPLE ST	NORTHWEST BL	WELLESELY AV	1.51	2	30656	$25,124
RIVERSIDE AV	CLARK AV	HEMLOCK ST	0.47	2	6600	$5,409
SOUTHEAST/SHERMAN	PERRY ST	3RD AV	1.34	2	33654	$27,581
STEVENS ST	9TH AV	3RD AV	0.39	4	11736	$9,618
STEVENS ST	3RD AV	SPOKANE FALLS BL	0.58	4	15622	$12,803
WASHINGTON ST	BOONE AV	BUCKEYE AV	1.01	4-5	29684	$24,327
WASHINGTON ST	8TH AV	3RD AV	0.35	4	9420	$7,720
WASHINGTON ST	3RD AV	BOONE AV	1.02	4	29367	$24,067
					Total	**$264,577**
GRIND & OVERLAY						
ALTAMONT ST	3RD AV	SPRAGUE AV	0.25	2-4	5844	$143,694
ASSEMBLY ST	WELLESLEY AV	FRANCIS AV	1.01	3	28317	$696,220
EMPIRE AV	DIVISION ST	NEVADA ST	0.75	2	19316	$474,910
GRAND BL	134' N of 29TH AV	17TH AV	0.84	4	20122	$494,732
MISSION AV	HAMILTON ST	NAPA ST (S)	0.74	4	19097	$469,523
POST/WALL ST	KIERNAN AV	WALTON AV	0.44	2	8054	$198,008
WALNUT ST	4TH AV	2ND AV	0.13	3-4	3753	$92,281
					Total	**$2,569,367**
OVERLAY						
HAVANA ST	43RD AV (E)	37TH AV	0.39	2	6211	$95,012
					Total	**$95,012**
					GRAND TOTAL:	***$2,928,956***

Crack Sealing

A specialized hot tar material that forms to the crack and seals it off. Prevents moisture intrusion into the pavement and potholes.

Grind & Overlay

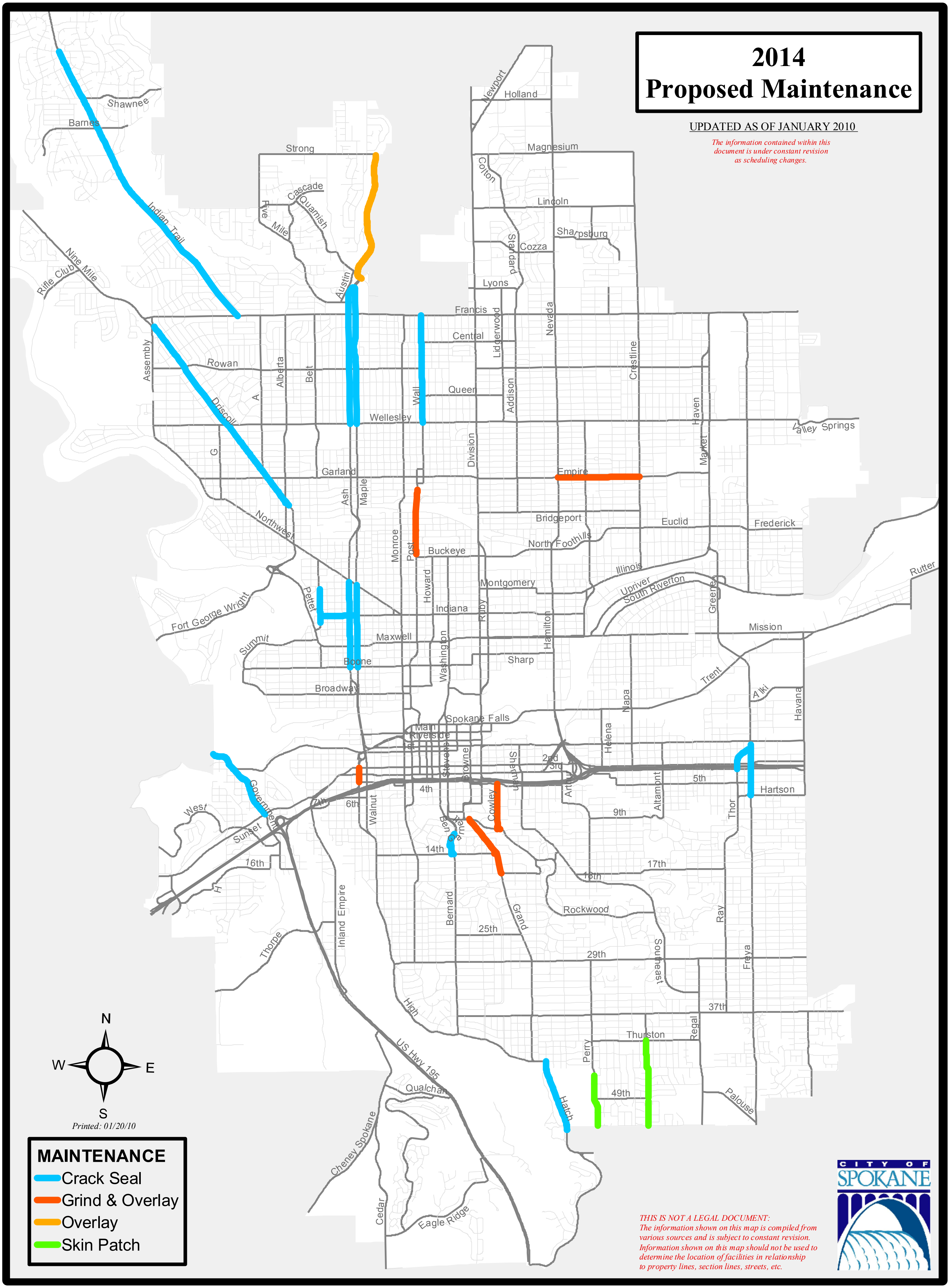
Involves milling out 2-4 inches of asphalt to remove the failed pavement section and installing a new section.

Thick Overlay

Involves raising all utitlity manholes and installing 2-3 inches of asphalt overlay. Done in areas with no curbs or sidewalks.

Skin Patching

Adds one inch of asphalt on top of existing pavement. Temporary method of improving street life by 2 or 3 years.


2014
Proposed Maintenance
UPDATED AS OF JANUARY 2010
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MAINTENANCE
Crack Seal
Grind & Overlay
Overlay
Skin Patch
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CITY OF SPOKANE
Shawnee
Barnes
Strong
Holland
Newport
Magnesium
Colton
Cascade
Quamish
Five Mile
Indian Trail
Lincoln
Sharpsburg
Cozza
Standard
Nine Mile
Rifle Club
Austin
Lyons
Francis
Central
Lidgerwood
Nevada
Crestline
Assembly
Rowan
Alberta
Belt
A
Driscoll
Wall
Queen
Addison
Wellesley
Haven
Valley Springs
Market
G
Garland
Division
Empire
Ash
Maple
Northwest
Bridgeport
Euclid
Frederick
Monroe
Post
Buckeye
North Foothills
Illinois
Upriver
South Riverton
Greene
Rutter
Montgomery
Fort George Wright
Pettet
Howard
Indiana
Ruby
Hamilton
Mission
Summit
Maxwell
Washington
Boone
Sharp
Trent
Broadway
Napa
Alki
Havana
Spokane Falls
Main
Riverside
1st
Stevens
Browne
Sherman
2nd
3rd
Helena
Arthur
5th
Altamont
Hartson
Government
4th
West
Sunset
7th
6th
Walnut
Cowley
9th
Thor
Ben
14th
16th
17th
18th
H
Inland Empire
Rockwood
Bernard
Grand
Ray
25th
Thorpe
29th
Southeast
Freya
High
37th
Thurston
Regal
Perry
US Hwy 195
49th
Hatch
Palouse
Qualchan
Cheney Spokane
Cedar
Eagle Ridge

2014 MAINTENANCE

Street	From	To	Length	Lanes	Area	Cost
CRACK SEAL						
ASH ST	BOONE AV	NORTHWEST BL	0.81	3	19316	$16,305
ASH ST	WELLESLEY AV	COUNTRY HOMES	1.28	2	30414	$25,673
BELT ST	NORA AV	MONTGOMERY AV	0.31	2	5517	$4,657
DRISCOLL BL	COURTLAND AV	ASSEMBLY ST	2.20	2	18689	$15,776
FREYA ST	HARTSON AV	SPRAGUE AV	0.49	3	12218	$10,313
GOVERNMENT WY	SUNSET BL	GREENWOOD RD	0.78	4	20123	$16,986
GROVE ST	14TH AV	SUMNER AV W	0.21	4	6401	$5,403
HATCH RD	54TH AV	43RD AV	0.67	2	14331	$12,097
INDIAN TRAIL RD	FRANCIS AV	RIDGECREST DR	2.99	3-4	78830	$66,543
INDIANA AV	BELT ST	MAPLE ST	0.34	2	10200	$8,610
MAPLE ST	BOONE AV	NORTHWEST BL	0.76	3	18336	$15,478
MAPLE ST	WELLESLEY AV	COUNTRY HOMES BL	1.26	2	25902	$21,864
THOR ST	3RD AV	1ST AV	0.22	3	6080	$5,132
WALL ST	WELLESLEY AV	FRANCIS AV	0.99	2	17417	$14,702
					Total	**$239,541**
GRIND & OVERLAY						
COWLEY ST	ROCKWOOD BL	4TH AV	0.42	2	11215	$284,008
EMPIRE AV	NEVADA ST	CRESTLINE ST	0.76	2	19497	$493,738
GRAND BL	17TH AV	9TH AV	0.59	4	35047	$887,534
MAPLE ST	4TH AV	2ND AV	0.13	4	4033	$102,140
POST ST	GRACE AV	KIERNAN AV	0.60	2	13611	$344,687
					Total	**$2,112,107**
OVERLAY						
CEDAR RD	COUNTRY HOMES BL	STRONG RD	1.22	2	16522	$260,334
					Total	**$260,334**
SKIN PATCH						
CRESTLINE ST	53RD AV	THURSTON AV	0.54	2	11784	$192,321
PERRY ST	53RD AV	45TH AV	0.47	2	10377	$169,346
					Total	**$361,667**
					GRAND TOTAL:	***$2,973,649***

Crack Sealing

A specialized hot tar material that forms to the crack and seals it off. Prevents moisture intrusion into the pavement and potholes.

Grind & Overlay

Involves milling out 2-4 inches of asphalt to remove the failed pavement section and installing a new section.

Thick Overlay

Involves raising all utitlity manholes and installing 2-3 inches of asphalt overlay. Done in areas with no curbs or sidewalks.

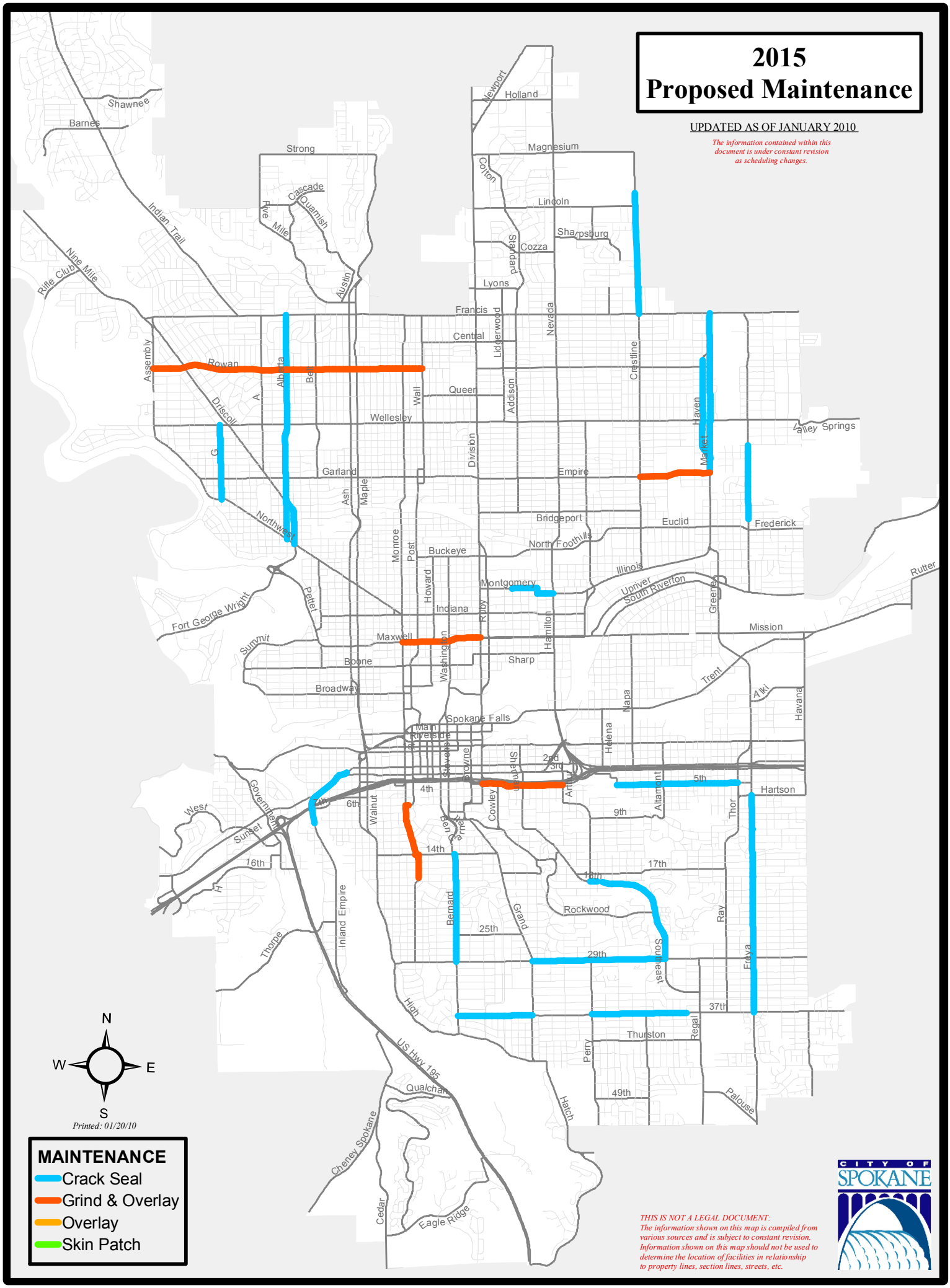
Skin Patching

Adds one inch of asphalt on top of existing pavement. Temporary method of improving street life by 2 or 3 years.

2015 Proposed Maintenance

UPDATED AS OF JANUARY 2010

The information contained within this document is under constant revision as scheduling changes.



2015 MAINTENANCE

Street	From	To	Length	Lanes	Area	Cost
CRACK SEAL						
29TH AV	178' E of GRAND BL	150' E OF STONE ST	1.17	4	32875	$28,583
37TH AV	REGAL ST	PERRY ST	0.91	2	17407	$15,135
37TH AV	BERNARD ST	GRAND BL	0.68	2	16062	$13,965
5TH AV	PITTSBURG ST	THOR ST	1.13	2	25113	$21,835
ALBERTA ST	NORTHWEST BL	FRANCIS AV	2.07	3	45083	$39,198
BERNARD ST	29TH AV	14TH AV	1.00	2	24138	$20,987
COCHRAN ST	NORTHWEST BL	GLASS AV	0.37	2	7391	$6,426
CRESTLINE ST	123' N OF FRANCIS	BROOKLYN AV	1.10	2	28190	$24,510
FREYA ST	37TH AV	HARTSON AV	2.01	2	37745	$32,818
FREYA ST	LIBERTY AV	RICH AV (W)	0.68	2	13199	$11,476
G ST	NORTHWEST BL	WELLESELY AV	0.69	2	15034	$13,072
HAVEN ST	RICH AV	NEBRASKA AV	0.94	2	19179	$16,675
ILLINOIS/MONTGOMERY	ASTOR ST	HAMILTON ST	0.44	2	11547	$10,039
INLAND EMPIRE/SUNSET	9TH AV	OAK ST	0.56	2-4	15094	$13,124
MARKET ST	GARLAND AV	FRANCIS AV	1.48	2-4	40028	$34,803
SOUTHEAST BL	235' N OF 29TH AV	PERRY ST	1.12	2	26222	$22,799
					Total	**$325,443**
GRIND & OVERLAY						
4TH/5TH	DIVISION ST	ARTHUR ST	0.75	2	17805	$464,417
EMPIRE/GARLAND AV	CRESTLINE ST	MARKET ST	0.65	2	16754	$437,012
LINCOLN/MONROE ST	17TH AV W	7TH AV	0.68	2-4	17595	$458,945
MAXWELL/MISSION	MONROE ST	DIVISION ST	0.73	4	20870	$544,360
ROWAN AV	ASSEMBLY ST	WALL ST	2.50	2	53581	$1,397,577
					Total	**$3,302,311**
					GRAND TOTAL:	***$3,627,755***

Crack Sealing

A specialized hot tar material that forms to the crack and seals it off. Prevents moisture intrusion into the pavement and potholes.

Grind & Overlay

Involves milling out 2-4 inches of asphalt to remove the failed pavement section and installing a new section.

Thick Overlay

Involves raising all utitlity manholes and installing 2-3 inches of asphalt overlay. Done in areas with no curbs or sidewalks.

Skin Patching

Adds one inch of asphalt on top of existing pavement. Temporary method of improving street life by 2 or 3 years.

2016 Proposed Maintenance

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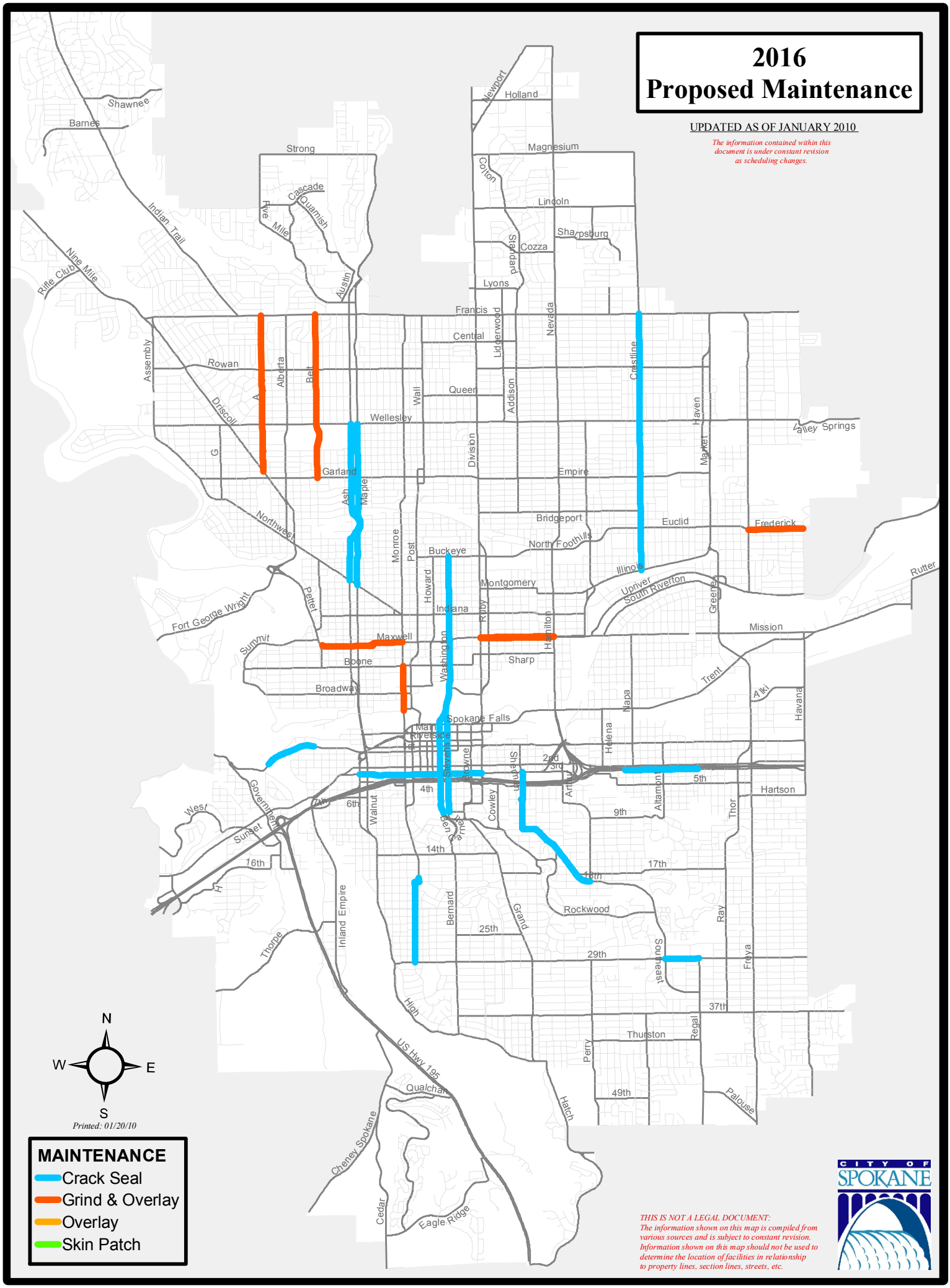

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Printed: 01/20/10

MAINTENANCE
- Crack Seal
- Grind & Overlay
- Overlay
- Skin Patch

THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

CITY OF SPOKANE

2016 MAINTENANCE

Street	From	To	Length	Lanes	Area	Cost
CRACK SEAL						
29TH AV	140' E OF SOUTHEAST BL	REGAL ST	0.29	4	8075	$7,231
3RD AV	MAPLE ST	DIVISION ST	1.13	3	33853	$30,316
3RD AV	MAGNOLIA ST	REGAL ST	0.67	2	15716	$14,074
ASH ST	NORTHWEST BL	WELLESELY AV	1.49	2	31983	$28,642
CRESTLINE ST	ILLINOIS AV	WELLESELY AV	1.39	2-4	39056	$34,976
CRESTLINE ST	WELLESLEY AV	205' N OF DECATUR	0.96	2	27414	$24,551
LINCOLN ST	29TH AV	17TH AV W	0.78	2	20650	$18,493
MAPLE ST	NORTHWEST BL	WELLESELY AV	1.51	2	30656	$27,454
RIVERSIDE AV	CLARK AV	HEMLOCK ST	0.47	2	6600	$5,911
SOUTHEAST/SHERMAN	PERRY ST	3RD AV	1.34	2	33654	$30,138
STEVENS ST	9TH AV	3RD AV	0.39	4	11736	$8,586
STEVENS ST	3RD AV	SPOKANE FALLS BL	0.58	4	15622	$11,429
WASHINGTON ST	BOONE AV	BUCKEYE AV	1.01	4-5	29684	$26,583
WASHINGTON ST	8TH AV	3RD AV	0.35	4	9420	$8,436
WASHINGTON ST	3RD AV	BOONE AV	1.02	4	29367	$26,299
					Total	**$303,118**
GRIND & OVERLAY						
A ST	DRISCOLL BL	FRANCIS AV	1.44	2	29626	$795,925
BELT ST	GARLAND AV	FRANCIS AV	1.52	2	32693	$878,345
FREDERICK AV	FREYA ST	HAVANA ST	0.51	2	9932	$266,826
MAXWELL	BELT ST (S)	MONROE ST	0.76	4	21873	$587,653
MISSION AV	DIVISION ST	HAMILTON ST	0.68	4	19171	$515,043
MONROE ST	IDE AV	276' N OF GARDNER	0.41	5	9858	$264,853
					Total	**$3,308,644**
					GRAND TOTAL:	***$3,335,227***

Crack Sealing

A specialized hot tar material that forms to the crack and seals it off. Prevents moisture intrusion into the pavement and potholes.

Grind & Overlay

Involves milling out 2-4 inches of asphalt to remove the failed pavement section and installing a new section.

Thick Overlay

Involves raising all utitlity manholes and installing 2-3 inches of asphalt overlay. Done in areas with no curbs or sidewalks.

Skin Patching

Adds one inch of asphalt on top of existing pavement. Temporary method of improving street life by 2 or 3 years.

UNFUNDED

PROJECTS

Project Name	*Project Description*	*Project Cost*
14th Avenue - Cedar to Lincoln	Full depth reconstruction from Cedar to Lincoln. Intersection improvements at Lincoln, Bernard & Grand.	$2,006,000
16th Avenue and Lindeke Street from US 195 to I-90	Alignment and street widening.	$540,000
1st Avenue Maple to Browne	Circulation Improvements including conversion to two-way traffic as recommended in 2009 Study.	$1,696,000
21st Avenue and Scenic Blvd. - Grandview to City Limits	New Route	$1,069,000
29th & Freya	Intersection Improvements	$562,000
29th Ave. from East of Pittsburg to S.E. Boulevard.	Install a center left turn lane.	$1,591,000
2nd Avenue Streetscape & Bike Facility - Browne to Perry	Sidewalk repair, ped crossings, pavement treatments, lights, bump-outs, trees and ped enhancements. Design & construction.	$1,500,000
37th & Freya	Intersection Improvements	$562,000
37th Avenue and Perry Street Intersection	Realignment of intersection.	$796,000
37th Avenue, Regal Street to Custer Street.(City Limits.)	Construct roadway to current City of Spokane standards, project includes separate sidewalks and bike lanes.	$2,500,000
3rd Avenue Streetscape. West of Browne to I90 on ramp	Sidewalk repair, ped crossings, pavement treatments, lights, bump-outs, trees and ped enhancements. Design & construction.	$1,500,000
4th - Cowley to Sherman	Add bike lanes. (Removes parking)	$12,300

Project Name	*Project Description*	*Project Cost*
4th - Division to Cowley	Add bike lanes.	$8,600
4th - Howard to McClellan	Add bike lanes.	$8,000
4th - McClellan to Division	Add bike lanes. (Street adjustments, ROW)	$271,000
4th Avenue - McClellan Street to Browne Street.	Widen to meet standards	$746,000
4th Avenue - McClellan to Cowley.	Widen sidewalks to meet City design standards.	$230,000
4th Avenue from Maple Street to Walnut Street	Reconstruct using portland cement concrete pavement.	$450,000
5 Mile Road from Lincoln Road to Strong Road	Reconstruct and improve an existing arterial.	$2,575,000
53rd & Regal	Intersection Improvements icluding Peak-Hour-Protection.	$281,000
5th & Sherman	Install new traffic signal.	$550,000
5th and 4th from Maple to Lincoln	Sidewalk infill.	$97,000
A Road (new) - C Road (new) to Sunset Highway	New Route	$526,000
Alberta & Driscoll Intersection	Study.	$103,000

Project Name	*Project Description*	*Project Cost*
Alberta & Rowan Intersection	Study to determine Roundabout or Signal	$103,000
Alki Avenue from Fiske Street to Ralph Street	Freight and mobility improvements (An extension of Broadway Realignment)	$675,000
Assembly & Francis (SR 291) Grade Separation	Intersection grade separation	$2,250,000
Assembly & Francis (SR 291) Intersection	Roundabout & through lanes to be constructed.	$1,910,000
Assembly Road, et. al. - Thorpe Road to Sunset Blvd.	Capacity Improvements	$5,354,000
Austin Road from Five Mile Road to Quamish Drive	Improve arterial.	$1,912,000
Austin Road from Quamish Drive to Strong Road	Improve arterial.	$1,912,000
Barnes Road from James Court to Strong Road	Design and construct new arterial to current design standards. This project is a joint venture involving the City of Spokane,Spokane County and developers in the area.	$1,000,000
Barnes Road from Nine Mile Road to Indian Trail Road	Design and construct new and existing arterial to current design standards.	$3,880,000
Ben Burr - Connection to Centennial Trail, West of Erie &	New shared pathway.	$258,000
Ben Burr - Erie & Riverside Extension , East to Centennial Trail	New Shared Pathway.	$325,000
Ben Burr Trail from Liberty Park to Riverside Drive.	Develop trail and pedestrian bikeway.(To coincide with the construction of Riverside Drive Phase II). This is the first segment of a trail that will eventually connect to the Centennial Trail.	$265,000

Project Name	*Project Description*	*Project Cost*
Ben Burr Trail from Underhill Park to Liberty Park	New Shared Pathway	$621,000
Bicycle Boulevard	Identified in City of Spokane Draft Bike Plan.	$1,030,000
Bridge Avenue - Monroe/Lincoln Connector	Design of Lincoln/Monroe Connector per the Monroe Corridor Study.This project is on hold waiting the outcome of the Northbank Study.	$2,145,235
Bridge Street - Monroe to Post	Streetscape improvements including enhancements, lighting and street furniture.	$300,000
Cedar Road from Strong Road to Country Homes Boulevard	Improve arterial.	$2,451,000
Cedar Road Realignment from Cheney-Spokane Road to Eagle	Connect existing arterial to SR 195.	$1,854,000
Cedar Street & Walnut Place - 14th Ave. to 10th ave. (excl. I/S)	Widen to meet standards	$366,000
Cedar/Country Homes Boulevard	Install new traffic signal. Intersection improvements (Including approximately 500 feet of Cedar to be widened on the approach to Country Homes.)	$1,000,000
Centennial Trail from Monroe St.Bridge & Veterans Park to Post	Design and Construction of trail segment. A co-operative project with the Spokane Parks Department.	$372,000
Centennial Trail Boone&Summit to TJMeenach bridge & SFCC	This recreational trail is a co-operative project with the Spokane Parks Department. and includes a crossing over the Spokane river. Further study will define crossing cost estimates.	$10,800,000
Centennial Trail Extension under Trent/Hamilton Street Bridge.	Design and construction of trail loop on north river bank.	$1,000,000
Centennial Trail Gap (Ohio & Sandifur Br. To Boone & Summit)	Construction of a trail on old railroad grade North of Sandifur Bridge to Boone and Summit.	$600,000

Project Name	*Project Description*	*Project Cost*
Centennial Trail Wayfinding	Signs to point to connections with the trail.	$75,000
Central Business District Crosswalks	Replace painted crosswalks with permanent (epoxy) crosswalks in CBD.	$112,000
Cheney-Spokane Rd. realignment - 16th Ave. to Shopping Center	Improve arterial capacity including modifying alignment. Joint project with D.O.T.	$4,774,000
Cheney-Spokane Road from Qualchan Drive to Shopping Center	Improve arterial on a modified alignment.	$899,000
Cheney-Spokane Road Realignment from the West City Limits to	Improve arterial.	$4,610,000
City of Spokane Sidewalk Infill Program	$500,000 per year for Ten Years.	$5,000,000
City-wide Capacity Baseline	$150,000 per year.	$150,000
City-wide Signal Timing Update	$85,000 per year.	$85,000
Crestline Street & Rowan Avenue	Realignment of Rowan Avenue and signal installation.	$1,454,000
Crestline Street from 53rd Avenue to 37th Avenue	Full rebuild.	$4,244,000
Crestline Street from Lincoln Road to Magnesium Road	Improve arterial capacity.	$3,070,000
Crestline/Illinois Guardrail	Construct guardrail.	$96,000

Project Name	*Project Description*	*Project Cost*
Dakota Street from Jay Avenue to Maxine Avenue	New connecting roadway, significant height difference .	$1,236,000
Division Intersections at Spokane Falls Boulevard and Main	Curb extensions for safety and enhancement.	$151,000
Division St. Corridor River to Cleveland (Curb Ramps)	Curb ramp modification & installation.	$247,000
Division St. Corridor River to Cleveland (Sidewalks)	Sidewalk infill as per recent study.	$130,000
Division St. Corridor River to North City Limits	Pedestrian safety education.	$155,000
Division Street and Sprague	Crosswalk enhancement and median enlargement.	$130,000
Division Street from Cascade Way to Hoerner	Construct sidewalk improvements.	$112,000
Division Street Gateway Construction	This project will be constructed based on scoping and design, currently underway. Cost : To Be Determined.	$4,000,000
Downtown/SR 90 Pathway - Cedar to Jefferson	New Shared Pathway. Included in DKS downtown study.	$84,000
Eagle Ridge Boulevard Realignment from Cedar Road To	Connect existing arterial to State Route 195.	$3,970,000
East Sprague Corridor Revitalization	Downtown to Freya. Community Development Block Grant funds currrenly total $48,948 . An additional $20,000 is anticipated in July 09. This would become match for the $500,000 estimated	$7,725,000
Eighteenth Avenue & Freya Street Intersection	Radius Improvements.	$34,000

Project Name	*Project Description*	*Project Cost*
Elm, Cannon & Chestnut - Bridge to Dean.	Traffic calming Improvements.	$900,000
Empire & Nevada	Turn signal onto Nevada	$338,000
Fish Lake/Centennial connecting trail	Connect the North end of the Fish Lake Trail with the Centennial Trail via High Bridge Park.	$927,000
Fiske Street Bridge	Replace bridge.	$15,914,000
Fiske Street from Sprague Avenue to Trent Avenue	Reconstruct and improve an existing street to arterial standards.	$1,125,000
Francis and Addison Intersection	Replace existing intersection with concrete, including turn signal onto Francis.This project is fully designed and ready for construction.	$1,030,000
Francis Avenue I.T.S. - Division St. to West city Limits.	Install Intelligent Transportation System to include fiber optic communication infrastructure & installation of I.T.S. devices.	$2,433,000
Frederick Avenue - Freya Street to Havana Street	Widen to meet standards to include sidewalks.	$1,422,000
Freya & Sprague Intersection	Improve Intersection. Upgrade to concrete. To include dual East-bound and West-bound left turn lanes.	$5,000,000
Freya Street from South City Limits to 44th Avenue	Reconstruct the roadway, widen - if required.	$2,508,000
Freya Street North bank of Spokane River to Francis.	Capacity Improvements	$7,957,000
Grant Street Streetscape	Sidewalk repair, ped crossings, pavement treatments, lights, bump-outs, trees and ped enhancements. Design & construction.	$750,000

Project Name	*Project Description*	*Project Cost*
Hamilton and Cincinnati - North edge of Trent to Sharp.	Capacity and Bike/Ped improvements, study and design.	$125,000
Hamilton Corridor Safety Improvement Project	The project will provide protected left turns at Hamilton & Sharp, Mission, Indiana, Illinois & North Foothills Drive. The project will require ROW.	$2,200,000
Hatch Rd. & 43rd to Perry & 57th	Install sidewalks, bike lanes and drainage facilities.	$2,060,000
Hatch Road from 57th to Hangman Bridge	Road improvements based on study-includes bike and ped. facilities.	$12,051,000
Havana Street 37th to 29th	New Route. Upgrade to City Standards.	$1,435,000
Havana Street from 37th Avenue to Glenrose Road	Improve arterial.	$1,344,000
High Drive - 29th Ave. to Lamont Street	Widen to meet standards	$842,000
Howard Street Bridge	Paint (Blue) bridge.	$1,500,000
Indian Trail Road	Five-lane cross-section and signal adjustments. Widening to include bike lanes as well as separated sidewalks and retaining walls where needed.	$2,700,000
Interstate 90 East Bound Off-Ramp @ Maple	Adjust signal timing. Add left turn lane 5th Maple to Walnut and left-turn lane on Southbound Maple @ 5th.(Project associated with Kendal Yards Development.)	$212,000
Interstate 90 East Bound On-Ramp @ Monroe	Adjust signal timing.(Project associated with Kendal Yards Development.)	$54,000
Interstate 90 West Bound Off-Ramp @ Walnut	Adjust signal timing, change lane configuration @ Walnut/2nd and install queue detectors on ramp.(Project associated with Kendal Yards Development.)	$318,000

Project Name	*Project Description*	*Project Cost*
Latah Creek Bridge (Sunset Highway).	Rehab/Reconstruct bridge with provisions for light rail.	$20,242,000
Latah Valley Arterial et. al.- Cheney Spokane Road to 13th	New Route	$9,257,000
Lidgerwood Pedestrian Enhancements (Queen to Rowan)	Streetscape study design and construction. Final project costs will be defined during the design process. (Currrent project cost shown is an estimate only.)	$1,545,000
Lincoln & Monroe Streets. Monroe St. Bridge to 3rd Avenue	Streetscape enhancement & roadway reconstruction.	$4,481,000
Lincoln Road from Nevada Street to Crestline Street	Install a 5 lane roadway including 1500' of roadway widening West of Nevada to create a dedicated left turn lane.	$2,652,000
Lincoln Road from the City Limits West of Five Mile Prairie East to	Improve arterial.	$2,362,000
Lincoln Street from Boone to Bridge	Circulation Improvements including re-striping to a 3-lane section as recommended in 2009 Study.	$25,000
Lincoln Way - Anton Court to Eagle Ridge Blvd.	New Route	$1,564,000
Lyons, Crestline to Nevada	Full build & re-build between Napa & Crestline. Including a roudabout at Crestline.	$2,334,000
Magnesium & Crestline Intersection	Roundabout.	$1,061,000
Magnesium Road from Nevada Street to Crestline Street	Improve arterial.	$1,912,000
Main - Monroe to Pine	Add bike lanes. (Removes one travel lane)	$25,000

Project Name	*Project Description*	*Project Cost*
Main Ave. Streetscape/Pedestrian Crossing Improvements Study	Pedestrian Improvements along Main Avenue from Riverpoint Campus into Downtown Spokane including crossing at Division St. and Main Ave.	$212,000
Maple and Ash - Broadway to Nora	Sidewalks, bump-outs, tees, crosswalk treatments, benches and bus shelters.	$1,800,000
Maple Street Bridge	Completing sidewalk gaps. Maple and Walnut to Ash and Maple.	$310,000
Market/Wellesley & Haven/Wellesley Intersections	Safety improvements.(Monitor for N/S Coridor to address this project)	$494,000
Mission Avenue & Upriver Drive Intersection	Review traffic circulation and prepare a design report.	$84,000
Mission Avenue Napa to Hamilton.	Full Reconstruction.	$2,575,000
Mission Street Bridge	The Mission Street Bridge is functionally obsolete and is in need of replacement.	$15,450,000
Monroe Corridor Revitalization (Northwest Boulevard to Cora.)	Implementing Streetscape Improvements based upon the design.	$6,180,000
Monroe Street - Spokane River to Northwest Blvd.	To include increasing travel lane and turning lane widths, along with streetscape improvements including grind and overlay.	$3,000,000
Monroe to Cedar - Broadway to Mallon	Sreetscape improvements, including trees, crosswalk treatments, street furniture, lighting, bicycle & ped improvements and underground utilities.	$1,800,000
Monroe/Main/Riverside Intersection	Crossing and signal timing modification.	$12,400
Nelson/Regal from Trent Avenue to Desmet Avenue	This project will reconstruct and widen Nelson/Regal between Trent and Desmet on a modified alignment. Sidewalk will be constructed in areas where missing. See project T00C018.	$690,000

Project Name	*Project Description*	*Project Cost*
Nettleton - Ohio Avenue to Bridge Avenue	New Route	$269,000
North Foothills Dr. and Euclid Avenue - Crestline to Market.	Widen to meet standards	$2,358,000
North River Drive from Maple Street to Mission Avenue	Develop bicycle path/lane. Project is an integral part of the North River Drive project.	$70,000
Northwest Blvd./Alberta/Cochran Phase I	Intersection/operation improvements Phase 1 of 2.	$562,000
Northwest Blvd./Alberta/Cochran Phase II	Intersection Rebuild Phase 2 of 2.	$1,125,000
Pacific Avenue Streetscape	Sidewalk repair, ped crossings, pavement treatments, lights, bump-outs, trees and ped enhancements. Design & construction.	$2,250,000
Perry Street & Wellesley Avenue	Improve intersection alignment.	$500,000
Post Street Buckeye to Spokane River.	Corridor Study.	$200,000
Post Street Railroad Underpass Between 1st and 2nd Avenues	Lower grade of the street.	$1,247,000
Qualchan Drive from Lincoln Boulevard to Cheney-Spokane Road	Improve arterial.	$658,000
Quamish and Alberta - Five Mile Road to Cascade Way	New Route	$564,000
Ray St./Freya St. Crossover from 44th Avenue to 35th Avenue	Design and build a new Principal Arterial roadway to City Standards that will connect Freya North of 42nd Ave. to Ray St. North of 37th. Ave.Project to incorporate bike lanes and separated sidewalks.	$4,056,000

Project Name	*Project Description*	*Project Cost*
Regal & Palouse	Intersection Improvemnts - Roundabout or signal. Work to include feasibility study, design and construction.	$1,591,000
Regal Street & Trent Avenue Intersection	Modify intersection (including signalization)as necessary to accommodate traffic from City's planned Operations Complex.(see project T04A001)	$584,000
Regal-Freya Connection - 42nd/44th via Fiske	Improve capacity between Regal and Freya.	$2,016,000
Rifle Club Rd. & SR291	Install a signal at the intersection .	$530,000
Riverpoint Campus links to Centennial Trail	Construct multi-use trail connections to Centennial Trail.	$90,000
Riverpointe Boulevard - Trent avenue	Bicycle route connection.	$5,000
Riverside - Maple to Jefferson	Add bike lanes.	$20,000
Riverside Extension Phase 3	Connections to Sprague & 1st. Design and construction.	$2,300,000
Rowan Avenue from Perry Street to Crestline Street	Construct sidewalk improvements	$213,000
Rutter Ave./Fancher Way	Local freight and mobility improvements to the roadway.	$899,000
Sherman - Sprague to 5th	Add bike lanes. (Removes one travel lane)	$24,000
Sinto - Chestnut to Maple	Streetscape enhancements including sidewalks, bump-outs, trees and corssswalk treatments.	$1,500,000

Project Name	*Project Description*	*Project Cost*
Skywalk Wayfinding	Signs to Skywalk.(Coordinate with Downtown Spokane Partnership).	$25,000
South Perry Revitalization Phase3	Pedestrian enhancements.	$309,000
South Riverton from Regal Street to Haven Street	Construct sidewalk improvements.	$180,000
Southeast Blvd. and Rockwood Blvd (Phase III)	Intersection Improvements	$844,000
Spokane Falls Boulevard	Add bike lanes. (Removes one travel lane)	$30,000
Sprague from Maple to Browne	Circulation Improvements including conversion to two-way traffic as recommended in 2009 Study.	$1,802,000
St. Thomas More Way - Nevada to Crestline	New Route	$1,074,000
Stevens Street Railroad Underpass Between 1st and 2nd Avenues	Study to determine potential alternatives.	$100,000
Strong Road Five Mile to Cedar	Three lane section built to City of Spokane specifications.	$7,000,000
Sundance Drive - Barnes Road to vic. Shawnee Drive	New Route	$433,000
Sunset Blvd / Assembly / Burch	Signal Installation and road re-alignment	$1,000,000
Thorpe Road from the City Limits to BNSF Tunnel	Improve existing arterial to current design standards and connect to future Wash. DOT improvements (Design only).	$7,265,000

Project Name	*Project Description*	*Project Cost*
Thorpe Road Railroad Tunnel	Remove an abandoned U.P.R.R. tunnel and rebuild B.N.R.R. tunnel to standard arterial width.	$1,125,000
Thurston Avenue & Perry Street Intersection	Radius Improvements.	$141,000
Trainor Road - City Limits/44th (new) to Thorpe Road	New Route	$903,000
Wall Street from Spokane Falls Boulevard to 3rd.	Circulation Improvements including conversion to two-way traffic and re-opening Wall between Spokane Falls & Main, as recommended in 2009 Study.	$1,060,000
Wellesley & Assembly	Install roundabout.	$1,061,000
Wellesley & Freya Intersection	Intersection Improvemnts	$562,000
Wellesley &Driscoll	Install roundabout.	$1,591,000
Wellesley and Monroe Intersection.	Replace existing intersection with concrete.This project is fully designed and ready for construction.	$1,000,000
Wellesley Avenue from Freya Street to East City Limits.	Improve arterial to current standards.	$4,774,000
West Broadway Streetscape Phase 2	Extending West Broadway improvements	$530,000