

# **CITY OF SPOKANE**



## **2014 – 2019 SIX YEAR COMPREHENSIVE STREET PROGRAM**



# **TABLE OF CONTENTS**

<b>INTRODUCTION .....</b>	<b>iii</b>
<b>Resolutions .....</b>	<b>vii</b>
<b>Acronyms .....</b>	<b>x</b>
<b>FINANCIAL INFORMATION.....</b>	<b>1</b>
<b>Funding Sources .....</b>	<b>2</b>
<b>Financial Summary.....</b>	<b>5</b>
<b>SAFETY PROGRAM.....</b>	<b>6</b>
<b>BRIDGE REHABILITATION PROGRAM.....</b>	<b>30</b>
<b>CAPITAL IMPROVEMENT PROGRAM.....</b>	<b>38</b>
<b>PEDESTRIAN &amp; BIKEWAYS PROGRAM .....</b>	<b>82</b>
<b>IMPACT FEE PROGRAM .....</b>	<b>106</b>
<b>NEIGHBORHOOD PROGRAM .....</b>	<b>120</b>
<b>STREET BOND PROGRAM .....</b>	<b>138</b>
<b>STREET OPERATIONS AND MAINTENANCE .....</b>	<b>158</b>
<b>PAVEMENT MAINTENANCE PROGRAM.....</b>	<b>165</b>

## **City of Spokane Mayor and City Council Members**

David Condon - **Mayor**  
Ben Stuckart - **Council President At Large**  
Mike Fagan - Council Member District 1  
Amber Waldref - Council Member District 1  
Jon Snyder - Council Member District 2  
Mike Allen - Council Member District 2  
Nancy McLaughlin - Council Member District 3  
Steve Salvatori - Council Member District 3

## **City of Spokane Plan Commission Members**

**Michael Ekins - President**  
**Robert Mansfield - Vice President**  
John Dietzman - Member  
Brian McClatchey - Member  
Asher Ernst - Member  
Gail Prosser - Member  
F.J. Dullanty - Member  
Kerry Brooks - Member  
Rod Butler - Member  
Dennis Dellwo - Member  
**Mike Fagan - City Council Liaison**  
**Dave Burnette - Community Assembly Liaison**

## **Engineering Services**

P. Mike Taylor, P.E. – **Director**

## **Capital Programs and G.I.S.**

Katherine E. Miller, P.E. - Principal Engineer  
Brandon Blankenagel, P.E. - Senior Engineer  
Sam McKee – Engineering Tech IV  
Grant Wencel – Bicycle and Pedestrian Coordinator

Date Printed: 7-05-13

# **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 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:

**Streets, 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 Planning, Community, & Economic Development 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.

## **NOTE REGARDING THE "UNFUNDED SECTION"**

For many years, an "Unfunded Section" was attached to the 6-Year Program to illustrate need beyond the existing Program. As time progressed, this section became confused with the purpose of maintaining a 20-year facilities plan. This Unfunded Section improperly became a reference of priority projects. State Law requires the City to maintain a 20-year facilities plan reflecting the community's priorities. State Law also requires a significant public input process to create the facilities plan. The unfunded section was never intended to replace 20-year facilities plan, nor were projects ever publicly vetted when they appeared in the unfunded section.

In 2011, funding was programmed for the update of the Comprehensive Plan's Transportation Chapter wherein the 20-year facilities plan is written. This update will include the reformation of the 20-year plan which will include a robust public vetting process and receive attention on a regular basis thereafter. While the Unfunded Section was removed from the program in 2012, it will be used as a resource toward building the new 20-year plan.

The update to the City's 20-year Facilities Plan has begun and is expected to take until May 2014 to conclude. Once completed, the 6-yr Programming process will utilize the 20-year facilities plan, to seek federal and state funding opportunities. In other words the 6-year programming process will implement the 20-year facilities plan as funding allows.

## RESOLUTION 2013-0051

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, 2014 through 2019; and

WHEREAS, the Spokane City Plan Commission, on May 8, 2013, following a public hearing, found the 2014-2019 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, 2014-2019;

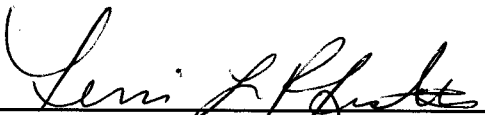
WHEREAS, pursuant to the above law, the City Council of the City of Spokane, being the legislative body of the City held a public hearing on the Six Year Comprehensive Street Program at 6:00 p.m., at City Hall in Spokane, Washington on the 24th day of June, 2013.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spokane that the revised and extended Six-Year Comprehensive Street Program 2014 through 2019 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 2014 through 2019, 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, 2014-2019;

Adopted this 24<sup>th</sup> day of June, 2013.

  
Terri Pfister, City Clerk

Approved as to Form:

  
Assistant City Attorney





# **CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON THE 2014-2019 SIX YEAR STREET PROGRAM**

**A Recommendation of the City Plan Commission certifying that the 2014-2019 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 2014-2019 Six Year Street Program identifies capital project activity which has implications on the growth of the community as envisioned by the goals and policies of the Comprehensive Plan**

**E. The City Plan Commission held a workshop on April 24, 2013, and also held a public hearing on May 8, 2013, to obtain public comments on the 2014-2019 Six Year Street Program.**

**F. The City Council must receive a recommendation from the City Plan Commission to certify that the 2014-2019 Six Year Street Program is in conformance with the City's Comprehensive Plan in effect on the day of certification.**

**G. The public testimony favored the proposed amendment and was heard by the Plan Commission.**

***ACTION: Motion approved to accept the staff's Findings of Fact A through G***

## **CONCLUSIONS:**

**A. The 2014-2019 Six Year Street Program has been prepared in consideration of the City's Comprehensive Plan in specific detail**

**B. The 2014-2019 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, to include the Arterial Street Plan.**

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

**RECOMMENDATIONS:**

**A. The Spokane City Plan Commission that the 2014-2019 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 unanimous vote the Plan Commission recommends the approval of these amended documents by the City Council.**

A handwritten signature in black ink, appearing to read "Michael Ekins". The signature is fluid and cursive, with the first name "Michael" written in a larger, more prominent script than the last name "Ekins".

**Michael Ekins, President  
Spokane Plan Commission**

**Date: May 9, 2013**

## **ACRONYMS**

<b>ARRA</b>	American Recovery and Reinvestment Act
<b>BOND</b>	2004 Street Bond
<b>BNSF</b>	Burlington Northern Sante Fe Railroad
<b>CDBG</b>	Community Development Block Grant
<b>CDF</b>	Community Development Funds
<b>CIP</b>	Capital Improvement Program
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program
<b>CSAC</b>	Citizens Street Advisory Commission
<b>CTP</b>	Centennial Trails Program
<b>DWSRF</b>	Drinking Water State Revolving Fund
<b>Fed Appr.</b>	Federal Appropriation funds
<b>FedFRA</b>	Federal Railroad Administration
<b>FMSIB</b>	Freight Mobility Strategic Investment Board
<b>FTA</b>	Federal Transportation Administration
<b>HPP</b>	High Priority Projects
<b>HSIP</b>	Highway Safety Improvement Programs
<b>GF</b>	City of Spokane General Fund
<b>IPSBI</b>	Integrated Plan Stormwater Basins Improvements
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act
<b>Impact Fee</b>	Funding source developed according to RCW 82.02.050
<b>LID</b>	Local Improvement District
<b>MtgnFee</b>	Private Funds (From development mitigation) SEPA based
<b>MVA</b>	Motor Vehicle Administration
<b>Paths/Trails</b>	Paths and Trails Reserve
<b>ProgMatch</b>	Programmatic Match (Additional STP funds)
<b>PWTF</b>	Public Works Trust Fund
<b>RCO</b>	Recreation and Conservation Office
<b>REET</b>	Second 1/4% Real Estate Excise Tax
<b>RET</b>	First 1/4% Real Estate Tax (Helps fund street maintenance work)
<b>SAS</b>	State Arterial Street Fund (City share of the State Motor Fuel Tax)
<b>SEC 5317</b>	Federal Transportation Administration Funds
<b>SRHD</b>	Spokane Regional Health District
<b>SRTC</b>	Spokane Regional Transportation Council
<b>SRTS</b>	Safe Routes to Schools
<b>State Dscrt.</b>	State Discretionary (earmark funds)
<b>SMFT</b>	State Motor fuel Tax
<b>STA</b>	Spokane Transit Authority (Cooperative project funds)
<b>STP</b>	Surface Transportation Program

### **ACRONYMS(Continued)**

<b>STP-BRM</b>	Highway Bridge Replacement and Rehabilitation
<b>STP-ENH</b>	Surface Transportation Enhancement Funds
<b>STP-HES</b>	Surface Transportation Safety Funds
<b>STP-STWD</b>	Surface Transportation Statewide Competitive Funds
<b>STP-U</b>	Surface Transportation Urban Area Funds
<b>TBD</b>	Transportation Benefit District
<b>TCSP</b>	Transportation, Community, and System Preservation program
<b>TIB</b>	Transportation Improvement Board
<b>UAP</b>	Urban Arterial Program
<b>UDRA Fund</b>	University District Revitalization Area Fund
<b>UCP</b>	Urban Corridor Program
<b>USP</b>	Urban Sidewalk Program
<b>WQTIF</b>	West Quadrant Tax Increment Finance
<b>WSDOT</b>	Washington State Department of Transportation

This page intentionally left blank

# FINANCIAL INFORMATION



# FUNDING SOURCES

Several funding sources are available for financing the projects identified in this Six-Year Program. The “Funding Name” 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

### **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, overlays, seals, etc.). For 2014 the projected total to be received from the State Arterial Street Fund is \$1,967,140 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 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.

## **Sidewalk Program (SP)**

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.

## **FEDERAL**

On July 6<sup>th</sup>, 2012 the President signed into law the **Moving Ahead for Progress in the 21<sup>st</sup> Century Act** (MAP-21). With guaranteed funding for highways, highway safety, and public transportation totaling \$105 billion to be spent over fiscal year (FY) 2013-2014. The three landmark bills that brought surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA); the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a legacy for users (SAFETEA-LU)—shaped this Nation's changing transportation needs.

Map-21 creates a streamlined, performance-based and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delay in project delivery. Additional information can be found on the Internet at <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>.

## **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:

<b>Interest Rate</b>	2%	1%	0.5%
<b>Participation</b>	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.

# FINANCIAL SUMMARY

	2014	2015	2016	2017	2018	2019
	(in thousands of dollars)					
<b><u>OPERATING REVENUES &amp; EXPENSES</u></b>						
Local Funds Allocation During the Year:	1,164	1,164	1,164	1,164	1,164	1,164
Expenses: Loan Repayment	(118)	(118)	(117)	(117)	(116)	(115)
<b>NET OPERATING REVENUE</b>	<b>\$1,046</b>	<b>\$1,046</b>	<b>\$1,047</b>	<b>\$1,047</b>	<b>\$1,048</b>	<b>\$1,049</b>
<b><u>AVAILABLE FOR CAPITAL</u></b>						
Cash Balance as of Jan 1	6,418	4,935	3,883	3,723	3,593	4,051
Grant and Loan Proceeds	20,935	17,944	8,412	13,448	417	11,257
	<b>27,353</b>	<b>22,879</b>	<b>12,294</b>	<b>17,171</b>	<b>4,010</b>	<b>15,308</b>
<b>AVAILABLE FOR 6-YR PROGRAM</b>	<b>\$28,399</b>	<b>\$23,925</b>	<b>\$13,341</b>	<b>\$18,218</b>	<b>\$5,058</b>	<b>\$16,356</b>
<b><u>SIX-YEAR CAPITAL PROGRAM</u></b>						
SAFETY PROGRAM	2,398	2,589	0	0	0	0
BRIDGE REHABILITATION PROGRAM	350	0	459	8,945	0	0
CAPITAL IMPROVEMENT PROGRAM	11,150	8,243	6,614	4,319	830	846
PEDESTRIAN/BIKEWAYS PROGRAM	4,134	6,202	255	10	10	11,517
IMPACT FEE PROGRAM	550	2,754	2,085	1,100	0	0
NEIGHBORHOOD PROGRAM	402	254	205	251	167	0
BOND PROGRAM	4,480	0	0	0	0	0
<b>6-YEAR STREET PROGRAM</b>	<b>\$23,464</b>	<b>\$20,042</b>	<b>\$9,618</b>	<b>\$14,625</b>	<b>\$1,007</b>	<b>\$12,363</b>
<b>CASH BALANCE: Dec 31</b>	<b>\$4,935</b>	<b>\$3,883</b>	<b>\$3,723</b>	<b>\$3,593</b>	<b>\$4,051</b>	<b>\$3,993</b>
<b><u>PATHS AND TRAILS RESERVE*</u></b>						
<b>Net Funds Available during the year:</b>						
Estimated balance of funds as of Jan 1	87,427	91,427	95,427	99,427	103,427	107,427
Paths/Trails allocation during the year:	14,000	14,000	14,000	14,000	14,000	14,000
<b>Total:</b>	<b>101,427</b>	<b>105,427</b>	<b>109,427</b>	<b>113,427</b>	<b>117,427</b>	<b>121,427</b>
<b>Estimated expenditures during the year:</b>	<b>(10,000)</b>	<b>(10,000)</b>	<b>(10,000)</b>	<b>(10,000)</b>	<b>(10,000)</b>	<b>(10,000)</b>
<b>Balance of Paths/Trail Funds as of Dec 31:</b>	<b>91,427</b>	<b>95,427</b>	<b>99,427</b>	<b>103,427</b>	<b>107,427</b>	<b>111,427</b>

\* Amounts may not add as shown due to "rounding"

# **SAFETY PROGRAM**



# Streets, Safety Funding Summary

(in thousands of dollars)

Fund Source	2014	2015	2016	2017	2018	2019
HSIP	905	0	0	0	0	0
IPSBI	170	0	0	0	0	0
Other	0	1,368	0	0	0	0
Private	0	34	0	0	0	0
REET	109	213	0	0	0	0
SRTS	990	0	0	0	0	0
TCSP	0	974	0	0	0	0
WSDOT	0	0	0	0	0	0
WSDOT Ped-Bike Safety	225	0	0	0	0	0
<b>Total</b>	<b>2,399</b>	<b>2,589</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Ash-Maple Pedestrian Countdown Timers

STR-2013-83

## Executive Summary:

Install Pedestrian Countdown Timers at the signalized intersections on the one-way streets of Ash and Maple from Boone Ave to 5-Mile Rd. at 16 existing intersections, 8 on each street. Installation would include hardware, software, and communication components of the systems.

## Project Justification:

Countdown pedestrian timers will provide pedestrians with the time remaining before the light changes, allowing them to determine if they have time to cross safely.

## Location:

Other Location

Ash and Maple Streets from Boone Ave to 5 Mile road

## Project Status:

Active

Project is in design

## External Factors:

There is a newly enforced federal requirement for the countdown timers to install APS push buttons at all crossings. This will increase the project cost significantly. This cost was not considered on the original estimates for the project.

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

# Ash-Maple Pedestrian Countdown Timers

STR-2013-83

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	27,000	151,000	0	0	0	0	0	151,000	178,000
Design	20,000	0	0	0	0	0	0	0	20,000
<b>Total</b>	<b>47,000</b>	<b>151,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>151,000</b>	<b>198,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
HSIP	Federal	Encumbered	27,000	151,000	0	0	0	0	0	178,000
REET	Local	Encumbered	20,000	0	0	0	0	0	0	20,000
<b>Total</b>			<b>47,000</b>	<b>151,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>198,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Barnes Road from Phoebe to Strong Road

STR-2013-176

### Executive Summary:

The proposed project will construct a new section of Barnes Road between Phoebe and Strong Road. Separated sidewalk on one side, drainage facilities along the backsides of the curbs, two lanes for vehicular traffic, a bike lane going uphill and shared-use on the downhill side of the roadway

### Project Justification:

A connection between the Indian Trail area and 5-Mile Prairie has been sought for many years because of the safety concerns of having very limited access in and out due to the topography of the area. Constructing Barnes Road will greatly improve access.

### Location:

Other Location

Barnes Road will be constructed between Phoebe and Strong Road.

### Project Status:

Active

The project will start at the design phase to move to construction.

### External Factors:

Funding opportunities have allowed this project to move forward.

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Barnes Road from Phoebe to Strong Road

STR-2013-176

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	1,570,000	0	0	0	0	1,570,000	1,570,000
Design	15,000	170,000	11,000	0	0	0	0	181,000	196,000
<b>Total</b>	<b>15,000</b>	<b>170,000</b>	<b>1,581,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,751,000</b>	<b>1,766,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
IPSBI	Local	Encumbered	15,000	170,000	0	0	0	0	0	185,000
Other	---	Unidentified	0	0	1,367,565	0	0	0	0	1,367,565
REET	Local	Encumbered	0	0	213,435	0	0	0	0	213,435
<b>Total</b>			<b>15,000</b>	<b>170,000</b>	<b>1,581,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,766,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## Browne St/Division St Couplet, 3rd Ave to Spokane Falls Blvd

STR-2012-97

### Executive Summary:

Install countdown pedestrian timers at 14 signalized intersections, place new curb ramps where required to bring up to current ADA standards, and place curb extensions where feasible.

### Project Justification:

Countdown pedestrian timers will provide pedestrians with the time remaining before the light changes, allowing them to determine if they have time to cross safely. Curb extensions will reduce the distance pedestrians have to travel to clear the crosswalk.

### Location:

Other Location

Brown and Division Streets from 3rd Ave to Spokane Falls Blvd

### Project Status:

Active

Phase one of this project is the countdown timer portion and will be installed in 2013. The curb ramps /bump-outs are awaiting location decisions from the Division St. Gateway project and will be constructed in 2014.

### External Factors:

There is a newly enforced federal requirement for the countdown timers to install APS push buttons at all crossings. This will increase the project cost significantly. This cost was not considered on the original estimates for the project.

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Browne St/Division St Couplet, 3rd Ave to Spokane Falls Blvd

STR-2012-97

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	150,000	215,000	0	0	0	0	0	215,000	365,000
Design	45,000	0	0	0	0	0	0	0	45,000
<b>Total</b>	<b>195,000</b>	<b>215,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>215,000</b>	<b>410,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
WSDOT Ped-Bike Safety	State	Encumbered	195,000	215,000	0	0	0	0	0	410,000
<b>Total</b>			<b>195,000</b>	<b>215,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>410,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# Downtown Spokane Pedestrian Countdown Timers

STR-2013-77

## Executive Summary:

This project will install Pedestrian Countdown Timers in the core of downtown (46 signalized, high pedestrian volume intersections) from Monroe St. to Division St. and 3rd Av. to Spokane Falls Blvd.

## Project Justification:

Countdown pedestrian timers will provide pedestrians with the time remaining before the light changes, allowing them to determine if they have time to cross safely. Curb extensions will reduce the distance pedestrians have to travel to clear the crosswalk.

## Location:

Other Location

Downtown Spokane Core

## Project Status:

Active

Project is in Design

## External Factors:

There is a newly enforced federal requirement for the countdown timers to install APS push buttons at all crossings. This will increase the project cost significantly.

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

# Downtown Spokane Pedestrian Countdown Timers

STR-2013-77

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	450,000	0	0	0	0	0	450,000	450,000
Design	50,000	0	0	0	0	0	0	0	50,000
<b>Total</b>	<b>50,000</b>	<b>450,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>450,000</b>	<b>500,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2014	2015	2016	2017	2018	2019	
HSIP	Federal	Encumbered	50,000	450,000	0	0	0	0	0	500,000
<b>Total</b>			<b>50,000</b>	<b>450,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Flint Rd. and Sunset Hwy (US Hwy 2) Traffic Signal

STR-2013-85

### Executive Summary:

This project will install a traffic signal at Flint Rd and US 2. Pavement width will be added to incorporate deceleration lanes, left turn lanes, and transit facilities will be provided as part of the intersection signalization.

### Project Justification:

The purpose of this project is to improve overall safety and the level of service of the intersection.

### Location:

Other Location

Flint Rd and Sunset Hwy (US Hwy 2) Traffic Signal

### Project Status:

Active

Project is in Design and expected to be built in 2013

### External Factors:

Working construction contract into WSDOT grind & overlay project for construction in 2013. Funding requires contract award in 2013.

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# Flint Rd. and Sunset Hwy (US Hwy 2) Traffic Signal

STR-2013-85

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	1,071,000	200,000	0	0	0	0	0	200,000	1,271,000
Design	127,100	0	0	0	0	0	0	0	127,100
Land purchase	40,000	0	0	0	0	0	0	0	40,000
<b>Total</b>	<b>1,238,100</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>	<b>1,438,100</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
HSIP	Federal	Encumbered	1,071,000	200,000	0	0	0	0	0	1,271,000
REET	Local	Encumbered	117,100	0	0	0	0	0	0	117,100
WSDOT	State	Encumbered	50,000	0	0	0	0	0	0	50,000
<b>Total</b>			<b>1,238,100</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,438,100</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Hamblen Elementary School Sidewalk Project.

STR-2013-82

### Executive Summary:

Construction of sidewalk sections to complete primary walking routes (including ADA compliant curb ramps at intersections) near Hamblen Elementary School, by filling gaps where presently no sidewalk exists on either side of the street. Curb ramps will also be added to cross street connections.

### Project Justification:

This project is part of the safe routes to school program and is necessary to assure kids have a safe route to travel to and from school.

### Location:

Other Location

Thurston Ave from Perry St to Napa St, Napa St, from 40th Ave to 34th Ave, Martin St from 44th Ave to 41st Ave, Crestline St, from 44th Ave to 41st Ave and from 39th Ave to 37th Ave, and 39th Ave from Crestline St to Lee St.

### Project Status:

Active

Project is in design with construction planned for 2014

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# Hamblen Elementary School Sidewalk Project.

STR-2013-82

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	510,000	0	0	0	0	0	510,000	510,000
Design	82,232	54,500	0	0	0	0	0	54,500	136,732
<b>Total</b>	<b>82,232</b>	<b>564,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>564,500</b>	<b>646,732</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
REET	Local	Encumbered	0	54,500	0	0	0	0	0	54,500
SRTS	Federal	Encumbered	82,232	510,000	0	0	0	0	0	592,232
<b>Total</b>			<b>82,232</b>	<b>564,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>646,732</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## Hamilton St. / Nevada St., Pedestrian Countdown Timers

STR-2013-78

### Executive Summary:

This project will install Pedestrian Countdown Timers at eight (8) signalized intersections on Hamilton & Nevada Streets from Sharp Av. To Wellesley Ave.

### Project Justification:

The purpose of this project is to decrease accidents involving vehicles, pedestrians, and bicyclists in these areas.

### Location:

Other Location

Hamilton and Nevada Streets from Sharp Ave to Wellesley

### Project Status:

Active

Project is in design

### External Factors:

There is a newly enforced federal requirement for the countdown timers to install APS push buttons at all crossings which will increase the project cost significantly. This cost was not considered on the original estimates for the project.

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# Hamilton St. / Nevada St., Pedestrian Countdown Timers

STR-2013-78

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	73,000	0	0	0	0	0	73,000	73,000
Design	9,000	0	0	0	0	0	0	0	9,000
<b>Total</b>	<b>9,000</b>	<b>73,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73,000</b>	<b>82,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
HSIP	Federal	Encumbered	9,000	73,000	0	0	0	0	0	82,000
<b>Total</b>			<b>9,000</b>	<b>73,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# Hamilton Street Overpass Safety Project

STR-2012-33

## Executive Summary:

Design and Build a pedestrian/bicycle bridge over Hamilton St at Desmet Ave.

## Project Justification:

There is currently no pedestrian bridge over Hamilton forcing Gonzaga students to this 26,200 ADT principle arterial at least twice daily.

## Location:

Other Location

Hamilton Street & Desmet

## Project Status:

Active

Project scope and needs have changed. Currently on hold.

## External Factors:

Stakeholder vision and needs have changed. Funding is insufficient to cover current needs for this project.

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

# Hamilton Street Overpass Safety Project

STR-2012-33

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	823,000	0	0	0	0	823,000	823,000
Design	0	0	85,000	0	0	0	0	85,000	85,000
Land purchase	0	0	100,000	0	0	0	0	100,000	100,000
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1,008,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,008,000</b>	<b>1,008,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Private	Private	Identified	0	0	34,000	0	0	0	0	34,000
TCSP	Federal	Awarded	0	0	974,000	0	0	0	0	974,000
<b>Total</b>			<b>0</b>	<b>0</b>	<b>1,008,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,008,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# Heat Applied Thermoplastic Pedestrian Crosswalk Markings

STR-2013-79

## Executive Summary:

This project will replace painted pedestrian crosswalk markings with heat-applied thermoplastic markings at 72 pedestrian crossing locations.

## Project Justification:

The purpose of this project is to decrease accidents involving vehicles, pedestrians, and bicyclists in these areas.

## Location:

Other Location

1. Market/Greene (Illinois to Empire), 2. Northwest/Indiana (Maple to Hamilton), 3. Ash (Gardner to Five Mile Rd.), 4. Maple St., Mallon Ave., Walnut Pl., Cedar St. (19th Ave to Northwest Blvd.)

## Project Status:

Active

Project is in design with construction expected in 2013

## External Factors:

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

## Heat Applied Thermoplastic Pedestrian Crosswalk Markings

STR-2013-79

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	500,000	31,000	0	0	0	0	0	31,000	531,000
Design	59,000	0	0	0	0	0	0	0	59,000
<b>Total</b>	<b>559,000</b>	<b>31,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31,000</b>	<b>590,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2014	2015	2016	2017	2018	2019	
HSIP	Federal	Encumbered	559,000	31,000	0	0	0	0	0	590,000
<b>Total</b>			<b>559,000</b>	<b>31,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>590,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Monroe St, 3rd to Main

STR-2013-87

### Executive Summary:

Install countdown pedestrian timers at six signalized intersections.

### Project Justification:

Countdown pedestrian timers will provide pedestrians with the time remaining before the light changes, allowing them to determine if they have time to cross safely.

### Location:

Other Location

Monroe St 3rd Ave to Main Ave

### Project Status:

Active

Project is in design

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Monroe St, 3rd to Main

STR-2013-87

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	61,300	10,000	0	0	0	0	0	10,000	71,300
Design	9,300	0	0	0	0	0	0	0	9,300
<b>Total</b>	<b>70,600</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>	<b>80,600</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
WSDOT Ped-Bike Safety	State	Encumbered	70,600	10,000	0	0	0	0	0	80,600
<b>Total</b>			<b>70,600</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80,600</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



# Westview Elementary School Sidewalk Project

STR-2013-80

## Executive Summary:

This project will install sidewalk with a minimum 5-foot separation along one side of Bismark Ave between Moore and Assembly streets, and two smaller separated sidewalk sections along Bismark and Fotheringham Streets immediately southeast of the school.

## Project Justification:

This project is part of the safe routes to school program and is necessary to assure kids have a safe route to travel to and from school.

## Location:

Other Location

Bismark Ave between Moore and Assembly streets, and two smaller separated sidewalk sections along Bismark and Fotheringham Streets immediately southeast of the school.

## Project Status:

Active

Project is in design with construction planned for 2014

## External Factors:

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

# Westview Elementary School Sidewalk Project

STR-2013-80

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	479,924	0	0	0	0	0	479,924	479,924
Design	76,010	54,500	0	0	0	0	0	54,500	130,510
<b>Total</b>	<b>76,010</b>	<b>534,424</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>534,424</b>	<b>610,434</b>

## Funding:

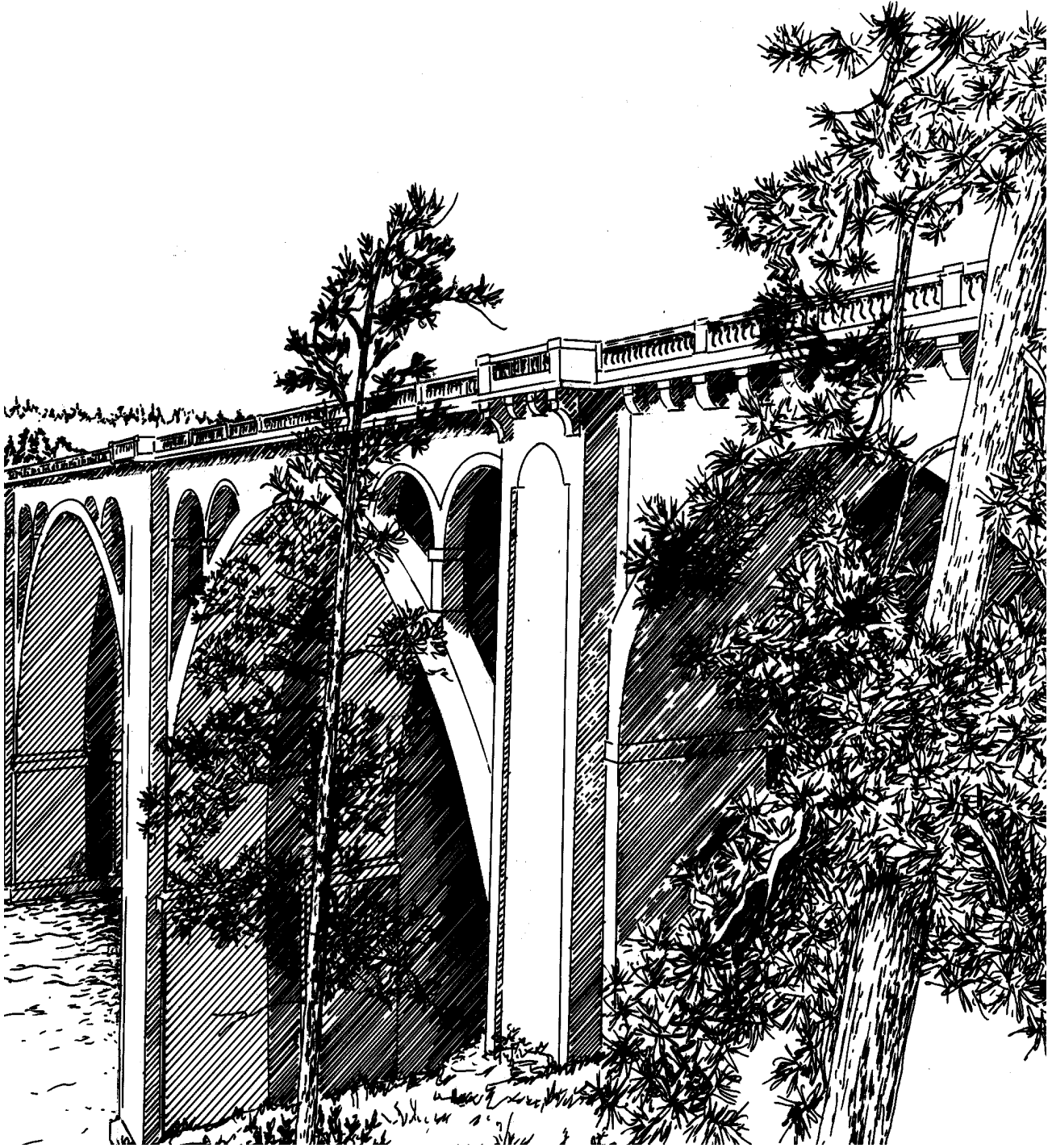
Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
REET	Local	Encumbered	0	54,500	0	0	0	0	0	54,500
SRTS	Federal	Encumbered	76,010	479,924	0	0	0	0	0	555,934
<b>Total</b>			<b>76,010</b>	<b>534,424</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>610,434</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# **BRIDGE-REHABILITATION PROGRAM**



# Streets, Bridge Rehabilitation Funding Summary

(in thousands of dollars)

Fund Source	2014	2015	2016	2017	2018	2019
BNSF	300	0	0	0	0	0
County	0	0	0	0	0	0
Fed Disc	0	0	0	1,372	0	0
FedFRA	0	0	0	0	0	0
FMSIB	0	0	0	0	0	0
Local	0	0	0	0	0	0
Other	0	0	100	6,273	0	0
REET	0	0	359	300	0	0
SMFT	0	0	0	0	0	0
STP	50	0	0	1,000	0	0
TIB	0	0	0	0	0	0
<b>Total</b>	<b>350</b>	<b>0</b>	<b>459</b>	<b>8,945</b>	<b>0</b>	<b>0</b>

## Greene Street Bridge Load Rating Repair

STR-2013-76

### Executive Summary:

The improvement will utilize laminated fiber reinforcement or equivalent techniques to increase the shear capacity of limiting bridge members.

### Project Justification:

The purpose of this project is to improve the bridge's load capacity, effectively preserving the life of the bridge, and upgrading it's service capacity.

### Location:

Other Location

Greene Street between E. South Riverton Ave and E. Upriver Dr.

### Project Status:

Active

Project is in design with construction planned for 2013

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Greene Street Bridge Load Rating Repair

STR-2013-76

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	650,000	50,000	0	0	0	0	0	50,000	700,000
Design	130,000	0	0	0	0	0	0	0	130,000
<b>Total</b>	<b>780,000</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>830,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Local	Local	Encumbered	30,000	0	0	0	0	0	0	30,000
STP	Federal	Encumbered	750,000	50,000	0	0	0	0	0	800,000
<b>Total</b>			<b>780,000</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>830,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Havana Street - BNSF Crossing

STR-2012-21

### Executive Summary:

The project will construct a railroad overpass on Havana Street, north of Broadway.

### Project Justification:

BNSF's main switching yard is located adjacent to Havana St, just north of Broadway. Approximately 17 hours each day Havana Street is blocked by trains due to the switching yard activities. Grade separating vehicle traffic will allow adjacent properties direct access to the north as well as improved access to the Fairgrounds.

### Location:

Other Location

Havana St just south of Boone.

### Project Status:

Active

Project is basically complete and in the process of closeout

### External Factors:

Design & Construction administered by WSDOT.

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Havana Street - BNSF Crossing

STR-2012-21

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	11,372,000	300,000	0	0	0	0	0	300,000	11,672,000
Design	1,378,000	0	0	0	0	0	0	0	1,378,000
Land purchase	8,741,000	0	0	0	0	0	0	0	8,741,000
<b>Total</b>	<b>21,491,000</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	<b>21,791,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
BNSF	Private	Encumbered	781,480	300,000	0	0	0	0	0	1,081,480
County	Local	Encumbered	40,000	0	0	0	0	0	0	40,000
FedFRA	Federal	Encumbered	992,000	0	0	0	0	0	0	992,000
FMSIB	Federal	Encumbered	4,000,000	0	0	0	0	0	0	4,000,000
REET	Local	Encumbered	1,985,520	0	0	0	0	0	0	1,985,520
SMFT	Local	Encumbered	1,179,000	0	0	0	0	0	0	1,179,000
STP	Federal	Encumbered	10,538,000	0	0	0	0	0	0	10,538,000
TIB	State	Encumbered	1,975,000	0	0	0	0	0	0	1,975,000
<b>Total</b>			<b>21,491,000</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,791,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## Post Street Pedestrian/Utility Bridge

STR-2012-26

### Executive Summary:

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 also provide a bicycle and pedestrian connection to the Centennial Trail.

### Project Justification:

The current structure is deteriorating and needs to be replaced. With the rebuild of Monroe street bridge, vehicle access is no longer needed on this bridge however, pedestrian traffic is heavy on the bridge and access should be maintained.

### Location:

Other Location

Post St. Crossing at Spokane river.

### Project Status:

Active

Project needs have changed

### External Factors:

Actual project scope is not known at this time. a very small percentage of the funds needed to complete the project has been acquired.

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# Post Street Pedestrian/Utility Bridge

STR-2012-26

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	0	0	8,945,000	0	0	8,945,000	8,945,000
Design	653,000	0	0	359,000	0	0	0	359,000	1,012,000
Land purchase	0	0	0	100,000	0	0	0	100,000	100,000
<b>Total</b>	<b>653,000</b>	<b>0</b>	<b>0</b>	<b>459,000</b>	<b>8,945,000</b>	<b>0</b>	<b>0</b>	<b>9,404,000</b>	<b>10,057,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Fed Disc	Federal	Awarded	0	0	0	0	1,372,000	0	0	1,372,000
Other	---	Unidentified	0	0	0	100,000	6,273,000	0	0	6,373,000
REET	Local	Identified	653,000	0	0	359,000	300,000	0	0	1,312,000
STP	State	Identified	0	0	0	0	1,000,000	0	0	1,000,000
<b>Total</b>			<b>653,000</b>	<b>0</b>	<b>0</b>	<b>459,000</b>	<b>8,945,000</b>	<b>0</b>	<b>0</b>	<b>10,057,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# CAPITAL IMPROVEMENT PROGRAM



# Streets, Capital Improvements Funding Summary

(in thousands of dollars)

Fund Source	2014	2015	2016	2017	2018	2019
CMAQ	2,655	87	0	0	0	0
Fed Disc	685	800	0	0	0	0
HPP	1,348	298	0	0	0	0
MVA	1,200	126	0	0	0	0
Other	0	0	3,211	3,201	0	0
PIP	425	250	250	250	250	250
REET	1,689	2,064	854	868	580	596
SRTC	22	43	0	0	0	0
STP	1,499	2,775	1,700	0	0	0
TIB	1,348	1,800	600	0	0	0
WQTIF	280	0	0	0	0	0
<b>Total</b>	<b>11,150</b>	<b>8,243</b>	<b>6,615</b>	<b>4,319</b>	<b>830</b>	<b>846</b>

## 29th Ave, Bernard to Grand

STR-2013-112

### Executive Summary:

Install a single 4-inch communication conduit and three count stations in 29th Avenue from east of Bernard Street to Grand Avenue.

### Project Justification:

An expansion of the City of Spokane and the Spokane Regional Traffic Management Center (SRTMC) communication infrastructure to facilitate better management of regional traffic through a closed loop fiber network.

### Location:

Other Location

29th Avenue from east of Bernard Street to Grand Avenue.

### Project Status:

Active

Construction in 2013

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## 29th Ave, Bernard to Grand

STR-2013-112

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	126,000	15,000	0	0	0	0	0	15,000	141,000
Design	14,000	0	0	0	0	0	0	0	14,000
<b>Total</b>	<b>140,000</b>	<b>15,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,000</b>	<b>155,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
CMAQ	Federal	Encumbered	121,100	13,000	0	0	0	0	0	134,100
REET	Local	Encumbered	18,900	2,000	0	0	0	0	0	20,900
<b>Total</b>			<b>140,000</b>	<b>15,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## 37th Ave from Regal to East City limits

STR-2012-61

### Executive Summary:

Design & ROW of roadway to current City of Spokane standards. Project includes separated sidewalks and bike lanes. Construction will happen after funding is secured. \$135,000 saved by leveraging local funds.

### Project Justification:

This is a main corridor running across Spokane's south side. There are three schools adjacent to this roadway. The current roadway is mainly a 2-lane section. It is part of our master bike plan and sidewalk is missing in many areas.

### Location:

Other Location

37th Ave, Regal to East City Limits

### Project Status:

Active

Currently Right of Way is being purchased.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## 37th Ave from Regal to East City limits

STR-2012-61

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	0	2,255,500	2,244,500	0	0	4,500,000	4,500,000
Design	300,000	100,000	0	0	0	0	0	100,000	400,000
Land purchase	600,000	700,000	0	0	0	0	0	700,000	1,300,000
<b>Total</b>	<b>900,000</b>	<b>800,000</b>	<b>0</b>	<b>2,255,500</b>	<b>2,244,500</b>	<b>0</b>	<b>0</b>	<b>5,300,000</b>	<b>6,200,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
OTHER	Local	Unidentified	0	0	0	1,951,000	1,941,000	0	0	3,892,000
REET	Local	Encumbered	0	0	0	304,500	303,500	0	0	608,000
STP	Federal	Encumbered	900,000	800,000	0	0	0	0	0	1,700,000
<b>Total</b>			<b>900,000</b>	<b>800,000</b>	<b>0</b>	<b>2,255,500</b>	<b>2,244,500</b>	<b>0</b>	<b>0</b>	<b>6,200,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## 3rd Ave I.T.S. Division St. to Sunset Blvd.

STR-2013-91

### Executive Summary:

Install fiber optic communication infrastructure and I.T.S devices in 3rd Ave from Division St. to Sunset Blvd.

### Project Justification:

This project gives City of Spokane and the SRTMC the equipment and infrastructure to better manage the region's traffic on the existing transportation system.

### Location:

Other Location

3rd Ave from Division St to Sunset Blvd

### Project Status:

Active

Bid in 2010, Construction in 2013/2014,

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## 3rd Ave I.T.S. Division St. to Sunset Blvd.

STR-2013-91

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	1,567,800	100,000	0	0	0	0	0	100,000	1,667,800
Design	419,361	0	0	0	0	0	0	0	419,361
<b>Total</b>	<b>1,987,161</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>2,087,161</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
CMAQ	Federal	Encumbered	1,718,894	86,500	0	0	0	0	0	1,805,394
REET	Local	Encumbered	268,267	13,500	0	0	0	0	0	281,767
<b>Total</b>			<b>1,987,161</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,087,161</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Adaptive Signal System, Division St. from Bridgeport to 'Y'.

STR-2012-53

### Executive Summary:

Install Adaptive Signal Control system that includes upgrade to fiber optic cable and integrates CCTV cameras along with DMS technology to provide a real-time interactive traffic control system.

### Project Justification:

The north Division corridor is a principle arterial with an average daily traffic volume in excess of 40,000 vehicles per day. Historically the corridor has been difficult to re-time due to communication failures, frequent fluctuations in dominant direction of travel, major cross-traffic volumes at several cross-street intersections, unequal block lengths, and direct service to large retail centers such as North town Mall. Currently there are no ITS devices along this corridor and communication to existing signals is via twisted pair cable. Modern inefficiencies and cable breaks have resulted in infrequent and unreliable communication.

### Location:

Other Location

Division St, from Bridgeport to Division 'Y'

### Project Status:

Active

Construction in 2013. Money shown in 2014 will cover closeout.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Adaptive Signal System, Division St. from Bridgeport to 'Y'.

STR-2012-53

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	442,900	254,500	0	0	0	0	0	254,500	697,400
Design	157,100	0	0	0	0	0	0	0	157,100
<b>Total</b>	<b>600,000</b>	<b>254,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>254,500</b>	<b>854,500</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
CMAQ	State	Encumbered	519,000	220,100	0	0	0	0	0	739,100
REET	Local	Encumbered	81,000	34,400	0	0	0	0	0	115,400
<b>Total</b>			<b>600,000</b>	<b>254,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>854,500</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Division St. I.T.S. River to North City Limits

STR-2013-92

### Executive Summary:

Install fiber optic communication infrastructure and I.T.S devices in Division St from Spokane River to North City Limits.

### Project Justification:

This project gives City of Spokane and the SRTMC the equipment and infrastructure to better manage the region's traffic on the existing transportation system.

### Location:

Other Location

Division St from Spokane River to North City Limits

### Project Status:

Active

Currently in construction which is expected to be complete in 2013

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Division St. I.T.S. River to North City Limits

STR-2013-92

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	969,965	12,000	0	0	0	0	0	12,000	981,965
Design	245,200	0	0	0	0	0	0	0	245,200
<b>Total</b>	<b>1,215,165</b>	<b>12,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,000</b>	<b>1,227,165</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
CMAQ	Federal	Encumbered	1,051,118	10,380	0	0	0	0	0	1,061,498
REET	Local	Encumbered	164,047	1,620	0	0	0	0	0	165,667
<b>Total</b>			<b>1,215,165</b>	<b>12,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,227,165</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Division Street D.M.S. River to North City Limits

STR-2012-40

### Executive Summary:

Dynamic Message Sign purchase & installation.

### Project Justification:

Division St handles roughly 50,000 vehicles per day. The installation of DMS signs will provide the city of Spokane and the SRTMC the equipment to better manage the region's traffic on the existing transportation system for local and regional needs.

### Location:

Other Location

Division St from river to North city limits.

### Project Status:

Active

DMS signs are on order and plan to complete construction in 2014.

### External Factors:

If DMS signs are not delivered soon enough the installation could be later than expected.

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Division Street D.M.S. River to North City Limits

STR-2012-40

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	998,850	578,050	0	0	0	0	0	578,050	1,576,900
Design	100,000	0	0	0	0	0	0	0	100,000
<b>Total</b>	<b>1,098,850</b>	<b>578,050</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>578,050</b>	<b>1,676,900</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
CMAQ	Federal	Encumbered	950,500	500,000	0	0	0	0	0	1,450,500
REET	Local	Encumbered	148,350	78,050	0	0	0	0	0	226,400
<b>Total</b>			<b>1,098,850</b>	<b>578,050</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,676,900</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## Francis Ave, Division St. to ECL ITS

STR-2012-51

### Executive Summary:

Install conduit and fiber optic cable the entire length of the project to upgrade six existing signals to a closed loop system; Install count stations between the signalized intersections and CCTV cameras at each signalized intersection; Install 2 Dynamic message signs.

### Project Justification:

There are no ITS devices currently along this corridor and communication to existing signals is currently through twisted pair cable. Modern inefficiencies and cable beaks have resulted in unreliable communication.

### Location:

Other Location

Francis Ave from Division St to East City limits

### Project Status:

Active

Portions of this project are combined with three other projects, Francis - Division to Haven (Bond Paving), Francis - Freya to Havena (TIB Street rehabilitation), and The WSDOT Bridge project at Market and Francis for the installation of the underground conduit. DMS signs will be installed in 2014.

### External Factors:

Having the conduit installation combined with the other three projects makes completion of this project reliant on the completion of those three projects.

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Francis Ave, Division St. to ECL ITS

STR-2012-51

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
<b>Construction</b>	518,231	1,819,269	100,000	0	0	0	0	1,919,269	2,437,500
<b>Design</b>	234,000	0	0	0	0	0	0	0	234,000
<b>Total</b>	<b>752,231</b>	<b>1,819,269</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,919,269</b>	<b>2,671,500</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
CMAQ	Federal	Encumbered	650,680	1,573,830	86,500	0	0	0	0	2,311,010
REET	Local	Encumbered	101,551	245,439	13,500	0	0	0	0	360,490
<b>Total</b>			<b>752,231</b>	<b>1,819,269</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,671,500</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Francis Avenue I.T.S.- Division St. to West City Limits

STR-2012-50

### Executive Summary:

Intelligent Transportation System to include fiber optic communication infrastructure & installation of I.T.S. devices.  
DESIGN ONLY.

### Project Justification:

Currently there are no ITS devices along this corridor. This project will give the city of Spokane and the SRTMC the equipment and infrastructure to better manage the region's traffic on the existing transportation system.

### Location:

Other Location

Francis Ave from Division St to West City Limits

### Project Status:

Active

Construction funding undetermined.

### External Factors:

Money from this project was shifted by priority to Francis Ave ITS, Division to East City limits.

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Francis Avenue I.T.S.- Division St. to West City Limits

STR-2012-50

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Design	40,000	60,000	0	0	0	0	0	60,000	100,000
<b>Total</b>	<b>40,000</b>	<b>60,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60,000</b>	<b>100,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
CMAQ	Federal	Encumbered	34,600	51,900	0	0	0	0	0	86,500
REET	Local	Encumbered	5,400	8,100	0	0	0	0	0	13,500
<b>Total</b>			<b>40,000</b>	<b>60,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# General Engineering-Street

STR-2012-99

## Executive Summary:

Expenditures for design, right-of-way acquisition and construction management costs that are not covered by grants.

## Project Justification:

This project is intended to fill the gaps for Design, right-of-way, and construction management costs that are not covered by grants.

## Location:

Other Location

Citywide

## Project Status:

Active

Ongoing

## External Factors:

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

## General Engineering-Street

STR-2012-99

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	466,000	480,000	494,000	509,000	524,000	540,000	556,000	3,103,000	3,569,000
<b>Total</b>	<b>466,000</b>	<b>480,000</b>	<b>494,000</b>	<b>509,000</b>	<b>524,000</b>	<b>540,000</b>	<b>556,000</b>	<b>3,103,000</b>	<b>3,569,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
REET	Local	Encumbered	466,000	480,000	494,000	509,000	524,000	540,000	556,000	3,569,000
<b>Total</b>			<b>466,000</b>	<b>480,000</b>	<b>494,000</b>	<b>509,000</b>	<b>524,000</b>	<b>540,000</b>	<b>556,000</b>	<b>3,569,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Grand/McClellan from 14th Ave to 8th Ave.

STR-2013-103

### Executive Summary:

Apply preservation treatments that may consist of crack sealing, grind and overlay, or other pavement rejuvenation techniques. Upgrades to ADA curb ramps and minor curb and sidewalk repairs are anticipated.

### Project Justification:

The purpose of this project is to extend the life of this segment of Grand Boulevard/ McClellan Street corridor.

### Location:

Other Location

Grand/McClellan from 14th Ave to 8th Ave.

### Project Status:

Active

Currently in design with construction in 2014.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Grand/McClellan from 14th Ave to 8th Ave.

STR-2013-103

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	621,000	0	0	0	0	0	621,000	621,000
Design	69,000	0	0	0	0	0	0	0	69,000
<b>Total</b>	<b>69,000</b>	<b>621,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>621,000</b>	<b>690,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2014	2015	2016	2017	2018	2019	
STP	Federal	Encumbered	69,000	621,000	0	0	0	0	0	690,000
<b>Total</b>			<b>69,000</b>	<b>621,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>690,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



# Havana Street Study - Trent to Mission Avenue Link Study

STR-2012-75

## Executive Summary:

Study establishment of a link to Mission Avenue after construction of the new Havana St bridge. To include modifications of Trent and Mission I/S. See T04B001

## Project Justification:

This study will assess/analyze the traffic patterns for trucks and vehicles as they maneuver between Havana, Trent and Mission. The study's intent is to identify mobility inefficiencies and provide recommendations for alternative intersection configurations.

## Location:

Other Location

Havana St, Mission to Trent

## Project Status:

Active

Study is scheduled to take place in 2016. This will allow normal traffic patterns in the area to develop prior to the study.

## External Factors:

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

## Havana Street Study - Trent to Mission Avenue Link Study

STR-2012-75

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Design	0	0	73,988	0	0	0	0	73,988	73,988
<b>Total</b>	<b>0</b>	<b>0</b>	<b>73,988</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73,988</b>	<b>73,988</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
REET	Local	Encumbered	0	0	9,988	0	0	0	0	9,988
STP	Federal	Encumbered	0	0	64,000	0	0	0	0	64,000
<b>Total</b>			<b>0</b>	<b>0</b>	<b>73,988</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73,988</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# High Drive & 29th Ave Congestion Mitigation Study

STR-2013-107

## Executive Summary:

Evaluate the feasibility of constructing a single lane roundabout or other Congestion mitigation improvements at the intersection of High Dr. & 29th Ave. Conduct a comprehensive Traffic analysis, complete the public involvement process, and design the preferred mitigation.

## Project Justification:

The purpose of this project is to increase the level of service and reduce congestion at the intersection of High Drive and 29th Ave.

## Location:

Other Location

High Drive & 29th Ave

## Project Status:

Active

Project is currently in design with construction planned for 2014

## External Factors:

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

# High Drive & 29th Ave Congestion Mitigation Study

STR-2013-107

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Planning	100,000	80,000	0	0	0	0	0	80,000	180,000
<b>Total</b>	<b>100,000</b>	<b>80,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80,000</b>	<b>180,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
CMAQ	Federal	Encumbered	86,500	69,200	0	0	0	0	0	155,700
REET	---	Encumbered	13,500	10,800	0	0	0	0	0	24,300
<b>Total</b>			<b>100,000</b>	<b>80,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Maple/Ash I.T.S. River to North City Limits

STR-2013-94

### Executive Summary:

Install fiber optic communication infrastructure and I.T.S devices in Maple/Ash from Spokane River to North City Limits.

### Project Justification:

This project gives City of Spokane and the SRTMC the equipment and infrastructure to better manage the region's traffic on the existing transportation system.

### Location:

Other Location

Maple/Ash from Spokane River to North City Limits

### Project Status:

Active

Construction in 2013.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Maple/Ash I.T.S. River to North City Limits

STR-2013-94

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	2,601,294	150,000	0	0	0	0	0	150,000	2,751,294
Design	101,000	0	0	0	0	0	0	0	101,000
<b>Total</b>	<b>2,702,294</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	<b>2,852,294</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
CMAQ	Federal	Encumbered	2,337,484	129,750	0	0	0	0	0	2,467,234
REET	Local	Encumbered	364,810	20,250	0	0	0	0	0	385,060
<b>Total</b>			<b>2,702,294</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,852,294</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Minor Construction Assistance

STR-2012-100

### Executive Summary:

Expenditure for construction to assist in unforeseen, minor funding gaps on City related transportation projects.

### Project Justification:

This project is intended to assist with unforeseen minor funding gaps in city related transportation projects.

### Location:

Other Location

Citywide

### Project Status:

Active

Ongoing during every construction season

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# Minor Construction Assistance

STR-2012-100

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	40,000	40,000	40,000	40,000	40,000	40,000	240,000	240,000
<b>Total</b>	<b>0</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>240,000</b>	<b>240,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
REET	Local	Encumbered	0	40,000	40,000	40,000	40,000	40,000	40,000	240,000
<b>Total</b>			<b>0</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>240,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## Monroe/Lincoln Couplet

STR-2013-105

### Executive Summary:

Rebuild the full depth roadway section on Monroe and Lincoln Streets from 8th Ave. to Main Ave between existing curbs. Minor curb replacement will occur as necessary. Street trees will be added/replaced where possible. Sight distance to be addressed at the 7th Ave Intersection.

### Project Justification:

The purpose of this project is to rebuild and extend the life of this segment of Monroe and Lincoln Streets.

### Location:

Other Location

Monroe & Lincoln Corridor from 8th Ave to Main Ave

### Project Status:

Active

Project under design with construction planned for 2015-2016

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# Monroe/Lincoln Couplet

STR-2013-105

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	2,467,608	2,300,000	0	0	0	4,767,608	4,767,608
Design	252,000	125,955	0	0	0	0	0	125,955	377,955
<b>Total</b>	<b>252,000</b>	<b>125,955</b>	<b>2,467,608</b>	<b>2,300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,893,563</b>	<b>5,145,563</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
STP	Federal	Encumbered	152,000	78,000	1,867,532	1,700,000	0	0	0	3,797,532
TIB	State	Encumbered	100,000	47,955	600,076	600,000	0	0	0	1,348,031
<b>Total</b>			<b>252,000</b>	<b>125,955</b>	<b>2,467,608</b>	<b>2,300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,145,563</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## North Monroe Corridor Revitalization

STR-2012-448

### Executive Summary:

This study will define the scope of streetscape, transportation and infrastructure improvements to stimulate revitalization of the North Monroe business district and improve local economic vitality.

### Project Justification:

The aims of this project are to improve the corridor's visual image and pedestrian environment, improve traffic flow capacity and work with STA's High Performance Transit Network to help move people, customers and goods along the corridor, and address core business infrastructure needs including water, sanitary sewer, and storm water.

### Location:

Other Location

Monroe Street between the Spokane River and Cora Avenue

### Project Status:

Active

Currently on hold, planning is expected to restart in 2014 and construction in 2016-2017

### External Factors:

Coordination with local and regional traffic modeling may impact the project schedule.

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# North Monroe Corridor Revitalization

STR-2012-448

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	0	1,260,000	1,260,000	0	0	2,520,000	2,520,000
Design	0	280,000	0	0	0	0	0	280,000	280,000
<b>Total</b>	<b>0</b>	<b>280,000</b>	<b>0</b>	<b>1,260,000</b>	<b>1,260,000</b>	<b>0</b>	<b>0</b>	<b>2,800,000</b>	<b>2,800,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Other	---	Unidentified	0	0	0	1,260,000	1,260,000	0	0	2,520,000
WQTIF	Local	Encumbered	0	280,000	0	0	0	0	0	280,000
<b>Total</b>			<b>0</b>	<b>280,000</b>	<b>0</b>	<b>1,260,000</b>	<b>1,260,000</b>	<b>0</b>	<b>0</b>	<b>2,800,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# Northeast Spokane Transportation Study

STR-2012-55

## Executive Summary:

Identify future local transportation infrastructure 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.

## Project Justification:

This project is a regional look at traffic issues in the Northwest side of Spokane.

## Location:

Other Location

Northwest Spokane

## Project Status:

Active

Underway

## External Factors:

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

# Northeast Spokane Transportation Study

STR-2012-55

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Planning	0	25,000	50,000	0	0	0	0	75,000	75,000
<b>Total</b>	<b>0</b>	<b>25,000</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75,000</b>	<b>75,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2014	2015	2016	2017	2018	2019	
REET	Local	Encumbered	0	3,375	6,750	0	0	0	0	10,125
SRTC	Local	Encumbered	0	21,625	43,250	0	0	0	0	64,875
<b>Total</b>			<b>0</b>	<b>25,000</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# Parking Environment Improvement Program

STR-2013-178

## Executive Summary:

Improve the parking environment in the down core by installing such things as street furniture, way-finding kiosks, street trees, new tree grates, and by placing new sidewalk or replacing sidewalk in poor condition.

## Project Justification:

Parking revenue will improve the atmosphere of downtown. Thus inviting more use and improving the downtown core of Spokane.

## Location:

Other Location

Downtown Core

## Project Status:

Active

Construction of parking elements to begin in 2014

## External Factors:

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

# Parking Environment Improvement Program

STR-2013-178

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	400,000	225,000	225,000	225,000	225,000	225,000	1,525,000	1,525,000
Design	50,000	25,000	25,000	25,000	25,000	25,000	25,000	150,000	200,000
<b>Total</b>	<b>50,000</b>	<b>425,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>1,675,000</b>	<b>1,725,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
PIP	Local	Encumbered	50,000	425,000	250,000	250,000	250,000	250,000	250,000	1,725,000
<b>Total</b>			<b>50,000</b>	<b>425,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>1,725,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## Ray Street, 29th Ave to 17th Ave

STR-2013-104

### Executive Summary:

Apply preservation treatments that may consist of crack sealing, grind and overlay, or other pavement rejuvenation techniques. Upgrades to ADA curb ramps and minor curb and sidewalk repairs are anticipated.

### Project Justification:

The purpose of this project is to extend the life of this segment of Ray Street.

### Location:

Other Location

Ray Street, 29th Ave to 17th Ave

### Project Status:

Active

Project is in design with construction planned for 2015.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Ray Street, 29th Ave to 17th Ave

STR-2013-104

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	843,300	0	0	0	0	843,300	843,300
Design	93,700	0	0	0	0	0	0	0	93,700
<b>Total</b>	<b>93,700</b>	<b>0</b>	<b>843,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>843,300</b>	<b>937,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2014	2015	2016	2017	2018	2019	
STP	Federal	Encumbered	93,700	0	843,300	0	0	0	0	937,000
<b>Total</b>			<b>93,700</b>	<b>0</b>	<b>843,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>937,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Riverside Drive - Phase II & III

STR-2012-36

### Executive Summary:

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.

### Project Justification:

The university master plan calls for a more pedestrian friendly environment. The new alignment of Riverside Drive will allow major vehicle to be routed around the campus and allow for the downgrading of Spokane Falls Blvd which runs through the center of campus.

### Location:

Other Location

Extension of Riverside Drive beginning at Sherman St running easterly to Trent ave at Perry St.

### Project Status:

Active

Currently in ROW acquisition. Construction planned for 2013 but could be pushed to 2014 depending on ROW.

### External Factors:

Have begun Right of Way Acquisition. If railroad doesn't cooperate there may be some alignment adjustments.

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Riverside Drive - Phase II &amp; III

STR-2012-36

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	2,609,611	3,923,720	0	0	0	0	6,533,331	6,533,331
Design	300,000	135,000	0	0	0	0	0	135,000	435,000
Land purchase	1,057,900	2,389,900	0	0	0	0	0	2,389,900	3,447,800
<b>Total</b>	<b>1,357,900</b>	<b>5,134,511</b>	<b>3,923,720</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,058,231</b>	<b>10,416,131</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Fed Disc	Federal	Encumbered	0	685,000	800,000	0	0	0	0	1,485,000
HPP	Federal	Encumbered	401,669	1,348,231	298,181	0	0	0	0	2,048,081
MVA	State	Encumbered	547,900	1,200,000	125,539	0	0	0	0	1,873,439
REET	Local	Encumbered	208,331	601,280	1,500,000	0	0	0	0	2,309,611
TIB	State	Encumbered	200,000	1,300,000	1,200,000	0	0	0	0	2,700,000
<b>Total</b>			<b>1,357,900</b>	<b>5,134,511</b>	<b>3,923,720</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,416,131</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# Transportation Strategic Plan Update

STR-2012-101

## Executive Summary:

Update of Chapter 4 of the City of Spokane's Comprehensive Plan. Project to include support for both the development of the Pedestrian Plan & updates to the Bike Plan.

## Project Justification:

The current Transportation Master plan was written in 2000. The plan needs to be updated every 7 years to align the project list with current needs. This project is intended to update the plan including all transportation modes.

## Location:

Other Location

Citywide

## Project Status:

Active

Project underway.

## External Factors:

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

# Transportation Strategic Plan Update

STR-2012-101

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Planning	350,000	150,000	0	0	0	0	0	150,000	500,000
<b>Total</b>	<b>350,000</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	<b>500,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
REET	Local	Encumbered	350,000	150,000	0	0	0	0	0	500,000
<b>Total</b>			<b>350,000</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# PEDESTRIAN & BIKEWAYS PROGRAM



# Streets, Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	2014	2015	2016	2017	2018	2019
CMAQ	660	0	0	0	0	0
Other	840	3,250	246	0	0	11,007
Paths/Trails	10	10	10	10	10	10
Private	0	400	0	0	0	0
PWTF	750	805	0	0	0	0
REET	165	0	0	0	0	500
Sec 5317	227	0	0	0	0	0
STP	1,326	100	0	0	0	0
TBD	57	0	0	0	0	0
TCSP	25	1,637	0	0	0	0
UDRA Fund	75	0	0	0	0	0
<b>Total</b>	<b>4,134</b>	<b>6,202</b>	<b>256</b>	<b>10</b>	<b>10</b>	<b>11,517</b>



## **SIX – YEAR PEDESTRIAN & BIKEWAYS PROGRAM**

### **2014 - 2019**

#### **PEDESTRIAN PROGRAM**

On February 14<sup>th</sup> 2011, City Council adopted Ordinance No. C34690 establishing the allocation of 10% of the Transportation Benefit District (TBD) revenue generated to implement the Pedestrian Program of the City of Spokane's Six-Year Comprehensive Street Program. The funding will remain in place for six years beginning in 2012. The collection of the TBD funds began in September of 2011. The City is currently developing a Pedestrian Master Plan that will help identify the pedestrian facilities that would ultimately be funded with TBD revenue under this Pedestrian & Bikeways section of the Program. TBD funding available in 2012 is on the order of \$150,000 and is expected to be at almost \$180,000 in 2013 and subsequent years. The front-work of the Pedestrian Master Plan was utilized to select projects for 2012, and future projects under this program will also be identified from the Pedestrian Master Plan.

The CTAB committee is responsible to recommend select projects to be funded by TBD. For 2013, they have committed \$90,000 to ADA curb ramp compliance and \$90,000 to sidewalk infill. Project locations will be selected through community outreach conducted by CTAB.

#### **BIKEWAYS PROGRAM**

The Bikeways Program implements the long range goals of the City's Bikeways 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 the Bikeway Plan the Spokane Regional Transportation Council created in 1993. This Plan outlined, policies, design standards, education 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**

10% of the Transportation Benefit District (TBD) revenue will be allocated to pedestrian projects identified in the Pedestrian Master Plan. These funds will be used whenever possible as match towards both Federal and State funding opportunities.

#### **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 \$14,000 per year from this funding source. Both pedestrian and bike facilities can utilize these funds, however historically these funds have been extremely limited.

#### **State Arterial Street Funds:**

State Arterial Street Funds may be obtained for both pedestrian and bikeway facilities as long as the facility is a component part of a street improvement project and available for funding.

#### **State Transportation Improvement Board (TIB) Funds:**

A sidewalk program is included in TIB's funding program. Historically these funds have been limited to projects under \$250,000 and TIB will not participate in any needed right-of-way costs.

### **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 pedestrian and bicycle facilities are included.

#### **Federal Arterial Street Funds:**

The same is true here as for the State funds.

## Ben-Burr Trail Connection to the Centennial Trail

STR-2012-71

### Executive Summary:

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 Building Supply property.

### Project Justification:

The city is committed to connecting the trail system and provide multimodal transportation throughout the region while increasing the safety of pedestrians and bicyclist.

### Location:

Other Location

Ben Burr Trail between Fiske St and the Centennial Trail.

### Project Status:

Active

Design is approximately 50% complete. Construction is expected in 2014.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# Ben-Burr Trail Connection to the Centennial Trail

STR-2012-71

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	1,100,000	100,000	0	0	0	0	1,200,000	1,200,000
Design	100,000	0	0	0	0	0	0	0	100,000
Land purchase	287,500	125,000	0	0	0	0	0	125,000	412,500
<b>Total</b>	<b>387,500</b>	<b>1,225,000</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,325,000</b>	<b>1,712,500</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
CMAQ	Federal	Encumbered	150,000	100,000	0	0	0	0	0	250,000
REET	Local	Encumbered	37,500	25,000	0	0	0	0	0	62,500
STP	Federal	Encumbered	200,000	1,100,000	100,000	0	0	0	0	1,400,000
<b>Total</b>			<b>387,500</b>	<b>1,225,000</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,712,500</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Bike Route Signing and Striping

STR-2012-63

### Executive Summary:

Striping and conversion of signs to MUTCD standards

### Project Justification:

Bicycle lane signing and striping standards have changed. This project is intended to bring our bicycle lanes up to MUTCD standards throughout the city.

### Location:

Other Location

Citywide

### Project Status:

Active

This is an ongoing project that is accomplished during every construction season as need arises.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# Bike Route Signing and Striping

STR-2012-63

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	10,000	10,000	10,000	10,000	10,000	10,000	10,000	60,000	70,000
<b>Total</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>60,000</b>	<b>70,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Paths/Trails	Local	Encumbered	10,000	10,000	10,000	10,000	10,000	10,000	10,000	70,000
<b>Total</b>			<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>70,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Centennial Trail Gap, from Bridge to Boone

STR-2013-88

### Executive Summary:

Design a trail on the old railroad grade beginning at approximately Bridge Ave and ending at the intersection of Boone and Summit.

### Project Justification:

The city is committed to connecting the trail system and provide multimodal transportation throughout the region.

### Location:

Other Location

Bridge Ave to the intersection of Boone & Summit.

### Project Status:

Active

Currently being designed with construction expected to begin in 2013 and finished in 2014.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Centennial Trail Gap, from Bridge to Boone

STR-2013-88

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	500,000	220,000	0	0	0	0	0	220,000	720,000
Design	66,000	0	0	0	0	0	0	0	66,000
<b>Total</b>	<b>566,000</b>	<b>220,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>220,000</b>	<b>786,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
REET	Local	Encumbered	16,000	0	0	0	0	0	0	16,000
STP	Federal	Encumbered	550,000	220,000	0	0	0	0	0	770,000
<b>Total</b>			<b>566,000</b>	<b>220,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>786,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## Centennial Trail Gap, Mission Ave Crossing Study

STR-2013-86

### Executive Summary:

This project will provide a feasibility study for an improved crossing for pedestrians and bicyclists at Mission Avenue in central Spokane. The project is to study and develop improved crossing alternatives, including a recommended alternative. The completed study will then be used for the detailed design of the selected alternative.

### Project Justification:

This existing at-grade crossing is presently dangerous because of the volume of vehicles, bicyclists, and pedestrians and the physical complexities of the crossing.

### Location:

Other Location

Centennial trail at Mission Ave

### Project Status:

Active

Study still ongoing

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# Centennial Trail Gap, Mission Ave Crossing Study

STR-2013-86

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Planning	244,000	6,000	0	0	0	0	0	6,000	250,000
<b>Total</b>	<b>244,000</b>	<b>6,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,000</b>	<b>250,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
STP	Federal	Encumbered	244,000	6,000	0	0	0	0	0	250,000
<b>Total</b>			<b>244,000</b>	<b>6,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Connect to Transit, Hardscape Improvements

STR-2013-102

### Executive Summary:

The proposed project will complete a sidewalk gap on Arthur from 2nd to 3rd Avenues as well as improve curb ramps and install bus landing pads on select bus routes within the City of Spokane to include the TBD (Transportation Benefit District) top priority curb ramps.

### Project Justification:

The proposed project will improve access to transit for disabled, elderly and low-income residents within the project vicinity. Included in this project are the Transportation Benefit District (TBD) curb ramps to fill the requirements of the TBD sidewalk program, which conduct sidewalk infill and ADA compliance requirements.

### Location:

Other Location

Arthur from 2nd to 3rd Avenues, and other various locations around the city

### Project Status:

Active

Currently in design, construction expected in 2014.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# Connect to Transit, Hardscape Improvements

STR-2013-102

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	283,500	0	0	0	0	0	283,500	283,500
Design	32,000	0	0	0	0	0	0	0	32,000
<b>Total</b>	<b>32,000</b>	<b>283,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>283,500</b>	<b>315,500</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Sec 5317	Federal	Encumbered	25,600	226,800	0	0	0	0	0	252,400
TBD	Local	Encumbered	6,400	56,700	0	0	0	0	0	63,100
<b>Total</b>			<b>32,000</b>	<b>283,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>315,500</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Division St Gateway Project

STR-2013-90

### Executive Summary:

Construct street-scape improvements as well as motor transportation improvements throughout the corridor to provide not only “entrance” statements into the downtown, but strong linkages that provide east-west access between Downtown and the University District.

### Project Justification:

To beautify the entrance to downtown for visitors and to provide a strong east-west access between downtown and the university district.

### Location:

Other Location

Division/Browne Street and Division/Ruby Street improvements from Interstate 90 to Sharp Avenue.

### Project Status:

Active

Currently in Design

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Division St Gateway Project

STR-2013-90

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Design	750,000	75,000	0	0	0	0	0	75,000	825,000
<b>Total</b>	<b>750,000</b>	<b>75,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75,000</b>	<b>825,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
UDRA Fund	Federal	Encumbered	750,000	75,000	0	0	0	0	0	825,000
<b>Total</b>			<b>750,000</b>	<b>75,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>825,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Downtown Bicycle Network Completion

STR-2013-89

### Executive Summary:

Complete the on-street bicycle facilities in downtown Spokane, according to the adopted Master Bike Plan, with adjustments as necessary.

### Project Justification:

While it is illegal to ride bicycles on the sidewalks downtown, the on-street facilities were greatly lacking. This project will complete a functional bicycle network in the downtown core.

### Location:

Other Location

Downtown core of Spokane

### Project Status:

Active

Design complete, construction scheduled for 2013

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# Downtown Bicycle Network Completion

STR-2013-89

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	597,500	217,000	0	0	0	0	0	217,000	814,500
Design	65,000	16,500	0	0	0	0	0	16,500	81,500
<b>Total</b>	<b>662,500</b>	<b>233,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>233,500</b>	<b>896,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
CMAQ	Federal	Encumbered	530,000	186,800	0	0	0	0	0	716,800
REET	Local	Encumbered	132,500	46,700	0	0	0	0	0	179,200
<b>Total</b>			<b>662,500</b>	<b>233,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>896,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## Fish Lake Trail - Phase 3

STR-2012-68

### Executive Summary:

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.

### Project Justification:

This trail will complete the gap that will provide 11 miles of trail connecting the City of Spokane and the City of Cheney. This system is identified in the Comprehensive plan as a corridor to preserve and improve.

### Location:

Other Location

Fish Lake Trail, Scribner Rd to Fish Lake

### Project Status:

Active

Currently in design phase and trying to get ROW agreement from the railroad.

### External Factors:

Issues obtaining ROW agreement from the Railroad.

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Fish Lake Trail - Phase 3

STR-2012-68

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	5,037,390	0	0	0	0	5,037,390	5,037,390
Design	175,000	25,000	0	0	0	0	0	25,000	200,000
<b>Total</b>	<b>175,000</b>	<b>25,000</b>	<b>5,037,390</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,062,390</b>	<b>5,237,390</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2014	2015	2016	2017	2018	2019	
Other	---	Unidentified	0	0	3,000,000	0	0	0	0	3,000,000
Private	Local	Unidentified	0	0	400,000	0	0	0	0	400,000
TCSP	Federal	Encumbered	175,000	25,000	1,637,390	0	0	0	0	1,837,390
<b>Total</b>			<b>175,000</b>	<b>25,000</b>	<b>5,037,390</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,237,390</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## High Drive Pedestrian and Bicycle Linkage

STR-2013-84

### Executive Summary:

This project will provide travel lane width reduction and removal of on-street parking to construct bicycle and pedestrian facilities on High Drive from Hatch Rd to 29th Ave.

### Project Justification:

Improve the safety of pedestrians and cyclists traveling on High Drive between Hatch Rd and 29th Ave and also connect to the bicycle lanes currently terminating at High drive and 29th Ave.

### Location:

Other Location

High Drive from Hatch Road to 29th Ave

### Project Status:

Active

Currently in design with construction planned for 2014

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# High Drive Pedestrian and Bicycle Linkage

STR-2013-84

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	466,400	0	0	0	0	0	466,400	466,400
Design	46,600	0	0	0	0	0	0	0	46,600
<b>Total</b>	<b>46,600</b>	<b>466,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>466,400</b>	<b>513,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
CMAQ	Federal	Encumbered	37,300	373,100	0	0	0	0	0	410,400
REET	Local	Encumbered	9,300	93,300	0	0	0	0	0	102,600
<b>Total</b>			<b>46,600</b>	<b>466,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>513,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## U-District Pedestrian & Bicycle Bridge

STR-2013-113

### Executive Summary:

Design and purchase right of way for a Pedestrian/Bike Safety Rail Overpass Bridge within the University District. Currently seeking funding for construction.

### Project Justification:

With the current growth of Riverpoint Campus there is a need for students to move to and from housing, shopping, classes and local services. Connectivity to the south is lacking. The U-district ped/bike bridge will provide the connectivity needed and also help revitalize the sprague district.

### Location:

Other Location

From E Riverside & Sherman to EWU Campus

### Project Status:

Active

Currently in design, ROW purchase in 2014-2015 and construction planned for 2019.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# U-District Pedestrian & Bicycle Bridge

STR-2013-113

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	0	0	0	0	11,506,700	11,506,700	11,506,700
Design	2,884,600	0	0	0	0	0	0	0	2,884,600
Land purchase	0	1,000,000	1,050,000	0	0	0	0	2,050,000	2,050,000
<b>Total</b>	<b>2,884,600</b>	<b>1,000,000</b>	<b>1,050,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,506,700</b>	<b>13,556,700</b>	<b>16,441,300</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Other	---	Unidentified	0	840,000	250,000	245,500	0	0	11,006,700	12,342,200
PWTF	Federal	Encumbered	1,600,000	750,000	804,500	0	0	0	0	3,154,500
REET	Local	Encumbered	0	0	0	0	0	0	500,000	500,000
TCSP	Federal	Encumbered	444,600	0	0	0	0	0	0	444,600
<b>Total</b>			<b>2,044,600</b>	<b>1,590,000</b>	<b>1,054,500</b>	<b>245,500</b>	<b>0</b>	<b>0</b>	<b>11,506,700</b>	<b>16,441,300</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# IMPACT FEE PROGRAM



# Streets, Impact Fee Projects Funding Summary

*(in thousands of dollars)*

Fund Source	2014	2015	2016	2017	2018	2019
Impact Fee	500	244	135	0	0	0
Other	0	2,510	1,950	1,100	0	0
STP	50	0	0	0	0	0
<b>Total</b>	<b>550</b>	<b>2,754</b>	<b>2,085</b>	<b>1,100</b>	<b>0</b>	<b>0</b>



# **TRANSPORTATION IMPACT FEE PROGRAM**

## **Planning Horizon - 2014 - 2029**

On November 17, 2008, City Council adopted Ordinance No. C34305 establishing a transportation impact fee by adopting Chapter 17D.030 to Title 17 of the Spokane Municipal Code. The Ordinance was conditioned upon: (1) Completion of a Transportation Baseline Study; (2) An adjusted impact fee rate schedule to reflect the projects identified by the Transportation Baseline Study; and (3) Adoption of permanent funding mechanism to supplement the City's ability to eliminate existing transportation deficiencies.

The final amended Impact Fee ordinance was passed on Feb 10, 2011 by City Council and implemented on March 12, 2011.

Adopted in 1990 the Washington legislature passed the Growth Management Act (GMA). One of GMA's primary goals required cities to provide adequate public facilities and services concurrent with development. The statute authorizing impact fees under GMA is RCW 82.02.050, which provides as follows:

Counties, cities and towns that are required or choose to plan under RCW 36.70A.040 are authorized to impose impact fees on development activity as part of the financing for public facilities, provided that the financing for system improvements to serve new developments must provide for a balance between impact fees and other sources of public funds and cannot rely solely on impact fees.

The purpose of Impact Fees is to ensure that adequate transportation facilities are available to serve new growth; promote orderly growth and development; and require new growth and development to pay a proportionate share of the cost of new facilities needed to serve new growth. Impact fees help pay for transportation system improvements that provide service to the community at large in addition to mitigating direct impacts of new development.

The City will be seeking additional funds from local, State and Federal sources since Impact Fees, in accordance with RCW 82.02.050, cannot pay for 100% of project costs. Impact Fee related projects will be placed in the Program once funding has been obtained. The list of Impact Fee Projects below indicates generally what timeframe the projects are intended to be constructed within, funding dependent.

This page intentionally left blank

## PROJECTS WITH ASSOCIATED IMPACT FEES

Project Name	Description	Estimated Cost	Region	Project Source		Bicycle Facilities	Approx. Build Timeline		
				6-Year Plan	Baseline Project		5-year	10-year	15-year
8th Avenue/McClellan Street	Re-Stripe intersection to accommodate a westbound thru-left and thru-right lane configuration	\$61,000	DTWN		X	No Bike Fac			
Post Street Corridor Project	Preliminary design and engineering for Post Street Corridor from the Spokane Falls to Buckeye	\$0	DTWN	X					
Mallon Avenue/Monroe Street Intersection Improvement**	Provide eastbound and westbound protected/permitted phasing and upgrade signal equipment to accommodate vehicle detection and intersection coordination.	\$350,000	DTWN		X	No Bike Fac			
Broadway Avenue/Monroe Street Intersection Improvement**	Provide eastbound and westbound protected/permitted phasing and upgrade signal equipment to accommodate vehicle detection and intersection coordination.	\$350,000	DTWN		X				
5th Avenue/Sherman Street Intersection	Install new traffic signal.	\$350,000	DTWN	X		Bike Lanes on 4th & Sherman, Shared Rdwy on 5th			
Spokane Falls Boulevard/Division Street (US 2, US 395) Intersection Improvement	N/A	N/A	DTWN		X				
3rd Avenue/Lincoln Street Intersection Improvement	N/A	N/A	DTWN		X				
2nd Avenue/Monroe Street Intersection Improvement	Provide for separate westbound left-turn lanes and left-thru lane.	\$549,000	DTWN		X	No Bike Fac			
Cedar Road/Country Homes Boulevard Intersection	Install new traffic signal.	\$650,000	NW	X		Bike Lanes on Country Homes			
NW Boulevard/Monroe Street Intersection Improvement**	Provide new traffic signal equipment to provide traffic signal detection and coordination.	\$350,000	NW		X	Bike Lanes on NW Blvd.			
Boone Avenue/Monroe Street Intersection Improvement**	Provide eastbound and westbound protected/permitted phasing and upgrade signal equipment to accommodate vehicle detection and intersection coordination.	\$350,000	NW		X	No Bike Fac			
Assembly Street/Francis Avenue Intersection	Construct Roundabout	\$1,800,000	NW	X		Bike Lane on Assembly, Driscoll, & 9 Mile			
Wellesley/Driscoll Intersection	Construct Roundabout	\$1,591,000	NW	X		Bike Lane on Driscoll, No Bike Fac. On Wellesley			
Northwest Boulevard/Maple Street - Ash Street Intersection Improvement	Re-Stripe the northbound through lane at the NW Blvd/Maple St to accommodate a dedicated left- and thru-left lane configuration (3- NB thru lanes). Adjust signal timing to accommodate split phasing for the northbound thru movement.	\$750,000	NW		X	Shared Rdwy on Maple/Ash, Bike Lane on NW			
Boone/Maple-Ash Intersection Improvement	Construct northbound left and right-turn lanes. Install westbound right-turn lanes. Includes modification to traffic signal equipment.	\$500,000	NW		X	Shared Rdwy Maple/Ash, Boone No Bike Fac.			
Assembly/Wellesley Intersection	Construct Roundabout	\$1,061,000	NW	X		Assembly Bike Lane, Wellesley No Bike Fac.			
North Indian Trail Road Widening Project - Barnes South to Kathleen	Widen North Indian Trail Road with 2 thru lanes each direction and a Two Way Center Turn Lane	\$3,000,000	NW	X		Bike Lane - N. Indian Trail Rd.			
SR 291/Rifle Club Intersection	Install new traffic signal.	\$350,000	NW	X		Bike Lane @ 9Mile			

## PROJECTS WITH ASSOCIATED IMPACT FEES (Continued)

Project Name	Description	Estimated Cost	Region	Project Source		Bicycle Facilities	Approx. Build Timeline		
				6-Year Plan	Baseline Project		5-year	10-year	15-year
Regal/Palouse Intersection	Construct new traffic signal or roundabout.	\$550,000	STH	X		No Bike Fac			
14th/Bernard Intersection	Intersection Improvement Project	\$0	STH	X					
29th/Freya Intersection***	Intersection Improvement Project	\$0***	STH	X		Shared Rdwy @ Freya			
29th Ave Improvement Project	Construct TWLTL from east of Pittsburg to Southeast Blvd.	\$2,925,000	STH	X		No Bike Fac			
37th/Freya Intersection***	Intersection Improvement Project	\$0***	STH	X		Bike Lanes on 37th, Shared Rdwy @ Freya			
37th/Perry Intersection	Realign Intersection	\$796,000	STH	X		Bike Lanes on 37th, No Bike Fac @ Perry			
37th Ave Roadway Project	Widen 37th Ave to 3-lanes and upgrade to arterial standards from Regal Street to Freya Street.	\$4,585,000	STH	X		Bike Lanes on 37th			
Regal/Freya Connection	Provide connectivity project to link Regal and Freya on 44th Avenue or 42nd Avenue alignment.	\$2,016,000	STH	X		Bike Lanes on Freya, No Bike Fac. along 44th			
Southeast Blvd/Rockwood	Construct Traffic Signal	\$350,000	STH	X		Bike Lanes on SE and Rockwood			
Sunset/Assembly Intersection	Capacity Improvement	\$5,354,000	STH	X					
Crestline/Rowan Intersection	Realign intersection and install traffic signal.	\$1,454,000	NE	X		Marked/Shared Rdwy on Crestline & Rowan			
Havana Street Overpass Project	Construct a grade separation for Havana Street over the UP railroad tracks.	\$2,750,000	NE	X		No Bike Fac			
Lincoln Road	Construct new 5-lane cross-section roadway from Nevada to Crestline Street	\$1,970,000	NE	X		No Bike Fac on Lincoln, Bike Lane on Crestline			
Perry/Wellesley Intersection	Realign intersection and install traffic signal.	\$1,454,000	NE	X		No Bike Fac			
Lincoln/Nevada Intersection Improvements	Construct separate eastbound and westbound left-turn lanes. Includes widening the west leg of Lincoln Avenue and constructing 5-lane cross section on Lincoln Avenue east of Nevada for approximately 1000 Feet.	\$1,400,000	NE	X	X	No Bike Fac			
North Foothills Boulevard/Ruby-Division Street Intersections	Construct traffic signal modification for dual eastbound and westbound left-turn lanes (side-by-side). Split signal phasing.	\$550,000	NE		X	Bike Lanes on Buckeye, Shared Rdwy on N. Foothills, No Bike Fac on Div or Ruby			
Francis Avenue/Nevada Street Intersection Improvement	Construct dual eastbound and westbound left-turn-lanes.	\$830,000	NE		X	No Bike Fac			
Sprague Avenue/Freya Street Intersection Improvement	Construct dual eastbound and westbound left-turn-lanes.	\$823,000	NE	X	X	No Bike Fac on Sprague, Shared Rdwy on Freya			
Wellesley/Freya Intersection	Construct Signal or Roundabout	\$562,000	NE	X		Bike Lanes on Freya & Wellesley			
Hamilton Street Corridor Enhancement Project	Construct traffic signal modification to accommodate protected or protected/permitted signal phasing.	\$2,800,000	NE	X	X	No Bike Fac on Hamilton, Shared Rdwy on Mission, Bike Lanes on Sharp			

## Country Homes Blvd. & Cedar Rd. Traffic Signal

STR-2013-106

### Executive Summary:

Design & construct a traffic signal at the intersection of Country Homes Blvd & Cedar Rd.

### Project Justification:

To improve the level of service and safety at Country Homes & Cedar road intersection. The design is being paid for by impact fee funds, construction money will be pursued through grant applications.

### Location:

Other Location

Country Homes Blvd. & Cedar Rd

### Project Status:

Active

Design is complete. Construction funds have not been secured.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Country Homes Blvd. &amp; Cedar Rd. Traffic Signal

STR-2013-106

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	427,000	50,000	0	0	0	0	0	50,000	477,000
Design	100,000	0	0	0	0	0	0	0	100,000
Land purchase	3,000	0	0	0	0	0	0	0	3,000
<b>Total</b>	<b>530,000</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>580,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Impact Fee	Local	Encumbered	103,000	0	0	0	0	0	0	103,000
STP	Federal	Identified	427,000	50,000	0	0	0	0	0	477,000
<b>Total</b>			<b>530,000</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>580,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# Hamilton St. Corridor Enhancement Project

STR-2013-109

## Executive Summary:

Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing for left-turn movements.

## Project Justification:

This is an impact fee project intended for congestion mitigation.

## Location:

Other Location

Hamilton St from Sharp Ave to North Foothills Drive

## Project Status:

Active

Currently in design for construction in 2016

## External Factors:

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

# Hamilton St. Corridor Enhancement Project

STR-2013-109

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	1,759,000	985,000	0	0	0	2,744,000	2,744,000
Design	80,000	194,400	0	0	0	0	0	194,400	274,400
Land purchase	0	55,600	0	0	0	0	0	55,600	55,600
<b>Total</b>	<b>80,000</b>	<b>250,000</b>	<b>1,759,000</b>	<b>985,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,994,000</b>	<b>3,074,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Impact Fee	Local	Encumbered	80,000	250,000	244,000	135,000	0	0	0	709,000
Other	---	Unidentified	0	0	1,515,000	850,000	0	0	0	2,365,000
<b>Total</b>			<b>80,000</b>	<b>250,000</b>	<b>1,759,000</b>	<b>985,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,074,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## North Indian Trail Rd, Kathleen St to Barnes Rd.

STR-2013-108

### Executive Summary:

Widen North Indian Trail Rd. with 2 thru lanes each direction and a two way left turn lane.

### Project Justification:

This is an impact fee project intended for congestion mitigation.

### Location:

Other Location

North Indian Trail Rd, Kathleen St to Barnes Rd.

### Project Status:

Active

Design is being done in 2013-2014. ROW will be purchased in 2015 and construction is expected in 2016

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## North Indian Trail Rd, Kathleen St to Barnes Rd.

STR-2013-108

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	0	1,100,000	1,100,000	0	0	2,200,000	2,200,000
Design	50,000	250,000	0	0	0	0	0	250,000	300,000
Land purchase	0	0	500,000	0	0	0	0	500,000	500,000
<b>Total</b>	<b>50,000</b>	<b>250,000</b>	<b>500,000</b>	<b>1,100,000</b>	<b>1,100,000</b>	<b>0</b>	<b>0</b>	<b>2,950,000</b>	<b>3,000,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Impact Fee	Federal	Encumbered	50,000	250,000	0	0	0	0	0	300,000
Other	---	Unidentified	0	0	500,000	1,100,000	1,100,000	0	0	2,700,000
<b>Total</b>			<b>50,000</b>	<b>250,000</b>	<b>500,000</b>	<b>1,100,000</b>	<b>1,100,000</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Regal/Palouse Intersection Improvements

STR-2013-111

### Executive Summary:

Construct new traffic signal at the intersection of Regal St and Palouse Hwy.

### Project Justification:

The purpose of this project is to improve the level of service and safety at the Regal/Palouse intersection.

### Location:

Other Location

Regal St and Palouse Hwy

### Project Status:

Active

Currently in design with construction planned for 2015.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Regal/Palouse Intersection Improvements

STR-2013-111

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	495,000	0	0	0	0	495,000	495,000
Design	55,000	0	0	0	0	0	0	0	55,000
<b>Total</b>	<b>55,000</b>	<b>0</b>	<b>495,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>495,000</b>	<b>550,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Impact Fee	Local	Encumbered	55,000	0	0	0	0	0	0	55,000
Other	---	Unidentified	0	0	495,000	0	0	0	0	495,000
<b>Total</b>			<b>55,000</b>	<b>0</b>	<b>495,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>550,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# **NEIGHBORHOOD PROGRAM**



# Streets, Neighborhood Funding Summary

(in thousands of dollars)

Fund Source	2014	2015	2016	2017	2018	2019
TBD	286	254	205	251	167	0
TIB	115	0	0	0	0	0
<b>Total</b>	<b>402</b>	<b>254</b>	<b>205</b>	<b>251</b>	<b>167</b>	<b>0</b>

# NEIGHBORHOOD PROGRAM

---

The City of Spokane, Business and Development Services Department (B&DS) focuses 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, funds are being generated by the Photo-Red Program. 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. These programs are made up of small projects that fulfill program intents. Program summaries are given within this section. Individual project sheets (as provided in prior sections) are reserved for projects that more fully fit the description of "Capital Project".

The Photo-Red Program provides funding for traffic calming projects. The project list for this program is currently in review and is based on safety needs throughout the city. Although the program must still be approved by Council for 2013, the current estimate of available project funding is \$560,000.



## 37th Ave Sidewalk (Transportation Benefit District)

STR-2013-100

### Executive Summary:

Install standard sidewalk on the south side of 37th Ave, from Manito Blvd to just east of Latawah St. to complete the walking route.

### Project Justification:

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

### Location:

Other Location

37th Ave, from Manito Blvd to just east of Latawah St

### Project Status:

Active

Design will begin in 2015 with construction planned for 2016.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## 37th Ave Sidewalk (Transportation Benefit District)

STR-2013-100

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	0	0	115,000	0	0	115,000	115,000
Design	0	0	0	20,000	0	0	0	20,000	20,000
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>115,000</b>	<b>0</b>	<b>0</b>	<b>135,000</b>	<b>135,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2014	2015	2016	2017	2018	2019	
TBD	Local	Encumbered	0	0	0	20,000	115,000	0	0	135,000
<b>Total</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>115,000</b>	<b>0</b>	<b>0</b>	<b>135,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Arthur St Sidewalk (Transportation Benefit District)

STR-2013-99

### Executive Summary:

Install standard sidewalk on the west side of Arthur St from 43rd Ave to 30th Ave to complete the walking route.

### Project Justification:

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

### Location:

Other Location

Arthur St. from 43rd Ave to 30th Ave

### Project Status:

Active

Design will begin in 2014 with construction planned for 2015.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Arthur St Sidewalk (Transportation Benefit District)

STR-2013-99

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	224,000	0	0	0	0	224,000	224,000
Design	0	40,000	0	0	0	0	0	40,000	40,000
<b>Total</b>	<b>0</b>	<b>40,000</b>	<b>224,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>264,000</b>	<b>264,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2014	2015	2016	2017	2018	2019	
TBD	Local	Encumbered	0	40,000	224,000	0	0	0	0	264,000
<b>Total</b>			<b>0</b>	<b>40,000</b>	<b>224,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>264,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Driscoll Blvd. Sidewalk (Transportation Benefit District)

STR-2013-98

### Executive Summary:

Install standard sidewalk in areas of missing sidewalk on Driscoll Blvd, from Wellesley Ave to Bismark to complete the walking route.

### Project Justification:

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

### Location:

Other Location

Driscoll Blvd, from Wellesley Ave to Bismark

### Project Status:

Active

Design will begin in 2017 with construction planned for 2018.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Driscoll Blvd. Sidewalk (Transportation Benefit District)

STR-2013-98

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	0	0	0	167,000	0	167,000	167,000
Design	0	0	0	0	29,000	0	0	29,000	29,000
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,000</b>	<b>167,000</b>	<b>0</b>	<b>196,000</b>	<b>196,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
TBD	Local	Encumbered	0	0	0	0	29,000	167,000	0	196,000
Total			0	0	0	0	29,000	167,000	0	196,000

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Francis Ave Sidewalk (Transportation Benefit District)

STR-2013-101

### Executive Summary:

Install standard sidewalk on Francis Ave from Assembly St to just east of Sutherlin St to complete the walking route.

### Project Justification:

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

### Location:

Other Location

Francis Ave from Assembly St to just east of Sutherlin St

### Project Status:

Active

Design will begin in 2015 with construction planned for 2016.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Francis Ave Sidewalk (Transportation Benefit District)

STR-2013-101

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	0	89,000	0	0	0	89,000	89,000
Design	0	0	16,000	0	0	0	0	16,000	16,000
<b>Total</b>	<b>0</b>	<b>0</b>	<b>16,000</b>	<b>89,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105,000</b>	<b>105,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
TBD	Local	Encumbered	0	0	16,000	89,000	0	0	0	105,000
<b>Total</b>			<b>0</b>	<b>0</b>	<b>16,000</b>	<b>89,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## North Stone St. Sidewalk (Transportation Benefit District)

STR-2013-97

### Executive Summary:

Install standard sidewalk on the east side of Stone St from Courtland Ave Empire Ave to complete the walking route.

### Project Justification:

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

### Location:

Other Location

Stone St from Courtland Ave Empire Ave

### Project Status:

Active

Design will begin in 2015 with construction planned for 2016.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## North Stone St. Sidewalk (Transportation Benefit District)

STR-2013-97

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	0	77,000	0	0	0	77,000	77,000
Design	0	0	14,000	0	0	0	0	14,000	14,000
<b>Total</b>	<b>0</b>	<b>0</b>	<b>14,000</b>	<b>77,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91,000</b>	<b>91,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
TBD	Local	Encumbered	0	0	14,000	77,000	0	0	0	91,000
<b>Total</b>			<b>0</b>	<b>0</b>	<b>14,000</b>	<b>77,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Rowan Ave Sidewalk (Transportation Benefit District)

STR-2013-96

### Executive Summary:

Install standard sidewalk on both sides of Rowan Ave from Belt St to Monroe St to complete the walking route.

### Project Justification:

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

### Location:

Other Location

Rowan Ave from Belt St. to Monroe St

### Project Status:

Active

Currently in design with construction planned for 2016.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Rowan Ave Sidewalk (Transportation Benefit District)

STR-2013-96

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	340,500	0	0	0	0	0	340,500	340,500
Design	30,000	21,000	0	0	0	0	0	21,000	51,000
<b>Total</b>	<b>30,000</b>	<b>361,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>361,500</b>	<b>391,500</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
TBD	Local	Encumbered	20,000	246,100	0	0	0	0	0	266,100
TIB	State	Encumbered	10,000	115,400	0	0	0	0	0	125,400
<b>Total</b>			<b>30,000</b>	<b>361,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>391,500</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Wiscomb St Sidewalk (Transportation Benefit District)

STR-2013-95

### Executive Summary:

Install standard sidewalk on the west side of Wiscombe St from about Bismark Ave to Francis Ave to complete the walking route.

### Project Justification:

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

### Location:

Other Location

Wiscombe St from about Bismark Ave to Francis Ave

### Project Status:

Active

Design will begin in 2016 with construction planned for 2017.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Wiscomb St Sidewalk (Transportation Benefit District)

STR-2013-95

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	0	0	0	107,000	0	0	107,000	107,000
Design	0	0	0	19,000	0	0	0	19,000	19,000
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19,000</b>	<b>107,000</b>	<b>0</b>	<b>0</b>	<b>126,000</b>	<b>126,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2014	2015	2016	2017	2018	2019	
TBD	Local	Encumbered	0	0	0	19,000	107,000	0	0	126,000
<b>Total</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>19,000</b>	<b>107,000</b>	<b>0</b>	<b>0</b>	<b>126,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# **STREET BOND PROGRAM**



# Streets, Street Bond Projects Funding Summary

*(in thousands of dollars)*

Fund Source	2014	2015	2016	2017	2018	2019
Street Bond	4,480	0	0	0	0	0
<b>Total</b>	<b>4,480</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



## 2004 Street Bond Program

### **Background**

As the City worked to revise its 2004 budget; it asked citizens to rank their top priorities. Some 1,300 responses were returned, and streets ranked second, scoring behind only public safety. These results mirror what citizens have been telling city officials in surveys for a decade or more.

The City of Spokane has about 850 miles of streets, many which are naturally aging. Plus, increased traffic volume and loads (weights) allowed on City streets accelerate the deterioration. The City cannot fund repairs through its' normal operating resources because the cost of street repair is growing at a far greater pace than revenues, which have declined.

### **The Proposal**

In November 2004, Spokane City voters were asked to consider a \$117,351,000 Street Bond. The Citizens' Streets Advisory Committee proposed the 10-year plan. The group met over a six-month period, developing its proposal; the members confirmed their findings through a series of public forums. The Spokane City Council approved the Bond Issue's addition to the November ballot and voters passed it.

The Bond is paid for through an assessment on property. It is designed to be paid off in 20 years. Property owners annually pay about 68 cents for each \$1,000 in assessed valuation. That means the owner of a \$100,000 property would pay \$68 a year toward the repayment of the Bond.

### **Accountability**

All of the money raised through the Street Bond is spent repairing our Streets. The City established a Citizens Streets Advisory Commission (CSAC) comprised of two representatives from each council district and one at-large member to provide accountability and auditing of the plan and the progress the City is making.

The repaired streets *will* be maintained. Just bringing more streets up to a "good" condition will reduce maintenance costs, because a healthy road base protects against potholes and cracking.

### **The Streets**

The 10-year plan calls for repairs to 110 miles of Spokane Streets, including 89 miles of arterials and public safety corridors and residential streets.

# **NEIGHBORHOOD IMPROVEMENT PROGRAM**

## **Community Development Block Grant and Street Bond Paving Program**

### **2014 Construction**

<b><u>Project Name</u></b>		<b><u>Funding</u></b>
<b>12<sup>th</sup> Ave Spruce to Inland Empire Way &amp; 11<sup>th</sup> from Latah Creek to Cour D' Alene Wy, and Spruce St from 12<sup>th</sup> Ave to 11<sup>th</sup> Ave</b>	2004 Bond	\$536,000
	LID Assessment	\$357,000
	CDBG	\$179,000
	<b>Total Cost</b>	<b>\$1,072,000</b>
<b>25<sup>th</sup> Ave, from Freya St to ½ block west of Rebecca</b>	2004 Bond	\$193,000
	LID Assessment	\$407,000
	<b>Total Cost</b>	<b>\$600,000</b>
<b>Sycamore St from Everett to Nebraska, Rowan from Freya to Sycamore, Sanson from Freya to Sycamore</b>	2004 Bond	\$549,000
	LID Assessment	\$398,000
	CDBG	\$183,000
	<b>Total Cost</b>	<b>\$1,130,000</b>
<b>Kendick Waterline Extension</b>	DWSRF	<b>\$179,520</b>
	LID Assessment	<b>\$182,500</b>
		<b>\$362,020</b>
<b>Riverside Ave from Altamont to Cook, Cook from Sprague to Riverside</b>	2004 Bond	\$212,000
	LID Assessment	\$248,000
	<b>Total Cost</b>	<b>\$460,000</b>
<b>Nebraska Ave from Lincoln to Post</b>	2004 Bond	\$75,000
	LID Assessment	\$75,000
	<b>Total Cost</b>	<b>\$150,000</b>
<b>Liberty Ave, Oak St to Ash Place And Ash Place from Dalton Ave to Liberty Ave</b>	2004 Bond	\$154,375
	LID Assessment	\$262,670
	<b>Total Cost</b>	<b>\$417,045</b>
<b>Fiske St, 19th Ave to 17th Ave</b>	2004 Bond	\$150,000
	Water Fund	\$150,000
	<b>Total Cost</b>	<b>\$300,000</b>
<b>Cochran St, 16th Ave to 15th Ave &amp; 15th Ave, Lindeke St to Cochran St</b>	2004 Bond	\$150,000
	Water Fund	\$150,000
	<b>Total Cost</b>	<b>\$300,000</b>

## **2015 Construction**

<b>Rebecca St, 9<sup>th</sup> to 7th</b>	2004 Bond	\$214,260
	<u>LID Assessment</u>	<u>\$214,260</u>
	<b>Total Cost</b>	<b>\$428,520</b>
<b>Madelia St, Dalton to Liberty</b>	2004 Bond	\$121,332
	<u>LID Assessment</u>	<u>\$121,332</u>
	<b>Total Cost</b>	<b>\$242,664</b>
<b>40<sup>th</sup> Ave, Cuba to Havana &amp; Cuba St ½ block South of 40<sup>th</sup> to 38<sup>th</sup> Ave</b>	2004 Bond	\$351,541
	<u>LID Assessment</u>	<u>\$476,209</u>
	<b>Total Cost</b>	<b>\$827,750</b>

This page intentionally left blank

## 14th from Lincoln St to Grand Blvd.

STR-2012-386

### Executive Summary:

Grind asphalt, repair deteriorated subgrade areas and overlay new asphalt from curb to curb.

### Project Justification:

This section of road is deteriorated and needs to be repaired.

### Location:

Other Location

14th from Lincoln St to Grand Blvd.

### Project Status:

Active

Design Complete, construction to begin in 2013.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## 14th from Lincoln St to Grand Blvd.

STR-2012-386

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	293,294	40,000	0	0	0	0	0	40,000	333,294
Design	37,000	0	0	0	0	0	0	0	37,000
<b>Total</b>	<b>330,294</b>	<b>40,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,000</b>	<b>370,294</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Street Bond	Local	Encumbered	330,294	40,000	0	0	0	0	0	370,294
<b>Total</b>			<b>330,294</b>	<b>40,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>370,294</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## 3rd Ave from Division St to Arthur St.

STR-2012-383

### Executive Summary:

Reconstruct roadway between curbs and replace curbs where necessary.

### Project Justification:

This road surface is badly deteriorated and needs to be repaired.

### Location:

Other Location

3rd Ave from Division St to Arthur St

### Project Status:

Active

Design complete, construction to begin in 2013.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## 3rd Ave from Division St to Arthur St.

STR-2012-383

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	1,459,000	120,000	0	0	0	0	0	120,000	1,579,000
Design	175,000	0	0	0	0	0	0	0	175,000
<b>Total</b>	<b>1,634,000</b>	<b>120,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120,000</b>	<b>1,754,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2014	2015	2016	2017	2018	2019	
Street Bond	Local	Encumbered	1,634,000	120,000	0	0	0	0	0	1,754,000
<b>Total</b>			<b>1,634,000</b>	<b>120,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,754,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## Francis Ave, from Division St to Market St.

STR-2012-384

### Executive Summary:

Reconstruct Roadway from curb to curb and replace curbing where necessary.

### Project Justification:

This section of road is deteriorated and needs to be repaired.

### Location:

Other Location

Francis Ave, from Division St to Market St.

### Project Status:

Active

Design complete, construction to begin in 2013.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Francis Ave, from Division St to Market St.

STR-2012-384

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	2,539,000	1,200,000	0	0	0	0	0	1,200,000	3,739,000
Design	415,000	0	0	0	0	0	0	0	415,000
<b>Total</b>	<b>2,954,000</b>	<b>1,200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,200,000</b>	<b>4,154,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Street Bond	Local	Encumbered	2,954,000	1,200,000	0	0	0	0	0	4,154,000
<b>Total</b>			<b>2,954,000</b>	<b>1,200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,154,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## High Dr, from Grand Blvd to 29th Ave

STR-2012-387

### Executive Summary:

Reconstruct Roadway from curb to curb and replace curbing where necessary.

### Project Justification:

This section of road is deteriorated and needs repair.

### Location:

Other Location

High Dr, from Grand Blvd to 29th Ave

### Project Status:

Active

Currently in design with construction to begin in 2014.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## High Dr, from Grand Blvd to 29th Ave

STR-2012-387

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	2,607,000	0	0	0	0	0	2,607,000	2,607,000
Design	300,000	0	0	0	0	0	0	0	300,000
<b>Total</b>	<b>300,000</b>	<b>2,607,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,607,000</b>	<b>2,907,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Street Bond	Local	Encumbered	300,000	2,607,000	0	0	0	0	0	2,907,000
<b>Total</b>			<b>300,000</b>	<b>2,607,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,907,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## High Dr, from Scott to Grand Blvd

STR-2012-388

### Executive Summary:

Reconstruct roadway from curb to curb and replace curb where necessary.

### Project Justification:

This section of road is deteriorated and needs to be repaired.

### Location:

Other Location

High Dr, from Scott to Grand Blvd

### Project Status:

Active

Currently in design with construction to begin in 2014.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## High Dr, from Scott to Grand Blvd

STR-2012-388

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	233,000	0	0	0	0	0	233,000	233,000
Design	26,000	0	0	0	0	0	0	0	26,000
<b>Total</b>	<b>26,000</b>	<b>233,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>233,000</b>	<b>259,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2014	2015	2016	2017	2018	2019	
Street Bond	Local	Encumbered	26,000	233,000	0	0	0	0	0	259,000
<b>Total</b>			<b>26,000</b>	<b>233,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>259,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

## Queen St. from A St to Nettleton Ct

STR-2012-389

### Executive Summary:

Grind asphalt, repair deteriorated subgrade areas and overlay new asphalt from curb to curb.

### Project Justification:

This section of road is deteriorated and needs to be repaired.

### Location:

Other Location

Queen St. from 'A' St to Nettleton Ct

### Project Status:

Active

Will begin design in mid-summer 2013.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Queen St. from A St to Nettleton Ct

STR-2012-389

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	917,000	80,000	0	0	0	0	0	80,000	997,000
Design	110,000	0	0	0	0	0	0	0	110,000
<b>Total</b>	<b>1,027,000</b>	<b>80,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80,000</b>	<b>1,107,000</b>

**Funding:**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
Street Bond	Local	Encumbered	1,027,000	80,000	0	0	0	0	0	1,107,000
<b>Total</b>			<b>1,027,000</b>	<b>80,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,107,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



## Rockwood Blvd from Cowley St to Southeast Blvd

STR-2012-385

### Executive Summary:

Re-construct Roadway between curbing and replace curbing where necessary.

### Project Justification:

This section of road is deteriorated and needs to be repaired.

### Location:

Other Location

Rockwood Blvd from Cowley St to Southeast Blvd

### Project Status:

Active

Design complete, construction to begin in 2013.

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

## Rockwood Blvd from Cowley St to Southeast Blvd

STR-2012-385

**Spending:**

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	2,293,000	200,000	0	0	0	0	0	200,000	2,493,000
Design	278,000	0	0	0	0	0	0	0	278,000
<b>Total</b>	<b>2,571,000</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>	<b>2,771,000</b>

**Funding:**

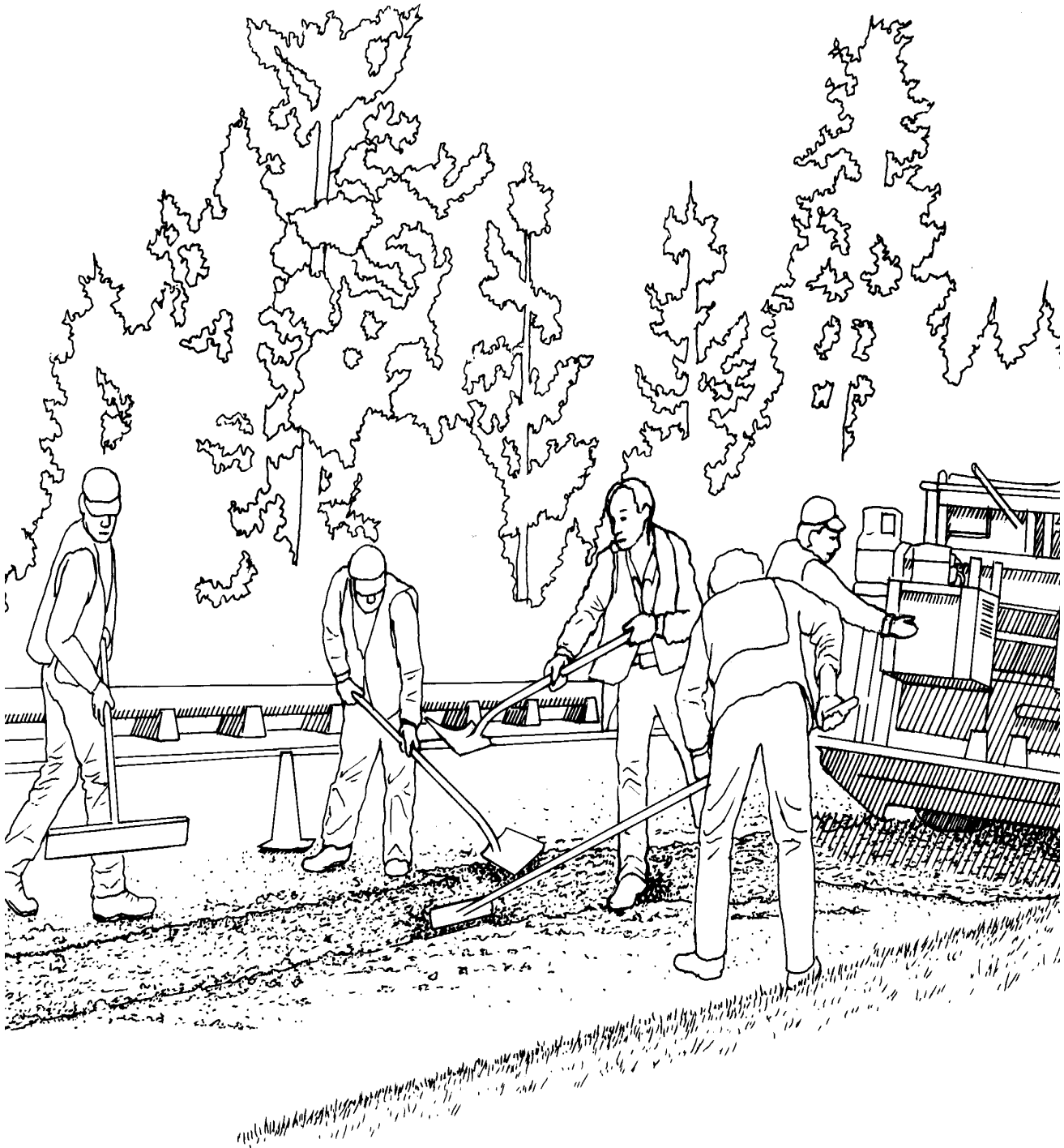
Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2014	2015	2016	2017	2018	2019	
Street Bond	Local	Encumbered	2,571,000	200,000	0	0	0	0	0	2,771,000
<b>Total</b>			<b>2,571,000</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,771,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# **STREET OPERATIONS AND MAINTENANCE** **PROGRAM**



# Streets, Other Funding Summary

*(in thousands of dollars)*

Fund Source	2014	2015	2016	2017	2018	2019
RET, SAS	4,405	4,649	4,692	4,846	4,488	4,946
<b>Total</b>	<b>4,405</b>	<b>4,649</b>	<b>4,692</b>	<b>4,846</b>	<b>4,488</b>	<b>4,946</b>

## General Resurfacing

STR-2012-461

### Executive Summary:

Rehabilitate existing roadways. Funding source comes from the first 1/4% of Real Estate Excise Tax.

### Project Justification:

This project is necessary to maintain a usable roadway surface for vehicles.

### Location:

Other Location

Citywide

### Project Status:

Active

Ongoing

### External Factors:

### Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

### Maintenance Comments:

# General Resurfacing

STR-2012-461

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
Construction	0	2,559,529	2,748,828	2,735,423	2,770,082	2,411,498	2,807,480	16,032,840	16,032,840
<b>Total</b>	<b>0</b>	<b>2,559,529</b>	<b>2,748,828</b>	<b>2,735,423</b>	<b>2,770,082</b>	<b>2,411,498</b>	<b>2,807,480</b>	<b>16,032,840</b>	<b>16,032,840</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
RET, SAS	Local	Encumbered	0	2,559,529	2,748,828	2,735,423	2,770,082	2,411,498	2,807,480	16,032,840
<b>Total</b>			<b>0</b>	<b>2,559,529</b>	<b>2,748,828</b>	<b>2,735,423</b>	<b>2,770,082</b>	<b>2,411,498</b>	<b>2,807,480</b>	<b>16,032,840</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

# Street Lighting

STR-2012-460

## Executive Summary:

Used for Maintenance and operation of street lights. Funding source comes from the first 1/4% of Real Estate Excise Tax.

## Project Justification:

Street lights are essential for visibility at night for both drivers and pedestrians. They are a safety feature.

## Location:

Other Location

Citywide

## Project Status:

Active

Ongoing

## External Factors:

## Maintenance:

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2014	2015	2016	2017	2018	2019
Expected Annual Maintenance	0	0	0	0	0	0

## Maintenance Comments:

# Street Lighting

STR-2012-460

## Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2014	2015	2016	2017	2018	2019	6-Year Total	
---	0	1,845,000	1,900,000	1,957,000	2,076,000	2,077,000	2,139,000	11,994,000	11,994,000
<b>Total</b>	<b>0</b>	<b>1,845,000</b>	<b>1,900,000</b>	<b>1,957,000</b>	<b>2,076,000</b>	<b>2,077,000</b>	<b>2,139,000</b>	<b>11,994,000</b>	<b>11,994,000</b>

## Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2014	2015	2016	2017	2018	2019	Total
RET, SAS	Local	Encumbered	0	1,845,000	1,900,000	1,957,000	2,076,000	2,077,000	2,139,000	11,994,000
<b>Total</b>			<b>0</b>	<b>1,845,000</b>	<b>1,900,000</b>	<b>1,957,000</b>	<b>2,076,000</b>	<b>2,077,000</b>	<b>2,139,000</b>	<b>11,994,000</b>

\*Status definitions:

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified or anticipated.



This page intentionally left blank

# **City of Spokane Public Works & Utilities Division**



## **Pavement Maintenance Program**

**CITY OF SPOKANE  
PUBLIC WORKS AND UTILITIES DIVISION  
STREET DEPARTMENT**

**PAVEMENT MAINTENANCE PROGRAM  
2014 to 2019**

**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.

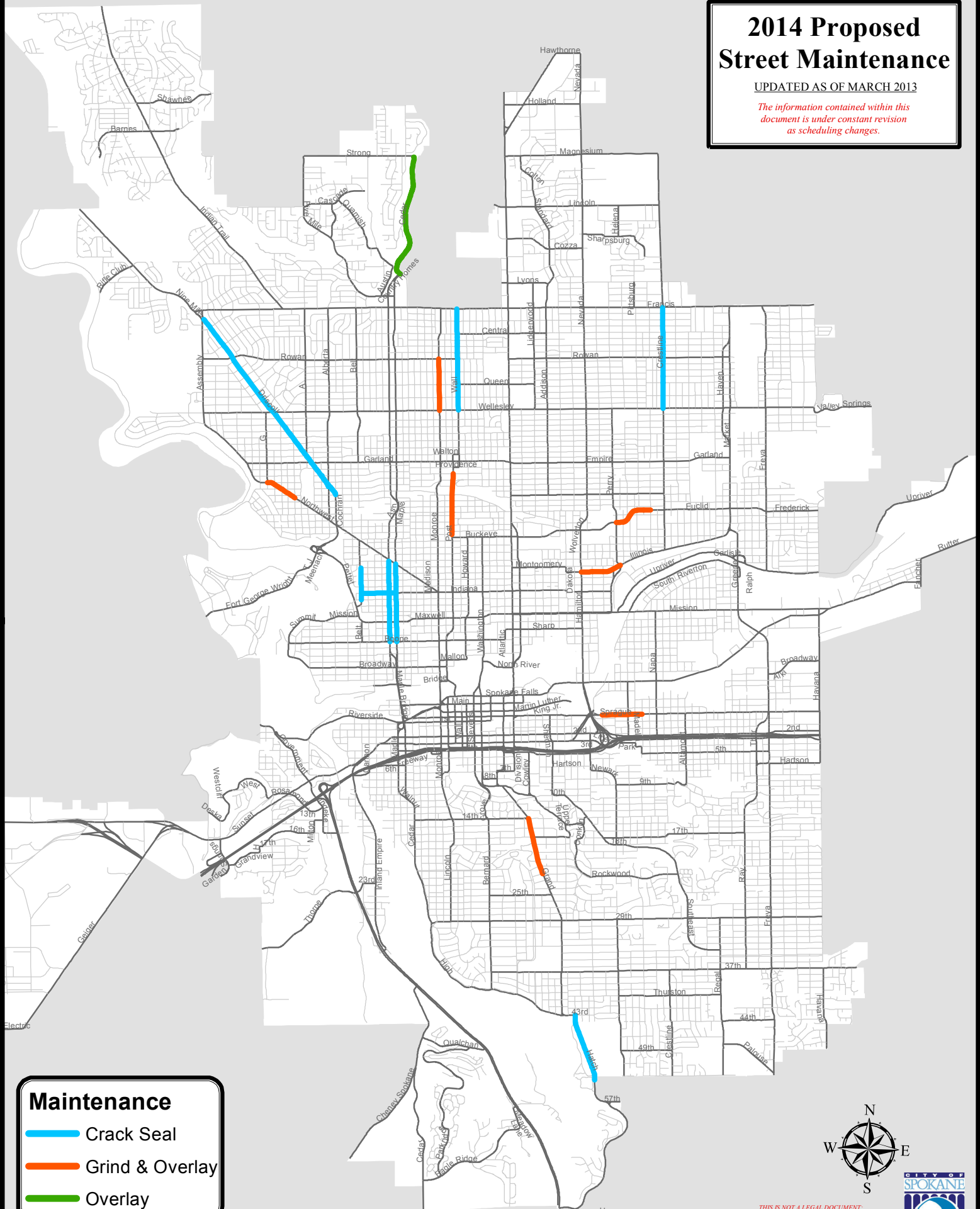
**Grind/Overlay:** The Department currently performs approximately six lane miles of grind and overlay per year. One goal is to increase this quantity to 8-to-10 lane miles per year. This process involves milling out 2-to-4 inches of asphalt to remove the failed pavement section and installing a new 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.

# 2014 Proposed Street Maintenance

UPDATED AS OF MARCH 2013

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



## Maintenance

- Crack Seal
- Grind & Overlay
- Overlay



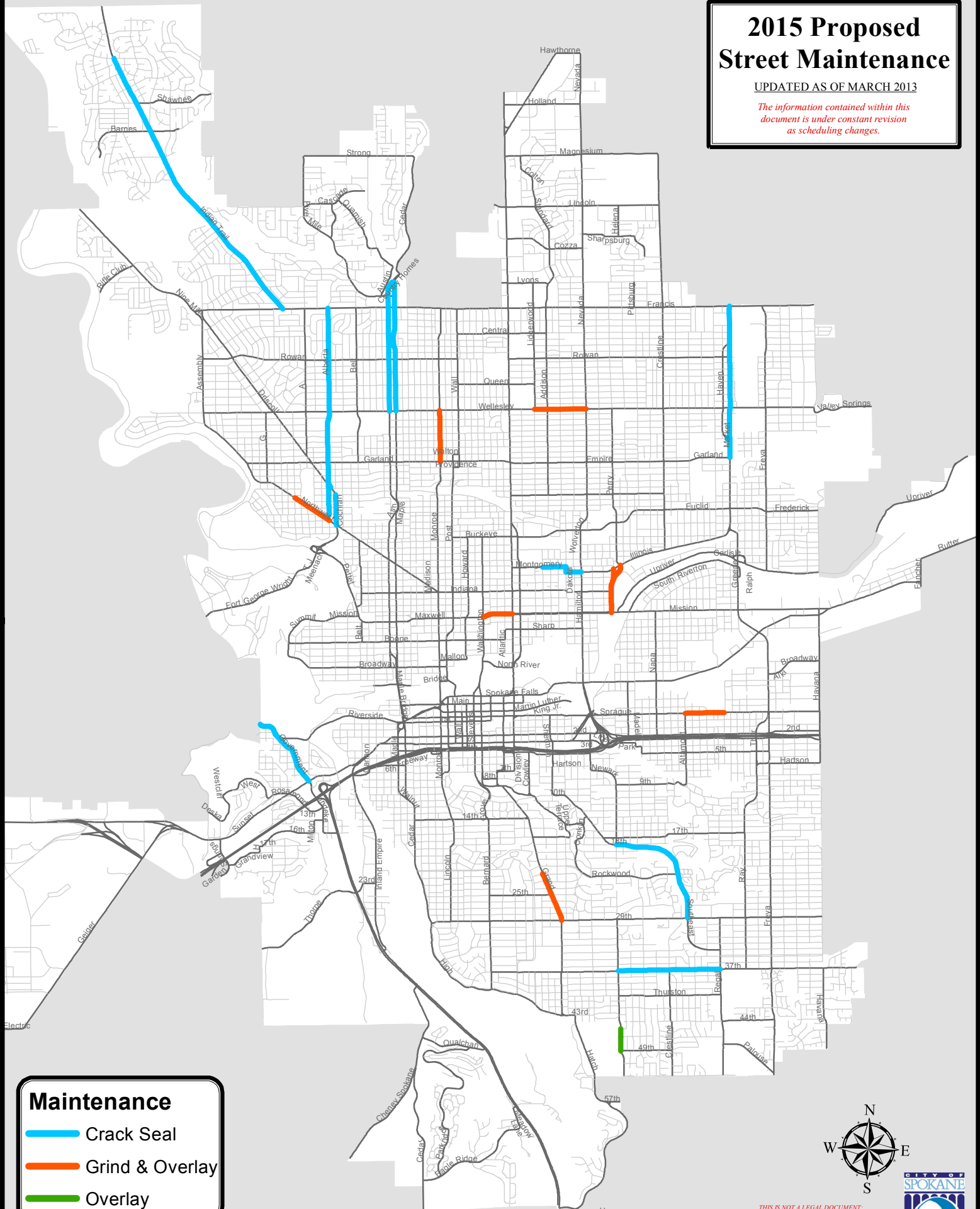
THIS IS NOT A LEGAL DOCUMENT:  
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

<b><u>2014 PROPOSED MAINTENANCE</u></b>											
<b><u>Street</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Length</u></b>	<b><u>Lanes</u></b>	<b><u>Area (yd)</u></b>	<b><u>Lane Miles</u></b>	<b><u>District</u></b>	<b><u>Avg. PC</u></b>	<b><u>\$/Yd.</u></b>	<b><u>Total Cost</u></b>	<b><u>Comments</u></b>
<b><u>ARTERIAL CRACKSEAL</u></b>											
ASH ST	BOONE AV	NORTHWEST BL	0.75	3	17,905	2.26	NW	100	\$1.04	\$18,621	
BELT ST	NORA AV	MONTGOMERY AV	0.31	2	5,517	0.63	NW	100	\$1.04	\$5,737	
CRESTLINE ST	WELLESLEY AV	FRANCIS AV	0.96	4-5	27,414	3.89	NE	98	\$1.04	\$28,511	
DRISCOLL BL	COURTLAND AV	ASSEMBLY ST	2.20	2-3	63,551	4.80	NW	98	\$1.04	\$66,093	
HATCH RD	54TH AV	43RD AV	0.67	2	14,331	1.34	S	100	\$1.04	\$14,904	
INDIANA AV	BELT ST	MAPLE ST	0.34	2	10,200	0.68	NW	100	\$1.04	\$10,608	
MAPLE ST	BOONE AV	NORTHWEST BL	0.72	3-4	17,293	2.24	NW	100	\$1.04	\$17,985	
WALL ST	WELLESLEY AV	FRANCIS AV	0.96	2	16,873	1.92	NW	100	\$1.04	\$17,548	
<b><u>TOTAL CRACKSEAL:</u></b>			<b><u>6.92</u></b>		<b><u>173,084</u></b>	<b><u>17.74</u></b>				<b><u>\$180,008</u></b>	
<b><u>ARTERIAL GRIND &amp; OVERLAY</u></b>											
GRAND BL	22ND AV	14TH AV	0.57	4	13,293	2.27	S	35	\$29.12	\$387,102	
MONROE ST	WELLESLEY AV	ROWAN AV	0.50	2	6,492	1.01	NW	69	\$29.12	\$189,060	CURB LANES
ILLINOIS AV	HAMILTON ST	HOGAN ST	0.44	2-3	11,553	0.99	NE	65	\$29.12	\$336,433	
NORTH FOOTHILL DR	PERRY ST	NAPA ST	0.39	4	9,964	1.54	NE	59	\$29.12	\$290,139	
NORTHWEST BL	G ST	C ST	0.31	3	6,588	0.94	NE	80	\$29.12	\$191,843	TRAVEL + BIKE LANES ONLY
SPRAGUE AV	IVORY ST	PITTSBURG ST	0.39	4	9,632	1.56	NE	52	\$29.12	\$280,484	TRAVEL LANES ONLY
POST ST	GRACE AV	KIERNAN AV	0.60	2	10,030	1.20	NW	83	\$29.12	\$292,080	TRAVEL LANES ONLY
<b><u>TOTAL ARTERIAL GRIND &amp; OVERLAY:</u></b>			<b><u>3.19</u></b>		<b><u>67,553</u></b>	<b><u>9.50</u></b>				<b><u>\$1,967,140</u></b>	
<b><u>ARTERIAL OVERLAY</u></b>											
CEDAR RD	COUNTRY HOMES BL	STRONG RD	1.22	2	16,522	2.45	NW	45	\$24.96	\$412,381	
<b><u>TOTAL ARTERIAL OVERLAY:</u></b>			<b><u>1.22</u></b>		<b><u>16,522</u></b>	<b><u>2.45</u></b>				<b><u>\$412,381</u></b>	
<b><u>2014 MAINT. TOTAL:</u></b>										<b><u>\$2,559,529</u></b>	

# 2015 Proposed Street Maintenance

UPDATED AS OF MARCH 2013

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



## Maintenance

- Crack Seal
- Grind & Overlay
- Overlay



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.

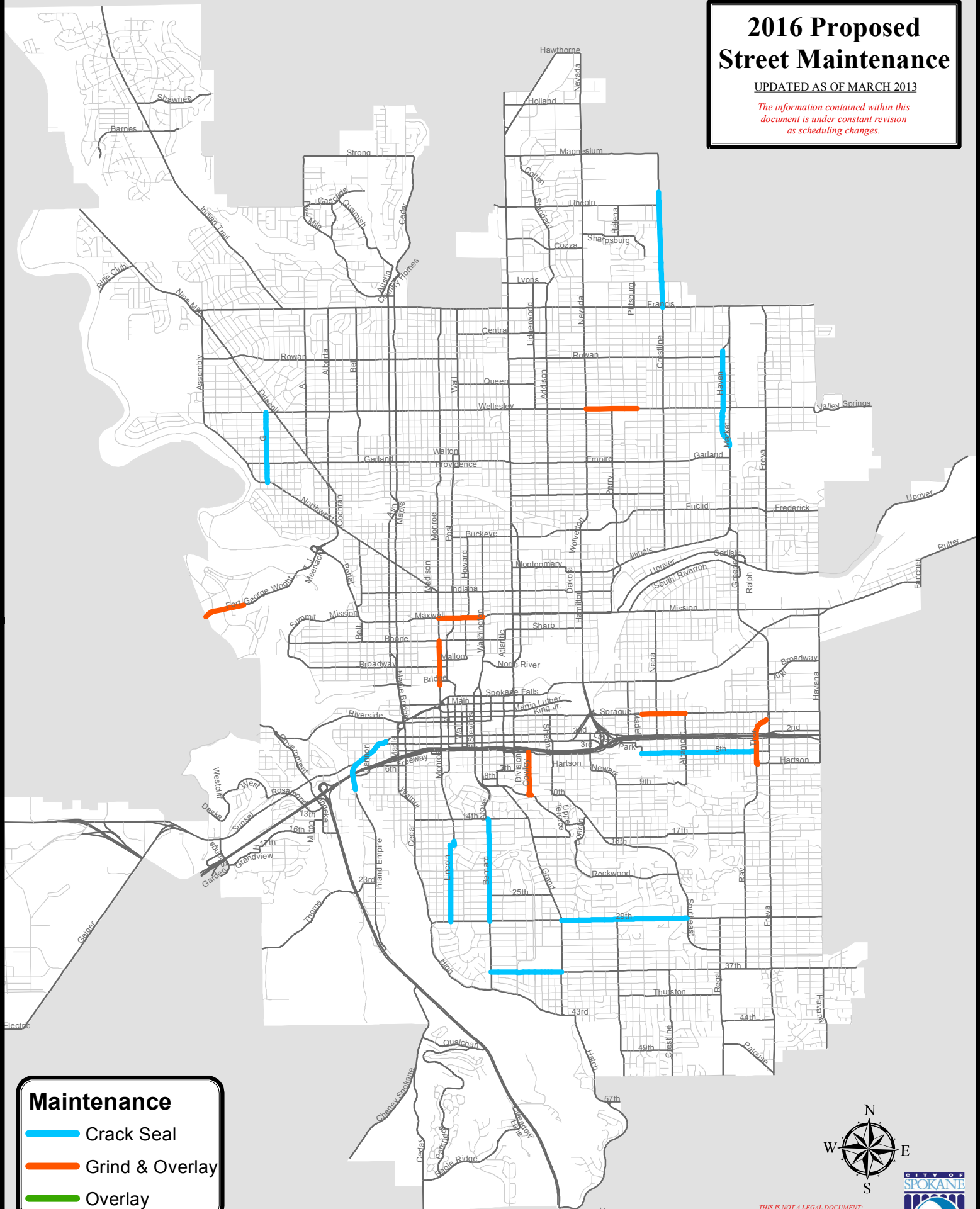
<b><u>2015 PROPOSED MAINTENANCE</u></b>											
<b><u>Street</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Length</u></b>	<b><u>Lanes</u></b>	<b><u>Area (yd)</u></b>	<b><u>Lane Miles</u></b>	<b><u>District</u></b>	<b><u>Avg. PCI</u></b>	<b><u>\$/Yd.</u></b>	<b><u>Total Cost</u></b>	<b><u>Comments</u></b>
<b><u>ARTERIAL CRACKSEAL</u></b>											
37TH AV	PERRY ST	REGAL ST	0.98	2	19,203	1.97	S	99	\$1.08	\$20,770	
ALBERTA ST	NORTHWEST BL	FRANCIS AV	2.04	2-3	44,540	5.77	NW	100	\$1.08	\$48,174	
ASH ST	WELLESLEY AV	COUNTRY HOMES BL	1.22	2-4	29,005	2.80	NW	99	\$1.08	\$31,372	
COCHRAN ST	NORTHWEST BL	COURTLAND AV	0.30	2	6,218	0.59	NW	99	\$1.08	\$6,725	
GOVERNMENT WY	SUNSET BL	GREENWOOD RD	0.78	4	20,123	3.12	S	94	\$1.08	\$21,765	
ILLINOIS/MONTGOMERY	ASTOR ST	HAMILTON ST	0.44	2	11,547	0.87	NE	98	\$1.08	\$12,489	
INDIAN TRAIL RD	FRANCIS AV	RIDGECREST DR	2.99	3-4	78,830	10.03	NW	96	\$1.08	\$85,262	
MAPLE ST	WELLESLEY AV	COUNTRY HOMES BL	1.22	2-3	24,986	2.53	NW	99	\$1.08	\$27,025	
MARKET ST	GARLAND AV	FRANCIS AV	1.48	2-5	40,028	4.59	NE	100	\$1.08	\$43,294	
SOUTHEAST BL	29TH AV	PERRY ST	1.17	2	27,347	2.33	S	99	\$1.08	\$29,578	
<b><u>TOTAL CRACKSEAL:</u></b>			<b><u>12.61</u></b>		<b><u>301,826</u></b>	<b><u>34.61</u></b>				<b><u>\$326,455</u></b>	
<b><u>ARTERIAL GRIND &amp; OVERLAY</u></b>											
NORTHWEST BL	C ST	LINDEKE ST	0.46	3-4	10,228	1.76	NW	84	\$30.28	\$309,766	TRAVEL LANES ONLY
GRAND BL	29TH AV	22ND AV	0.46	4	11,269	1.90	S	42	\$30.28	\$341,276	
MONROE ST	GARLAND AV	WELLESELY AV	0.50	2	6,478	1.00	NW	69	\$30.28	\$196,178	CURB LANES
MISSION AV	WASHINGTON ST	DIVISION ST	0.29	4	8,544	1.17	NW	72	\$30.28	\$258,767	
PERRY ST	MISSION AV	ILLINOIS AV	0.57	2	12,848	1.83	NW	49	\$30.28	\$389,099	
SPRAGUE AV	ALTAMONT ST	HAVEN ST	0.39	4	11,068	1.54	NE	61	\$30.28	\$335,192	
WELLESLEY AV	LIDGERWOOD ST	NEVADA ST	0.51	4	15,811	2.02	NE	65	\$30.28	\$478,830	
<b><u>TOTAL ARTERIAL GRIND &amp; OVERLAY:</u></b>			<b><u>3.17</u></b>		<b><u>76,246</u></b>	<b><u>11.22</u></b>				<b><u>\$2,309,108</u></b>	
<b><u>ARTERIAL OVERLAY</u></b>											
PERRY ST	49TH AV	45TH AV	0.21	2	4,363	0.43	S	46	\$25.96	\$113,265	
<b><u>TOTAL ARTERIAL OVERLAY:</u></b>			<b><u>0.21</u></b>		<b><u>4,363</u></b>	<b><u>0.43</u></b>				<b><u>\$113,265</u></b>	
<b><u>2015 MAINT. TOTAL:</u></b>										<b><u>\$2,748,828</u></b>	



# 2016 Proposed Street Maintenance

UPDATED AS OF MARCH 2013

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

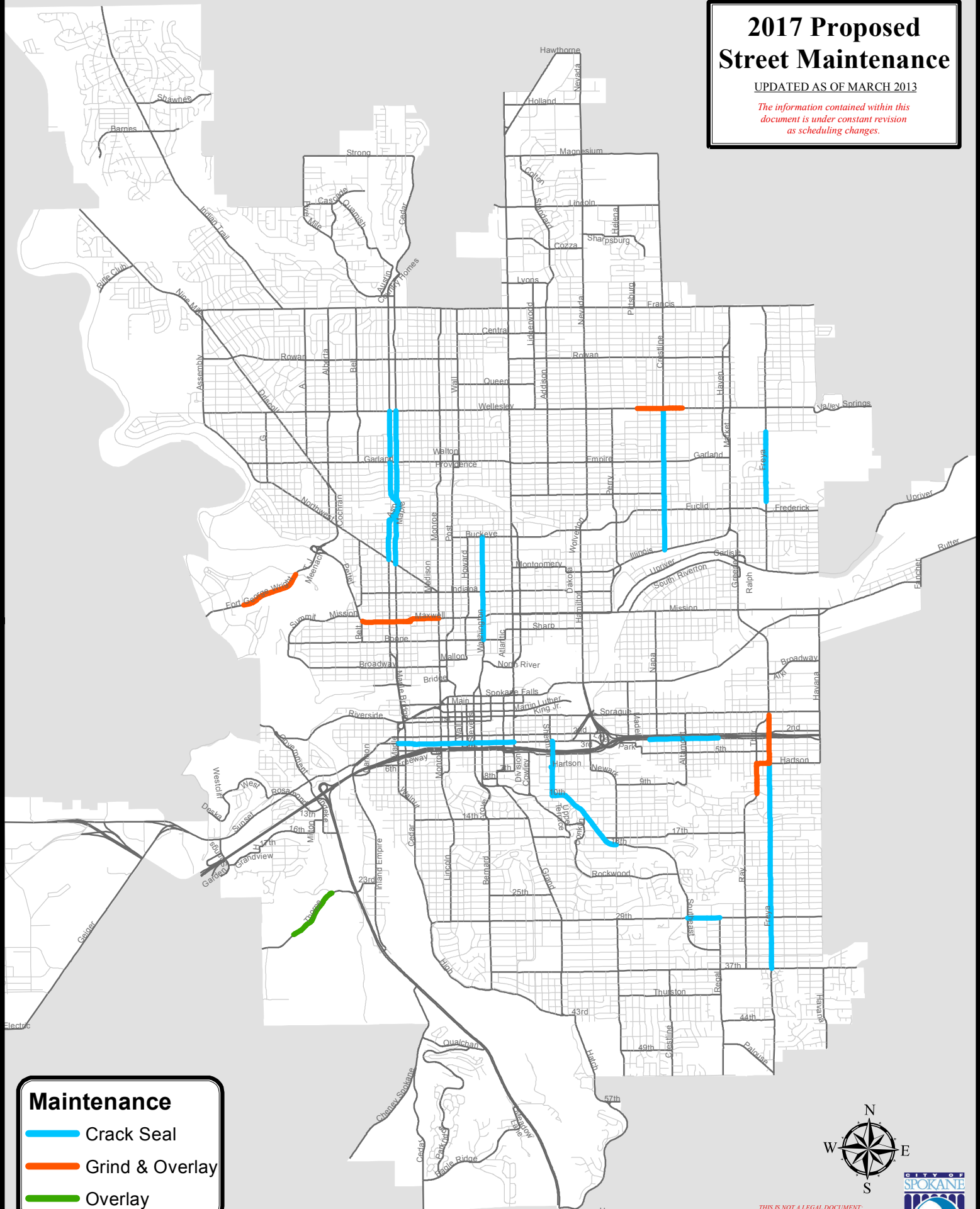


<b><u>2016 PROPOSED MAINTENANCE</u></b>											
<b><u>Street</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Length</u></b>	<b><u>Lanes</u></b>	<b><u>Area (yd)</u></b>	<b><u>Lane Miles</u></b>	<b><u>District</u></b>	<b><u>Avg. PCI</u></b>	<b><u>\$/Yd.</u></b>	<b><u>Total Cost</u></b>	<b><u>Comments</u></b>
<b><u>ARTERIAL CRACKSEAL</u></b>											
LINCOLN ST	29TH AV	17TH AV	0.78	2	17,436	1.57	S	100	\$1.12	\$19,613	
37TH AV	BERNARD ST	GRAND BL	0.68	2	16,062	1.37	S	99	\$1.12	\$18,068	
29TH AV	GRAND BL	SOUTHEAST BL	1.17	4-5	32,875	4.78	S	99	\$1.12	\$36,980	
5TH AV	PITTSBURG ST	THOR ST	1.13	2	25,113	2.25	S	99	\$1.12	\$28,249	
BERNARD ST	29TH AV	14TH AV	1.00	2	24,138	2.01	S	99	\$1.12	\$27,152	
CRESTLINE ST	FRANCIS AV	BROOKLYN AV	1.10	2	28,190	2.21	NE	100	\$1.12	\$31,710	
G ST	NORTHWEST BL	WELLESELY AV	0.69	2	15,034	1.38	NW	100	\$1.12	\$16,912	
HAVEN ST	RICH AV	NEBRASKA AV	0.94	2	19,179	1.88	NE	100	\$1.12	\$21,574	
INLAND EMPIRE/SUNSET	9TH AV	OAK ST	0.56	2-4	15,094	1.54	S	97	\$1.12	\$16,979	
<b><u>TOTAL CRACKSEAL:</u></b>			<b><u>8.06</u></b>		<b><u>193,122</u></b>	<b><u>18.98</u></b>				<b><u>\$217,235</u></b>	
<b><u>ARTERIAL GRIND &amp; OVERLAY</u></b>											
MAXWELL AV	MONROE ST	WASHINGTON ST	0.44	4	12,325	1.75	NW	38	\$31.50	\$388,201	
COWLEY ST	ROCKWOOD BL	4TH AV	0.42	2	7,477	0.85	S	62	\$31.50	\$235,487	TRAVEL LANES ONLY
FT G. WRIGHT DR	SFCC ENT. (SIGNAL)	MEENACH BR	0.39	4	11,088	0.82	NW	81.75	\$31.50	\$349,230	
MONROE ST	MONROE BRIDGE	BOONE AV	0.42	4	10,054	1.67	NE	52	\$31.50	\$316,666	TRAVEL LANES ONLY
SPRAGUE AV	PITTSBURG ST	ALTAMONT ST	0.42	5	11,840	1.68	NE	59	\$31.50	\$372,915	
THOR ST	HARTSON AV	1ST AV	0.47	3-4	12,997	1.42	NE/S	88	\$31.50	\$409,367	
WELLESLEY AV	NEVADA ST	PITTSBURG ST	0.50	4	14,171	2.01	NE	68	\$31.50	\$446,322	
<b><u>TOTAL ARTERIAL GRIND &amp; OVERLAY:</u></b>			<b><u>3.07</u></b>		<b><u>79,952</u></b>	<b><u>10.21</u></b>				<b><u>\$2,518,187</u></b>	
<b><u>2016 MAINT. TOTAL:</u></b>										<b><u>\$2,735,423</u></b>	

# 2017 Proposed Street Maintenance

UPDATED AS OF MARCH 2013

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



## Maintenance

- Crack Seal
- Grind & Overlay
- Overlay



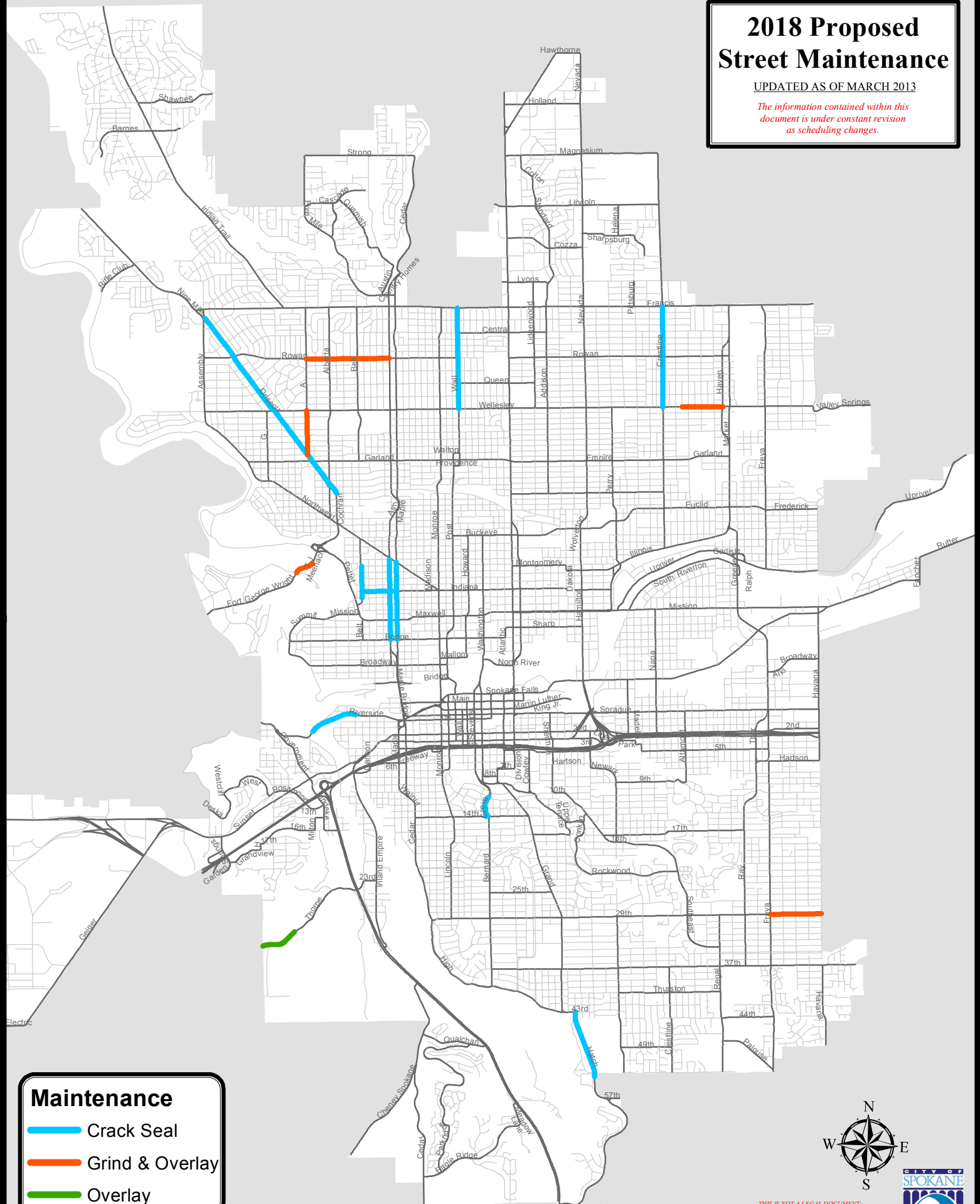
THIS IS NOT A LEGAL DOCUMENT:  
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

<b><u>2017 PROPOSED MAINTENANCE</u></b>											
<b><u>Street</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Length</u></b>	<b><u>Lanes</u></b>	<b><u>Area (yd)</u></b>	<b><u>Lane Miles</u></b>	<b><u>District</u></b>	<b><u>Avg. PC</u></b>	<b><u>\$/Yd.</u></b>	<b><u>Total Cost</u></b>	<b><u>Comments</u></b>
<b><u>ARTERIAL CRACKSEAL</u></b>											
29TH AV	SOUTHEAST BL	REGAL ST	0.29	4-5	8,075	1.31	S	99	\$1.17	\$9,446	
3RD AV	MAPLE ST	DIVISION ST	1.13	3-4	33,853	3.89	S	98	\$1.17	\$39,603	
3RD AV	MAGNOLIA ST	REGAL ST	0.67	2	15,716	1.34	S	85	\$1.17	\$18,385	
ASH ST	NORTHWEST BL	WELLESLEY AV	1.41	2	29,716	2.88	NW	100	\$1.17	\$34,764	
CRESTLINE ST	ILLINOIS AV	WELLESLEY AV	1.39	2-5	39,056	5.07	NE	99	\$1.17	\$45,690	
FREYA ST	37TH AV	HARTSON AV	2.01	2	37,745	4.03	S	98	\$1.17	\$44,156	
FREYA ST	LIBERTY AV	RICH AV	0.68	2	13,159	1.36	NE	84	\$1.17	\$15,394	
MAPLE ST	NORTHWEST BL	WELLESLEY AV	1.42	2-3	28,784	2.93	NW	100	\$1.17	\$33,673	
SOUTHEAST/SHERMAN	PERRY AV	3RD AV	1.34	2-4	33,654	2.88	S	100	\$1.17	\$39,370	
WASHINGTON ST	BOONE AV	BUCKEYE AV	1.01	4-5	29,684	4.44	NW	89	\$1.17	\$34,726	
<b><u>TOTAL CRACKSEAL:</u></b>			<b><u>11.35</u></b>		<b><u>269,440</u></b>	<b><u>30.12</u></b>				<b><u>\$315,207</u></b>	
<b><u>ARTERIAL GRIND &amp; OVERLAY</u></b>											
MAXWELL AV	BELT ST	CANNON ST	0.76	2-4	15,636	2.07	NW	58	\$32.76	\$512,159	
FREYA/HARTSON	THOR ST	SPRAGUE AV	0.61	2-4	14,858	1.87	NE/S	91	\$32.76	\$486,682	
FT G. WRIGHT DR	SFCC ENT. (SIGNAL)	MEENACH BR	0.47	4	17,338.7	1.89	NW	79	\$32.76	\$567,946	
THOR ST	11TH AV	HARTSON AV	0.30	4	8,341	1.18	S	54	\$32.76	\$273,229	
WELLESLEY AV	PITTSBURG ST	ALTAMONT ST	0.44	4	12,475	1.90	NE	76	\$32.76	\$408,621	
<b><u>TOTAL ARTERIAL GRIND &amp; OVERLAY:</u></b>			<b><u>2.58</u></b>		<b><u>68,648</u></b>	<b><u>8.92</u></b>				<b><u>\$2,248,637</u></b>	
<b><u>ARTERIAL OVERLAY</u></b>											
THORPE RD	D ST	WESTWOOD LN	0.57	2	7,346	1.14	S	34	\$28.08	\$206,238	
<b><u>TOTAL ARTERIAL OVERLAY:</u></b>			<b><u>0.57</u></b>		<b><u>7,346</u></b>	<b><u>1.14</u></b>				<b><u>\$206,238</u></b>	
<b><u>2017 MAINT. TOTAL:</u></b>										<b><u>\$2,770,082</u></b>	

# 2018 Proposed Street Maintenance

UPDATED AS OF MARCH 2013

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



## Maintenance

- Crack Seal
- Grind & Overlay
- Overlay



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.

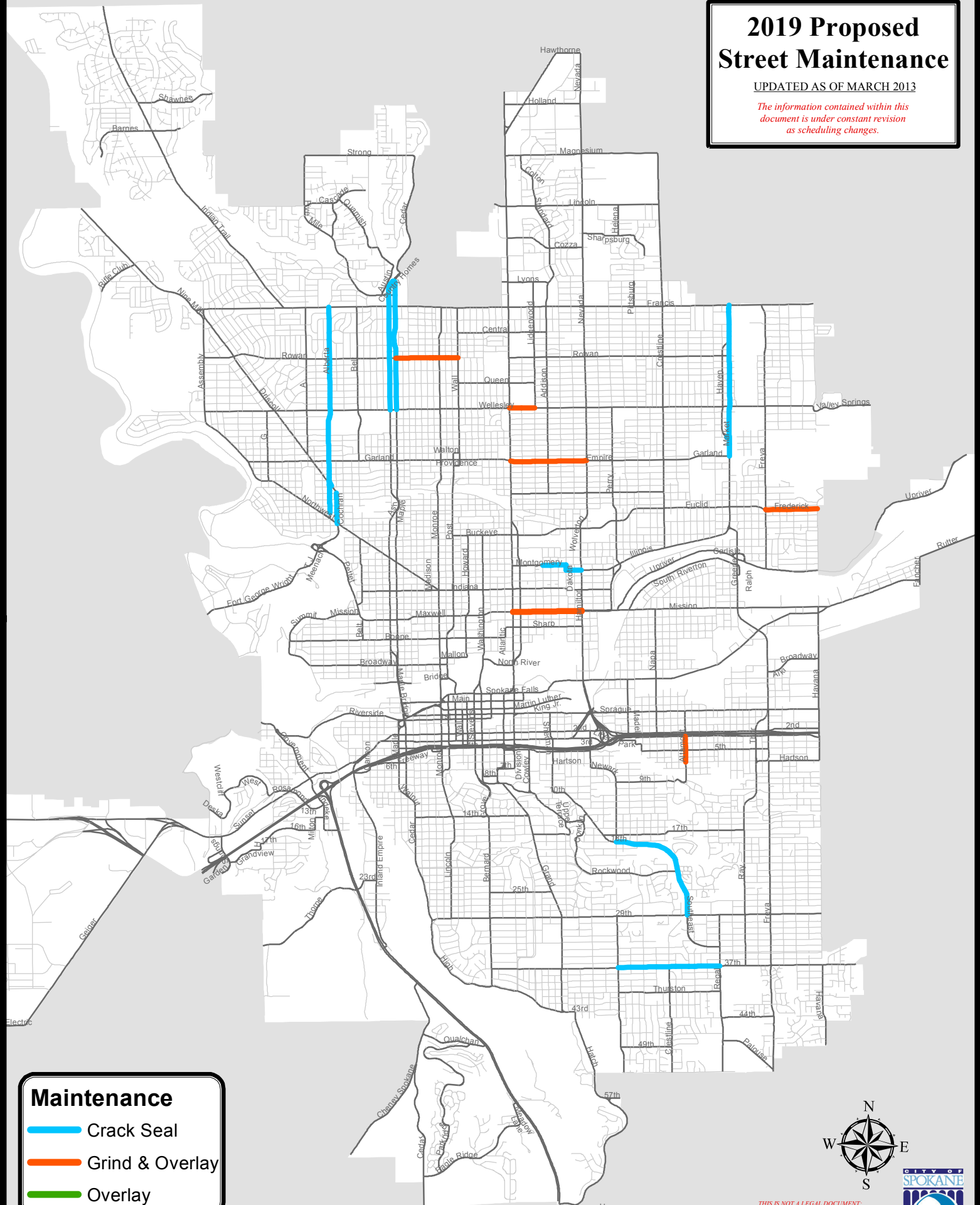
<b><u>2018 PROPOSED MAINTENANCE</u></b>											
<b><u>Street</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Length</u></b>	<b><u>Lanes</u></b>	<b><u>Area (yd)</u></b>	<b><u>Lane Miles</u></b>	<b><u>District</u></b>	<b><u>Avg. PCI</u></b>	<b><u>\$/Yd.</u></b>	<b><u>Total Cost</u></b>	<b><u>Comments</u></b>
<b><u>ARTERIAL CRACKSEAL</u></b>											
RIVERSIDE AV	CLARK AV	HEMLOCK ST	0.47	2	6,600	0.94	S	100	\$1.22	\$8,030	
ASH ST	BOONE AV	NORTHWEST BL	0.75	3	17,905	2.26	NW	100	\$1.22	\$21,784	
BELT ST	NORA AV	MONTGOMERY AV	0.31	2	5,517	0.63	NW	100	\$1.22	\$6,712	
CRESTLINE ST	WELLESLEY AV	FRANCIS AV	0.96	4-5	27,414	3.89	NE	98	\$1.22	\$33,354	
DRISCOLL BL	COURTLAND AV	ASSEMBLY ST	2.20	2-3	63,551	4.80	NW	98	\$1.22	\$77,319	
HATCH RD	54TH AV	43RD AV	0.67	2	14,331	1.34	S	100	\$1.22	\$17,436	
INDIANA AV	BELT ST	MAPLE ST	0.34	2	10,200	0.68	NW	100	\$1.22	\$12,410	
MAPLE ST	BOONE AV	NORTHWEST BL	0.72	3-4	17,293	2.24	NW	100	\$1.22	\$21,040	
WALL ST	WELLESLEY AV	FRANCIS AV	0.96	2	16,873	1.92	NW	100	\$1.22	\$20,529	
GROVE ST	14TH AV	SUMNER AV	0.21	4	6,401	0.82	S	95	\$1.22	\$7,788	
<b><u>TOTAL CRACKSEAL:</u></b>			<b><u>7.60</u></b>		<b><u>186,086</u></b>	<b><u>19.51</u></b>				<b><u>\$226,402</u></b>	
<b><u>ARTERIAL GRIND &amp; OVERLAY</u></b>											
A ST	DRISCOLL BL	WELLESELY AV	0.44	2	6,131	0.87	NW	70	\$34.07	\$208,849	
FT G. WRIGHT DR	SFCC ENT. (SIGNAL)	MEENACH BR	0.33	4	15,033	1.31	NW	79	\$34.07	\$512,130	
29TH AV	FREYA ST	HAVANA ST	0.50	2	10,341	1.01	S	50	\$34.07	\$352,264	
ROWAN AV	A ST	ASH ST	0.82	2	16,886	1.64	NW	56	\$34.07	\$575,228	
WELLESLEY AV	ALTAMONT ST	WEST OF HAVEN	0.42	4	11,696	1.66	NE	75	\$34.07	\$398,439	
<b><u>TOTAL ARTERIAL GRIND &amp; OVERLAY:</u></b>			<b><u>2.50</u></b>		<b><u>60,086</u></b>	<b><u>6.49</u></b>				<b><u>\$2,046,910</u></b>	
<b><u>ARTERIAL OVERLAY</u></b>											
THORPE RD	W CITY LIMITS	D ST	0.37	2	4,732	0.73	S	54	\$29.20	\$138,186	
<b><u>TOTAL ARTERIAL OVERLAY:</u></b>			<b><u>0.37</u></b>		<b><u>4,732</u></b>	<b><u>0.73</u></b>				<b><u>\$138,186</u></b>	
<b><u>2018 MAINT. TOTAL:</u></b>										<b><u>\$2,411,498</u></b>	



# 2019 Proposed Street Maintenance

UPDATED AS OF MARCH 2013

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



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.



<b><u>2019 PROPOSED MAINTENANCE</u></b>											
<b><u>Street</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Length</u></b>	<b><u>Lanes</u></b>	<b><u>Area (yd)</u></b>	<b><u>Lane Miles</u></b>	<b><u>District</u></b>	<b><u>Avg. PCI</u></b>	<b><u>\$/Yd.</u></b>	<b><u>Total Cost</u></b>	<b><u>Comments</u></b>
<b><u>ARTERIAL CRACKSEAL</u></b>											
37TH AV	PERRY ST	REGAL ST	0.98	2	19,203	1.97	S	99	<u>\$1.27</u>	\$24,298	
ALBERTA ST	NORTHWEST BL	FRANCIS AV	2.04	2-3	44,540	5.77	NW	100	<u>\$1.27</u>	\$56,357	
ASH ST	WELLESLEY AV	COUNTRY HOMES BL	1.22	2-4	29,005	2.80	NW	99	<u>\$1.27</u>	\$36,701	
COCHRAN ST	NORTHWEST BL	COURTLAND AV	0.30	2	6,218	0.59	NW	99	<u>\$1.27</u>	\$7,867	
ILLINOIS/MONTGOMERY	ASTOR ST	HAMILTON ST	0.44	2	11,547	0.87	NE	98	<u>\$1.27</u>	\$14,610	
MAPLE ST	WELLESLEY AV	COUNTRY HOMES BL	1.22	2-3	24,986	2.53	NW	99	<u>\$1.27</u>	\$31,615	
MARKET ST	GARLAND AV	FRANCIS AV	1.48	2-5	40,028	4.59	NE	100	<u>\$1.27</u>	\$50,648	
SOUTHEAST BL	29TH AV	PERRY ST	1.17	2	27,347	2.33	S	99	<u>\$1.27</u>	\$34,602	
<b><u>TOTAL CRACKSEAL:</u></b>			<b><u>8.84</u></b>		<b><u>202,873</u></b>	<b><u>21.46</u></b>				<b><u>\$256,699</u></b>	
<b><u>ARTERIAL GRIND &amp; OVERLAY</u></b>											
ROWAN AV	MAPLE ST	WALL ST	0.61	2	12,503	1.22	NW	56	<u>\$35.43</u>	\$442,960	
EMPIRE AV	DIVISION ST	NEVADA ST	0.75	2	13,170	1.50	NE	64	<u>\$35.43</u>	\$466,599	TRAVEL LANES ONLY
FREDERICK AV	FREYA ST	HAVANA ST	0.51	2	9,932	1.01	NE	62	<u>\$35.43</u>	\$351,868	
WELLESLEY AV	DIVISION ST	LIDGERWOOD ST	0.25	5-6	11,275	1.35	NE	76	<u>\$35.43</u>	\$399,473	
MISSION AV	DIVISION ST	HAMILTON ST	0.68	4	19,171	2.87	NE	82	<u>\$35.43</u>	\$679,196	
ALTAMONT ST	HARTSON AV	3RD AV	0.25	2-3	5,947	0.57	S	51	<u>\$35.43</u>	\$210,684	
<b><u>TOTAL ARTERIAL GRIND &amp; OVERLAY:</u></b>			<b><u>3.04</u></b>		<b><u>71,997</u></b>	<b><u>8.53</u></b>				<b><u>\$2,550,781</u></b>	
<b><u>2019 MAINT. TOTAL:</u></b>										<b><u>\$2,807,480</u></b>	