

CHAIRMAN:  
Mark R. Stedman, County Commissioner  
Lincoln County  
P.O. Box 28  
Davenport, WA 99122  
(509) 725-3031

LEAD AGENCY:  
Lincoln County  
Department of Public Works  
27234 SR25 N  
Davenport, WA 99122  
(509) 725-7041

**QUADCO RTPO**  
Quad County  
Regional Transportation Planning Organization

RECEIVED

DEC 27 2016

LINCOLN COUNTY  
PUBLIC WORKS DEPT.

**SFY 2017  
Surface Transportation Block Grant (STBG) Set-Aside Program  
APPLICATION**

**Applications are due: October 7<sup>th</sup>, 2016 – 4:00 p.m.**

**To be at LEAD AGENCY (not postmarked). Applications can be submitted by single signed hard copy by mail, OR signed copy (signature in colored ink) scanned in PDF format and submitted by email to:**

[pnollmeyer@co.lincoln.wa.us](mailto:pnollmeyer@co.lincoln.wa.us)

**Applications must be signed by appropriate agency representatives  
(NO faxed copies shall be accepted)**

**Basic Information:**

Project Title Ballfields Safe Pathway, Phase 2 - Green/Spokane Sidewalk

Location Green St(US-2 to Spokane St) / Spokane St (Green St. to Cedar St)

Lead Agency Town of Reardan

Contact Person Jeff Evers, Admin. Assistant

(Name) (Title)

Phone: 509-796-3921

Email: townofreardan@gmail.com

Address P.O. Box 228

Reardan, WA 99029

(City) (State) (Zip Code)

**Does sponsoring agency have "Certification Acceptance: status from WSDOT?"**

Yes  No

If No, state which agency will serve as your CA sponsor and please fill-out CA confirmation form.

CA Sponsor: Lincoln County

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**Cost Estimate and Funding Sources:**

<i>Funding Source</i>	<i>Amount</i>
STBG Set-Aside (Funds Requested)	\$281,817
Match (13.5% required)	\$ 43,983
Other	\$0
In-Kind	\$0
<b>TOTAL</b>	<b>\$325,800</b>

**Type of STBG Set-Aside Project:**

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers.
- Conversion and use of abandoned railroad corridors for trails.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management practices in transportation right-of-way.
- Archaeological activities relating to impacts for implementation of transportation projects eligible under this title.
- Environmental mitigation activity related to highway construction due to highway runoff.
- Eligible project under the Recreational Trails Program, Safe Routes to School Program, and within the right-of-way of former interstate routes.

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**Total Project Description:**

Explain the nature of the **entire project**. Indicate the major work involved, a brief comparison of existing and proposed conditions, and type of use etc. Identify if this is part of a larger project. Include drawings as required to explain the project. **AND Attach a detailed 8 1/2" x 11" vicinity map)**

The Reardan-Edwall School District has baseball/softball fields located about 0.8 miles east of the school campus on Brommer Rd. Students travel back and forth along existing roads to reach the ballfields for physical education and extracurricular sports activities. The route includes 0.36 miles along local access streets and then 0.42 miles adjacent to a state highway and county road. There are currently no sidewalks between the school campus and the ball fields and as a result, the students walk along the edge of the travel lanes.

The proposed project will complete Phase 2 of a two-part project to provide an ADA accessible pedestrian route from the school to the ballfields. This Phase consists of constructing approximately 1,860 linear feet of new 5-ft wide sidewalk plus barrier curb and ADA compliant curb ramps. The project encourages safe passage for two-way pedestrian traffic to the Ballfields as well as a safe walking route for students that live in the eastern portion of the Town to walk to and from the nearby school campus.

Phase 1, which is SRTS funded, completes a new walkway from the edge of Town to the ballfields. It will be completed in Spring 2017. Phase 2 completes the remaining segment to the school campus to provide a safe, complete, ADA accessible route from the school campus to the ballfields.

**1. Alternative Travel Modes (10 points):**

Describe how the project encourages the use of alternative travel modes. Identify what types of alternative travel modes will be encouraged. Include estimates of how much this will be used by primary and alternative modes of transportation.

The project was chosen due to its critical importance in connecting the School Campus to the ballfields and surrounding residential community. When students/pedestrians don't have a safe walk route, they are more inclined to drive (or have parents drive) the short distance from the Town to the ballfields. The proposed project provides a safe ADA accessible route for non-motorized travel including walking and wheel chairs. 100% of this project will be used with non-motorized alternative modes of transportation.

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**2. Economic Revitalization and Tourism (20 points):**

Describe how this project promotes economic revitalization. Provide estimates of the specific economic revitalization this enhancement will provide, including your justification or rationalization of the estimates. Explain how this project enhances tourism in your community, what kind of impact does it have on tourism and how does it benefit the community.

ADA compliant routes that connect key destinations will encourage pedestrian traffic rather than using motorized forms of travel. The proposed project builds on the Phase 1 improvements to provide a complete route as well as community efforts to improve and promote the ballfields. The school ballfields were recently renovated by local television station KXLY's Extreme Team charity. This was a tremendous boost to the school and the community that raised the visibility and profile of the ballfields. The improved visibility and usability of the facility will further improve the school's role as a regional facility drawing participants from outside the Town for sports and community events which will in turn increases the need for safe, accessible pedestrian facilities to access the ballfields. Parking at the ballfields is limited, so the proposed project helps encourage residents that would otherwise drive to the site.

**3. Public Benefit and Regional Importance (15 points):**

Describe how the population of the geographic area expects to use, benefit, or be served by the project. Explain how the project will improve the public travel experience and provide travel options. Describe the regional importance of the project and whether it enhances connections to regional, statewide systems, or scenic highway.

The project completes a critical pedestrian corridor serving the eastern portion of the town. Not only will the project serve students commuting to and from the nearby campus, it provides and safe ADA accessible route from the School Campus and the eastern portion of the Town to the recently renovated ballfields athletic facility. The project will act as a collector route providing convenient access to the ballfields facility for not only students but all Town residents. It will provide network connectivity for residents of the east half of the Town that want to reach important destinations such as the school campus, post office, Central Business District and park in the western half of Town

The recent ballfield renovations were highly publicized in the media and are expected to pay large dividends in attracting attention to the availability of the ballfields for the community. The project will provide benefits beyond the immediate community as the Reardan-Edwall School Campus regularly hosts state and regional competitions and events.

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**4. Safety (10 points):**

Describe how the project improves public safety for transportation system users. For example, does the project address a specific safety issue, or does it address pedestrian or bike safety? How will it either reduce crashes or reduce the potential for future crashes?

There are currently no sidewalks between the school campus and the ballfields. As a result, the students walk along the edge of the travel lanes which increases the risk of pedestrian vehicle conflicts. The project fills a critical need for student and resident pedestrian safety by completing a large gap in the town's pedestrian network connectivity. Phase 1 improvements that are currently under construction will address the portion of the route east of the city limits. However, Spokane St and Green St are narrow local access streets (about 18-20-ft wide) with narrow shoulders. Local residents use Spokane St as a parallel bypass to highway US-2 located one block north. The completed project reduces the potential for future conflicts/accidents for both students and the whole community by separating pedestrians from motorized traffic.

**5. Connectivity (10 points):**

Describe how this project enhances connections or existing facilities. (i.e. trail/path connections). Please provide a drawing and description of existing facilities, and how this enhancement completes the connection.

The east side of Reardan currently has very limited pedestrian facilities. The proposed project provides a vital link connecting the K-12 school campus to Phase 1 improvements and the newly renovated school ballfields east of the Town. The campus is a hub of pedestrian activity and community events. Street and sidewalk improvement projects over the past 15 years have greatly improved sidewalk connectivity around the school campus and central business district in the west portion of the Town. The proposed project builds on previous projects to extend pedestrian facilities to the eastern portion of Town and connect them to the school campus, CBD, Town Park, Post Office Town Hall and other destinations. An attached exhibit highlights the connectivity between the proposed improvements and sidewalk improvements completed with the last 10 years.

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**6. Environmental Enhancement (10 points):**

Describe the project's ability to preserve and enhance significant natural and cultural resources.

The project connects to the Phase 1 improvements that extend outside of the Town limits and into the adjacent rural fields. This provides pedestrians with opportunities for viewing wildlife and agricultural activities

**7. Regional Transportation Plan Support (5 points):**

Describe how this project meets regional transportation plans, policies and goals. Specifically list where this project has been previously approved in regional or local plans, policies, or goals for this project type. Demonstrate the need of the project by providing previous conceptual project plan dates, previous funding requests, and/or planning programs that include the project.

The proposed project is consistent with the goals of the QUADCO Regional Transportation Plan 2017-2037 by promoting: Goal #1, Safety, through development of an ADA accessible pedestrian route separated from vehicle traffic; Goal #3, Economic Vitality through the promotion of the newly renovated ballfields; Goal #4, Mobility by providing facilities to encourage non-motorized transportation; Goal #5, Environment, by encouraging healthy lifestyles through walking; and Goal #6, Stewardship, by developing a functional pedestrian network that is able to serve the needs of the Town.

The proposed project has been included in the Town's 6-year TIP. The Town applied for and received Safe Routes to School Funding (SRTS) for Phase 1 improvements in 2015. Phase 1 improvements from the edge of Town to the Ballfields were pursued first due to the more critical and immediate safety need for students walking along the edge of the narrow county road. Phase 2 improvements complete the route to the K-12 campus. Funding applications have previously been submitted to SRTS for Phase 1 in 2012 and 2014(Successful) and for Phase 2 in 2016.

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**8. Project Readiness (10 points):**

Does your project require property rights outside of your ownership on other agency or private land owner property?  Yes  No :If so, please describe. Note: Coordinate early in the scoping process. Attach letters of concurrence from affected agencies (i.e. WSDOT Local Programs, County, State, Federal, etc.) or private property owner(s). AND Are there any circumstances that could delay this project and/or are there any critical times associated with this application? (e.g., right of way acquisition, environmental documentation, other funds needed to match other applications, etc.) Does this application request sufficient funds that result in a complete and usable facility?

The Town of Reardan will not require the acquisition of any property rights for this project as all proposed work is within the Right of Way. The project route follows existing ROW that has been previously disturbed by urban development. There are no known circumstances that could delay the project.

This project application requests sufficient funds that result in a complete and usable facility. If selected for STBG funding, the Town intends to submit an application to TIB's federal matching program to cover the 13.5% match to minimize the financial impact to the Town and maximize the leverage of grant funding.

**9. Local or Regional Support (10 points):**

Demonstrate local or regional support of the project. (letters of support, previous public involvement and input, partnerships with private or public agencies)

The Town, the Reardan-Edwall School District and the community support the proposed project. The Town has received funding for Phase 1 from the Safe Routes to School Program and desires to see the project through to completion. The SRTS applications required the cooperation and support of the school superintendent. The project is listed in the Town's 6-Year TIP which is presented for public comment annually.

A letter of support from the Reardan-Edwall School District is attached.

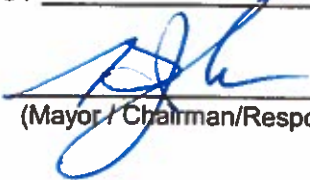
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**Approval/Concurrence of Submitting /Lead Agency**

This project has the approval/concurrence of the submitting agency and is consistent with the agency comprehensive plan. Certification is hereby given that the information provided is accurate and all information is complete and included as part of the application.

AGENCY Town of Reardan

DATE: 12-15-14

BY:   
(Mayor / Chairman/Responsible Party)

**Approval of Receiving Agency that will operate and maintain**

This project has the concurrence of the agency and this agency will provide ongoing maintenance and operations for the anticipated design life of the proposed project. Certification is hereby given that the information provided is accurate and all information is complete and included as part of the application.

AGENCY Town of Reardan

DATE: 12-15-16

BY:   
(Mayor / Chairman)



**SFY 2017  
Surface Transportation Block Grant (STBG) Set-Aside Program  
APPLICATION**

**SURFACE TRANSPORTATION BLOCK GRANT (STBG) SET-ASIDE PROGRAM**

**Certification Acceptance (CA) Confirmation:**

Certification Acceptance (CA) is a program in which the Federal Highway Administration (FHWA) delegates authority to the Washington State Department of Transportation (WSDOT) for approving project development and construction administration on federal-aid projects. WSDOT has the option of further delegating this authority to qualified agencies. All federal-aid projects must be administered by a CA agency. Non-CA entities can apply for Surface Transportation Block Grant (STBG) Set-Aside funding, but they must have a CA agency sponsor the project. This sponsorship must be in place prior to applying for funds. All 39 counties in Washington State have CA status, as well as approximately 60 cities, and the six WSDOT region Local Programs offices.

Non-CA entities must have this sheet signed by the CA agency that will administer the proposed project. This signed confirmation must be included with all project proposals submitted by non-CA entities.

Non-CA Entity: Town of Reardan

Project Title: Ballfields Safe Pathway, Phase 2

CA Agency: Lincoln County

**CA Representative**

Signature: Richard T. Becker

Printed Name: RICHARD T. BECKER

Title: PUBLIC WORKS DIRECTOR

**SFY 2017  
Surface Transportation Block Grant (STBG) Set-Aside Program  
APPLICATION**

**SURFACE TRANSPORTATION BLOCK GRANT (STBG) SET-ASIDE PROGRAM**

**Certification Acceptance (CA) Confirmation:**

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Non-CA entities must have this sheet signed by the CA agency that will administer the proposed project. This signed confirmation must be included with all project proposals submitted by non-CA entities.

Non-CA Entity: Town of Reardan

Project Title: Ballfields Safe Pathway, Phase 2

CA Agency: Lincoln County

**CA Representative**

Signature: \_\_\_\_\_

Printed Name: \_\_\_\_\_

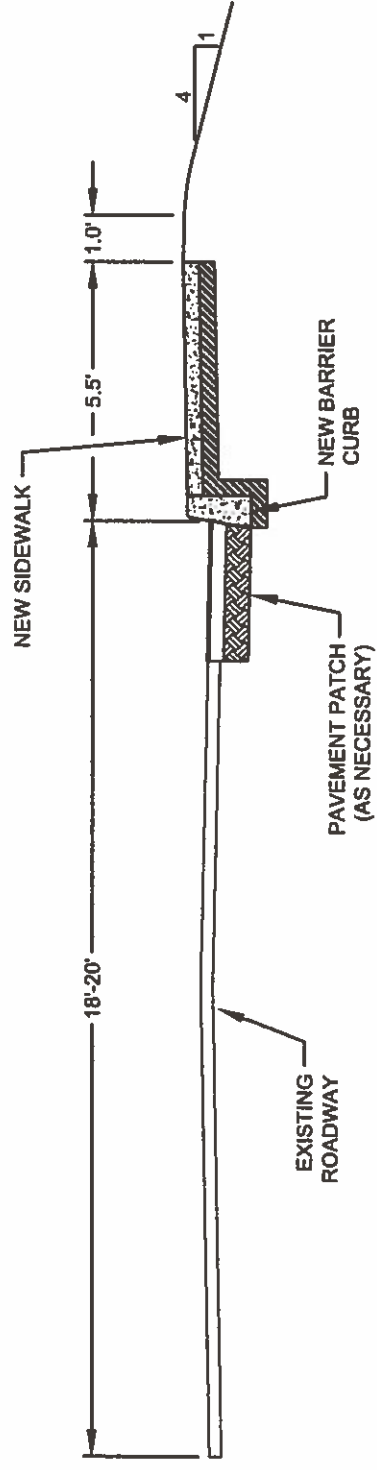
Title: \_\_\_\_\_




SRTS PHASE 1 PATHWAY TO SCHOOL BALLFIELDS (2016 CONSTRUCTION)

K-12 SCHOOL CAMPUS

- NEW ADA RAMP
- ▬ CROSSWALK
- EXISTING ADA RAMP (NEW 2015, 2016)




**CENTURY WEST**  
 ENGINEERING  
 SPOKANE OFFICE  
 11707 E. MONTGOMERY DRIVE  
 SPOKANE VALLEY, WA 99208  
 (509) 835-3990  
 (509) 835-6945 FAX

TOWN OF REARDAN  
 QUADCO 2017 STBG APPLICATION  
 PLAN VIEW AND CROSS SECTION  
 BALLFIELD SAFE PATHWAY PHASE 2 - SPOKANE ST. / GREEN ST. SIDEWALK

DSGND BY: BDH	CHCKD BY: BDH
DRWN BY: JJB	SCALE: N.T.S.
PROJECT NO: BD	

FIGURE: 1

DATE: 10/05/2016



CENTURY WEST  
 ENGINEERING  
 SPOKANE OFFICE  
 11707 E. MONTGOMERY DRIVE  
 SPOKANE VALLEY, WA 99208  
 509.838.3919  
 509.838.0068 FAX

TOWN OF REARDAN  
 PROJECT VICINITY MAP  
 STBG SAFE WALKWAY PROJECT PHASE 2  
 SPOKANE ST. / GREEN ST. SIDEWALK

DSGND BY: BDH  
 CHCKD BY: BDH

DRWN BY: JJB  
 SCALE: N.T.S.

PROJECT NO: BD

DATE: 10/05/2016

FIGURE: 2



**Washington State  
Department of Transportation**

Eastern Region  
2714 N. Mayfair Street  
Spokane, WA 99207-2090  
509-324-6000 / FAX: 509-324-6005  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

May 12, 2016

Bryan Hicks, P.E.  
Century West  
11707 E. Montgomery Dr.  
Spokane Valley, WA 99206

RE: Reardan SRTS Ball Field Route Phase 2

Dear Bryan:

WSDOT Eastern Region concurs with the SRTS project proposed in Reardan as it relates to SR 2.

Because this project approaches an intersection on SR 2 WSDOT will need to review and comment on an early .pdf of the plans for any nexus to the highway. The only likely concern will be the ADA ramps at the intersection. Any traffic control impacting SR 2 should be reviewed by the Eastern Region Traffic Engineer prior to advertising for bids.

As the project progresses through design, please coordinate our reviews with Ken Olson [olsonk@wsdot.wa.gov](mailto:olsonk@wsdot.wa.gov) or 509-324-6100.

Good luck with your TIB application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'K Littleton'.

Kevin Littleton, P.E.  
Acting Assistant Regional Administer for Development  
WSDOT, Eastern Region  
509-324-6170

cc: Keith Martin, WSDOT ER Local Programs  
Ken Olson, WSDOT ER Design/Plans

**PROJECT NAME:**  
**TOWN OF REARDAN**  
**Ballfields Safe Pathway Phase 2**  
**Spokane St / Green St Sidewalk (Spokane: Cedar to Green; Green: Spokane to US-2)**  
**PRELIMINARY COST ESTIMATE**  
**PREPARED BY: Century West Engineering Corp.**  
**DATE: December 14, 2016**

**ENGINEER'S ESTIMATE**

	DESCRIPTION OF ITEM	EST. QTY.	UNITS	UNIT PRICE	AMOUNT
1	Mobilization	1	LS	\$ 14,400.00	\$ 14,400
2	Roadway Surveying	1	LS	\$ 3,000.00	\$ 3,000
3	Project Temporary Traffic Control	1	LS	\$ 3,000.00	\$ 3,000
4	SPCC Plan	1	LS	\$ 750.00	\$ 750
5	Clearing & Grubbing	1	LS	\$ 5,000.00	\$ 5,000
6	Sawcut ACP/PCC	300	LF	\$ 4.00	\$ 1,200
7	Excavation and Embankment, Incl. Haul	466	CY	\$ 45.00	\$ 20,970
8	Crushed Surfacing Top Course	350	TONS	\$ 40.00	\$ 14,000
9	HMA Misc Pavement Patching	100	SY	\$ 100.00	\$ 10,000
10	Cement Concrete Barrier Curb	1,750	LF	\$ 20.00	\$ 35,000
11	Cement Concrete Sidewalk	903	SY	\$ 40.00	\$ 36,120
12	Cement Concrete Driveway	125	SY	\$ 60.00	\$ 7,500
13	Curb Ramp	10	EA	\$ 1,600.00	\$ 16,000
14	Box Culvert Extension	1	LS	\$ 6,000.00	\$ 6,000
15	12" Culvert Pipe	100	LF	\$ 70.00	\$ 7,000
16	Drainage Modifications	1	LS	\$ 5,000.00	\$ 5,000
17	Silt Fence	100	LF	\$ 5.00	\$ 500
18	Sod Installation	1,000	SY	\$ 10.00	\$ 10,000
19	Dryland Hydroseed	500	SY	\$ 3.00	\$ 1,500
20	Landscape Restoration	1	LS	\$ 5,000.00	\$ 5,000
21	Pavement Striping (Painted)	1	LS	\$ 3,000.00	\$ 3,000

<b>Sub-Total</b>	<b>\$ 204,940</b>
Contingency (25%)	\$ 51,235
<b>Construction Sub-Total</b>	<b>\$ 256,200</b>
Design Engineering	\$ 28,200
Const. Management/Inspection	\$ 35,900
Agency/WSDOT Fees/Lincoln County CA Fee	\$ 5,500
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$ 325,800</b>

**Notes:**

Length = 1,860

5-ft Sidewalk + Barrier Curb

Marked Crosswalks

Paving @ intersections for crosswalks

# REARDAN-EDWALL SCHOOL DISTRICT

P.O. Box 225 East 215 Spokane Avenue  
Reardan, Washington 99029  
[www.reardan.net](http://www.reardan.net)

April 24, 2012

RE: Safe Routes to School grant application

To whom it may concern,

This letter of support is for the Safe Routes To School grant application which will increase the safe walking and biking for the students of our school district. Under the current conditions, there are no sidewalks in the newer development that is on the east side of the City of Reardan. Students who walk are currently traveling in the middle of the street to and from school as well as to the baseball and softball complex on the east edge of the city. This grant application will provide the current students with an improvement in safety as well as increase the participation of younger students who are currently being transported by parents due to the unsafe walking conditions.

An inclusion of a sidewalk and path to the sports complex will serve the students well as well as align our current efforts to promote healthy activities through our physical education curriculum. We are recent recipients of a bicycle grant that has enhanced our physical education class' ability to introduce this lifetime activity. In addition, we are making afterschool activities available through the grant to stimulate more community involvement in walking and biking as part of a healthy choice lifestyle.

As part of the grant, we agree to implement the WA Department of Transportation curriculum activities for our students in elementary, middle and high school. It is part of our efforts to help students make healthy choices for life.

Please consider this letter as an endorsement of the project that will have an impact in improved safety for students and a promotion of healthy activities for students and families. Please contact me if I may be of further assistance.

Sincerely,



Marcus Morgan  
Superintendent