

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

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

Applications are due: October 7th, 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

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

Basic Information:

Project Title State Route 17 / 3rd Avenue SE Sidewalk Improvements

Location City of Soap Lake – Intersection of SR 17 and 3rd Avenue SE

Lead Agency City of Soap Lake

Contact Person Raymond Gravelle Mayor
(Name) (Title)

Phone: 509-246-1211

Email: sladmin@smwireless.net

Address 239 2nd Ave SE, PO Box 1270

Soap Lake WA 98851
(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:

WSDOT has agreed to act as the CA sponsor for this project.

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Cost Estimate and Funding Sources:

<i>Funding Source</i>	<i>Amount</i>
STBG Set-Aside (Funds Requested)	\$ 112,450
Match (13.5% required)	\$ 17,550
Other	\$0
In-Kind	\$0
TOTAL	\$130,000

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 City of Soap Lake is bisected by State Route 17 (SR 17), also known as Daisy Street. Because of the number of vehicles and their speed, crossing SR 17 can be dangerous. The City is proposing to construct a safer crossing of SR 17, at a location that serves to access Elder Park which is currently being renovated and will be renamed to Lauzier Park when complete.

The project includes the addition of sidewalk bulb outs and ADA compliant curb ramps at the intersection of SR 17 and 3rd Avenue SE, and replacement of badly spalled sidewalk along the east side of SR 17 from the intersection of 3rd Avenue SE, approximately 100 feet north. The project also includes associated storm drainage improvements.

Funding has also been requested through the Transportation Improvement Board (TIB) to improve the roadway section of 3rd Avenue SE from SR 17 to Elder Street. It is anticipated that once constructed, the TIB improvements and the park improvements will emphasize the need for a safe crossing of SR 17.

After the improvements are completed, the City will work with the School District to designate the crossing as the walking route to the City's school campus. The current walk route runs along 2nd Avenue SE to a crossing of SR 17 that does not have curb ramps or pedestrian facilities on the east side of the roadway. 2nd Avenue SE east of Daisy is also not a paved street and lacks pedestrian generators. The proposed improvements will shift the walk route to 3rd Avenue SE which leads to Elder Park, and is a more natural walk route. The project will result in a much safer crossing of SR 17 to serve the east side of town where about half the population lives.

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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.

This project will enhance pedestrian safety at the intersection of SR 17 and 3rd Avenue SE and encourage the safe walking and pedestrian access to one of the City's most popular public areas, Elder Park. Located at the intersection of 3rd Avenue SE and Elder Street, Elder park is currently being renovated to include new bathrooms, a pedestrian pathway, tree replacement, irrigation improvements, soccer and baseball fields, and electrical improvements to facilitate hosting events at the park. This project, in conjunction with the proposed TIB project, will help to provide safe access to this newly improved and expanded public facility. The crossing will also be designated on the Soap Lake School District's walking route plan for use by students on the east side of town to walk to school.

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.

State Route 17 is the primary gateway into Soap Lake and is often the only section of the City seen by the traveling public. This project will help to reduce traffic speeds along SR 17 and will provide a significantly more inviting environment for visitors traveling through Soap Lake. Currently, the crossing of SR 17 poses a significant safety risk to all pedestrian traffic in the area. By constructing the proposed sidewalk bulb outs and ADA compliant improvements, Elder Park and 3rd Street SE will become more accessible to pedestrians in Soap Lake. This project will also provide route continuity to the Main Avenue Improvements constructed in 2014 which included new sidewalk bulb outs and other traffic calming features and lead to the downtown businesses. Additionally SR 17 is a commercially zoned corridor and is home to a number of businesses. These improvements will enhance the existing businesses and appeal to new businesses desiring to locate in Soap Lake.

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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.

This project will benefit the public by encouraging safe pedestrian access to Elder Park, reducing vehicle speeds through the City, and aesthetically improving the area, promoting walking to and from Elder Park, and providing a safe passage for children to and from School. In addition, this section of SR 17 is located at the center of the Coulee Corridor, a designated National Scenic Byway. Soap Lake is known nationally for its healing waters and is an important area along this Scenic Byway. The proposed project will enhance the experience of the traveling public while using this Scenic Byway through improved safety and improved pedestrian connectivity to downtown.

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?

The proposed bulb outs on SR 17 at 3rd Avenue SE will shorten the crossing distance across the intersection for pedestrians, improve the visibility of pedestrian by drivers and narrow the roadway to effectively slow traffic. Further, the bulb outs will connect ADA-compliant pedestrian facilities leading from Elder Park, including new public restrooms, to the downtown area. SR 17 poses a significant safety risk for pedestrians crossing between the eastern portion of Soap Lake (location of Elder Park, residential areas, etc.), to the western portion (location of downtown, schools, etc.). The pedestrian improvements will significantly increase pedestrian safety for residents of Soap Lake.

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 project enhances accessibility and connections with existing city parks, schools, and the downtown area. These sidewalk bulb outs will complement the proposed 3rd Avenue SE improvements, providing network connectivity from Elder Park to the downtown area and the businesses along SR 17. The City is working to improve all of its parks, as identified in its recently completed 2016 Parks and Recreation Plan. This project will help to provide pedestrian access between Elder Park, located on the east side of SR 17 and the City's other recreational facilities. The project also improves the school walk route to the east side of SR 17, where approximately half of the City's population lives.

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6. Environmental Enhancement (10 points):

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

The City of Soap Lake is at the center of the Coulee Corridor, a designated National Scenic Byway. Soap Lake is the starting point for tourist looking to enjoy the natural and cultural resources such as Grand Coulee Dam, Dry Falls State Park, Sun Lakes State Park, Steamboat Rock State Park, natural basalt formations, Lake Lenore, bird watch and scenic viewing areas, and numerous other tourist attractions along the Coulee Corridor. These improvements will help to promote walking and alternative modes of transportation in the area and reduce vehicles on the roadway.

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 City of Soap Lake's Comprehensive Plan and their commitment to their "Complete Streets" ordinance. With this ordinance, the City of Soap Lake is committed to consider all methods of transportation when improving its roadways and pedestrian facilities.

The project is also consistent with the City's recently adopted park plan which identifies the need to provide pedestrian and alternative access to the City's parks and recreational facilities.

The project is also consistent with the City's Six Year Transportation Improvement Plan which identifies roadway and pedestrian improvements on 3rd Avenue SE.

Soap Lake was also received an Innovation Award from Feet First for its Main Avenue project and its continued commitment to expand its pedestrian facilities. The City has organized a highly motivated volunteer committee that has successfully obtained funding for the improvements at Elder Park, completion of the Parks Plan and enhancements along Main Avenue. The committee's next focus is the expansion of pedestrian facilities throughout the City, including the construction of a trail. The committee has identified the proposed improvements at 3rd Avenue SE as a priority project.

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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?

There are no significant obstacles, other than WSDOT concurrence and plan approval that would delay the proposed project. Including the sidewalk bulb outs with the proposed 3rd Avenue SE Improvements project would help to achieve economies of scale for each improvement project. The City will explore this possibility during design of the project.

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 Soap Lake Citizens Park Committee has endorsed this project.

The Soap Lake School district has also identified the importance of providing safe walking routes for its students.

The City is working with Bill Gould at WSDOT concerning this project and has received favorable interest from him in response to the project.

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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 CITY OF SOAP LAKE

DATE: 10/7/2015

BY: R. Smille
(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 City of Soap Lake

DATE: 10/7/2016

BY: R. Smille
(Mayor / Chairman)

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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: City of Soap Lake

Project Title: SR 17 / 3rd Avenue SE Sidewalk Improvements

CA Agency: WSDOT

CA Representative

Signature: *Paul J Mahre*

Printed Name: Paul J Mahre

Title: NCR Local Programs Engineer

October 7, 2016

QUADCO RTPO
Grant Co. Regional Transportation Planning Organization
PO Box 28
Davenport, Wa 99122

Re: City of Soap Lake Surface Transportation Block Grant Set Aside Program Application

I wholeheartedly support the City of Soap Lake's STBG Set Aside Program Application and know this will be appreciated by the citizens of Soap Lake. The children will have safer streets to travel to school and the park.

The City of Soap Lake appointed a committee of local citizens to develop a Parks & Recreation plan for the city in early summer 2014. The City's previous park plan was adapted in April 2000 and was no longer viable. The city parks are important to the vitality our community for recreation, as well as, economically for the tourism which is the primary industry in Soap Lake.

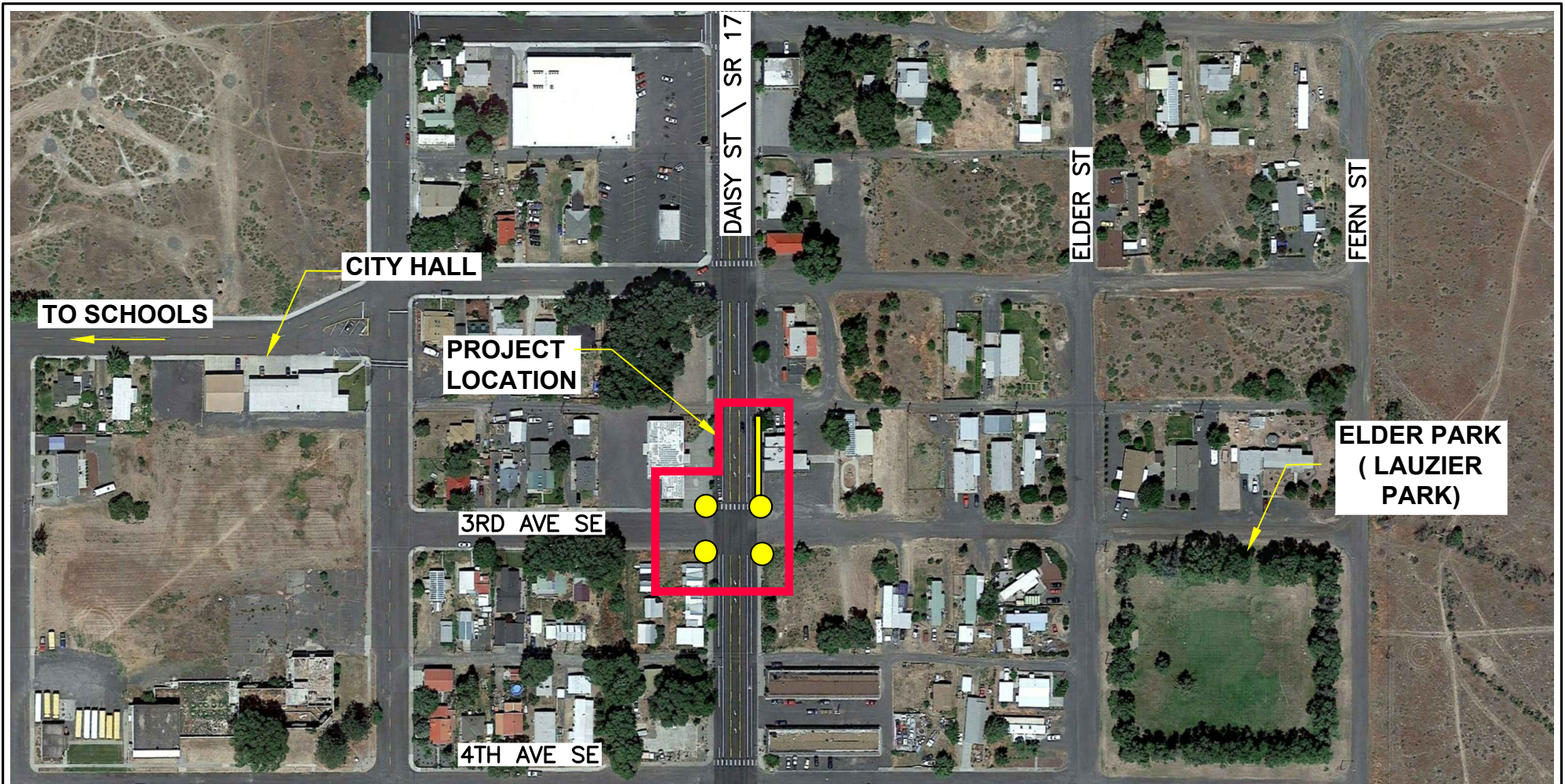
The committee sought the assistance of Grant County Health District, Washington State University Rural Community Design Initiative team, and local leaders. The first step was to conduct a public survey of the citizens regarding their use of the parks, desires for the parks, and problem areas in the parks. This then led to a series of public meetings and workshops gathering input for the direction for the new park plan. A new Soap Lake Parks & Recreation Plan was approved and adapted by the city council in January 2016.

The first park renovation is underway in Elder Park, now known as Paul Lauzier Community Park. It was identified in the community profile that most of the children in Soap Lake live on the east side of Daisy Street, also known as, State Hwy 17. This park is in the residential neighborhood 1 block east of Daisy Street between 3rd Ave SE and 4th Ave SE. The survey showed a desire for a soccer field in Soap Lake because there is no field currently. This park allowed the space for a recreational soccer field, adjoining the existing Little League Baseball diamond.

The streets near this park are identified as part of Safe Routes to School, but, are unpaved and have no sidewalks. This is unsafe for the children traveling across the highway from the west side of Daisy to the east and vice versa. It is critical these streets have bulb outs and sidewalks for the increased use of this park by the community, and especially, for the children traveling to school.

The Paul Lauzier Community Park renovation underway includes adding a new restroom to replace the old restroom which wasn't functional. There are plans to show movies in the park at this location during the summer months with an existing theater system donated to the city a few years ago. All this will increase travel along the streets in this application.

Sincerely,
Cindy Ray
Soap Lake Parks Committee Chairperson
tcfarms@ifiber.tv
509-989-1731



- PROPOSED SIDEWALK
- PROPOSED CURB RAMP

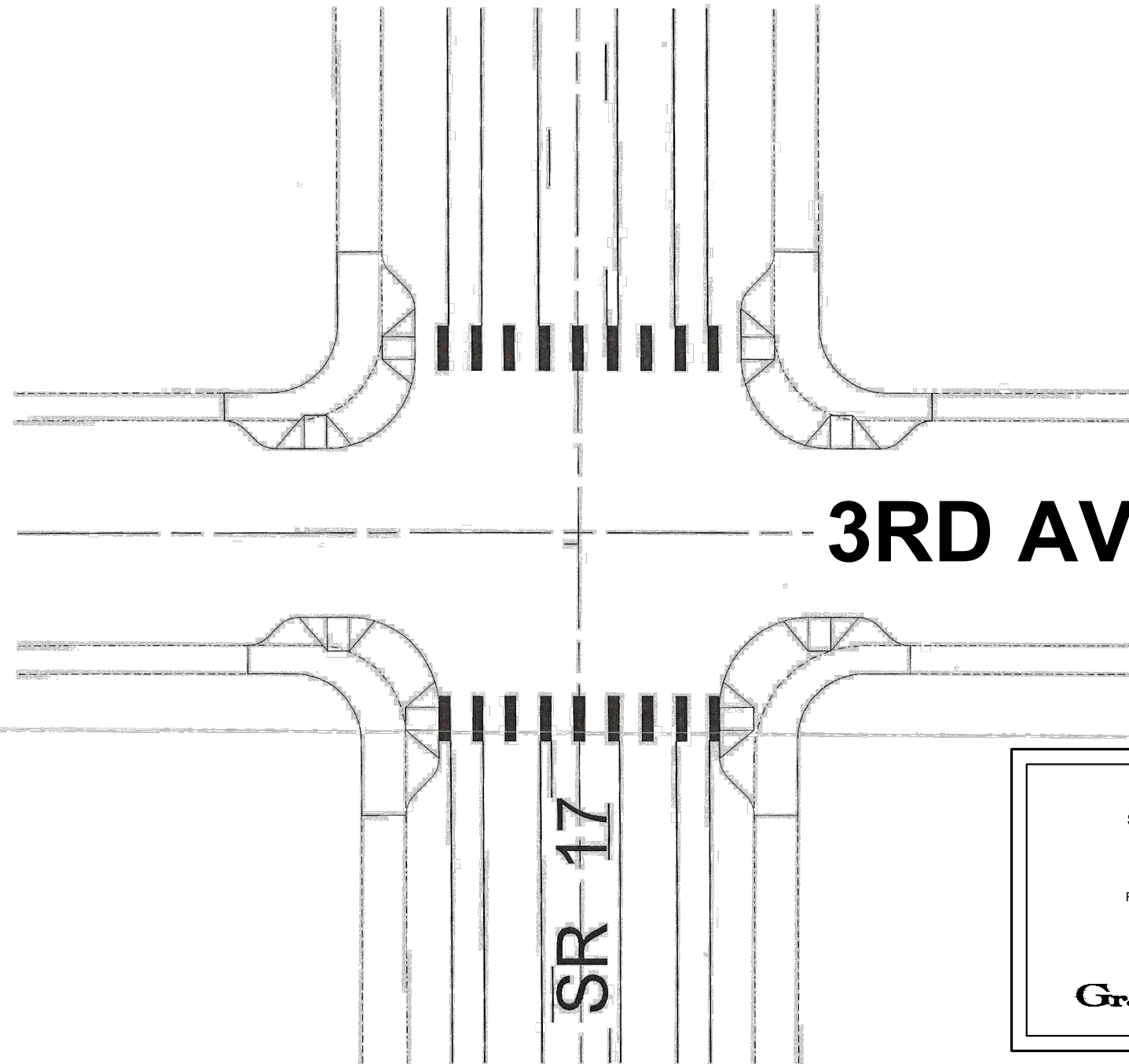
CITY OF SOAP LAKE

**STATE ROUTE 17 / 3RD AVE SE
SIDEWALK IMPROVEMENTS**

2017 STBG APPLICATION

FIGURE 1: VICINITY MAP

Gray & Osborne, Inc.
CONSULTING ENGINEERS



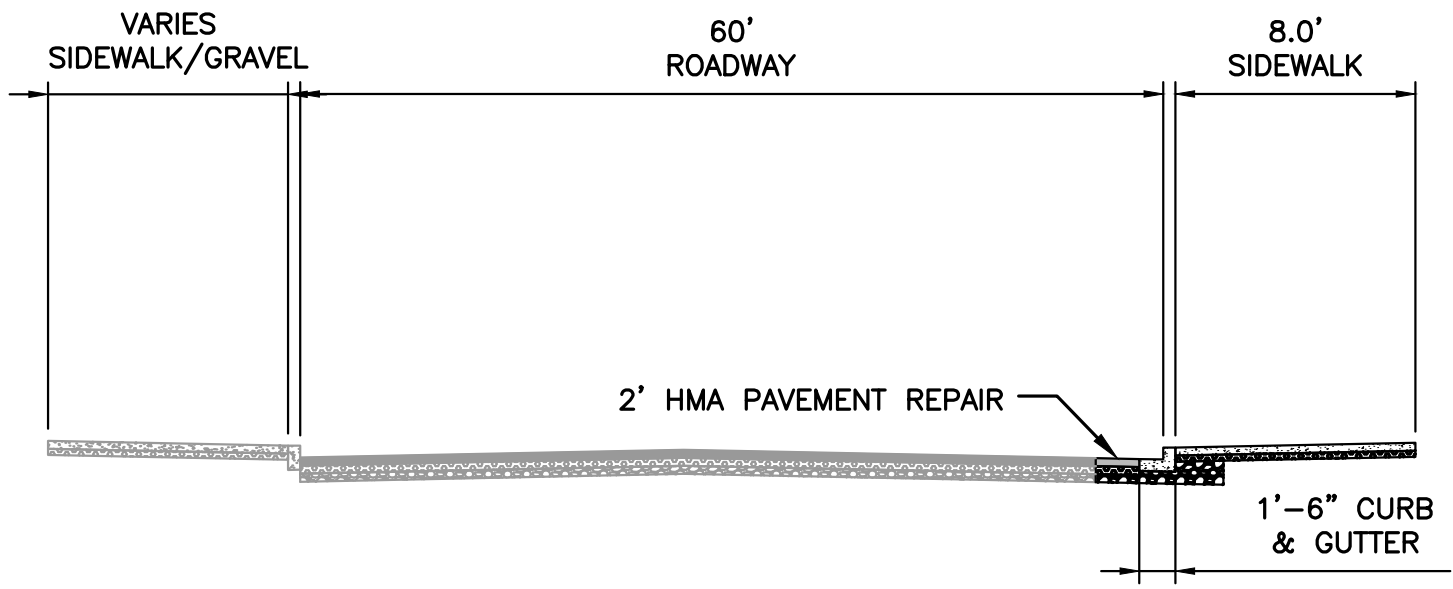
3RD AVE SE

SR 17

CITY OF SOAP LAKE
STATE ROUTE 17 / 3RD AVE SE
SIDEWALK IMPROVEMENTS
2017 STBG APPLICATION
FIGURE 2: PROPOSED IMPROVEMENTS



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CONSULTING ENGINEERS



SR 17/DAISY STREET
NOT TO SCALE

CITY OF SOAP LAKE
STATE ROUTE 17/ 3RD AVE SE SIDEWALK
IMPROVEMENTS
2017 STBG APPLICATION
FIGURE 3: TYPICAL SECTION



Gray & Osborne, Inc.
CONSULTING ENGINEERS

NOTE:
SIDEWALK BULBOUTS TO BE INSTALLED AT EACH CORNER OF THE
INTERSECTION OF DAISY STREET AND 3RD AVE SE.
WIDTHS WILL VARY AT BULBOUT LOCATIONS.

City of Soap Lake
SR 17 / 3rd Avenue SE Sidewalk Improvements
Estimated Project Cost
(October 2016 ENR National Construction Cost Index # 10435)

NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Mobilization, Clean-up, Demobilization	1	LS	\$7,700	\$7,700
2	Project Temporary Traffic Control	1	LS	\$7,500	\$7,500
3	Temporary Water Pollution/Erosion Control	1	LS	\$2,400	\$2,400
4	SPCC Plan	1	LS	\$1,000	\$1,000
5	Roadway Excavation, Including Haul	120	CY	\$20	\$2,400
6	Crushed Surfacing Top Course	30	TN	\$25	\$750
7	Solid Wall Storm Sewer Pipe 12 In. Diam. (Incl. Bedding)	50	LF	\$60	\$3,000
8	Catch Basin Type 1	2	EA	\$1,750	\$3,500
9	Precast Concrete Drywell, 48 In. Diam.	1	EA	\$4,000	\$4,000
10	HMA for Pavement Repair Class 1/2", PG 64-28	89	SY	\$60	\$5,333
11	Cement Concrete Sidewalk Ramps	8	EA	\$1,700	\$13,600
12	Cement Conc. Traffic Curb and Gutter	400	LF	\$35	\$14,000
13	Cement Conc. Sidewalk	360	SY	\$45	\$16,200
14	Crosswalk Striping	1	LS	\$1,500	\$1,500
15	Permanent Signing	1	LS	\$1,500	\$1,500
Subtotal (rounded):					\$84,400
Contingency (15%):					\$12,700
Construction Subtotal:					\$97,100
Inflation to Construction Year (3%, 2017, rounded):					\$2,900
Total Estimated Construction Cost					\$100,000
Right of Way:					\$0
Admin. Fiscal, Legal, Engineering (30%):					\$30,000
Total Estimated Project Cost (2017):					\$130,000