

# Supplemental Budget Request


**Public Works**

**Engineering Design/Const**

Suppl ID # 3132    **Fund** 382    **Cost Center** 382100    **Originator:** Jim Karcher

**Expenditure Type:** One-Time    **Year 1** 2021    **Add'l FTE**     **Add'l Space**     **Priority** 1

**Name of Request:** Fund 382 E. Smith/Hannegan Intersection Imp. Req 2

<b>X</b>		11/9/20 Date
<b>Department Head Signature (Required on Hard Copy Submission)</b>		

Costs:	Object	Object Description	Amount Requested
	4333.2022	STP (Surface Trans Prog	(\$1,000,000)
	4333.2029	FHWA-Other	(\$1,000,000)
	6110	Regular Salaries & Wages	\$145,000
	6110	Regular Salaries & Wages	\$65,000
	6290	Applied Benefits	\$105,000
	6290	Applied Benefits	\$45,000
	6630	Professional Services	\$200,000
	7380	Other Improvements	\$3,365,000
	8301	Operating Transfer In	(\$1,925,000)
	<b>Request Total</b>		<b>\$0</b>

**1a. Description of request:**

The intersection of East Smith and Hannegan Roads is located in Sections 28, 29, 32 and 33, T39N, R3E. This project is listed #R2 on the 2021-2026 Six-Year Transportation Improvement Program and currently experiences delays due to the lack of left-turn channelization on Smith Road. Traffic counts and warrants have been completed. Additionally, an associated 'Alternatives Analysis' was performed by a traffic consultant in 2018. Construction proposed for 2021 or 2022 depending on ROW acquisition, utility relocation, and environmental permitting. This request is to provide the funding needed in the project based budget for the construction and construction engineering work related to this project.

**1b. Primary customers:**

All road users who travel on the Hannegan and Smith Road corridors.

**2. Problem to be solved:**

The main purpose of the intersection improvements is to improve vehicle operations and increase safety for vehicle drivers, bicyclists, and pedestrians.

**3a. Options / Advantages:**

The alternatives analysis completed in 2018 compared three alternatives for improvements to the intersection. The three alternatives were an upgraded traffic signal with protected left turn movements, a single-lane roundabout, and a double-lane roundabout. The double-lane roundabout provided the highest level of vehicle operations for a twenty year design life, while providing a much safer intersection than the existing signal or an upgraded signal.

**3b. Cost savings:**

Potential costs savings are realized by an improved level of service for the motoring public and potential decrease in motor vehicle accidents.

**4a. Outcomes:**

The approval of budget authority will allow for the completion of design, R/W acquisition, permitting, and construction of the chosen alternative

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**4b. Measures:**

The measures of success will be obligation of construction grant funds of \$2 million when R/W is certified and environmental permits are signed off by FHWA and WSDOT.

**5a. Other Departments/Agencies:**

N/A

**5b. Name the person in charge of implementation and what they are responsible for:**

N/A

**6. Funding Source:**

The construction contract and construction engineering work will be funded with Surface Transportation Block Grant (STBG) and Highway Safety Improvement Program funds. The remainder will be covered with local Road funds.

**Current Funding:**

Road Funds: \$860,000

**Proposed Additional Funding:**

Federal STBG: \$1,000,000

Federal HSIP: \$1,000,000

Road Funds: \$1,925,000

Total Project Budget: \$4,785,000