



BENTON-FRANKLIN COUNCIL OF GOVERNMENTS
BENTON-FRANKLIN REGIONAL TRANSPORTATION PLANNING ORGANIZATION

2017 for FFY 2019 - 2021
REGIONAL STP PROJECT APPLICATION

DATE: April 10, 2017

CHOOSE A FUNDING CATEGORY
STP-URBAN LARGE []
STP-URBAN SMALL []
STP - RURAL [x]

PROJECT TITLE: City of Connell Arterial Bituminous Surface Restoration Project

IS THIS A NEW PROJECT? YES [] NO [x] TIP/STIP# WA-00684
ADD-ON TO LOCAL PROJECT? YES [] NO [x] FEDERAL ID# STPR-C115 (005)
CONTINUATION OF FEDERAL STBG/TAP PROJECT? YES [x] NO []
IS THIS PROJECT A PHASE THAT COMPLETES A LARGER PROJECT OR IMPLEMENTS PREVIOUS STUDY OR DESIGN PHASE? YES [] NO [x]

PROJECT SPONSOR INFORMATION

Agency /Organization City of Connell
County Franklin County
Contact Person Larry Turner, Public Works Director and Maria Peña, City Administrator
Phone (509) 234-2701X1239
Email Address LTurner@connellwa.org and MPena@connellwa.org

IMPROVEMENT TYPE (Mark all that apply)

New Construction Roadway []
Reconstruction, Added Capacity []
Reconstruction, No Added Capacity []
Maintenance, Resurfacing [x]
Maintenance, Restoration/Rehab []
Preliminary Engineering []
Right of Way []
Planning []
Safety []
Transit []
Freight []
Multi-modal []
Other []

PLAN INTEGRATION

Is your project defined in a regional or local plan that is subject to public review and comment ? YES [x] NO []

PROJECT OVERVIEW

The City of Connell Arterial Bituminous Surface Restoration Project will improve approximately 9,700 feet (40,000 square yards) of existing asphalt roadway along Columbia Avenue from SR 260 to HWY 395. This project has three separate segments with varying widths:

- SR 260 to Ash Street - Length = 2,700 feet; Width = 44 feet
Ash Street to Ephrata Avenue - Length = 5,400 feet; Width = 34 feet
Ephrata Avenue to HWY 395 - Length = 1,600 feet; Width = 30 feet

This project will preserve the entire length of Columbia Avenue within the city limits. The work includes approximately 95 tons of asphalt emulsion, 540 tons of 3/8 inch - No. 4 screening and choke stone, 16 tons of fog seal, crack seal, and permanent striping.

This project was funded as part of the federal fiscal year 2017 funding cycle. At that time, bituminous surface treatment (BST) project requirements included Americans with Disabilities (ADA) ramp upgrades. The project was designed and bid two times; however, bid prices exceeded the amount of funding available due to the ADA upgrade requirements. In our understanding, ADA ramp upgrades are no longer required, and the City is requesting that the funds be re-obligated for BST work only.

ROADWAY DETAILS (If applicable)

ROADWAY FEDERAL CLASSIFICATION Major Arterial
 LOCATION OF PROJECT (Include map) Columbia Avenue (see Figure 1)
 BEGINNING TERMINI SR 260
 ENDING TERMINI HWY 395
 LENGTH OF PROJECT 9,700 feet
 SPEED LIMIT OF STREET (MPH): 25 mph
 ANNUAL AVERAGE DAILY VEHICLULAR TRAFFIC (AADT and YEAR): 3,800 in 2012 north of SR 260
 NON-MOTORIZED FACILITIES PRESENT: BIKE LANE MULTIUSE PATH SIDE WALK ADA COMPLIANT
 IS PROJECT ALONG TRANSIT ROUTE? YES NO
 IF YES, IDENTIFY ROUTE: N/A
 IF YES, HAS PROJECT SPONSOR COORDINATED WITH TRANSIT AGENCY? YES NO

PROJECT DESCRIPTION & SIGNIFICANCE

Describe the proposed project.
 How does this project support the regions goals and objectives? (See attached)

The Arterial Bituminous Surface Restoration Project is listed as Priority No. 1 on the City of Connell's 6-year Transportation Improvement Program list. The project is one of Connell's top priorities for preserving the pavement condition of the City's main arterial street.

Columbia Avenue is a three-lane major arterial that serves as the main corridor through the heart of Connell. Columbia Avenue receives a significant amount of extreme weather and heavy traffic, including vehicles with studded tires, which reduce the pavement service life. The last major pavement surface treatment was completed over 15 years ago in 2002 when the City completed a bituminous surface restoration on Columbia Avenue from Juniper Street to HWY 395. In 2012, a significant water line project including asphalt patches was constructed in the northern half of Columbia Avenue. The patches now need to be sealed to prevent water from deteriorating the pavement. Since the current pavement condition rating for Columbia Avenue ranges from 68 to 81, now is the ideal time to complete a bituminous surface restoration on Columbia Avenue to ensure the pavement condition is preserved.

The entire project is approximately 9,700 feet long from the south end at SR 260 to the north end at HWY 395. As mentioned in the project overview, Columbia Avenue has varying widths. The proposed project will cover approximately 40,000 square yards and will consist of approximately 95 tons of asphalt emulsion, 540 tons of 3/8 inch - No. 4 screening and choke stone, 16 tons of fog seal, crack seal, and permanent striping.

Bituminous surface restoration will be completed on the main travel section, which has a typical crown along the centerline until the shoulders meet the valley gutters on either side. Parking stalls are located on the outside of the valley gutters, but since the parking area does not see heavy traffic, this area is not included as part of this improvement project.

PROJECT SCORING CRITERIA
TOTAL POSSIBLE POINT = 80
DESCRIBE HOW THIS PROJECT MEETS EACH OF THE FOLLOWING SCORING CRITERIA

SAFETY = _____ points (For TAC/PAC committee use)

Recent accident reports around the Columbia Avenue/Birch Street intersection show two accidents reported in 2008 and one in 2009. Only one accident reported an injury, and none reported an accident with a pedestrian. The accident report on file shows only the Birch Street intersection; other accidents may have occurred along Columbia Avenue.

Bituminous surface restoration will give new life to the dry, weathered, and aged asphalt surface. A better surface for skid resistance and new striping to delineate the roadway will enhance safety along this corridor.

MOBILITY AND ACCESSIBILITY = _____ points (For TAC/PAC committee use)

The City of Connell offers a newly renovated swimming pool and water park at Pioneer Park. Both pedestrians and vehicles use Columbia Avenue to travel to the park, and during the summer months, this park sees a significant spike in both pedestrian and vehicular traffic. This project would allow easier travel to and from the park.

Commuters from the east and south side of Connell use Columbia Avenue in their daily travel route to the schools located on West Clark Street, increasing the need to ensure the safety of both pedestrians and motorists on Columbia Avenue.

PRESERVATION = _____ points (For TAC/PAC committee use)

This major arterial serves as the main thoroughfare in and out of Connell. Pedestrians and motorists frequently traverse this main corridor.

The last time this street received preservation improvements was a bituminous surface restoration in 2002. Columbia Avenue is long overdue for preventative maintenance to prolong the life of the existing hot mix asphalt section and avoid the need for costly reconstruction. Since the current average pavement condition rating for Columbia Avenue is 80, now is the ideal time for a bituminous surface restoration.

REGIONAL SIGNIFICANCE = _____ points (For TAC/PAC committee use)

Columbia Avenue connects travelers on HWY 395 and SR 260 to the core of Connell. Additionally, Columbia Avenue is the only route leading to the Coyote Ridge Corrections Center located just north of the City.

FREIGHT MOVEMENT & ECONOMIC VITALITY = _____ points (For TAC/PAC committee use)

Columbia Avenue runs through the heart of downtown Connell where there are various restaurants, banks, shops, and service centers. The street is also the location for local parades and community-wide celebrations. Additionally, Columbia Avenue is the primary route to access the industrial district on the north side of the City.

**PROJECT SCHEDULE & DELIVERY
ANTICIPATED REVENUES
ESTIMATED PROJECT COSTS**

PROJECT COST AND PHASING	Cost by Phase		Proposed Year of Obligation
	Phase	Amount	
Preliminary Engineering/Design	\$ 10,000	2018	
Right of Way	\$ 0	2018	
Construction	\$ 244,508	2018	
Total Estimated Project Cost	\$ 254,508		

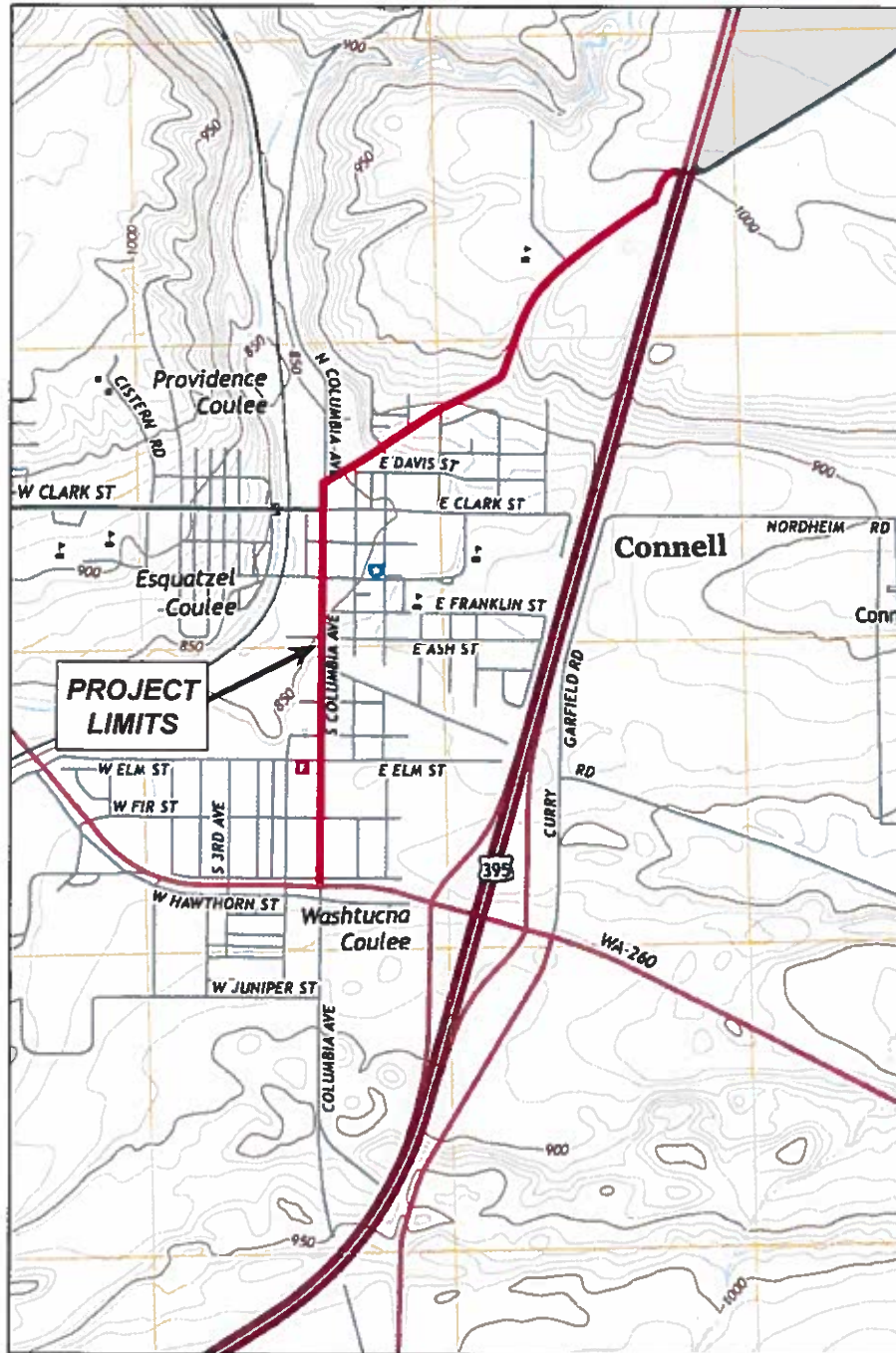
PROJECT PHASE REVENUE By FFY Obligation Year	REVENUE			
		2019	2020	2021
LOCAL	\$ 70,000	\$ 0	\$ 0	\$ 0
STATE	\$ 0	\$ 0	\$ 0	\$ 0
OTHER	\$ 0	\$ 0	\$ 0	\$ 0
REQUESTED STP	\$ 184,508	\$ 0	\$ 0	\$ 0
Total Project Phase Revenue	\$ 254,508	\$ 0	\$ 0	\$ 0

TARGET DELIVERY					MAXIMUM	SCORE
PE	> 25% Complete	> 50% Complete	100% Complete			
RIGHT OF WAY ACQUISITION	None Needed	In Progress	All acquired	Not yet started	10	
CONSTRUCTION READY	Design Complete 100 percent Environmental Complete 100 percent ROW Certified N/A				20	
TOTAL TARGET DELIVERY					0	

SCORING RESULTS

SAFETY	0.0
MOBILITY & ACCESSIBILITY	0.0
PRESERVATION	0.0
REGIONAL SIGNIFICANCE	0.0
FREIGHT MOVEMENT & ECONOMIC VITALITY	0.0
Project Scoring Criteria Page 3 (Maximum of 80)	0.0
Target Delivery Criteria Page 4 (Maximum of 20)	0.0
TOTAL ACCUMULATIVE SCORE	0.0
Total Maximum = 100	

Reviewer Comments:



T14N R32E Section 30
T14N R31E Section 25 and 36



CITY OF CONNELL, WASHINGTON
Arterial Bituminous Surface Restoration
VICINITY MAP

FIGURE
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