



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

| CHOOSE A FUNDING CATEGORY | |
|---------------------------|-------------------------------------|
| TAP - URBAN LARGE | <input type="checkbox"/> |
| TAP - URBAN SMALL | <input type="checkbox"/> |
| TAP - RURAL | <input checked="" type="checkbox"/> |

2019-2021 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT APPLICATION

PROJECT TITLE: Basin City Alternative Transportation Route Improvement II
DATE: April 10th 2017

GENERAL PROJECT INFORMATION

Agency or Organization Franklin County Public Works Department
 County Franklin County
 Contact Person Craig Erdman, PE
 Phone 509-545-3514
 Email Address cerdman@co.franklin.wa.us

TYPE OF PROJECT

From the attached list of eligible TAP activities explain/describe which apply to this project.

The Basin City Alternative Transportation Route Improvement II project meets the criteria for TAP funds per (A) Design of trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 and (B) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

Will this be a stand alone TAP project or part of another project? YES NO

PROJECT OVERVIEW
DESCRIBE ELEMENTS OF WORK

Franklin County is requesting preliminary engineering funds for the design of Phase II of the Basin City Alternative Transportation Route Improvement project. This projects aims to complete improvements to continue with a “transportation alternatives” route in Basin City community. The route will continue from project's Phase I (an upgraded intersection utilizing TAP funds) to the Basin City Elementary School. The connecting route will continue along the west side of Bailie Boulevard, which is the main local access street for the Basin City community. The current route is an asphalt six foot shoulder with extruded curbing constructed at the same elevation as the street used for motorized transportation. The existing extruded curbing provides a delineator, though it is deteriorating in several locations.

In addition to the deficient nature of the pathway itself, the drainage system at the northern end of the proposed project crosses the profile of the walking path. During colder times of the year, water draining to the existing collection basin can freeze, creating hazards for pedestrians, bicyclists, and other alternative transportation users.

The proposed project would either install approximately 1000 linear feet of curb, gutter, and sidewalk (minimum 6' width) or curb, gutter, and a separated path along Bailie Boulevard from the intersection of First Avenue to Park Drive. At both intersections there is an existing pedestrian ramp that will need to be re-evaluated and possibly replaced with ADA compliant ramps. Park Drive is the south property line of the school and the only road to access the community's park will be illuminated. The need to upgrade existing stormwater facilities will be addressed.

Franklin County continues to seek additional funds for the construction of this project.

ROADWAY DETAILS (If applicable)

| | |
|-----------------------------------|--------------------------------|
| LOCATION OF PROJECT (Include map) | Bailie Boulevard in Basin City |
| BEGINNING TERMINI | Approx. MP 0.06 - First Avenue |
| ENDING TERMINI | Approx. MP 0.26 Park Drive |
| LENGTH OF PROJECT | Approx. 0.2 miles |

PROJECT DESCRIPTION & SIGNIFICANCE

Describe the proposed project and why it is regionally significant. How does this project support the regions goals and objectives? (See attached Goals and Objectives)

The Basin City community is one of the densest population areas in the the unincorporated Franklin County. A sizable portion of its approximately 1,000-strong population, including many families with children, live in a mobile home community south of R-170, a Rural Major Collector and truck route that bisects the area. The school that serves these families lies north of this roadway. Therefore, crossing R-170 is a necessity for many of the children in the Basin City area. Additionally, as many local resources - stores, parks, and civic institutions - are located north of R-170, the crossing is also a reality for the adult residents of the mobile home community. The current crossing features numerous issues, including substandard pathways and adjoining facilities, non-compliant pedestrian ramps, and lack of illumination.

The proposed project is a continuation of a previous project that aims to address these issues plaguing access between the mobile home community and the rest of the Basin City area. The remedies utilized will be in compliance and in the spirit of the goals and policies of the Benton-Franklin Council of Governments, specifically focusing on integrating land use, providing for non-motorized and low-cost travel, improving accessibility, uniting communities, and creating a transportation system with a low environmental impact. They include improving the existing walkways and paths and their adjoining features, replacing existing pedestrian ramps, and adding energy-efficient illumination system at an intersection that accesses both a school and park. This project aims at creating a safe, alternative access for the residents of the community through sustainable means.

This project will improve the substandard pedestrian facilities that exist in the region, providing a safer and more accessible walking route for local residents. By improving the walking route, adjoining facilities, and illumination, this project will join a major residential area to the rest of the community. Such improvements will not only make getting to school easier and safer for children (which, in turn, assuages parents' anxiety and promotes pedestrian travel amongst the communities young people), but it will provide an easy and forthright route for all non-motorized traffic. This provides the potential for reduced carbon emissions, which, combined with the low-energy consumption LEDs or solar illumination and the fact that the work proposed is rehabilitation and replacement, gives the project an overall negligible environmental impact.

PROJECT SCORING CRITERIA - Total Possible Points = 80
DESCRIBE HOW THIS PROJECT MEETS EACH OF THE FOLLOWING SCORING CRITERIA

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

Currently, the walking route proposed to be improved by this project is constructed of asphalt and lies level with the roadway along Baillie Boulevard. While extruded curb is used to delineate this route, it does not provide the same level of protection that raised sidewalk or separated path would. Additionally, the stormwater facilities currently in place intersect the existing walking path, which can create slipping hazards during colder weather. This project will address these deficiencies by replacing the existing walking path with sidewalk and replacing the existing stormwater facilities with ones that better handle runoff and keep it out of the walking area.

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

The proposed project aims to provide better access to intermodal facilities by improving the existing path adjacent to the roadway. In addition to making the path safer and more inviting, the wider sidewalk or path will permit multiple uses, potentially including pedestrians, cyclists, and equestrians. In addition to providing an improved alternative to motorized traffic within the Basin City area, the project will also extend an improved route to educational and recreational resources within the community.

PRESERVATION _____ POINTS (For TAC/PAC committee use)

The proposed project aims to replace defunct or deficient facilities with new facilities that better serve the community and meet current federal, state, and local standards, including those for the Americans with Disabilities Act. Though the project will replace existing structures, said replacements will be installed in the location of their predecessors. In this way, the routes to which the residents of the Basin City community are accustomed will be preserved and no further property will need to be acquired.

REGIONAL SIGNIFICANCE _____ POINTS For TAC/PAC committee use)

This project aims to address a localized problem, and, as such, its impacts will not be as profoundly felt throughout the greater BFCOG jurisdiction. However, the use of an increased local match, and the combination of TAP and STP funding on this project, frees up funding for projects that are more regionally significant.

Within the smaller scope of the Basin City region, this project is of great significance, as it will improve intermodal possibilities along one of the primary routes within the community, as well as provide better access to school and park facilities.

FREIGHT MOVEMENT AND ECONOMIC VITALITY _____ POINTS (For TAC/PAC committee use)

The first project addressing this route within Basin City is set to improve the crossing of R-170 Road, which will provide better non-motorized access to resources north of the roadway, including commercial enterprises. While this second project on its own is not likely to generate further economic benefit, it will work to improve the standard of living within the Basin City community. As one of the most densely populated areas within the unincorporated county, further commercial development is a distinct possibility within the community. Working to improve the quality of local infrastructure may serve as a catalyst for increasing such development in the future.

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

| PROJECT COST AND PHASING | Cost by Phase | | Proposed Year of Obligation |
|-------------------------------------|--------------------------------|-----------|-----------------------------|
| | Preliminary Engineering/Design | \$ 50,000 | |
| Right of Way | \$ 0 | | |
| Construction | \$ 325,000 | | |
| Total Estimated Project Cost | \$ 375,000 | | |

| PROJECT PHASE REVENUE By FFY Obligation Year | 2019 | | 2020 | 2021 |
|--|------------------|-------------------|-------------|------|
| | Local | \$ 5,400 | \$ 8,962 | |
| State | | | | |
| Other | | \$ 268,613 | | |
| Requested TAP Funds | \$ 34,600 | \$ 57,425 | | |
| Total Project Phase Revenue | \$ 40,000 | \$ 335,000 | \$ 0 | |

TARGET DELIVERY

| | | | | | | Maximum | Score |
|------------------------------|--|---------------|---------------|-----------------|--|---------|------------|
| PE | > 25% Complete | <50% Complete | 100% Complete | | | 10 | |
| Right of Way Aquisition | None Needed | In Progress | All aquired | Not yet started | | 10 | |
| Construction Ready | Design Complete Environmental Complete ROW Certified | | | | | 20 | |
| TOTAL TARGET DELIVERY | | | | | | | 0.0 |

SCORING RESULTS

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

Reviewer Comments

FRANKLIN COUNTY

Basin City Alternative Transportation Improvements, Ph. II

