

RECEIVED

JUL 02 2010

GRANT CO. PUBLIC WORKS

2010
TRANSPORTATION ENHANCEMENT
APPLICATION

1. Project Title Washtucna Sidewalk Project

2. Lead Agency Town of Washtucna

3. Contact Person Ethen Baumann clerk/treas
(Name) (Title)

4. Phone: 509-646-3253

Email: clerk@washtucna.com

Address PO Box 713

Washtucna WA 99371
(City) (State) (Zip Code)

5. Does sponsoring agency have "Certification Acceptance" status from WSDOT?
 Yes No
 If No, which agency will serve as your CA sponsor and please fill-out CA confirmation form.

6. Type of Enhancement Project:

- Provision of Facilities for Pedestrians and Bicycles
- Provision of Safety and Educational Activities for Pedestrians and Bicyclists
- Acquisition of Scenic Easements and Scenic or Historic Sites
- Scenic or Historic Highway Programs (including the provision of tourist and welcome center facilities)
- Landscaping and other Scenic Beautification
- Historic Preservation
- Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities (including historic railroad facilities and canals)
- Preservation of Abandoned Railway Corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- Control and Removal of Outdoor Advertising
- Archaeological Planning and Research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Establishment of Transportation Museums

7. Total Project Description: (attach detailed 8 1/2" x 11" vicinity map) 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.

Scope of the project includes existing sidewalk, curb, and ACP removal and replacement; traffic control; permanent signs; and ADA ramps for a 520' length of sidewalk on each side of Main St., 8' wide, for a total of 8320 sq. ft. of sidewalk replacement. The existing conditions are represented in attached photos. The facilities are currently a pedestrian hazard rather than throughway. The project would upgrade the facilities to usable, and is the first phase in a multi-part attempt to bring existing sidewalks up to current standards.

8. Describe how this project promotes economic revitalization. Provide estimates of the specific economic revitalization this enhancement will provide. Please include your justification or rationalization of the estimates.

Upgrading sidewalks shows visitors that the city has pride in itself and cares about their experience. It is estimated that the project will help to increase foot traffic to existing downtown businesses and perhaps pique the interest of potential business owners once they get an up-close look at what buildings are available in the downtown area. One business has already closed its doors due to lack of foot traffic.

9. 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 full-scale plan that this first phase is a part of encourages vehicle traffic to stop and explore on foot our downtown area via its connection with the currently available walking path. Residents will benefit as this entire project will provide a healthy alternative to driving once the sidewalk is updated.

We do not monitor volume of pedestrian traffic, so no estimate can be given at this time.

10. *Describe what is the expectation of the population of the geographic area to use, benefit, or be served by the project.*

The sidewalk replacement will allow residents and visitors to actually be able to use the sidewalk as intended and help to keep them out of the street (a state route), where some walk to avoid using our current crumbling facilities. The entire replacement project will allow a more convenient access to downtown and its businesses for the elderly and disabled, as the whole downtown area is served by this sidewalk. While not included in the Safe Routes to Schools plan, there are children living downtown who travel by foot to the school that would benefit from a less hazardous route to school.

11. *Describe how this project will improve safety and either reduce crashes or reduce the potential for future crashes.*

The replacement sidewalk would be a tremendous step-up in terms of safe use for all compared to our existing facility. All ages would benefit from the removal and replacement of the existing tripping, ankle-rolling, or falling hazards presented by the sidewalk in its current state.

No longer would pedestrians have to avoid using the sidewalk completely, which in turn would keep them out of the travel path of the state route that is flanked by the current sidewalk.

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

See attached.

13. *Describe how this project will benefit tourism. Describe the current tourism impact and quantify how this will benefit the community.*

Area tourism benefits by allowing tourists to safely access some of Washtucna's prominent downtown features. Of particular interest that will be served by this project are a notable park, the public pool, and educational displays. Once the full project is completed, the downtown will safely connect to a walking path that stretches the rest of the length of town, to the outskirts and the intersection with another state route. Traffic may be encouraged to explore further once out for a stretch from their travels.

14. *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.*

While this project is the first phase of a multi-part attempt to upgrade and make usable the town's sidewalks, it will in fact connect to an existing walking path. As such, upgrading this first phase will help to encourage further use of sidewalks and the walking path by current residents and potential tourists alike.

The enhancement to existing facilities is that it would make them actually usable and minimize potential pedestrian accidents incurred while using the current facility.

15. *Describe how the project will enhance existing resources.*

The town currently has an almost complete walking path loop, it has a well-known park, and it is building educational displays in varied locations. Armed with completion of this first phase of sidewalk replacement as well as the future completion of our walking path, the town can show the effort it is making to ensure the safety of our pedestrian visitors and residents to these areas. Enhancing access to each of these locations comes slowly with each project the town tackles, in an attempt to make our entire town accessible for all, from young to elderly alike.

16. *Describe how this enhancement 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.*

While not addressed by the Safe Routes to Schools plan, this project does fall inside an area that is a route to school for children living in the downtown area. The town has also been working with WSDOT's Eastern Region in attempt to complete the project to coincide with their re-surfacing and widening maintenance project on the state route through town.

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

This project would help to preserve one of Washtucna's most significant natural resources by allowing increased foot traffic to reach Bassett Park. By increasing foot traffic, it is hoped that vehicle traffic, noise, and pollution could be kept at a minimum allowing us to maintain this migratory sanctuary for birds. The sidewalks would also help people to explore our vintage farm display, a resource used to educate visitors on the cultural significance of the area.

18. *Describe the unique regional importance of the project.*

These projects are Washtucna's attempt to show visitors and residents alike that there is a viable future for small communities, and it comes one project at a time. There is hope, and small towns do not have to fall by the wayside. Towns like Washtucna can modernize and upgrade and do not have to be resigned to turning into a crumbling hazard.

19. *Demonstrate the need of the project by providing previous conceptual project plan dates, previous funding requests, and/or planning programs that included the project.*

See attached documents.

20. *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.*

While funds awarded would not be sufficient to complete the entire renovation into a usable facility as ultimately planned, they would help us complete and make functional a section of the entire proposed facility. There are no other concerns or circumstances that would delay this project.

21. *Statewide Significance -- Explain how this project benefits tourism, improves safety, enhances connections to regional or statewide systems? Is this project recognized as a scenic highway, on the state historic register, or on the national historic register?*

Bassett Park was recently included on the Washington State Audubon Society's Palouse to Pines Loop of the Great Washington State Birding Trail, and this project serves the park. (See attached map). The sidewalk upgrade would also help to keep pedestrian traffic out of the path of a state route.

22. Approval/Concurrence of Submitting /Lead Agency

This project has the approval/concurrence of the submitting agency, is consistent with the agency comprehensive plan.

AGENCY Town of Washtucna

DATE: 6-30-10

BY: Syd Sullivan, Mayor
(Mayor / Chairman/Responsible Party)

23. 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.

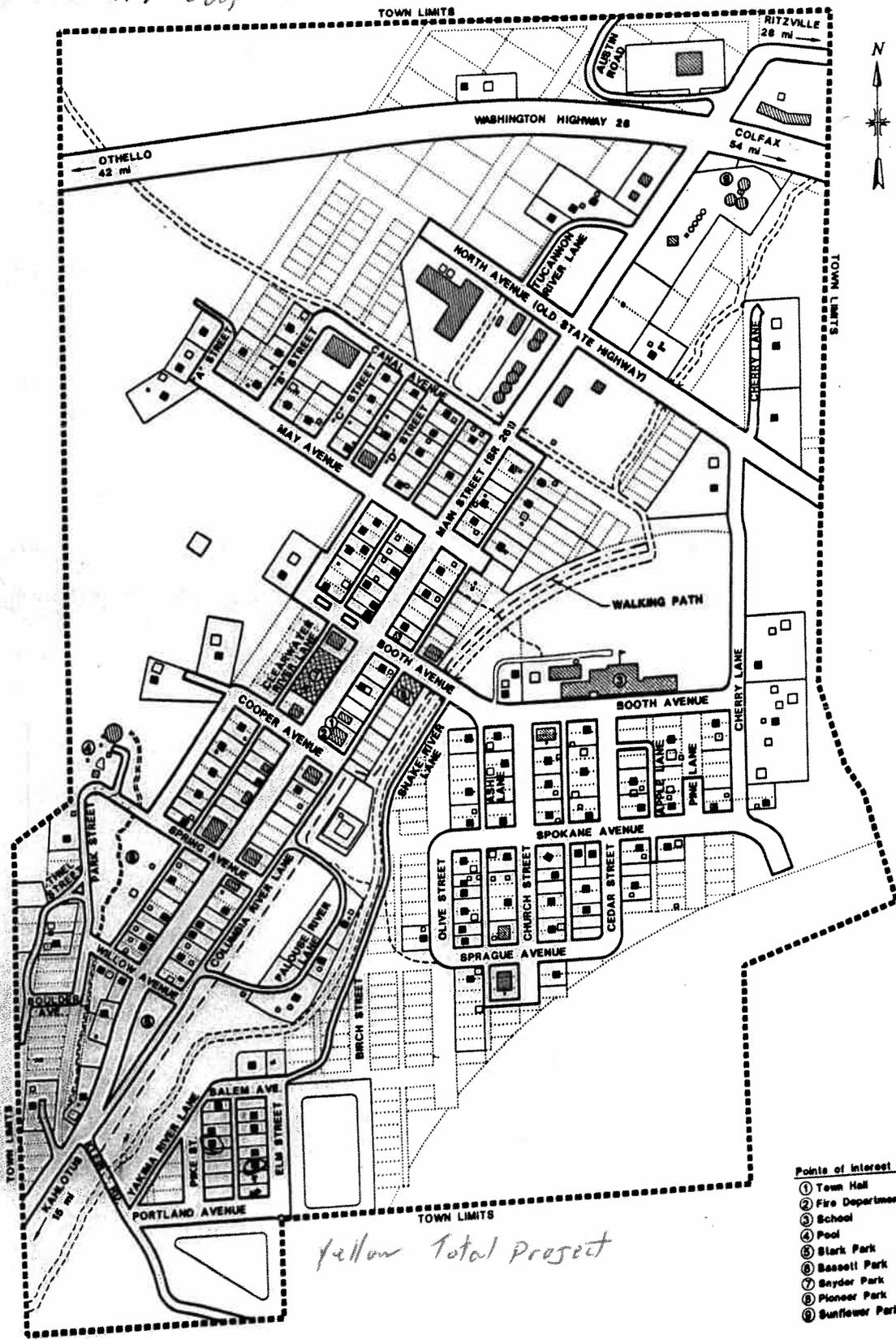
AGENCY Town of Washtucna

DATE: 6-30-10

BY: Syd Sullivan
(Mayor / Chairman)

7

Spring to Cooper #1A Priority
#1 Cooper to Booth Hazardous Areas



- Points of Interest Key
- ① Town Hall
 - ② Fire Department
 - ③ School
 - ④ Pool
 - ⑤ Stark Park
 - ⑥ Bassett Park
 - ⑦ Snyder Park
 - ⑧ Pioneer Park
 - ⑨ Sunflower Park

Yellow Total Project

APPROXIMATE HORIZONTAL SCALE IN FEET

DATE: APPROX. 11/2001 DATE: NONE

BY: MEDCO-92 DATE: FEBRUARY 13, 2002

FILE: NEW MAP.DWG

ap anderson perry
ENGINEERS ARCHITECTS INC.
111 BRIDGE ST. BULLY HALL, OR. 97107, OR.

TOWN OF WASHTUCNA

STREET MAP

#7



Pictures of
existing
sidewalks



Washtuncna - Sidewalk and Shoulder

Priority # 1 - Cooper to Booth

	Quantity	Unit	TIB Recent	Total
Sidewalk Removal	58	SYD	\$5.0	289
Remove Curb	65	LF	\$2.4	156
Replace Sidewalk	58	SYD	\$26.3	1,523
Replace Curb	65	LF	\$10.5	683
Traffic Control	1	LS	LS	1,000
<u>ADA Ramps</u>	<u>2</u>	<u>EA</u>	<u>\$750.0</u>	<u>1,500</u>
Total				5,150

Priority #1A - Spring to Cooper

	Quantity	Unit	TIB Recent	Total
Sidewalk Removal	995	SYD	\$5.0	4,976
Remove Curb	1040	LF	\$2.4	2,496
Remove ACP	152	SYD	\$10.0	1,522
Replace Sidewalk	995	SYD	\$26.3	26,119
Replace Curb	1070	LF	\$10.5	11,235
Replace HMA Commercial	19	Tons	\$90.0	1,708
Traffic Control	1	LS	LS	1,000
Permanent Signs	36	SF	\$30.0	1,080
<u>ADA Ramps</u>	<u>8</u>	<u>EA</u>	<u>\$750.0</u>	<u>6,000</u>
				56,135

Mobilization 9%	5,516
Sales Tax 7.7%	5,144
Construction Engineering 13%	9,353
<u>Contingency 5%</u>	<u>3,597</u>
Construction Total	84,894
<u>Preliminary Engineering</u>	<u>8,489</u>
Priority #1 Total	93,384

Washtuncna - Sidewalk and Shoulder

Priority # 1 - Cooper to Booth

	Quantity	Unit	TIB Recent	Total
Sidewalk Removal	58	SYD	\$5.0	289
Remove Curb	65	LF	\$2.4	156
Replace Sidewalk	58	SYD	\$26.3	1,523
Replace Curb	65	LF	\$10.5	683
Traffic Control	1	LS	LS	1,000
<u>ADA Ramps</u>	<u>2</u>	<u>EA</u>	<u>\$750.0</u>	<u>1,500</u>
Total				5,150

Priority #1A - Spring to Cooper

	Quantity	Unit	TIB Recent	Total
Sidewalk Removal	995	SYD	\$5.0	4,976
Remove Curb	1040	LF	\$2.4	2,496
Remove ACP	152	SYD	\$10.0	1,522
Replace Sidewalk	995	SYD	\$26.3	26,119
Replace Curb	1070	LF	\$10.5	11,235
Replace HMA Commercial	19	Tons	\$90.0	1,708
Traffic Control	1	LS	LS	1,000
Permanent Signs	36	SF	\$30.0	1,080
<u>ADA Ramps</u>	<u>8</u>	<u>EA</u>	<u>\$750.0</u>	<u>6,000</u>
				56,135

Mobilization 9%				5,516
Sales Tax 7.7%				5,144
Construction Engineering 13%				9,353
<u>Contingency 5%</u>				<u>3,597</u>
Construction Total				84,894
<u>Preliminary Engineering</u>				<u>8,489</u>
Priority #1 Total				93,384

Priority #2 - Willow to Spring

	Quantity	Unit	TIB Recent	Total
Sidewalk Removal	828	SYD	\$5.0	4,142
Remove Curb	932	LF	\$2.4	2,237
Remove ACP	137	SYD	\$10.0	1,369
Replace Sidewalk	828	SYD	\$26.3	21,735
Replace Curb	932	LF	\$10.5	9,786
Replace HMA Commercial	16	Tons	\$90.0	1,431
Soil Residual herbicide	137	SYD	\$0.16	22
Traffic Control	1	LS	LS	1,000
Curb Inlet	1	EA	\$1,100.0	1,100
<u>ADA Ramps</u>	<u>7</u>	<u>EA</u>	<u>\$750.0</u>	<u>5,250</u>
				48,072

Priority #2B Cooper to Booth

Quantity	Unit	TIB Recent	Total
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Sidewalk Removal	689 SYD	\$5.0	3,444
Remove Curb	775 LF	\$2.4	1,860
Roadway Excavation Including H:	37 CYD	\$12.5	463
Replace Sidewalk	689 SYD	\$26.3	18,086
Replace Curb	775 LF	\$10.5	8,138
Replace HMA Commercial	76 Tons	\$90.0	6,827
Soil Residual herbicide	653 SYD	\$0.16	104
Traffic Control	1 LS	LS	1,000
Grate Inlet Type 2	1 EA	\$1,700.0	1,700
Infiltration Ditch	44 CYD	\$150.0	6,667
<u>ADA Ramps</u>	<u>6 EA</u>	<u>\$750.0</u>	<u>4,500</u>
			52,789

Priority #2C Booth to May

	Quantity	Unit	TIB Recent	Total
Sidewalk Removal	467	SYD	\$5.0	2,333
Roadway Excavation Including H:	87	CYD	\$12.5	1,091
Replace Sidewalk	475	SYD	\$26.3	12,469
Replace Curb	855	LF	\$10.5	8,978
Replace HMA Commercial	225	Tons	\$90.0	20,283
Soil Residual herbicide	1540	SYD	\$0.16	246
Traffic Control	1	LS	LS	1,000
Curb Inlet	1	EA	\$1,100.0	1,100
Grate Inlet Type 2	1	EA	\$1,700.0	1,700
Infiltration Ditch	44	CYD	\$150.0	6,667
Hydroseeding	0.06	ACRE	\$1,500.0	87
<u>ADA Ramps</u>	<u>8</u>	<u>EA</u>	<u>\$750.0</u>	<u>6,000</u>
				61,953

13 Replace signs with Priority 2 1 LS LS \$4,000

Mobilization 9%	15,013
Sales Tax 7.7%	14,001
Construction Engineering 13%	25,458
<u>Contingency 5%</u>	<u>9,791</u>
Construction Total	231,076
Preliminary Engineering	23,108
<u>Priority #2 Total</u>	<u>254,184</u>

Priority #1 + #2 Total 347,568

CATHY McMORRIS RODGERS
5TH DISTRICT, WASHINGTON

A12

COMMITTEES:
NATURAL RESOURCES
RANKING MEMBER, WATER & POWER

ARMED SERVICES
EDUCATION AND LABOR

REPUBLICAN CONFERENCE
VICE CHAIR

DEPUTY WHIP

Congress of the United States
House of Representatives

COUNTIES:
ADAMS
ASOTIN
COLUMBIA
FERRY
GARFIELD
LINCOLN
OKANOGAN
PEND OREILLE
SPOKANE
STEVENS
WALLA WALLA
WHITMAN

June 2, 2010

Washington State Department of Transportation
Federal Transportation Enhancement Funds

Re: QUADCO RTPO Grants

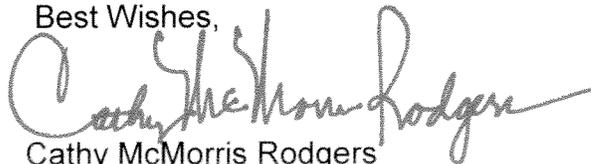
Dear Grant Cordinator:

It is my pleasure to write this letter in support of the Town of Washtucna's application for a QUADCO RTPO grant award. This small community has been working diligently with the Washington State Department of Transportation to help develop a plan to replace the town's current sidewalk system, which is over 100 years old and hazardous.

One of my top priorities in Congress is to ensure our rural communities have the resources and services that they need. A grant award will help the Town of Washtucna provide its community with safe sidewalks. I ask that you please consider their application for funding.

Thank you in advance for your consideration and please keep me informed on the progress of this grant proposal. If you have any questions, please feel free to contact Valorie Hein at 509-353-2374 or via email at valorie.hein@house.mail.gov.

Best Wishes,



Cathy McMorris Rodgers
Member of Congress

1323 LONEWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2906
FAX: (202) 225-3392

10 NORTH POST STREET, SUITE 625
SPOKANE, WA 99201
(509) 353-2374
FAX: (509) 353-2412

555 SOUTH MAIN
COLVILLE, WA 99114
(509) 684-3481
FAX: (509) 353-2412

29 SOUTH PALOUSE STREET
WALLA WALLA, WA 99362
(509) 529-9358
FAX: (509) 353-2412

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#12

Cliff Plumb
P. O. Box 508
Washtucna, WA
August 23, 2009

RE: Broken Up Sidewalks In Washtucna

Dear Cliff,

As per our many conversations on the status of the safety of our sidewalks on Main Street here in Washtucna I am requesting that you bring this problem up to the City Council for consideration of repairs.

The loose cement/gravel is slippery when it is dry, the broken cement on the edges are rough and they slip under your feet if you happen to hit them, and the holes and uneven breaks cause a person to stumble and then waiver trying to regain their balance. When walking one must constantly look down to know where to step. A situation like this was one thing when we were young and limber but needless to say that nasty word 'age' changes this agility for us.

There are many of us senior citizens over 65 that like to walk around our town. It is a shame that we find it necessary, **for safety sake**, to walk on the street instead of our existing sidewalks. I have often wondered if the thought of what the liability could cost our town if one of us were to fall and break a leg, hip or knee. Or be maimed for the rest of our life. Also, this can be a handicap for our small children as well.

Therefore, do you think it would be possible for you to investigate different avenues to help us solve this problem? We would all be very grateful and more secure to have this problem solved.

Thank You for your time and effort in this matter.

Sincerely,



Bobbie Wyatt
375 SW Main Street
Washtucna, WA. 99371

12

Cliff Plumb
P. O. Box 508
Washtucna, WA
August 23, 2009

RE: Broken Up Sidewalks In Washtucna

Dear Cliff,

Regarding the status of the safety of our sidewalks on Main Street here in Washtucna I am requesting that you bring this problem up to the City Council for consideration of repairs.

The loose cement/gravel is slippery when it is dry, the broken cement on the edges are rough and they slip under your feet if you happen to hit them, and the holes and uneven breaks cause a person to stumble and then waiver trying to regain their balance. When walking one must constantly look down to know where to step. A situation like this was one thing when we were young and limber but needless to say that nasty word 'age' changes this agility for us.

There are many of us senior citizens 65+ that like to walk around our town and to the Post Office. I have fell a time or two myself when trying to manipulate these sidewalks. I have often wondered if the thought of what the liability could cost our town if one of us were to break a leg, hip or knee. Or be maimed for the rest of our life.

Therefore, do you think it would be possible for you to investigate different avenues to help us solve this problem? We would all be very grateful and more secure to have this problem solved.

Thank You for your time and effort in this matter.

Sincerely,


Jean Hamill
380 SW Main Street
Washtucna, WA. 99371

#12

Town of Washtucna

From: **Schmick, Rep. Joe** (Schmick.Joe@leg.wa.gov)
Sent: Thu 9/10/09 1:38 PM
To: 'lily ann plumb' (laplum@hotmail.com)

Thank you for contacting me – I have checked in with the other legislators from the 9th district, and right now, there are just no dollars to be found. Unfortunately, monies for these type of projects are harder to get and need to be planned well in advance.

I think the only viable option is to go through the Transportation Improvement Board (TIB) and can be reviewed at <http://www.tib.wa.gov/>.

I know they have accomplished many projects in the 9th district over the years, but I believe it will be difficult to obtain any time soon. I'm sorry I don't have any better news.

Sincerely,

Joe Schmick
State Representative

From: lily ann plumb [mailto:laplum@hotmail.com]
Sent: Tuesday, September 08, 2009 10:41 AM
To: Schmick, Rep. Joe
Subject: 9/8 to Joe Town of Washtucna

William C. Plumb
POB 508
Washtucna, WA 99371-0508

Dear Joe Schmick,

The Town of Washtucna has for years been trying to get funding for the sidewalks. We are a small town with a school, post office, bank, and other businesses. Our sidewalks need to be removed and replaced. The existing ones are a hazard and are not handicapped accessible. The Dept. of Transportation is scheduled to do a complete overlay of Main Street. Now would be the time to address our sidewalk issue. Any information or funding agencies would greatly be appreciated.

William C. Plumb
Town Council Member
5096463253

Windows Live: Keep your friends up to date with what you do online. [Find out more.](#)



FY 2010 Sidewalk Program

for Urban and Small Cities



Your signed application and required attachments must be postmarked by **August 29, 2008**

The mailing address for the TIB Office: Post Office Box 40901 ❖ Olympia WA 98504-0901

For assistance contact John Dorffeld, TIB Project Engineer, at (360) 586-1147 or via email at JohnD@tib.wa.gov

Funding Program	Small City Sidewalk Program		<u>Find Legislative District</u>
Agency Name	WASHTUCNA		Legislative District <u>9</u>
Arterial Name	Main Street (SR 261)		<u>Find Congressional District</u>
Termini	Cooper Avenue to Booth Avenue		Congressional District <u>5</u>
Length in Miles	0.08 miles	Federal Route Number _____	Average Daily Traffic <u>1,200 vpd</u>
Contact Person	Ellen Baumann	Phone Number <u>509-646-3253</u>	
Email Address	clerk@washtucna.com		

APPLICATION ATTACHMENTS

- 8-1/2" x 11" Vicinity Map clearly showing project limits & sidewalk destinations
- Project Cost Estimate signed by professional engineer registered in the Washington State
- If project is on or connects to a State Highway, include written concurrence from WSDOT
- Accident documentation [Link to Request Accident Data from WSDOT](#)

PROJECT ELIGIBILITY (SMALL CITIES ONLY)

Check all of the following that apply to your project

- Serves as a logical extension of a county arterial or state highway into the corporate limits
- Serves as a route connecting local generators such as schools, medical facilities, social centers, recreational areas, commercial centers or industrial sites
- Acts as a bypass or truck route to relieve the central core area

PROJECT FUNDING

Enter the project funding information in the table below

Total TIB funds requested **\$173,460** Maximum TIB matching ratio **100.0%**

	TIB Funds	Local Funds	Total Project
Design Engineering	15,680	320	16,000
Right of Way			
Construction Engineering	17,640	360	18,000
Construction Other			
Construction Contract	140,140	2,860	143,000
TOTAL	173,460	3,540	177,000

Noneligible Engineering
Engineering exceeding **25%** of construction costs is not eligible for TIB reimbursement

Other Noneligible Costs
(i.e. landscaping greater than **3%** of total cost, utility undergrounding)

Total eligible cost

177,000

Calculated TIB Matching Ratio

98.0%

LOCAL MATCH

List all funding partners contributing to the local match

SOURCE	AMOUNT
WASHTUCNA	3,540
TOTAL	\$3,540
Local funds are correct	

PROJECT MILESTONES

Construction Start
(Month/Year) May 2010

Contract Completion
(Month/Year) Jun 2010

PROPOSED IMPROVEMENTS

Briefly describe the proposed project work

This project includes the reconstruction of sidewalks, driveways, and curb and gutter on Main Street that are currently in poor condition. Several large trees will be removed as they are a safety hazard and are causing sidewalk damage. Water service lines are currently being replaced within the project area causing the need for further sidewalk repairs. A Safe Routes to School Grant was completed for the sidewalks on Main Street from Spring Street to Cooper Street and the outcome of the application will be known shortly. If funded, these two projects would provide for the replacement of sidewalks in the heart of the downtown area. These projects could also be paired to help reduce overall construction costs.

SAFETY

Enter the Posted Speed Limit 30 mph

Select the facility currently used by pedestrians (check one)

Travel lanes

Shoulder

If **shoulder** is checked, enter width in feet _____

If **shoulder** is checked, select condition Good Fair Poor

Sidewalk

If **sidewalk** is checked, select condition Good Fair Poor

If **sidewalk** is checked, briefly describe the
ADA barriers on existing facilities removed by the project

The sidewalks along this portion of Main Street are severely deteriorated making them difficult to traverse by persons with disabilities. Intersections do not contain wheelchair accessible ramps. This project would replace the deteriorated sidewalks, and install wheelchair accessible ramps at intersections allowing access to the reconstructed portion of the project as well as the sidewalks outside of the project area.

Pedestrian Visibility

Select how well drivers see pedestrians within the project limits

Good Fair Poor

Accident History

Include accident documentation with your application package

Number of Pedestrian/Vehicle Accidents	<u>0</u>
Number of Pedestrian Only Accidents	<u>0</u>

Existing Hazards

Briefly describe existing hazard(s) to pedestrian travel within the project limits

Hazard 1 Three trees currently exist within the curb line and present a hazard to motorists. Also, the trees are causing damage to the sidewalk.

Hazard 2 Lack of ADA ramps forces some disabled pedestrians to travel in the street.

Hazard 3 The sidewalk is in severely deteriorated condition creating numerous tripping hazards.

Hazard 4 The existing curb has broken away in many locations allowing stormwater to collect on the sidewalk.

ROADWAY CHARACTERISTICS

Enter the requested data in the table below

	EXISTING	PROPOSED
Sidewalk Width in Feet		
Parking Lanes	<input type="checkbox"/> One Side <input checked="" type="checkbox"/> Both Sides <input type="checkbox"/> None	<input type="checkbox"/> One Side <input checked="" type="checkbox"/> Both Sides <input type="checkbox"/> None
Sidewalk Placement	<input type="checkbox"/> One Side <input checked="" type="checkbox"/> Both Sides <input type="checkbox"/> None	<input type="checkbox"/> One Side <input checked="" type="checkbox"/> Both Sides <input type="checkbox"/> None
Curb Placement	<input type="checkbox"/> One Side <input checked="" type="checkbox"/> Both Sides <input type="checkbox"/> None	<input type="checkbox"/> One Side <input checked="" type="checkbox"/> Both Sides <input type="checkbox"/> None
Distance in feet from Edge of Travel Lane to Edge of Proposed Sidewalk		18 feet
Proposed Sidewalk Surfacing		Concrete
Total Length of Sidewalk Constructed by Project		860 feet

NETWORK CONNECTIVITY

Select from the list below - existing sidewalk must be a minimum width of five feet and ADA-compliant

- Project **links** existing sidewalk
- Project **extends** the sidewalk system
- Project does **not extend** or link existing sidewalk

PEDESTRIAN ACCESS

Check either *direct access* or *improves access* for each facility served by the proposed pedestrian facility

Schools

	Direct Access	Improves Access
Elementary	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Middle/Jr High	<input type="checkbox"/>	<input checked="" type="checkbox"/>
High	<input type="checkbox"/>	<input checked="" type="checkbox"/>
College/Technical	<input type="checkbox"/>	<input type="checkbox"/>

Public Building Enter up to three buildings served in spaces below (eg. City Hall, Fire Station, Community Center)

1 City Hall	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2 Fire Station	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3 Post Office	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Activity Center	<input type="checkbox"/>	<input type="checkbox"/>
Central Business District	<input checked="" type="checkbox"/>	<input type="checkbox"/>
High Density Housing	<input type="checkbox"/>	<input type="checkbox"/>
Medical Facilities	<input type="checkbox"/>	<input type="checkbox"/>
Childcare Facilities	<input type="checkbox"/>	<input type="checkbox"/>
Transit Stop	<input type="checkbox"/>	<input type="checkbox"/>

COMMUNITY IMPACT

Briefly describe the impact on your community.

Explain how the project involves revitalization, creates or improves access to business, industrial or community centers

Completion of this project will greatly improve the ability of Washtucna's residents to access downtown businesses and services. Pedestrian safety will be greatly enhanced with the addition of curb and gutter. ADA accessibility to the downtown business district will also be greatly improved. In addition to direct access to downtown businesses, new Main Street sidewalks would serve as a safer more traversable route for students traveling from the east side of Main Street to the school located on the west side of Main Street. The Town is building a recycling center one block east of Main St. and access to the recycling center would be enhanced. Beyond the scope of increased access, a new sidewalk would greatly improve the aesthetics of downtown Washtucna making the area more appealing to people passing through.

CERTIFICATION

Certification is hereby given that the information provided is accurate and the applicable attachments are complete and included as part of the application package

 Agency Official Signature

Syd Sullivan
 Printed Name

Mayor
 Title

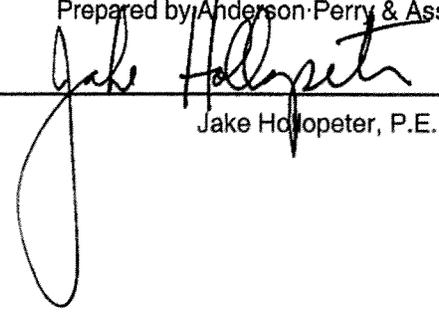
 Date

**Town of Washtucna
Main Street Sidewalk Project
(Cooper Avenue to Booth Avenue)
FY 2010 Sidewalk Program
Cost Estimate
August 13, 2008**

NO.	ITEM	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL PRICE
1	Mobilization	LS	\$ 7,000	All Req'd	\$ 7,000
2	Project Temporary Traffic Control	LS	1,000	All Req'd	1,000
3	Removal of Structures and Obstructions	LS	7,000	All Req'd	7,000
4	Earthwork	LS	4,000	All Req'd	4,000
5	Hot Mix Asphalt, incl. Crushed Surfacing	SY	50	240	12,000
6	Surface Restoration	LS	1,000	All Req'd	1,000
7	Cement Concrete Curb and Gutter	LF	40	950	38,000
8	Cement Concrete Driveway, 6-inch thick, incl. Crushed Surfacing	SY	70	200	14,000
9	Cement Concrete Sidewalk, 4-inch thick, incl. Crushed Surfacing	SY	60	580	34,800
10	Curb Ramp	EA	1,000	10	10,000
11	Permanent Pavement Marking	LS	1,500	All Req'd	1,500
Construction Subtotal					\$ 130,300
Contingency (± 10 percent)					\$ 12,700
Construction Total					\$ 143,000
Design Engineering					\$ 16,000
Construction Engineering					\$ 18,000
TOTAL ESTIMATE					\$ 177,000

Prepared by Anderson-Perry & Associates, Inc.

by



 Jake Hollopeter, P.E.

PROJECT DESCRIPTION SECTION

Type of School (Check schools that apply):

- Primary School (K-6 grade)
- Middle School
- High School

Current Conditions. Describe the current conditions (e.g., existing roadway conditions, speed, risk factors).

The sidewalks are along Main Street which is also SR 261. The posted speed limit is 25 miles per hour. The sidewalks are severely deteriorated with concrete that has broken away and large cracks and raised sections from tree roots are present. Curbs do not exist in some areas causing storm water to collect on the sidewalks. The sidewalks are not wheelchair accessible, therefore, people in wheelchairs are forced to use the street.

Distance from project site to school. (Please check):

- Less than ¼ mile
- ¼ to ¾ mile
- ¾ mile to 2 miles

Comments:

Posted Travel Speed. (Please check):

- 35-45 mph
- 25-35 mph
- Less than 25 mph

If operating speed is different, please list operating:

Prior vehicle/bike/pedestrian crashes at location within past three years. (Please check):

Number of Crashes

Comments:

Signalized Intersection Spacing or Distance to Alternate Crossing Facility. (Please check):

- Greater than 1,320 feet
- 1,319 - 660 feet.
- Less than 660 feet

Comments: No signals

Width of Roadway (Please check):

- 4 or more lanes (w/ two way left turn lane)
- 4 lanes
- 2 or 3 lanes

Comments:

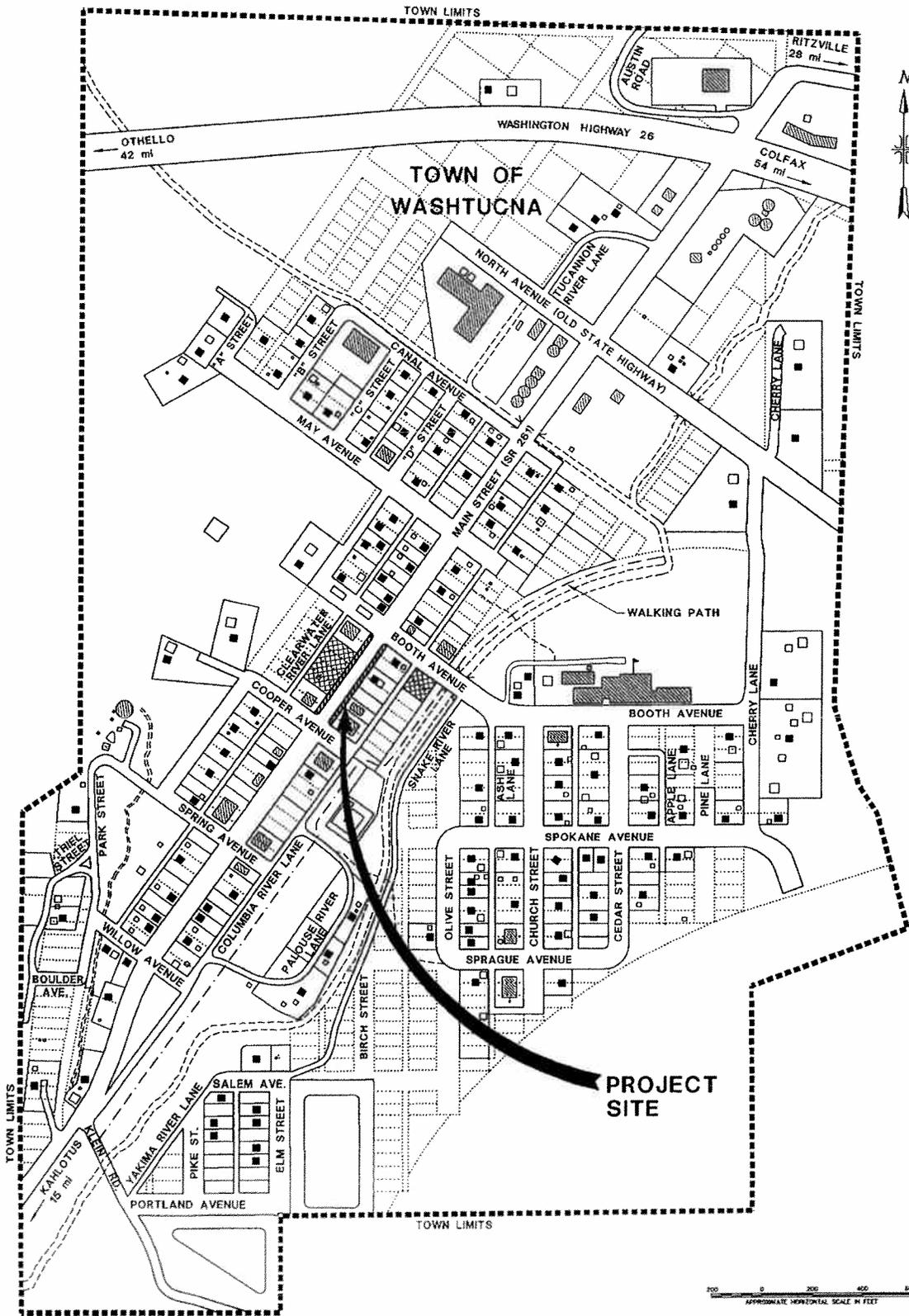
Existing Traffic Volumes. (Please check):

- Greater than 15,000 ADT
- 10,000 to 15,000 ADT
- 5,000 to 10,000 ADT
- Less than 5,000 ADT

Comments:

Horizontal and/or Vertical Stopping Sight Distance: (AASHTO green book or Design Manual)

	<u>Required (Feet)</u>	<u>Actual</u>
Doesn't meet minimum stopping distance requirements	<input type="text"/>	<input type="text"/>
Meets desirable to minimum stopping distance requirements	<input type="text"/>	<input type="text"/>
Comments: No stopping is required on Main Street.		




TOWN OF WASHTUCNA
MAIN STREET SIDEWALK PROJECT
COOPER AVENUE TO BOOTH AVENUE
PROJECT VICINITY MAP

FIGURE
1

**2008 Safe Routes to School
Grant Application Form**



**Washington State
Department of Transportation**

Project Title and Location: Washtucna Sidewalk Project

School Name: Washtucna School District

Lead Agency and Project Manager (Name, address, phone & fax number, email address)

Town of Washtucna
PO Box 713
165 S Main St.
Washtucna, WA 99371

Phone: 509-646-3253
Fax: 509-646-1913
Email: clerk@washtucna.com

Total Grant Request Amount: (Provide the total grant request amount and identify how the funds will be divided for each of the three components: engineering, education and enforcement)

Legislative District 9th

Project Summary (Describe the project specifically in 4 to 5 sentences, be sure to address each of these elements – Engineering/Education/Encouragement/Enforcement)

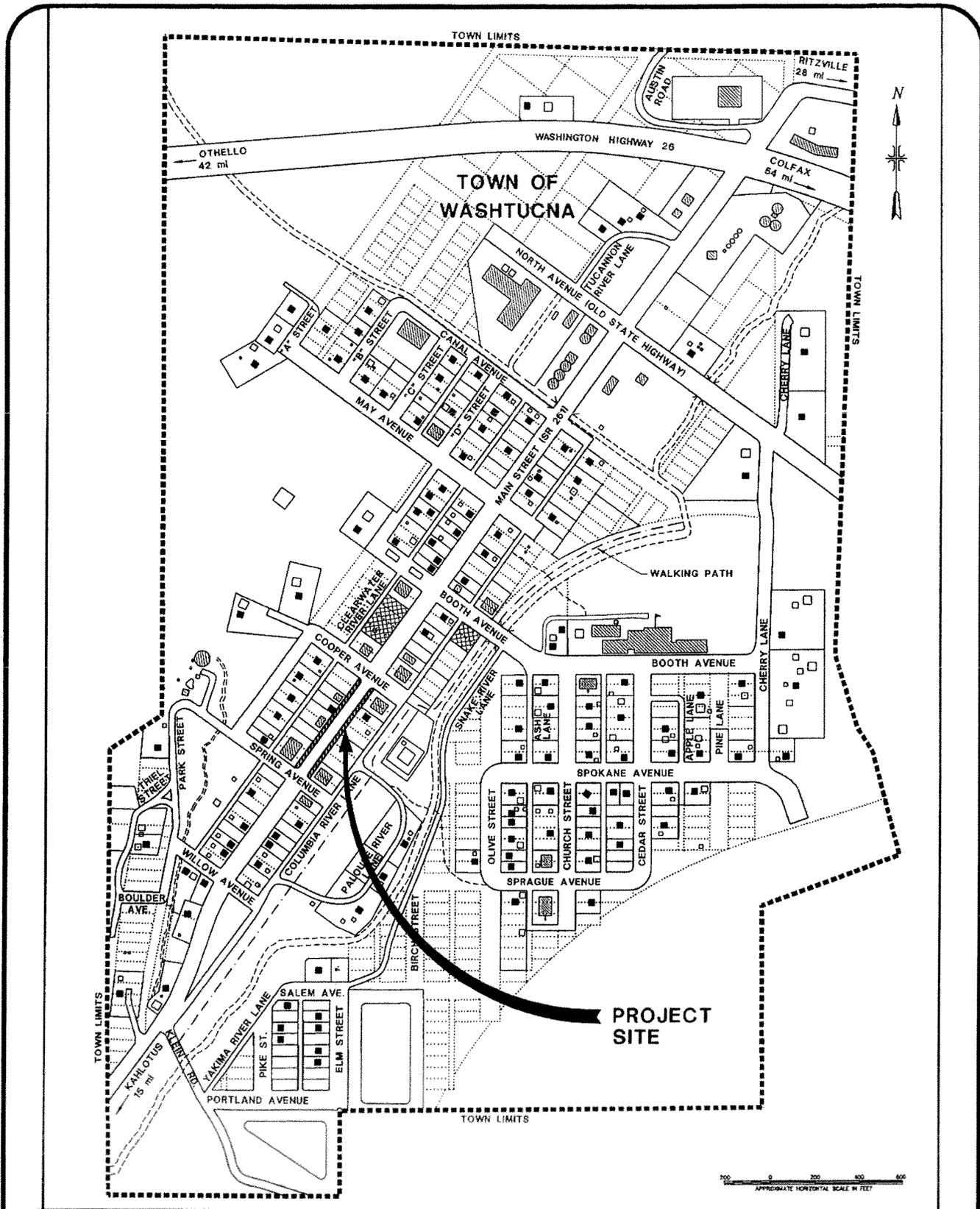
The Town of Washtucna would like to replace sidewalks on both sides of Main St. for one block, between Cooper Street and Spring Street. The Town would like to establish safer and fully accessible sidewalks and crossings. This is part of the route students from the south end of town use to walk to school and is part of the Washtucna walk to school plan.

Students would be educated on walking safety by Adams County Sheriff's Department Deputies. They would be educated on the health benefits of walking to school by the school nurse. The students would be encouraged to walk to school rather than taking a bus or riding in a car for health benefits as well as environmental benefits.

Recent Progress (Describe any efforts or portions of the project that have been completed or are underway)

A safe route to school has been important to the citizens of Washtucna. In 2001 the sidewalk from the school was extended along Booth Street to Main Street to provide students a safe route to the sidewalks on Main Street. Previously there was no sidewalk along Booth Street.

APPLICATION CONCURRENCE	
School Principal/School District Official	
Name: Glenn Martin Title: Principal Address: PO Box 688, Washtucna, WA 99371 Email: gmartin@tucna.wednet.edu Phone: 509-646-3237	Date: 4/17/08
Lead Agency Approving Authority	
Name: Syd Sullivan Title: Mayor Address: PO Box 713, Washtucna, WA 99371 Email: clerk@washtucna.com Phone: 509-646-3253	Date 4/17/08
Local Law Enforcement Official	
Name: John Hunt Title: Undersheriff Address: 210 W Broadway, Ritzville, WA 99169 Email: johnh@co.adams.wa.us Phone: 509-659-1122	Date 4/30/08
WSDOT Region Administrator (if project is on a State Highway)	
Name: Keith A. Metcalf, P.E. Title: Regional Administrator Address: 2714 Mayfair Street, Spokane, WA 99207 Email: MetcalK@wsdot.wa.gov Phone: 509-324-6010	Date 4/25/08



TOWN OF WASHTUCNA
 MAIN STREET SIDEWALK PROJECT
 SPRING AVENUE TO MAY AVENUE
 PROJECT VICINITY MAP

FIGURE
 1

Or Stay Awhile....

Opportunities for participation in our community include:

- Church
- Bird Watching
- Ballet
- Scout Troops
- Rails to Trails
- Lions Club
- Mother's Day BBQ
- Bingo
- High School Sporting Events
- Lower Palouse Canyon Hike

Take Advantage of Our Community Services:

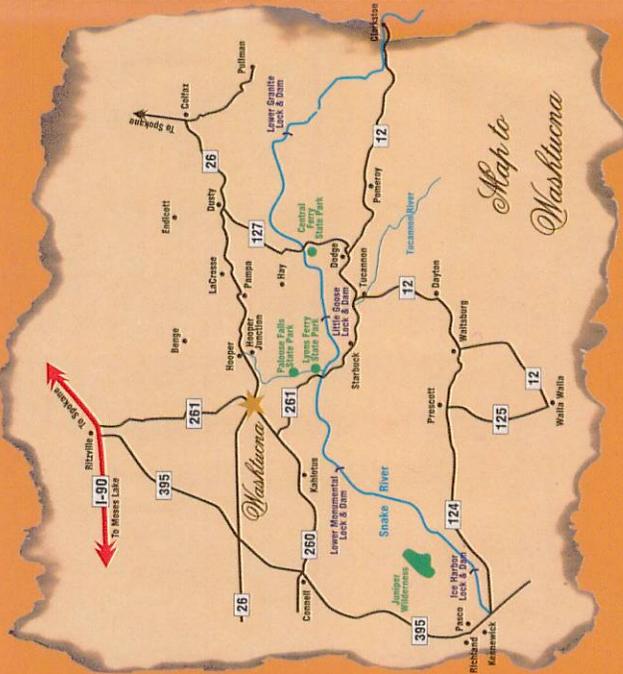
- Bed & Breakfast
- RVPark with Full Hookups
- Volunteer Fire Department
- Beauty Shop
- EMT's and Local Ambulance
- Fuel
- Food
- Medical Clinic
- Banking

For our residents, we have a Pre-school through 12th Grade School providing excellent academic and leadership opportunities. The school and its activities are the hub of our community.



For web sites on Washtucna
Google Washtucna, WA.

- ➔ State Department of Fish & Wildlife
www.wa.gov/wdfw/home.htm
- ➔ Hunting on Corps of Engineer Land
www.nw.usace.army.mil/
- ➔ Hunting map line for habitat units
Call 509-543-3200
- ➔ Ice Age Flood Institute Canyon Hike
www.iafi.org
- ➔ Washtucna Town Hall
509-646-3253



Community Information
can be found in Snyder Park
along Main Street



ADAMS COUNTY
Development
Council

Embracing Business
Growing Together.

Funding for the Brochures provided by the
Adams County Development Council.
For more information please call 800-694-4617



Welcome to

WASHTUCNA

"Place of Many Springs"

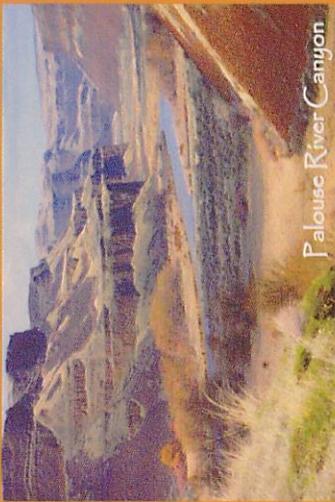
Founded in 1878 in Washington Territory
by George Bassett, a pioneer visionary.
Washtucna is the
Gateway to Palouse Falls



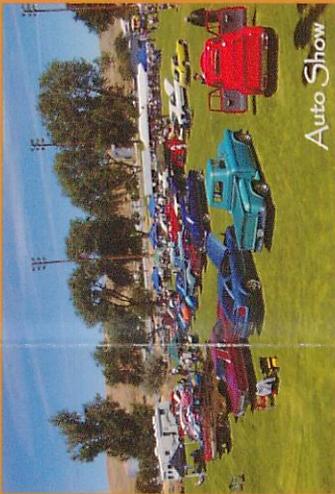
Sunflower Park

Washtucna,
Adams County's oldest town,
is located at the intersections of
State Routes 26 & 261,
An area of channeled scab lands,
waves of golden grain,
and numerous cattle ranches.





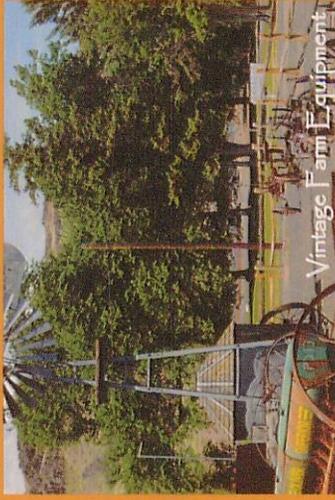
Palouse River Canyon



Auto Show



Wild Turkeys



Vintage Farm Equipment

Come for a Visit...

— Washtucna —
Friendly Rural Lifestyle.

Rest and picnic in one of our shady parks. Enjoy the swimming pool, tennis courts, walking path and horseshoe pits.

Bird Watchers Mecca.
Visit Bassett Park, a spring and fall migratory stopping place for birds, including many rare species.



History Buffs visit the Bank of Whitman, restored in 1989, the Washtucna Cemetery, founded in 1900 and the Vintage Farm Equipment site by Bassett Park.



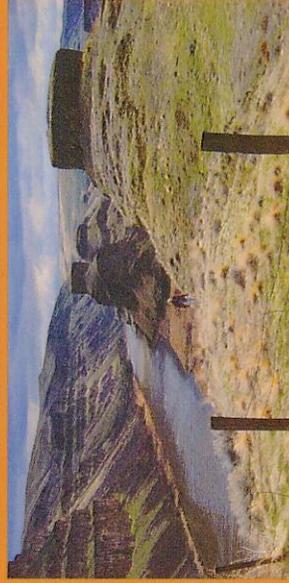
From Bassett Park view "Chief Washtucna", a profile of an Indian Chief formed by the basalt rocks above the park.

Classic Auto Show • Pioneer Days.
Join our community for this dual fun-filled celebration held the last Saturday in June: Fireman's Breakfast, Parade, Car Show, BBQ, Food & Vendor Booths, Horseshoe Tournament, free swimming and more.



Palouse Canyon Hike.

In the spring, take a guided 5 mile hike from Lyons Ferry to Palouse Falls. See rock shelters, ice age formations and beautiful wild flowers.



Also Visit... Lower Monumental Dam, The Fish Ladder, Windust State Park, The Fish Hatchery at Lyons Ferry and the Lyons Ferry Marina.

Explore the Surrounding Attractions...

Palouse Falls State Park

offers a lovely shaded area for camping and picnics. You can view the scenic beauty of the Palouse Falls as they plunge 198 feet into a stony bowl below. Sports minded people are drawn to the area because of the abundant wildlife, hunting and fishing opportunities. In the spring, the hills are covered with beautiful wild flowers. Lewis and Clark camped at the confluence of the Snake and Palouse Rivers. Overnight camping and restrooms are available.



Lyons Ferry Park is a popular site for water sports on the beautiful Snake River, 19 miles from Washtucna. The park offers picnic and designated swimming areas and boat launch. Lyons Ferry is a stopping place for commercial river boat excursions.



The Great Washington State Birding Trail

PALOUSE to PINES LOOP



Site Index

1. Riverside State Park
2. Little Spokane River
3. Lake Spokane Boat Launch
4. Antone Park Conservation Area
5. Ferry Bank Conservation Area
6. The Spokane State Park
7. Pend Oreille County Park
8. Capitol Lake
9. USA Bridge
10. Tacoma Creek
11. Flying Goose Ranch
12. Ocean Lake Conservation Area
13. Kootenai Conservation Area
14. Elk Creek Trail
15. Salmo River Wilderness
16. Big Meadow Lake
17. Little Pend Oreille National Wildlife Refuge
18. Sherman Creek Wildlife Area
19. Log Flume Heritage Site
20. Sherman Pass Overlook
21. Paul Lake
22. Kettle River Rail-to-Trail
23. Lone Ranch Park
24. Lake Beth
25. Swan Lake Campground
26. Swanson Lakes
27. Tolford
28. Hawk Creek Falls
29. Davenport Campground
30. Roodan Audubon Lake
31. Little Creek Conservation Area
32. Liberty Lake County Park
33. Swain Ranch
34. Scopie Butte State Park
35. Kamik Butte State Park
36. Rose Creek Nature Preserve
37. Wawawai County Park
38. Miqually John Habitat Management Unit
39. Greenbelt Trail
40. Poyous Falls State Park
41. Lewis and Clark Trail State Park
42. Chief Timothy Habitat
43. Fries Spring State Park
44. Headgates County Park
45. Swallow Park
46. Basset Park
47. Basset Park
48. Rock Lake
49. Snake Meadow
50. Snake Meadow
51. Turnbull National Wildlife Refuge

Approximate Mileage
Consult official road map for accurate mileage.

Route Key
00 U.S. Hwy
Secondary Rd
State Hwy
Fed. Interstate



