2020 Regional Surface Transportation Block Grant (STBG) Application

1. PROJECT TITLE	Littlerock Rd/113th Intersection & Blooms Ditch Bridge Replacement		
If the project is programmed in the State Transportation Improvement Program, please use the same title.			
2. LEAD AGENCY			
Lead Agency	Thurston County		
Contact Person	Scott Lindblom		
Phone Number	360-867-2329	Email Address	scott.lindblom@co.thurston.wa.us
3. **PROJECT CO-SPONSOR** (Leave blank if not applicable)			
Co-Sponsor Agency			
Contact Person			
Phone Number		Email Address	

4. PROJECT OVERVIEW

Provide a brief description of the proposal. State the problem and need, how the proposal addresses the need, and the anticipated benefits. (~150 words)

This project addresses both mobility and safety issues at the intersection of Littlerock Rd and 113th Ave and also replaces a deteriorated bridge over Blooms Ditch. There has been 58 reported collisions in the last 20 years. Littlerock Rd is a County arterial that has a speed limit of 50 mph and a traffic volume of more than 7,000 vehicles per day (12% heavy). This route is a major connector between south Thurston County and Tumwater. The bridge over Blooms Ditch (L-5) was constructed in 1924 and has no steel reinforcement, similar to the Salmon Creek bridge that recently failed and was replaced. The project includes adding a left turn lane on Littlerock Rd to turn onto 113th Ave and improving the intersection sight distance. The current short span bridge will be replaced with a 50 foot long bridge supported on pilings. The project will improve fish and frog habitat with the longer clear span.

5. **STBG PROJECT TYPE** (Mark all that apply)

*Note: Capacity projects will not be considered in this call for projects. Capital Projects must be located on federal-aid routes. Rural minor collectors and local roads are ineligible. Exceptions apply to Transportation Alternative type projects.

a. Construction, reconstruction, rehabilitation, resurfacing, restoration preservation, or operational improvements of highways	☑
b. Bridge and tunnel replacement; and inspection and evaluation of bridges	☑
c. Capital costs for transit projects (vehicles and facilities)	☐
d. Carpool projects, electric and natural gas vehicle infrastructure	☐
e. Bicycle and pedestrian facilities, including shared-use paths	☑
f. Modification of sidewalks to comply with Americans with Disabilities Act	☐
g. Highway and transit safety projects, hazard eliminations, railway/highway grade crossings	☐
h. Capital and operating costs for traffic management systems	☐
i. Planning and studies	☐
j. Environmental mitigation	☑
k. Intelligent Transportation Systems (ITS)	☐
l. Other_____	

6. **SUMMARY DETAILS** (complete the section that best matches your project type)

CONSTRUCTION PROJECT	
Project Location	The Intersection of Littlerock Rd and 113th Ave
Limits	Intersection - 750 feet North and South of 113th Ave on Littlerock Rd
Project Length	Approximately 1/4 mile
ALL OTHER PROJECT TYPES	
Project Location	
Duration of Project	

7. REGIONAL FUNDING PRIORITY

What Regional Funding Priority does this project focus on?

☑	**Safety** – Projects that enhance the safety of all who use, operate, or maintain the transportation system
☑	**Maintenance and Preservation** – Projects that protect existing transportation system investments and keep life-cycle costs as low as possible
☐	**Multimodal and System Efficiency** – Projects that integrate multimodal facilities and/or include Transportation Demand Management elements to support adopted land use plans and encourage transit, walking, and cycling. Also includes projects that improve the operating efficiency of the system.

8. PROPOSAL PRIORITY (If submitting more than one proposal for STBG funds, indicate the priority of this proposal compared to others)

○ 1	◉ 2	○ 3	○ 4	○ 5	○ 6

☐ Check if this project is a contingency proposal

9. YEAR OF OBLIGATION (Select the preferred year the phase will obligate)

Year	Study/Program	PE	ROW	CN
2021	☐	○	○	◉
2022	☐	○	○	◉
2023	☐	○	○	◉
2024	☐	○	○	◉
2025	☐	○	○	◉

10. ADVANCE CONSTRUCTION (AC)*

Are you able to obligate this project using Advance Construction?

○ Yes ◉ No

Use the space below to provide any relevant information on obligation, AC timing, or preferences.

Construction can be obligated in any year after 2023 in this call for projects.

*AC allows applicants to obligate a project prior to available funding for reimbursement of eligible expenses. Selecting the AC option does not guarantee this option will be available. AC is evaluated on a case by case basis.

10. Funds for Project Completion

10a. Has this project previously received federal funding through TRPC or other grant programs?
○ Yes ◉ No

10b. If Yes, please indicate which phases were completed with previous grant awards.
☐ Planning/Study ☐ Preliminary Engineering ☐ Right-of-Way ☐ Other

10c. Will the requested grant funds allow the applicant to successfully complete the project?
◉ Yes ○ Other phases will require additional funding

11. Project Phasing and Costs

Select the applicable project phases and their costs for this proposal.				Cost
Construction	Preliminary Engineering/Design	☐		$
	Right-of-Way	☐		$
	Construction	☑		$ 2,725,000.00
Studies, Programs, or Vehicle Acquisition	Planning, Study, or Program/Services	☐		$
	Vehicles	☐		$
Total proposed cost (Sum of all phases identified above)				$ 2,725,000.00

12. STP Funding Request and Matching Revenues

**Applicants must provide a minimum 13.5% non-federal share. Federal share cannot exceed 86.5% of total project cost. See the example on the right.*	Non-federal share: $13,500 Federal STP Funds: $86,500 Total Project Cost: $100,000
Local funding or other sources	$ 962,540.00
State funding	$ 0.00
Federal STBG Request	$ 1,762,460.00
Total Project Revenue	$ 2,725,000.00

13. Matching Fund Details

13a. Match Source—List the source, status, and amount of all matching funds.

Source of Funds	Current Status (secure or unsecure)	Amount
County Road Fund	Secure	$ 762,540.00
Transportation Impact Fee	Secure	$ 200,000.00
		$
		$

13b. Match Timing Limitations—Do any matching funds pose limitations on the timing of project obligation?
○ Yes ◉ No If yes, please provide comments below.

Comments on matching fund limitations, if applicable (~150 words).

14. Construction and Right-of-Way Project Readiness

14a. Design Completeness (enter completed or target completion dates)

Preliminary Engineering	2021

NEPA Approval	2021

14c. RIGHT-OF-WAY COMPLETENESS (enter completed or target completion dates). Use the space below to provide additional details, if necessary.

☐ Right-of-Way is not required

Right-of-Way acquisition	2022
Relocation Plan	
Approved Right-of-Way Plan	2022
Right-of-Way Cost Estimate or True Cost Estimate	2022

Use the space below to provide any relevant right-of-way information (~150 words).

Design and Right of Way completed in 2010. These phases will need to be evaluated/reviewed based on current standards.

15. PROJECT DESCRIPTION DETAILS

15a. PROJECT NEED—For all project types, describe the need and current conditions or deficiencies to be addressed. (~300 words).

Littlerock Rd is a County arterial that has a speed limit of 50 mph and a traffic volume of more than 7,000 vehicles per day (12% heavy). This route is heavily used as a south-north route between rural Thurston County and the Tumwater urban center. There has been 58 reported collisions in the last 20 years. The current roadway cross-section includes two 12 foot lanes and minimal shoulders. There is inadequate street lighting and the shoulders are not wide enough to accommodate bicyclists or pedestrians.

The bridge over Blooms Ditch (L-5) was constructed in 1924 and has no steel reinforcement similar to the Salmon Creek bridge that recently failed and was replaced. This bridge is number 4 on the County's bridge priority list for replacement. The bridge is functionally obsolete and only has two eleven foot lanes and no shoulders. The superstructure includes steel I-beams with corrugated steel culverts spanning between them and filled with concrete and no steel reinforcement. In places the corrugated steel culvert has deteriorated and the concrete has begun to spall. Significant cracking similar to the failed Salmon Creek bridge is present in both bridge foundations.

The stream is incised under the bridge and provides limited habitat for the Federally protected Oregon spotted frog.

15b. SCOPE OF WORK— Succinctly describe the overall scope of the project: **1) Construction projects—** include all the types of transportation facilities and infrastructure the project will address and the proposed phase deliverables and the anticipated deliverables when fully completed; **2) For plans or studies**, clearly state the study objectives and how they will be achieved; **3) For programs, services, and vehicle acquisition**, describe the type of services or programs that will be delivered (~300 words).

The design of this project was completed in 2010. Project improvements will include additional channelization at the intersection of Littlerock Rd and 113th Ave to accommodate left hand turns. Intersection sight distance will also be improved. Enhanced intersection signing and markings along with additional street lighting will further improve intersection safety. The proposed roadway section includes two through lanes with 6 foot shoulders in both directions. Roadway runoff will be treated to current WSDOT Highway Runoff standards.

The proposed bridge has a 50 foot clear span over Blooms Ditch and would be supported with piles. The superstructure would consist of prestressed voided slabs with a cast in place slab. The bridge will be designed to accommodate all heavy loads since this route is a frequently used overweight permit route.

The longer bridge span would allow for stream restoration work to be performed. Stream habitat will be improved.

16. Environmental Sustainability

16a. Design Elements—Does the project mitigate or minimize the environmental impacts of the project beyond current design standards? Check all that apply. Use the 'Other' box below to provide additional details, if necessary.

- ☑ Low Impact Development Best Management Practices
- ☑ Use of drought resistant vegetation/landscaping
- ☑ Includes terrestrial or stream or wetland habitat restoration (such as fish passage barrier removal)
- ☐ Flood mitigation
- ☑ Use of in-place recycling materials
- ☑ Use of LED lighting
- ☐ Use of Solar-powered lighting or signage
- ☐ Installation of electric vehicle charging infrastructure or alternative fuel support systems
- ☑ Other (describe other sustainability benefits or use the space below to provide additional details for any elements checked above ~150 words).

This project will reduce traffic congestion. Existing asphalt will be pulverized and re-used on the project site. The new improvements will extend the service life of the road by incorporating sustainable elements such as accounting for design-life traffic volumes. After the bridge is constructed the section of Blooms Ditch that is disturbed during construction will be restored consistent with Washington Department of Fish and Wildlife standards.

16b. Greenhouse Gas and Air Pollutants Emissions Reduction— After application submission, TRPC will assist applicants with calculating the estimated reduction in emissions for each source shown below.

Source	Estimated reduction expressed in average kg/day*
Particulate Matter 2.5	
Particulate Matter 10	

Carbon dioxide	
Ozone	

*Applicants may be required to provide TRPC data to perform the analysis, if applicable.

17. Multimodal Accessibility

17a. System Users—Describe how the project will enhance travel choices. Who are the users and how will they benefit? (~150 words).

This project will enhance vehicular, pedestrian, and bicycle modes of transportation through the Littlerock Road corridor. Pedestrians and bicyclists will receive increased safety benefits from widened shoulders and improved sight distance. Driver safety improvements will include improved sight distance and a painted median, creating separation between oncoming traffic. The addition of a left turn lane on Littlerock Road will create a left turn only queue, allowing through traffic to maintain speeds.

17b. Network Connectivity—Detail how the project will provide greater network connectivity and describe which modes of travel will be affected. (~150 words)

Traffic flow for through traffic will be improved on Littlerock Road. Residents who live along Littlerock Road will experience reduced delays. The widening portion of this project will allow pedestrians and bicyclists safe access crossing the bridge north of the intersection.

17c. Transportation Demand Management (TDM) or Operations—If applicable, describe any non-structural transportation demand management strategies or operational enhancements included in the project that will improve multimodal accessibility. (~150 words).

Not applicable.

18. EQUITY— Based on the project location*, refer to the TRPC Title VI maps to enter values for each of the criteria shown below. Link to maps: https://www.trpc.org/881/Application-Materials

Age 65 or Older	Limited English Proficiency	Minority Population	Poverty Rate
○ 10.0 % or less	○ 2.0% or less	○ 10.0 % or less	○ 5.0% or less
◉ 10.1 - 15.0%	◉ 2.1 - 5.0%	◉ 10.1 - 20.0%	◉ 5.1 - 10.0%
○ 15.1 - 20.0%	○ 5.1 - 10.0%	○ 20.1 - 30.0%	○ 10.1 - 15.0%
○ 20.1 - 25%	○ More than 10%	○ 30.1 - 40%	○ 15.1 - 20%
○ More than 25%		○ More than 40%	○ More than 20%

*If the project limits extend beyond one census tract, indicate the values of the census tract where the project will have the greatest impact.

19. SYSTEM EFFICIENCY

Identify applicable system efficiency benefits this project will produce. Use the 'Other' box below to provide additional details, if necessary.

☑ Travel time reduction
☑ Congestion reduction
☐ Reduced vehicle miles traveled
☑ Reduced emissions
☐ Operational cost reductions
☑ Maintenance cost reductions

☑ Other (describe other direct efficiency benefits or use the space below to provide additional details for any elements checked above ~150 words).

The existing bridge was built in 1924. The new bridge will significantly reduce maintenance costs.

20. ECONOMIC VITALITY

Sustainable Thurston Centers, Corridors, and Neighborhoods Target—By 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.

For Questions 20a and 20b, refer to the Centers Map: https://www.trpc.org/881/Application-Materials

20a. CENTERS AND CORRIDORS—Is the project located in or within a half-mile of an Urban Center, Corridor, or Neighborhood Center? ○ Yes ◉ No. If yes, proceed to 21b If no, skip to 20c.

20b. CENTERS AND CORRIDORS DESCRIPTION—Describe how the project supports Sustainable Thurston's priority goal to create vibrant Urban centers, Corridors, or Neighborhoods. How does the project provide infrastructure or services to provide equal access to education, services, amenities, as well as attract and retain businesses, employers, and residents in the region's urban centers (~150 words)?

Not applicable, this project is not located within 1/2 mile of an Urban Center, Corridor, or Neighborhood Center.

20c. ECONOMIC DEVELOPMENT— If applicable, describe how the project supports other economic development objectives as described in a community Comprehensive Plan or other strategic planning document (~150 words).

Not applicable.

20d. COMMUNITY CO-BENEFITS— If applicable, describe any co-benefits that are expected from this project such as community wellness and human health, quality of life, placemaking, climate adaptation or mitigation, or hazard mitigation. Please cite relevant local and regional planning documents, where appropriate (~150 words).

This project will improve safety for bicyclists to travel on paved shoulders, promoting community wellness and human health, and quality of life. The noise pollutant will decrease from a reduction of how often car brakes are applied. Stream restoration will provide a better habitat for wildlife, resulting in an improved ecosystem.

21. SAFETY

21a. KNOWN SAFETY PROBLEM—Does this project/program address a location with a known safety problem or include factors identified through a communitywide systemic risk assessment?

◉ Yes ○ No If yes, please complete questions 21b and 21c. If no, skip the remainder of question 21.

21b. FACTORS—Describe the factors that contribute to the safety risks for the project location (~150 words).

a) Limited sight distance
b) No left turn lane from Littlerock Road
c) Minimal shoulder width at bridge
d) Deteriorated bridge crossing Blooms Ditch

21c. COUNTERMEASURES—Describe how the proposal will mitigate the safety problems, including the types of countermeasures the project will implement (~150 words).

The proposal will:
a) Improve sight distance through roadway widening
b) A left turn lane will be added on Littlerock Road to accommodate left turning vehicles
c) Shoulder width will be widened to an uninterrupted 6 foot shoulder to improve the mobility and safety of pedestrians and bicyclists.
d) A new bridge will provide a safer crossing for all users.

22. PRESERVATION AND MAINTENANCE

What type of maintenance will the project perform? (If not applicable, skip this question).

- ☐ Chipseal
- ☐ Overlay
- ☑ Full depth reclamation
- ☐ Bridge or tunnel maintenance
- ☐ Vehicle replacement
- ☐ Transit facility maintenance
- ☐ Modification of sidewalk ramps to meet current ADA standards

☑ Other (describe other preservation and maintenance elements or use the space to provide additional details for one of the elements checked above ~150 words).

Project replaces a bridge that requires frequent maintenance.

23. Optional Attachments

Note: The total number of attachments to support proposal should not exceed five pages.

Please identify any supplemental attachments that are included in your application.

- [x] Vicinity Map
- [ ] Photographs
- [x] Illustrations, cross-sections, or schematics
- [ ] Letter of Support
- [ ] Other_____

24. Certification Acceptance (CA)

The applicant must have good standing with the WSDOT Certification Acceptance program specified in Chapter 13 of the WSDOT Local Agency Guidelines Manual: https://www.wsdot.wa.gov/Publications/Manuals/M36-63.htm

(●) The applicant is a CA agency ( ) The applicant is partnering with a CA agency

CA Agency	Thurston County
CA Agency Representative	Scott Lindblom
CA Representative Title	County Engineer

[x] I acknowledge this proposal will be administered by a CA agency.	Date: 03/26/2020

25. Project Verification and Endorsement

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified is available and will be committed to the project if TRPC awards the requested STBG funds. If selected, **the project must obligate by the date specified on the award letter.** Failure to do so could result in loss of funding for the project. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Lead Agency Authorization

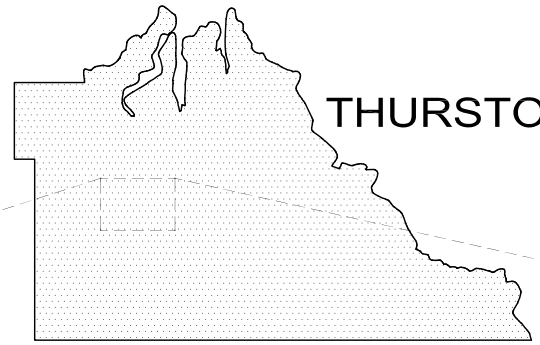
Scott Lindblom	
Name of Lead Agency Representative Authorized to Submit the Application	Title County Engineer
[■] I verify and endorse this proposal as stated in the preceding statement.	Date: 03/26/2020

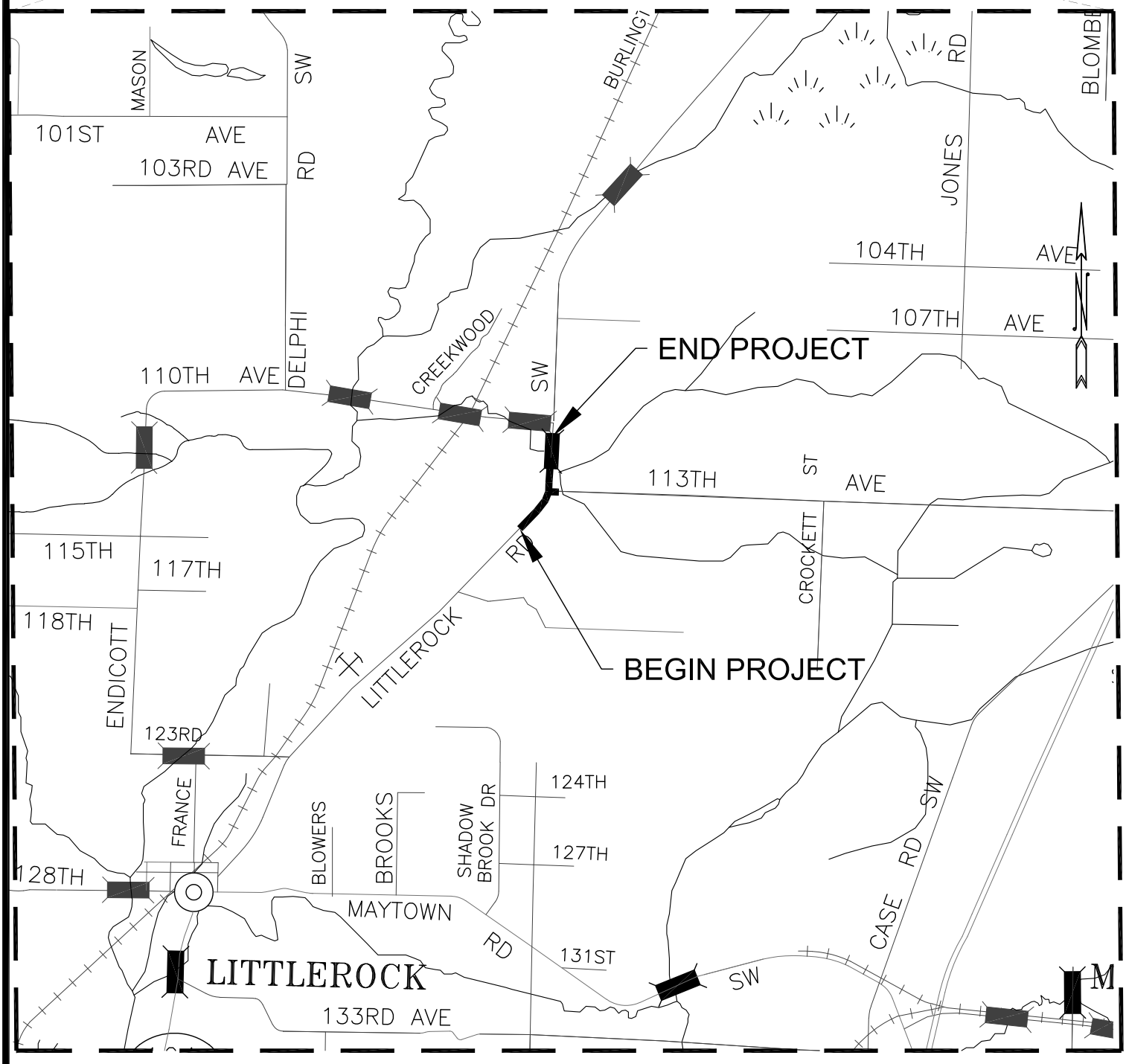
Co-Sponsor Authorization

Name of Co-Sponsor Representative Authorized to Submit the Application	Title
[ ] I verify and endorse this proposal as stated in the preceding statement.	Date:_____

THURSTON COUNTY
WASHINGTON
SINCE 1852

S36T17R3W



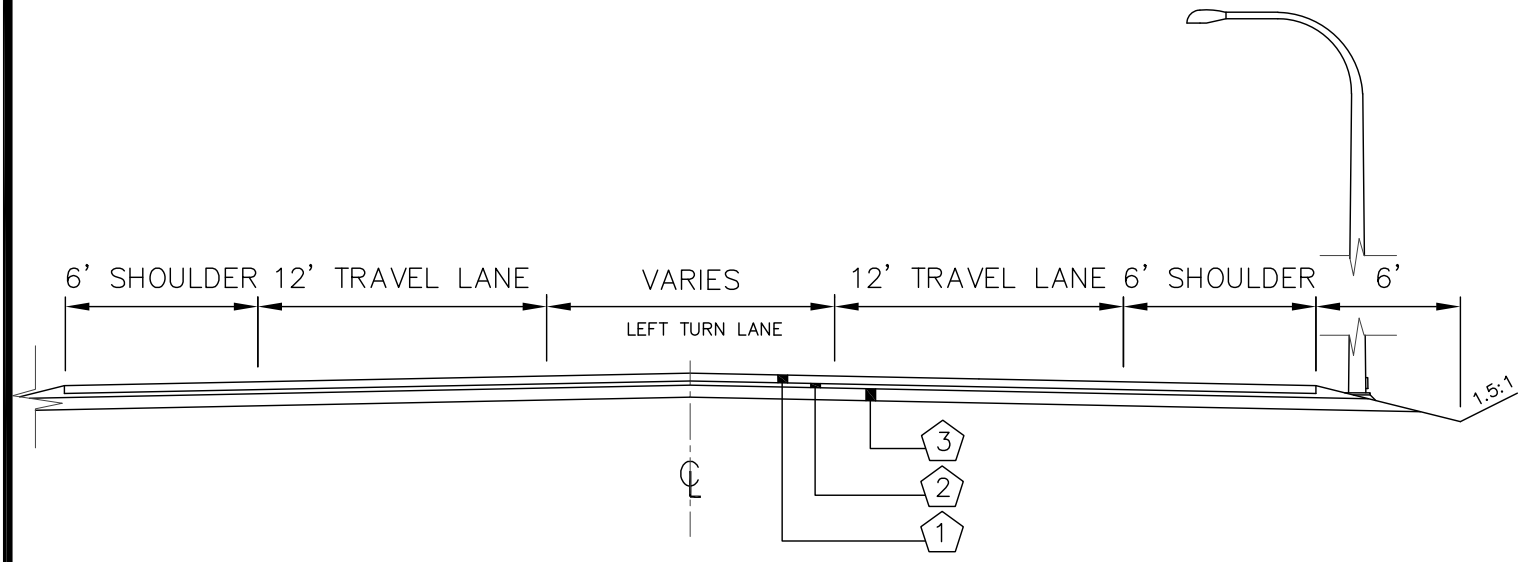


LITTLEROCK RD/113TH INTERSECTION & BLOOMS DITCH BRIDGE REPLACEMENT

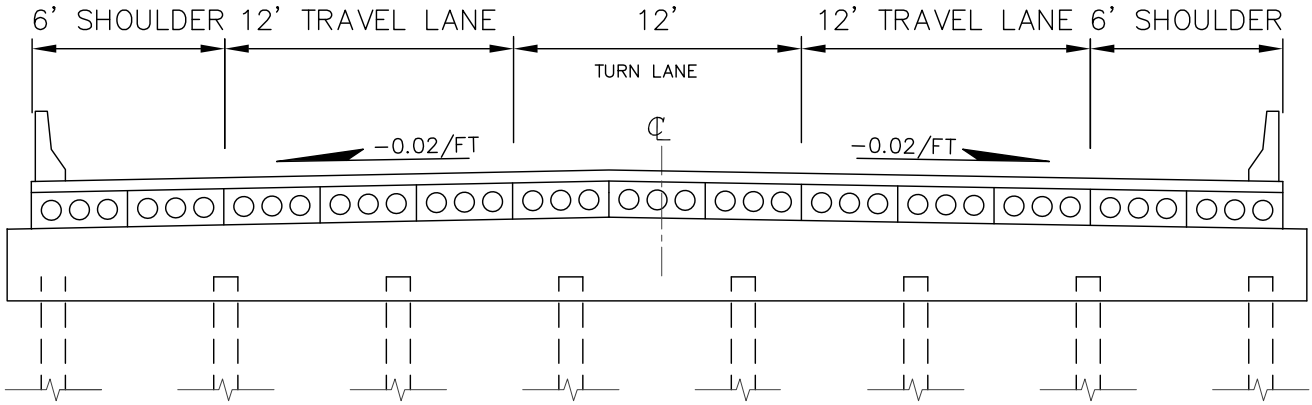
THURSTON COUNTY
WASHINGTON
SINCE 1852

S36T17R3W

1. 0.33' CLASS A ASHPALT CONCRETE
2. 0.17' CRUSHED SURFACE TOP COURSE
3. 0.50' CRUSHED SURFACE BASE COURSE



LITTLEROCK ROAD W/ TURN LANE



TYPICAL BRIDGE SECTION

LITTLEROCK RD/113TH INTERSECTION & BLOOMS DITCH BRIDGE REPLACEMENT