

2020 Regional Surface Transportation Block Grant (STBG) Application



1. PROJECT TITLE		Old Hwy 99 at Intersections of Sargent Rd and 201st Ave	
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)			
<p>This project addresses both mobility and safety issues at the Old Hwy 99 intersections of Sargent Rd and 201st Ave. After the roundabout at US 12 and Sargent Rd is constructed traffic volumes are expected to significantly increase at the intersection of Old Hwy 99 and Sargent Rd. Old Hwy 99 is 40 mph and has a traffic volume of more than 7,000 vehicles per day. More than 10% of the traffic volume is heavy vehicles. The high speeds and traffic volumes on Old Hwy 99 make it difficult for drivers accessing from side streets, causing collisions and delays. The proposed project will install a single lane roundabout at 201st Ave with restricted access control at Sargent Rd. Drivers would be prevented from turning left from Sargent Rd or left from Old Hwy 99. Pedestrian and bicyclist mobility and safety would be improved with protected crossings at the roundabout.</p>			
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			<input checked="" type="checkbox"/>
b. Bridge and tunnel replacement; and inspection and evaluation of bridges			<input checked="" type="checkbox"/>
c. Capital costs for transit projects (vehicles and facilities)			<input type="checkbox"/>
d. Carpool projects, electric and natural gas vehicle infrastructure			<input type="checkbox"/>
e. Bicycle and pedestrian facilities, including shared-use paths			<input checked="" type="checkbox"/>
f. Modification of sidewalks to comply with Americans with Disabilities Act			<input checked="" type="checkbox"/>
g. Highway and transit safety projects, hazard eliminations, railway/highway grade crossings			<input type="checkbox"/>
h. Capital and operating costs for traffic management systems			<input type="checkbox"/>
i. Planning and studies			<input type="checkbox"/>
j. Environmental mitigation			<input checked="" type="checkbox"/>
k. Intelligent Transportation Systems (ITS)			<input type="checkbox"/>
l. Other _____			<input type="checkbox"/>
6. SUMMARY DETAILS (complete the section that best matches your project type)			

Old Hwy 99 at Intersections of Sargent Rd and 201st Ave

CONSTRUCTION PROJECT					
Project Location		Old Hwy 99 at Intersections of Sargent Rd and 201st Ave			
Limits		Intersection			
Project Length		Intersection			
ALL OTHER PROJECT TYPES					
Project Location					
Duration of Project					
7. REGIONAL FUNDING PRIORITY					
What Regional Funding Priority does this project focus on?					
<input type="checkbox"/>	Safety – Projects that enhance the safety of all who use, operate, or maintain the transportation system				
<input type="checkbox"/>	Maintenance and Preservation – Projects that protect existing transportation system investments and keep life-cycle costs as low as possible				
<input checked="" type="checkbox"/>	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)					
<input type="radio"/> 1	<input type="radio"/> 2	<input checked="" type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6
<input type="checkbox"/> Check if this project is a contingency proposal					
9. YEAR OF OBLIGATION (Select the preferred year the phase will obligate)					10. ADVANCE CONSTRUCTION (AC)*
Year	Study/Program	PE	ROW	CN	Are you able to obligate this project using Advance Construction? <input type="radio"/> Yes <input checked="" type="radio"/> No Use the space below to provide any relevant information on obligation, AC timing, or preferences.
2021	<input type="checkbox"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
2022	<input type="checkbox"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
2023	<input type="checkbox"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
2024	<input type="checkbox"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
2025	<input type="checkbox"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
Design will be obligated as soon as possible.					
*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? <input type="radio"/> Yes <input checked="" type="radio"/> No		
10b. If Yes, please indicate which phases were completed with previous grant awards. <input type="checkbox"/> Planning/Study <input type="checkbox"/> Preliminary Engineering <input type="checkbox"/> Right-of-Way <input type="checkbox"/> Other		
10c. Will the requested grant funds allow the applicant to successfully complete the project? <input type="radio"/> Yes <input checked="" type="radio"/> 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	<input checked="" type="checkbox"/> \$ 462,428.00
	Right-of-Way	<input checked="" type="checkbox"/> \$ 578,035.00
	Construction	<input type="checkbox"/> \$
STUDIES, PROGRAMS, OR VEHICLE ACQUISITION	Planning, Study, or Program/Services	<input type="checkbox"/> \$
	Vehicles	<input type="checkbox"/> \$
Total proposed cost (Sum of all phases identified above)		\$ 1,040,463.00
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: <u>\$86,500</u> Total Project Cost: \$100,000
Local funding or other sources		\$ 140,463.00
State funding		\$ 0.00
Federal STBG Request		\$ 900,000.00
Total Project Revenue		\$ 1,040,463.00
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
Transportation Impact Fees	Secure	\$ 140,463.00
		\$
		\$
		\$
13b. MATCH TIMING LIMITATIONS—Do any matching funds pose limitations on the timing of project obligation? <input type="radio"/> Yes <input checked="" type="radio"/> 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	

Old Hwy 99 at Intersections of Sargent Rd and 201st Ave

NEPA Approval	2021
14c. RIGHT-OF-WAY COMPLETENESS (enter completed or target completion dates). Use the space below to provide additional details, if necessary.	
<input type="checkbox"/> Right-of-Way is not required	
Right-of-Way acquisition	2023
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).	
Both permanent and temporary property rights will be required.	
15. PROJECT DESCRIPTION DETAILS	
15a. PROJECT NEED—For all project types, describe the need and current conditions or deficiencies to be addressed. (~300 words).	
<p>This project addresses both mobility and safety issues at the Old Hwy 99 intersections of Sargent Rd and 201st Ave. After the roundabout at US 12 and Sargent Rd is constructed traffic volumes are expected to significantly increase at the intersection of Old Hwy 99 and Sargent Rd. Old Hwy 99 is 40 mph and has a traffic volume of more than 7,000 vehicles per day. More than 10% of the traffic volume is heavy vehicles. The high speeds and traffic volumes on Old Hwy 99 make it difficult for drivers accessing from side streets, causing vehicle delays. The county has had 20 vehicle collisions including 1 fatality over the last 20 years.</p> <p>There are currently no bicycle or pedestrian facilities between 201st Ave and Sargent Rd. Street lighting is limited within the projects limits.</p>	
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).	

Old Hwy 99 at Intersections of Sargent Rd and 201st Ave

Based upon the Grand Mound Transportation Study the preferred alternative to accommodate future traffic demands is a single lane roundabout at the intersection of Old Hwy 99 and 201st Ave with access control at Sargent Rd. The project will include enhanced signing, street lighting and pedestrian facilities.

All design will be done in conformance with the WSDOT design manual and AASHTO green book. This design will bring the intersection within an acceptable level of service.

Roundabouts have generally been proven to have a lower crash frequency and severity than other types of intersection control. This is due to a combination of factors including the reduction of conflict points in the intersection, the lowering of vehicle speeds, and the merge condition on entry to the intersection. Studying traffic signals that are converted to roundabouts can help prove this, crash reduction factors range widely depending on the characteristics of the intersection but are generally below 1.0, meaning a reduction in crash frequency. Typical crash types at roundabouts include rear-end and sideswipe crashes. Severity types typically includes property damage only (PDO) and minor injury.

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.

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	

Old Hwy 99 at Intersections of Sargent Rd and 201st Ave

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).	
<p>This project will enhance vehicular, pedestrian, and bicycle modes of transportation of the corridor. Pedestrians and bicyclists will receive increased safety benefits from protected sidewalk crossings. The severity of accidents will decrease due to reduced speeds approaching the roundabout. Queue length for left turns off 201st Avenue and Sargent Road onto Old Highway 99 will be significantly reduced due to the roundabout.</p>	
17b. NETWORK CONNECTIVITY —Detail how the project will provide greater network connectivity and describe which modes of travel will be affected. (~150 words)	
<p>Traffic flow for vehicles entering and leaving both 201st Ave and Sargent Road will be improved. This project will create a pedestrian crossing at an intersection where there is currently no crossing, connecting two sections of sidewalk. There is also no existing sidewalk running north-south between the intersections of 201st Ave / Sargent Road and Old Highway 99. The project will connect this missing gap.</p>	
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.	

<p>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</p>			
Age 65 or Older	Limited English Proficiency	Minority Population	Poverty Rate
<input type="radio"/> 10.0 % or less	<input type="radio"/> 2.0% or less	<input type="radio"/> 10.0 % or less	<input type="radio"/> 5.0% or less
<input checked="" type="radio"/> 10.1 - 15.0%	<input checked="" type="radio"/> 2.1 - 5.0%	<input type="radio"/> 10.1 - 20.0%	<input type="radio"/> 5.1 - 10.0%
<input type="radio"/> 15.1 - 20.0%	<input type="radio"/> 5.1 - 10.0%	<input checked="" type="radio"/> 20.1 - 30.0%	<input checked="" type="radio"/> 10.1 - 15.0%
<input type="radio"/> 20.1 - 25%	<input type="radio"/> More than 10%	<input type="radio"/> 30.1 - 40%	<input type="radio"/> 15.1 - 20%
<input type="radio"/> More than 25%		<input type="radio"/> More than 40%	<input type="radio"/> More than 20%
<p>*If the project limits extend beyond one census tract, indicate the values of the census tract where the project will have the greatest impact.</p>			
<p>19. SYSTEM EFFICIENCY</p>			
<p>Identify applicable system efficiency benefits this project will produce. Use the 'Other' box below to provide additional details, if necessary.</p>			
<p><input checked="" type="checkbox"/> Travel time reduction <input checked="" type="checkbox"/> Congestion reduction <input type="checkbox"/> Reduced vehicle miles traveled <input checked="" type="checkbox"/> Reduced emissions <input type="checkbox"/> Operational cost reductions <input checked="" type="checkbox"/> Maintenance cost reductions</p>			
<p><input type="checkbox"/> Other (describe other direct efficiency benefits or use the space below to provide additional details for any elements checked above ~150 words).</p>			
<p>20. ECONOMIC VITALITY</p>			
<p><i>Sustainable Thurston Centers, Corridors, and Neighborhoods Target</i>—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.</p>			
<p>For Questions 20a and 20b, refer to the Centers Map: https://www.trpc.org/881/Application-Materials</p>			
<p>20a. CENTERS AND CORRIDORS—Is the project located in or within a half-mile of an Urban Center, Corridor, or Neighborhood Center? <input checked="" type="radio"/> Yes <input type="radio"/> No. If yes, proceed to 21b If no, skip to 20c.</p>			

Old Hwy 99 at Intersections of Sargent Rd and 201st Ave

<p>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)?</p>
<p>This project will provide sidewalks in a section of the urban center currently lacking pedestrian facilities. The frontage improvements may attract commercial businesses and further urban development. This intersection will provide safer and more efficient travel for residents and visitors in this commercial strip. Lighting will be improved for safer and more encouraging travel for pedestrians, bicyclists, and vehicles.</p>
<p>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).</p>
<p>THURSTON COUNTY COMPREHENSIVE PLAN (Economic Development) 7.5 Build a vital, diverse and strong local economy, including job opportunities that support community and household resilience, health, and well-being, by: h. Encouraging the utilization and development of areas designated for industrial use, consistent with the environmental policies in these countywide policies. j. Adding incentives for business to demonstrate their environmental sustainability including reduction in greenhouse gas emissions</p> <p>THURSTON COUNTY STRATEGIC PLAN 8. Support robust and well maintained infrastructure systems for a thriving community</p>
<p>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).</p>
<p>This project will improve safety for pedestrians and bicyclists to travel on sidewalks, promoting community wellness and human health, and quality of life. The noise pollution will decrease from a reduction of how often car brakes are applied.</p>
<p>21. SAFETY</p>
<p>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?</p>
<p><input checked="" type="radio"/> Yes <input type="radio"/> No If yes, please complete questions 21b and 21c. If no, skip the remainder of question 21.</p>

Old Hwy 99 at Intersections of Sargent Rd and 201st Ave

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

- a) Excessive speed
- b) No pedestrian crossings
- c) Multiple intersections within a short distance
- d) Skewed approach angle from Sargent Road onto Old Hwy 99.

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

- a) This roundabout will reduce vehicle speeds with horizontal deflection
- b) Pedestrian and bicyclist crossings will be added with sidewalk to connect unconnected sections of sidewalk
- c) Two T-intersections will be combined into a single 3-leg roundabout.
- d) The horizontal alignment of Sargent Road will be realigned to enter the roundabout at the appropriate intersecting angle.

22. PRESERVATION AND MAINTENANCE

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

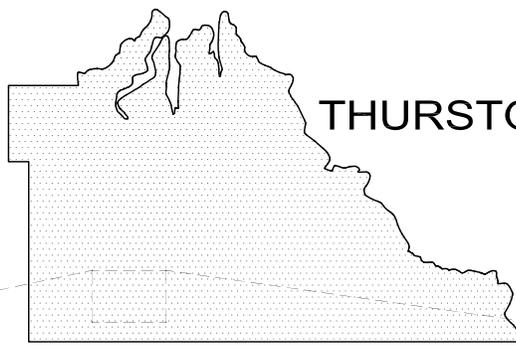
- Chipseal
- Overlay
- Full depth reclamation
- Bridge or tunnel maintenance
- Vehicle replacement
- Transit facility maintenance
- Modification of sidewalk ramps to meet current ADA standards

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

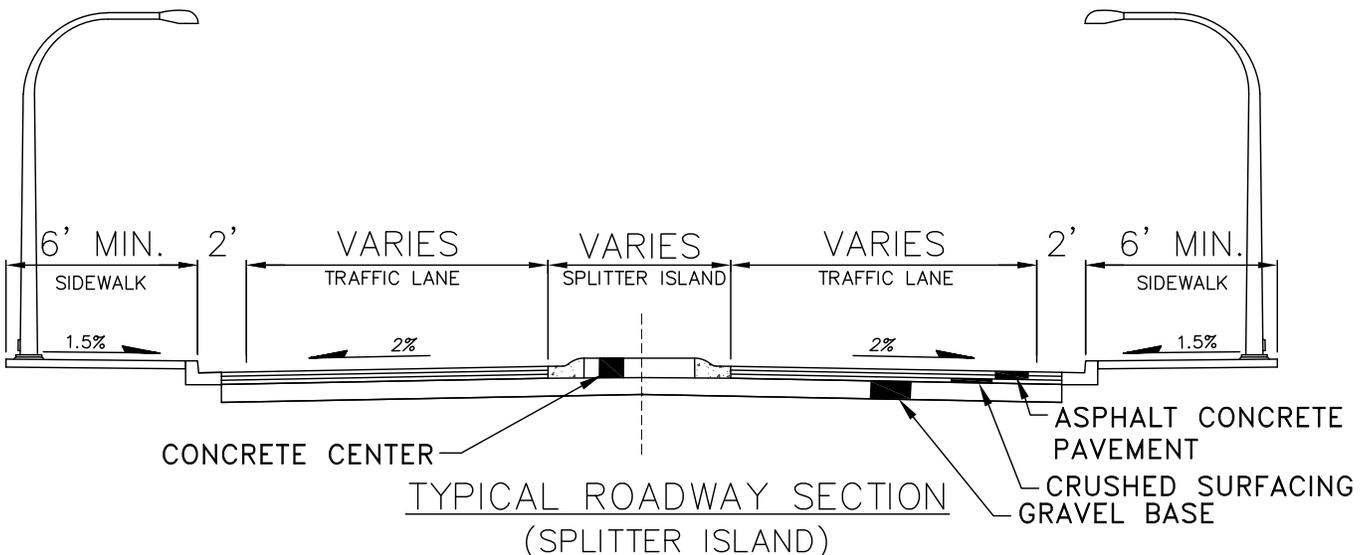
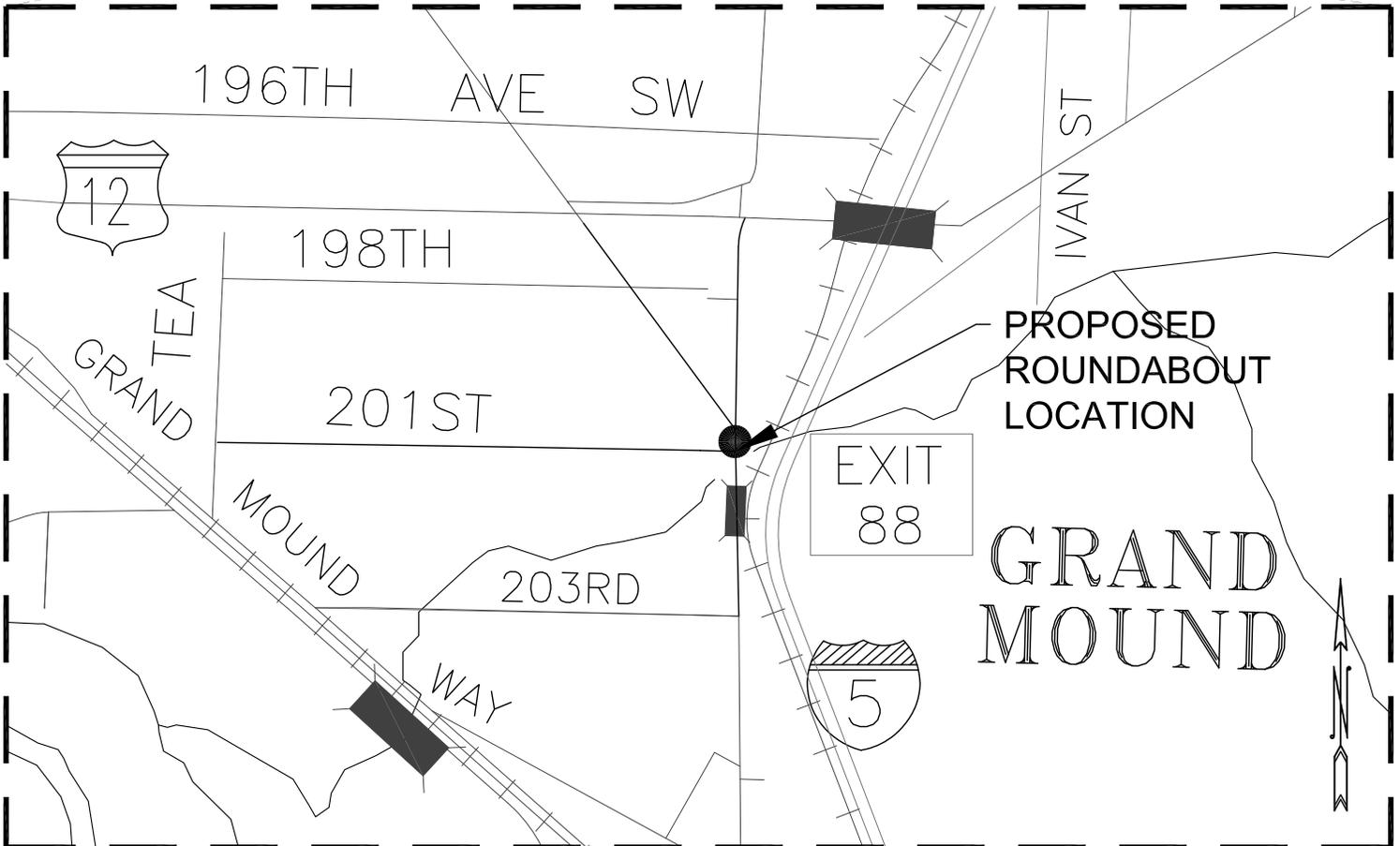
23. OPTIONAL ATTACHMENTS	
Note: The total number of attachments to support proposal should not exceed five pages.	
Please identify any supplemental attachments that are included in your application.	
<input checked="" type="checkbox"/> Vicinity Map <input type="checkbox"/> Photographs <input checked="" type="checkbox"/> Illustrations, cross-sections, or schematics <input type="checkbox"/> Letter of Support <input type="checkbox"/> 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	
<input type="radio"/> The applicant is a CA agency <input type="radio"/> The applicant is partnering with a CA agency	
CA Agency	Thurston County
CA Agency Representative	Scott Lindblom
CA Representative Title	County Engineer
<input checked="" type="checkbox"/> I acknowledge this proposal will be administered by a CA agency.	Date: <u>03/26/2020</u>
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
<input checked="" type="checkbox"/> I verify and endorse this proposal as stated in the preceding statement.	Date: <u>03/26/2020</u>
CO-SPONSOR AUTHORIZATION	
Name of Co-Sponsor Representative Authorized to Submit the Application	Title
<input type="checkbox"/> I verify and endorse this proposal as stated in the preceding statement.	Date: _____



S12T15R3W

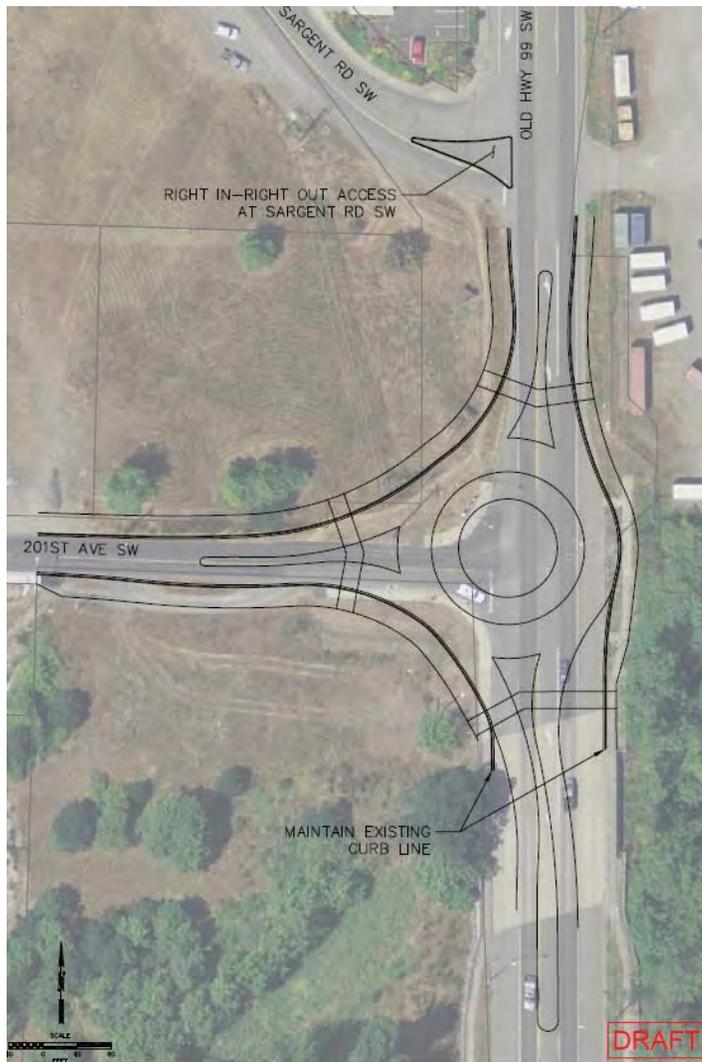


THURSTON COUNTY



OLD HWY 99 at INTERSECTIONS of SARGENT RD & 201ST AVE

C10. Sargent Road SW/201st Avenue SW/Old Highway 99 Intersection Improvements



PROJECT DESCRIPTION

Reconfigure Sargent Road to allow right-in/right-out access only at Old Highway 99 and construct a single lane roundabout at 201st Avenue SW.

PROJECT CONSIDERATIONS

- Limited access at Sargent Road would increase use of 198th Way SW
- Close spacing between 201st Avenue SW and Sargent Road SW limits options for intersection control
- Roundabout at 201st could be used to as turn-around for drivers to access northbound Old Highway 99
- Identification of additional north-south connection between Old Highway 99 and Tea Street SW would ensure more direct access to residential areas from 201st Avenue SW

COST

\$5M

Cost-estimate to be refined through additional analysis

PROJECT BENEFITS



Safety

- Improves location with multiple collisions, including one fatal collision
- Roundabout at 201st Avenue SW slows speeds on Old Highway 99 and reduces potential vehicle conflicts at the 201st Avenue SW and Sargent Road intersections



Character

- Roundabout control is consistent with recent improvements on Old Highway 99 and planned improvements on Sargent Road



Efficient

- Without improvements the 201st Avenue SW intersection will operate with unacceptable levels of congestion in the future