

# Regional STP Project Proposal



**PROJECT TITLE:** Maytown Road SW, Littlerock Rd SW to SR121

2013 (08) CNTY-R

## GENERAL PROJECT INFORMATION

Agency or Organization Thurston County Public Works  
 Contact Person Dale Rancour, PE - County Engineer  
 Phone Number 360-867-2328  
 Email Address rancoud@co.thurston.wa.us

### Type of Transportation Partner (Check one)

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

Type of Project or Program (Check all that apply)

Safety	<input checked="" type="checkbox"/>
Preservation	<input checked="" type="checkbox"/>
Efficiency	<input type="checkbox"/>

### Threshold Criteria

Project elements meet all regional eligibility requirements X  
 Project elements and administration meet all federal eligibility requirements X  
 Applicant can demonstrate ability to obligate funding as proposed X

## STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
Does the applicant have any other regional STP projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>
Does the applicant have any other state selected federal projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

## PROJECT OVERVIEW

*(Highlights of proposal identifying problem or need, how the proposal will address it, and anticipated benefits.)*

Maytown Rd SW is classified as an arterial road and provides access from Littlerock and parts of the southwest county to the I-5 corridor. Littlerock Elementary School is located on the North side of Maytown Rd near the beginning milepost. Local residents, including students, use this route to walk or ride bicycles to school. This project involves widening the road to provide for two 11' wide lanes with 5' wide paved shoulders, and provide stormwater treatment and disposal. Where feasible, horizontal and vertical alignment will be improved to meet the minimum design speed. These improvements will make a safer corridor for pedestrians, bicyclists, and motorists, extend the life of the roadway, and improve water quality. This request is for Design Funds only.

## PROJECT DETAILS

### Project Type and Location

Construction Projects	Project Location	<u>Maytown Rd SW - Littlerock Rd SW to SR 121</u>
	Type of Construction Project	<u>3R</u>
	Roadway Classification	<u>Rural Arterial</u>
Vehicle Acquisition Projects	Length of Construction Project	<u>2.78 miles</u>
	Number of Vehicles	<u>N/A</u>
Transportation Programs/Services/Studies	Type of Vehicle	<u>N/A</u>
	Delivery Area of Program/Service/Study	<u>N/A</u>
	Type of Program/Service/Study	<u>N/A</u>
	Duration of Program/Service/Study	<u>N/A</u>

STP PROJECT PROPOSAL – PAGE 2

<u>Project Cost and Phasing</u>		Total Cost	STP Request	Proposed Year of Obligation <sup>1</sup>	
Construction Projects	Preliminary Engineering/Design:	\$202,400	\$175,000	2013	
	Right-of-Way:	\$347,000	\$300,000	2016	
	Construction:	\$2,800,000	\$2,422,000	2017	
Vehicle Acquisition Projects	Capital Cost:	N/A	N/A	N/A	
Transportation Programs, Services, or Studies	Project Implementation Cost:	N/A	N/A	N/A	
<u>Project Phase Revenue (By obligation year, FFY)</u>		<u>2013</u>	<u>2014</u>	<u>2015-2016</u>	<u>2017-2018</u>
From Project Applicant		\$27,400		\$47,000	\$378,000
Local State					
Requested STP Grant		\$175,000		\$300,000	\$2,422,000
Total Project Phase Revenue		\$202,400		\$347,000	\$2,800,000

**SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES**

Identify any ways in which the proposed project supports existing regional initiatives. Examples of such initiatives include, but are not limited to, Sustainable Thurston, Urban Corridor Communities, Healthy Kids Safe Streets, South Thurston Economic Development Initiative, Walk and Roll, Commute Trip Reduction, I-5 Action Plan.

This project directly supports the recognized regional initiatives, in addition to the Regional Transportation Plan. The goals are met by providing a multi-modal facility that improves safety for pedestrians and bicyclists as well as motorists. This project will improve transportation between the I-5 corridor and Littlerock, the Capitol Forest, and other parts of the southwest County. The improvements also provide safe routes for students attending Littlerock Elementary School.

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Thurston County Public Works - Dale Rancour, PE - County Engineer

CA Signature and Date Dale Rancour 3/21/13

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs and timelines represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, the project will obligate funding on the schedule described above; failure to do so may 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.

Dale Rancour, PE - County Engineer  
Name and Title of Designated Representative

Dale Rancour  
Signature of Designated Representative

3/21/13  
Date

<sup>1</sup> Federal Fiscal Year funds must obligate no later than August 1 of that year, failure to do so will result in sanctioning of funds.

**Project Title:****PROJECT DESCRIPTION & SIGNIFICANCE (2 PAGES MAX, INCLUDING ILLUSTRATIONS OR MAPS)**

*Describe the proposed project and why it is regionally significant, paying particular attention to anticipated benefits to be realized. Include any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate if this project is already identified in any local transportation plan, Regional Transportation Plan, Transportation Improvement Program, or other list of projects subject to public review and comment.*

This project definitively meets the overall goals/priorities of the Regional Council by improving multi-modal safety and preservation of a 2.78-mile segment of Maytown Road. The goal of safety will be met by improving travel lane widths and adding multi-use shoulders. Where feasible, horizontal and vertical curves will be improved to meet minimum design speed. The preservation goal will be met by reconstructing the existing roadway. This section of Maytown Road is in poor condition after years of high volume use.

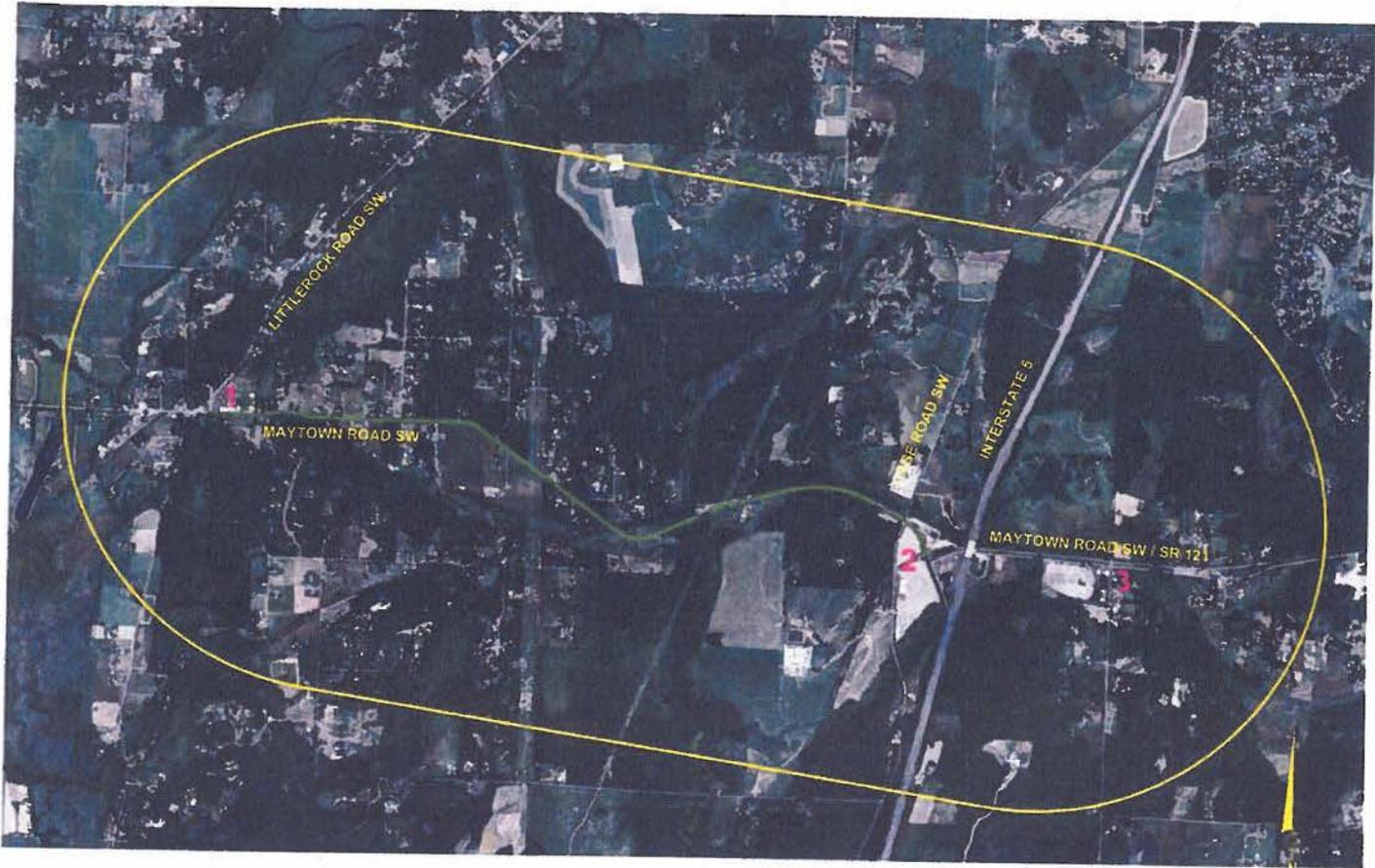
Maytown Road SW is a primary rural transportation link between the I-5 corridor and Littlerock, the Capitol Forest, and other parts of southwest Thurston County. This project will provide an improved roadway corridor that will structurally upgrade the roadway to minimize maintenance costs and will safely accommodate vehicular, bicycle, and pedestrian traffic, with a minimum of 11 ft lanes and 5 ft paved shoulders.

The project limits are from Littlerock Road at the western terminus, and I-5 at the eastern terminus where Maytown Road becomes SR121. This section of Maytown Road has an average daily traffic (ADT) of over 2300, and has a high truck percentage of 12%, partly due to the perpetual timber harvest in the Capitol Forest. The existing roadway width is approximately 22 feet, with limited shoulder width, creating safety concerns for pedestrian and bicycle traffic. The lack of shoulder also limits the ability of errant vehicles to recover. There are several horizontal and vertical curves that will be examined for feasibility of improving to the minimum design speed.

The project improvements include widening the roadway to 32 feet (two 11 ft lanes with two 5 ft paved shoulders), where feasible improving horizontal and vertical alignment, provide stormwater improvements, and provide recoverable side slopes for errant vehicles. The widened shoulders will safely accommodate pedestrian and bicycle traffic. Roadway drainage will be improved to utilize low impact designs to comply with current stormwater requirements. Signing and pavement marking will be updated to comply with current standards.

The PE phase of this project will be incorporated into the Public Works existing work program. Current Public Works staff will do the design with some consultants being used for specific technicalities such as wetland delineation, soils investigations and archeological surveys. This project will involve some wetland mitigation and environmental permitting which will lengthen the amount of time necessary to complete the PE phase. The PE phase is scheduled to be completed by the end of 2015 fiscal year. Public Works expects to begin the property acquisition process in early 2016. It is anticipated that the Right of Way phase will take a full year and cost \$347,000 for all of the property acquisition. Construction could begin in 2017. The anticipated construction cost for the project is \$2,800,000.

This project is listed in the 2013-2018 capital facility portion of the County's Comprehensive Plan. The public has the opportunity to comment on the comprehensive plan until the adoption of updates. In addition, this project is listed in the 2013-2018 TIP.



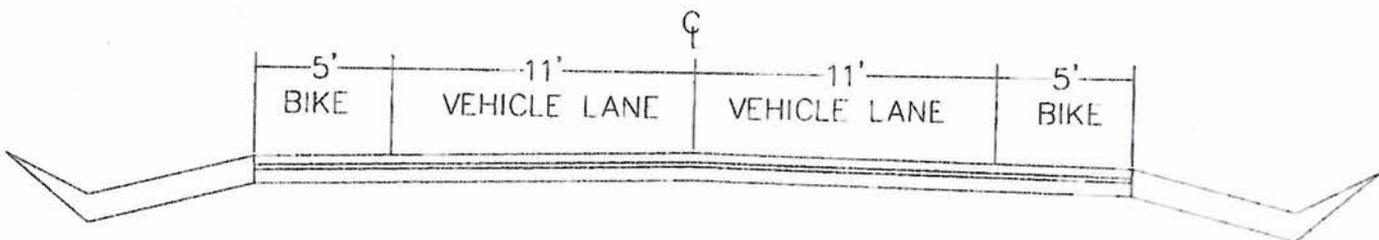
— PROPOSED GRANT —PROJECT LIMITS

MAJOR SITES:

- 1 LITTLEROCK ELEMENTARY SCHOOL
- 2 VALLEY FREIGHTLINER INC
- 3 LITTLEROCK FIRE STATION

NEARBY SITES

- MILLERSYLVANIA STATE PARK
- MIMA MOUNDS NATURAL AREA
- CAPITOL STATE FOREST



**MAYTOWN ROAD SW, LITTLEROCK ROAD TO SR 121  
VICINITY AND TYPICAL CROSS SECTION**

# Thurston County Federal Funded Project List

March 2013

Project Name	Federal Aid No.	County Project No.
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Following is a list of federally (FHWA) funded projects with amount awarded and status. Two projects (Vail Road and Yelm Highway) are working on project close out, with construction funds obligated and spent.

Other projects are progressing on schedule and will be seeking to obligate construction funds soon.

Projects that are more recent (Bald Hill (Smith Prairie to Owl Pit) and Rich Road(87<sup>th</sup> to Normandy) are moving forward on design and are on schedule for obligations for right of way and construction. This will free up design staff to begin on new projects as have been submitted in the current call for projects.

# Thurston County Federal Funded Project List

March 2013

Run-Off-Road & Intersection Safety		HSIP000S(265)		61458
<b>Funding Source</b>	HSIP	<b>PE</b>	2010	
<b>Award Year</b>	2010	<b>RW</b>	N/A	
<b>Status</b>	PE	<b>CN</b>	June 2013	
Various stages of project is awaiting CN obligation at WSDOT				
<b>Grant Amount</b>	<b>\$1,600,000</b>	<b>Total Project</b>	<b>\$1,600,000</b>	

<b>Project Name</b>		<b>Federal Aid No.</b>		<b>County Project No.</b>
Run-Off-Road & Intersection Safety		HSIP000S(265)		61458
<b>Funding Source</b>	HSIP	<b>PE</b>	N/A	
<b>Award Year</b>	2013	<b>RW</b>	N/A	
<b>Status</b>	PE	<b>CN</b>	July 2013	
One stage in design others awaiting construction obligation by WSDOT				
<b>Grant Amount</b>	<b>\$2,140,000</b>	<b>Total Project</b>	<b>\$2,140,000</b>	

<b>Project Name</b>		<b>Federal Aid No.</b>		<b>County Project No.</b>
Rich Road 87 <sup>th</sup> to Normandy		STPUS-5271(001)		61460
<b>Funding Source</b>	STP Regional	<b>PE</b>	September 2011	
<b>Award Year</b>	2011	<b>RW</b>	2014	
<b>Status</b>	PE	<b>CN</b>	2015	
In design				
<b>Grant Amount</b>	<b>\$1,311,300</b>	<b>Total Project Estimate</b>	<b>\$1,520,000</b>	

# Thurston County Federal Funded Project List

March 2013

Project Name		Federal Aid No.		County Project No.
Bald Hill Smith Prairie to Owl Pit		STPR-H345(003)		61472
Funding Source	STP Regional	PE	September 2011	
Award Year	2011	RW	2014	
Status	PE	CN	2015	
In design				
Grant Amount	\$2,066,155	Total Project Estimate	\$2,400,000	

Project Name		Federal Aid No.		County Project No.
Bridging the Gap III		HPP-2034(065)		61435
Funding Source	HPP/STPR/STPE	PE	September 2010	
Award Year	varies	RW	July 2012	
Status	RW	CN	2013	
Finalizing right of way acquisition				
Grant Amount	\$3,623,000	Total Project Estimate	\$4,300,000	

Project Name		Federal Aid No.		County Project No.
Rich Road Deschutes to 87 <sup>th</sup> Ave		STPR-F341(004)		61321
Funding Source	STP Regional	PE	N/A	
Award Year	2011	RW	N/A	
Status	CN	CN	September 2011	
In winter shutdown				
Grant Amount	\$1,797,800	Total Project Estimate	\$3,550,000	

# Thurston County Federal Funded Project List

March 2013

Project Name		Federal Aid No.		County Project No.
Vail Road		STPR-G343(007)		61365
Funding Source	STP Regional and HSIP	PE	April 2005	
Award Year	2004/2009	RW	N/A	
Status	CN	CN	July 2010	
Physically complete, working through a claim by contractor.				
Grant Amount \$1,607,000/\$300,000 = \$1,907,000			Total Project Estimate \$3,880,000	

Project Name		Federal Aid No.		County Project No.
93 <sup>rd</sup> and Lathrop		Not obligated, no FA No.		61196
Funding Source	STP Regional	PE	N/A	
Award Year	2006	RW	N/A	
Status	Ready for CN	CN	2013	
Bid documents are almost complete.				
Grant Amount		\$255,000	Total Project Estimate \$425,000	

Project Name		Federal Aid No.		County Project No.
Yelm Highway Phase V		STPUS-5252(009)		61192
Funding Source	STP Regional	PE	N/A	
Award Year	2007	RW	N/A	
Status	CN	CN	January 2010	
Physically complete, working on project closure.				
Grant Amount		\$3,900,000	Total Project Estimate \$17,889,341	