



FINAL REPORT

MOVING MAIN STREET ROCHESTER FORWARD

December 2019





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"I like a small town. I lived in Tumwater area for almost 50 years and watched it grow into a mess. Bigger is not always better."

**- Rochester area resident
Rochester Community Survey**

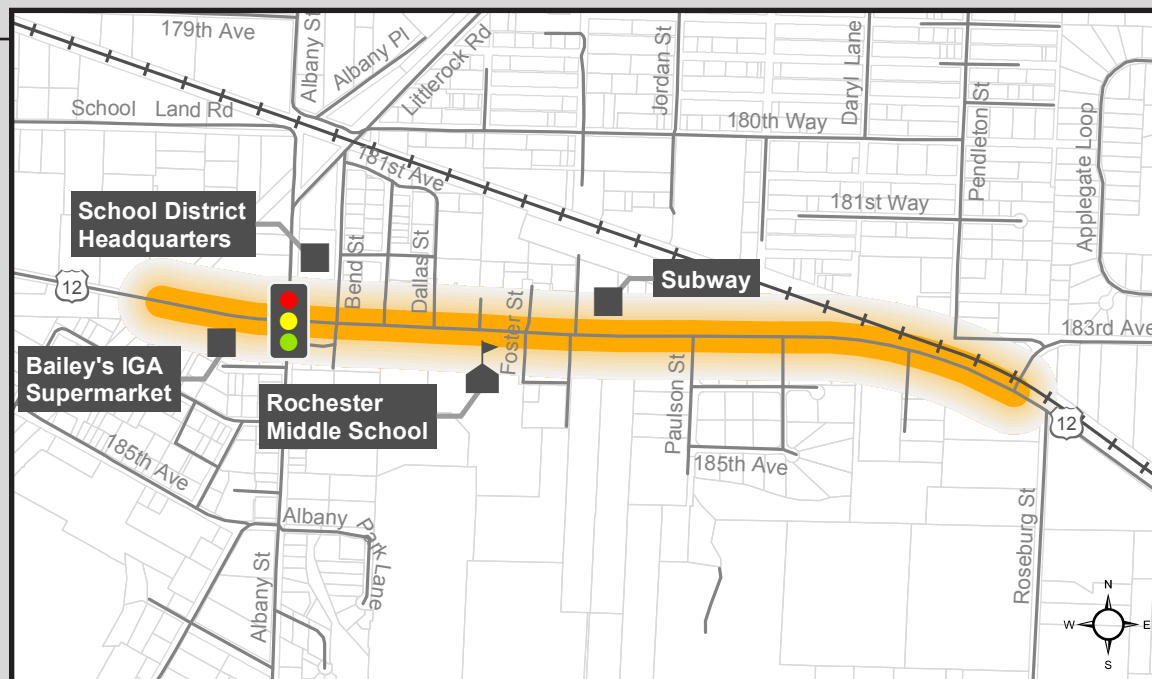


BACKGROUND

On its path from Aberdeen, Washington to Detroit, Michigan, US Route 12 (US 12) runs through Rochester, Washington, an unincorporated community in Thurston County. As part of the National Highway System, US 12 has strategic importance for the nation’s economy, defense, and mobility. It also serves as Rochester’s “Main Street.”

Main Street Rochester is an effort to address the dual role US 12 serves as a regional highway and Rochester’s Main Street. The project developed in response to requests from Rochester area residents to address safety and mobility concerns, infrastructure needs, and to improve the economic vitality of the corridor, while strengthening Rochester’s identity. In 2016, Thurston Regional Planning Council (TRPC) – acting on behalf of Thurston County – received a federal

MAP 01.
MAIN STREET ROCHESTER
PROJECT EXTENT



Surface Transportation Program grant to look at these issues for the approximate one-mile US 12 corridor from Bailey's IGA to 183rd Avenue Southwest (Map 01). Both Thurston County and Washington State Department of Transportation (WSDOT) provided matching funds for the project.

The Main Street Rochester project is split into three parts:

- **Part 1** is a Current Conditions Report that lays out the current conditions (as of 2017) in the study area to provide an accurate portrait of how residents, visitors, businesses, employees, and school children and their parents see Rochester. The Current Conditions Report also includes the results of a technical evaluation, regulatory code audit, and public outreach efforts.
- **Part 2** is a Multimodal Transportation Action Plan that identifies 26 actions that can be taken to improve US 12's function as Rochester's Main Street while

preserving its role as a regional highway of significance.

The Action Plan includes more detailed conceptual layouts and cost estimates for the community's priority actions: frontage improvements, the Rochester Grand Mound Trail, a center turn lane, and intersection improvements at US 12 and 183rd. The conceptual layouts were broken into four phases with an estimated combined cost of \$7.5 million (Figures 01 and 02).

- **Part 3** is this Final Report, which provides a brief summary of the Main Street Rochester project and offers recommendations that Thurston County and Washington State Department of Transportation (WSDOT) can pursue to move the project forward.

» *Priority Actions Identified by Community Survey, Spring 2018*

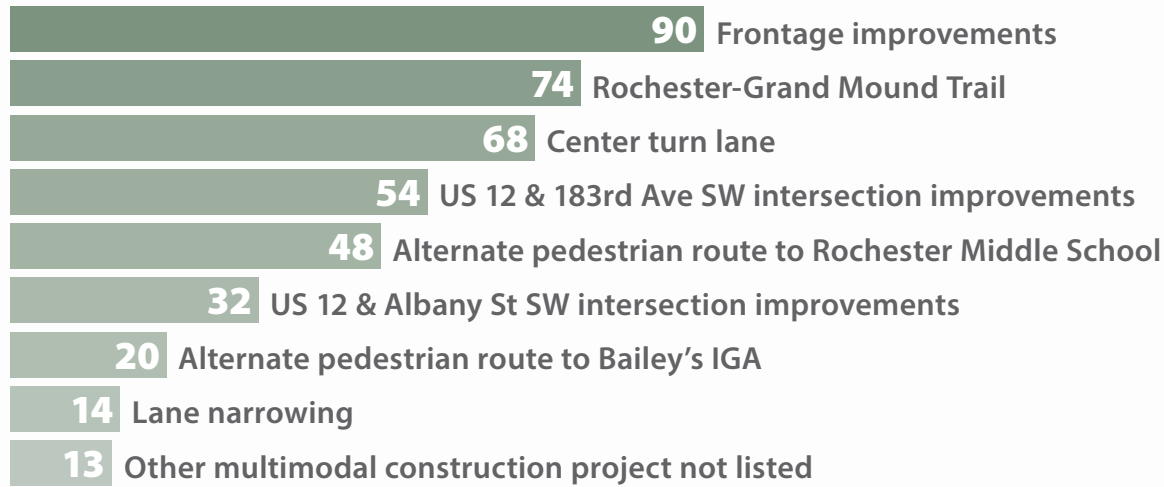


FIGURE 01.
OVERVIEW OF ROCHESTER
COMMUNITY'S PRIORITIES
FOR IMPROVING US 12

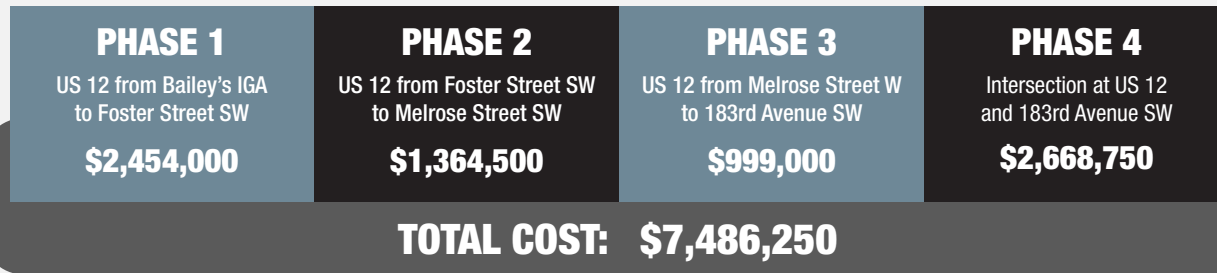


FIGURE 02.
THE COMMUNITY'S PRIORITY
ACTIONS ARE SPLIT INTO
FOUR PHASES



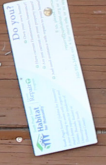
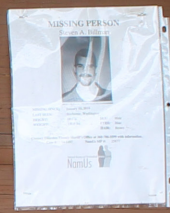
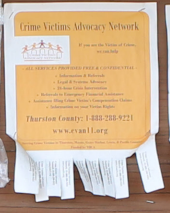
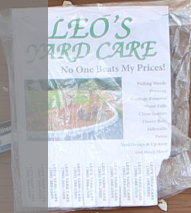
COMMUNITY INFORMATION

THU JUN 1
ROCHESTER
CORNER OF HWY 12 & GRESHAM ST. SW
SHOW TIMES: 5:00 & 7:30 PM

"I really like the small town setting and the helpfulness of our community to help each other."

- Rochester area resident
Rochester Community Survey

THU JUN 1
ROCHESTER
CORNER OF HWY 12 & GRESHAM ST. SW
SHOW TIMES: 5:00 & 7:30 PM
SPONSORED BY GRAND MOUND-ROCHESTER COC



PUBLIC OUTREACH

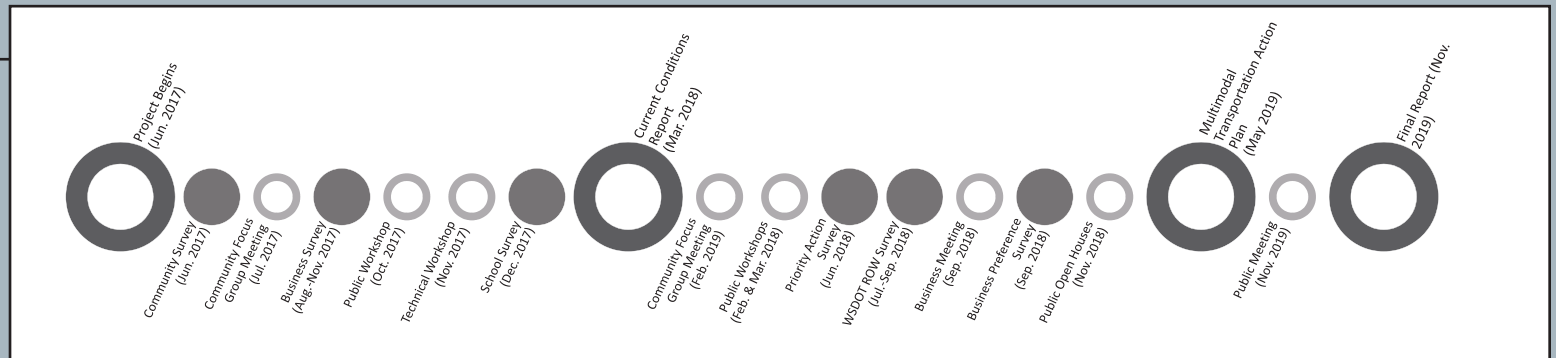
Stakeholder groups, public meetings, and robust surveying each played a part in ensuring the project team obtained essential feedback for identifying the issues and solutions for Rochester and US 12.

GROUPS

Two stakeholder groups acted to guide this project:

- **Community Focus Group.** Comprising various individuals and organizations that live or operate in the Rochester area, the Community Focus Group helped ensure the community’s interests and needs were identified and incorporated into the Main Street Rochester planning efforts. This included identifying safety and mobility issues, ways to improve the corridor’s economic vitality, and ways to strengthen Rochester’s identity through placemaking.
- **Technical Workgroup.** Made up primarily of County and WSDOT staff, the Technical Workgroup provided input on the technical aspects of the project and offered recommendations to the project team. This included identifying ways to improve safety and mobility as well as infrastructure needs.

FIGURE 03.
PROJECT MILESTONES



MEETINGS

During each part of the project, public meetings were held to gather information from community members, update the community on the project's progress, and ensure the community's vision for Main Street Rochester was accurately represented. Meetings were held:

- **June 22, 2017: Community Focus Group Meeting.** The community focus group identified what success looks like for Main Street Rochester as well as concerns, strengths, and possibilities related to Rochester and the project.
- **October 19, 2017: Public Workshop.** The project team provided an overview of the Main Street Rochester project and asked for feedback regarding the project focus areas. Attendees were also invited to participate in the community survey.
- **November 7, 2017: Technical Workshop.** Staff from WSDOT, Thurston County, and other organizations with expertise in transportation, economic vitality, and placemaking met to discuss the study area. After walking the corridor to experience US 12 in person, the technical workgroup sat down to identify issues and potential solutions for balancing US 12's function as Rochester's Main Street.
- **February 22, 2018: Community Focus Group Meeting.** The community focus group met to review the draft Multimodal Transportation Action Plan the project team developed based on feedback from the community survey and the technical workgroup.

- **February 24 and March 8, 2018: Public Workshops.** Thurston County hosted two public meetings to discuss (in part) the Rochester Subarea Plan update process. The Main Street Rochester project team attended and presented information on the draft Multimodal Transportation Action Plan.
- **September 5, 2018: Business Meeting.** Hosted by the Grand Mound-Rochester Chamber of Commerce, members of the Main Street Rochester project team and SCJ Alliance attended and presented information on proposed corridor improvements. Staff from Thurston County and Washington State Department of Transportation were also in attendance.
- **November 7, 2018: Public Open House.** Thurston County hosted an open house to discuss (in part) the Rochester Subarea Plan update process and the Main Street Rochester project.
- **November 13, 2019: Public Open House.** The public open house was held (in part) to share this final report and the recommended next steps for the Main Street Rochester project.




SURVEYS

A total of five surveys were conducted for this project:

- **Community Survey.** The community survey, which was available in both English and Spanish, provided valuable context about the community's views on Rochester, its future, and what the community desires for itself.

- **Business Survey.** The business survey, conducted by the Thurston Economic Development Council, sought to understand businesses thoughts and perspectives on street access, barriers to growth, ideas to improve the economic vitality of the area, and business and community needs.
- **School Survey.** Rochester Middle School is centrally located in the study area, and TRPC conducted targeted outreach to the school's students and parents. The survey consisted of two parts: a parent survey focused on school transportation choices and a student tally identifying arrival and departure travel modes (school bus, carpool, walking, etc.)
- **Action Plan Survey.** The action plan survey took ideas and information gathered from the community survey and the technical workgroup to create concrete actions that could be implemented. The Rochester community was then asked to choose their priority actions.
- **Business Preference Survey.** After identifying the community's priority actions, businesses were asked their preferences for how such improvements should be implemented. The project team followed up one-on-one with businesses adjacent to US 12 to ensure proposed improvements would work logistically for those businesses most affected by the proposed improvements.

**ROCHESTER MIDDLE SCHOOL
PARENT SURVEY ABOUT WALKING, BIKING, AND RIDING THE BUS TO SCHOOL**

Dear Parents,

Working with the Thurston Regional Planning Council (TRPC), Thurston County is looking at ways to improve transportation, safety, and mobility in the Rochester area, especially along Highway 12. We want to learn your thoughts about students walking and biking to Rochester Middle School and how we can improve conditions in the area.

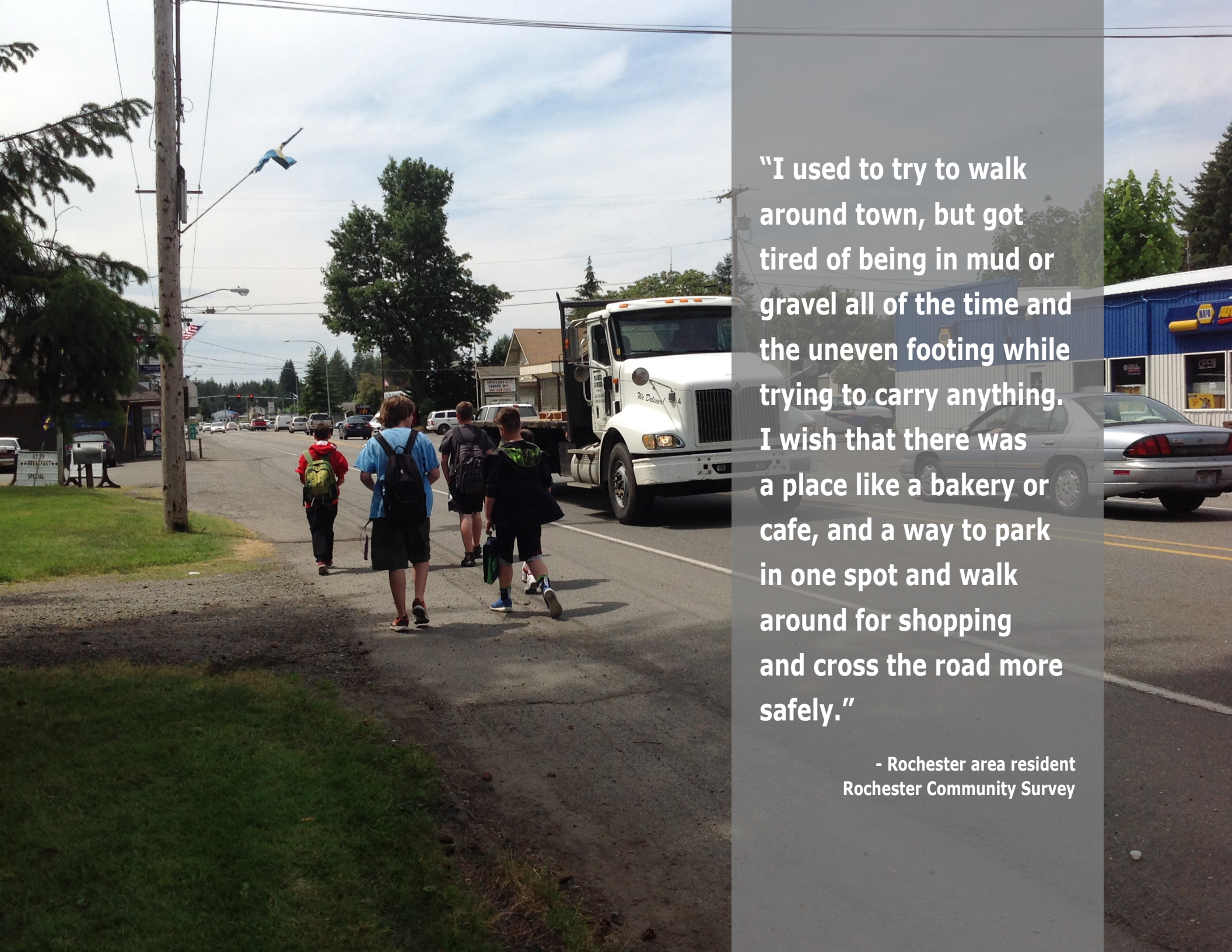
Instructions
Please share your views about how your children travel to and from school. One survey per household is sufficient. After you have completed this survey, please send it back to school with your child by **Friday, December 8, 2017**. All responses will remain confidential.

If you or your student would like to learn more about the Main Street Rochester project, go to www.trpc.org/rochester for more information.

Thank you for participating in the survey!

- How many of your children attend Rochester Middle School?
 - 1
 - 2
 - 3
 - More than 3
2. What grades are your children in? (check all that apply)
 - 6th grade
 - 7th grade
 - 8th grade
3. How far do your children live from school?

<input type="radio"/> Less than 1/4 mile	<input type="radio"/> 1 mile up to 2 miles
<input type="radio"/> 1/4 mile up to 1/2 mile	<input type="radio"/> More than 2 miles
<input type="radio"/> 1/2 mile up to 1 mile	<input type="radio"/> Don't know/Not sure
4. On MOST days, how do your children travel to school?
 - Walk, bike, skate-board, scooter, etc.
 - School bus
 - Family vehicle (only with children from your family)
 - Carpool (riding with children from other families)
 - Other



“I used to try to walk around town, but got tired of being in mud or gravel all of the time and the uneven footing while trying to carry anything. I wish that there was a place like a bakery or cafe, and a way to park in one spot and walk around for shopping and cross the road more safely.”

**- Rochester area resident
Rochester Community Survey**

RECOMMENDATIONS

This Final Report details four recommendations for moving the Main Street Rochester project forward. Three of the recommendations apply to Thurston County while two apply to WSDOT:

1. Incorporate the community’s vision for Rochester into the Rochester Subarea Plan and County Road Standards. (Thurston County)
2. Adopt a Complete Streets ordinance. (Thurston County)
3. Beginning with Phase 1, pursue funding for improvements to US 12, as identified in the Multimodal Transportation Action Plan. (Thurston County and WSDOT)
4. Work with Thurston County and Rochester businesses to improve street lighting conditions in the study area. (WSDOT)

COMMUNITY'S VISION FOR ROCHESTER (THURSTON COUNTY)

Through surveys and public meetings, the community was able to provide a clear vision for Rochester’s Main Street. Memorializing this vision in Thurston County’s codes and regulations is the next logical step and requires updates to the Rochester Subarea Plan as well as the Thurston County Road Standards.

Rochester Subarea Plan Update. Much of the Main Street Rochester project has coincided with and complimented Thurston County’s Rochester Subarea Plan update process. As such, this recommendation is already being implemented: Thurston County staff are incorporating Rochester’s community vision, as identified in the Current Conditions Report and the Multimodal Transportation Action Plan, into the draft subarea plan. Consideration for adoption of these proposed changes are anticipated in early 2020.

“I’ve lived here for 86 years and was born here and I enjoy it. I have four generations that went to school here and still do.”

**- Rochester area resident
Rochester Community Survey**

Thurston County Road Standards Update. The second part of this recommendation involves incorporating the conceptual layout plans developed by SCJ Alliance for the Main Street Rochester project into the County’s Road Standards. Once the Subarea Plan update is complete and adopted by the Board of County Commissioners, new road design standards for US 12 in the study area should be established.

COMPLETE STREETS ORDINANCE (THURSTON COUNTY)

In 2011, the Washington State Legislature adopted a Complete Streets Grant Program, codified in Section 47.04.320 of the Revised Code of Washington. The purpose of the grant program is to encourage cities, towns, and counties to build or retrofit existing streets to provide safe access to all users – including bicyclists, pedestrians, motorists, and public transportation users.

The Transportation Improvement Board (TIB) established the Complete Streets Award in 2015. The award is only available to jurisdictions that have adopted a Complete Streets ordinance, and it is a recommendation of the Main Street Rochester project that the County move forward to adopt such an ordinance.

This recommendation is supported by the Washington Transportation Plan, Regional Transportation Plan, Countywide Planning Policies as well as the Transportation chapter of the Thurston County Comprehensive Plan.

Washington Transportation Plan Environment Policy Goal, Strategy A:

Transportation Investments Should Support Healthy Communities

- Promote “Complete Streets” and Safe Routes to Schools policies and implementation for appropriate arterials and collectors within urban growth areas.
- Promote bicycling and walking as viable transportation options and as a means to improve public health and maintain environmental quality by identifying and addressing multimodal system gaps, such as sidewalk or trail connections.

Regional Transportation Plan Policy 9.a:

Design and construct multimodal, context-sensitive, complete streets and roads.

Countywide Planning Policy 9.3:

Encourage efficient multi-modal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans[...]

- b. Local comprehensive plans and development standards should provide for local and regional pedestrian and bicycle circulation.

Thurston County Comprehensive Plan (Transportation Chapter) Policy T.2B.2:

Plan, design and construct multimodal, context-sensitive, complete streets and roads.

TIB anticipates holding an open call for complete streets projects next summer (2020) with awards ranging between \$100,000 and \$1,000,000 granted in 2021. In order to be considered for funding, a project must be nominated by one or more organizations. Currently, there are a total of eight nominators – four state agencies and four non-profit organizations:

- Department of Transportation
- Department of Archaeology and Historic Preservation
- Department of Health
- Department of Commerce
- Feet First
- Cascade Bicycle Club
- Community Transportation Association – NW
- Futurewise

Taking into consideration the quality of a community’s Complete Streets policy, plan integration, and outreach and engagement, etc., TIB will determine which nominations will receive funding.

Thurston County is already committed to planning, designing and constructing multimodal, context-sensitive complete streets, as evidenced by the County’s existing road standards and longstanding policies that support urban road standards in urban growth areas (Appendix A: Draft Complete Streets Ordinance). By adopting a Complete Streets ordinance, Thurston County opens up a new funding stream to see multimodal improvements constructed not only in the Rochester area, but in other areas of unincorporated Thurston County.

Upon adoption of the Complete Streets ordinance, updates to the Thurston County Road Standards will be necessary to more clearly integrate Complete Streets standards (Appendix B: Draft Updates to Thurston County Road Standards) in County planning documents.

IMPROVEMENTS TO US 12 (WSDOT AND THURSTON COUNTY)

The Multimodal Transportation Action Plan identified 26 actions that can be taken – whether by WSDOT, Thurston County, businesses, or other community organizations – to improve US 12’s function as Rochester’s Main Street. Some actions are minor while others can have a significant impact on Rochester’s Main Street (Table 01).

Because of Rochester’s status as an unincorporated community along a state highway, WSDOT has jurisdiction over all improvements within the highway right-of-way. Nevertheless, the people most affected by improvements or lack thereof are Thurston County residents and businesses.

Supported by WSDOT, Thurston County should begin by pursuing funding for the Rochester community’s priority actions: installing frontage improvements (C1); establishing the Rochester-Grand Mound Trail (C2); establishing a center turn lane the length of the study’s corridor (C3); and improving the intersection at US 12 and 183rd Avenue SW (C4) (Table 01).

ACTION	ESTIMATED COST ¹
Maintenance	
M1 Restripe lanes and add lane edge buffers along US 12	Low
M2 Clean out and repair stormwater facilities	Low
M3 Regularly sweep the highway to reduce debris in travel lanes and paved shoulders	Low
M4 Improve the visibility of highway traffic signs and signals	Low-Med
Multimodal Construction	
C1* Install frontage improvements along US 12	Very High
C2* Establish a shared use trail between Rochester and Grand Mound	Very High
C3* Where appropriate, establish a center turn lane on US 12	Very High
C4* Improve the intersection at US 12 and 183 rd Ave SW	Very High
C5 Install pedestrian crossing improvements along US 12	High
C6 Improve the intersection at US 12 and Albany St SW	Very High
C7 Establish a shared use access to Bailey's IGA	High
C8 Establish a shared use access to Rochester Middle School	High
C9 Install frontage improvements along Albany St SW between Littlerock Rd and Albany Park Ln SW/185 th Ave SW	Very High
C10 Install frontage improvements along Littlerock Rd SW between Albany St SW and 180 th Way SW	Very High
Other Construction	
O1 Install wayfinding signage for important community landmarks	Low-Med
O2 Install gateway signage along US 12 near Albany St SW and 183 rd Ave SW	Med
O3 Establish a park and pool or park and ride lot in Rochester	Med
O4 Improve existing transit stops on US 12 in Rochester	Low-Med
Planning Projects	
P1 Develop a pole yard access plan	Med
P2 Update the Regional Trails Plan	Med
P3 Create a Rochester Middle School walking map	Low
P4 Establish a street grid connection plan	Med-High
P5 Update street standards for the Rochester area	Med
P5 Inventory stormwater facilities associated with US 12	High
P7 Perform a study of drainage patterns in the Rochester area	High
P8 Adopt a Complete Streets ordinance for Thurston County	Low

**TABLE 01.
MULTIMODAL
TRANSPORTATION
ACTION PLAN
SUMMARY**

¹Low = less than \$10,000 | Med = \$10,000-\$50,000 | High = \$50,000 - \$200,000 | Very High = more than \$200,000

*Indicates project is a priority for the Rochester community.

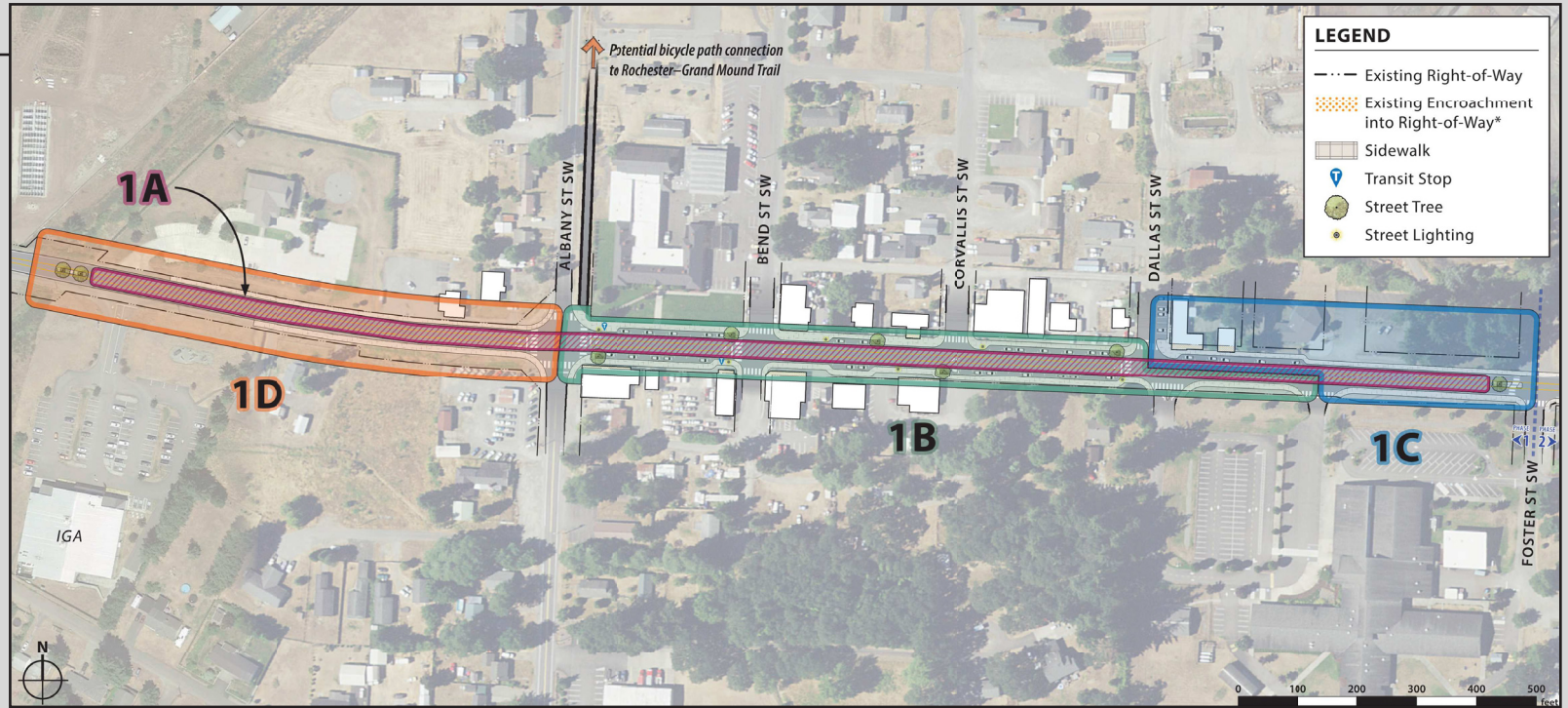
Conceptual layouts were developed by SCJ Alliance for the frontage improvements, center turn lane, and the intersection improvements. These priority actions were laid out in conceptual detail as a phased project totaling approximately \$7.5 million dollars (Figure 02). These improvements also include connections to a future Rochester-Grand Mound Trail for which Thurston County received funding to perform a trail feasibility study to begin in 2020 or 2021.

MANAGING PHASE 1 IMPROVEMENTS

Due to the presence of Rochester Middle School and most businesses along US 12, completing the Phase 1 improvements should be the top priority for moving Main Street Rochester forward. However, \$2.5 million is a large ask given competing funding needs. SCJ Alliance was asked to further break down Phase 1 into more manageable and discrete projects, and four subphases emerged (Table 02).

Each phase is estimated to cost less than \$1 million, making the project more manageable when funding is limited.

**MAP 02 .
BREAKING DOWN PHASE 1
IMPROVEMENTS**



*Existing encroachment as determined by WSDOT survey taken in September 2018.

**TABLE 02.
BREAKING
DOWN PHASE 1
IMPROVEMENTS**

PHASE	COST*
Phase 1a: Roadway widening and two-way center turn lane	\$451,000
Phase 1b: Frontage Improvements between Albany and Dallas	\$950,000
Phase 1c: Frontage improvements between Dallas and Foster	\$458,000
Phase 1d: Frontage improvements between Foster and Albany	\$354,000
TOTAL	\$2,213,000

*Costs are rounded to the nearest \$1,000 based on the revised cost estimates provided in SCJ Alliance's Technical Memo dated April 19, 2019, Attachment B – Revised Cost Estimate. See Appendix C.

FUNDING SOURCES

Funding for road maintenance – let alone sidewalks and bike lane improvements – is scarce. WSDOT has 200 miles of state highways and interstates to maintain in Thurston County alone; Thurston County has more than 1,000 miles of its own roads to maintain. Given this context, it is understandable that Rochester faces formidable competition for prioritization of limited transportation funds. However, these improvements are a priority for many residents and businesses in the area.

In addition to the Complete Streets award available through TIB (no local funding match required), there are five potential sources Thurston County could receive funding from should it choose to pursue the community's priority actions:

- **Surface Transportation Block Grant Program (STBG).** **Required Match: 13.5%.** Administered by TRPC, the STBG program provides funds to local agencies for almost any transportation-related planning, design, or construction project. Based on a population-driven formula, WSDOT allocates funds to TRPC for prioritizing and selecting projects that align with their regional priorities. The current regional funding priorities for TRPC are safety, preservation, and efficiency of the multi-modal transportation system.

- **Transportation Alternatives Set-Aside Program (STBG-TA).** **Required Match: 13.5%.** Administered by TRPC, STBG-TA funds can be used for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
- **Safe Routes to School (SRTS) Program.** **Required Match: 0%.** Administered by WSDOT, the SRTS program supports projects that improve safety and mobility for children by enabling and encouraging them to walk or bike to school.
- **Pedestrian and Bicycle Program.** **Required Match: 0%.** Administered by WSDOT, the pedestrian and bicycle program supports projects that make improvements to the transportation system that enhance safety and mobility for people who choose to walk or bike. The program funds two types of projects: design-only projects and construction projects that may include preliminary engineering.

For a complete list of potential funding sources identified by SCJ Alliance, see Appendix D.

LIGHTING ON US 12 (WSDOT)


Throughout the Main Street Rochester project, lighting along the highway was consistently raised as a matter of concern for both businesses and their patrons. Although pedestrian-scale lighting is part of the conceptual layout plans discussed previously and in the Multimodal Transportation Action Plan, the lighting can be addressed more immediately – whether permanently or on a temporary basis.

WSDOT’s reluctance to take on additional costs associated with installing and maintaining street lighting is understandable given the limited funding constraints it operates under. However, there is a real need to address this issue for Rochester and other unincorporated communities that face the same problems with personal safety and visibility on the street. WSDOT should continue to work with local businesses and the county to address lighting concerns on US 12. This includes identifying:

- A point of contact at WSDOT for initiating a request for street lighting
- The type of street light acceptable for installation
- Costs associated with installation, upkeep, and replacement
- Maintenance and replacement responsibilities
- Whether the proposed lighting is a temporary measure (until permanent fixtures are installed as part of a larger project)

WSDOT only installs roadway lighting at places where it is required, like on and off ramps. That means the costs associated with installation, upkeep, and replacement will generally fall to another entity like Thurston County or, if approved, a private organization.



A photograph of a street scene. In the foreground, a wooden sign hangs from a building, reading "MAD MATTER BARBER" in a stylized, hand-painted font. The sign is weathered and has some green leaves in front of it. Below the sign, there's a red awning. In the background, an American flag flies on a pole. A street with cars and a utility pole is visible. The sky is blue with some clouds. The overall scene is bright and sunny.

"[Rochester] has the makings of a great community. More needs to be done to improve the core of town surrounding Albany/Highway 12 area."

**- Rochester area resident
Rochester Community Survey**

NEXT STEPS

US 12 is Rochester’s Main Street where people shop and eat, catch up with neighbors and friends, and spend time in the park. Kids walk and ride bikes from home to school to after-school activities. Residents drive and ride the bus to get to and from appointments and work while tourists routinely drive through Rochester to reach their coastal destinations. Freight trucks – including pole trucks – move goods to markets. As a vital part of the Rochester community, US 12 needs to function well for the Rochester community. Main Street Rochester is a major step in that direction.

With continued collaboration between the Rochester community, Thurston County and WSDOT, the vision laid out in the Main Street Rochester project can become a reality, but it will take continued effort, time, and money. Thurston County is already taking steps to bring the vision of Main Street Rochester into county planning documents, including the Rochester Subarea Plan and the County Road Standards. By building on these efforts and seeking funding for projects identified in the Multimodal Transportation Action Plan, safety and mobility concerns can be addressed, infrastructure needs met, economic vitality improved, and Rochester’s identity strengthened.

“[Rochester] needs more support from Thurston County.”

**- Rochester area resident
Rochester Community Survey**



“Rochester is a great farming community that could benefit from some revitalization along US 12, but we do not need to attract big chain stores or restaurants. These will destroy the quiet town we all love.”

**- Rochester area resident
Rochester Community Survey**

APPENDICES

APPENDIX A: DRAFT COMPLETE STREETS ORDINANCE

APPENDIX B: DRAFT UPDATES TO THURSTON COUNTY ROAD STANDARDS

APPENDIX C: APRIL 19, 2019 TECHNICAL MEMO (SCJ ALLIANCE)

APPENDIX D: POTENTIAL FUNDING SOURCES

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APPENDIX A: DRAFT COMPLETE STREETS ORDINANCE

DRAFT 10.03.2019

ORDINANCE NO. _____

AN ORDINANCE OF THURSTON COUNTY, WASHINGTON, ESTABLISHING A COMPLETE STREETS POLICY.

WHEREAS, streets constitute a large portion of the public space and should be corridors for all modes of travel including pedestrians, bicyclists, motorists, freight, and transit users; and

WHEREAS, walking, bicycling, and using public transportation promotes a healthy community; and

WHEREAS, designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features improve safety; and

WHEREAS, safe alternatives to single-occupancy driving protects the environment and reduces congestion; and

WHEREAS involving local citizens and stakeholders in planning and design decisions helps preserve community character; and

WHEREAS, the Washington State Legislature adopted a Complete Streets Grant Program in 2011, codified in Section 47.04.320 of the Revised Code of Washington; and

WHEREAS, the Transportation Improvement Board's Complete Streets Award is only available to jurisdictions that have adopted a Complete Streets ordinance; and

WHEREAS, the Thurston County County-Wide Planning Policies calls for increasing transportation choices to support all ranges of lifestyles, household incomes, abilities, and ages as well as opportunities for riding transit, biking, and walking; and

WHEREAS, the Thurston County Comprehensive Plan calls for the development and adoption of a complete streets ordinance; and

WHEREAS, Thurston County's Road Standards and participation in regional efforts such as Sustainable Thurston and Thurston Thrives highlight the County's commitment to designing complete streets that connect all users to rural and urban residents and businesses; and

WHEREAS, the need for complete streets applies to both rural and urban areas; and

WHEREAS, Thurston County is committed to planning, designing, and constructing multimodal, context-sensitive complete streets; and

WHEREAS, Thurston County already designs and builds complete streets that consider the needs of all modes of travel.

NOW, THEREFORE, THE THURSTON COUNTY BOARD OF COUNTY COMMISSIONERS DO ORDAIN AS FOLLOWS:

This draft is provided as an example and is subject to further revision and change by Thurston County.



SECTION 1. Thurston County is committed to planning, designing and constructing multimodal, context-sensitive complete streets to:

1. Ensure safety for all users
2. Connect urban and rural bicycle and pedestrian pathways
3. Expand travel options for rural residents regardless of lifestyle, household income, ability, and age
4. Ensure freight mobility needs are met
5. Ensure the design, function, and capacity of transportation facilities are consistent with and support sustainable, economically vibrant communities
6. Encourage an efficient and cost-effective multi-modal transportation system
7. Increase opportunities for riding transit, biking, walking, and ridesharing

SECTION 2. Thurston County’s Road Standards must ensure a commitment to planning, designing, and constructing multimodal, context-sensitive complete streets for both public projects and private developments.

SECTION 3. The needs of all users and all modes of transportation must be accounted for in new construction, reconstruction, and retrofit projects as well as maintenance projects and ongoing operations (such as resurfacing, repaving, restriping, rehabilitation, etc.)

During construction or repair work that infringes on rights-of-way and sidewalks, consideration must also be given to maintaining safe access for all users and modes of transportation.

SECTION 4. The County Engineer may approve an exception to the complete streets requirements in the following instances:

1. Their establishment would be contrary to public safety; or
2. Their construction is not practically feasible because of significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas; or
3. Their construction is not practically feasible because of significant adverse impacts on neighboring land uses, including rights of way acquisition; or
4. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
5. Emergency repairs that require an immediate, rapid response. Temporary accommodations for all modes must still be made. Depending on severity of the repairs, opportunities to improve multimodal access should be considered where possible.
6. Specific users are prohibited. Exclusion of certain users on a corridor does not exempt projects from accommodating other permitted users.
7. Documentation demonstrates that there is no current or future need to accommodate the mode.
8. For accommodating transit, there is no existing or planned transit service in the project boundaries.
9. A reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.
10. Given the project’s context, the cost of accommodating a mode is excessively disproportionate to the need or probable use.

SECTION 5. Complete streets must be designed to serve current and future land use of adjacent lands

This draft is provided as an example and is subject to further revision and change by Thurston County.

DRAFT 10.03.2019

Adopted by the Board of County Commissioners this **DATE:**

INSERT APPROPRIATE SIGNATURE BLOCK



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APPENDIX B: DRAFT UPDATES TO THURSTON COUNTY ROAD STANDARDS

DRAFT 11.12.2019

Thurston County Road Standards

1.00 INTRODUCTION

The Thurston County Road Standards shall hereinafter be referred to as the "Standards."

Thurston County is committed to planning, designing, and constructing multimodal, context-sensitive complete streets. These Standards were developed to create a uniform construction process to ensure a quality end product that exemplifies safety, reliability, convenience and economical maintenance **for all users including bicyclists, pedestrians, motorists, and public transportation users.**

These Standards are not intended to provide for all situations but to be flexible in form and content. They are intended to assist but not substitute for competent work by design professionals. It is expected that land surveyors, engineers, architects, and Contractors will bring to each project the best of their skills.

These Standards are also not intended to unreasonably limit any innovative or creative effort. Through Section 2.08, a variance from these Standards may be requested; however, these requests are subject to the acceptance by the County Engineer based on satisfactory evidence that the proposed variance will produce an equivalent outcome.

* * *

2.00 GENERAL CONSIDERATIONS

2.01 Applicability

A. In General. These Standards govern all construction within Thurston County as it relates to clearing, grading and work performed on existing or proposed Rights-of-Way. Projects within urban growth areas shall also be governed, in part, by that particular City's guidelines. Standards shall be considered reasonable minimum regulations, and shall not be relaxed except upon acceptance of a variance.

These Standards are pursuant to Thurston County Code Title 13 Roads and Bridges; Title 15 Public Works, Title 18 Platting and Subdivision and Title 20 Thurston County Zoning Ordinance and the International Building and Fire Codes. Where these Standards may be inconsistent with the provisions of Title 13, Title 15, Title 18 and Title 20, these Standards shall control.

B. Complete Streets Requirements.

- 1. Purpose and Intent.** Thurston County is committed to planning, designing and constructing multimodal, context-sensitive complete streets to:
 - a. Ensure safety for all users**
 - b. Connect urban and rural bicycle and pedestrian pathways**
 - c. Ensure the design, function, and capacity of transportation facilities are consistent with and support sustainable, economically vibrant communities**

This draft is provided as an example and is subject to further revision and change by Thurston County.





- d. Expand travel options for rural residents regardless of lifestyle, household income, ability, and age
 - e. Ensure freight mobility needs are met
 - f. Encourage an efficient and cost-effective multi-modal transportation system
 - g. Increase opportunities for riding transit, biking, walking, and ridesharing
2. Applicability. The needs of all users and all modes of transportation must be accounted for in new construction, reconstruction, and retrofit projects as well as maintenance projects and ongoing operations (such as resurfacing, repaving, restriping, rehabilitation, etc.)
- During construction or repair work that infringes on rights-of-way and sidewalks, consideration must also be given to maintaining safe access for all users and modes of transportation.
3. Exceptions. The County Engineer may approve an exception to the complete streets requirements in the following instances:
- a. Their establishment would be contrary to public safety.
 - b. Their construction is not practically feasible because of significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas.
 - c. Their construction is not practically feasible because of significant adverse impacts on neighboring land uses, including rights of way acquisition.
 - d. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
 - e. Emergency repairs that require an immediate, rapid response. Temporary accommodations for all modes must still be made. Depending on severity of the repairs, opportunities to improve multimodal access should be considered where possible.
 - f. Specific users are prohibited. Exclusion of certain users on a corridor does not exempt projects from accommodating other permitted users.
 - g. Documentation demonstrates that there is no current or future need to accommodate the mode.
 - h. For accommodating transit, there is no existing or planned transit service in the project boundaries.
 - i. A reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.
 - j. Given the project’s context, the cost of accommodating a mode is excessively disproportionate to the need or probable use.

This draft is provided as an example and is subject to further revision and change by Thurston County.

2.02 Definitions

Unless otherwise stated, capitalized words and phrases used in this document are defined in either Thurston County Code 13.56 or in the following list:

AASHTO - Current edition of the American Association of Highway and Transportation Officials manual.

Accepted Plans - Project plans that have been accepted for construction by the County Engineer or designee.

Access - A trail, Driveway or Private Road that connects to the general Public Road or Trail system.

Average Daily Trips (ADT) - The total two-directional volume of traffic passing through a given point during a given time period, divided by the number of days in that time period. When used as a threshold to determine classification (size) of the Access point or road, ADT shall be based on the ultimate build out of all land, considering current zoning, that will potentially be served by the Access point or road.

Americans with Disabilities Act (ADA) - A civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public.

Applicant - Any person, firm, partnership, association, joint venture, corporation or any other entity responsible for a given project seeking approval from the County for any land use or other related Permit or approval referenced in Thurston County Code and which requires utilization of these Standards.

Auxiliary Lane - The portion of the roadway adjoining the Traveled Way for parking, speed change, turning, storage for turning, weaving, truck climbing, and other purposes supplementary to through-traffic movement.

Breakaway - A structure or installation that has been crash tested in accordance with National Cooperative Highway Research Program procedures.

Capacity - The maximum number of Vehicles that have a reasonable expectation of passing over a given roadway or section of roadway in one direction during a given time period under prevailing roadway and traffic conditions.

Channelization - The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised Islands or other suitable means to facilitate the safe and orderly movement of both Vehicles and pedestrians.

Clear Zone - The total roadside border area, starting at the Edge of Traveled Way, available for safe use by errant Vehicles. This area may consist of a Shoulder, a Recoverable slope, a non-Recoverable slope, and/or a clear run-out area. The desired width is dependent upon the traffic volumes, speeds, and the roadside geometry.

Complete Street – a public road designed to allow bicyclists, pedestrians, motorists, and public transportation users of all ages and abilities to move around the community safely.

Construction Plans - The plans, profiles, cross sections, elevations, details, and supplementary specifications, signed by a licensed professional engineer and accepted by the County Engineer, which show the location, character, dimensions, and details of the work to be performed.

County Road System - Roads that are maintained by the County

This draft is provided as an example and is subject to further revision and change by Thurston County.



- Cul-de-Sac** - Circular turnaround at the end of a road or Driveway that is temporarily or permanently closed to thru traffic.
- Deceleration Lane** - A lane, including tapered areas, for the purpose of enabling a Vehicle that is to make an exit turn from the roadway to slow to a safe turning speed after it has left the main stream of faster moving traffic.
- Design Speed** - A speed determined for design and correlation of the physical features of a highway that influence Vehicle operation: the maximum safe speed maintainable over a specified section of road when conditions permit design features to govern.
- Distribution** - See Trip Distribution.
- Driveway** - Access to individual lot. Access to 2 or more lots is defined as a Road.
- Edge of Traveled Way** - Designated by the face of curb, the fog line or the edge of the roadway when neither are present.
- Encroachment** - Occupancy of County right-of-way by privately owned Structures. This includes any Work within the County right-of-way.
- Engineer** - Shortened designation for County Engineer or authorized representative. This definition shall also be applied to the terms “Director” or “Engineer” as they may appear in the Standard Specifications or the Standard Plans.
- Grade** - Rate or percent of change in elevation, either ascending or descending, from one point to another.
- Half Road** - A 20’ road constructed along the property line of development utilizing half the regular width of the right-of-way and Permitted as an interim facility pending construction of the other half of the road by the adjacent owner.
- Hazard** - Any object that when struck would apply unacceptable impact forces on the Vehicle occupants or place occupants in a hazardous position. It may be either natural or manmade.
- Intersection** - The general area where two or more Driveway/Roadways join or cross.
- Island** - A defined area between traffic lanes for control of Vehicle movements and/or for pedestrian refuge.
- Joint Access** - An Access onto County right of way which serves two or more Driveways.
- Median** - That portion of a divided roadway separating the Traveled Ways for traffic in opposite directions.
- PC** - Point of Curvature.
- PI** - Point of Intersection.
- Private Road or Private Roadway** - Privately owned and maintained vehicular Access serving two or more lots...
- Project Engineer** - A professional engineer currently licensed by the State of Washington, retained by the Applicant, and acting on the Applicant’s behalf as a project designer.
- PT** - Point of Tangent.
- Public Road or Public Roadway**- Publicly owned and maintained Road.

This draft is provided as an example and is subject to further revision and change by Thurston County.

- Recoverable Slope** - A slope on which a motorist may, to a greater or lesser extent, retain or regain control of a Vehicle by slowing or stopping.
- Rural Areas** - Areas so designated in Thurston County Comprehensive Plan which are characterized by long-term low density development.
- Shoulder** - That portion of the roadway contiguous with the Traveled Way providing lateral support of base and surface courses. The Shoulder also accommodates pedestrians, bicycles, stopped Vehicles and emergency use.
- Sight Distance** - The length of roadway ahead that is visible to the driver.
- Stopping Sight Distance** - The minimum distance a driver needs to perceive and comprehend the object, decide on an appropriate response, react and complete the braking maneuver without hitting the object in its path.
- Traffic Impact Analysis (TIA)** - A study which assesses the effects that a particular development's traffic will have on the overall transportation network. These studies vary in their range of detail and complexity depending on the type, size and location of the development.
- Traveled Way** - The part of the road made for Vehicle travel excluding Shoulders and Auxiliary Lanes.
- Trip** - A one-direction movement which begins at the origin and ends at the destination.
- Trip Distribution** - The process by which the movement of Trips between zones is estimated. The data for each Distribution may be measured or estimated by a growth factor process or by a synthetic model.
- Trip End** - A single or one-direction Vehicle movement with either the origin or the destination (exiting or entering) inside the study area. For Trip generation purposes, the total Trip ends for a land use over a given period of time are the total of all Trips entering plus all the Trips exiting a site during a designated time period.
- An example of a Trip end would be: A site which has over some period of time, 2,000 Trips entering and 1,800 Trips leaving, has 3,800 Trip ends associated with it. The 3,800 total Trips to and from the site represent a total of 7,600 Trip ends.
- Of these, 3,800 occur at locations other than the site in question.
- Trip Generation** - A general term describing the analysis and application of the relationships that exist between the Trip makers, the traffic study area, and the Trip making. It relates to the number of Trip Ends in any part of the traffic study area.
- Urban Areas** - Areas so designated in the Thurston County Comprehensive Plan, and as implemented through community plans and area zoning which are characterized by denser commercial/industrial and residential development.

* * *



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APPENDIX C: APRIL 19, 2019 TECHNIAL MEMO (SCJ ALLIANCE)



Technical Memo

To Katrina Van Every, Senior Planner, Thurston Regional Planning Council
From: Elisabeth Wooton, Senior Transportation Planner
Date: April 19, 2019
Project: Main Street Rochester - Conceptual Project Plan for Priority Actions
Subject: Further Phasing Opportunities for Phase 1

As a part of TRPC's Main Street Rochester project, the *Conceptual Project Plan for Priority Actions* (Conceptual Project Plan) provided conceptual designs and a phasing strategy to address the Rochester community's priority actions. The plan included four phases of transportation improvements that improve safety and mobility, enhance a sense-of-place, and encourage economic vitality within Rochester.

Phase 1, as identified in the Conceptual Project Plan, addressed corridor improvements on Highway 12 in the commercial core of Rochester, between the IGA supermarket to the west and Foster Street SW to the east. The proximity to existing businesses and Rochester Middle School make Phase 1 a high priority for the community as well as a more competitive project for grant funding opportunities. However, the estimated cost, which was estimated as \$2,454,000 in the Conceptual Project Plan, presented a potential barrier to implementation due to the limited availability of grant awards of that size.

To increase implementation feasibility, an additional work effort was undertaken to take a closer look at Phase 1 for further phasing opportunities and to provide revised cost estimates. Based on a review of the proposed improvements and design elements, Phase 1 was broken into the following four sub-phases:

- Phase 1A: Roadway widening and two-way center turn lane between IGA supermarket and Foster Street SW
- Phase 1B: Sidewalks, parallel parking lanes, crosswalk enhancements, and illumination improvements between Albany Street SW and Dallas Street SW
- Phase 1C: Sidewalks, parking lanes, crosswalk enhancements, median island, and illumination improvements between Dallas Street SW and Foster Street SW
- Phase 1D: Sidewalks, median island, gateway feature, and illumination improvements between IGA supermarket and Albany Street SW

The limits of each sub-phase are illustrated in **Attachment A**.





As a part of this effort, the cost estimate for Phase 1 was revisited to identify potential cost savings and provide a cost estimate for each sub-phase. To reduce the overall cost of Phase 1, the following changes were made to the conceptual design:

- Increased the spacing of street light poles to be staggered every 150'
- Reduced sidewalks to the recommended minimum width except for at crosswalk bulb-outs (10' on the south and 6' on the north)
- Removed sidewalk where existing sidewalk is in good condition, most notably on the north side of Highway 12 between Albany Street SW and Bend Street SW
- Removed side street improvements except for the east side of Dallas Street SW north of which provides perpendicular parking.

Table 1 summarizes the revised total cost of Phase 1 as well as the estimated cost of each of the four sub-phases. Detailed cost estimates for each of the sub-phases are included as **Attachment B**. These sub-phases may be implemented individually or combined as funding availability allows.

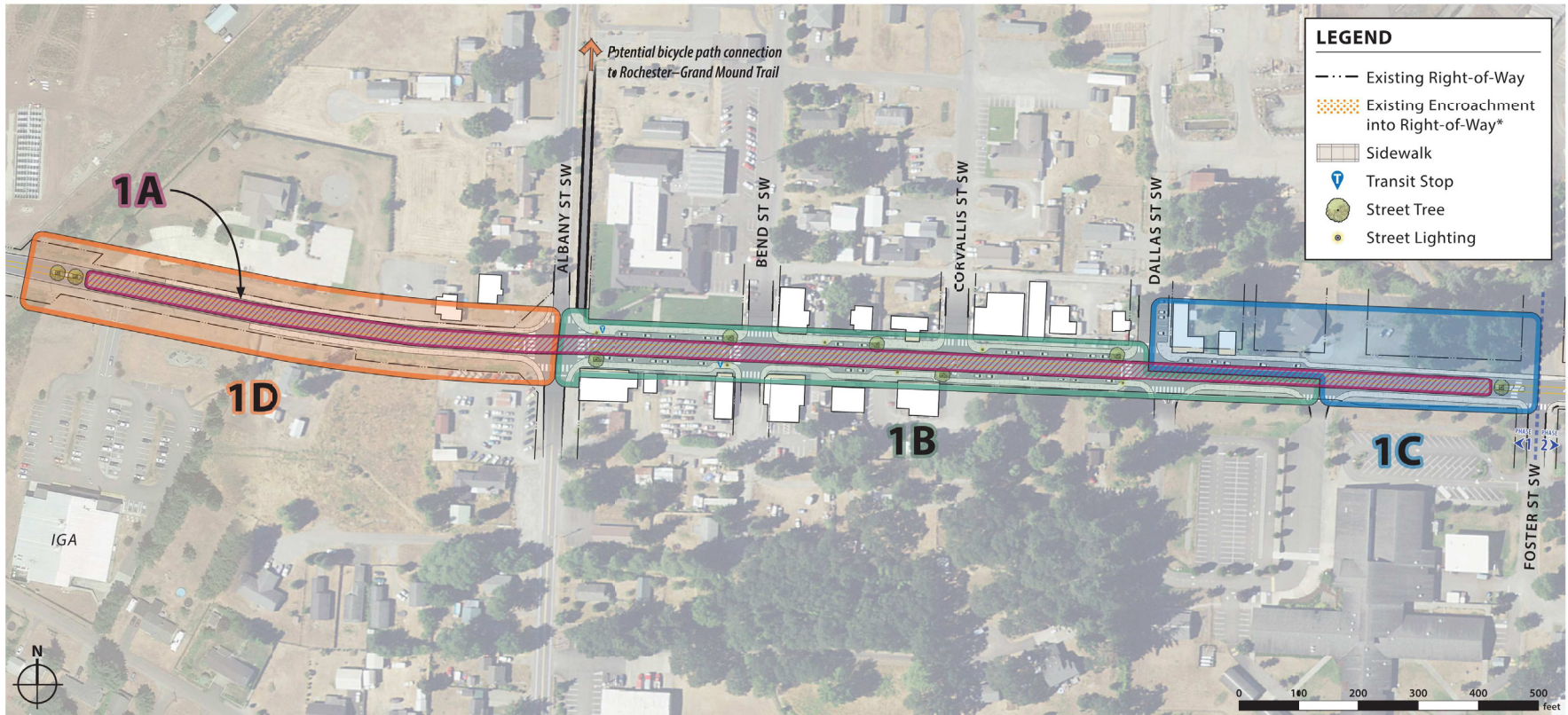
Table 1. Revised Cost Estimate for Phase 1

Proposed Sub-phase	Estimated Cost
Phase 1A	\$450,500
Phase 1B	\$950,000
Phase 1C	\$458,500
Phase 1D	\$354,000
Phase 1 Total	\$2,213,000

Main Street Rochester_Phase 1 Breakdown_04182019

Thurston County Regional Council/Main Street Rochester

2019-0419 | 2 of 2



* Existing encroachment as determined by WSDOT survey taken in September 2018

April 18, 2019

**0670.02 THURSTON REGIONAL PLANNING COUNCIL - MAIN STREET ROCHESTER
ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST**

PHASE 1A

ITEM #	STD ITEM	DESCRIPTION	UNIT	UNIT PRICE	TOTAL QTY.	SUBTOTAL
PREPARATION						
1	0001	MOBILIZATION	L.S.	\$25,000	1	\$25,000
PREPARATION						
2	0120	REMOVING ASPHALT CONC. PAVEMENT	S.Y.	\$15	1,693	\$25,392
DRAINAGE						
3	SPEC	STORMWATER MITIGATION	L.S.	\$0	1	\$0
SURFACING						
4	5120	CRUSHED SURFACING TOP COURSE	TON	\$30	1,788	\$53,628
HOT MIX ASPHALT						
5	5767	HMA CL. 1/2 IN. PG 64-22	TON	\$150	795	\$119,185
EROSION CONTROL AND ROADSIDE PLANTING						
6	6488	EROSION CONTROL AND WATER POLLUTION PREVENTION	L.S.	\$5,000	1	\$5,000
TRAFFIC						
7	6700	CEMENT CONC. CURB AND GUTTER	L.F.	\$25	0	\$0
8	6890	PERMANENT SIGNING	L.S.	\$2,500	1	\$2,500
9	SPEC	RRFB PED ACTIVATED CROSSWALK SIGN	EACH	\$30,000	0	\$0
10	6904	ILLUMINATION SYSTEM	EACH	\$10,000	6	\$60,000
OTHER ITEMS						
11	7055	CEMENT CONC. SIDEWALK	S.Y.	\$60	0	\$0
12	SPEC	TREE	EACH	\$500	0	\$0
13	SPEC	UTILITY POLE RELOCATION	EACH	\$4,000	0	\$0

ASSUMPTIONS

HMA depth of 4 inches
 Base course depth of 8 inches
 2 inches per hour infiltration rate based on Web Soil Survey
 Stormwater applies to new surface only (HMA and Sidewalk)
 Sidewalk base depth of 2 inch is used
 30% contingency used for all phases, includes temporary traffic control
 Storm pond and Bioretention costs were determined but ultimately all phases went with a Bioretention cost
 Utility poles based on WSDOT survey information.
 Mobilization estimated at 8% of total construction cost and rounded up to nearest \$5,000

CONSTRUCTION TOTAL	\$290,705
DESIGN ENGINEERING (15%)	\$43,610
CONSTRUCTION MANAGEMENT (10%)	\$29,080
CONTINGENCY/MISC. (30%)	\$87,212
PHASE 1A GRAND TOTAL	\$450,607



April 18, 2019

**0670.02 THURSTON REGIONAL PLANNING COUNCIL - MAIN STREET ROCHESTER
ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST**

PHASE 1B

ITEM #	STD ITEM	DESCRIPTION	UNIT	UNIT PRICE	TOTAL QTY.	SUBTOTAL
PREPARATION						
1	0001	MOBILIZATION	L.S.	\$50,000	1	\$50,000
PREPARATION						
2	0120	REMOVING ASPHALT CONC. PAVEMENT	S.Y.	\$15	1,792	\$26,878
DRAINAGE						
3	SPEC	STORMWATER MITIGATION	L.S.	\$30,000	1	\$30,000
SURFACING						
4	5120	CRUSHED SURFACING TOP COURSE	TON	\$30	1,442	\$43,250
HOT MIX ASPHALT						
5	5767	HMA CL. 1/2 IN. PG 64-22	TON	\$150	505	\$75,805
EROSION CONTROL AND ROADSIDE PLANTING						
6	6488	EROSION CONTROL AND WATER POLLUTION PREVENTION	L.S.	\$5,000	1	\$5,000
TRAFFIC						
7	6700	CEMENT CONC. CURB AND GUTTER	L.F.	\$25	2,434	\$60,850
8	6890	PERMANENT SIGNING	L.S.	\$2,500	1	\$2,500
9	SPEC	RRFB PED ACTIVATED CROSSWALK SIGN	EACH	\$30,000	2	\$60,000
10	6904	ILLUMINATION SYSTEM	EACH	\$10,000	10	\$100,000
OTHER ITEMS						
11	7055	CEMENT CONC. SIDEWALK	S.Y.	\$60	2,042	\$122,536
12	SPEC	TREE	EACH	\$500	0	\$0
13	SPEC	UTILITY POLE RELOCATION	EACH	\$4,000	9	\$36,000

ASSUMPTIONS

HMA depth of 4 inches
 Base course depth of 8 inches
 2 inches per hour infiltration rate based on Web Soil Survey
 Stormwater applies to new surface only (HMA and Sidewalk)
 Sidewalk base depth of 2 inch is used
 30% contingency used for all phases, includes temporary traffic control
 Storm pond and Bioretention costs were determined but ultimately all phases went with a Bioretention cost
 Utility poles based on WSDOT survey information.
 Mobilization estimated at 8% of total construction cost and rounded up to nearest \$5,000

CONSTRUCTION TOTAL	\$612,819
DESIGN ENGINEERING (15%)	\$91,930
CONSTRUCTION MANAGEMENT (10%)	\$61,290
CONTINGENCY/MISC. (30%)	\$183,846
PHASE 1B GRAND TOTAL	\$949,885



April 18, 2019

**0670.02 THURSTON REGIONAL PLANNING COUNCIL - MAIN STREET ROCHESTER
ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST**

PHASE 1C

ITEM #	STD ITEM	DESCRIPTION	UNIT	UNIT PRICE	TOTAL QTY.	SUBTOTAL
PREPARATION						
1	0001	MOBILIZATION	L.S.	\$23,000	1	\$23,000
PREPARATION						
2	0120	REMOVING ASPHALT CONC. PAVEMENT	S.Y.	\$15	695	\$10,425
DRAINAGE						
3	SPEC	STORMWATER MITIGATION	L.S.	\$20,000	1	\$20,000
SURFACING						
4	5120	CRUSHED SURFACING TOP COURSE	TON	\$30	803	\$24,091
HOT MIX ASPHALT						
5	5767	HMA CL. 1/2 IN. PG 64-22	TON	\$150	260	\$39,008
EROSION CONTROL AND ROADSIDE PLANTING						
6	6488	EROSION CONTROL AND WATER POLLUTION PREVENTION	L.S.	\$2,500	1	\$2,500
TRAFFIC						
7	6700	CEMENT CONC. CURB AND GUTTER	L.F.	\$25	1,257	\$31,425
8	6890	PERMANENT SIGNING	L.S.	\$1,000	1	\$1,000
9	SPEC	RRFB PED ACTIVATED CROSSWALK SIGN	EACH	\$30,000	1	\$30,000
10	6904	ILLUMINATION SYSTEM	EACH	\$10,000	5	\$50,000
OTHER ITEMS						
11	7055	CEMENT CONC. SIDEWALK	S.Y.	\$60	1,071	\$64,262
12	SPEC	TREE	EACH	\$500	0	\$0
13	SPEC	UTILITY POLE RELOCATION	EACH	\$4,000	0	\$0

ASSUMPTIONS

HMA depth of 4 inches
 Base course depth of 8 inches
 2 inches per hour infiltration rate based on Web Soil Survey
 Stormwater applies to new surface only (HMA and Sidewalk)
 Sidewalk base depth of 2 inch is used
 30% contingency used for all phases, includes temporary traffic control
 Storm pond and Bioretention costs were determined but ultimately all phases went with a Bioretention cost
 Utility poles based on WSDOT survey information.
 Mobilization estimated at 8% of total construction cost and rounded up to nearest \$5,000

CONSTRUCTION TOTAL	\$295,711
DESIGN ENGINEERING (15%)	\$44,360
CONSTRUCTION MANAGEMENT (10%)	\$29,580
CONTINGENCY/MISC. (30%)	\$88,713
PHASE 1C GRAND TOTAL	\$458,364



April 18, 2019

**0670.02 THURSTON REGIONAL PLANNING COUNCIL - MAIN STREET ROCHESTER
ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST**

PHASE 1D

ITEM #	STD ITEM	DESCRIPTION	UNIT	UNIT PRICE	TOTAL QTY.	SUBTOTAL
PREPARATION						
1	0001	MOBILIZATION	L.S.	\$17,000	1	\$17,000
PREPARATION						
2	0120	REMOVING ASPHALT CONC. PAVEMENT	S.Y.	\$15	645	\$9,675
DRAINAGE						
3	SPEC	STORMWATER MITIGATION	L.S.	\$20,000	1	\$20,000
SURFACING						
4	5120	CRUSHED SURFACING TOP COURSE	TON	\$30	383	\$11,476
HOT MIX ASPHALT						
5	5767	HMA CL. 1/2 IN. PG 64-22	TON	\$150	78	\$11,768
EROSION CONTROL AND ROADSIDE PLANTING						
6	6488	EROSION CONTROL AND WATER POLLUTION PREVENTION	L.S.	\$2,500	1	\$2,500
TRAFFIC						
7	6700	CEMENT CONC. CURB AND GUTTER	L.F.	\$25	1,324	\$33,100
8	6890	PERMANENT SIGNING	L.S.	\$1,000	1	\$1,000
9	SPEC	RRFB PED ACTIVATED CROSSWALK SIGN	EACH	\$30,000	0	\$0
10	6904	ILLUMINATION SYSTEM	EACH	\$10,000	6	\$60,000
OTHER ITEMS						
11	7055	CEMENT CONC. SIDEWALK	S.Y.	\$60	1,013	\$60,751
12	SPEC	TREE	EACH	\$500	2	\$1,000
13	SPEC	UTILITY POLE RELOCATION	EACH	\$4,000	0	\$0

ASSUMPTIONS

HMA depth of 4 inches
 Base course depth of 8 inches
 2 inches per hour infiltration rate based on Web Soil Survey
 Stormwater applies to new surface only (HMA and Sidewalk)
 Sidewalk base depth of 2 inch is used
 30% contingency used for all phases, includes temporary traffic control
 Storm pond and Bioretention costs were determined but ultimately all phases went with a Bioretention cost
 Utility poles based on WSDOT survey information.
 Mobilization estimated at 8% of total construction cost and rounded up to nearest \$5,000

CONSTRUCTION TOTAL	\$228,270
DESIGN ENGINEERING (15%)	\$34,250
CONSTRUCTION MANAGEMENT (10%)	\$22,830
CONTINGENCY/MISC. (30%)	\$68,481
PHASE 1D GRAND TOTAL	\$353,830



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APPENDIX D: POTENTIAL FUNDING SOURCES

Main Street Rochester - Conceptual Project Plan for Priority Actions

POTENTIAL FUNDING SOURCES



Surface Transportation Block Grant Program (STBG)

Lead Agency:	FHWA
Administering Agency:	TRPC
Description:	The most flexible of the highway programs, providing funds to local agencies for almost any transportation related planning, design, or construction project. Based on a population-driven formula, WSDOT allocates funds to TRPC for prioritizing and selecting projects that align with their regional priorities. The current regional funding priorities for TRPC are safety, preservation, and efficiency of the multi-modal transportation system.
Requirements & Restrictions:	None
Application Cycle:	Biannually (Even Years, Early)
Minimum Match Requirement:	13.5%
Application in Rochester:	All Phases
Likelihood of Award:	High
Resource:	https://www.trpc.org/879/Federal-Funding-Call-for-Projects

Transportation Alternatives Set-Aside Program (STBG-TA)

Lead Agency:	FHWA
Administering Agency:	TRPC
Description:	A set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). STBG-TA funds can be used for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
Requirements & Restrictions:	Project applicants are limited to one application for the STBG-TA program but there is no limitation on how much a single grant application may request.
Application Cycle:	Biannually (Even Years, Early)
Minimum Match Requirement:	13.5%
Application in Rochester:	All Phases
Likelihood of Award:	High
Resource:	https://www.trpc.org/879/Federal-Funding-Call-for-Projects



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Safe Routes to School (SRTS) Program

Lead Agency:	FHWA
Administering Agency:	WSDOT
Description:	Supports projects that improve safety and mobility for children by enabling and encouraging them to walk or bike to school.
Requirements & Restrictions:	Projects must be located within 2-miles of a school.
Application Cycle:	Biannually (Even Years, Early)
Minimum Match Requirement:	0%
Application in Rochester:	Phase 1
Likelihood of Award:	High
Resource:	http://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/default.htm

Pedestrian and Bicycle Program

Lead Agency:	FHWA
Administering Agency:	WSDOT
Description:	Supports projects that make improvements to the transportation system that enhance safety and mobility for people who choose to walk or bike. The program funds two types of projects: construction projects that may include preliminary engineering and design-only projects.
Requirements & Restrictions:	None
Application Cycle:	Biannually (Even Years, Early)
Minimum Match Requirement:	0%
Application in Rochester:	Phase 1
Likelihood of Award:	High
Resource:	http://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm

Complete Streets Award

Lead Agency:	TIB
Administering Agency:	TIB
Description:	Flexible funding source given to any city or county in Washington state that has an adopted complete streets ordinance and shows an ethic of planning and building streets that use context sensitive solutions to accommodate all users, including pedestrians, transit users, cyclists, and motorists. Eligible agencies may be nominated by a number of approved state agency partners and non-profit organizations.
Requirements & Restrictions:	Award amounts range between \$100,000 and \$1,000,000. Applicants must have an adopted Complete Streets policy and be verified as eligible to apply by TIB. Projects must be nominated by a eligible nominating agency or organization, such as WSDOT.
Application Cycle:	Biannually (Even Years, Late)
Minimum Match Requirement:	0%
Application in Rochester:	Phase 1
Likelihood of Award:	High (if eligible)
Resource:	http://www.tib.wa.gov/grants/grants.cfm

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Community Development Block Grant (CDBG) Program

Lead Agency:	HUD
Administering Agency:	Thurston County
Description:	The CDBG program is a formula-based grant program administered by the U.S. Housing and Urban Development (HUD) department that provides grants to states and localities to provide decent housing and a suitable living environment, and to expand economic opportunities, principally for low- and moderate-income persons. Thurston County receives an annual allocation of CDBG funds directly from HUD which are then distributed to local projects at the discretion of the County. In 2018, Thurston County received \$1.2 million in CDBG funds. Eligible projects include the construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes.
Requirements & Restrictions:	Must meet one of three objectives: 1) Benefit low- and moderate-income persons, 2) Prevent or eliminate slums or blight, or 3) Address an existing and urgent community development need that poses a serious and immediate threat to health or welfare of the community
Application Cycle:	Triannually (Rotated between Lacey, Tumwater, and Thurston County annually. Thurston County will be eligible again in Early 2022)
Minimum Match Requirement:	0%
Application in Rochester:	All Phases
Likelihood of Award:	Medium
Resource:	https://www.co.thurston.wa.us/health/sscp/cdbg.html

Pre-Construction and Construction Loan Programs

Lead Agency:	DOC
Administering Agency:	Public Works Board
Description:	The Public Works Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create infrastructure, including roads and streets. The Pre-Construction Loan Program can be applied to design engineering, bid-document preparation, environmental studies, right-of-way acquisition, value planning, permits, cultural and historic resources, and public notification. The Construction Loan Program focuses on the activities that repair, replace, or create a facility and can be used for any combination of pre-construction and construction elements.
Requirements & Restrictions:	Award limited to \$10M per biennium. County must have imposed the one-quarter of percent Real Estate Excise Tax (REET) as allowed by RCW 92.46.010(2) at time of application.
Application Cycle:	Rolling for Pre-Construction Loan Program No funding currently available for Construction Loan Program
Minimum Match Requirement:	Loan Program Only
Application in Rochester:	All Phases
Likelihood of Award:	Medium
Resource:	https://www.commerce.wa.gov/building-infrastructure/pwb-financing/



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School Zone Grants

Lead Agency:	Washington Traffic Safety Commission (WTSC)
Administering Agency:	Washington Traffic Safety Commission (WTSC)
Description:	WTSC administers funds from the school zone safety account (RCW 46.61.440) that "may be used only...to fund projects in local communities to improve school zone safety, pupil transportation safety, and student safety in school bus loading and unloading areas."
Requirements & Restrictions:	Project must be located in a school zone. Awards range from \$20K to \$75K. Construction of hardscape or permanent structures are not eligible, such as sidewalks.
Application Cycle:	Annually (Call for Projects in May)
Minimum Match Requirement:	25% (flashing beacons); 10% (all other funding)
Application in Rochester:	Installation of Rapid Rectangular Flashing Beacons (RRFBs)
Likelihood of Award:	Medium
Resource:	https://wtsc.wa.gov/grants/school-zone-grants/

Better Utilizing Investments to Leverage Development (BUILD)

Lead Agency:	USDOT
Administering Agency:	USDOT
Description:	Supports multi-modal, rail, road, transit and port projects that have a significant local or regional impact with an emphasis on rural areas.
Requirements & Restrictions:	Based on 2018 Notice of Funding Opportunity, \$1M minimum award for projects located in rural areas.
Application Cycle:	Inconsistent, generally annually
Minimum Match Requirement:	20%
Application in Rochester:	All Phases
Likelihood of Award:	Low
Resource:	https://www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/build/114796/fed-reg-build-nofo-2018_0.pdf



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Highway State Improvement Program (HSIP) County Safety Program

Lead Agency:	FHWA
Administering Agency:	WSDOT
Description:	The County Safety program provides funding for projects that reduce fatal and serious injury crashes on county roads using engineering improvements/countermeasures. Projects are identified through each county's local road safety plan, that identifies and prioritizes projects based on the top crash type(s) in the county. Projects can be at intersection(s), spot or mid-block location(s), and/or on corridor(s) throughout a county or over wide areas within a county. Design, right-of-way, and construction phases are eligible.
Requirements & Restrictions:	Counties must submit a local road safety plan that addresses fatal and serious injury crashes in the county to be eligible to apply. A local road safety plan is a data-driven analysis and prioritization of an agency's roadways for traffic safety, based on the top crash type(s). Using specific information about the factors present at specific crash locations, the county must identify other locations where those factors are present. They then must identify and prioritize improvements/countermeasures/projects to address the highest priority locations. This prioritized list of projects must be presented in the local road safety plan, which must be submitted with the application. The local road safety plan must document how and why the priorities were selected.
Application Cycle:	Biannually (Early, Odd Years)
Minimum Match Requirement:	0% - 10% (depending on phase)
Application in Rochester:	Phase 4 Roundabout
Likelihood of Award:	Low
Resource:	https://www.wsdot.wa.gov/LocalPrograms/Traffic/FedSafety.htm

Community Economic Revitalization Board (CERB) Prospective Development Program

Lead Agency:	DOC
Administering Agency:	WA DOC
Description:	Community Economic Revitalization Board provides funding to local governments and federally recognized tribes for public infrastructure that supports private business growth and expansion. Eligible projects for CERB funding include domestic and industrial water, storm water, wastewater, public buildings, telecommunications, and port facilities among others.
Requirements & Restrictions:	Evidence from an economic feasibility study that the project will lead to the creation of a significant number of permanent jobs or generate significant private capital investment. Applicants must also demonstrate the need for CERB assistance and that no other timely source of funds is available at a reasonably similar rate to the current CERB rate.
Application Cycle:	Rolling
Minimum Match Requirement:	20%
Application in Rochester:	Phase 1
Likelihood of Award:	Low
Resource:	https://www.commerce.wa.gov/building-infrastructure/community-economic-revitalization-board/cerb-application-page/



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Community Facilities Direct Loan & Grant Program

Lead Agency:	USDA
Administering Agency:	USDA WA
Description:	Funds can be used to purchase, construct, and/or improve essential community facilities which includes transportation infrastructure such as streets, roads, and bridges.
Requirements & Restrictions:	Must have: 1) population less than 20,000 and priority is given to rural communities with populations of 5,000 or less, and 2) median household income 60% or less than the State nonmetropolitan median household income.
Application Cycle:	Rolling
Minimum Match Requirement:	Loan Program Only (4.25% Interest Rates)
Application in Rochester:	All Phases
Likelihood of Award:	Low
Resource:	https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program/wa

Rural Community Development Initiative (RCDI) Grants

Lead Agency:	USDA
Administering Agency:	USDA WA
Description:	RCDI grants are awarded to help non-profit housing and community development organizations, low-income rural communities and federally recognized tribes support housing, community facilities and community and economic development projects in rural areas.
Requirements & Restrictions:	Awards range from \$50K to \$250K. Must be a rural area with less than 50,000 inhabitants.
Application Cycle:	Currently open (due June 10, 2019)
Minimum Match Requirement:	100%
Application in Rochester:	Gateway median islands and/or signs.
Likelihood of Award:	Low
Resource:	https://www.rd.usda.gov/programs-services/rural-community-development-initiative-grants

Economic Development Assistance Public Works Program

Lead Agency:	EDA
Administering Agency:	EDA
Description:	Grants and cooperative agreements made under these programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities.
Requirements & Restrictions:	Awards range from \$100K to \$3M. Must be in an EDA designated economically distressed area. Focus on regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace.
Application Cycle:	Rolling
Minimum Match Requirement:	50%
Application in Rochester:	Phase 1
Likelihood of Award:	Low
Resource:	https://www.grants.gov/web/grants/view-opportunity.html?oppld=306735



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The Norcliff Foundation Grants

Lead Agency:	The Norcliff Foundation
Administering Agency:	The Norcliff Foundation
Description:	Grants to capital and infrastructure projects, program and project support, general operating, and capacity building in the areas of human service, healthcare, civic and community, education, and arts and culture.
Requirements & Restrictions:	Most grants are \$15K or less and favors projects with diverse funders. Project must be managed by a nonprofit organization.
Application Cycle:	Rolling
Minimum Match Requirement:	0%
Application in Rochester:	Gateway signs (administered by nonprofit)
Likelihood of Award:	Low
Resource:	https://www.thenorclifffoundation.com/

Rural Community Grant Program

Lead Agency:	Northwest Farm Credit Services (NFCS)
Administering Agency:	Northwest Farm Credit Services (NFCS)
Description:	Provides grants for projects improving rural communities such as building and improving facilities, purchasing necessary equipment to facilitate a program, and funding capital improvements that enhance a community's infrastructure, viability, and/or prosperity.
Requirements & Restrictions:	Awards range from \$500 to \$5,000. Projects must show financial backing from other sources.
Application Cycle:	Three times annually (February 1, June 1, and October 1)
Minimum Match Requirement:	0%
Application in Rochester:	Street light pole banner signs or gateway signs.
Likelihood of Award:	Low
Resource:	https://www.grants.gov/web/grants/view-opportunity.html?oppld=306735



