

Scope and Budget Approval Form

Thurston County and Thurston Regional Planning Council

Under the Master Interlocal Agreement (Agreement No. 034-2019-011) between Thurston County and Thurston Regional Planning Council the County Agrees to fund the local match in the amount of \$30,375 for the following project:

- Emergency Incident Management Detour Route Improvements Study as referenced in the attached.

TRPC is receiving the federal funding amount of \$194,625.

Executed in duplicate originals this 21st day of June, 2022

THURSTON COUNTY

Jennifer D. Walker, PMP

Signature:



Title: Public Works Director

THURSTON REGIONAL PLANNING COUNCIL

Marc Daily

Signature:



Title: Executive Director

Emergency Incident Management Detour Route Improvements Study

Thurston County

Project Overview

When I-5 or US101 shuts down due to major collisions, flooding, or other blocking emergencies, traffic is detoured to local streets and rerouted to the freeway to bypass the incident. These temporary detours are disruptive to local transportation networks and result in major delays both to local traffic and people passing through. In addition, load restrictions and vertical clearance limitations pose additional constraints for movement of large trucks. To better manage traffic impacts from such incidents, TRPC, WSDOT, and local agency public works and law enforcement stakeholders have identified nearly 50 pre-determined emergency detour routes.

This project will identify opportunities to improve the operational efficiency of the detour routes and make them safer and more resilient. Modeling and operational analysis will consider the effectiveness of modifications such as traffic signal timing, roundabouts, road reconstruction, increasing vertical clearances, placement of variable message boards, and other options.

Project Need

Between 2013 and 2017 the number of incidents on I-5 or US 101 in the Mounts Road to Tumwater area increased by 46%, from 715 per year in 2013 to 1,044 in 2017 (WSDOT – I-5 Mounts Road to Tumwater Study). In 2018, TRPC, WSDOT, and local agency public works and law enforcement stakeholders identified nearly 50 pre-determined emergency detour routes with special instructions for intersection control, temporary signage, and other instructions to direct traffic and maintain safety and efficient operations of the detour route. Recognizing that delays and closures on I-5 and US 101 result in large increases in traffic volumes on detour routes, they also identified the need for additional studies to identify opportunities to improve the operational efficiency of the detour routes, make them safer, and strengthen the routes to protect them from excess use.

This need was documented in TRPC's annual Unified Planning Work Program and is a recommendation of the I-5 Mounts Road to Tumwater Study.

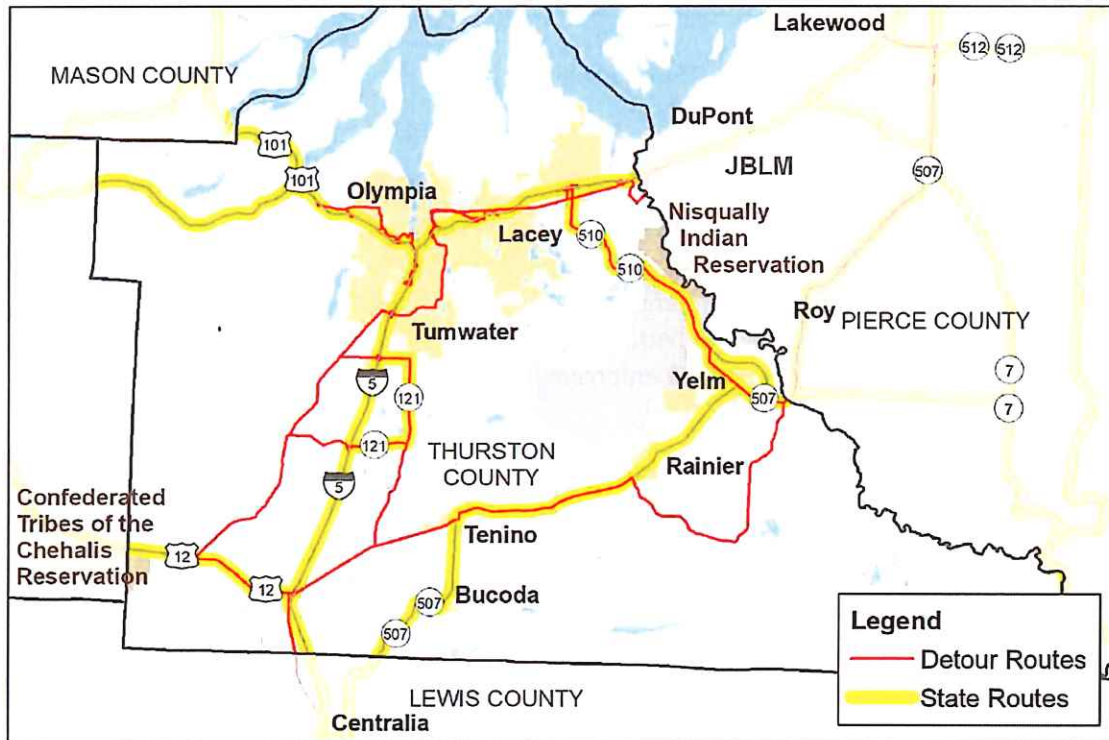
Scope of Work

Project Extents: Thurston County.

Project Partners: Thurston County and WSDOT, working with TRPC are the primary project partners.

Other partner participants: The cities of Olympia, Lacey, and Tumwater are also responsible for portions of the detour routes, however the focus of this project will be on the rural and South County cities sections of the routes. State routes also go through the cities of Yelm and Rainier.

Stakeholders (include but not limited to): Intercity Transit, ruralTransit, Pierce County, school districts, emergency service providers.



The following is the scope of work, timeline, and estimated budget.

Task 1: Project Management. TRPC will serve as the Certifying Agency.

- a) Execute contracts with WSDOT and consultant.
- b) Ensure federal rules are followed (Title VI; DBE, etc.)
- c) Develop consultant request for proposals.
- d) Contract and manage consultant team.
- e) Submit monthly invoices.
- f) Submit final report.

Deliverables: Invoices and required reporting.

Task 2: Outreach and Coordination

- a) Convene up to eight (8) meetings of project partners, and consultant team when appropriate.
- b) Convene up to four (4) meetings of a stakeholder group (could be held in conjunction with the standing TRPC Technical Advisory Committee (TAC)).
- c) Conduct additional outreach such as interviews with other public works staff as necessary.
- d) Conduct property owner outreach as necessary.

Deliverable: Agendas

Task 3: Current Conditions Report

Focusing on the identified emergency routes, compile information on:

- a) Safety concerns
- b) Vertical clearances
- c) Major roadway structural issues
- d) Signal inventory (controllers, timing, etc.)
- e) Planned improvements,
- f) Traffic volumes (average and during simulated I-5 closures for both current year and future year) using the Dynamic traffic model and Streetlight data.
- g) Corridor evaluation for bottlenecks (under average conditions and during closures)
- h) Intersection Level of Service evaluation using intersection modeling
 - i) WSDOT (State routes)
 - ii) Consultant (Local roadways)
- i) Current public information dissemination

Note: Leverage work underway on Rural Mobility Study and other related projects.

Deliverable: Current Conditions Report

Task 4: Identify and Prioritize Improvements

Using the information from the current conditions report along with stakeholder outreach and partner input:

- a) Identify a range of improvements for the detour routes. This will include an operational analysis using generalized project schematics developed by:
 - i) WSDOT (State routes)
 - ii) Consultant (Local roadways)
- b) Identify projects to mitigate multimodal impacts to facilities such as bicycle and pedestrian crossings and school bus and public transit stops
- c) Identify other opportunities for non-infrastructure improvements
- d) Work with partners and stakeholders to develop prioritization criteria and methodology (criteria should include areas of priority for funding sources)
- e) Develop high-level cost estimates for improvements
 - i) WSDOT (State routes)
 - ii) Consultant (Local roadways)
- f) Prioritize improvements
- g) Develop an Action Plan

Deliverable: Action Plan

Timeline:

[illegible]

Budget:

Funding Sources STP(R) – \$194,625

Thurston County Match - \$30,375

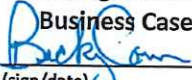

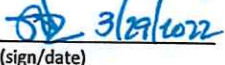

Note: Budget does not include State (WSDOT) funding or in-kind match

Task:	Project Management	Outreach & Coordination	Current Conditions Report	Identify & Prioritize Improvements	Consultants	Total
Salary and Wages						
Director / Deputy Director	\$2,357	\$0	\$0	\$1,414	\$0	\$3,771
Division Director	\$882	\$0	\$0	\$882	\$0	\$1,763
Senior Planner	\$0	\$6,883	\$5,721	\$4,241	\$0	\$16,845
Associate Planner	\$5,076	\$6,204	\$10,716	\$11,280	\$0	\$33,276
Assistant Planner	\$572	\$0	\$0	\$0	\$0	\$572
Planning Technician	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Modelers	\$0	\$0	\$6,761	\$7,549	\$0	\$14,310
GIS and IT	\$0	\$0	\$4,840	\$0	\$0	\$4,840
Communications & Outreach	\$0	\$3,668	\$2,446	\$3,363	\$0	\$9,477
Administrative	\$816	\$1,913	\$0	\$0	\$0	\$2,729
Intern	\$0	\$0	\$0	\$0	\$0	\$0
Total Salary and Wages	\$9,702	\$18,669	\$30,485	\$28,728	\$0	\$87,583
Overhead at: 47%	\$4,560	\$8,774	\$14,328	\$13,502	\$0	\$41,164
Direct Costs						
Advertising (legal)	\$500	\$0	\$0	\$0	\$0	\$500
Equipment Rental	\$0	\$0	\$0	\$0	\$0	\$0
Facilities Rental	\$0	\$0	\$0	\$0	\$0	\$0
Printing & Postage	\$238	\$57	\$188	\$270	\$0	\$753
Professional Services	\$0	\$0	\$0	\$0	\$95,000	\$95,000
Total Direct Costs	\$738	\$57	\$188	\$270	\$95,000	\$96,253
Total Project Budget	\$15,000	\$27,500	\$45,000	\$42,500	\$95,000	\$225,000

Project Management Documents

for

Emergency Incident Management Detour Route Improvements Study CP XXXXX

	Initial Signature for Business Case	Rev. 1	Rev. 2	Rev. 3	Rev. 4
Project Manager <u>Becky Conn</u> (print name)	 (sign/date)	(initial/date)	(initial/date)	(initial/date)	(initial/date)
Program Manager (Sponsor) <u>Matt Unzelman</u> (print name)	 (sign/date)	(initial/date)	(initial/date)	(initial/date)	(initial/date)
Division Manager <u>Scott Lindblom</u> (print name)	 (sign/date)	(initial/date)	(initial/date)	(initial/date)	(initial/date)
PW Director Approval (as necessary) <u>Jennifer D. Walker</u> (print name)	 (sign/date)	(initial/date)	(initial/date)	(initial/date)	(initial/date)

Revision No.	Date	Description
Rev. 1		
Rev. 2		
Rev. 3		
Rev. 4		

Project Manager	is authorized as Project Manager on the project described in this PM document.
Program Manager (Sponsor)	is designated as Sponsor to shepherd the project to a successful conclusion, as described in this Project Management document.



Project Management Documents

1. PROJECT BUSINESS CASE

Initial Date Prepared:	3/16/2022
Description of problem:	<p>Between 2013 and 2017 the number of incidents on I-5 or US 101 in the Mounts Road to Tumwater area increased by 46%, from 715 per year in 2013 to 1,044 in 2017 (WSDOT – I-5 Mounts Road to Tumwater Study). When I-5 or US101 shuts down due to major collisions, flooding, or other blocking emergencies, traffic is detoured to County roads and rerouted to the freeway to bypass the incident. These temporary detours are disruptive to local transportation networks and result in major delays both to local traffic and people passing through. In addition, load restrictions and vertical clearance limitations pose additional constraints for movement of large trucks.</p> <p>In 2018 a stakeholder group including WSDOT, Cities of Yelm, Rainer and Tenino, County staff and law enforcement stakeholders identified nearly 50 pre-determined emergency detour routes with special instructions for intersection control, temporary signage, and other instructions to direct traffic and maintain safety and efficient operations of the detour route. They also identified the need for additional studies to identify opportunities to improve the operational efficiency of the detour routes, make them safer, and strengthen the routes to protect them from excess use.</p>
Risk to the County if problem is not addressed (include effect to stakeholders and time frames):	Not addressing traffic congestion during I-5 closures does not support the County's Strategic Plan initiative of supporting a robust and well-maintained infrastructure system for a thriving community.
Project location (e.g. UGA, specific location):	County Wide. Specific roadways of Public Works concern include portions of Old Pacific Hwy, Reservations Rd, Vail Rd, Bald Hills Rd, Tilley Rd, Maytown Rd and other arterials and collectors.
Commissioner District:	Countywide
Estimated cost of Pre-Design Study / Alternatives Analysis:	\$173,000 of Federal Funding Matched by \$27,000 of County funding. \$27,000 would come from the non-capital studies budget. WSDOT is including an additional \$30,000 minimum of in-kind work (modeling, conceptual design work, graphics....etc).
Any other useful information:	<p>TRPC is C.A. agency for this work.</p> <p>Focus of this project will be on the rural and South County roadways and highways.</p> <p>A lot of the work required to support this study will be able to be utilized for other pre-design studies as well.</p>
Form filled out by:	Matt Unzelman