



TRANSPORTATION GRANT COUNTY, WA

A PRESENTATION TO THE
WASHINGTON STATE TRANSPORTATION COMMISSION
APRIL 20, 2016

GRANT COUNTY PUBLIC WORKS

- Board of County Commissioners:
 - Richard Stevens – District 1
 - Carolann Swartz – District 2
 - Cindy Carter – District 3
- Public Works Director / County Road Engineer:
 - Jeff Tincher, P.E.



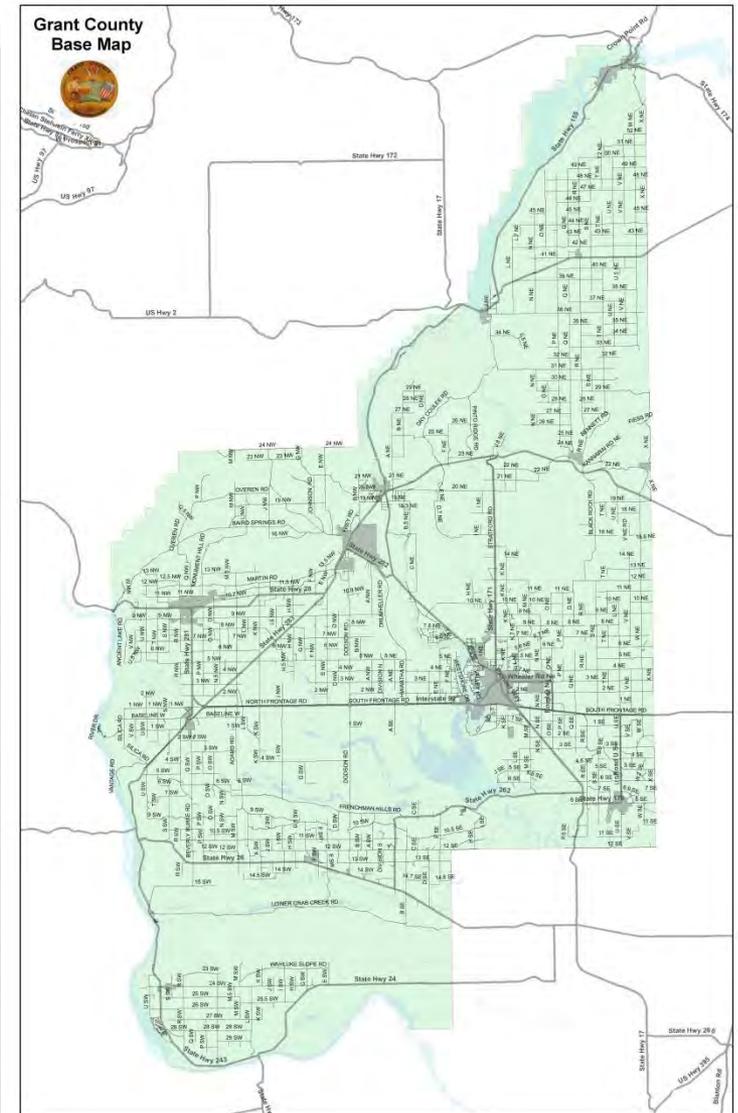
GRANT COUNTY TRANSPORTATION FACTS

- Population Served: 93,000
- Roads:
 - 2,507 C/L Miles (2nd Highest in the State!)
 - 1,465 Paved C/L Miles
 - 1,042 Unpaved C/L Miles
 - 847 C/L Miles – Freight & Goods System
- Bridges:
 - 192 >20' (Federal Bridge)
 - 65 <20' (Short Span Bridge)
- Public Works Employees: 115 Full Time



TODAY'S TRANSPORTATION

- PRESERVATION & MAINTENANCE
- CONSTRUCTION PROJECTS
- UNANTICIPATED EVENTS



PRESERVATION & MAINTENANCE

- Pavement Preservation
 - Hot Mix Asphalt Overlays / Seal Coating
- Grading & Gravel Replacement
- Drainage
- Traffic Signs & Pavement Markings
- Bridges
- Snow & Ice Control
- Roadside Vegetation

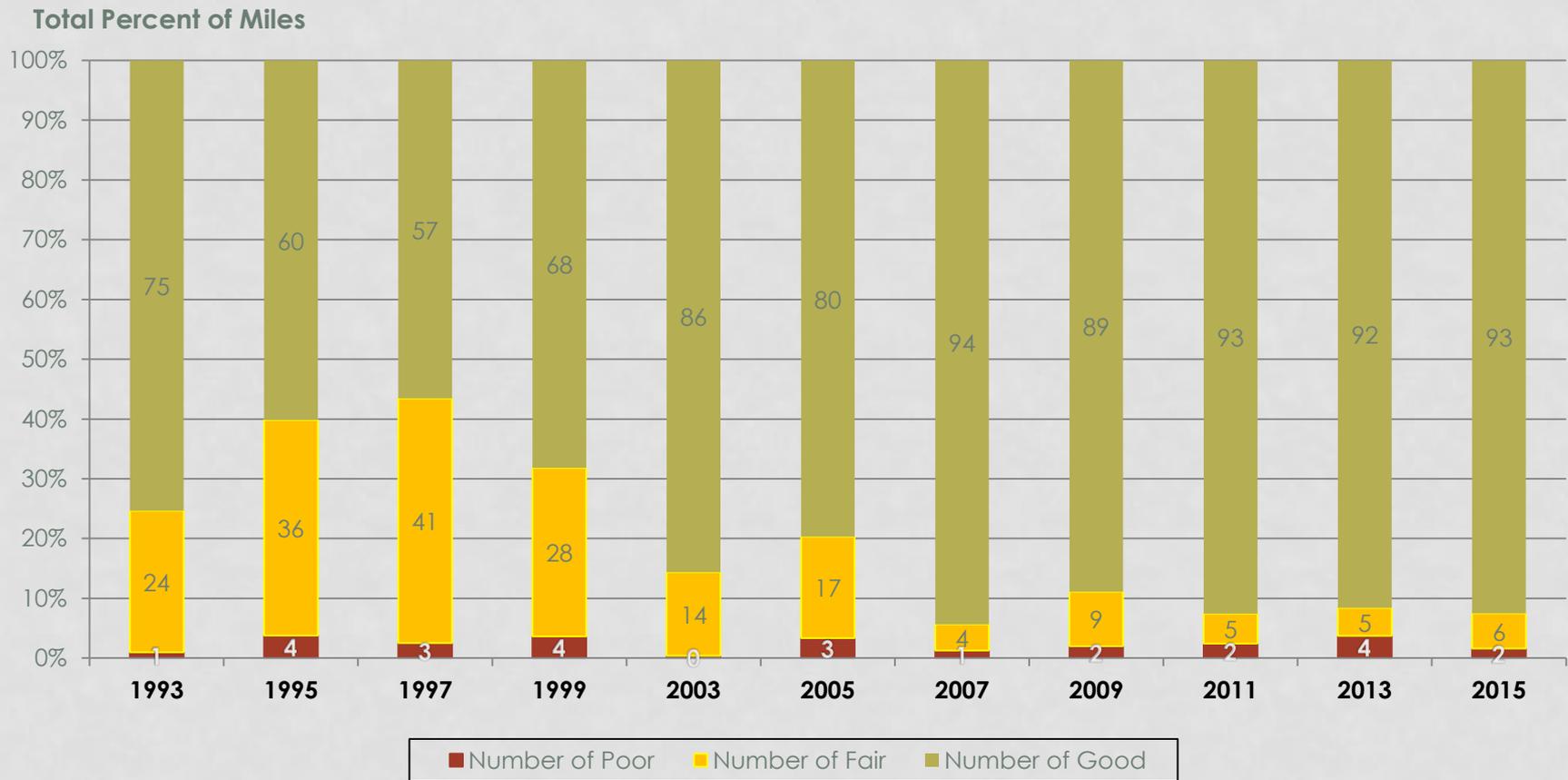


PAVEMENT PRESERVATION

- Main Priority for Grant County – Approx. 30% of the Annual Budget
- Top Producing Agriculture County in the State
- Hot Mix Asphalt Overlays
 - 145 C/L Miles
 - Avg. 8 C/L Miles per Year
 - \$230,000 per Mile
- Seal Coating
 - 1,320 C/L Miles
 - 9 Year Cycle
 - 150 C/L Miles per Year
 - \$30,000 per Mile – Including Crack Filling/Pre-level



PAVEMENT CONDITION (1993-2015)



GRADING & GRAVEL REPLACEMENT

- 41% of Grant County's Roads are Gravel or Unimproved Surfaced



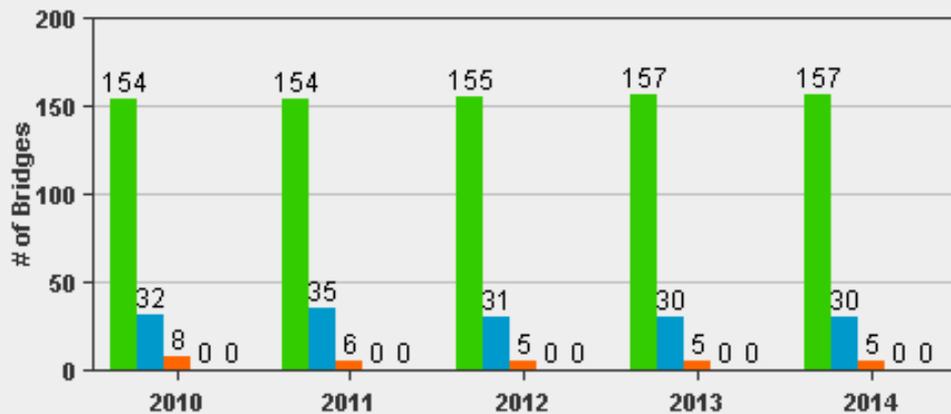
TRAFFIC SIGNS & PAVEMENT MARKINGS

- 16,100 Signs / 10,000,000 Feet of Line Striping
- Vandalism – You never Know when you get a call about a STOP sign what you will find!



BRIDGE MAINTENANCE

- Bridge Sufficiency Ratings - >20 feet
 - Excellent – Green 157
 - Good – Blue 30
 - Fair – Orange 5
 - Poor & Very Poor 0



CONSTRUCTION PROJECTS

- Avg. \$5-\$7 Million per Year
- Project Types Include:
 - Reconstruction & 3R – All Weather Roads
 - Preservation – Hot Mix Asphalt Overlays
 - Bridge
 - Gravel to Oil
 - Safety!
- Main Project Funding Sources:
 - County Funds, Federal, CRAB - RAP



GRAVEL TO OIL (BST) PROJECTS

- Gravel to BST Priority Program
 - Started in 2001
 - Priority Array of Projects – Citizen Committee and Consultant
 - Main Scoring Characteristics:
 - Traffic Volume
 - # of Residences / School Bus Route
 - Road Maintenance Costs
 - Dust Susceptible Crops
 - Agricultural Land Value
 - 2-3 Projects per Year (\$500,000 to \$750,000)
 - Updated in 2006 & 2011 – Planned update in 2017
 - Completed 58 Projects Since 2001
 - Contract for Earthwork and Gravel Surfacing
 - County Forces for BST Surfacing



GRAVEL TO OIL (BST) PROJECTS

- Cost Share Program
 - Petition from the Public
 - Cost Share Portion includes:
 - Liquid Asphalt & Coverstone
 - Approx. 25% of the Project Cost
 - Approx. Cost \$23K to \$32K per mile
 - First-come First-Served
 - Completed Since 1995
 - 89 Projects
 - 78.36 Miles
 - Total Costs \$6,086,200
 - Budget \$250,000 per Year
 - Normally 100% Completed by County Forces



SAFETY PROJECTS

- 3-NE (Wheeler Rd) & T-NE Intersection sight distance
- Horizontal Curve Warning Signs
- Recessed Pavement Markers
- Rumblestrips
- Flashing LED Stop Signs



UNANTICIPATED EVENTS SAND DUNES BRIDGE PROJECT

- Background
 - Dam/Road Crossing Constructed in the 1920's
 - Grant County Responsible for the Road
 - Moses Lake Irrigation and Rehabilitation District (MLIRD) Responsible for the Dam
 - Dam consisted of 6 Culverts with a head gate and the road crossing the top – controls the flows in/out of Moses Lake and Potholes Reservoir



SAND DUNES BRIDGE PROJECT

- Dam Failure

- September 2013 – major sinkholes started appearing on Sand Dunes Road at the dam crossing location.
- Subsurface failures associated with the dam.
- Sheet pile cutoff wall was installed at the front of the structure.
- This reduced the water flow below the structure that was creating the piping and material loss associated with the sinkholes.



SAND DUNES BRIDGE PROJECT

- Replacement Project
 - October 2013 MLIRD began Design of the New Dam
 - New Dam is an open channel design
 - A bridge would be required across the dam for Sand Dunes Road
 - Dam Structure Cost \$2,500,000 – MLIRD received a grant from WA Department of Ecology for 80% of the cost.
 - Sand Dunes Bridge cost \$650,000
 - County Committed \$350,000
 - County SIP Grant \$300,000
 - Construction started November 2014 and Completed May 2015.



SAND DUNES BRIDGE PROJECT

- **Economic Impacts**

- Agricultural Activities
 - Move large and slow moving farm equipment around Moses Lake – 46 Mile detour length
- I-90 Moses Lake Crossing
 - Vehicle accidents causing the closure or failure of I-90 would require detour around Ephrata and/or Warden
- Recreational Activities
 - Off Road Vehicles
 - Hunting / Fishing / Boating



SAND DUNES BRIDGE PROJECT

- This Project was an excellent example of collaboration between Senator Judy Warnick, MLIRD, WA Department of Ecology, Grant County EDC and Grant County!



QUESTIONS / COMMENTS

- Thank You for Your Time

