



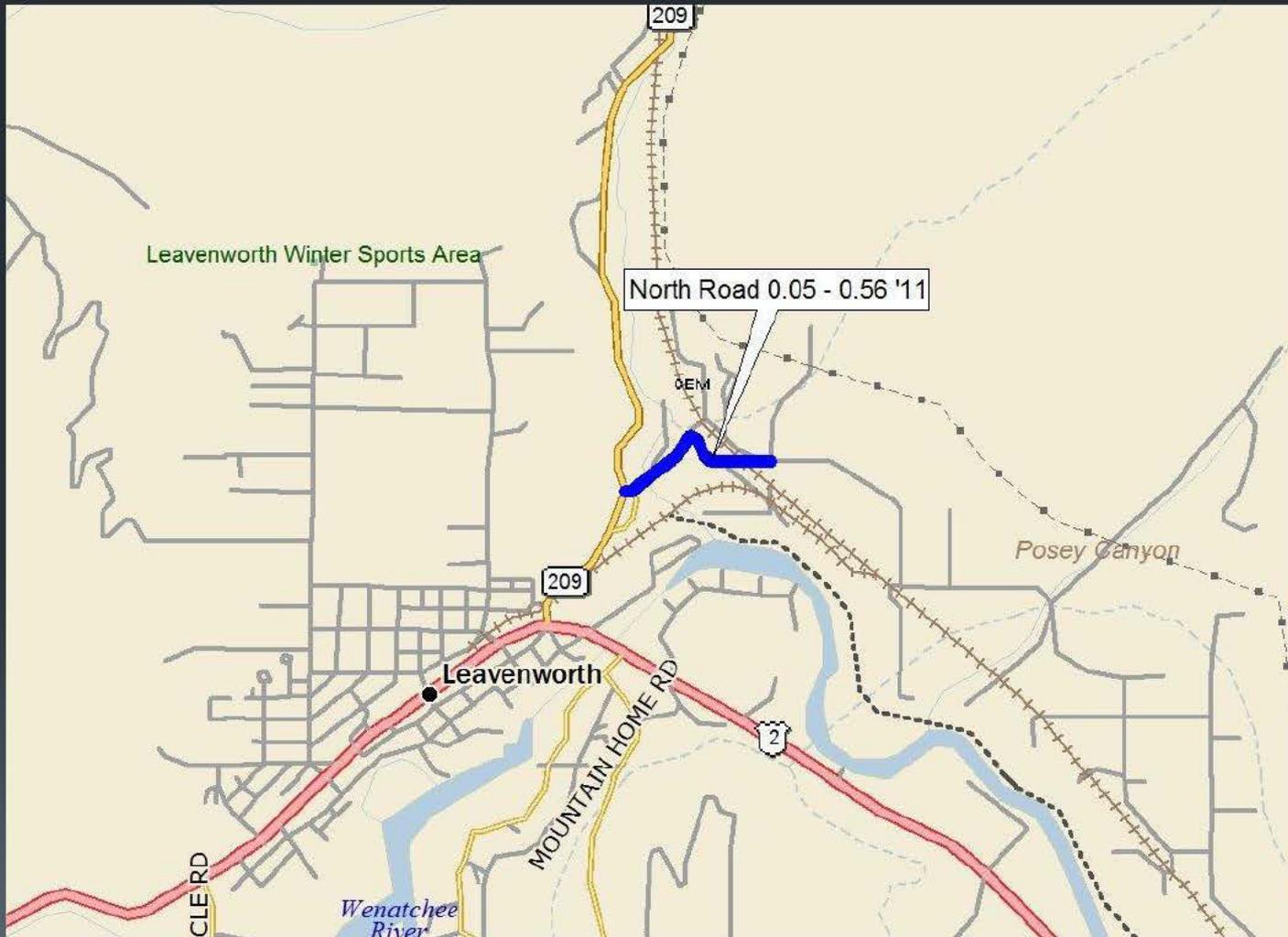
# Scaling of RAP funded projects

County Road Administration Board



# Chelan County adds safety improvements on North Road

- North Road is a rural major collector that is used by residents, tourists, and recreationalists. Agriculture from surrounding areas also impact the condition of the road. The City of Leavenworth recently built a nearby Amtrak Station that has needed a safe and viable route for pedestrians, bicyclists and motorists to its facility. Due to these impacts, North Road suffered a number of deficiencies. The road was narrow and the pavement was failing. The vertical clearance at the railroad bridge was a mere 13-feet and there was no safe route for pedestrians and bicyclists to pass under the railroad bridge due to poor sight distance. At another section, a culvert located at Chumstick Creek was considered a partial fish passage barrier to listed endangered and threatened species. This required additional efforts to maintain adequate fish passage. Residents have noted major enhancements to the area as a result of these improvements. The City of Leavenworth has also stated that the road project greatly improved access to their new station. Bicyclists and pedestrians are also finding easier passage along the route.

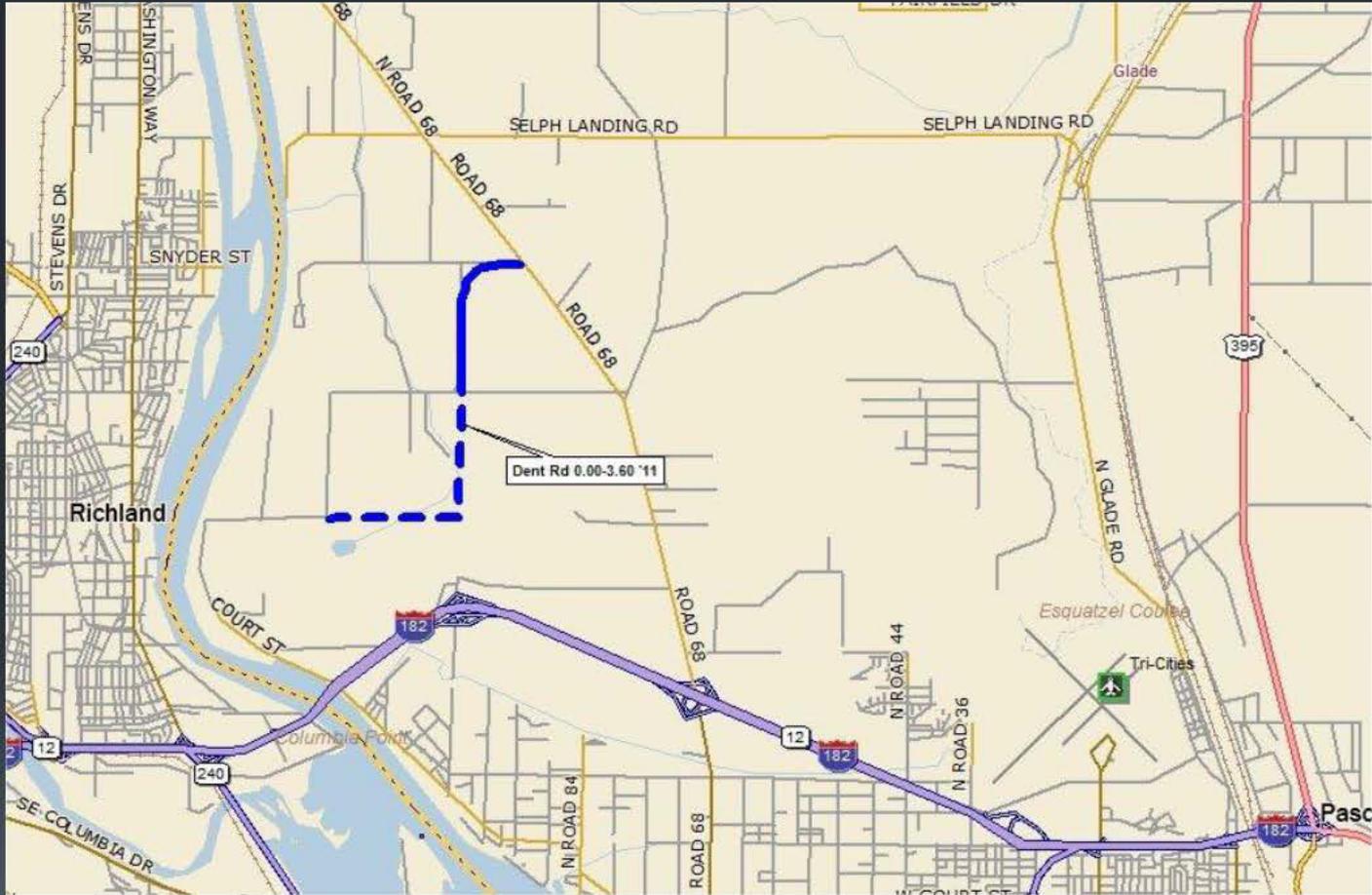






## Dent Road – Franklin County

- The Road 100/Dent Rd Extension is a T5 truck route that has long been anticipated by the Franklin County community. Road 100 (a north-south route) dead ended at the Pasco city limits – only 0.6 miles from direct access to the I-82 interchange. The Dent Road Extension off the new portion of Road 100, provides that access. The project consisted of replacing two (2) miles of existing Dent Road by constructing two miles of new roadway, one mile of paving/widening an existing gravel road (Easy Street), and spot improvements on Fanning Road to accommodate increased traffic volumes. Franklin County obtained two miles of right-of-way through sand dunes and agricultural land in order to construct a new roadway. The newly constructed roadway provides farm-to-market access to the Road 100/I-82 interchange, substantially reducing travel distance to the Interstate. This new route gives farmers an alternate route, bypassing the rapidly growing Road 68/I-82 interchange – a heavily congested urban route.

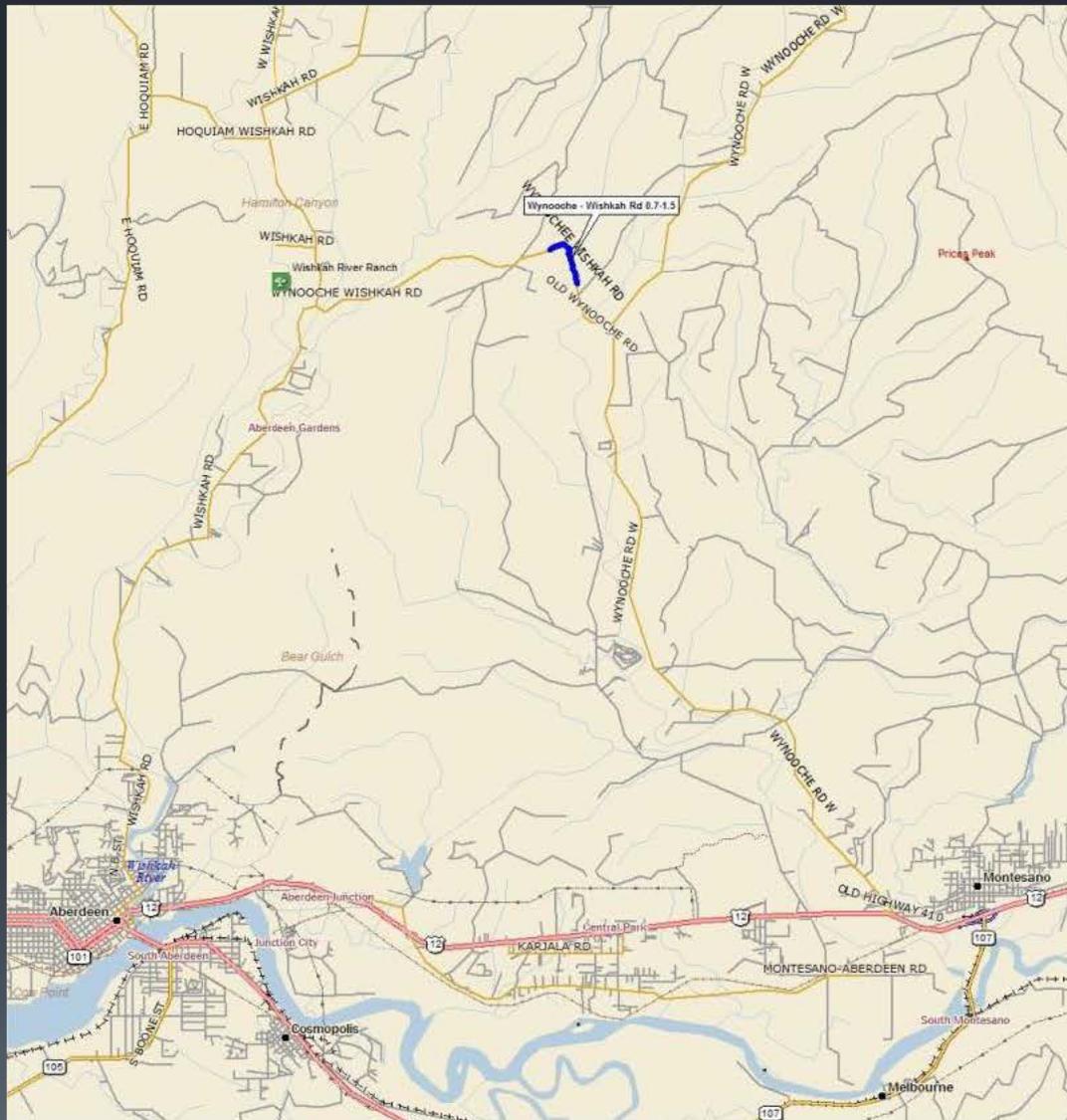






# Grays Harbor - improvements to Wynooche – Wishkah Road

- Wynooche - Wishkah Road is a major collector route that connects the Wynooche Valley with the Wishkah Valley between the towns of Aberdeen and Montesano. The road has additional importance as an alternate to US 12 between the towns when the state highway is closed, particularly when it has flooded over.
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- This section of Wynooche – Wishkah Road that was recently funded by the RATA had been the only remaining gravel surfaced portion of the route and had a number of hazardous sharp curves and grades.
- The new realignment removed all the substandard curves, replaced and upgraded the drainage structures throughout, and provided a wider paved roadway section. Wynooche - Wishkah Road is now fit to safely handle the logging trucks, farm equipment and recreational traffic that travel on it regularly.



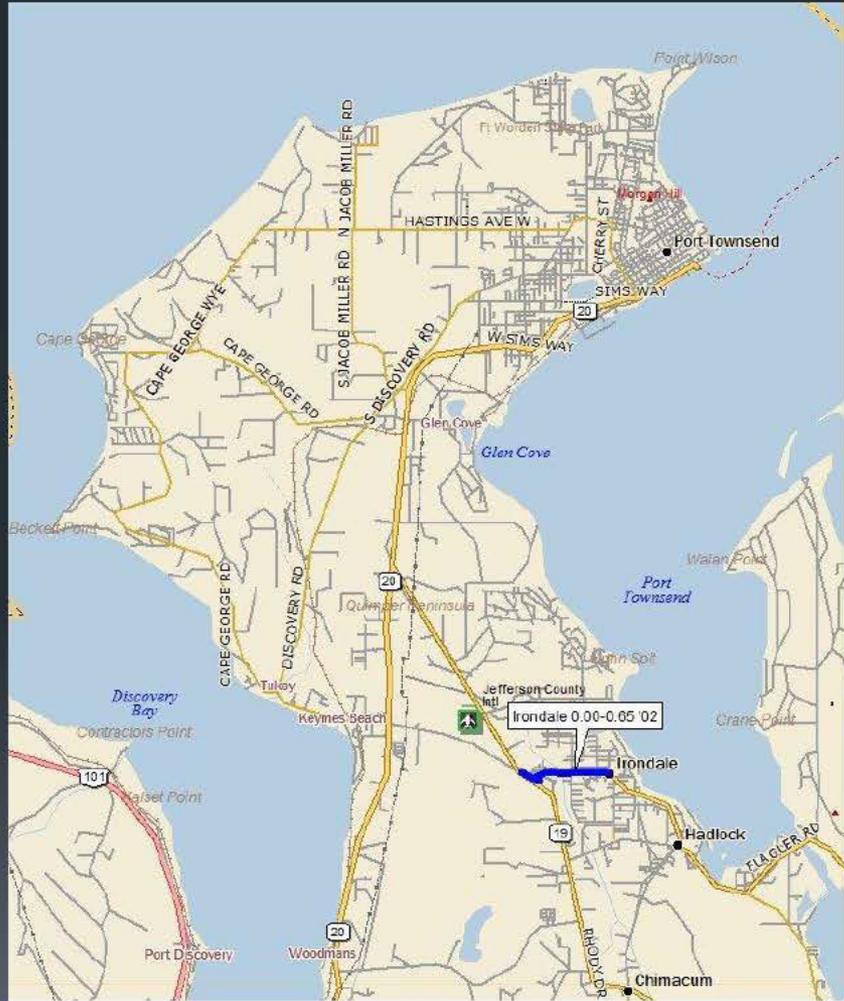






# Jefferson County's Irondale Road Improvement Project

- Jefferson County's Irondale Road is an important transportation link between the Port Townsend area and the communities of Irondale, Port Hadlock, Chimacum, Marrowstone Island, and the US Naval Reserve on Indian Island. These communities also generate heavy pedestrian and bicycle usage. Lack of shoulders, poor ride quality, and limited sight distances made the section between MP 0.00 (SR-19) and MP 0.79 particularly unsafe.
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- With the combination of \$285,000 in RAP funds and \$835,000 in FHWA funds the county addressed not only road design issues, but also the challenge of recent listings of threatened and endangered salmon runs through Chimacum Creek, which provides prime spawning grounds for Hood Canal Summer Chum. Stormwater management and erosion control were of particular importance given the sensitive location of the project.
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- The Construction project was awarded to Primo Construction of Carlsborg, Washington at a cost \$850,000. The subcontractor, Bruch and Bruch Construction of Port Angeles, installed 400 ft long, 10 ft high welded wire wall at the Chimicum Creek culvert location in order to gain the needed 6 ft shoulder width. This was done in only 9 working days. The Intersection with SR 19 was also realigned and channelized. Jefferson County Public Works has received many compliments from all road users for these great improvements.





# Pierce County - Key Peninsula Hwy –

- **Confusing Intersection layout before RAP funding.**
- In 2006, Pierce County completed a traffic analysis and determined that the Olson Drive intersection with Key Peninsula Hwy met warrants for a fully actuated traffic signal system. The project scope, now with a traffic signal, included left turn lanes on Key Peninsula Hwy and guardrail. The project design process included participation from the local community which expressed a desire for an “urban feel” at the intersection. The intersection defines the Key Center Village Rural Activity Center and is considered a “gateway” intersection by the local population. Pierce County successfully implemented the rural safety project by replacing the flashing beacon with a mast arm traffic signal, left turn lanes on Key Peninsula Highway and installation of guardrail. Local funds were used to install sidewalks adjacent to the intersection which enhance the community center atmosphere desired by the local population. Pierce County donated the old flashing beacon to a local historical society.



