

Part 2: Project Information

Project 1 Title: Citywide Horizontal Curve Safety Improvements

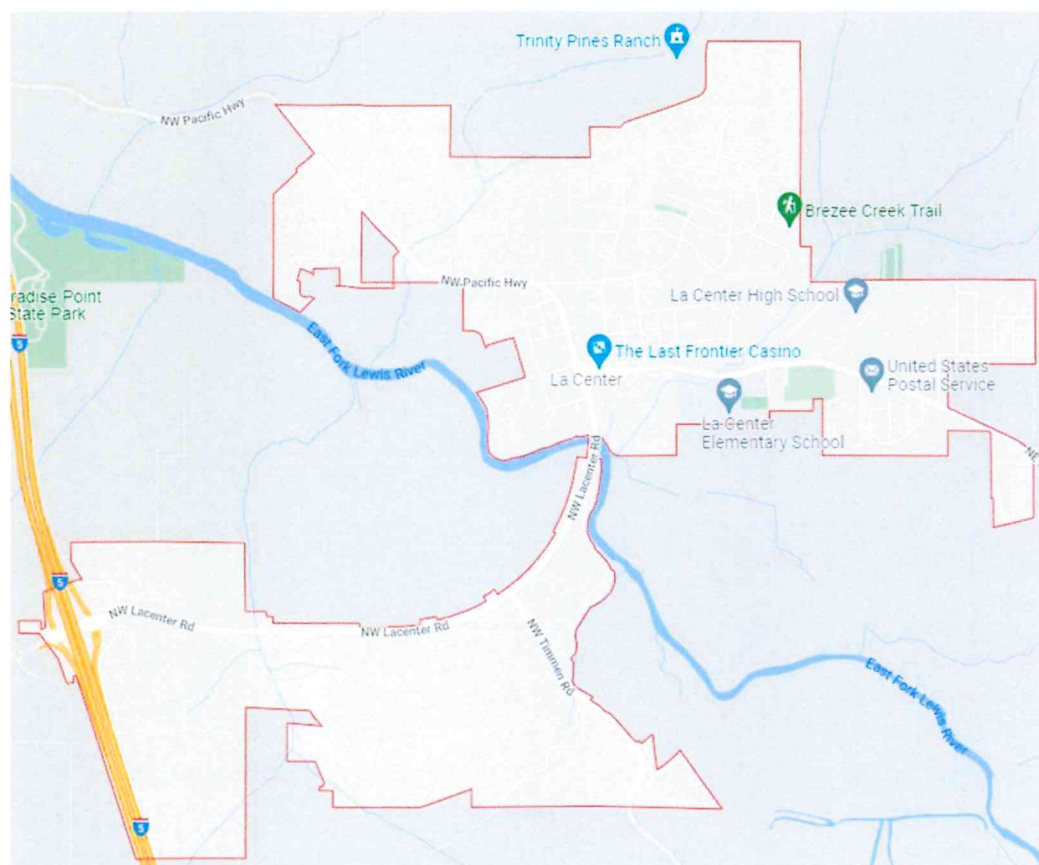
Districts the project falls within: See <http://app.leg.wa.gov/districtfinder/> for more information on the following.

- State legislative district #(s): 18
- Congressional district #(s): 3

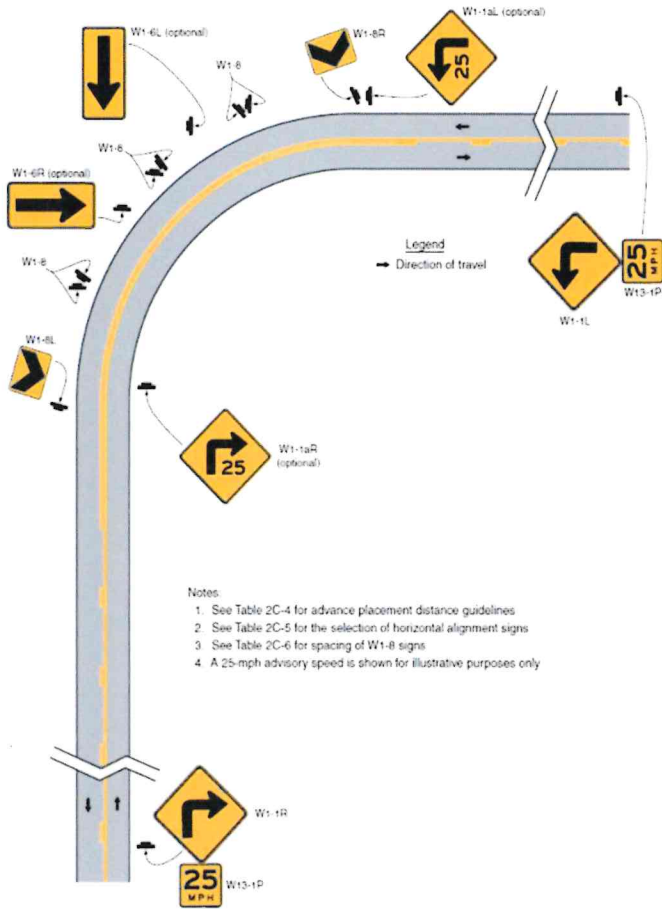
Description of Work: This safety project will provide current MUTCD standard curve warning signs at all horizontal curves on arterials and major collectors in the city limits (approximately 20 curves to be determined during the study).

- Conduct a horizontal curve inventory study and posted speed limit study to assess existing conditions
 - Collect advisory speed data for each curve and turn
 - Collect operating speeds near each curve and turn, then analyze that data using current methodologies to determine the most appropriate posted speed limit.
 - Calculate the difference between advisory speed and posted speed limit (per MUTCD)
- Design signing treatments
 - Determine the required (shall) and recommended (should) sign package for each curve per MUTCD Table 2C-5 (e.g., advanced warning sign, advisory speed plaque, chevrons, and/or one direction large arrow).
 - Confirm sign placement feasibility via field review
 - Produce plans, specifications, and estimates (PS&E) for curve signing
- Install horizontal curve warning signs

Vicinity Map: Work to be conducted city-wide.



Vicinity Map: Citywide Horizontal Curve Safety Improvements



Conceptual Plan: Citywide Horizontal Curve Safety Improvements

Project Schedule (Estimated milestones): Copy this table for each project.

Project added to the Statewide Transportation Improvement Program (STIP)	11/2022
Project agreement signed with WSDOT Local Programs	12/2022
Begin PE (PE phase authorized by FHWA through WSDOT Local Programs)	2/2023
Community/stakeholder engagement complete	8/2023
Environmental documents (required for every project) approved by WSDOT Local Programs	11/2023
Begin right-of-way (RW phase authorized by FHWA through WSDOT Local Programs)	2/2023
Right-of-way completed (certification by FHWA through WSDOT Local Programs)	11/2023
Contract advertised	2/2024
Contract awarded	4/2024
Construction complete	10/2024

- d. **Does the project have current federal funding?** No. Yes. Identify the funding program (Highway Safety Improvement Program, Surface Transportation Block Grant Program, etc.). Federal funds cannot be used for the match.

Project 2 Title: Systemic Roadway Departure Treatments

Districts the project falls within: See <http://app.leg.wa.gov/districtfinder/> for more information on the following.

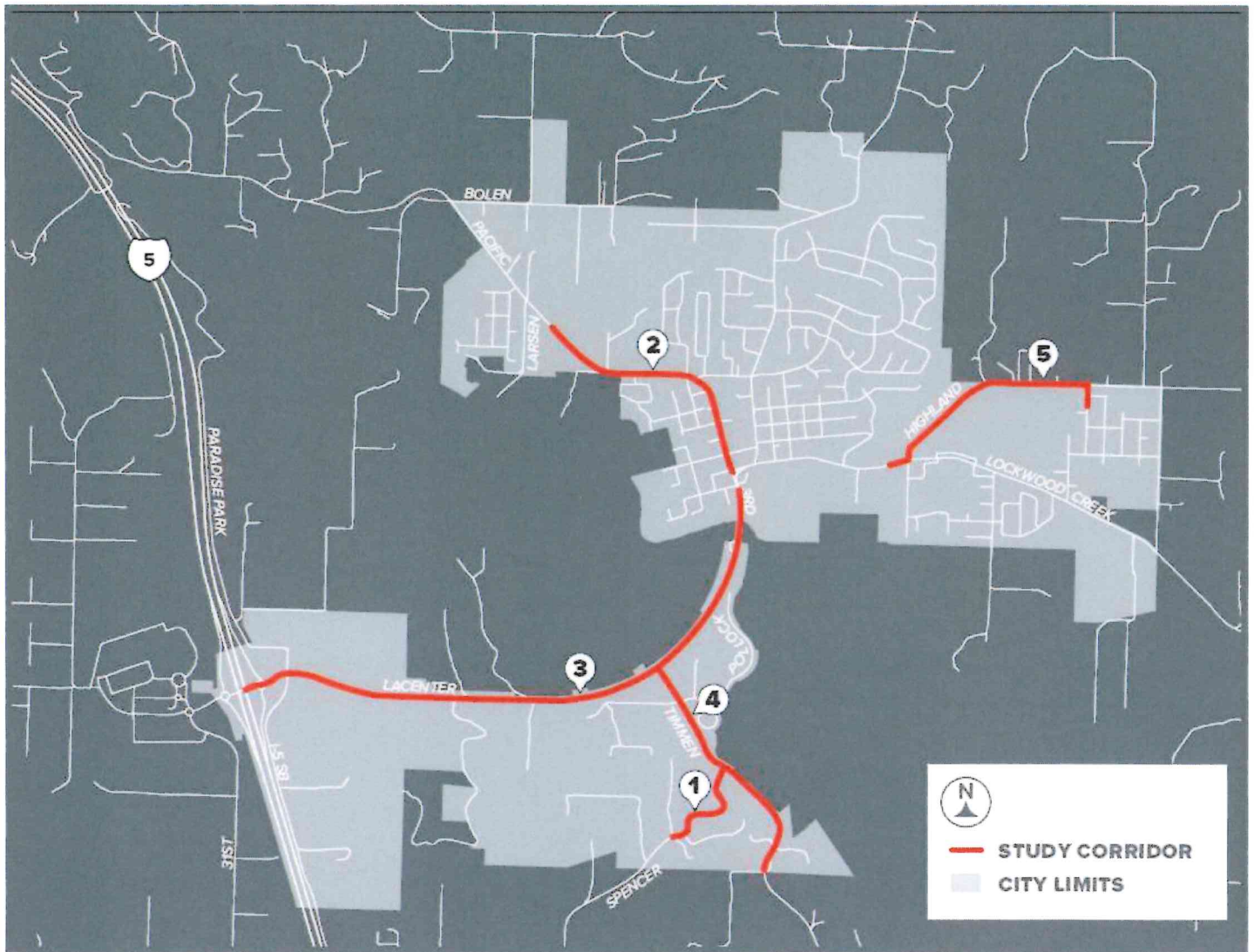
- State legislative district #(s): 18
- Congressional district #(s): 3

Description of Work: Low-cost roadway departure treatments focus primarily on keeping vehicles on the road and in their lane, and since motorists can depart the roadway at an infinite number of locations (versus the finite number of intersections in a jurisdiction), blanketing an entire corridor with roadway departure treatments can prevent future collisions, even at locations that have not experienced one in the past. The following treatments should be considered along select corridors.

- **Enhanced Curve Safety Package.** On top of the minimum requirements, horizontal curve signing will be enhanced to provide additional warning for motorists: doubled-up signs, oversized signs fluorescent yellow sheeting, chevrons alignment signs, flexible delineators, flashers, speed feedback warning, and pavement marking. Additionally, High Friction Surface Treatment may be appropriate at select curves.
- **Rumble Strips or Profiled Pavement Marking.** Provide visual, tactile, and auditory feedback to drivers - either via rumble strips or profiled pavement marking - depending on the surrounding land use.
- **Nighttime Delineation.** Provide delineation via vertical delineators or products added to current appurtenances (e.g., guardrail) to improve visibility of roadway alignment in dark conditions.
- **Fixed Object Treatments.** For each fixed object within the right-of-way (with priority for those objects in the clear zone), address each using the following hierarchy per FHWA:
 - a. Remove the obstacle.
 - b. Redesign the obstacle so it can be safely traversed.
 - c. Relocate the obstacle to a point where it is less likely to be struck.
 - d. Reduce impact severity by using an appropriate breakaway device.
 - e. Shield the obstacle with a longitudinal traffic barrier designed for redirection or use a crash cushion.
 - f. Delineate the obstacle if the previous alternatives are not appropriate.

Project Locations and Vicinity Map: Work to be conducted along the following corridors:

- NW Spencer Rd from NW Timmen Rd to NW 5th Ct
- NW Pacific Hwy from Downtown to 16th Ave
- NW La Center Rd from Interstate 5 to W 3rd Street
- NE/NW Timmen Road from NE 309th Circle to NW La Center Road
- NE Highland Ave / NE 339th Street from E 4th Street to NE 24th Avenue



1. NW SPENCER RD FROM NW TIMMEN RD TO NW 5TH CT
2. NW PACIFIC HWY FROM DOWNTOWN TO 16TH AVE
3. NW LA CENTER RD FROM INTERSTATE 5 TO W 3RD ST
4. NE/NW TIMMEN RD FROM NE 309TH CIRCLE TO NW LA CENTER RD
5. NE HIGHLAND AVE / NE 339TH SVVT FROM E 4TH ST TO NE 24TH AVE

Vicinity Map: Systemic Roadway Departure Treatments