



Planning and Public Works

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## **122 STREET EAST (250 ft. W/O 111 Ave E to 111 Ave E), CRP 5896**

**Background:** 111 Avenue East is a two-lane collector arterial which intersects 122 Street East, a two-lane secondary arterial, at a tee. 111 Avenue East ends at the intersection and is stop-controlled, whereas 122 Street East is uncontrolled. A 2014 traffic study found that the intersection met warrants for a traffic signal.

**Problem:** 111 Avenue East is experiencing congestion in the northbound direction, with peak-hour queues of two minutes or more. A 2015 traffic study found that the ideal solution is a traffic signal, however, significant utility and right-of-way challenges make a signal cost-prohibitive in the short-term.

**Solution Strategy:** This project will provide interim relief for the congestion by implementing stop-control in all directions, constructing a dedicated eastbound right-turn lane, and installing a flashing beacon. The design efforts necessary for a long-term solution, including possible signalization, will continue as conditions and funding allow.

**Funding Source:** The project is partially funded, with engineering programmed for 2020 using local funds (County Road Funds).

**Cost Estimate:** TBD.

**Project Duration:** 2020-2022 (estimated).



(122 Street East / 111 Avenue East Intersection, Looking South)





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## **8 AVENUE EAST / KINSMAN ROAD EAST (336 St E to 288 St E), CRP 5898**

**Background:** 8 Avenue East / Kinsman Road East is a two-lane Rural Major Collector which provides direct access to SR-7 and SR-702, and access to the town of Eatonville.

**Problem:** The roadway surface is showing evidence of wear, including asphalt flushing and transverse, alligator, and longitudinal cracks.

**Solution Strategy:** This project will prevent further deterioration by preserving the roadway with an asphalt overlay. Roadway preservation methods are the most cost-effective means of ensuring our transportation infrastructure continues to function properly.

**Funding Source:** The project was awarded a \$619,000 federal Surface Transportation Program Rural (STPR) grant for preservation of the roadway. County Road Funds (CRF) will be used to fund the remaining \$521,000. Construction is anticipated to begin in 2022.

**Cost Estimate:** \$1,140,000

**Project Duration:** 2021-2023 (estimated).



*(8 Avenue East / Kinsman Road East near 330 Street East Intersection, Looking North)*





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## **GEM HEIGHTS DRIVE EAST - ADA Improvements – 2020, CRP 5904**

**Background:** Gem Heights Drive East between 176 Street East and 168 Street East is located adjacent to Brouillet Elementary School. Gem Heights Drive east provides access to a residential area with multiple cul-de-sacs. This location is identified as a high priority location in the area ADA Transition Plan.

**Problem:** The existing curb ramps do not meet current ADA requirements and lack detectable warning signs.

**Solution Strategy:** This project will improve accessibility by reconstructing the existing curb ramps to meet ADA standards.

**Funding Source:** The project was awarded a \$250,000 Complete Streets Grant from the state Transportation Improvement Board (TIB) towards the engineering and construction of new ADA compliant ramps. County Road Funds will be used to fund the remaining \$250,000.

**Cost Estimate:** Approximately \$500,000.

**Project Duration:** 2019-2020 (estimated).



(Gem Hts Dr E, Looking Southeast)





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## **GOLDEN GIVEN ROAD EAST / 104 STREET EAST (Intersection), CRP 5905**

**Background:** Golden Given Road East is a two-lane secondary arterial with left-turn pockets. A traffic engineering review was conducted in 2018 and recommended a traffic signal or roundabout.

**Problem:** Golden Given Road East and 104th Street East is a two way stop controlled intersection that is experiencing issues with motorists failing to stop in east and west bound directions.

**Solution Strategy:** This project will enhance safety by installing a traffic signal or roundabout.

**Funding Source:** The project is partially funded, with engineering programmed for 2020 using local funds (County Road Funds).

**Cost Estimate:** TBD

**Project Duration:** 2020-2022 (estimated).



*(Golden Given Rd E and 104<sup>th</sup> St E Intersection)*





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## **46 STREET EAST / 208 STREET EAST (Intersection), CRP 5906**

**Background:** The intersection of 46 Street East and 208 Street East is a four-way stop controlled intersection and is currently ranked #24 on the Traffic Signal Priority Array.

**Problem:** Due to anticipated volume increases arising from the completion of the Canyon Road East Southerly Extension project (CRP 5764), the intersection of 46 Street East and 208 Street East is projected to fail operationally upon the opening of the Canyon Rd E project.

**Solution Strategy:** This project will install a traffic signal which will significantly improve the operation of the Canyon Road East Southerly Extension project.

**Funding Source:** This project is partially funded, with engineering programmed for 2020 using local funds (County Road Funds).

**Cost Estimate:** TBD.

**Project Duration:** 2020-2021 (estimated).



*(46 Street East and 208 Street East, Looking North)*





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## **122 STREET EAST / MILITARY ROAD EAST (Shaw Rd E to SR-162), CRP 5907**

**Background:** 122 Street East and Military Road East is one of the few corridors that convey traffic through the Orting Valley. In the event of a natural disaster, this corridor provides an alternate route out of the Orting Valley. 122 Street East and Military Road East are classified as urban secondary arterials. Traffic volumes are anticipated to increase further due to nearby residential housing developments.

**Problem:** With future development of the Bonny Lake Plateau, 122 Street East and Military Road East corridors are expected to fail concurrency if they remain configured as two-lane roadways.

**Solution Strategy:** This project will increase capacity by providing two lanes in each direction with an additional turn lane.

**Funding Source:** This project is partially funded, with engineering programmed for 2020 using local funds (County Road Funds).

**Cost Estimate:** \$40,000,000

**Project Duration:** 2020-2025 (estimated).



(122 St E and Military Rd E, Looking North)





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## **160 STREET EAST / 74 AVENUE EAST (Intersection), CRP 5908**

**Background:** The intersection of 160 Street East and 74 Avenue East is currently stop controlled. 160 Street East is a major arterial with a AADT of 17,950 vpd and 74 Avenue East is a collector arterial with a AADT of 2,450 vpd.

**Problem:** A traffic study was conducted in 2018 and recommended a left turn lane to mitigate high traffic volumes and rear-end accidents on 160 Street East.

**Solution Strategy:** The project will increase safety by installing a left turn lane to allow vehicles to proceed through the intersection.

**Funding Source:** This project is partially funded, with engineering programmed for 2020 using local funds (County Road Funds).

**Cost Estimate:** TBD.

**Project Duration:** 2020-2022 (estimated).



(160<sup>th</sup> St E and 74<sup>th</sup> Ave E intersection, Looking northeast)





## **SUMNER-BUCKLEY HIGHWAY EAST (258th Ave E to W Mason Ave), CRP 5914**

**Background:** This is an 8.5-mile-long arterial that connects Bonney Lake and Buckley. This corridor is a scenic and rural bypass to SR-410, that connects to state highways on both ends.

**Problem:** The existing asphalt roadway and concrete bridge deck are deteriorating and have been identified for preservation treatment. The existing guardrail post and wood planking retaining walls are substandard and deteriorating.

**Solution Strategy:** Resurface the roadway with new asphalt and repair the existing deck with a polyester concrete overlay. Replace the failing segments of guardrail and regrade the slope to remove the need for retaining walls.

**Funding Source:** The project is fully funded, with a County Road Administration Board (CRAB) state grant of \$1,700,000 and \$592,000 of County Road Funds (CRF). Engineering is scheduled to start in 2020 with construction scheduled to begin in 2022.

**Cost Estimate:** \$2,292,000

**Project Duration:** 2020-2022



*(Sumer-Buckley Highway East, 258 Ave E to W Mason Ave)*





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## **BRIDGE #16221-D / 118<sup>th</sup> AVENUE NORTHWEST (At Minter Creek), CRP 5915**

**Background:** Minter Creek is one of the largest streams on the Key Peninsula, containing ESA listed winter steelhead, coho, fall chum and coastal cutthroat trout. Minter also contains Pink salmon and Chinook salmon habitat as indicated by the WDFW Fish Passage and Diversion Database's Site Description Report. The WDFW Fish Passage Database defines the Minter Creek barrier as 67% passable with a Priority Index (P.I.) of 36.01.

**Problem:** Minter Creek at 118th Ave NW is considered a partial barrier to fish consisting of a 10' wide x 6' high x 43' long, precast concrete (CPC) box culvert. The culvert is considered 67% passable due to a 1.15% slope through the culvert. Minter Creek bank full widths are greater than 15 feet so a bridge likely will be designed to replace the undersized concrete precast box culvert.

**Solution Strategy:** This project will replace the existing culvert with a bridge using WDFW *Water Crossing Design Guidelines* and complete associated channel restoration work. The size of the replacement bridge will be determined during preliminary design. Construction of the project will result in increased upstream access to approximately 2.5 miles of quality and minimally developed habitat areas.

**Funding Source:** The project has received \$90,000 in design funding from the Washington State Recreation & Conservation Office – Brian Abbott Fish Barrier Removal Board. We have also programmed local funds (County Road Funds) in 2020 as the required match.

**Cost Estimate:** TBD

**Project Duration:** 2020-2023 (estimated).



(118<sup>th</sup> Ave NW at milepost 1.19, looking south)



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## **HARTS LAKE ROAD S / HORN CREEK – Fish Passage Improvement, CRP 5916**

**Background:** The existing 48-inch diameter concrete culvert conveys Horn Creek approximately 0.2 miles southeast of Allen Road. Horn Creek is a tributary to Nisqually River, with the confluence being approximately 1.2 miles downstream. No identified fish barriers exist downstream of the project area. Upstream, four potential fish barriers have been identified. Nisqually tribal representatives identified Horn Creek as a high priority stream due to the stream’s excellent spawning and rearing habitat for salmonids. The stream is potentially utilized by Coho, sea run cutthroat, chum, steelhead, and resident trout.

**Problem:** Washington Department of Fish and Wildlife (WDFW) classified this culvert as a partial fish passage barrier due to velocity. The speed or lack of water flow in the barrier impedes the movement of aquatic species, obstructing its access to upstream habitat. Roadway flooding has also been reported at this location.

**Solution Strategy:** This project will replace the existing culvert with a fish-passable designed culvert using WDFW *Water Crossing Design Guidelines* and complete associated channel restoration work. The size of the replacement culvert is expected to be approximately 32-foot x 7.5-foot x 40 linear foot three-sided concrete box culvert. Construction of the project will result in increased upstream access to approximately 3.5 miles of quality and minimally developed habitat areas.

**Funding Source:** The project is partially funded, with engineering programmed in 2020 using local funds (County Road Funds).

**Cost Estimate:** TBD

**Project Duration:** 2020-2023 (estimated).



*(Panoramic photo of the existing culvert inlet at Harts Lake Road S / Horn Creek, Looking Northwest, May 8, 2019)*





## **HARTS LAKE ROAD S/BRIGHTON CREEK – Fish Passage Improvement, CRP 5917**

**Background:** Brighton Creek is a tributary to the Nisqually River, and Nisqually tribal representatives have identified these streams as high priority streams due to excellent spawning and rearing habitat for salmonids. It is potentially utilized by Coho, sea run cutthroat, chum, steelhead, and resident trout. The project culvert is a 36-inch corrugated metal culvert located approximately 0.30 miles from the confluence with Nisqually River, or 0.50 miles southeast of 360<sup>th</sup> Street South. There are no barriers downstream and two partial fish barriers upstream of the project.

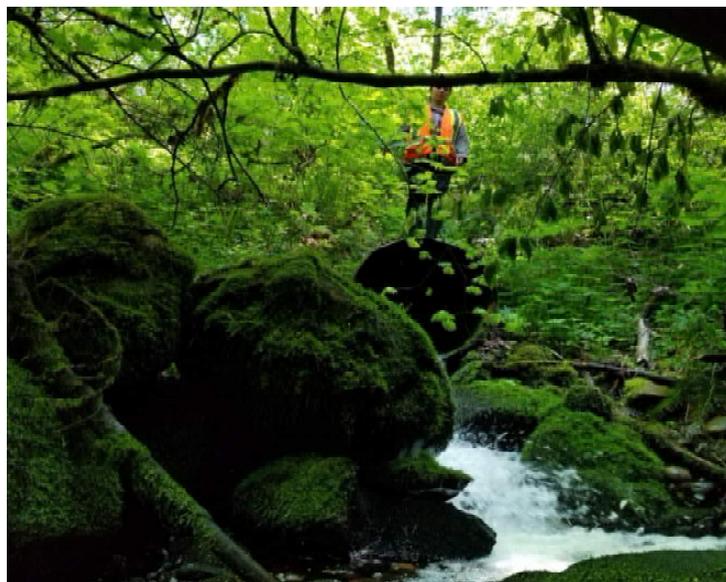
**Problem:** WDFW has classified this culvert as a complete fish passage barrier due to water surface drop. The culvert prohibits any passage of anadromous fish into most of the Brighton Creek sub basin. Minor flooding and drainage problems are also common.

**Solution Strategy:** This project will replace the existing culvert with fish-passable culvert designed using WDFW *Water Crossing Design Guidelines* and complete associated channel restoration work. The proposed replacement culvert will be a 32-foot by 7.5-foot by 40-linear foot three-sided concrete box culvert. Construction of the project will facilitate access to approximately five miles of upstream habitat.

**Funding Source:** The project is partially funded, with engineering programmed in 2020 using local funds (County Road Funds).

**Cost Estimate:** TBD

**Project Duration:** 2020 – 2022 (estimated)



*(Brighton Creek outfall on Harts Lake Road S at approx. 0.5 miles southeast of 360 St E)*

