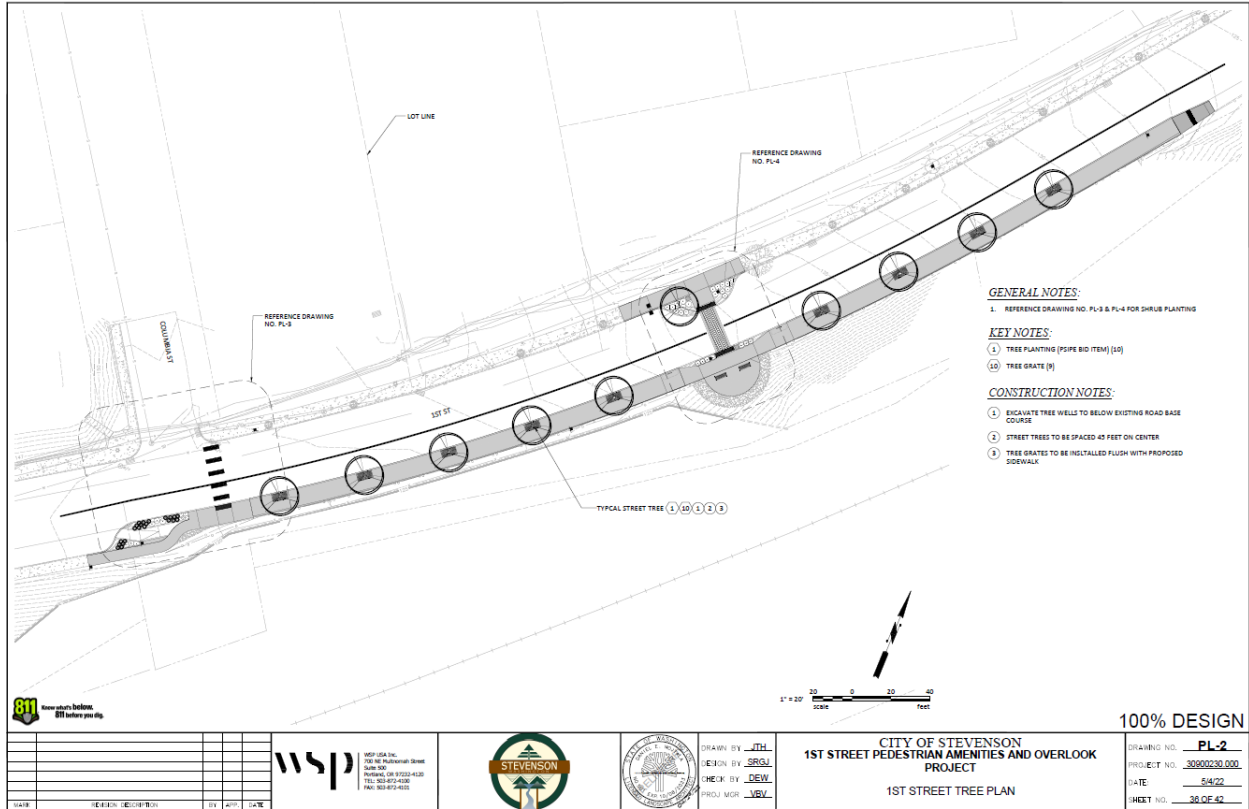


2023 6-year TIP Update Project Maps-Initial Public Hearing



First street Overlook - Revised estimate of \$770k. Applying for construction funding.



#27 Loop Road Grind and Inlay-
 Repair stormwater, replace water lines, underground utilities, extend sewer, grind and inlay.
 \$390k
 June 2023



Project – Lower Kanaka Creek RR Underpass

Scope – Transition City roadway under the RR overpass at the East end of town from a primary vehicle access road, to a multi-use path (bike/ped) with Emergency access via bollards (to which Emergency staff would have keys and exclusive access and use)

#8 Chipseal Program – McEvoy Lane, Wisteria Way, Ridgecrest Dr.

\$36k

July 2023

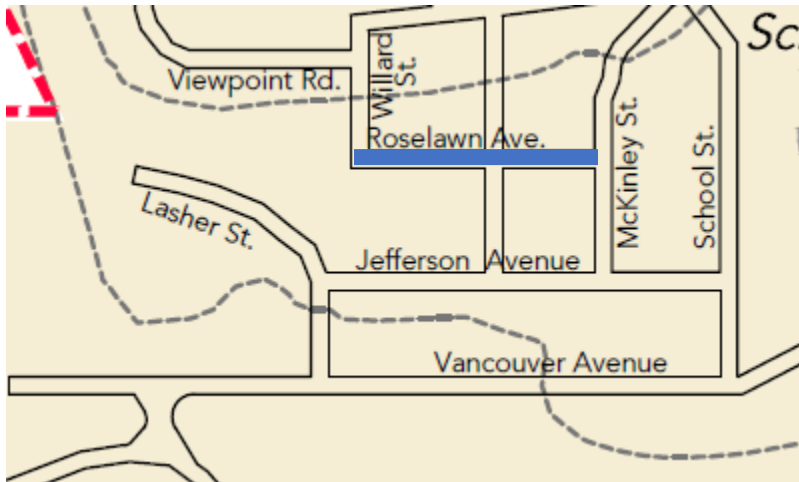
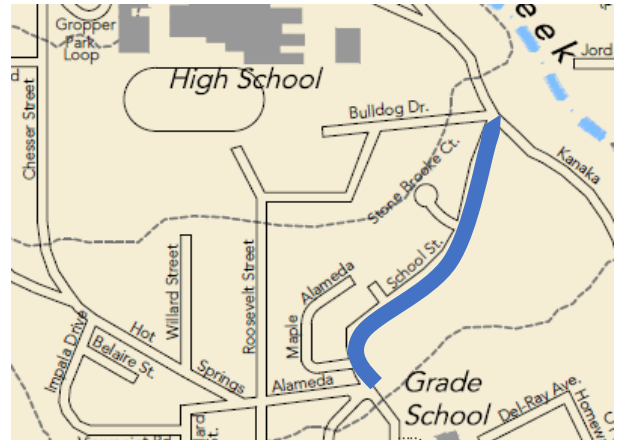


2023 6-year TIP Update Project Maps-Initial Public Hearing

#26 School Street Grind and Inlay-Repair stormwater, replace waterlines, grind and inlay.

\$440k

June 2022



#24 Roselawn Avenue Overlay – From Willard to McKinley, sidewalks, storm drains and ramps, overlay of entire street.

\$165k

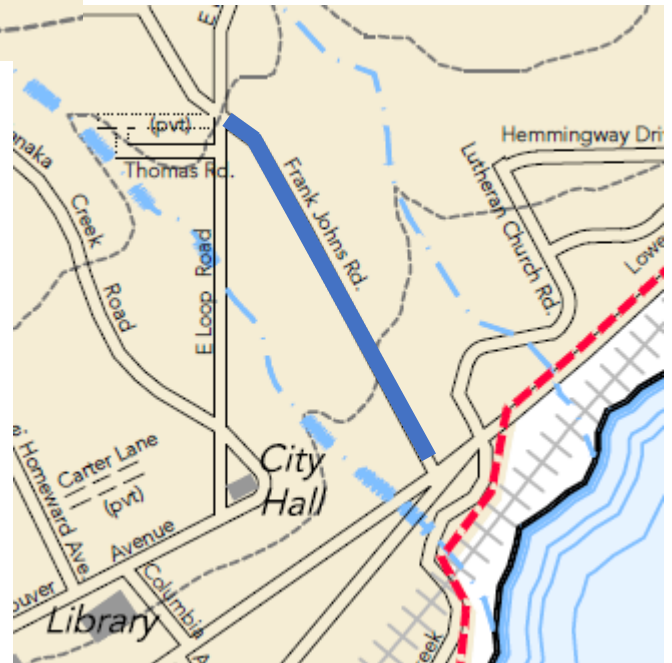
July 2025

#17 Frank Johns Sidewalk – Construct new sidewalk along east side.

\$449k

Preliminary Engineering-Sept 2023

Construction - June 2024



2023 6-year TIP Update Project Maps-Initial Public Hearing



Columbia Realignment – Realign lower Columbia with upper Columbia, relocate utilities, add sidewalks. Currently under a \$200k grant for feasibility.

#4 Leavens Overlay – Remove/grind deteriorated sections of asphalt, add sidewalk on west side.

\$225k

Aug 2022



Paving all City owned gravel roads. Lakeview (already on TIP), Maple Alameda, Kanaka Underpass (already on TIP), etc.

Improvement Concept: Kanaka Creek Road at School Street & Bull Dog Drive



Description

Revise the intersection of Kanaka Creek Drive at School Street & Bulldog Drive using striping and flexible post delineators.

Purpose

This improvement is intended to:

- Reduce intersection size
- Improve sight lines at pedestrian crossing across Kanaka Creek Road and shorten crossing distance
- Reduce intersection conflict points
- Better define roadway hierarchy

Additional Considerations

Other factors to consider with this improvement include:

- Striping and post delineators will require additional maintenance

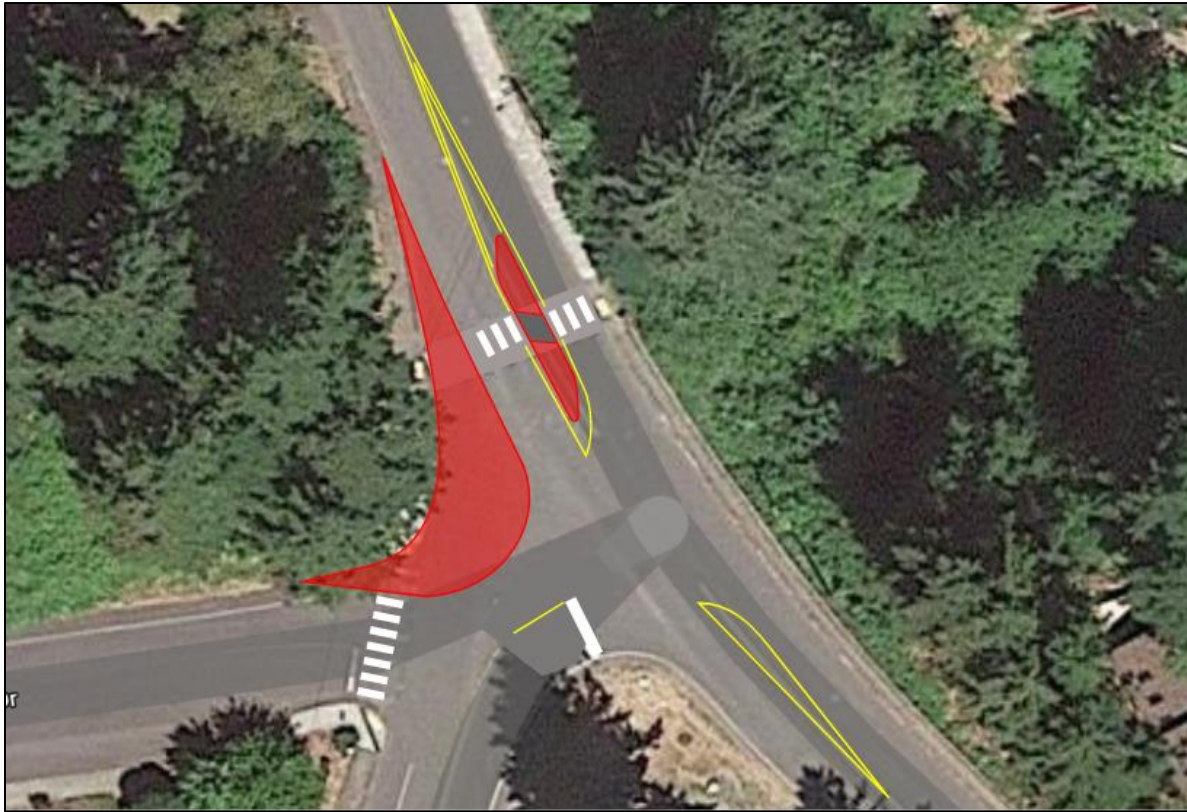
Alternative Improvement

Consider more permanent improvements such as medians rather than striping and delineators.

Cost Opinion

Less than \$20,000

Improvement Concept: Kanaka Creek Road at School Street & Bull Dog Drive



Description

Revise the intersection of Kanaka Creek Drive at School Street & Bulldog Drive by extending the northwest corner and adding a pedestrian crossing median island.

Purpose

This improvement is intended to:

- Reduce intersection size
- Improve sight lines at pedestrian crossing across Kanaka Creek Road and allow two-stage crossing
- Better define roadway hierarchy
- Potentially slow speeds by narrowing travel lanes

Additional Considerations

Other factors to consider with this improvement include:

- Corner could include planting feature
- Pedestrian median island can include angled crossing to turn pedestrians towards oncoming traffic
- Pedestrian crossing a Bulldog Drive can be shortened
- The project will increase impervious surface which can be minimized with planting area

Alternative Improvement

Consider as using striping and delineators for corner with possible median island for crossing.

Cost Opinion

Less than \$50,000

Improvement Concept: Eastbound Acceleration Lane at SR-14 & Rock Creek Drive



Description

Construct an eastbound acceleration lane on SR-14 at Rock Creek Drive. The lane illustrated above is approximately 1,200 feet in length.

Purpose

This improvement is intended to:

- Provide increased capacity for the southbound left-turn movement
- Reduce the likelihood of rear-end and angle collisions in the eastbound direction
- Potentially Improve sight lines looking to the east

Additional Considerations

Other factors to consider with this improvement include:

- Access to WSDOT yard south of the intersection would need to be addressed
- The project will increase impervious surface, inducing stormwater considerations
- Sight distance requirements to east will be longer with additional lane to cross
- Additional grading and possible structural wall may be needed on northeast corner
- Project is on a state highway and WSDOT will need to be engaged

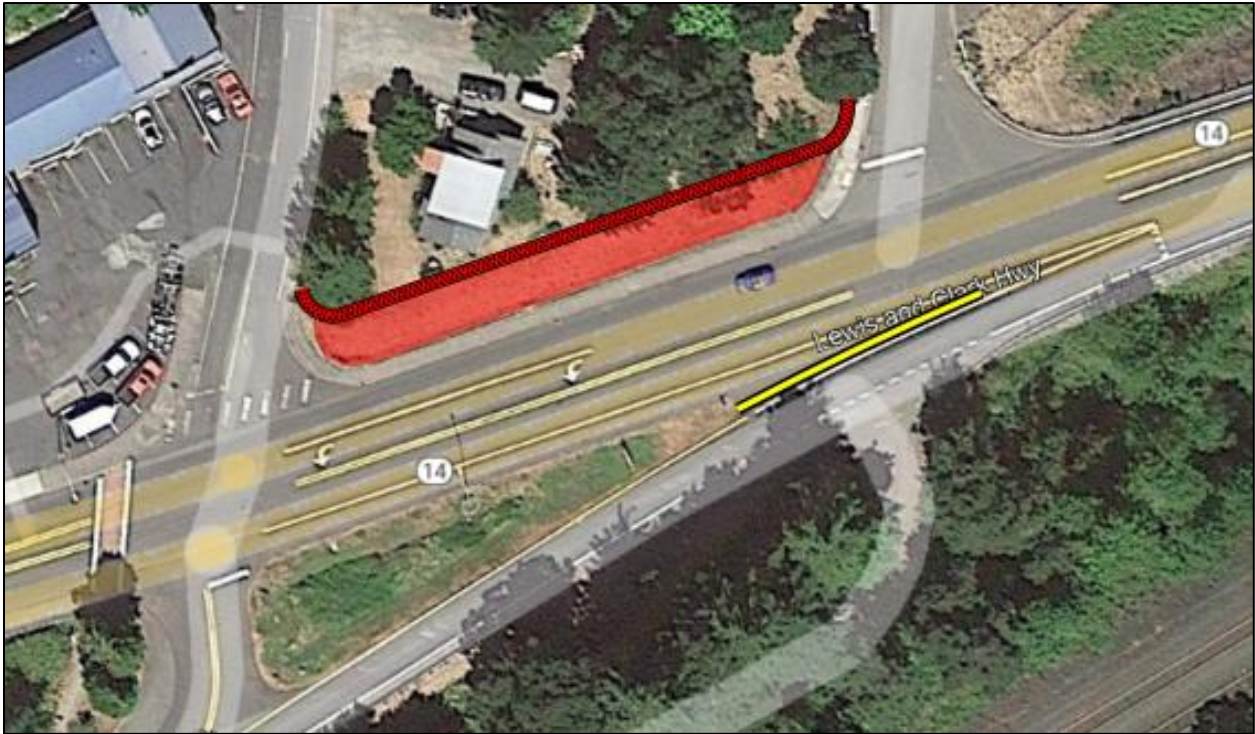
Alternative Improvement

Sight distance could likely be addressed with removal of vegetation on the northeast corner of the intersection without need for greater improvement.

Cost Opinion

\$1,050,000

Improvement Concept: East SR-14 Safety Improvements



Description

Relocate retaining wall to ROW line and regrade and landscape the property adjacent to the sidewalk to improve sight lines. Add a 1- to 2-foot-wide ribbon median with post delineators in the gore between SR-14 and 1st Street to prevent the illegal northbound left-turn movement from SW Cascade Avenue. Both improvements are illustrated above.

Purpose

This improvement is intended to:

- Address sight distance issues at NE Frank Johns Road and Lutheran Church Road
- Prevent illegal left-turns from SW Cascade Avenue onto westbound SR-14

Additional Considerations

Other factors to consider with these improvements include:

- The improvements could be fully constructed in the existing right-of-way
- Perceived impacts to private property
- Wall reconstruction would potentially impact trees on private property
- Projects are independent and could be constructed independently
- Project is on a state highway and WSDOT will need to be engaged

Alternative Improvement

Physically prohibit southbound left turns at Lutheran Church Road at SR-14 concurrent with northern connection of Lutheran Church Road and NE Pine Street

Cost Opinion

\$40,000 for ribbon median
\$50,000 for retaining wall

Improvement Concept: 3-Lane Section SR-14 from 1st Street to SW Rock Creek Drive



Description

Convert to 3-lane cross-section on SR-14 (2nd Street) between 1st Street and SW Rock Creek Drive. This project is expected to be a combination of roadway widening and restriping. Adding the center lane would provide the opportunity to include a median island refuge at the crosswalk east of SW Rock Creek Drive.

Purpose

This improvement is intended to:

- Increase capacity for left-turn movements
- Reduce the likelihood of some types of collisions (rear end and angle)
- Improve pedestrian crossing with potential median island

Additional Considerations

The image above is a conceptual layout only. Other factors to consider with this improvement include:

- Widening the roadway may require grading
- The project will increase impervious surface
- This project could be constructed in phases with left-turn striping at SW Rock Creek Drive and possible median island refuge constructed with the existing paved width and extension of two-way left-turn lane to 1st Street as a later phase
- Project is on a state highway and WSDOT will need to be engaged

Alternative Improvement

The improvements could be limited to the SW Rock Creek Drive intersection with SR-14 (2nd Street)

Cost Opinion

\$390,000

Improvement Concept: West Roundabout at SR-14 & 1st Street



Description

Construct a three-legged roundabout at the west entrance to the City at the intersection of SR-14 (2nd Street) and 1st Street. The roundabout illustrated above is approximately 120-130 feet in diameter. The connection to Railroad Street would need to be relocated.

Purpose

This improvement is intended to:

- Slow traffic as it enters town
- Reduce the number and severity of crashes
- Address the long-term need for a left-turn lane on westbound SR-14
- Create a gateway feature for the City of Stevenson

Additional Considerations

The image above is a conceptual layout of a possible roundabout option; alternative alignments should be considered. Other factors to consider with this improvement include:

- Focused engineering study for the appropriateness of a westbound bypass lane
- Some right-of-way acquisition will likely be required
- Access could be limited for some properties
- The footprint of the project will be larger than the roundabout to accommodate necessary grading
- The project will increase impervious surface
- Project is on a state highway and WSDOT will need to be engaged

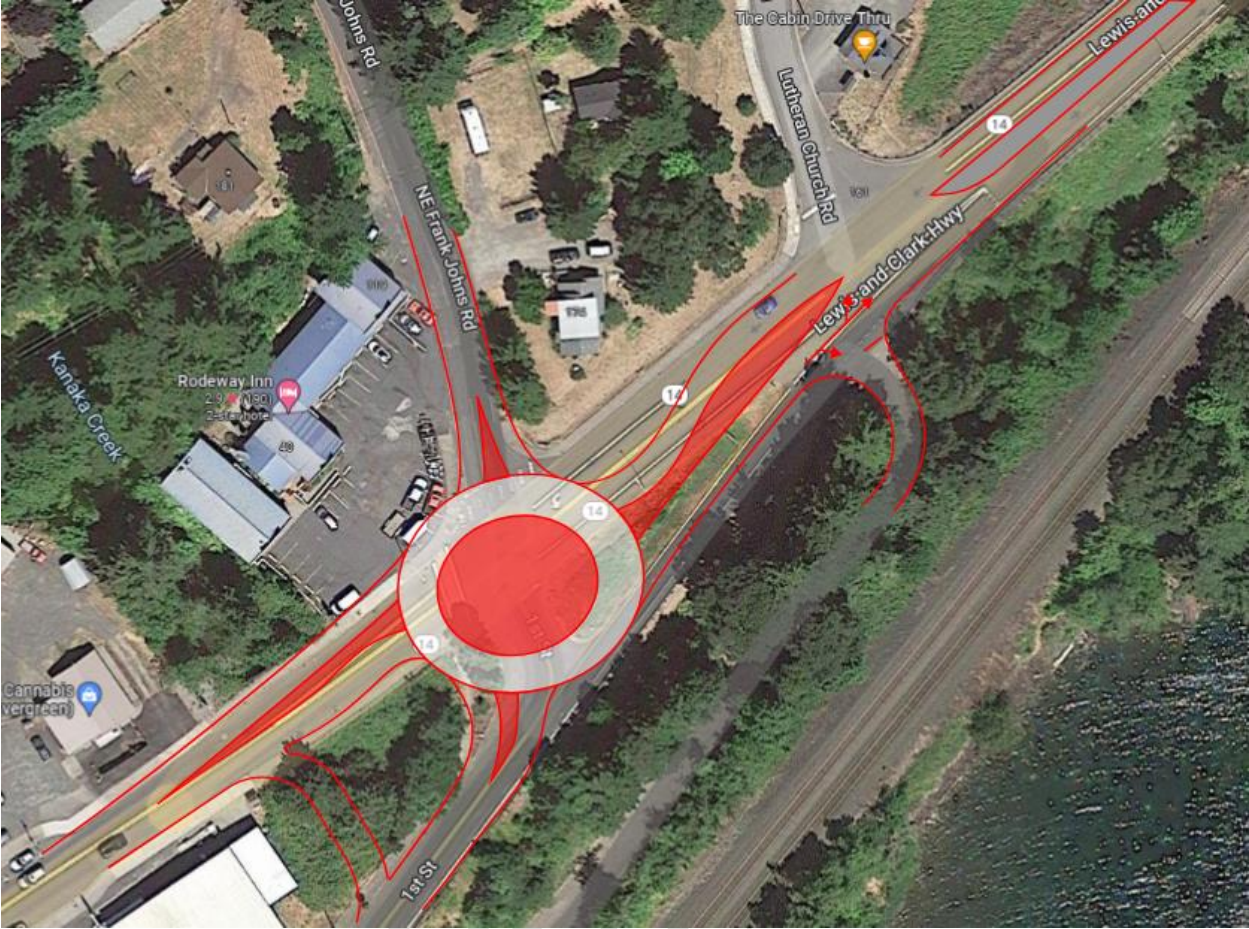
Alternative Improvement

Consider westbound left-turn lane on SR-14 at 1st Street

Cost Opinion

\$2,450,000 (Excludes right-of-way acquisition)

Improvement Concept: Asymmetrical East Roundabout at SR-14 & 1st Street



Description

Construct a four-legged roundabout at the east entrance to the City at the intersection of SR-14 (2nd Street) and NE Frank Johns Road/1st Street. The roundabout illustrated above is asymmetrical and approximately 120-140 feet in diameter. A possible connection between 2nd Street and 1st Street is included.

Purpose

This improvement is intended to:

- Slow traffic as it enters town
- Reduce the number and severity of crashes
- Address sight distance issues at NE Frank Johns Road and Lutheran Church Road
- Address the long-term need for a left-turn lane at NE Frank Johns Road and Lutheran Church Road
- Prevent illegal left-turns from SW Cascade Avenue onto westbound SR-14
- Create a gateway feature for the City of Stevenson

Improvement Concept: Asymmetrical East Roundabout at SR-14 & 1st Street (continued)

Additional Considerations

The image above is a conceptual layout of a possible roundabout option; alternative alignments should be considered. Sidewalk would be included on the urban sections, which would widen the footprint from what is shown. Other factors to consider with this improvement include:

- Significant right-of-way acquisition will likely be required
- Access could be limited for some properties
- Parking at the hotel on the northwest corner would be affected
- Significant grading and structural retaining walls will be necessary; the footprint of the project will be larger than the roundabout itself
- The grades between 2nd Street and 1st Street may be too steep for connection shown
- Kanaka Creek could be affected, potentially requiring significant structural engineering of culvert (or bridge)
- The project will increase impervious surface
- Project is on a state highway and WSDOT will need to be engaged

Alternative Improvement

Consider constructing a new retaining wall for the property north of SR-14 at the right-of-way line to improve sight lines at NE Frank Church Road and Lutheran Church Road and consider adding a 1- to 2-foot-wide ribbon median in the gore between SR-14 and 1st Street to prevent the illegal northbound left-turn movement from SW Cascade Avenue.

Cost Opinion

\$4,200,000 (Excludes right-of-way acquisition and any environmental mitigation)