

WSDOT Low Cost Enhancement Projects

Washington State Transportation Commission

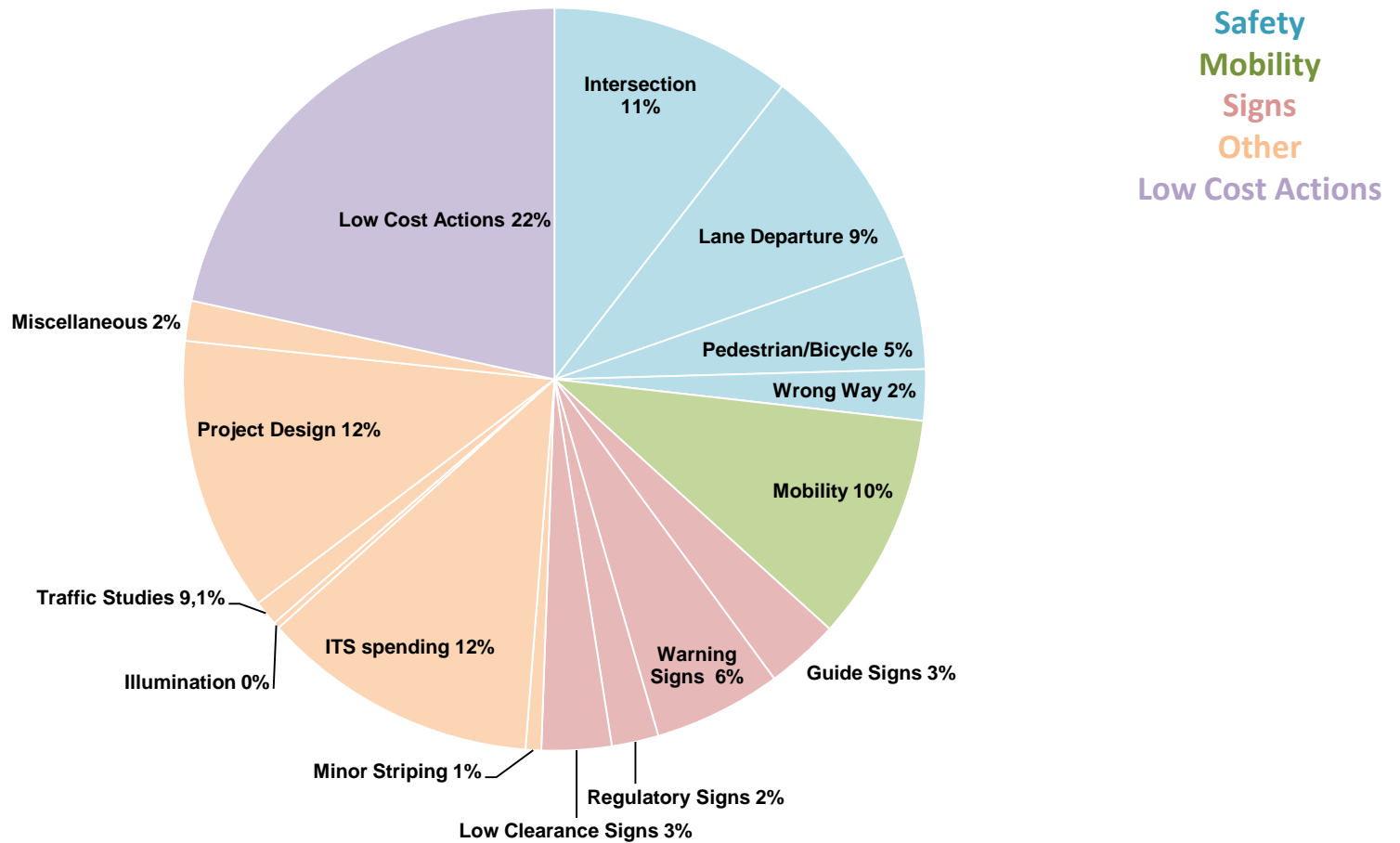
MIKE DORNFELD, TRAFFIC OPERATIONS DIVISION

February 15, 2017

What are Low Cost Enhancements?



Statewide Low Cost Enhancement Spending by Type of Project, 2013-2015



Benefits of Low Cost Enhancements

- The only routine funding source for small-scale projects in WSDOT
- Helps us address emergent needs, like low clearance signing
- Increased collaboration: both internal to WSDOT, & externally with partners such as WSP and local governments
- Helps us match local funding to do projects that benefit both WSDOT and local partners
- Helps us address highway safety projects that align with Target Zero, such as High Friction Surface Treatment (HFST) to reduce Lane Departure events
- Provides another source of funding to address bicycle and pedestrian safety

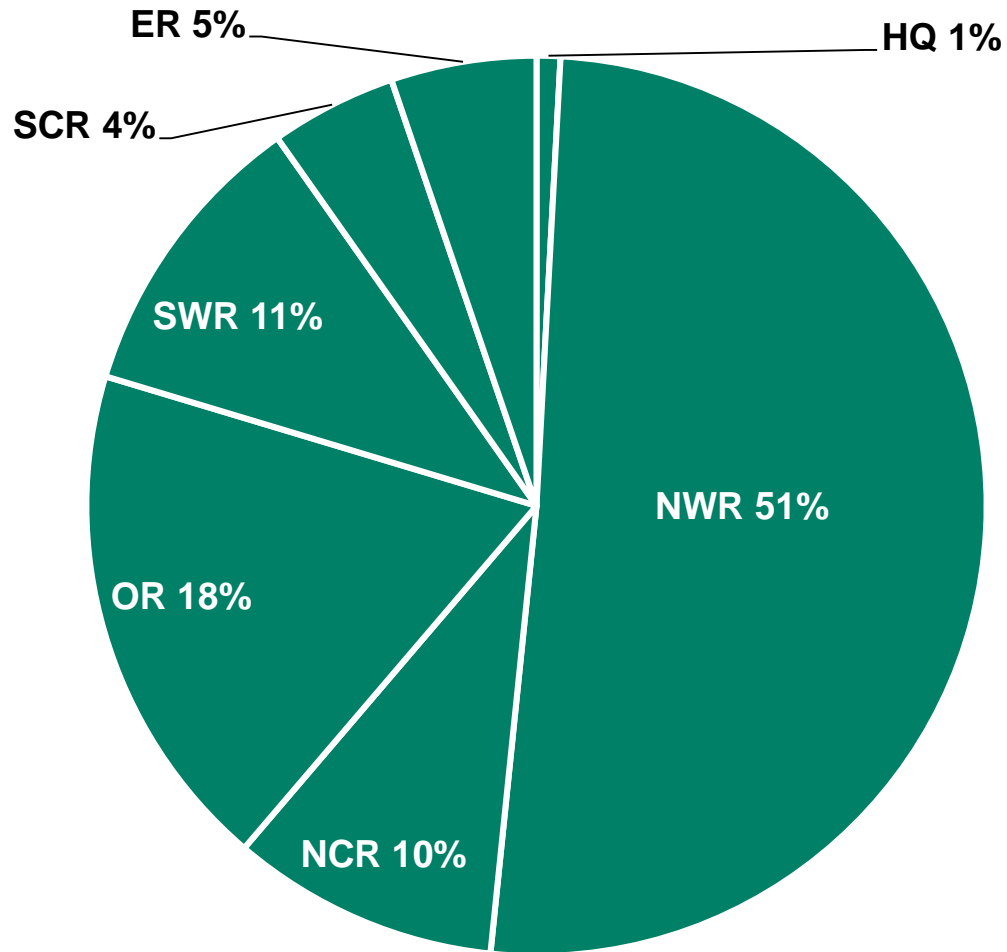


Restriping SR 307 for the closure of Bond Road in Olympic Region, (\$4,715)



A new flashing beacon in Valley Grove in South Central Region (\$6,375)

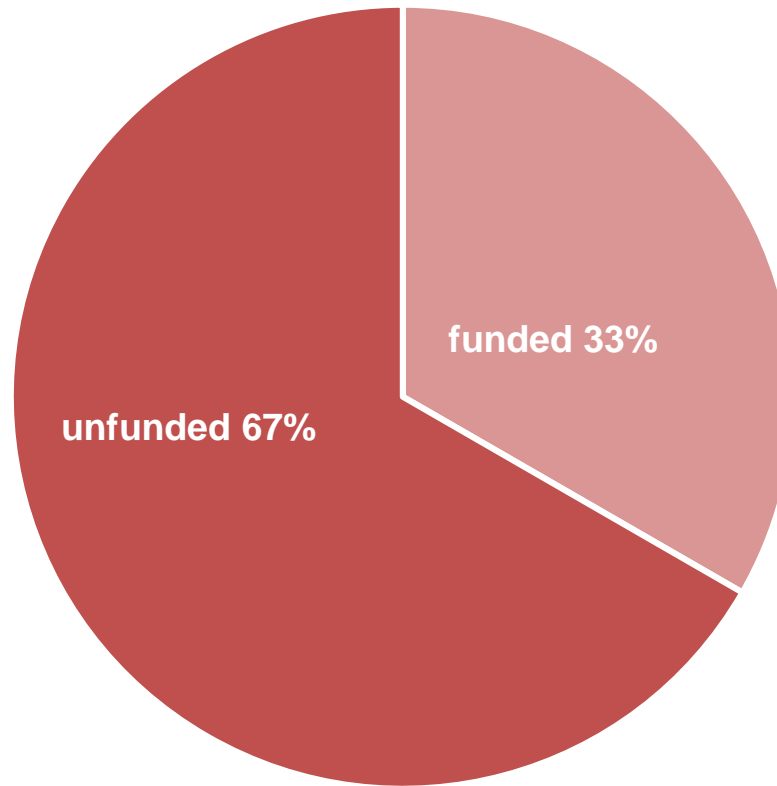
2013-2015 Low Cost Enhancements: Spending By Region



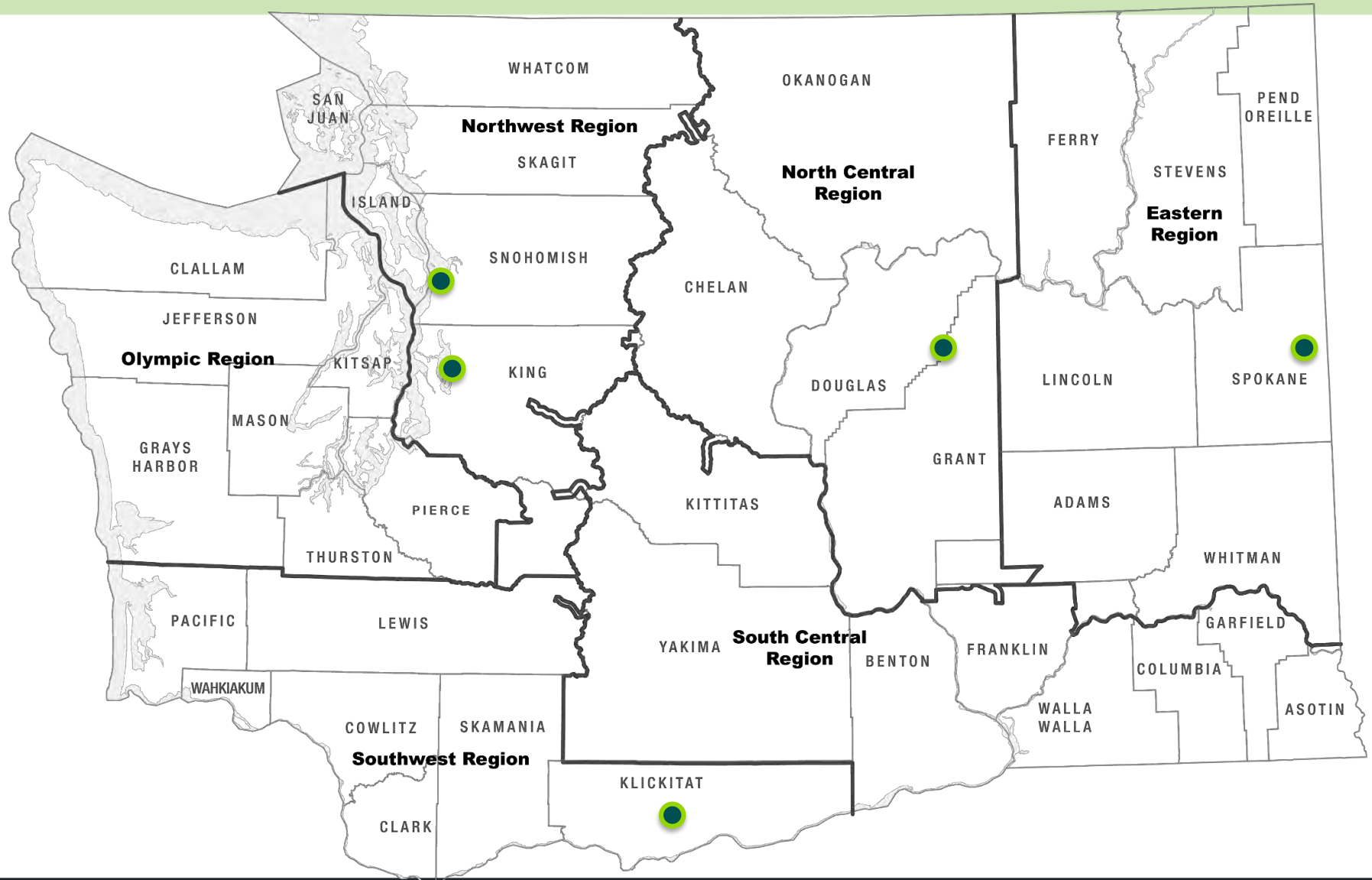
Future Direction: Larger cost projects



**Low Cost Enhancements \$50k+ Projects,
FY 2005-2015**



Example LCE Projects



LCE Project: High Friction Surface Treatment (NWR)



Locations:

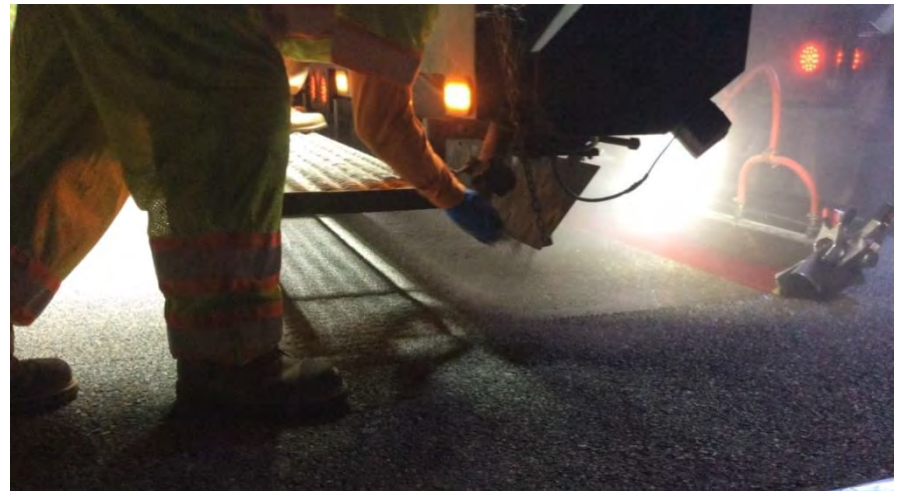
- The Bellevue Eastgate interchange, where the 148th on-ramp leads to westbound I-90, near Bellevue College and WSP district office.
- In Everett, the eastbound SR 526 on-ramp connects to southbound I-5 near Boeing production facility.

Completion Date: Summer 2015

Cost: \$359,032

Purpose: Increase traction on two freeway ramps.

Results: Early indications are that the HFST is having the desired effect.
Final report in 2020



LCE Project: US 2/2nd Street Pedestrian Crossing (NCR)



Location: Coulee City, near the south end of Banks Lake.

Completion Date: Summer 2015

Cost: \$2,281

Purpose: Install illumination and a marked crosswalk

Partnership: Coulee City provided illumination, extruded curbing, and a detectable warning surface. WSDOT provided plastic crosswalk markings and pedestrian signs.

Results: Reactions from Coulee City and local property owners have been extremely positive.



The new crosswalk provides pedestrian access between the Community Park on the south shore of Banks Lake and the stores and restaurants on the other side of the road.

LCE Project: I-90/Sullivan EB Off Ramp Signalized Right Turn (ER)



Location: Spokane Valley
Completion Date: Summer 2014
Cost: \$56,579

Purpose: Reduce weaving and related rear-end collisions at the intersection by altering the lane alignment and re-channelizing the off-ramp to create two signalized right-turn lanes

Analysis: In the four years prior to completion, the intersection had a total of 32 collisions.

Results: In 2.5 years since completion, only six reported rear-end collisions on that movement.

BEFORE



AFTER



LCE Project: US 97/SR 14 Intersection Right-Turn Lane (SWR)



Location: Goldendale/Maryhill
Completion Date: August 2014
Cost: \$97,971

Purpose:

- Address speed differential: traffic on SR 14 is 55 MPH, while traffic on US 97 is entering the intersection from a stop condition.
- Address sight distance for SR 14, which was limited due to terrain.

Construction: SWR designed a right-turn pocket along SR 14 WB for the US 97 NB movement. The construction squared up the intersection and flattened the approach where US 97 and SR 14 intersect.

Results: Since completion, one at-angle and one rear-end crash, one of which was a possible injury.

BEFORE



U.S. 97 southbound

AFTER



For additional information on Low Cost Enhancement projects, please contact:

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