WSDOT Low Cost Enhancement Projects
Washington State Transportation Commission

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What are Low Cost Enhancements?
Statewide Low Cost Enhancement Spending by Type of Project, 2013-2015

- Intersection: 11%
- Lane Departure: 9%
- Pedestrian/Bicycle: 5%
- Wrong Way: 2%
- Mobility: 10%
- Guide Signs: 3%
- Warning Signs: 6%
- ITS spending: 12%
- Traffic Studies: 9.1%
- Minor Striping: 1%
- Illumination: 0%
- Regulatory Signs: 2%
- Low Clearance Signs: 3%
- Low Cost Actions: 22%
- Miscellaneous: 2%
- Project Design: 12%

Safety
Mobility
Signs
Other
Low Cost Actions
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

- NWR 51%
- OR 18%
- NCR 10%
- SWR 11%
- SCR 4%
- ER 5%
- HQ 1%
Future Direction: Larger cost projects

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

- Funded 33%
- Unfunded 67%
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
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.
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.
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.
For additional information on Low Cost Enhancement projects, please contact:

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