



**DATE:** May 4, 2018

**PROJECT:** NE Manley Road - (NE 244th Street - NE 82nd Avenue) - Project #: 322012

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**RE:** Public input and county responses

Below are 15 questions or comments Clark County Public Works has received on this project, along with staff responses. Some represent a compilation of two or more comments or questions.

***1) Clark County has not communicated thoroughly with affected residents who, as taxpayers, are helping pay for this project. Clark County needs to work with residents fairly and listen to their input. How has the general public been informed about progress on this project? How can the general public remain informed moving forward?***

Public Works would like to provide some background on the project before addressing this topic.

**Grant history:** In 2012, Public Works applied for a State of Washington Rural Arterial Trust Account grant for Northeast Manley Road. Specific safety improvements were proposed in the grant application, based on history of traffic crashes and observation of site conditions. Clark County was awarded a \$1,853,100 grant based upon the county's plan to fix specific safety issues. The Northeast Manley Road safety project was crafted to address safety.

**Project development:** The project was put on hold twice to secure additional funding needed to replace four failing culverts. Information has been collected since the evolution of the project. Information collected includes site surveys, environmental investigations, geotechnical reports, a hydraulic study, and an archaeological investigation. Washington State Department of Ecology, Washington Department of Fish and Wildlife along with civil, hydrologic and structural engineers participated in site evaluations. This information was used to analyze alternative and prepare a preliminary design with costs.

**Public communication:** General information letters/notices were mailed to residents who live along Northeast Manley Road on:

- Aug. 7, 2013
- Nov. 6, 2013
- June 15, 2015
- June 8, 2017

Public Works has had more than 100 interactions with property owners and residents, including one-on-one meetings, phone conversations and email communications.

Once a solid design concept had been developed, Public Works had enough information to schedule a three-hour open house on April 17, 2018, at Daybreak Primary and Middle Schools.

Prior to the open house, Public Works sent a March 2018 informational mailer to 377 residents and property owners in the area. The mailer provided information about the planned safety improvements and notification of the April 17 open house.

The county issued an April 4 news release about the project and open house that resulted in a short story being published in The Reflector. Information also was disseminated via social media – Facebook, Twitter and Nextdoor – and posted on the project’s webpage, [www.clark.wa.gov/public-works/manley-road](http://www.clark.wa.gov/public-works/manley-road).

About 30 people attended the April 17 open house. Public Works received verbal and written comments from people who supported, opposed and were undecided on the project. In response to comments received at the open house, Clark County added displays from the open house to the project webpage, along with supporting technical documents.

Public Works will continue to post information on the project website and respond to questions, comments and concerns as they are submitted. In addition, the county will send out another informational flier prior to construction in 2019.

***2. Clark County should not allow through truck traffic and limit trucks to deliveries only. Traffic should be re-routed to better, safer and straighter roads. All truck traffic and commuters should be encouraged to use Northeast 239th Street and 72nd Avenue to improve safety and traffic flow.***

In order for a road restriction to be declared for a public road, Public Works must complete a study and if the restriction is necessary, they will recommend to the County Council for consideration. Only the County Council has the authority to close or restrict roadways, except in emergencies and certain instances. Public Works typically only recommends to restrict trucks during unusual circumstances, such as for load-restricted bridges, improving workzone safety or to prevent pavement damage following freeze/thaw conditions. Public Works will share this document with the council’s office so the county’s governing body is aware of this request. At this time, road restrictions are not warranted.

***3. Signage of a reduced speed limit and speed humps or grooved pavement at the sharp corners on Manley Road would reduce crashes more effectively than widening the road. This project stops short of solving Manley Road safety issues and likely will decrease safety. The intersections at the north and west end of this project, which are not included in the project, are where true safety issues lie. More dangerous and even deadlier vehicle crashes have occurred at both intersections. Realignment of Northeast 82nd Avenue and Northeast 259th Street would also improve safety at that intersection. Why did the project not include these intersections?***

The project limits, from Northeast 82nd Avenue to Northeast 244th Street, encompasses the section that has the worst crash history. The crashes along this section were primarily due to the difference in speed of vehicles entering and exiting curves. The improvements would remove the speed differential, thereby enhancing the traffic safety. Signs and pavement markings will be used on the curves to inform the drivers of the change in roadway alignment.

Northeast Manley Road is used by fire engines, police cars and ambulances and their prompt response is a priority. Speed humps would delay their response are not installed on roadways with posted (or unposted) speeds greater than 25 mph. Grooved pavement and rumble striping require a wider shoulder than this project is able to construct. Additionally, they are not a preferred treatment for bicyclists, especially in the rural area with limited shoulder width.

This is a safety project, with an emphasis on preventing run-off-the-road crashes. Although the Northeast 82nd Avenue-259th Street intersection is not included in the project for major redesign and improvement, the county will receive enhancements, such as updated signing and striping at the intersection to improve safety and traffic operations.

***4. The long-range issue of increased population and the need for safe cycling and walking paths, from the rapidly growing city of Battle Ground to Daybreak and Lewisville Regional Parks, overrides Public Works’ focus on roads alone. This corridor is a prime place for this important connectivity and is of greater importance than the availability of a federal grant. Can there be a bike/pedestrian pathway included with this project?***

This project is designed to improve safety. The addition of a bike/pedestrian pathway is outside of the scope of this project.

**5. Once this project is complete, what will happen to traffic? Will this project encourage additional traffic or will it remain the same?**

This project is a safety improvement, and no lanes will be added to the corridor. Travel patterns likely will remain the same. Public Works does not expect this project to increase traffic, aside from any increase that would occur as the county grows, regardless of these safety improvements.

**6. Will drivers be tacitly encouraged to drive faster with a straighter road?**

The county intends to build modest safety improvements that will not substantially straighten the road or encourage higher speeds. The proposed curve improvements are designed for 35 mph to encourage a consistent speed within the project limits. Roads with consistent speeds are considered safer than those with the need to vary speed

**7. Will Clark County consider reducing speed limits on Northeast Manley Road?**

Yes. The road currently is covered under the “basic speed” provision in state law, [RCW 46.61.400](#), which states that drivers will not exceed a speed that is “reasonable and prudent under the conditions.” The same law sets a maximum 50 mph for county roads. Clark County Public Works will recommend to the County Council to reduce the speed limit on Northeast Manley Road, from unposted (maximum of 50 mph) to 35 mph.

**8. The project includes removing established trees within Clark County’s right of way. This parklike ecosystem will be destroyed by this project. How many mature trees will be removed as part of this project?**

The project will remove approximately 45 trees greater than 12 inches in diameter and 30 trees between 6 and 12 inches in diameter. The project also includes substantial revegetation, including planting new trees. Additionally, the project will improve the riparian area alongside Manley Creek in the project area. Removal of these trees serves to increase site distance and safety for corridor.

**9. Building a 100-foot plus concrete wall within feet of an existing stream does not meet any State Environmental Policy Act (SEPA) options. How is the county able to build a wall near Daybreak Creek and meet SEPA?**

The structural wall adjacent to Manley Creek is needed to hold back the roadway embankment along a stretch of the creek that has moved toward the roadway and destabilized the slope, leaving bare soil where the slope has slid down toward the creek. The wall will use rock-filled wire baskets, not concrete, that will fit into the site and provide some aesthetics.

For the stretch of creek adjacent to the roadway and wall, a bioengineered bank treatment, including native vegetation and large woody debris, will become the stream bank, with the structural wall above the bioengineered bank treatment. This type of stream treatment does meet regulatory requirements, including SEPA, as well as enhancing the stream. If no work is performed, the stream will continue moving toward the roadway. This will cause roadway undermining and more siltation in the stream from the loose and exposed embankment, which in turn will diminish water quality and aquatic habitat.

**10. The design team for this project has suggested that state law requires the county replace the culverts. But there is neither an RCW nor a process for replacing the state’s or county’s culverts at this time. Why does the culvert replacement need to have such a large footprint and who or what is driving the overall size of the new culverts?**

There are two reasons for replacing the culverts. The first is that they are old and in poor condition, with significant structural deterioration. The southern culvert has settled significantly, resulting in it being filled with sediment and restricting the channel flow. When Clark County spends significant funds on road improvements, it also upgrades adjoining and underlying infrastructure.

The second reason is the culverts are undersized, have steep grades and have been identified by the state of Washington as fish barriers. The county may face future requirements to replace the culverts to restore fish passage. For that reason, the county included culvert replacement in this project.

The size of the replacement culverts is determined by Washington Department of Fish and Wildlife's fish passage requirements and also by natural geomorphic conditions of Manley Creek, like those currently found away from these undersized culverts. State fish passage requirements stipulate that the "bank full width" of the creek be measured both upstream and downstream of each culvert to determine the culvert's width. This information and detailed requirements can be found on WDFW's website, [wdfw.wa.gov/conservation/habitat/fish\\_passage/guidance\\_standards.html](http://wdfw.wa.gov/conservation/habitat/fish_passage/guidance_standards.html).

**11. WDFW fish passage guidelines are too conservative in dictating the culvert size. Couldn't the culvert sizes be reduced by looking at a more realistic hydraulic model?**

WDFW guidelines take into account stream hydraulics and allow for natural geomorphic conditions. Obtaining a Hydraulic Project Approval permit would be difficult if Public Works does not follow WDFW minimum guidelines.

**12. Clark County needs to protect all rural businesses and be sensitive to decreasing property values. Quarry Ridge Farms is a business that provides economic and social value to Clark County. This project potentially affects personal property to improve existing roadway curves and installs 4 new culverts. How will this affect rural businesses and property values?**

Property values are primarily determined by comparable sales in the surrounding area. According to local appraisers, the residential market has been strong during the past 12 months, with significant growth projected for the next few years

The Washington State Department of Transportation researched how highway improvements affect residential and commercial values. The study, [www.wsdot.wa.gov/Research/Reports/000/037.1.htm](http://www.wsdot.wa.gov/Research/Reports/000/037.1.htm), concluded that property values tend to increase following major construction.

This project will build modest safety improvements, not major highway improvements. Land acquisitions needed for the project are relatively small, and specific impacts to private property will be addressed during the appraisal process. Public Works will make every effort to minimize project impacts to private property.

**13. Will the county condemn land to construct this project if an agreement with the property owner cannot be reached?**

Under the Washington Constitution, Clark County has the ability to condemn private property for public use. However, both the state and federal constitutions require the county to pay "just compensation" for all land acquisitions.

Condemnation always will be a last resort. It ultimately would be the Clark County Council's decision to use this authority if an agreement cannot be reached with a landowner.

Public Works' goal is to offer fair and equitable compensation for property needed for this safety project and to reach negotiated settlements with all property owners.

**14. The spirit of the Growth Management Act was to reduce rural development and concentrate growth in urban areas. Rural residents lost potential development value, but the trade-off was protection of rural values and lifestyles. This project damages, rather than protects, rural lifestyles.**

This is a safety project designed to prevent injuries and save lives. This project protects rural lifestyles by improving the safety of those traveling this corridor. There is no evidence that this project will damage rural values or lifestyles.

**15. What are other past or future projects Clark County Public Works has completed in the vicinity of Northeast Manley Road?**

- A contractor working for the county repaved Northeast 72nd Avenue, from Northeast 219th Street (State Route 502) to Northeast 245th Street, using a process known as a hot mix asphalt overlay.
- Clark County is scheduled to make modest improvements to the Northeast 72nd Avenue-259th Street intersection in 2019, including improving sight distance, installing a curve warning sign and widening the turning radius onto the west approach to Northeast 259th Street.
- Clark County also has scheduled a chip seal, a type of road preservation treatment, for Northeast 244th Street, west of Northeast 92nd Avenue, in 2019. For a chip seal, emulsified oil is applied to the road, followed by a covering of crushed rock. The road is then rolled to press the rock into the emulsified oil.