



AGENDA
County Road Administration Board
November 1-2, 2012
CRAB Office - Olympia, Washington

Thursday
1:00 PM

1 Call to Order

2 Chair's Report - Commissioner Burton

- A. Approve November 1-2, 2012 Agenda
- B. Approve Minutes of July 19-20, 2012 CRABoard Meeting

Action	Enclosure
Action	Enclosure

3 Rural Arterial Program - Randy Hart

- A. Program Status Report
- B. Resolution 2012-??? - Apportion RATA funds to Regions
- C. Review 2013-15 Project Arrays
- D. Project Requests
 - 1. Adams County
 - 2. Cowlitz County
 - 2. Grant County
- E. RAP Project Updates

Info	Enclosure
Action	Enclosure
Action	Enclosure

Action	Enclosure
Action	Enclosure
Action	Enclosure
Info	Enclosure

4 Director's Report - Jay Weber

- A. Director's Activities
- B. 2013 Meeting Schedule
- C. Approve Annual Certification Form
- D. 2011-13 Current Budget Status
- E. 2013-15 Budget Submittal

Info	
Action	Enclosure
Action	Enclosure
Info	Enclosure
Info	

5 Deputy Director's Report - Walt Olsen

- A. County Engineers/PWD Status
- B. County Visits
- C. State Auditor's Reports
- D. Deputy Director's Activities

Info	Enclosure

6 Work Session

- A. Performance Measure Discussion

Info	
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RECESS

6:00 PM Dinner at Creekside Buffet

Friday
8:30 AM

7 Call to Order

8 WSACE Presentation - Gary Rowe, Scott Merriman & Emmett Dobey

Info	
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9 Staff Updates

- A. Information Technology - Steve Hillesland
- B. Compliance and Data Analysis - Bob Moorhead
- C. Intergovernmental Policy - Jeff Monsen

Info	Enclosure
Info	Enclosure
Info	Enclosure

ADJOURN

Chairman's Signature: _____

Attest: _____

**RESOLUTION 2012-007
 APPORTION RATA FUNDS TO REGIONS**

WHEREAS, RCW 36.79.030 establishes the Northeast, Northwest, Puget Sound, Southeast and Southwest Regions in Washington State for the purpose of apportioning Rural Arterial Trust Account (RATA) funds; and

WHEREAS, RCW 36.79.040 specifies the manner in which RATA funds are to be apportioned to the five regions; and

WHEREAS, the CRABoard established regional apportionment percentages for the 2011 - 2013 biennium at its meeting of July 28, 2011; and

WHEREAS, RCW 36.79.050 specifies the apportionment percentages that the CRABoard shall use once each calendar quarter to apportion funds credited to the Rural Arterial Trust Account; and

WHEREAS, RCW 36.79.020 authorizes expenditure of RATA funds for costs associated with program administration;

NOW THEREFORE, BE IT RESOLVED that the accrued amount of \$6,443,430 now credited to the RATA for July 2012 through October, 2012, be apportioned to the regions by their 2011 - 2013 biennium regional percentages after setting aside \$149,750 for administration.

<u>REGION</u>	<u>DISTRIBUTION PERCENT</u>	<u>CURRENT APPORTION</u>	<u>BIENNIAL APPORTION (2011 - 2013)</u>	<u>PRIOR PROGRAM (1983 - 2011)</u>	<u>PROGRAM TO DATE</u>
ADMIN.		149,750	584,250	9,110,565	9,694,815
NORTHEAST	43.42%	2,732,716	9,731,875	187,220,124	196,951,999
NORTHWEST	11.14%	701,116	2,496,847	50,509,958	53,006,804
PUGET SOUND	6.74%	424,194	1,510,660	32,161,948	33,672,607
SOUTHEAST	23.68%	1,490,343	5,307,480	103,545,957	108,853,438
SOUTHWEST	15.02%	945,311	3,366,485	65,770,991	69,137,475
TOTAL	100.00%	6,443,430	22,997,596	448,319,543	471,317,139

Adopted by the CRABoard on November 1, 2012

 Chair's Signature

 ATTEST

CHANGE IN SCOPE –RAP PROGRAM
LIND-HATTON ROAD, MP 7.33-12.08; ADAMS COUNTY
RAP PROJECT 0107-01

Nature of Request:

Adams County, per their letter dated July 19, 2012, has requested a scope change for the RATA funded Lind-Hatton Road project. The request is to lengthen the project limits from MP 7.33-12.08 to MP 7.33-12.37 with no change in RATA funding.

All scope changes must be approved by the CRABoard, per CRAB Resolution 96-028, “Delegation of Authority to the Executive Director within the Rural Arterial Program,” adopted October 3, 1996.

Background:

The Lind-Hatton Road project was submitted by the county on September 1, 2006 requesting \$2,162,400 in RATA funds. \$546,692 was awarded on April 19, 2007, and the remaining \$1,615,708 was awarded in April 17, 2008. The current project cost is 2,402,700

Scope Change Details:

The county wishes to extend the project limits by 1500 feet to milepost 12.37 in order improve the existing very short and unsafe sight distance of 260 feet and thereby eliminate 0.25 miles of no passing zone, milepost 12.08 to 12.37. The restricted sight distance is created by a vertical curve. The county proposes to construct new vertical curve which will provide 800 feet of sight distance and meet a 50 mph design speed standard.

Staff Analysis and Recommendation:

Staff has reviewed the project site and finds the proposed change in project limits increases the project’s ranking from ranking from 41.58 to 42.29. The added section has the same deficiencies as the original project. Staff recommends that the milepost limits for Lind-Hatton Road be revised to 7.33 to 12.37 with no change in funding.



CHANGE IN SCOPE –RAP PROGRAM
HAZEL DELL ROAD, MP 0.00 - 1.00; COWLITZ COUNTY
RAP PROJECT 0809-01

Nature of Request:

Cowlitz County, per their letter dated October 12, 2012, has requested a scope change for the RATA funded Hazel Dell Road project. The request is to lengthen the project limits from MP 0.00 -1.00 to MP 0.00 – 1.15. The request also reduces the proposed width from 36 ft to 30 ft between MP 0.32 to MP 0.66, with no change in RATA funding.

All scope changes must be approved by the CRABoard, per CRAB Resolution 96-028, “Delegation of Authority to the Executive Director within the Rural Arterial Program,” adopted October 3, 1996.

Background:

The Hazel Dell Road project was submitted by the county on September 1, 2008 requesting \$1,000,000 in RATA funds. Only \$517,243 was allocated to the project on April 16, 2009 since the county had reached its biennial funding limit on this project. The remaining \$482,757 is anticipated to be allocated at the spring, 2013 CRABoard meeting.

The current estimated cost of the project including the additional 0.15 miles of road improvements is \$2,150,000. The project is scheduled for construction in 2013,

Scope Change Details:

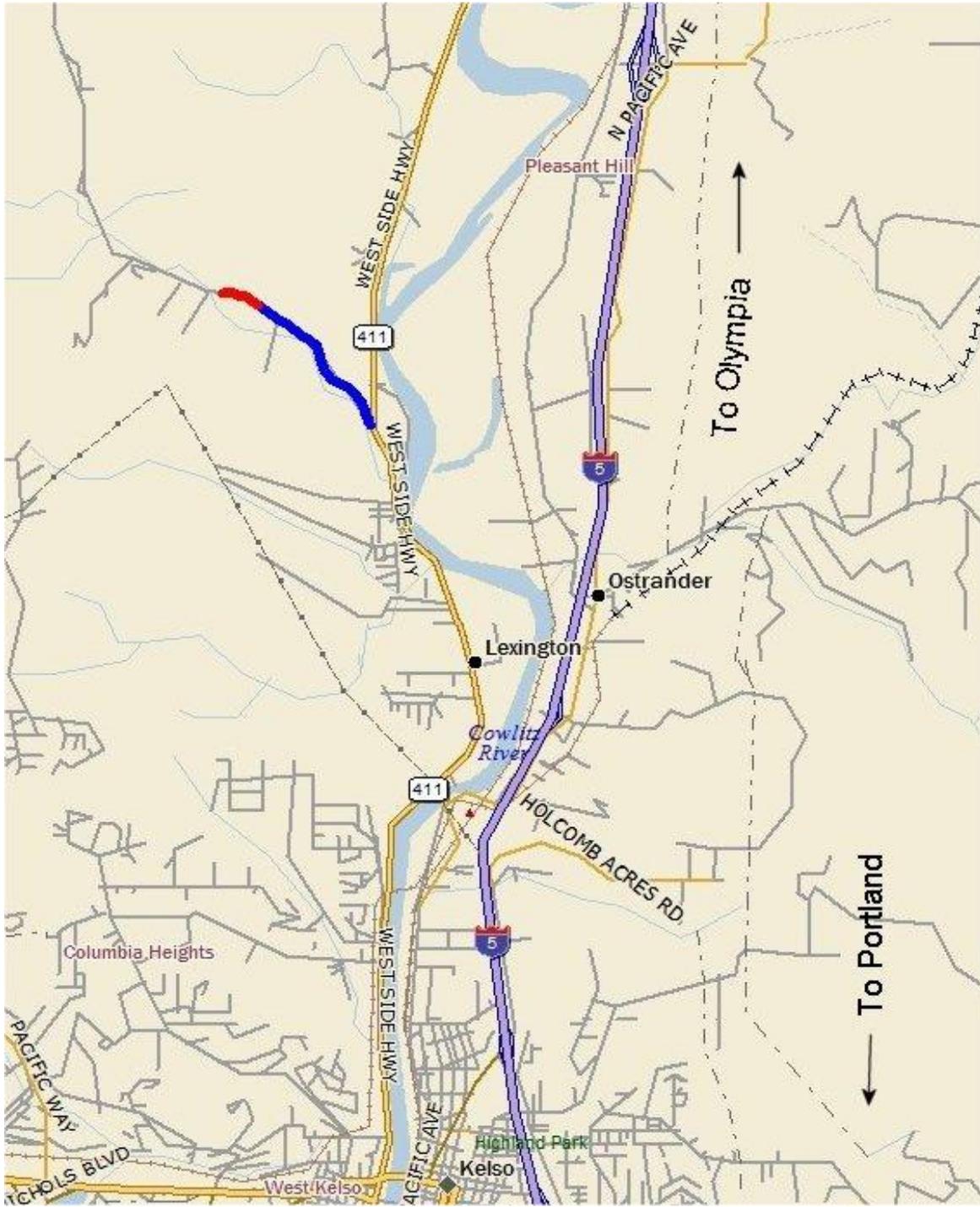
The original submittal proposed to widen the roadway to 36 ft, and improve Hazel Dell Road from its intersection with SR 411, MP 0.00, to MP 1.00. The additional 0.15 miles to milepost 1.15 will allow for straightening of a substandard curve and rebuilding of failed pavement. The existing roadbed width is 22 ft. The final roadway will be comprised of 12 ft lanes and 3 ft shoulders within MP 0.32 to MP 0.66 and 12 ft lanes and 6 ft shoulders for the remainder.

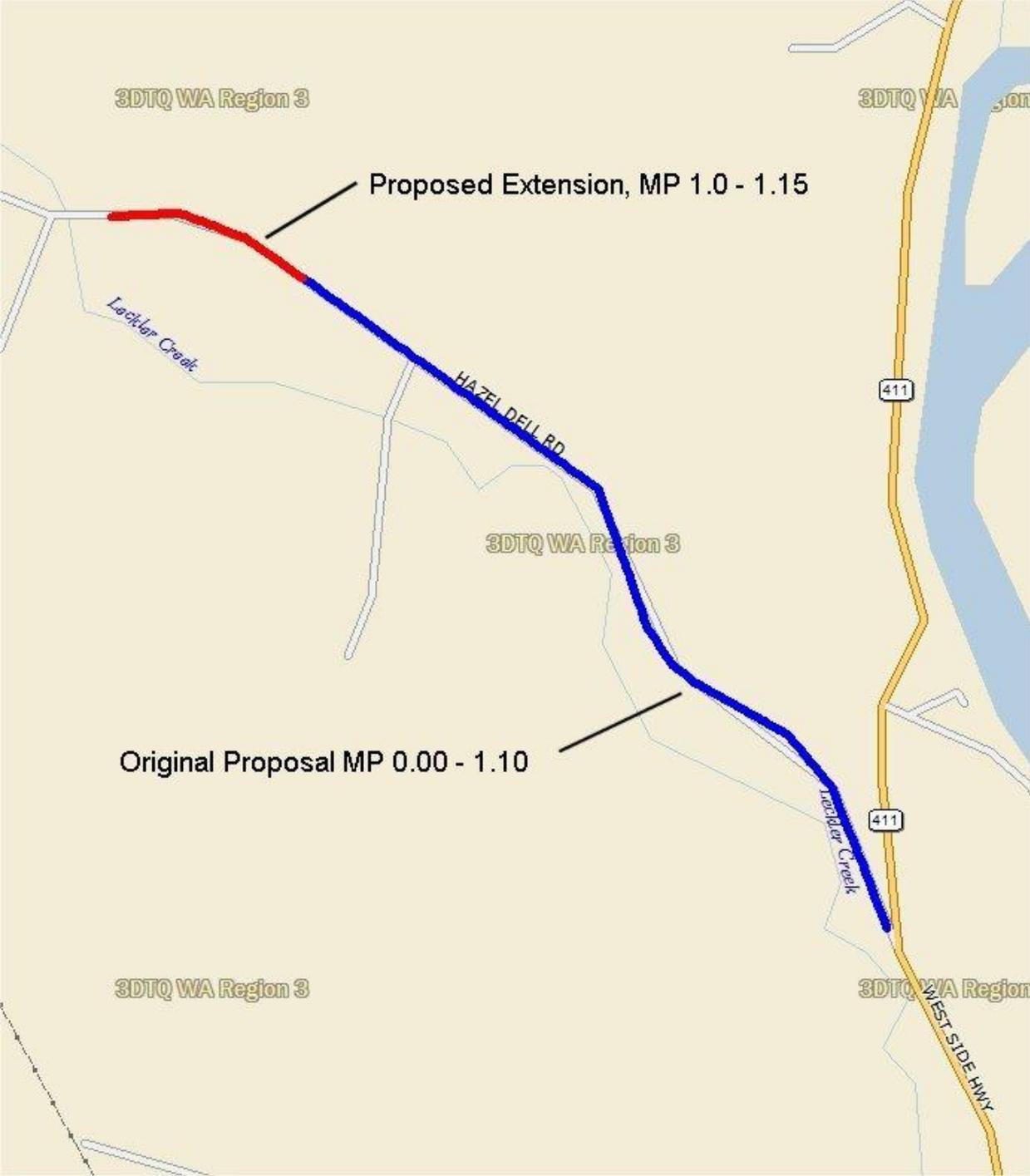
Scheduled intersection improvements on SR 411 will be part of the total construction project but will accounted for separately. The county plans to amend the RAP contract (after CRAB Director approval) to combine the SR 411 intersection construction with the RAP project.

Staff Analysis and Recommendation:

Staff has reviewed the project site and the scope change requested by Cowlitz County. Reducing the proposed roadway width to 30 feet in the 0.34 mile section has no effect on the project score since the full design standard width is 30 feet. Lengthening of the project by 0.15 miles increases the amount of new guardrail by 400 ft. The number of culverts to be treated increases from 5 to 8. Also, the prospectus included accidents on the SR 411 turn lanes project, which is

not RAP funded. The number of injury accidents should have been 2 not 5. The net effect of the above changes reduces the score from 85.60 to 80.6. At this score, the project would still have gained RATA funding approval by the CRABoard. Staff recommends approval of the scope change with no reduction in funding.





CHANGE IN SCOPE –RAP PROGRAM

6-NE ROAD, MP 0.00-3.81; GRANT COUNTY

RAP PROJECT 1307-03

Nature of Request:

Grant County, per their letter dated July 25, 2012, has requested a scope change for the RATA funded 6-NE Road project. The request is to increase the proposed percent grade at MP 1.71 from 6% to 8.5%, and reduce the proposed design speed at MP 0.11 from 40 mph to 25 mph, with no reduction in funding.

All scope changes must be approved by the CRABoard, per CRAB Resolution 96-028, “Delegation of Authority to the Executive Director within the Rural Arterial Program,” adopted October 3, 1996.

Background:

The 6-NE Road project was submitted by the county on September 1, 2006. Full funding of \$825,525 was awarded to the project on April 19, 2007. The total cost of the project currently stands at \$928,000 and construction is scheduled for spring, 2013.

Scope Change Details:

Vertical Alignment (% grade increase):

As design of the project progressed, the county discovered that the amount of fill material needed for an existing sag vertical curve at MP 1.71 (for a 200 ft length) would cause exceptional right of way impact to an adjacent property owner. Also, this fill material would have to be imported since none is available from possible project excavation due to the presence of a United States Bureau of Reclamation - USBR canal siphon and a railroad crossing. Neither of these can be moved. The county proposes to leave the grade at 8.5% at this location instead of constructing the flatter 6% proposed in the prospectus. The maximum grade allowed for full design is 7%.

Horizontal Alignment (design speed reduction):

Another section of the project adjacent to the USBR canal, at MP 1.71, has horizontal alignment deficiencies that cannot be improved without either canal relocation or moving the road east away from the canal onto local farmland. The farm ownership has changed since the prospectus was submitted, and the new owners have been very uncooperative in any right of way negotiation. The county proposes a 25 mph design curve at that location rather than the 40 mph proposed in the prospectus.

Due to the geometric constraints described above the county faces major difficulties in right of way purchase and construction costs in order to build the road to full standards at the two locations. The county has chosen instead to seek approval from the WSDOT to deviate from full design standards then seek CRABoard approval for the change in project scope.

Deviation from design standards approved by WSDOT:

Per WAC 136-210-030, any deviation from design standards on a full reconstruction project (one that changes the alignment on 50% or more of the project length) requires approval from the Highways and Local Programs division of Washington State Department of Transportation. The county was granted the deviations described above per WSDOT's letter to Derek Pohle, Grant County Engineer, dated July 2, 2012. With the deviation approval in hand, the county is now requesting approval of continued RAP funding of the project at the reduced scope.

Staff Analysis and Recommendation:

Staff has reviewed the proposal and finds the proposed change in grade and design speed reduces the score of the project from 85.07 to 74.19. The next ranked and funded reconstruction project – Whitman County's Colfax Airport Road scored 64.51 on the priority array. 6-SE road still would have been funded at the reduced score.

Staff finds that:

- The deviation has been approved by WSDOT,
- The revised score is high enough for the project to have been funded at the original CRABoard allocation meeting on April 19, 2007.
- The county is committed to make standard improvements over the rest of the 3.81 mile project,

and therefore recommends approval of this scope reduction with no change in RAP funding.

