

# Middle Fork *Snoqualmie River Road Project* ON THE ROAD AGAIN

## *What we've heard?*

June 2011

At the December 2010 open house, we presented the new preliminary preferred alternative of an approximately 20-foot wide roadway that was the result in part of previous public input and concern over minimizing environmental impacts. Additional comments were solicited at the open house.

The majority of public comments returned from the December 2010 open house expressed concern about access to recreational areas during construction, particularly on weekends and to the Mine Creek Campground area (near Station 243+50). Efforts will be made to try and incorporate these considerations into the proposed action, particularly for access to the Mine Creek Campground area since this appeared to be the desired location of many respondents and as its location towards the beginning of the project better lends itself to access while allowing work beyond the site. Please be aware that in an effort to balance costs and schedule, as well as allow for feasible construction, access may need to be restricted at times. As project development continues and there is a better understanding of features that may need to be constructed, such as walls or cut slopes, a better idea of how access throughout the project area may be affected will emerge.

Some comments expressed concern regarding the potential for drivers to speed on a paved surface. While the project would correct current deficiencies, such as extensive potholes and washboarding, that impede vehicles from travelling at the speed limit along portions of the route, the proposed project would be designed and posted at 35-mph. Additional measures to provide traffic calming in areas of congestion and along long straight sections will continue to be examined through project development and may include features such as additional signage and rumble strips. No amount of design elements however will be able to completely remove the possibility of illegal speeding along any route.

Additional comments regarding the need for additional or expanded parking areas along the route have also been noted and examining these potential areas will continue through project development. As noted at the December open house, limited funding for the project will determine the extent of improvements to or additions of parking areas along the route. As project development continues and a better understanding of all the design features becomes known, initial estimates for the cost of the proposed roadway work and an idea of funds potentially available for parking areas will begin to materialize.



## *Become Involved*

- Get On The Project Mailing List
- Send Us Your Ideas & Comments
- Attend the Next Public Meeting

## *Contact*

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## *Participating Agencies*



King County

## *Learn More At*

[www.wf.fhwa.dot.gov/projects/mfsnoqualmie/](http://www.wf.fhwa.dot.gov/projects/mfsnoqualmie/)

## What's the road going to look like?

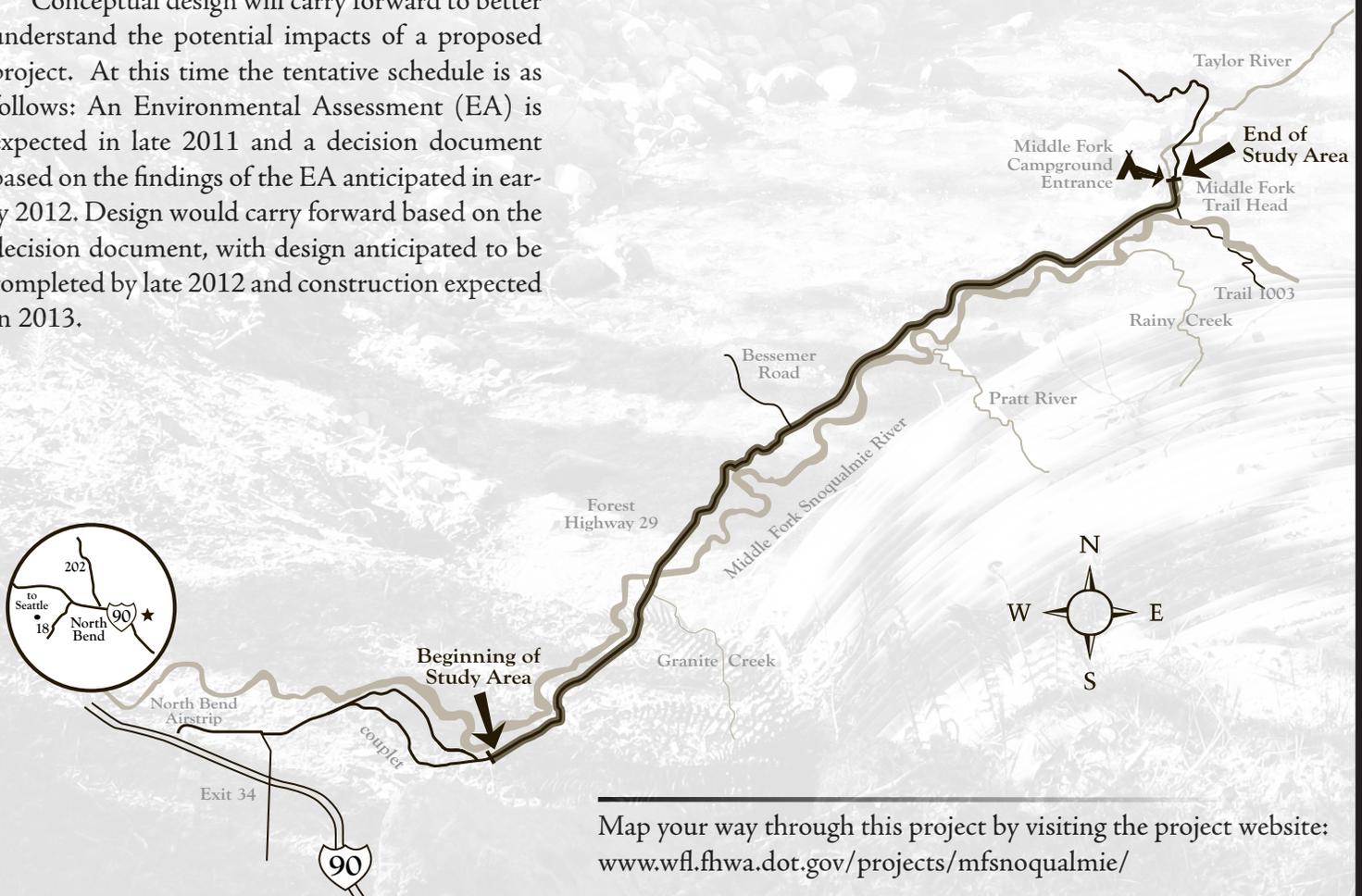
As presented at the December open house, a 20-foot paved roadway width has been identified as the preliminary preferred alternative by the participating agencies. This alternative will meet the purpose and need of the project, meet necessary road safety requirements, minimize environmental impacts associated with the improvements, and is expected to meet project funding limitations. The preliminary preferred alternative includes: creating a consistent paved roadway width of 20-feet, with 18-foot width exceptions where physical constraints, such as the river and steep slopes, and resource concerns warrant a slight narrowing to reduce or avoid impacts; improving roadway drainage; and improving sight distance and clear zones in areas. The preliminary preferred alternative has been shaped in part by the public input that has been received to date and, as noted under the What We've Heard section, input will continue to shape the design of the road. Based on previous public input, features such as parking areas and traffic calming measures continue to be examined.

## Moving Forward

Conceptual design will carry forward to better understand the potential impacts of a proposed project. At this time the tentative schedule is as follows: An Environmental Assessment (EA) is expected in late 2011 and a decision document based on the findings of the EA anticipated in early 2012. Design would carry forward based on the decision document, with design anticipated to be completed by late 2012 and construction expected in 2013.

## What are the grade raises shown on the conceptual plan sheets?

Grade raises are proposed along portions of the route based on geotechnical and hydraulic design considerations. In areas where these raises are based on geotechnical design considerations, additional fill is planned to obtain the proposed roadway width without the need for considerable excavation and the potential impacts associated with them. Areas where raises are based on hydraulic design considerations are locations where flood events have or had the potential to overwhelm and damage or close the roadway. Additional design analysis will occur to determine the necessary extent of grade raises along the proposed project.



Map your way through this project by visiting the project website:  
[www.wfl.fhwa.dot.gov/projects/mfsnoqualmie/](http://www.wfl.fhwa.dot.gov/projects/mfsnoqualmie/)