

**BOARD OF COUNTY COMMISSIONERS
COUNTY OF KITTITAS
STATE OF WASHINGTON**

RESOLUTION NO. 2014-114

**TO APPROVE SIGNATURE ON THE 2014 WASHINGTON FEDERAL LANDS
ACCESS PROGRAM APPLICATION FOR TEANAWAY ROAD HYDRAULICS
IMPROVEMENTS FROM RED BRIDGE ROAD (MILE POST 0.51) TO WEST
FORK TEANAWAY ROAD (MILE POST 7.29)**

WHEREAS: The Federal Lands Access Program issued a call for projects on April 23, 2014 for improvements to roads, bridges, trails, and transit systems that provide access to federal lands; and

WHEREAS: Project proposals must be jointly authorized by the local agency proposing the work and the federal land manager responsible for the federal lands accessed by the project; and

WHEREAS: The Public Works Department determined that replacing four undersized box culverts on Teanaway Road will provide much needed hydraulics improvements to resolve stormwater drainage and fish passage problems; and

WHEREAS: The Public Works Department estimated this project will cost \$2,243,840; and

WHEREAS: The Public Works Department is requesting \$1,940,921 of Federal Lands Access Program funds for this project and will use local county road funds to provide the 13.5% local match of \$302,919; and

WHEREAS: Kittitas County Public Works Department prepared the proposal, as shown in Exhibit A, requesting Federal Lands Access Program funds to perform hydraulics improvements on Teanaway Road from Red Bridge Road (Mile Post 0.51) to West Fork Teanaway Road (Mile Post 7.29); and

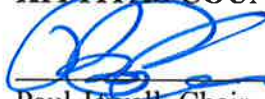
NOW, THEREFORE BE IT RESOLVED that the Board of County Commissioners, in the best interest of the public, does hereby approve the 2014 Washington Federal Lands Access Program application for Teanaway Road Hydraulics Improvements from Red Bridge Road (Mile Post 0.51) to West Fork Teanaway Road (Mile Post 7.29).

BE IT FURTHER RESOLVED that the BOCC Chair is authorized to sign the 2014 Washington Federal Lands Access Program application for Teanaway

Road Hydraulics Improvements from Red Bridge Road (Mile Post 0.51) to
West Fork Teanaway Road (Mile Post 7.29).

DATED on this 15th day of July, 2014, at Ellensburg, Washington.

**BOARD OF COUNTY COMMISSIONERS
KITITAS COUNTY, WASHINGTON**



Paul Jewell, Chair



Gary Berndt, Vice-Chair



Obie O'Brien, Commissioner





Clerk of the Board

Exhibit A

2014 Washington Federal Lands Access Program application

Teanaway Road Hydraulics Improvements

From Red Bridge Rd. (Mile Post 0.51) to West Fork Teanaway Rd. (Mile Post 7.29)

2014 Washington Federal Lands Access Program

Proposal ID #:
(For WFL Use Only)

WA-FY14-

(To be completed jointly by Federal Land Manager and State/County/Local/Tribal Government)

| | | | | | |
|---|---|-------------------|------------------|-------------------|-------------------------------|
| Project Name | Teanaway Road Hydraulics Improvements | | | | |
| Route Name/Number | Teanaway Road | | | | |
| Federal Land(s) Accessed | Teanaway Community Forest | | | | |
| Agency (ies) with Title to Road, Bridge, Trail or Transit System | Kittitas County | | | | |
| Agency (ies) with Title to Enhancement Facility | | | | | |
| Agency (ies) with Maintenance Responsibility for Road, Bridge, Trail or Transit System | Kittitas County | | | | |
| Agency (ies) with Maintenance Responsibility for Enhancement Facility | | | | | |
| Key Items of Work (check all that apply) | <input type="checkbox"/> Paving <input checked="" type="checkbox"/> Earthwork <input type="checkbox"/> Major Concrete Structures <input checked="" type="checkbox"/> Major Culverts <input checked="" type="checkbox"/> Safety Enhancements <input type="checkbox"/> Road Base or Surface Course <input checked="" type="checkbox"/> Bridges <input type="checkbox"/> Planning Study <input type="checkbox"/> Bicycle/Pedestrian Facilities <input type="checkbox"/> Ancillary Parking Areas or Interpretive Sites <input type="checkbox"/> Transit Facilities or Operations <input checked="" type="checkbox"/> Roadside Safety Structures <input checked="" type="checkbox"/> Major Drainage Improvements <input type="checkbox"/> Other (specify) _____ | | | | |
| Proposed Work Summary | Structural and hydraulic improvements are proposed for this section of road. Hydraulic improvements will be made to benefit storm water drainage, fish passage and clean water throughout the proposed project. The proposed project is located north of Red Bridge Road and South of North Fork Teanaway Road. | | | | |
| Primary Visitor Destinations | Outdoor enthusiasts utilize this corridor to reach Okanogan-Wenatchee National Forest trails leading to 700 lakes and mountain ponds in the Alpine Lakes Wilderness Area for hiking, mountain climbing, fishing, camping, and other outdoor recreational activities. Multiple campgrounds including Indian Camp Campground, Teanaway Campground, Beverly Campground, DeRoux Campground, 29 Pines Campground, and the Teanaway Guard Station are all solely accessed by this corridor. The corridor also provides recreational access for hunters, snowmobilers, cross-country skiers, horseback riders, and bicyclists on Department of Natural Resource public lands and the newly acquired Teanaway Community Forest land. | | | | |
| High Use Federal Recreation Sites and/or Federal Economic Generators (as determined by Federal Land Management Agency) | The Okanogan-Wenatchee National Forest trailheads have high recreational use. For example, an average of 75 vehicles park at the Esmeralda trailhead at a time during the summer. The cumulative effect of all the trailheads and dispersed camping in this part of the Okanogan-Wenatchee National Forest leads to a high volume of traffic during the summer season. | | | | |
| Project Termini (Location) | | Mile Posts | Latitude | Longitude | Project Length (miles) |
| | Begin | 0.51 | 47° 12' 12.364"N | 120° 46' 22.749"W | 6.78 |
| | End | 7.29 | 47° 15' 25.718"N | 120° 52' 51.464"W | |
| Estimated Total Project Costs | \$2,282,074.00 | | | | |
| Funds Requested from Federal Lands Access Program | \$1,973,994.00 | | | | |

| | | | | | | | |
|--|-----------------------------|--|-----------------------------|-----------------------|----------------------------|-----------------------|--|
| Required Local Match (13.5%) | \$308,080.00 | From | Kittitas County Local Funds | | | | |
| Other Funding Contributions to Project | | From | | | | | |
| Acres of Federal Land Accessed by the Project | 106,000 acres | | | | | | |
| Functional Classification of the Roadway (Show official designations of route) | | | | | | | |
| <input type="checkbox"/> National Highway System <input type="checkbox"/> Arterial <input type="checkbox"/> Major Collector <input checked="" type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road | | | | | | | |
| Traffic Volumes | Current | | | | 20 Year Projections | | Basis for Projections? (e.g. Transportation Plan, population growth rate...) |
| | Actual Counts | | Estimated | | | | |
| | Start of Project | End of Project | Start of Project | End of Project | Start of Project | End of Project | |
| Average Daily Traffic (ADT) on Highway | 263 | 237 | | | 376 | 339 | The projection used 1.43% growth factor per year. This factor was derived from a traffic model used in Long-Range Transportation Plan. |
| Seasonal Average Daily Traffic (peak season) (SADT) on Highway | | | 2,500 SADT | 2,400 SADT | 3,575 SADT | 3,432 SADT | USFS estimated the SADT in 2002. The projection used 1.43% growth factor per year (see above). |
| % Trucks | 27.8% | 20.3% | | | 27.8% | 20.3% | |
| % Federal Land Related | | | 40% | 40% | 50% | 50% | The County's plans to add recreational opportunities on private lands will increase the % of recreational users overall including federal lands related users. |
| Note: If no counts are available, please estimate range (<200, 200-500, 500-1000, >1000 vehicles/day) | | | | | | | |
| | NBI Structure Number | Dimensions (Overall Length x Width) | Bridge Type | | | No. of Spans | NBIS Sufficiently Rating (1-100) |
| + - | None | | | | | | |
| Problem Statement: What purpose does this transportation facility serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, anticipated changes in use, safety problems, capacity issues, bridge deficiencies, pavement or surface conditions, etc. | | | | | | | |
| A. Purpose of transportation facility: Teaaway Road is a gateway for approximately 250 homes, commercial forest, public forest, agricultural activities, and many types of recreational activities. Teaaway Road is the sole paved road providing access to these valued river valleys, rich in natural resources and scenic/recreational value. | | | | | | | |
| B. Need Statement: The proposed project would improve drainage issues along 6.78 miles of Teaaway Road reducing maintenance costs and improving fish habitat. Water crossing structures on the Teaaway Road are currently too small to adequately handle flood events and associated ice and debris. As a result, stormwater runoff and floodwater from creeks is diverted into roadside ditches and irrigation canals where it is conveyed to problematic locations. There are three streams where fish passage is obstructed by the existing under-sized culverts: North Musser Creek, Mason Creek and Story Creek. These streams have suitable habitat for rearing juvenile salmon, steelhead, and bull trout. (The latter two species are listed as Threatened Species under the federal Endangered Species Act.) Juvenile rearing habitat is a primary limiting factor for the recovery salmon and steelhead in the Yakima Basin. Resident fish, such as rainbow trout, inhabit these streams but anadromous fish are precluded by these culverts. Replacement of these under-sized structures with suitably sized bottomless arch culverts or small bridges would open miles of stream to use by rearing fish. | | | | | | | |
| C. Who is Served By This Project: Our project would provide improvements to roads surrounded by hay fields and small farms in its southern segment and continues through forested lands and mountainous terrain popular for hiking, fishing, mountain climbing, horseback riding, hunting biking, cross country skiing, snowmobiling, off-road vehicle riding, and many other recreational activities. Hay production and livestock grazing are the | | | | | | | |

major agricultural activities in this area. Private and public recreational and timber harvest lands are accessed by this road, including 106,000 acres of Wenatchee National Forest, 3,065 acres of Washington State Department of Natural Resources lands, and 56,000 acres recently dedicated to the Teanaway Public Forest. A local lumber mill is accessed by Teanaway Road. A neighborhood store, campgrounds, trailheads, and the Jack Creek Acclimation Facility fish hatchery are all directly accessed by the Teanaway Road. Local economy including timber harvesting, backcountry guides, farming, Department of Natural Resources, and US Forest Service are all served by this road.

D: The Conditions Requiring Relief:

Four undersized culverts along this portion of Teanaway Road have drainage issues during high water runoff. Insufficient culverts cause a backup of storm water causing it to cross over the roadway causing damage to the sole access road to the Teanaway Valley.

E: The Consequences of Not Addressing These Conditions:

Teanaway Road experiences severe roadway damage during flood events. Our project would improve drainage and maintenance costs to the Teanaway Road.

F: Deficiencies Including Physical, Safety, Structural, and Pavement Conditions:

Kittitas County is currently designing roadside safety improvements and pavement overlay with shoulder widening. We anticipate construction to begin later in 2014.

Detailed description of proposed work: Describe how the proposed project will address the problem. Describe the overall design concept, scope of work, any unusual design elements, design standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, surfacing depth, earthwork needs, roadside safety features, ancillary parking areas, signing improvements, bridge work, guardrail improvements, etc. Include optimum year work should be done and year work needs to be done no later than.

A. How will the proposed Project address the problem.

Our project will replace one existing 4' concrete box culvert with a 44' long x 28' wide bridge, one concrete box culvert with a 12' wide x 60' long arch culvert, a 6' concrete box culvert with a 20' wide x 28' long three sided culvert, and a concrete box culvert with a 12' wide x 65' long three sided culvert. By replacing these four structures, drainage along this section of Teanaway Road will be greatly improved.

B. Design Concept, Scope of Work, unusual design elements, design standards, and any work affecting structures.

Kittitas County will design all structures to AASHTO standards. The work being performed will be in conjunction with a \$4 million roadway improvement project being designed by Sargent Engineer's, Inc. Work will also include demolition of existing asphalt pavement, and structures. Unacceptable soils will be removed from the site. All demolished materials will be properly disposed of. Salvageable materials may be reused.

Replacement structures may be overlaid with 2 inches of hot-mix asphalt (HMA) for a wearing surface on the newly constructed structures. Buried structures will be covered with aggregate and 3 inches of HMA. Suitable free-draining material will be used as backfill and for rebuilding the subgrade. All structures will receive bridge rails, nested guardrails or be extended beyond the clear-zone to address road side safety. Streambed and slope protection measures such as using rip rap will be constructed to reduce erosional effects. Load ratings for the structures spanning 20 feet and greater will be completed for FHWA bridge regulatory compliance.

We anticipate 2016 construction.

Right-of-Way Acquisition: What are your agency's title rights to the existing ROW? What documentation can you supply to support your agency's title claim? Describe which agency (agencies) has title for the project. Describe which agency (agencies) has maintenance responsibilities for the project. Does new ROW need to be acquired? If so, how much, how many owners, and what is the anticipated time (months) to acquire all needed ROW? How does the applicant plan to acquire the ROW? Will coordination with any railroads be needed? What is your agency's experience acquiring ROW for federally-funded or assisted projects?

A. Which Agency Has Title and Maintenance Responsibilities For This Project:

Kittitas County has sixty-feet of right of way for the entire length of the project and has maintenance responsibilities for this road. Jurisdictional responsibilities will continue after completion of the project. Operation and Maintenance expenses will remain Kittitas County's responsibility.

B. Does New ROW Need to be Acquired, How Much And Timing:

We do not anticipate acquisition of new right-of-way. Should acquisition become necessary, Kittitas County will take responsibility for the expense associated with the acquisition.

C. Will Coordination With Any Railroads Be Needed:

Our project is not near a railroad and will not involve any coordination with railroads.

Utilities: Identify utilities in the roadway corridor. Would relocation be needed? Can you identify and supply contact information for these utility owners? What agreements does your agency have with existing utilities located within your existing ROW? If utility agreements exist, who pays for relocation costs?

All utilities along the Teanaway Road are under franchise agreements with Kittitas County. The utility companies are responsible for any

relocations that may be necessary.

Project is identified within the following (Check all that apply and show plan name)

| | |
|---|-------------------------------------|
| <input type="checkbox"/> System Transportation Plan | |
| <input type="checkbox"/> Land Management Plan | |
| <input checked="" type="checkbox"/> Regional Transportation Plan | Quadco Regional Transportation Plan |
| <input checked="" type="checkbox"/> County Transportation System Plan | Kittitas County Transportation Plan |
| <input type="checkbox"/> Tribal Transportation Plan | |

| Which of the following environmental and social issues are within the project area: | Could the proposed project affect this issue? |
|---|---|
|---|---|

| | | |
|---------------------------------------|-----|-----|
| Wetlands | Yes | Yes |
| Threatened & Endangered Species | Yes | Yes |
| Other Fish & Wildlife & Habitat | Yes | Yes |
| Wildlife Movement Corridors | No | No |
| Wild & Scenic River | No | No |
| Non-Attainment Air Quality Areas | No | No |
| Cultural/Archeological/Historic Sites | Yes | Yes |
| Public Parks | No | No |
| Wildlife Refuge | No | No |
| Hazardous Materials | No | No |
| Stream Encroachments | Yes | Yes |

Describe any other environmental or social issues that should be considered that are within the project area: Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?

All typical environmental and archaeological requirements apply for permitting and no special considerations are expected.

Describe the range of attitudes, both support and opposition, that this proposed project may receive from organizations, the public and within your own agency: State the basis for this supposition and include coordination efforts and public involvement efforts completed to date.

The regulatory agencies are supportive of improvements to this corridor, and want the project to benefit the floodplain, fish passage, and protect cultural and historic sites. Local residents indicate support of certain types of improvements such as improved culverts, but do not want improvements to result in higher traffic speeds.

The lead agency for project delivery will be WFLHD: The project proponents may request another agency take the lead for project delivery. If recommending a different agency be lead, indicate below which agency and provide rationale for recommendation. The rationale should include why another agency should take the lead, previous experience in delivering Federal-Aid funded projects, any certifications to deliver Federal-Aid funded projects, and ability to satisfy Federal Highway Administration project delivery requirements.

No recommendation is offered.

****Transit Application Supplemental Questions:** *For Transit Applications only*, please answer the following: If transit service is currently being provided to this Federal Land Management Agency unit or service has been provided in the past, please provide details about service parameters, ridership, cost per passenger, and any other pertinent information. For this proposal, please provide operational details of the proposed transit service serving Federal Lands: What are the specific destinations the route will serve? Is the service year-round or seasonal? What are the operating dates/service hours/days of week? Describe transit route details, including miles, number of stops, and variability in service operations. What revenue will be collected to support the service? Describe fare pricing, discounts, pass programs, etc. Provide number, type, and age of current fleet. Describe any marketing, wayfinding, or other information that will be disseminated to promote the service. What is the daily number of riders estimated currently and/or at project completion? Describe how the proposed transit service will be financially sustainable with current and future sources of funding.

Does not apply.

Cost Estimate for Capital Improvement and Enhancement Projects

Fill-in estimates for appropriate items. Add items as needed. Use Current Unit Prices.

| Quantity | Item | Unit Price | Unit | Total |
|----------|--|--------------|--------------|--------------|
| 0.1 | Clearing and Grubbing | \$4,000.00 | Acres | \$400.00 |
| 0 | Roadway Excavation | \$0.00 | Cubic Yards | \$0.00 |
| 0 | Imported Borrow | \$0.00 | Cubic Yards | \$0.00 |
| 0 | Sub-Excavation | \$0.00 | Cubic Yards | \$0.00 |
| 0 | Water / Dust Abatement | \$0.00 | Gallons | \$0.00 |
| 0 | Recycled Asphalt (milling, pulverizing, ripping) | \$0.00 | Square Yards | \$0.00 |
| 50 | Asphalt concrete pavement | \$90.00 | Tons | \$4,500.00 |
| 25 | Aggregate Base (may include stabilization) | \$40.00 | Cubic Yards | \$1,000.00 |
| 50 | Aggregate Sub-Base | \$40.00 | Cubic Yards | \$2,000.00 |
| 3 | Major Culverts | \$240,000.00 | Each | \$720,000.00 |
| 0 | Minor Culverts | \$0.00 | Each | \$0.00 |
| 0 | Retaining Walls | \$0.00 | Square Feet | \$0.00 |
| 0 | Rip Rap & Slope Protection | \$0.00 | Cubic Yards | \$0.00 |
| 0.1 | Revegetation | \$4,000.00 | Acres | \$400.00 |
| 0 | Signing | \$0.00 | Square Feet | \$0.00 |
| 88 | Pavement Marking | \$2.00 | Linear Feet | \$176.00 |
| 1,600 | Roadside Safety (barriers, guardrail) | \$50.00 | Linear Feet | \$80,000.00 |
| 1 | Bridges | \$250,000.00 | Lump Sum | \$250,000.00 |

Use Table on the next page for additional items.

| | | | | |
|--|--|-----|---|-----------------------|
| | | | Sub-Total | \$1,058,476.00 |
| | Mobilization (As percentage of Sub-Total) Typically 10%, input estimated percentage in decimal form. For example: 0.10 | 0.1 | Lump Sum | \$105,847.60 |
| | Contingencies(As percentage of Sub-Total)Typically 30%, input estimated percentage in decimal form. For example: 0.30 | 0.3 | Lump Sum | \$317,542.80 |
| | | | Total Estimated Construction Cost | \$1,481,866.40 |
| | | | Estimated Preliminary Engineering Costs (As a percentage of the Total Estimated Construction Cost) Typically 10 to 15 percent, depending upon project scope and complexity. Input estimated percentage in decimal form. For example: 0.15 | 0.34 |
| | | | Estimated Preliminary Engineering Costs | \$503,834.58 |
| | | | Estimated Construction Engineering Costs (As a percentage of the Total Estimated Construction Cost) Typically 5 to 10 percent, depending upon project scope and complexity. Input estimated percentage in decimal form. For example: 0.10 | 0.2 |
| | | | Estimated Construction Engineering Costs | \$296,373.28 |
| | | | Total Project Costs | \$2,282,074.26 |

| Cost Estimate for Capital Improvement and Enhancement Projects (Cont.) | | | | | |
|--|---|----------|------|------------|-----------|
| Add items as needed. Use Current Unit Prices. | | | | | |
| | | Quantity | Item | Unit Price | Unit |
| + | - | | | | |
| | | | | | Sub-Total |

| Cost Estimate for Transit Projects | | | | | |
|---|---|----------|------|------------|---------------------|
| Add items as needed. Use Current Unit Prices. | | | | | |
| | | Quantity | Item | Unit Price | Unit |
| + | - | | | | |
| | | | | | Total Project Costs |

| Cost Estimate for Planning Projects | | | | | |
|---|---|----------|------|------------|---------------------|
| Add items as needed. Use Current Unit Prices. | | | | | |
| | | Quantity | Item | Unit Price | Unit |
| + | - | | | | |
| | | | | | Total Project Costs |

Required Local Contribution to Project: Describe the type and source of funds to provide the required 13.5% local match. Describe any soft match, in-kind match, or eligible Federal funds that will be used to satisfy the match requirement.

Kittitas County will use local funds to provide the required 13.5% local match.

Other Contributions to the Project: Describe any additional contributions secured or being sought to implement the project proposal. Does this opportunity possibly leverage other funds?

No other funding will be sought.

How does the project relate to the following evaluation criteria?

1. SAFETY

Improvement of the Transportation Network for the safety of its users.

- a) How many and what type of crashes have occurred on the project site in the last five years? Describe the basis for your information and include reported accidents and anecdotal information.
- b) How would the proposed project improve unsafe conditions such as crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc?
- c) Does the proposed project address potentially unsafe locations such as where recreation use may create traffic conflicts with local or through traffic?
- d) Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?
- e) What are the results/recommendations of any road safety audits conducted for the project?
- f) Is the project identified in a strategic safety plan?

A) Crash Types During Last Five Years:

During the last five years five crashes have occurred on the Teanaway Road (MP 0.51 to MP 7.29). These accidents included 2 vehicle overturned collisions and three fixed object collisions. These details were gathered from the Washington State Department of Transportation Collision Detail report form.

B) How would the proposed project improve unsafe conditions

The newly installed culverts and bridge would have work completed to improve the side slopes surrounding these obstructions.

C) Does the proposed project address potentially unsafe locations.

During high water runoff, the improvements will reduce the likelihood of road closures and/or water overtopping the roadway, making it safer for the traveling public.

D) Does the project address safety for a wide range of users.

The Teanaway Road is used by residents, destination motorists, bicyclists, and commercial timber trucks. Teanaway Road is the sole access to the area and the improvements will greatly reduce the possibility of road closures due to water damage to the roadway.

E) What are the results/recommendations of any road safety audits conducted for the project?

The County performs a countywide safety audit annually to prioritize needed improvements for its Six-Year Transportation Plan called the priority array. It also performed a comprehensive safety audit in 2008 for the Kittitas County Long Range Transportation Plan to determine needed safety improvements. These safety audits included needing safety related improvements to Teanaway Road.

F) Is the project identified in a strategic safety plan?

This segment of road is included in the 2014 Kittitas County Safety Plan as needing safety related improvements.

2. PRESERVATION

Improvement of the transportation infrastructure for economy of operation and maintenance.

- a) What is the current condition to the existing surfacing? If the surfacing is pavement, what is the Pavement Condition Index (PCI)? If the surface is gravel, what is the PASER rating? How would the project improve the surface condition?
- b) How would the project impact maintenance or operating costs? How will this project reduce these costs?
- c) If the proposal includes bridge work, how will the project extend the service life of the bridge? Would the proposal correct a "deficient" bridge?

A) What is the current condition of the existing surfacing?

The latest PCI is 97 (2013), indicating that the pavement is in very good condition. This high PCI rating is due to the road being recently chip sealed. The project will improve four culverts allowing Kittitas County to improve drainage and maintain a good PCI on Teanaway Road.

B) How would the project impact maintenance or operating costs?

Our project will replace four undersized culverts along this section of Teanaway Road. Improving drainage during high runoff seasons will prevent pavement damage by debris, flood water and ice. By reducing flood damage in these areas, maintenance costs will be reduced greatly.

C) If the proposal includes bridge work, how will the project extend the service life of the bridge?

Our project will remove insufficient culvert structures. One of the culverts will be replaced with a 44' long x 28' wide bridge allowing for better drainage and removing fish barriers.

3. RECREATION AND ECONOMIC

Development and utilization of the Federal Land and its resources.

- a) Describe any high use Federal recreation sites or Federal economic generators (as determined by the Federal Land Manager) that are accessed by this project. How many visitors access/use the site annually? How does the project enhance access to these sites? How does the proposal improve the visitor experience?
- b) Which Federal Lands are accessed by this project? How much Federal Land (acres) is accessed by the project? If multiple Federal Lands are accessed, itemize acreage by agency.

Enhancement of economic development at the local, regional, or national level, including tourism and recreational travel.

Note: Direct effects of implementing the project, i.e. construction employment will not be scored.

- c) Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?
- d) If the proposed project is located on a designated federal, state, or county scenic byway, identify the scenic byway and explain the anticipated benefit related to the byway. Would the project meet the needs identified in the Byway's management plan?

A) High use recreation sites accessed by this project and how the proposal improves visitor experience:

The Teanaway Road provides access to recreation sites on private and public lands including 106,000 acres of Okanogan-Wenatchee National Forest, 3,065 acres of Washington State Department of Natural Resources lands, and 56,000 acres of Teanaway Community Forest Land. The Okanogan-Wenatchee National Forest areas accessed include:

-Popular hiking trails leading to mountain lakes and viewpoints such as: Esmeralda Trailhead, Ingalls Way Trail, and DeRoux Trailhead, and Stafford Trailhead.

-Popular destinations including the Alpine Lakes Wilderness Area, Beverly Turnpike, Red Top Mountain, Ingalls Lake, and the Mount Stuart Range.

-Campgrounds including the Indian Camp Campground, Teanaway Campground, Beverly Campground, De Roux Campground, 29 Pines Campground, and the Teanaway Guard Station.

-The large amount of public lands used year-around by campers, hikers, mountain climbers, rock hounds, hunters, snowmobilers, cross-country skiers, snow shoers, horseback riders, and bicyclists.

Our project will enhance these popular high use recreation sites by providing better drainage for creeks and runoff water.

B) Which Federal Lands are accessed by this project?

106,000 acres of U.S. Forest lands in the Okanogan-Wenatchee National Forest are accessed by this route.

C) Identify the Community or Communities economically dependent on the network and the elements that comprise of economy.

The Teanaway Valley and its three forks: North Fork Teanaway, Middle Fork Teanaway, and West Fork Teanaway are dependent on this road network and its economic value, which also impacts the City of Cle Elum and the City of Ellensburg. This area includes approximately 250 homes, commercial forest, agricultural activities, and many different recreational activities. This corridor is critical for the logging, farming, and recreational economies in this area. The natural resources and agricultural industries in this area provide jobs for loggers, truckers, hay farmers, US Forest Service personnel, State Department of Natural Resources personnel, and Yakama Nation fish hatchery staff. The visitors and residents also have economic value to the surrounding cities by frequenting stores, gas stations, and other service providers.

D) Scenic Byway Benefits:

The Teanaway Road is located within the Mountains to Sound Greenway established in 1991. The Greenway Trust, a coalition formed to promote the greenway, is petitioning the U.S. Congress to be officially recognized as a National Heritage Area. The Mountains to Sound Greenway is a green corridor of productive forests, farms, parks, rivers, lakes, and communities demonstrating a regional commitment to a high quality of life and a sustainable environment. The Cle Elum section of the parkway, where this project is located, was once dominated by the railroads and coal mining, and then the timber industry. Now it is converting to tourism and recreation services, although some traditional industries remain. The city is the hub of economic and recreational activity in the Greenway east of Snoqualmie Pass, providing access to the Teanaway, Salmon La Sac, and Tamarack Springs areas.

4. MOBILITY

Continuity of the transportation network serving the Federal Land and its dependent communities.

- a) Is the road the sole access to the area? Will the proposed project mitigate the potential of the route closing?
- b) How would the proposed project improve the continuity of the transportation network? Which gaps or missing links would the proposed project address? What travel restrictions, bottlenecks, or size/load limits impede travel? What work has been completed on adjacent sections to create route continuity?
- c) Does the proposed project connect to a designated route on the Federal Land Management Agency's FLTP inventory? Are there any future improvements planned on the designated route?
- d) Identify all planning documents related to this project. Is the project specifically identified in any of these plans? What is the local or regional priority (high, medium, low) of the project considering the Federal Land, State or County network? How does this proposal fit with the Federal Land Management Plan? How does the proposal fit with the county comprehensive plan? How does the proposal fit with any Transportation System Plans or Corridor Plans? What are the consequences to the transportation system of not addressing these needs?

Mobility of the users of the transportation network and the goods and services provided.

- e) How would the proposed improvements reduce travel time and congestion, increase comfort and convenience for the federal land user?
- f) How would the proposed project improve the choices for alternative modes of travel (pedestrian, bike, bus, or rail)? Would the proposed project make any ADA improvements?
- g) What are the major traffic generators within the Federal Land for this route?

A) Is the Road sole access to the area? How will it mitigate potential of the route closing?

Teaway Road is the sole access to the Teaway Valley. Our project will provide much needed improvements for drainage issues along the Teaway Road. By providing better drainage in this area, there will be less likelihood of damage caused to the roadway with potential need to close the roadway.

B) How would the proposed project improve the continuity of the transportation network?

This segment of road provides a direct connection from the state highway system at its intersection with SR 970 into the Teaway area. The project will improve the safety for all travelers that desire to access federal, state, and privately owned lands - a connection to federal trails, wildlife habitat, and forests providing recreational and scenic opportunities.

C) Does the proposed project connect to a designated route on the federal Land Management Agency's FLTP inventory?

This project does not connect to a designated route on the Federal Land Management Agency inventory.

D) Identify all planning documents related to this project.

Our project will be included in the 2015-2020 Six-Year Transportation Improvement Plan (TIP) and the latest update of QUADCO's Regional Transportation Plan

E) How would the proposed improvements reduce travel time and congestion, increase comfort and convenience for the federal land user?

These user effects will only be affected by our project with the anticipated reduction in road closures due to culvert failures.

F) How will this project improve choices for alternative travel choices and ADA Improvements?

N/A

G) What are the major traffic generators within the federal land for this route?

During the spring and summer season the trailheads and dispersed camping make up the major traffic generators for vehicles destined to federal lands. During the fall the traffic generators are dispersed for camping and hunting. During the winter, the traffic generators are at the intersections with Teaway Road for snow sports including cross country skiing, snow shoeing, and snowmobiling.

5. ENVIRONMENTAL QUALITY

Protection and enhancement of the rural environment associated with the Federal Land and its resources.

Note: It is assumed all projects will be constructed in accordance with all environmental regulations.

This scoring is for projects which enhance environmental goals.

- a) Describe how the proposed project contributes to the environmental goals and objectives of the Federal Land Management Plan or other applicable land management plan. Would the proposed project require modifications or amendments to these plans?
- b) How would the project enhance wildlife connectivity and/or aquatic organism passage?
- c) How would the project enhance water quality, riparian and/or wetland function?
- d) Does the project use design, materials, or techniques that will exceed the minimum environmental requirements?
- e) Does the project contribute to improved environmental quality from GHG reduction?
- f) Would the project require unique mitigation for impacts?

A) Federal Lands Management Plan Environmental Goals and Objectives.

Our project contributes to the environmental goals and objectives of the Federal Land Management Plan

B) How would the Project enhance wildlife connectivity and/or aquatic organism passage?

Our project will replace four existing undersized culverts with three larger culverts and one bridge. North Musser Creek, Mason Creek and Story Creek are all effected by this project. Replacement of these under-sized structures with suitably sized bottomless arch culverts or small bridges would open miles of stream to use by rearing fish.

C) How would the project enhance water quality, riparian and/or wetland function?

Improved water hydraulics will result in less sedimentation deposits and cleaner water.

D) Does the project use design, materials, or techniques that will exceed the minimum environmental requirements?

Unknown at this time. Kittitas County has initially coordinated with Washington State Fish and Wildlife to consider environmental requirements.

E) Does the project contribute to improved environmental quality from GHG reduction?


Our project does not have any impact on environmental quality from GHG reduction.

F) Would the project require unique mitigation for impacts?

Our project improves the environment and should not require any mitigations.

2014 Washington Federal Lands Access Program

JOINT ENDORSEMENT- This project is supported and endorsed by (add agency endorsements as needed)

| | |
|---|--|
| Federal Land Agency (ies) | Okanogan-Wenatchee National Forest |
| * Federal Land Unit Manager Name | Mike Balboni |
| *** Handwritten Signature is required | |
| Date | |
| Email Address | mbalboni@fs.fed.us |
| Telephone | 509-664-9302 |
| Point of Contact | Elka Missal |
| Title | Executive Assistant |
| Email Address | emissal@fs.fed.us |
| Telephone | 5509-664-9302 |
| State, County, Local, or Tribal Government | Kittitas County |
| ** Authorized Official | Paul Jewell, Chairman of the Board of County Commissioners |
| *** Handwritten Signature is required |  |
| Date | 7/15/2014 |
| Email Address | paul.jewell@co.kittitas.wa.us |
| Telephone | 509-962-7570 |
| Point of Contact | Julie Kjorsvik |
| Title | Clerk of the Board |
| Email Address | Julie.kjorsvik@co.kittitas.wa.us |
| Telephone | 509-962-7686 |

* Unit manager such as Park Superintendent, Forest Supervisor, Fish and Wildlife Project Leader, Field Manager, District Manager, etc.

** Official authorized to commit agency to project such as WSDOT Region Manager, County Commissioner, Tribal leader, etc.

***Signatures are required from BOTH the Federal Land Management Agency being accessed and the State, County, Local, or Tribal Government.
Print this page and sign legibly. After signing, scan to PDF, and attach.

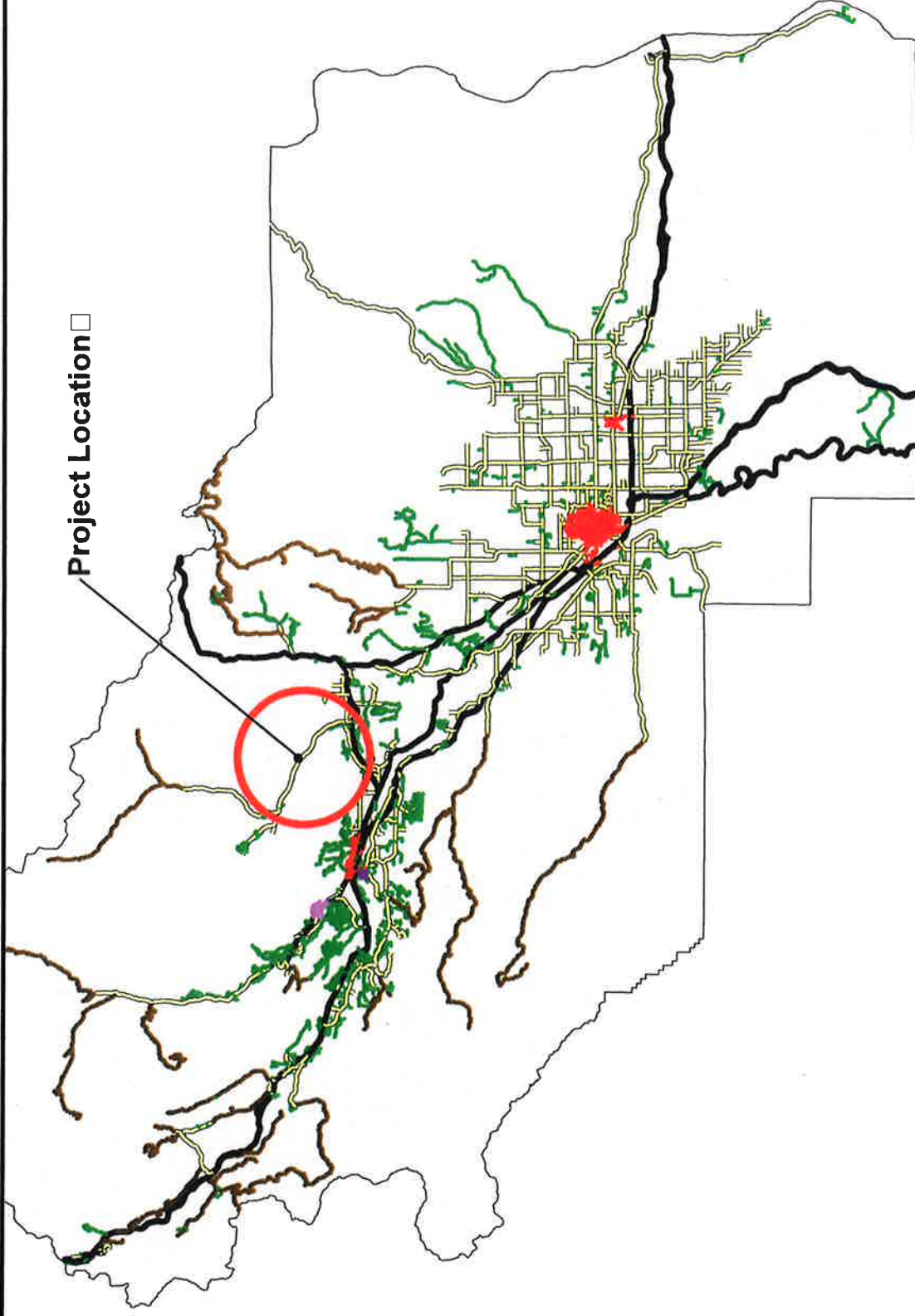
Instructions: Applications must be received by **July 18, 2014** to be considered.

- 1) Download the cover letter, the project proposal forms needed, and evaluation criteria from the following website:
<http://www.wfl.fhwa.dot.gov/programs/flap/wa/index.htm>
- 2) Complete the application with the best available data. Provide thorough, realistic and concise responses to questions. Include any assumptions.
- 3) Proposal is to be completed jointly by Federal Land Manager and State/County/Local/Tribal government. Proposals must be signed by the appropriate Federal Land Managers **AND** the State/County/Local/Tribal governments.
- 4) The entire proposal packet (the proposal form, signature pages, maps, photos, and any letters of support) should not exceed 10 megabytes in file size and the total page length should not exceed 30 pages.
- 5) E-mail your completed application package to **WFL.CallForProjects@dot.gov**

Attachment A

MAPS

Project Location □

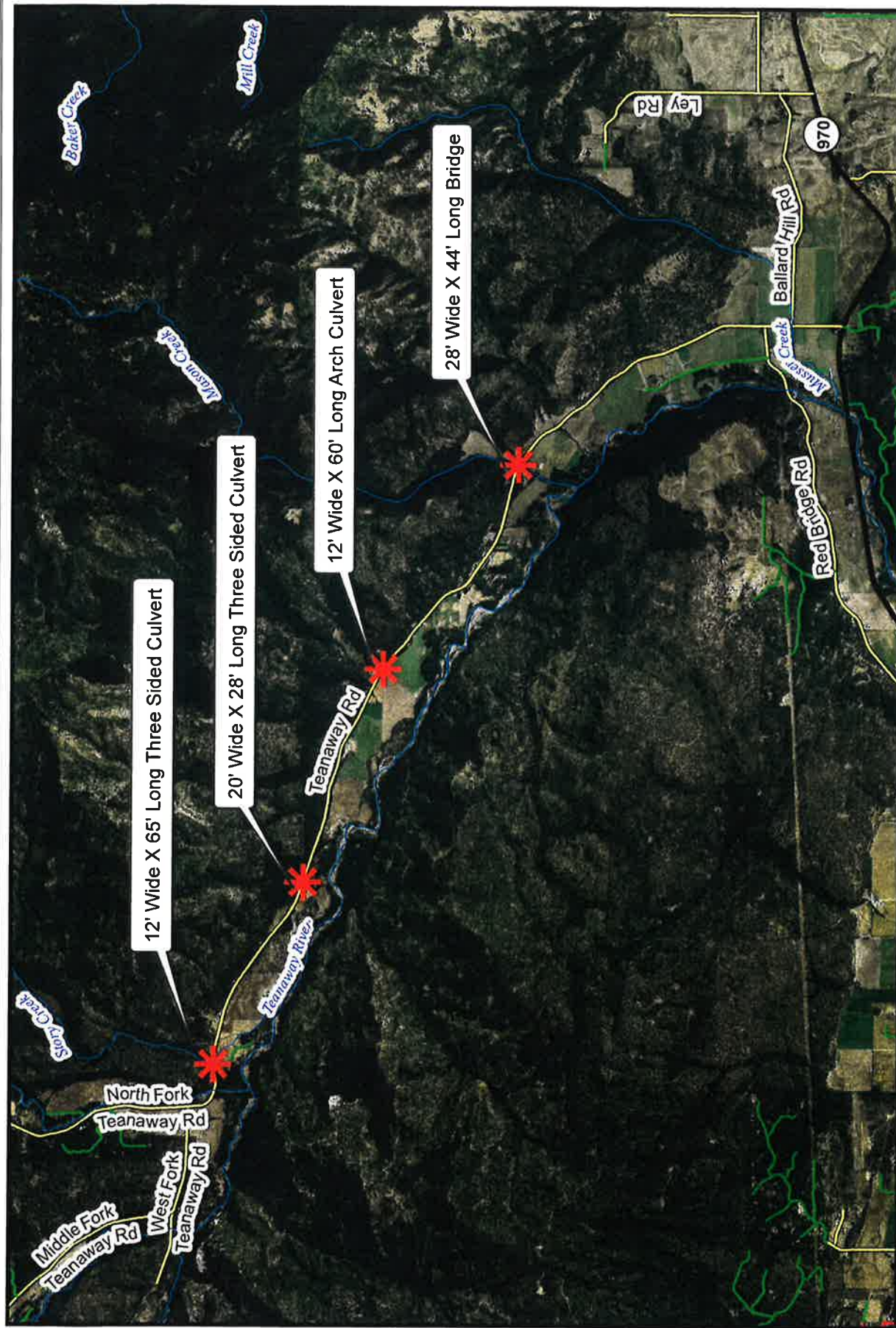


0 2.5 5 10 15 20 Miles

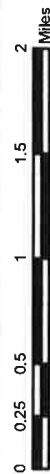


Kittitas County Public Works
411 N Ruby Street, Suite 1
Ellensburg, WA 98926
509-962-7523

Kittitas County Teanaway Road Hydraulics Improvements



Kittitas County Teanaway Road Hydraulics Improvements



Kittitas County Public Works
411 N Ruby Street, Suite 1
Ellensburg, WA 98926
509-962-7523

Attachment B

PHOTOS



Teaway Road North Bound

MP 2.43



Teaway Road South Bound

MP 4.07



Teanaway Road North Bound

MP 5.55



Teanaway Road North Bound

MP 6.88