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## **Discussion Draft Scope of Planning/Engineering Services** **February 15, 2017**

Pend Oreille County may have a need for planning level engineering services to support the preparation of a sub-area plan for the Cusick/Usk Urban Growth Area. The following is a brief description of each potential task:

### **Potential Task 1: State Route 20/211 Intersection Realignment Conceptual Design**

Currently Washington State Route (SR) 211 intersects with SR 20/US 2 in Usk at an oblique angle known as the crossroads. In theory, trucks traveling from the nearby Ponderay Newsprint Mill toward the Spokane area, would turn right onto SR 20, travel a short distance north, and then make the difficult left turn onto southbound SR 211. In reality, many trucks use Jared Rd, a local street not designed for heavy trucks to connect to SR 211. In addition, the topography of the area presents numerous safety concerns. As a part of the sub-area planning process consideration is being given to opportunities to increase the development potential of the Ponderay Newsprint site which could increase truck traffic and trips in the area. It has been suggested that moving the SR 211/20 intersection to the south and realigning it, perhaps utilizing a roundabout would improve freight mobility, provide better access to the mill site, and improve safety. Preliminary discussions with regional WSDOT staff were encouraging. This task would involve preparing a conceptual drawing of the realigned intersection, a description of issues to be addressed during subsequent design phases, and the preparation of a preliminary, planning level cost estimate of the improvement. This information would be included in the sub-area plan and potentially targeted for implementation.

### **Potential Task 2: Usk Bridge Replacement Project**

Pend Oreille County owns and maintains a bridge over the Pend Oreille in Usk that provides a connection to the Kalispel Indian Reservation. This bridge, the longest county bridge in the state, was built in the 1960's and has been repaired on numerous occasions. It is realized that the bridge is nearing the end of its useful life and will need to be replaced. Frequent changes in state design standards have created a degree of uncertainty regarding the cost to replace this bridge, but current estimates are in the vicinity of \$75 million. This project is of great importance to the Tribe and the County and it is anticipated that it may take several years to identify the sources and secure the funding to replace the bridge. This task would involve reviewing bridge reports, traffic volumes, the sub-area planning activities, and current bridge design standards, and preparing an up-to-date description of the bridge replacement project, a description of issues to be addressed during subsequent engineering phases, and an updated

task includes reviewing bridge reports, traffic volumes, sub-area planning assumptions, and applicable design standards and preparing a description of the replacement project, discussion of issues to be addressed in subsequent design phases, and an updated planning level cost estimate. This information could be included in the sub-area plan and may be used to market the project with potential sources of funding.

### **Potential Task 3: Flowery Trail Road Corridor Conceptual Realignment**

The Flowery Trail Road provides a connection from the Usk Bridge up to the 49 Degrees North ski-area and over the mountain into Chewelah in Stevens County. The road makes many turns as it makes its way through Usk which is a deterrent to use and that presents several safety issues. The expansion of the ski resort, the potential for future development in Usk, and the need to replace the bridge raise a question as to whether the region would best be served by designating this road a state highway and/or possibly identifying a corridor(s) for realigning the route, perhaps connecting with the potential new SR 211/20 intersection. This task involves the identification of conceptual options for realignment of this route including the preparation of maps, identification of issues that would need to be addressed in subsequent design phases, and the preparation of a planning level cost estimate. This information could be included in the sub-area plan and may be used to market the project with potential sources of funding.

### **Potential Task 4: 5<sup>th</sup> Street Intersection Evaluation**

The alignment of 5<sup>th</sup> street in Usk at the Highway 20 intersection is in need of a site evaluation and design plan. Vehicles approaching the intersection from Usk must travel a full vehicle length beyond the stop sign to determine if vehicles are approaching from the state highway. This has caused accidents at this intersection due to the volume of logging trucks. 5<sup>th</sup> street serves as the connection from the Usk Bridge to Flowery Trail Road. In the future 5<sup>th</sup> street may serve as a state highway corridor. Due to its proximity to a commercial area, ADA improvements would also be required. This task involves the identification of conceptual options for realignment of this route including the preparation of maps, identification of issues that would need to be addressed in subsequent design phases, and the preparation of a planning level cost estimate. This information could be included in the sub-area plan and may be used to market the project with potential sources of funding. Consideration may be to integrating this task into Task 2 or 3.

### **Potential Task 5: Newport Urban Growth Area Access Assessment**

This Task is an add-on that may or may not be initiated under the same contract as the other potential tasks. The Pend Oreille Utility District #1 (PUD) owns 180 acres just south and immediately adjacent to the Newport City limits and Urban Growth Area boundary. The County, in partnership with the PUD and the City of Newport, would like to conduct a planning level assessment of options for connecting this property to US 2 just south of Newport. There is a major Bonneville Power line easement that runs from the property to the highway that may provide an access corridor, but topography may present some challenges in terms of how to connect to the highway in accordance with state and federal standards. This task involves the identification of conceptual options for providing access

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to the site and the preparation of supporting maps, identification of issues that would need to be addressed in subsequent design phases, and the preparation of a planning level cost estimate. This information could be included in the County and City Comprehensive Plans, and may be used to market the project with potential sources of funding.