



## CRP 612- Eagle Creek Road Improvement Project

### Frequently Asked Questions

1. Why don't existing rights-of-way meet Eagle Creek's development capacity to handle future traffic? Wasn't this considered in zoning and comprehensive planning processes and when building permits were processed?

The original road carried horse and buggies and not much right-of-way was necessary. Right-of-way has been obtained when short plats or subdivisions have been filed. The county has no mechanism to require dedication of right-of-way when a building permit is filed.

2. Is it possible to work within the current right-of-way instead of having a right-of-way take on our property?

The county is attempting to minimize or remove impacts to property owners through this public process and design.

3. When do we get a detailed map of the take on our property?

If we require right-of-way from a property owner, our negotiators will most likely approach them in September 2008. We will have another Open House prior to that time to discuss with Eagle Creek users a more detailed, but not final, design.

4. How does the reduction in road width from 28-feet to 26-feet change the footprint on our property?

We are not sure at this time how the narrower road and other requested design modifications will affect property owners. We are in the process of receiving public input and considering them in our design. Many other factors involved such as slopes and the potential use of walls will affect the construction limits.

5. Is it possible to spend more money on the project to minimize the right-of-way take to land owners and the loss of trees/vegetation?

To minimize right-of-way take the county is considering narrowing the proposed road width from 28-feet to 26-feet and steepening slopes which will require guardrail, walls and/or geotextiles.

6. How much are we compensated for right-of-way take on our property?

If we require right-of-way from a property owner the property will be appraised by a state approved appraiser and the owner will be compensated based on this appraisal and fair market value.

7. Do the property owners have the ability to negotiate the design proposal in regards to the impact in our yards?

Through this correspondence, the questionnaire, public meetings, etc. the county is negotiating with you. If additional right-of-way is required, formal negotiations will take place later in the year when the project design is much further along.

8. What factors are considered in designing the road? Even though the design process is very preliminary we can only comment on the information we have been sent and what we can get off the website.

There are many factors to consider in designing a roadway and several of these factors are variable. This is the reason we present a preliminary design for property owners to provide comment. The initial preliminary design contains ideal standards while still attempting to minimize private property impacts. As a designer moves along the design process public comment becomes an important element. We are at that stage where we are able to manipulate the design so that we may hopefully meet the abutting property owners' expectations and still maintain a workable and cost effective design.

9. The fill line goes down to our vegetable garden and where the road hits our driveway it looks like we would have to re-contour if not totally redo our driveway which would be an unplanned and significant cost to us. We share the access with four other property owners and so a safe entry onto the road where three driveways meet is going to be important too.

In regard to the driveways along the project: A good road design attempts to minimize impacts to driveways as well. If an access is impacted, the county designs and rebuilds the impacted area of the driveway to meet county standards as close as possible. This means that we typically match the existing driveway width, match the existing surfacing material, provide a landing to the road, and pave to the edge of the right-of-way (if existing drive is gravel or dirt).

10. Will our landing be left intact?

The county considers all access points to the road. If the landing is not considered a hazard to the traveling public then the county attempts to restore landings and driveways to its original (or better to meet standards) condition prior to the project.

11. The material that we received shows a guardrail across our driveway. Is that an error?

This most likely was in error. We would not intentionally block a usable access during this project.

12. A neighbor said it looks like a "cut" would interfere with his septic field.

If we don't already have a note on the plans and the project is impacting a septic field, or other structure, we are hoping that through our public process the property owner will notify us.

13. What are the flagging that we see along the roadway, is this the proposed edge of pavement?

These flags mark existing topographical features that the survey crew has been picking up, not the proposed edge of pavement.

14. Are the engineering groups (PUD, the phone company, fiber optics, etc.) working together so that Eagle Creek Road will not be torn up again at a later date?

We have been in contact with the utilities. The PUD may need to complete some work this year due to the condition of their existing lines (please contact them for more information). We are working hard not to not waste money and time. The utilities also realize that we have a 5-year moratorium on cutting a newly paved county road.

15. Are fiber optic lines going to be placed along Eagle Creek Road?

The Chelan County Public Works Department has contacted the Chelan County Public Utility Department (PUD) who informed us that they did not think it is appropriate for the county to communicate the PUD's fiber plans for installing future fiber lines along Eagle Creek Road. If you would like further information about the fiber, you can contact the PUD at the following:

Website: <http://www.chelanpud.org/> (look for the fiber optics link)  
Phone: 509-661-4151  
Email: [fiber@chelanpud.org](mailto:fiber@chelanpud.org)

16. Are the 10 trips per day, per household, as used by the Traffic Engineers, round trip or single trips?

The ten trips are referred to as trip ends, which on the ground means the number of vehicles you would see passing you if you set up a lawn chair and counted on an average day. An "average day" means you may see more in the summer and less in the winter.

17. How will houses that are already in close proximity to the road surface be affected by the proposed changes?

The proposed design will attempt to avoid impacts to these homes.

18. Where will the proposed guardrails be placed in relation to the proposed paved surface of Eagle Creek Road?

It depends. The face of the guardrail will be at the edge of the paved surface, usually accompanied by a 2-foot widening of the pavement. For this project we may forego the 2-foot widening.

19. Can the proposed slopes be steeper than 3:1, so as not to take up so much resident property?

Yes. We are proposing to use steeper slopes which will require guardrails, walls, geotextiles, etc. The proposed road width has also been decreased from 28-feet to 26-feet.

20. Will an improved road allow zone change to higher density zoning along Eagle Creek Road?

Land Use changes require a separate public process. Land Use changes are not based on road criteria. The proposed roadway design is a very minimum standard for the current Land Use along Eagle Creek.

21. Do the proposed changes to Eagle Creek Road affect how property owners can sub-divide their land for resale?

The proposed roadway project is unrelated to Land Use opportunities.

22. How long will travel be disrupted during construction?

The construction season will most likely be from April or May through October 2009.

23. What is the county timeline for Public Input and for Solicitor's Bids?

We are currently receiving public input and have a minimum of two more public meetings on the schedule: one in March and another after design is about 60% complete. Construction is scheduled for next year; therefore we hope to advertise for Contractors in January or February 2009.

24. How is this project funded?

This project is funded through a combination of state and local funds. The State funds consist of the \$2,457,000 in RAP funds mentioned above. The local funds consist of a minimum local match of 10% but will likely increase depending upon the final project cost. The local funds for county road purposes are a combination of state shared gas tax and local property taxes. Due to the rural major collector classification of the roadway, improvement projects on Eagle Creek Road are also eligible for federal funding but at this time no federal funds have been allocated for this project.

25. Will cost overruns on the proposed project be passed on to the residents of Eagle Creek Road?

No cost is passed on to the residents.

26. Assuming there is a limited amount of funds to be spent on Eagle Creek Road, would those funds be better spent on installing a durable, long-lasting surface for the entire 5.5 miles of Eagle Creek Road, rather than using all the funds on the first 3.2 miles of the road?

State and federal funds can only be used if we are proposing to bring the road up to certain standards; as mentioned in the "Proposed Design Criteria" section of the "Project Summary" in our last mailing. If we do not meet these standards we do not have this funding available. To ensure a "durable, long-lasting surface" the roadway will require reconstruction of the underlying subgrade as well as the paved surface; this constitutes a larger investment than most realize.

27. What safety measures are in place to preserve the riparian zone around Eagle Creek?

We follow strict environmental guidelines when working around riparian and wetland areas based on requirements from the Army Corps of Engineers, US Fish and Wildlife, NOAA Fisheries, WA State Dept of Fish and Wildlife, and WA State Dept. of Ecology.

28. Will larger trees be removed before fill is added, or will they be left in place with fill going around them?

Trees will not survive a large amount of fill and will be removed in areas of large fill; that is where fill is greater than typically one foot. In addition, other measures may be considered to save certain trees.

29. Can the plan include leaving our row of pine trees?

The county is attempting to minimize impacts to property owners which include limiting impacts to existing vegetation.

30. How will the snow berm on the uphill side of Eagle Creek Road be affected by the changes that are proposed?

There will be additional room for a snow berm with a wider roadway and formal ditches.

31. What is "fill"? Is it clean dirt, sand, and gravel or unknown miscellaneous?

Fill material is generally clean dirt from the project or a nearby source

32. Are speed bumps and/or lowering the speed limit a possibility with road improvements?

Speed bumps will not be installed. Permanent speed bumps interfere with snow plowing and temporary speed bumps (those that can be removed before snow falls) tear up the road. In addition, the residents generally change their minds about liking them after they've been in for a while. The speed limit will not be lowered due to this project. Speed limits are set through a different process

33. How will speed issues be addressed? (I realize this is not public works issue but I would hope our commissioners would be able to coordinate an answer with law enforcement officials.)

Motorists' do tend to go faster on a newly paved road; however there will still be speed limiting factors. The proposed road is still extremely narrow for the classification and amount of traffic that Eagle Creek receives. The rolling nature and curves that are currently present will be for the most part maintained; only several curves and crests and sags will be improved for sight distance purposes.