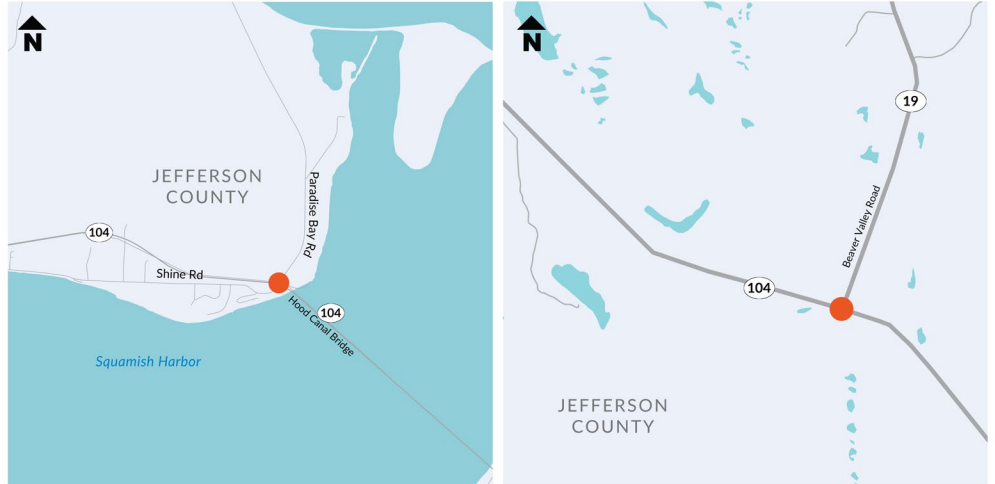


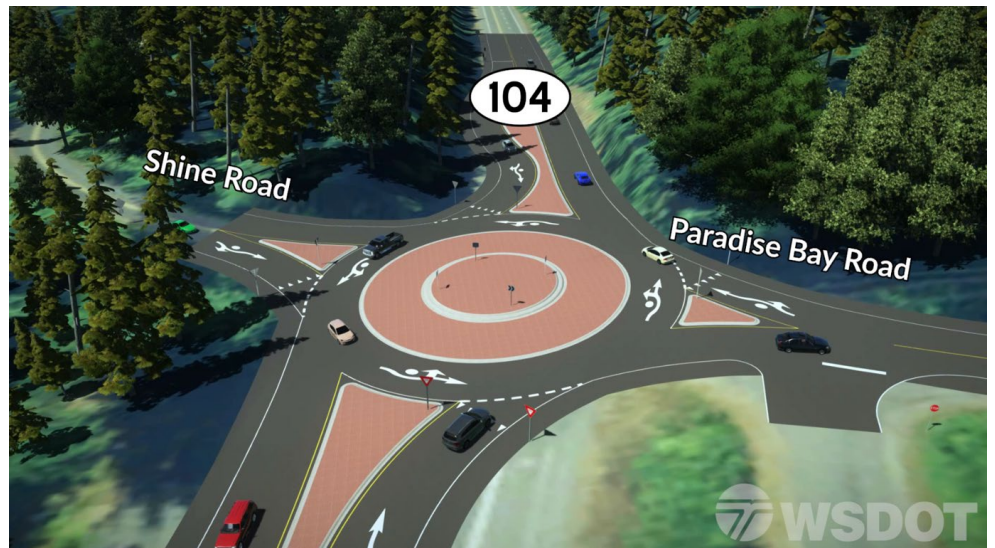
# SR 104 – Paradise Bay – Shine Roads – Intersection Safety Improvement

## Project overview and needs:

The intersection of SR 104 and Paradise Bay/Shine Roads on the west end of the Hood Canal Bridge in Jefferson County has a history of serious injury collisions which prompted WSDOT to look more closely at the intersection. Earlier this year, WSDOT conducted and published a formal analysis of the site called an Intersection Control Evaluation that considered safety needs, operational efficiencies and area traffic volumes with the goal of identifying improvements. The study recommendation and WSDOT's final preferred design is to build a single-lane, metered roundabout at the intersection as well as make similar improvements to the intersection of SR 104/Beaver Valley Road (SR 19) sometime during 2021-2023.



## DESIGN AND CONSTRUCTION 2021-2023



## Roundabout benefits:

- The final design, which will begin in fall of 2019, will include SR 104 Hood Canal Bridge operational considerations – which we already know based on earlier traffic analysis' performed better than a signalized intersection in both delay and queue times for motorists.
- Roundabouts are designed to accommodate the largest legal loads on a highway, including semis. The final design recommendations will include splitter islands and truck aprons with rolled-curbings similar to what was constructed last summer at SR 20 and Sharpes Corner in Anacortes which is operating and performing as designed to date.
- Roundabouts move more traffic continuously than signals while maintaining equitable access for all road users. This is in part why WSDOT is not in favor of restricting access from Paradise Bay, Shine Road or Beaver Valley

Roads onto SR 104. Doing this would increase backups on other routes, potentially affecting smaller communities in a negative manner.

- Roundabouts reduce the probability and severity of head-on or t-bone type collisions. Few collisions occur in roundabouts because their speeds are generally between 15-20 miles per hour, and of the collisions that do occur, they are typically minor.
- Roundabouts save money for taxpayers! They reduce the overall maintenance costs year over year for taxpayers; each with approximately a \$10,000 savings annually when compared to a signalized intersection.

## Why not an overpass?

The purpose of this safety improvement project at SR 104/Shine-Paradise Bay Roads and SR 104/Beaver Valley Road (SR 19) is to increase safety and improve the flow of traffic at both intersections. WSDOT has \$4.6 million budgeted for SR 104/Shine and \$4.2 million budgeted for SR 104/SR 19. Ideas such as an overpass would be at least \$30 million, have a greater environmental footprint (including right-of-way acquisition and environmental permitting) that are not funded by the State Legislature at this time.

## Timeline

- Fall 2019 - Design begins for SR 104/Shine Road and SR 104/SR 19 intersections
- Winter 2021 – Construction anticipated to begin
- Fall 2022 – Both roundabouts open to traffic

More information about this important safety project, including how to receive email alerts as construction progresses, is available online: <https://www.wsdot.wa.gov/projects/sr104/paradise-bay-shine-road/home>

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