

AGENDA

CLALLAM COUNTY TRAILS ADVISORY COMMITTEE

Clallam County Courthouse, Room 160
223 East 4th St Port Angeles, WA
February 7, 2024 - 1:30 p.m.

****ATTENTION****

Clallam County Trails Advisory Committee meetings will also be available virtually at:

If you would like to participate in the meeting via Zoom audio only, call 253-215-8782 and use meeting ID: 938 0529 7962 and passcode: 12345

If you would like to participate in the meeting via Zoom video conference, visit <https://zoom.us/join> and use Meeting ID: 938 0529 7962 and passcode: 12345

This meeting can be viewed on a live stream at this link: <http://www.clallam.net/features/meetings.html>

Public comment and questions can be directed to County Public Works-Roads at 360-417-2290 or steve.gray@clallamcountywa.gov

A. WELCOME/CALL TO ORDER/ROLL CALL

B. REQUEST OF MODIFICATIONS/ADDITIONS TO AGENDA

C. APPROVAL OF MEETING MINUTES: December 6, 2023

D. ANNOUNCEMENTS/MEMBER UPDATES: *Information sharing among members on topics of general interest related to the Olympic Discovery Trail (ODT), Olympic Adventure Trail (OAT), other County trails, or about trails.*

E. TRAIL PROJECT AND MAINTENANCE REPORTS

1. ODT improvement/expansion project updates.
 - a. ODT-Forks to La Push
 - b. RAISE Grant Update
 - c. RCO Local Maintenance Grant Award Update
 - d. Update on Sub-Committee work on ODT Trail Alternatives across DNR lands north of Joyce.
2. County Volunteer ODT/OAT Trail Crew Maintenance Project Reports
3. County ODT/OAT Maintenance Project Reports
4. Other ODT/OAT Reports (All)

F. DISCUSSION AND BUSINESS ITEMS

1. Election of Chair and Vice-Chair
2. OAT Trail Segment Closure and Temporary Detour
3. ODT-Carlsborg Road Crossing Safety Improvement Project Grant Proposal
4. ODT-Carlsborg Road to Banana Way Proposed Improvement Project – Grant Letter of Support
5. Parking issues/concerns on ODT segment along Old Olympic Hwy (east of Siebert Creek Bridge)

G. PUBLIC COMMENT

H. ADJOURNMENT

Members: Andy Stevenson (Chair), Gordon Taylor (Vice-Chair), Jennifer Reandeau, Justin Zarzeczny (Dept. of Natural Resources), Dick Gritman, Charlie Commeree, Erik Rohrer, Bill Biery, Jim Mraz, Lorrie Mittmann, Grant Herman, Wendy Clark-Getzin (Jamestown S'Klallam Tribe) and Liz Cusanelli (U.S. Forest Service). Ex-officio Members: Steve Gray (Clallam County Public Works/Road Department), and Mike French (Clallam County Commissioner)

**Clallam County Trails Advisory Committee (TAC)
December 6, 2023 Meeting Minutes**

DRAFT

A. WELCOME/INTRODUCTIONS:

The meeting was called to order and conducted via video/phone conferencing.

Members Present: Andy Stevenson (Chair), Gordon Taylor (Vice-Chair), Jennifer Reandeau, Justin Zarzeczny, Gary Gleason, Dick Gritman, Kat Sample, Charlie Commeree, Bill Biery, Lorrie Mittmann, Erik Rohrer, Charlie Commeree, and Wendy Clark-Getzin.

County Representatives: Steve Gray, County Public Works Dept. (Ex-officio TAC member)
Mike French, County Commissioner

Public: Grant Hermann

B. MODIFICATIONS/ADDITIONS TO AGENDA: NONE

C. APPROVAL OF MINUTES: The November 1, 2023, meeting minutes were amended to reflect Erik Rohrer in attendance, and approved with no objections.

D. ANNOUNCEMENTS:

- Member Mittmann noted that she heard that Run the Peninsula went well and had good participation. She also noted there was a Turkey Trot on the Waterfront Trail on Thanksgiving which was well-attended.
- Member Clark-Getzin noted three WSDOT – Active Transportation Division grant programs that ODT jurisdictions should track for potential future project submittals: (1) Safe Route to Schools Program; (2) Ped-Bike Program; and (3) Connecting Communities Program. She noted JSKT has received \$250K from the Connecting Communities Program for the rehabilitation of the Dungeness Railroad Bridge Park. Member Gray noted that locally programmed Surface Transportation Block Grant funding by Clallam County was also awarded to the bridge rehab project. Chair Stevenson shared perspectives on the Connecting Communities Grant Program.
- Member Gray thanked everyone for responding back to him on interest for reappointment to the TAC. He noted that reappointments will be briefed with the County Commissioners at the upcoming Monday December 11 work session with action likely on December 26. He thanked everyone for volunteering and acknowledged and thanked Gary Gleason and Kat Sample who are not seeking reappointment for their years of service on the TAC.
- Member Gray reported that the Clallam County Six Year Transportation Improvement Program for 2024-2029 period that included the projects reviewed and supported by the TAC was approved by the County Commissioners on November 7, 2023.

E. TRAIL PROJECT AND MAINTENANCE REPORTS

1. *ODT improvement/expansion project updates:*

- ODT-Forks to La Push: Member Gray reported the County is waiting for revised right-of-entry letters from FHWA-WFL. The letters are requests for permission from landowners to allow consultant team to do cultural and environmental field work in corridor.
- RAISE Grant Update: Member Gray reported that the City of Port Angeles held a meeting with all co-applicants and members of the Puget Sound to Pacific Collaboration (PS2P) on November 15 and noted some key takeaways:

- The city held a kick-off meeting with U.S. Dept. of Transportation (USDOT), Federal Highway Administration (FHWA) and is in the process of working with the FHWA/USDOT on the Agreement covering the 34 project areas by 14 jurisdictions.
- Goal is to start to obligate project funding by Spring 2024.
- No work is eligible for reimbursement until City has signed an agreement with USDOT.
- City and Co-Applicants varied in approach to in-house or contract out work in the 34 project areas, with some voicing likely to 100% contract work out and others stating will in-house or have a mix of in-house and contract work. Clallam County RAISE project work is anticipated to be a mix of in-house and contract work.
- WSDOT will likely serve as the lead to administer the RAISE grant like other federal funded transportation projects. Still unknown whether the City of P.A. will work directly through WSDOT or each Co-Applicant.
- Next Check-in Meeting targeted sometime in January or February 2024.

Member Commeree noted that WSDOT was approached previously to take lead and said no. Member Gray noted that they did not agree to role to be lead applicant. Their role now would be to lead grant/project administration duties. Discussion followed.

- RCO Local Maintenance Grant Award Update: Member Gray indicated the award is for \$90,255, with \$53,255 available for the tractor and tool attachments (e.g., flail boom mower) and the balance of \$37,000 for the Salt Creek Restroom Repairs. The County submitted a budget schedule and statement to comply with Inadvertent Discovery of cultural resources requirements. Anticipate grant agreement execution and ordering tractor and attachments in January. The tractor is to be stored at the Port Angeles shop. Chair Stevenson requested TAC be provided with information on the equipment that gets ordered.
- Potential ODT Trail Routes on DNR Lands Site Visit Report: Member Gray reported he met with Brian Turner, DNR Straits District Manager to review several potential routes on DNR lands north of Joyce between Camp Hayden and Whiskey Creek Roads. He noted that there are challenges and options to connect to the DNR lands across private property on both the east and west ends.

Member Gray would like to set up a sub-committee to assist him in reviewing potential route(s). He anticipates several meetings including a site visit. The goal is to inform the County's RAISE Grant project for the trail gap between Thompson/Onella Rd and Gossett Road in the Joyce area. Chair Stevenson and Member Mittmann indicated their interest to be on the sub-committee. Discussion followed.

2. County Volunteer ODT/OAT Trail Crew Maintenance Project Reports:

The County volunteer crew led by Jeff Ralston held three OAT work parties in November with a continued focus on tread/drainage improvements. Trail segments addressed were in the areas of Milepost 4-5, 11 and 20-21. Member Gray noted there has been great participation on crews with several new members added.

3. County ODT/OAT Maintenance Reports:

County maintenance efforts in November continued to focus on ODT and OAT trail corridor leaf/debris blowing. Other work highlights included down tree cut-outs (various locations); installation of a memorial bench east of Spring Road crossing; installation of a fence along south-side of trail at the ODT Matriotti Creek crossing to discourage off-trail access; ODT brushing/chipping work various locations.

Member Gray noted motorized vehicle access issues again at several ODT west end locations that Member Rohrer reported to the County. Issues include moving large rock barriers, cutting bollard

locks, and driving around rock/bollard barriers. Mr. Rohrer, who is also an ODT volunteer trail adopter, was able to reposition a couple of rocks. Jeff Ralston has installed new bollards at issue areas to discourage access.

4. *Other ODT/OAT Reports:*

Member Taylor noted that PTC volunteers continued to be focused on trail surface sweeping and blowing efforts to remove leaves and other debris.

Member Sample noted that a person will be applying for her alternative BCHW position. She also inquired on the status of the OAT-Whiskey Creek Bridge replacement. Member Gray noted funding has not yet been secured for the planned \$80K to \$100K fiberglass bridge. Discussion followed, including identifying 2024 lodging tax grant and private donations as potential funding sources.

DISCUSSION AND BUSINESS ITEMS:

1. *Current Signage at Carlsborg and Kitchen-Dick Road Crossings*

Member Gray provided a summary of current warning signs for both road and trail users at both the ODT Carlsborg and Kitchen-Dick crossings as a follow-up to the November meeting discussions on potential safety improvement options. Near-term action is to improve signage location and visibility prior to and at ODT-Carlsborg Road crossing.

Chair Stevenson recommended brushback work to improve site lines on the eastside of Kitchen-Dick Road crossing.

2. *Ideas for 2024 Committee Interest and Focus Areas*

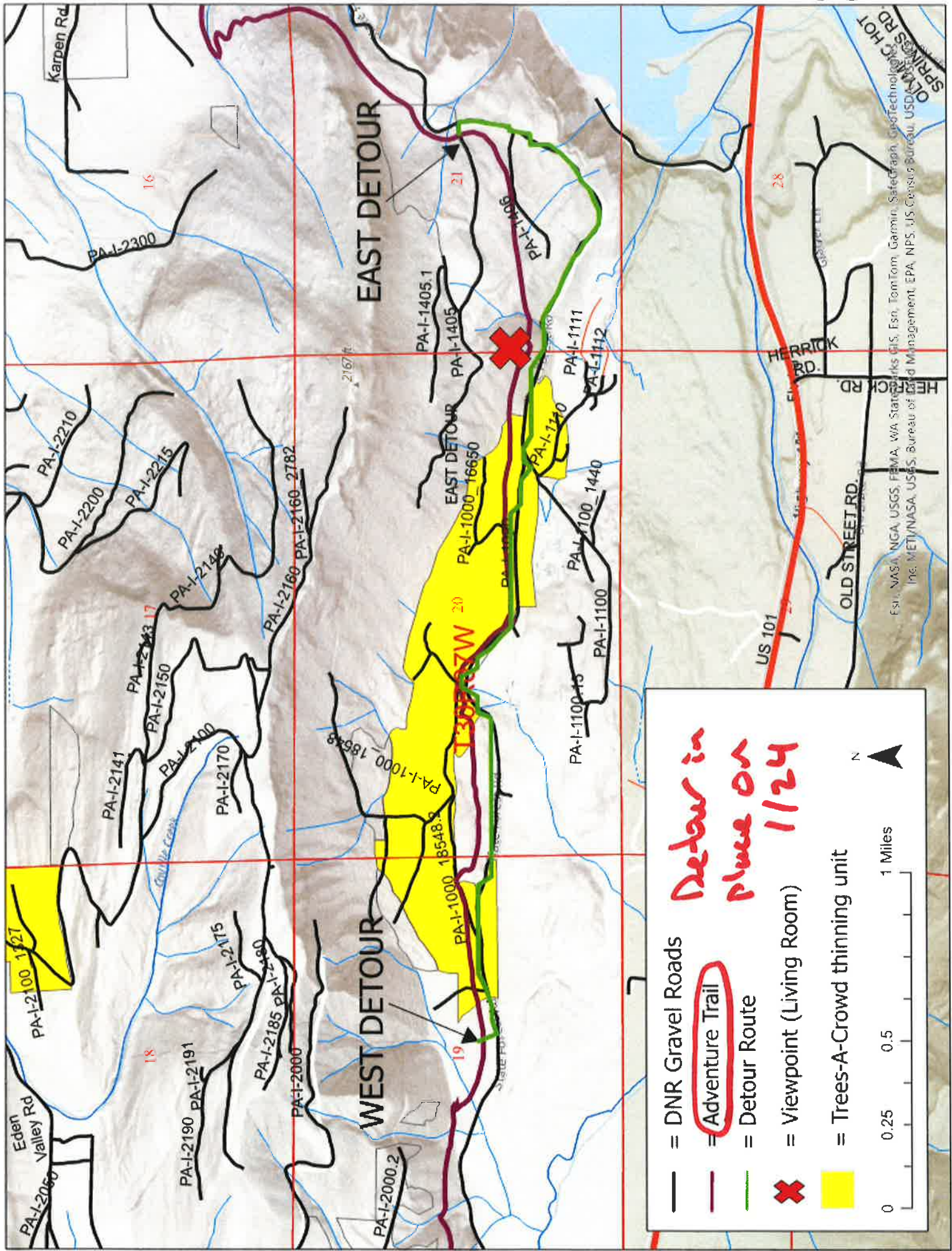
Initial areas of Committee interest in 2024 included:

- Invite City of Sequim, Port Angeles, and Jefferson County for ODT plans and project updates.
- Invite PS2P Kitsap County Partners to a trail meeting.
- ODT Route Planning North of Joyce
- ODT Route Planning between ODT-Camp Creek Trailhead and Forks, including the North Fork of Calawah River route(s) that are now under new ownership.
- Information on connections of other DNR allowed mountain bike trail to OAT

3. *First Meeting in 2024:* There was **consensus** to cancel the January TAC meeting. The first meeting in 2024 will be held on February 7.

F. PUBLIC COMMENTS: NONE

G. ADJOURNMENT: The meeting was adjourned at approximately 2:40 p.m.



Detour in Place on 1/24

- = DNR Gravel Roads
- = Adventure Trail
- = Detour Route
- ✕ = Viewpoint (Living Room)
- = Trees-A-Crowd thinning unit

0 0.25 0.5 1 Miles

North Arrow

Station P.2





Memorandum

To: Wendy Clark-Getzin, PE
Transportation Program Manager
Jamestown S'Klallam Tribe

From: Mark Cole, PE

Copies:

Date: December 29, 2023

Subject: Carlsborg Road Trail Crossing Enhancements
Olympic Discovery Trail (ODT)

Project No.: 21507

PURPOSE:

The purpose of this memorandum is to assess site conditions and evaluate safety improvements for enhancing the existing uncontrolled Olympia Discovery Trail (ODT) crossing of Carlsborg Road located in Clallam County, Washington.

DESIGN REFERENCES:

- Guide for the Development of Bicycle Facilities, 4th Edition, 2012, American Association of State Highway and Transportation Officials (AASHTO)
- Manual on Uniform Traffic Control Devices (MUTCD), 11 Edition, 2023, Federal Highway Administration (FHWA)
- Pedestrian and Bicycle Facilities, Design Manual Division 15, Publication M 22-01.20, September 2022., Washington Department of Transportation (WSDOT)
- Roadway Design and Construction Standards, Clallam County, Washington

EXISTING CONDITIONS

The existing trail crossing at Carlsborg Road is a part of the Olympia Discovery Trail system that stretches 140 miles across the Olympic Peninsula from Port Townsend to the Pacific Ocean coastal town of La Push.

Carlsborg Road is classified as a north-south rural major collector roadway and at the crossing location is comprised of two 12' travel lanes with 5' shoulders and roadside ditches. The roadway pavement lies within a 70-foot public right-of-way (40-feet on the east and approximately 30 feet on the west). The posted speed of Carlsborg Road is 35 MPH. Traffic counts¹ performed in October 2021 at the Carlsborg & Business Park Loop (northern leg) intersection indicated PM Peak Hour total traffic volume of 562 vehicles.

The location where the trail intersects the road is a "mid-block" crossing condition located approximately 1,300 feet to north and approximately 2,300 feet to south of Business Park Loop (northern leg) and Idea

Place road intersections, respectively. Neither of these two intersections are stopped control for traffic on Carlsborg Road.

The existing asphalt trail approach on the west side of Carlsborg Road is offset several feet to the north from the trail's location on the east side, leading users to cross at nearly a 30-degree angle off perpendicular to the roadway. Advance pedestrian crossing warning signs exist in both directions on Carlsborg Road but the crossing location itself has no pavement markings or signage. Additionally, Carlsborg Road has no street illumination nor is the trail crossing location illuminated.



Figure 1 – Northbound Carlsborg Road at trail crossing

ROADWAY CROSSING IMPROVEMENT CONSIDERATIONS

1. Alignment and Configuration:

To increase safety, provide a decisive location for drivers to stop, as well as minimize crossing length, a new crossing, installed perpendicular to the roadway, is recommended by aligning it with either the east side or west side trail approach.

The trail's orientation and proximity to the property line on the east side of Carlsborg Rd makes it challenging to create a transitional shift northerly to align with the existing approach on the west side. This would likely require the existing power pole (and/or guy wire) be relocated and any amount of northerly shift in this location would impact portions of the adjacent Murry's Disposal parcel's existing parking. Although portions of this parking area appear to be within existing Carlsborg Rd right of way it is anticipated that a permanent trail easement from this parcel would be required to create a transitional shift on this side of the road.

Because of impacts to existing parking and anticipated permanent trail easement acquisition, consideration is given to establishing the new crossing in line with the trail on the east side of the road and create a new landing area and short trail section on the west side. A portion of the existing trail's approach pavement would be removed, and new paved transition constructed to connect with the existing trail that extends northerly, paralleling the road to just beyond an existing county facility building, before it then turns and continues west.

No permanent trail easement is anticipated for trail improvements on the west side of the road although a temporary construction easement would be necessary from the Pioneer Propane parcel.

2. Pedestrian Crossing Devices:

Install a traffic control device, such as a Rectangular Rapid Flashing Beacon (RRFB), to increase driver awareness of pedestrians and other multi-modal trail user crossing at this "mid-block" location on Carlsborg Road. A pole mounted, pedestrian activated, RRFB could be installed facing traffic on each side of the road, similar or equal to RRFB model R920-E, as manufactured by Carmanah (attached). The attached RRFB is solar powered however based on jurisdictional requirements this can be hardwired. There is existing aerial power along the east of Carlsborg Road and its anticipated service could be supplied from the existing pole located near the trail's crossing.

3. Existing Utilities Considerations

There are existing utilities on either side of Carlsborg Road within the trail crossing area. Aerial power (Clallam Co. PUD#1) on poles is located along the east side and communication lines (aerial and underground with pedestals) exist on both sides of the road.

Based on the conceptual improvements and a crossing in line with the east trail approach, it is anticipated that adjustments/relocation of the following existing utilities would be required:

- An existing utility pedestal on the west side would need to be relocated.
- Storm drainage area inlet on the west side would need to be moved and drainage pipe extend along with minor ditch regrading.
- Surface adjustments of other utility appurtenances may be required.
- No utility relocations would be anticipated for crossing improvements on the east side of the road.

4. Signage and Pavement Markings

Proposed enhanced crossing would include appropriate pavement marking and signage to supplement the paving and RRFB improvements. These would include:

- Markings on roadway pavement delineating the crosswalk location and a stop bar in the direction of travel across each lane for vehicles to stop when RRFB is activated.
- Detectable warning surface across the trail approaches to the roadway crosswalk.
- Supplemental crosswalk signage on RRFB poles.
- Relocated and/or updated advance crosswalk signage in each direction on Carlsborg Road.
- New and/or relocated bollards in trail at roadway approaches and advance "Road Crossing" signage in each direction on the ODT.

5. Crossing Improvements and Opinion of Probable Construction Costs

A conceptual layout of the Carlsborg Road crossing improvements have been prepared along with an Opinion of Probable Construction Costs, both are included as attachments.

RECOMMENDATIONS AND OTHER CONSIDERATIONS

1. For additional safety, placing an arm with luminaire on the existing pole located at the northeast corner of road crossing could be explored with the power company.

2. Coordinate w/Clallam County on permitting and specific design/construction requirements.
3. Engage with Murry's Disposal relative to trail improvements, enhancing the road crossing, and their existing parking (relative to potential impacts) to assess potential concerns as well as explore opportunities.
4. Engage with Pioneer Propane (west side of Carlsborg) to assess concerns as well as explore opportunities relative to trail crossing improvements and potential for acquiring a temporary construction easement.
5. Coordinate with utility agencies on processes and procedures associated with anticipated utility adjustments and power availability for RRFB and pole luminaire.

Footnotes:

1. Traffic Impact Analysis report, dated November 2021 by Heath & Associates.

DESIGNER	DRAWN BY	CHECKED BY
XXX	XXX	XXX
NO.	REVISION COMMENTS	BY REVIEW DATE

Jamestown S'klallam Tribe
Olympic Discovery Trail - Carlsborg Rd. Crossing

Planning Level Cost Estimate

Otak #21507

Last Updated: 12/21/2023



Description	Quantity	Unit	Unit Price	Total
PROJECT PREPARATION				
Mobilization and Survey (10%)	1	LS	\$ 10,000.00	\$10,000
Temporary Erosion and Sediment Control (5%)	1	LS	\$ 10,000.00	\$10,000
Removal of Structures & Obstructions - Demolition	1	LS	\$ 10,000.00	
Traffic Control (8%)	1	LS	\$ 10,000.00	\$10,000
SURFACING & PAVEMENT				
Roadway/Sidewalk Excavation and Pavement Removal	600	SF	\$ 2.00	\$1,200
HMA Roadway & Trail Pavement Incl. Subgrade				
Trail HMA	200	SF	\$ 10.00	\$2,000
Roadway HMA	330	SF	\$ 15.00	\$4,950
SIGNAL AND ILLUMINATION				
New Pedestrian Rapid Flashing Beacon Incl. Installation	1	LS	\$ 15,000.00	\$15,000
OTHER CONSTRUCTION ITEMS				
Signing and Striping	1	LS	\$ 2,500.00	\$2,500
Site Restoration and Landscape Planter Strip	500	SF	\$ 5.00	\$2,500
Relocation of Stormwater Facilities	1	LS	\$ 10,000.00	\$10,000
Relocation of Utilities	1	LS	\$ 10,000.00	\$10,000
				Conceptual Construction Cost = \$78,150
				Contingency (30%)= \$23,445
				Sub-Total = \$101,595
				Construction Escalation Factor - Year 2024 (2Yrs @ 5%/Yr) = \$10,413
				Total Conceptual Construction = \$112,008
OTHER COSTS				
Owner Administration	2%			\$2,032
Survey, Design, and Permitting	25%			\$25,399
Construction Management (CM)	15%			\$15,239
				Sub-Total Other Costs = \$42,670
				Total Conceptual Project Cost Estimate = \$154,678

Notes:

1. Unit costs are based on 2023 prices for similar public works projects.
2. Pedestrian RFB cost based on installation of two new RFB's within improvement limits.
3. Landscape planter strip cost assumes no irrigation required.
4. Utility relocation is assumed to consist of power cabinet and conduit, no overhead power relocation.
5. Storm Drainage Improvement costs based on installation of new catchbasin & pipe (including 100% import backfill) for length of relocation.
6. Cost assumes no R/W acquisition will be needed.

R920-E

Solar-Powered Rectangular Rapid Flashing Beacon Data Sheet



Rectangular rapid flashing beacons (RRFBs) improve pedestrian safety by increasing yield rates to 72-96% at crosswalks*:

- ✓ The benchmark for RRFBs, the R920-E meets MUTCD requirements, including IA-21, and is Buy America compliant
- ✓ Compact and lightweight solar engine
- ✓ Audible pushbutton activation with all ADA compliance features
- ✓ Solar Power Report™ (SPR) prepared for every location to ensure battery longevity

Superior Design and Technology

The R920-E utilizes a self-contained solar engine integrating the Energy Management System (EMS) with an on-board user interface, housed in a compact enclosure together with the batteries and solar panel. MUTCD interim approval IA-21 flash pattern and multiple configurations enable the R920-E to handle all crosswalk applications.

Easy Installation

With its highly efficient and compact design, installation is quick and uncomplicated, dramatically reducing installation costs. Retrofitting can be done where existing sign bases are used to enhance existing marked crosswalks in minutes, and new installations can be completed without the cost of larger poles, new bases, and trenching.

Advanced User Interface

The R920-E comes with an on-board user interface for quick configuration and status monitoring. It allows for simple in-the-field adjustment of flash pattern, duration, intensity, ambient auto adjust, night dimming, and many more. Settings are automatically sent wirelessly to all units in the system.

Reliable

Every solar-powered model is solar-sized by location to ensure year-after-year operation. Carmanah includes a Solar Power Report to prove sustainability over a 12-month period.



MUTCD
compliant



Buy America
compliant



5-year limited
warranty



Solar-sized for
every location

* U.S. Department of Transportation Federal Highways Administration, Publication No. FHWA-HRT-10-043 - "Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks"

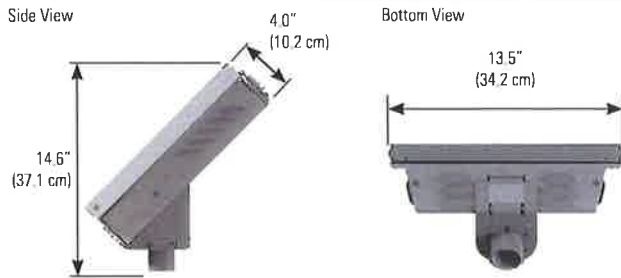
R920-E

Solar-Powered Rectangular Rapid Flashing Beacon Data Sheet

1.844.412.8395 | traffic@carmanah.com | carmanah.com



SOLAR ENGINE DIMENSIONS



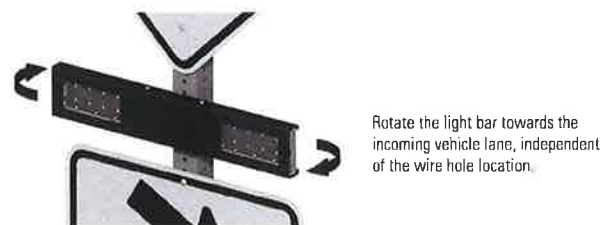
SOLAR ENGINE MOUNTING



LIGHT BAR CONFIGURATION



IN-THE-FIELD AIMING



BEACON SPECIFICATIONS

Optical	MUTCD interim approval IA-21 and MUTCDC compliant
	Purpose-built light bar optics = maximum efficiency and no stray light Exceeds SAE J595 class 1 intensity by 2.5 to 3x when used as recommended Meets SAE J578 chromaticity
	3 in (76 mm) x 7 in (178 mm) clear, UV-rated polycarbonate lens with yellow LEDs
	High-power LEDs: +90% lumen maintenance (L90) based on IES LM-80
	Side-emitting pedestrian confirmation LEDs
	Independent, stainless steel mounting brackets make back-to-back installation simple and enable in-field aiming for maximum effectiveness Yellow, black, or green powder coated light bar covers

SYSTEM SPECIFICATIONS

On-Board User Interface (OBUI)	Adjustable system settings with auto-scrolling LED display on our latest EMS
	System test, status, and fault detection: battery, solar, button, beacon, radio, day/night
	Flash patterns: RFB (WW+S), RFB1 (WW+S legacy), RFB2 (WSDOT), 0.5 sec. alternating (MUTCD), 0.5 sec. unison (MUTCD), 0.5 sec. x3 alternating (MUTCD), 0.1 sec. unison, 0.25 sec. unison, 0.1 sec. x3 quick flashes unison, 0.1 sec. x3 quick flashes alternating, steady on
	Input: momentary for pushbutton activation, normally open switch, normally closed switch, dusk-to-dawn operation
	Flash duration: 5 sec. to 1 hr.
	Intensity setting: 20 to 1400 mA for multiple RFBs, circular beacons, or LED enhanced signs
	Nighttime dimming: 10 to 100% of daytime intensity
	Ambient Auto Adjust: increases intensity during bright daytime
	Automatic Light Control: reduces intensity if the battery is extremely low
	Temperature correction: yellow beacons
Beacon Communication	Calendar: internal time clock function
	Radio settings: enable/disable, selectable channel from 1 to 14
	Output: enabled when beacons flashing daytime and nighttime, or nighttime only
	Activation counts and data reporting via OBUI or optional USB connection
	Encrypted, wireless radio with 2.4 GHz mesh technology
	Wireless update of settings from any unit to all systems on the same radio channel
Energy Collection	User-selectable multiple channels to group different beacons and ensure a robust wireless signal
	Communicates with all other Gen III radio-enabled systems including our R820-E, -F, and -G circular beacons
	Instantaneous wireless activation: <150 ms
	Wireless range: 1000 ft (305 m)
Energy Storage	Integrated, vandal-resistant antenna
	15 W high-efficiency photovoltaic solar panel
	45 deg tilt for optimal energy collection
	Maximum Power Point Tracking with Temperature Compensation (MPPT-TC) battery charger for optimal energy collection in all solar and battery conditions
Solar Engine Construction	12 V 14 Ahr. battery system
	Replaceable, recyclable, sealed, maintenance-free, best-in-class AGM batteries offer the widest temperature range and longest life
	Battery design life: +5 yrs.
	Tool-less battery change with quick connect terminals and strapping for easy installation
Environmental	Weatherproof, gasketed enclosure with vents for ambient air transfer (NEMA 3R)
	Lockable, hinged lid for access to on-board user interface and batteries
	Corrosion-resistant aluminum with stainless steel hardware
	Raw aluminum finish or yellow, black, or green powder coated
Activation	Prewired to minimize installation time
	High-efficiency optics and EMS = the most compact, lightweight system
	19 lb (8.6 kg) including batteries, excluding beacons and pushbutton
	-35 to 165° F (-37 to 74° C) system operating temperature
Warranty	-40 to 140° F (-40 to 60° C) battery operating temperature
	150 mph (241 kph) wind speed as per AASHTO LTS-6
Customize	Pushbutton: ADA-compliant, piezo-driven with visual LED and two-tone audible confirmation
	Audible pushbutton station: ADA-compliant, piezo-driven with visual LED and customizable voice message confirmation
Warranty 5-year limited warranty, 1-year limited on batteries	
Build an RFR online	

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Clallam County Public Works/Road Department

223 E. Fourth St., Suite 6

Port Angeles, WA 98362-3000

360-417-2290 Fax: 360-417-2513 E-mail: steve.gray@clallamcountywa.gov

January 9, 2024

Wendy Clark-Getzin, PE
Transportation Program Manager
Jamestown S'Klallam Tribe
991 Old Blyn Highway
Sequim, WA 98382

Subject: Olympic Discovery Trail (ODT) Carlsborg Road Crossing Enhancements

Dear Ms. Clark-Getzen,

Clallam County thanks the Jamestown S' Klallam Tribe (JSKT) for supporting the assessment and evaluation of safety improvements for enhancing the Olympic Discovery Trail crossing of Carlsborg Road (a County Road) located in the Carlsborg Urban Growth Area. The County Public Works Department has reviewed the technical memorandum (December 2023) prepared by OTAK and supports the recommendations and conceptual plan for the roadway crossing improvements. OTAK's recommended trail realignment and safety improvements (e.g., pedestrian crossing devices, signage, pavement markings) for the crossing are in the County Road right-of-way.

The County supports JSKT plan to apply for Tribal Transportation Program Safety Funds (TTPSF) for safety improvements described in the OTAK Technical Memorandum. If TTPSF's are secured, we look forward to partnering and coordinating with JSKT on completing this important project to enhance trail user safety on the regional Olympic Discovery Trail.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Gray".

Steve Gray
Public Works Deputy Director



We are happy to share our maps and hope that you find them helpful. Please be advised, however, that these maps are intended to serve as a guide to the general location of features shown. The accuracy of the individual layers varies and layers may not align with one another. Determination of actual regulatory location of features shown on this map typically requires a field examination by qualified staff. Any person or entity that relies on any information contained herein does so at their own risk. Clallam County makes no warranty of the accuracy or usefulness of this data.

Old Olympic Hwy
Siebert Creek
Bridge

1000



007



Tr. butchery Ln.





