

Transportation System and Accessibility Improvements

Description

The Office of Chehalis Basin will support local actions to protect transportation corridors from flood damage and ensure future transportation projects incorporate flood protection measures, e.g., emergency access routes. The Preliminary Local Actions Non-Dam (LAND) Alternative identified seventeen priority projects across Chehalis and Centralia that together would create alternative routes for I-5, increase hospital and emergency vehicle access, and protect several important east-west corridors.

Potential Principles

Principle 1: WSDOT and local governments will lead and fund their respective transportation improvements, but in some cases, OCB may provide supplemental funding to support improvements that achieve broader flood damage reduction goals.

Principle 2: OCB could work with WSDOT and local governments to track upcoming capital expenditures on the identified priority projects and discuss incorporating flood damage reduction elements into those projects, as appropriate, to leverage multiple funding sources and keep costs down.

Key Components

The seventeen transportation projects identified by the LAND are¹:

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| 1. South Scheuber Road Bridge | 9. Pearl Street (SR 507) and Pearl Street Bridge |
| 2. South Scheuber Road-Graf Road Military Road | 10. Reynolds Road |
| 3. South Scheuber Road-West Connection | 12. Raise SR-12, Chehalis Reservation to Rochester |
| 4. Cooks Hill Road | 13. Raise Anderson Road |
| 5. State Route 6 (South Scheuber Road to I-5) | 14. State Route 107 |
| 6. West Main Street | 15. Montesano Bypass |
| 7. National to Kresky Avenue | 16. Monte/Elma Road |
| 8. SR 507 Through Centralia | 17. Old Highway 603 |

¹ The numbers here match the numbering in the LAND report. Project 11, New Mellen Street Bridge, is not included in this element because it is an integral part of the LAND.

Cost

Total estimated 30-Year Cost: \$32,000,000 to \$160,000,000

Costs estimates are based on a range of \$2 million to \$10 million in additional funding offered for each of the 16 projects. This assumes OCB funds would only be used to improve the flood-worthiness of the project, and that the project sponsor would pay for the base project, potentially through multiple funding sources, e.g., local, state, and federal funds.

More Information

Prepared by Nat Kale, Principal Planner, Office of Chehalis Basin

Refer to the [Preliminary LAND Alternative](#) for more details.

