

# NE 134<sup>th</sup> Corridor Adaptive Traffic Signals (Vicinity of NE 136<sup>th</sup> Street/Tenny Road-NE Salmon Creek Avenue) Clark County

Project Completed: January 2023  
CRP #: 301122

## Project Information

RTC funding: \$618,000 CMAQ Program  
Total Project Cost: \$756,000  
Project Type: Transportation Safety Improvement  
Project Length: 2.30 miles  
Function Class: Principal Arterial  
Daily Traffic Volume: 33,068



## Project Description

This project is the fourth Synchro-Green adaptive traffic signal installation in the Clark County traffic signal network. The project installed Synchro-Green adaptive modules on the NE Tenney Road/NE 134<sup>th</sup> Street corridor, on NE 139<sup>th</sup> Street, and extended the adaptive portion of the NE Highway 99 corridor as shown on the vicinity map. In addition to NE 134<sup>th</sup> Street and NE 139<sup>th</sup> Street, this project included WSDOT on-and off-ramps to both I-5 and I-205 for comprehensive, multi-agency management of one of Clark County's highest-volume corridors. Gridsmart video systems were installed at key intersections to provide 24/7 turning movement counts and data for performance measures.

Gridsmart software processes and exports the data for analysis and reporting and incorporates the data feed into the county's centralized traffic management system. The nine new Aldis Gridsmart Camera locations include:

NE 139TH STREET	NE 134TH STREET
NE 139TH ST. @ NE 10TH AVE.	NE 134TH ST. @ I-5 ON RAMP
NE 139TH ST. @ I-5 ON RAMP	NE 134TH ST. @ I-5 OFF RAMP
NE 139TH ST. @ I-5 OFF RAMP	NE 134TH ST. @ NE HWY 99
NE 139TH ST. @ NE 20TH AVE	NE 134TH ST. @ NE 20 <sup>TH</sup> AVE.
	NE 134TH ST. @ NE 23 <sup>RD</sup> AVE.

## Project Benefits

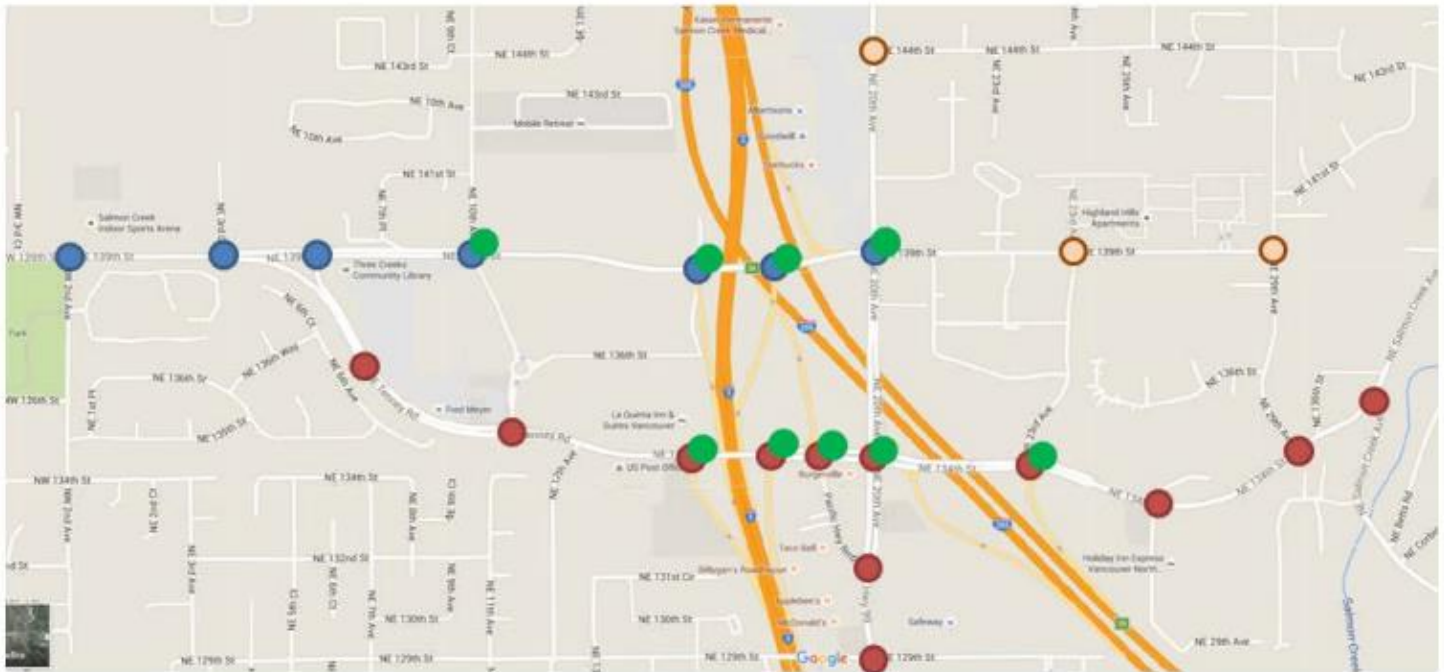
- Adding the infrastructure and framework to measure the effects of transportation projects supports several regional management and roadway operation strategies that are specified in the Regional Transportation Systems Management and Operations (TSMO) Plan.
- Measuring signal timing and configuration changes in a consistent way improves regional decision-making. Installing Synchro-Green Adaptive traffic signals created an expanded network of travel-time detectors and count stations on more of the county's busiest roadways, allowing for a robust analysis of roadway capacity and congestion.
- Equipping a fourth corridor with the most current, responsive traffic signal programming will address the regional need to limit delay, reduce congestion and improve overall mobility.

- Resulting data is now collected 24-hours a day, providing continuous and comprehensive information for regional planning. The reporting framework further enhances regional mobility by creating field-proven measures presented in a consistent format across all types of projects.
- Before and After studies of improvement projects are needed to validate the effective use of transportation funding and standardize the reporting of traffic data.

## Project Funding

Phase	Year	Federal Funds	Other Funds	Total
Design	2020	\$286,000	\$ 6,000	\$292,000
Right of Way	2021		\$ 7,000	\$ 7,000
Construction	2021	\$332,000	\$125,000	\$457,000
<b>Total</b>		<b>\$618,000</b>	<b>\$138,000</b>	<b>\$756,000</b>

## Project Map:



- Existing Traffic Signal With Adaptive Module
- New Adaptive Module for Existing Traffic Signal
- New Aldis Gridsmart Cameras
- Existing Traffic Signal, No Work This Project