

OKANOGAN COUNTY

COMMISSIONERS' ORDINANCE NO.2014-6

**AN ORDINANCE** relating to a speed limit change on the following Okanogan County Road:

**THEREFOR BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF OKANOGAN COUNTY:**

Section 1

This ordinance is enacted in exercise of the "Rules of the Road," Chapter 46.61 R.C.W., pertaining to Speed Restrictions, specifically, 46.61.400 R.C.W., 46.61.415 R.C.W., titled, "When local authorities may alter maximum limits," and in accordance with the manual for "Uniform Traffic Control Devices", for the protection and preservation of the health and safety of the public.

Section 2

The speed limit for all motor vehicles is set as stated below for portions of the following County Roads:

**O.C.R. 4953, Bonaparte Lake Road:**

35 M.P.H. beginning at milepost 0.000 and continuing to the end of County Jurisdiction at milepost 6.302.

Section 3

The restrictions imposed by Section 2 of this ordinance shall become effective upon installation of appropriate signs at the specified road locations stating the speed limit established. After installation of such signs it shall be unlawful for anyone to drive a motor vehicle at a speed in excess of the speed limit established by Section 2 of this Ordinance, except as authorized by Chapter 46.61.425(1) R.C.W.

Section 4

The provisions of this Ordinance are intended to become effective immediately upon lawful approval and passage by the Board of County Commissioners of Okanogan County.

DATED this 24<sup>th</sup> day of June, 2014, at Okanogan, Washington.

**BOARD OF COUNTY COMMISSIONERS  
OKANOGAN COUNTY, WASHINGTON**

**ABSENT**

Ray Campbell, Chairman

Sheilah Kennedy  
Sheilah Kennedy, Member

Jim DeTro  
Jim DeTro, Member



ATTEST:

Laleña Johns  
Laleña Johns, Clerk of the Board

**TRAFFIC / ACCIDENT / SPEED / ROAD CONDITION SUMMARY****Road Number:**

4953

**Road Name:**

Bonaparte Lake Road

**From Milepost:**

0.00

**To Milepost:**

6.30

**Memorial Day****Total Length:**

6.3

**ADT Segment 1****Set 1**

115

**Set 2**

285

**ADT Segment 2**

90

264

**Accident History (last six years):**

2

**Avg. Per Year:**

&gt;1

**Injury Accidents:**

1

**Avg. Per Mile:**

&gt;1

**Fatal Accidents:**

0

**Contributing Circumstances:****Posted Speed:****Alcohol:****Safe Speed:****Fail R/W:****Inattention:****Improper Backing:****Defective Equip.:****Asleep:****Improper Passing:****No Violation:****Follow To Close:****Other:**

2

**Light Conditions:****Daylight:**

1

**Dark:**

1

**Surface Condition @ Time of Accident:****Dry:**

1

**Wet:****Snow/Ice:**

1

**Gravel:****Memorial Day****Segment 1 / Set 1****Set 2****Segment 2 / Set 1****Set 2****Mean Speed:**

40 mph

42 mph

**Mean Speed:**

36 mph

37 mph

**85th Percentile:**

47 mph

48 mph

**85th Percentile:**

44 mph

45 mph

**Road Condition:**

Alignment: Winding with short straight-aways and limited sight distance.

(Straight, winding, limited sight distance etc.)

Grade: primarily flat with some small grades and slopes.

(Flat, steep, limited sight distance etc.)

Width: Varies from 20.0 feet to 22.0 feet

(Road Width)

Surface Type: Paved with BST

(Paved, gravel)

Surface Condition: Fair - Was chipseal in 2013 as is already showing signs of defects again.

(Poor, fair, good)

Centerline No-Pass: Road has a centerline strip with appropriate no pass zones.

(Single or double and length)

Shoulders: Fair - Shoulder vary from 1.5 feet to 2.0 feet.

(Condition, width)

**Roadside Friction:**

31 Approaches (Residential, Farm, Commercial, USFS Roads, and USFS Campground Access)

(Number of businesses, home and farm accesses)

**Safe Curve Speed:**

all curves signed appropriately from 25 - 45 MPH.

(For signed curves or hazardous locations)

**Activity:** Walking, Horseback Riding, Bicycles, ATV's.

(Parking, pedestrian, bicycle activities)

Comments: The road was driven at various speeds. I was not able to drive the road at 50 MPH due to the road being narrow and winding. I drove the road at 35 MPH; this seems to be a bit slow of a speed for the majority of the road. I did catch myself driving the straight-aways at about 45 MPH. The warning signs seem to be appropriate and should be obeyed. Most of the approaches have adequate sight distance. There is a very limited accident history within the last 6 years. However there have been 2 fatalities beyond the 6 year range. The 1st one was in 2004 at MP 1.70, Improper passing and exceeding reasonable safe speed. The 2nd one was in 2007 at MP 3.80, apparently the driver was ill. Both of these accidents were related to the driver's actions. Even though I did not observe any walking, horseback riding, bicycling or ATV activities on April 29, 2014; I have seen those activities on the road in past years while setting traffic counters and rating roads.

*This checklist is a guideline to assist in the evaluation of County roads. A speed limit may be dependent on this evaluation.*