

Transportation Issues in the Greater Wenatchee Area

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How Does North Central Region Fit in?

Population:

258,645

3.81% of the state total

Some 13,493 square miles.

~ 20% of the state's 66,583 sq. mi.

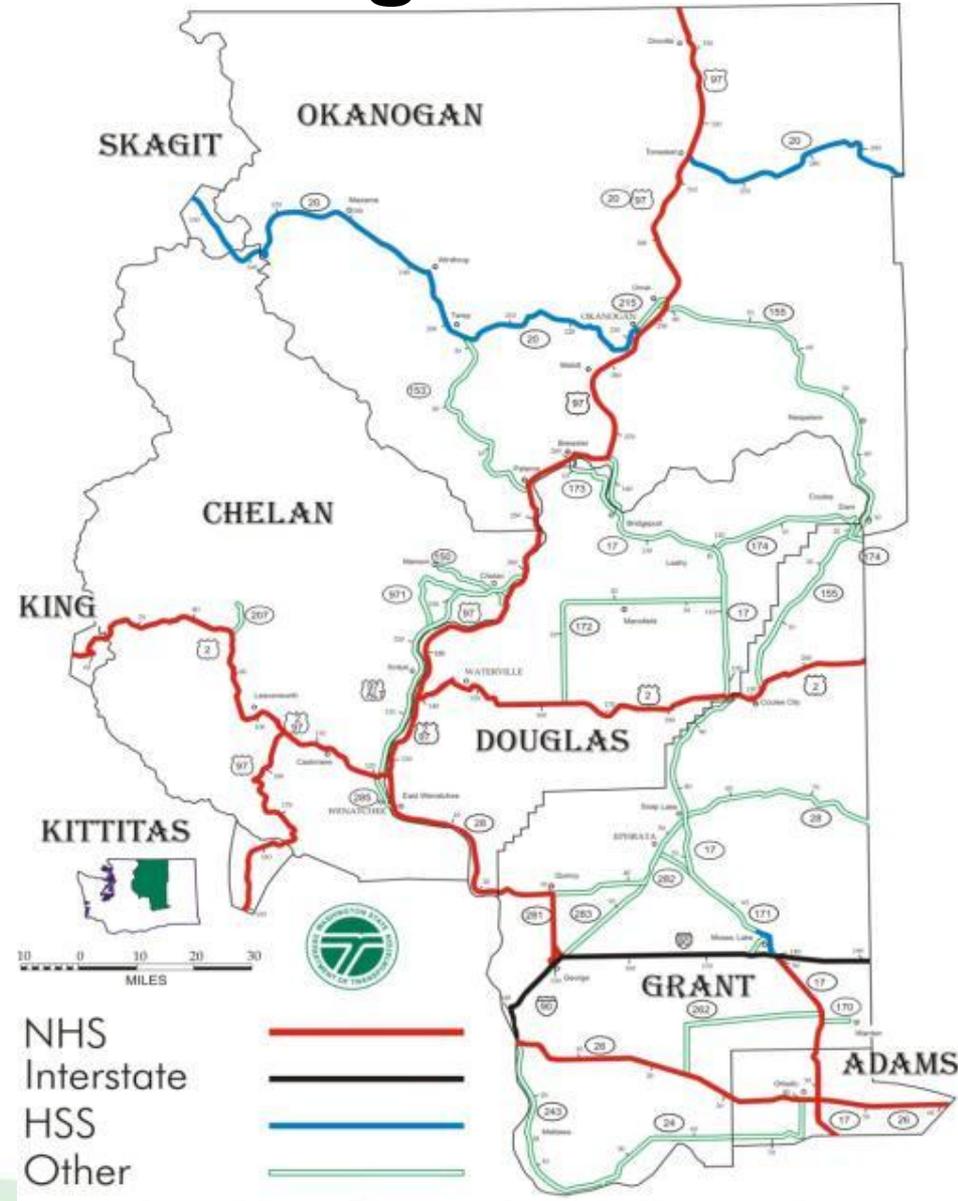
Includes 4 counties

*Chelan, Douglas,
Grant, & Okanogan
and parts of 5 others,
Adams, Kittitas, King,
Skagit & Franklin*

38 Towns & Cities

Legislative Districts:

07th, 09th, 12th, 13th



Highway Statistics

- ☑ 13.66 % of State and Interstate Lane Miles
 - 1285 lane miles HMA
 - 1343 lane miles BST/ Chip Seal
 - 175 Bridges, 1 – Tunnel

- ☑ 5.29 % of Average Vehicle Miles Travelled

- ☑ 3.17 % of Average DOT Budget from 2001-2009
 - 3.44 % 2009-2011 DOT Budget
 - 2.73 % 2011-2013 DOT Budget
 - **1.12 % 2013-2015 DOT Projected Budget**

Roadway Preservation Program Needs

- **Ranks 5th in Regional Lane Miles at 13.66%**
- **1343 Total BST / Chip Seal Lane Miles**
 - *7 year average Life*
 - *Yearly average mileage necessary to BST/chip seal to maintain roadways is 192 lane miles*
- **1285 Total HMA Lane Miles**
 - *12 year average life*
 - *Yearly average mileage necessary to Pave to maintain existing roads is 107 lane miles*
- **Average costs to maintain balanced and sustainable road preservation.**
 - *\$34.45 million each bien → projected 13-15: \$16.5M*
- **Declining funding for Maintenance and Preservation**
 - **future holds more chip sealing and less hot mix paving.**

State highways in immediate area include:

US 2, US 97, SR 28 and SR 285.

Airports:

Pangborn Field is the primary regional airport serving Wenatchee.

Twenty-one (21) other airports also serve communities throughout North Central Washington.

Rail:

Passenger rail is provided by Amtrak with daily stops in Leavenworth, Wenatchee and Ephrata and seasonal trains from Seattle to Leavenworth.

Burlington Northern Santa Fe provide mainline freight rail services in the region. Several significant branch lines operate as well.

The Port of Quincy has begun operation of a truck/train container trans-load facility and the Port of Moses Lake continues development of its industrial rail use center.

Partners and Stakeholders

The Wenatchee Valley Transportation Council

Metropolitan Planning Organization (MPO) formed after the 2000 census.

There are **2 Regional Transportation Planning Organizations (RTPO)** in the region.

The North Central Regional Transportation Planning Organization (NCRTPO) includes Chelan, Douglas and Okanogan counties.

The Quad County RTPO includes Grant, Adams, Lincoln, and Kittitas counties.

Several **scenic byway** coalitions

are aggressively promoting trade and tourism along the Coulee Corridor (SR 17 and SR 155), **the Steven Pass Greenway (US 2), the Cascade Loop (US 2, US 97, SR 20, and SR 153),** and the Okanogan Trails (US 97) byway.

Wildlife Fence To Reduce Collisions



US 97A, North of Wenatchee



Rock Slope Protection

US 97A, North of Wenatchee



Future Transportation Needs

Urban area mobility addressed by Metropolitan Transportation Plan (WVTC):

- Mobility focus - expansion and management of the system must address continuing growth.

Outside the core urban area, we need to address:

- Safety, preservation, all weather improvements to agricultural freight routes
- Tourist traffic and both local “farm to market” and “through-bound” freight transport

Solutions include, but not limited to:

- new passing lanes
- aggressive summer and winter maintenance programs,
- Intelligent Transportation System (ITS) operational improvements including: weather stations, signal interconnects, cameras

Preservation and improvement of short line rail systems will also remain a regional priority.

Making Choices

Given limited funding, agency mission drives:

- What is essential
- What is core and what is not
- Decisions regarding where, when and how

Program, project, activity selection

- Must be specific to agency mission
- More critical / difficult than any time in recent memory

SR 28, “Eastside Corridor” Improvements – Staging

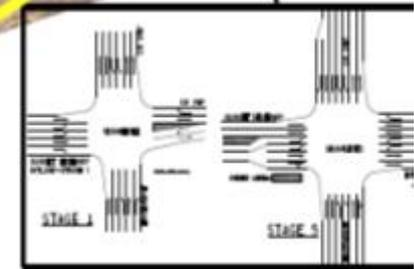
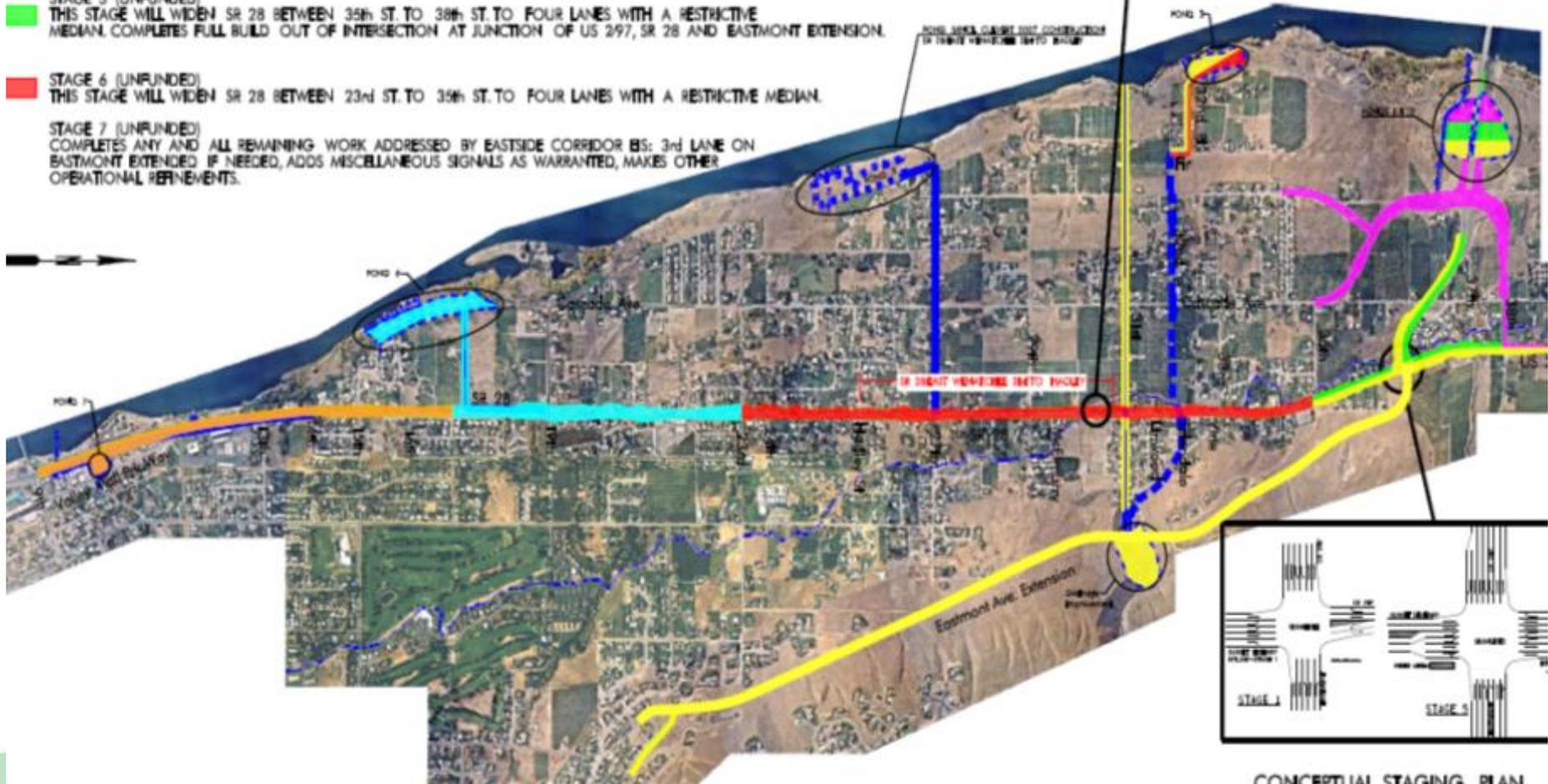
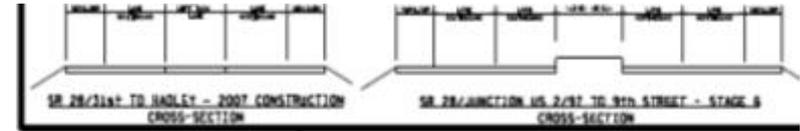
THIS STAGE WILL WIDEN SR 28 BETWEEN 17th ST. TO 23rd ST. TO FOUR LANES WITH A RESTRICTIVE MEDIAN.

STAGE 4 (UNFUNDED)
THIS STAGE OF CONSTRUCTION WILL WIDEN SR 28 BETWEEN 9th ST. TO 17th ST. TO FOUR LANES WITH A RESTRICTIVE MEDIAN.

STAGE 5 (UNFUNDED)
THIS STAGE WILL WIDEN SR 28 BETWEEN 35th ST. TO 38th ST. TO FOUR LANES WITH A RESTRICTIVE MEDIAN. COMPLETES FULL BUILD OUT OF INTERSECTION AT JUNCTION OF US 297, SR 28 AND EASTMONT EXTENSION.

STAGE 6 (UNFUNDED)
THIS STAGE WILL WIDEN SR 28 BETWEEN 23rd ST. TO 35th ST. TO FOUR LANES WITH A RESTRICTIVE MEDIAN.

STAGE 7 (UNFUNDED)
COMPLETES ANY AND ALL REMAINING WORK ADDRESSED BY EASTSIDE CORRIDOR IIS: 3rd LANE ON EASTMONT EXTENDED IF NEEDED, ADDS MISCELLANEOUS SIGNALS AS WARRANTED, MAKES OTHER OPERATIONAL REFINEMENTS.



CONCEPTUAL STAGING PLAN

Intersection of US 2/US97 with SR28 and Eastmont extended



- Intersection Reconstruction Completed 2011
- Eastmont extended Bridge Completed 2012
- Eastmont extended roadway Advertised May 2012



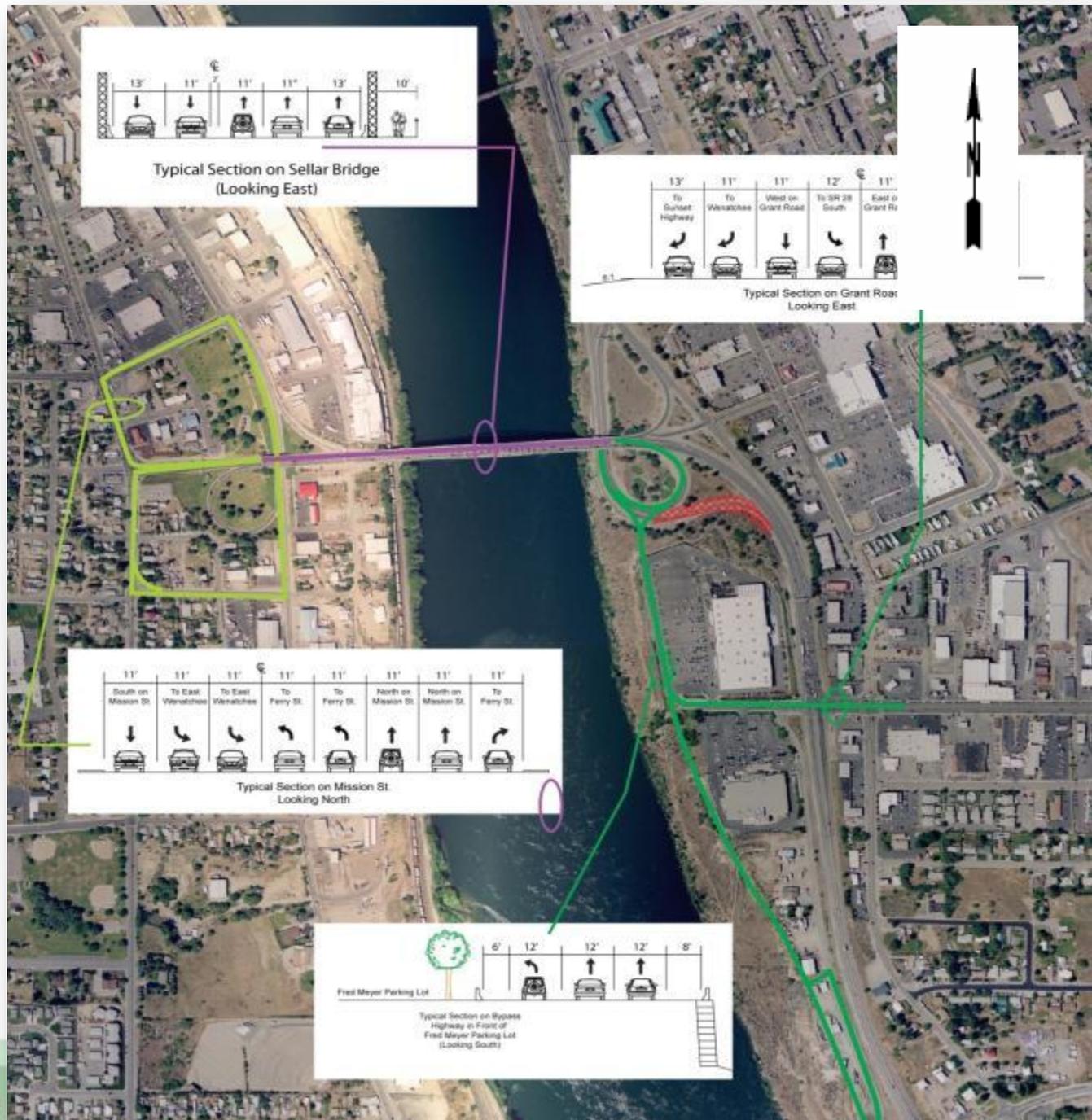
Stage 2, Cascade Avenue Interchange



Currently Construction is Unfunded

SR 28 & SR 285 Improvements

Senator George Sellar Bridge and Approaches



SR 285, Sellar Bridge Widening Construction complete



SR 28, Grant Road Bypass Under Construction



SR 285, Sellar Bridge West Approach Advertised for bids: Construction 2012



Mission Street Looking North



Looking East



Crescent Street
Off-ramp



US 97A, Ohme Garden / Stemilt Warehouse Road -- Roundabout



Construction Summer / Fall 2012



US 2 / 97 & SR 285 Interchange

- part of North Wenatchee Ave suite of projects

Olds Station Business Park

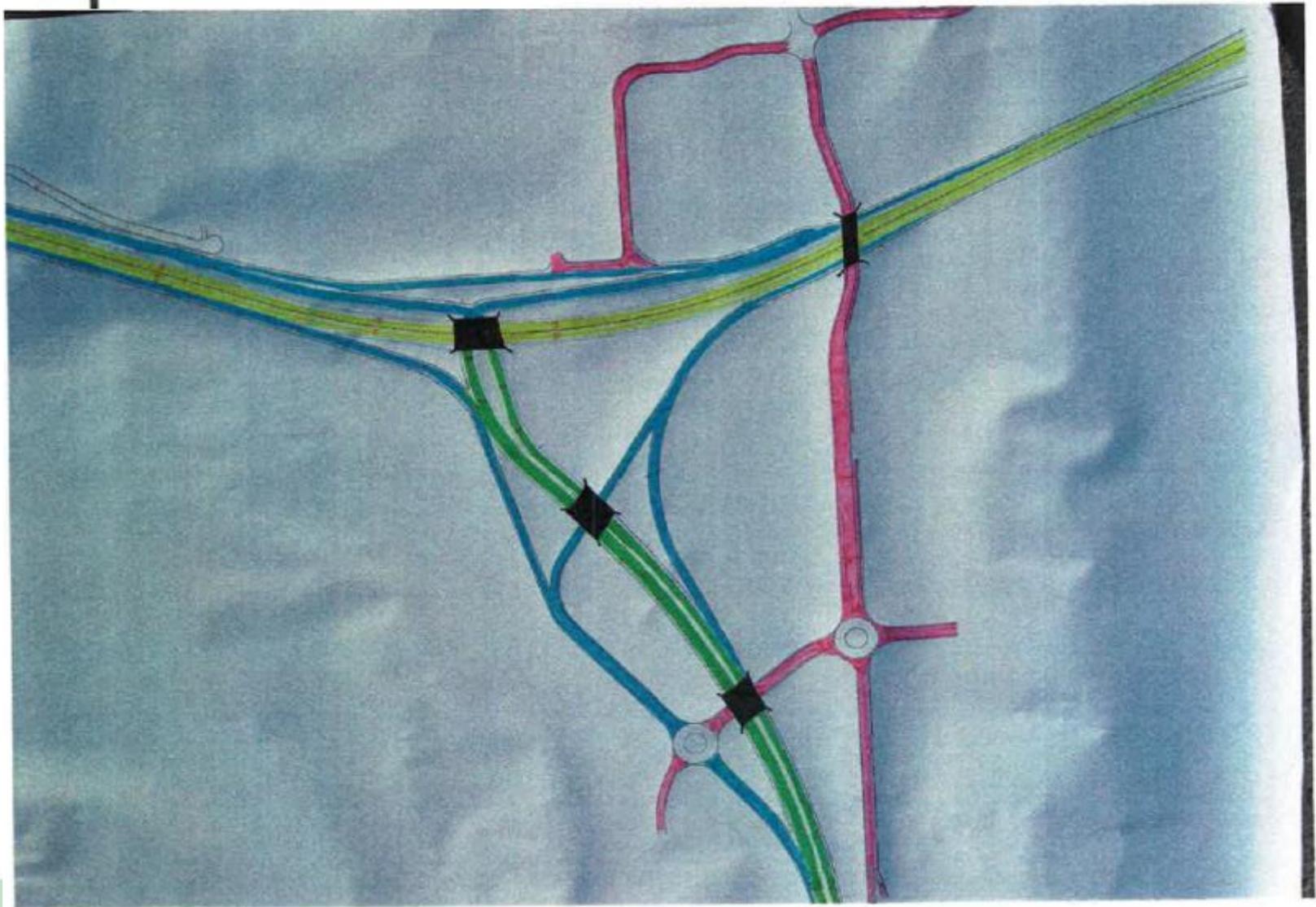
US 2 / 97 Interchange with SR 285 – North Wenatchee

Value Engineering / Alternatives Study Results:

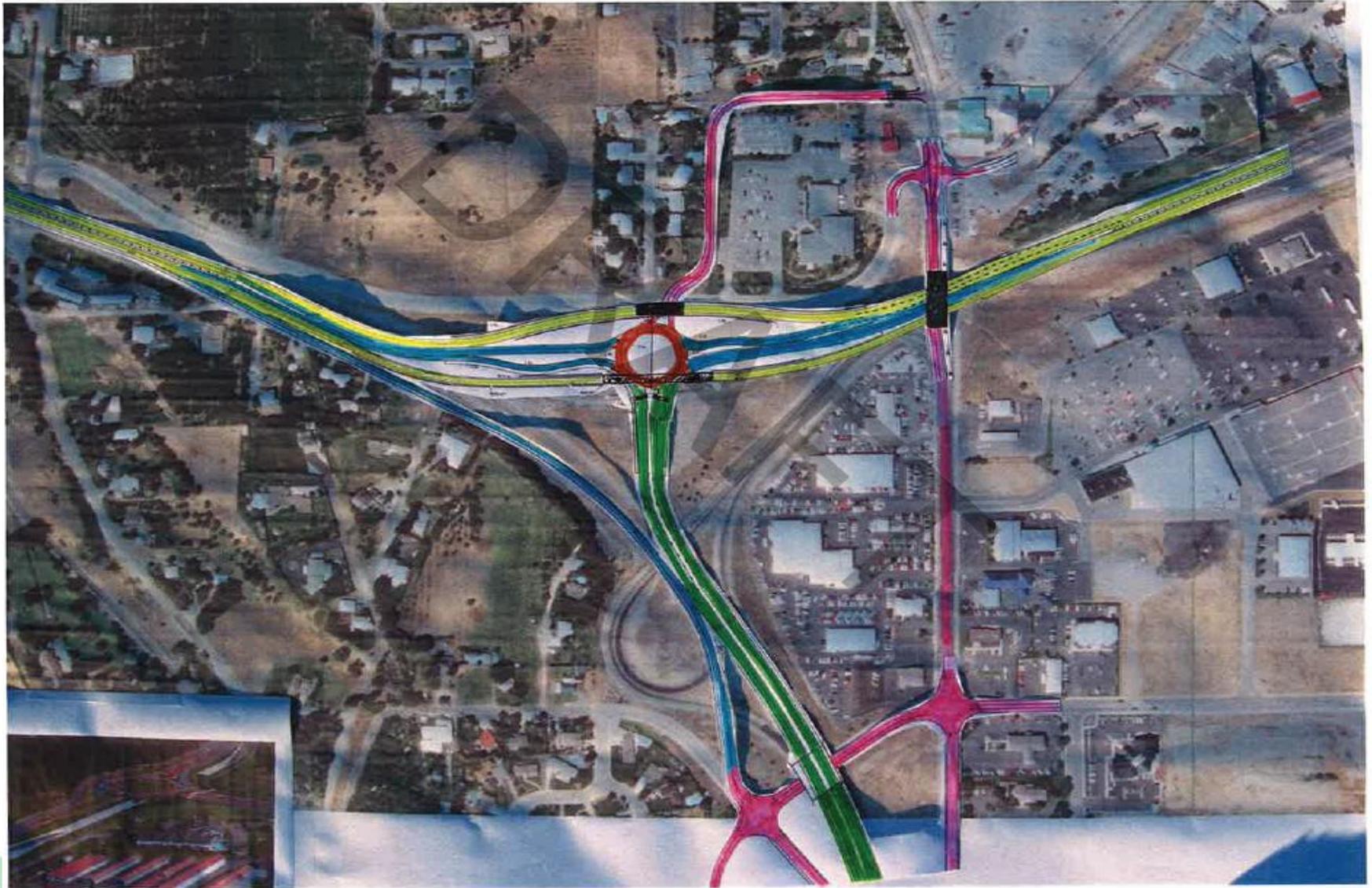
- Multi-jurisdictional
- March 2012

Component	DOT Option 1 Base Case (in millions)	VE Option 1A (in millions)	VE Option 6 (in millions)	VE Option 7c (in millions)
STRUCTURE & RETAINING WALLS	\$ 7.00	\$ 8.00	\$ 6.50	\$ 5.50
ROW	\$ 5.50	\$ 5.80	\$ 4.60	\$ 4.70
EARTHWORK	\$ 5.00	\$ 5.00	\$ 3.00	\$ 6.00
PAVING	\$ 8.00	\$ 8.00	\$ 8.00	\$ 8.00
GRADING	\$ 4.00	\$ 4.00	\$ 3.00	\$ 5.00
MOBILIZATION/ CONSTRUCTION	\$ 2.50	\$ 2.50	\$ 2.00	\$ 2.20
OTHERS	\$ 4.80	\$ 4.00	\$ 4.00	\$ 4.00
ROM (Rough Order of Magnitude)- Direct Construction Cost	\$ 36.80	\$ 37.30	\$ 31.10	\$ 35.40

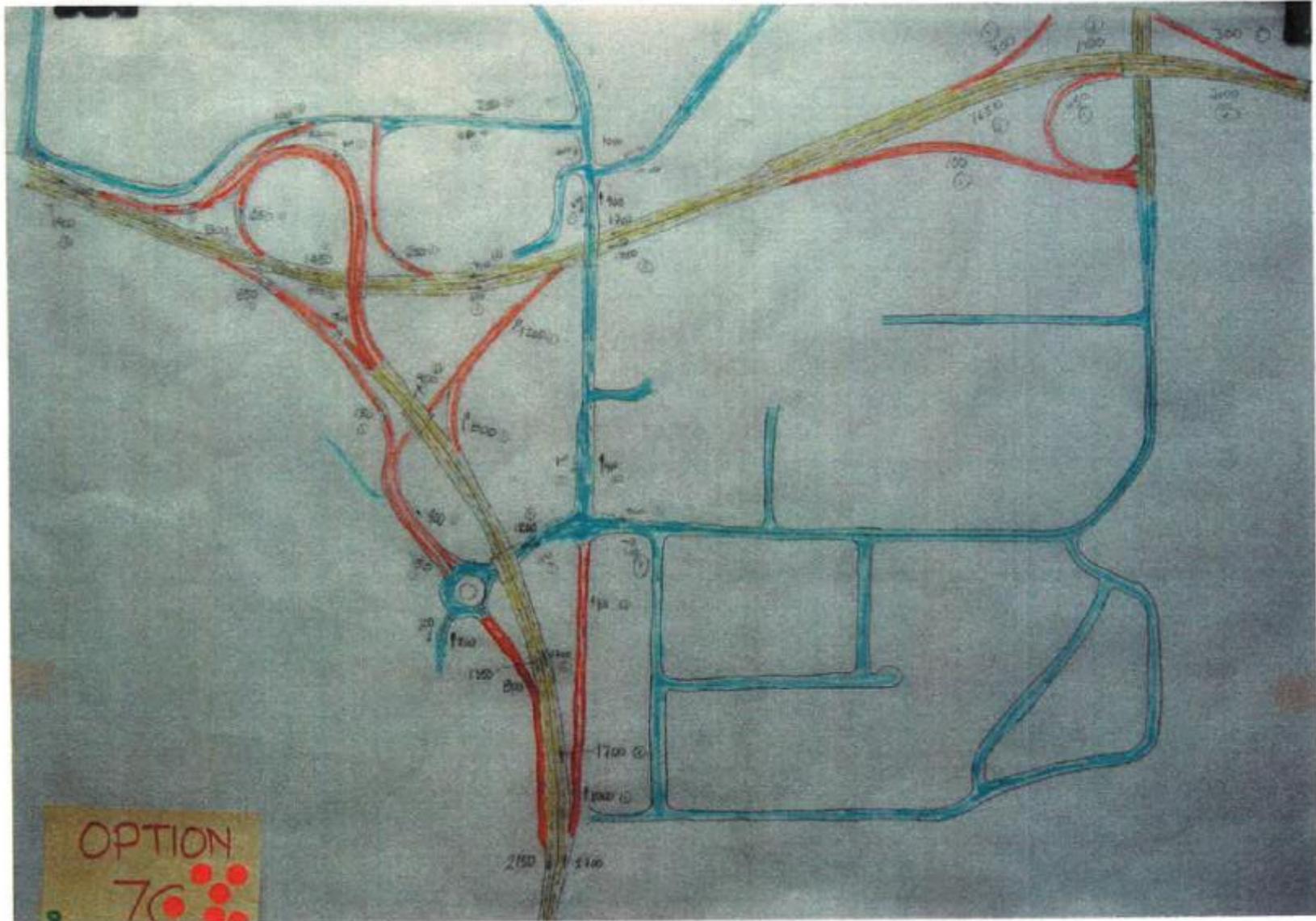
Option 1A – WVTC with VE Mod's



Option 6 – Grade Separated Roundabout



Option 7C – Trumpet System Interchange



Greater Wenatchee Area un-funded Work Includes but is Not Limited to:

SR 28/Junction US 2/97 to 9th Street - Stages 2:
Cascade Ave Interchange

SR 28/Junction US 2/97 to 9th Street - Stages 3&4

US 2/SR 285 - North Wenatchee Area Improvements

US 97/ Blewett Pass - Truck Climbing Lane

SR 28/Passing Lanes – Wenatchee to Douglas County Line

US 97/Construct Passing Lanes – Wenatchee to Canada

Questions?

For more information on the
WSDOT North Central Region please contact:

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