Frequently Asked Questions

Q: What is the purpose of the project?
A: The purpose of the Eastside Corridor project is to identify a transportation alternative that will enhance mobility and increase connectivity, including the movement of people, goods, and services on the Sunnet Road Corridor (SR-28) in the East Wenatchee area and provide access from SR-28 to Interstate 90 via a freeway.

Q: Why were the upper bench alternatives dropped even with public support?
A: While it was discovered that the public was in favor of the upper bench alternatives, there are two reasons why these routes were not considered for the project. First, the alternative route would not significantly reduce the number of vehicles using SR-28 or Western Avenue within the Eastside Corridor project boundaries. Second, the upper bench alternatives scored low compared to the lower bench alternatives based on project-level criteria, which included impacts to neighborhood connectivity, cultural resources, land use and recreation. The EIS will first be issued as a draft in the spring of 2002, when public review and comment of the document will be actively solicited.

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The Eastside Corridor project is one of ten ongoing road improvement projects in the greater Wenatchee area. As a group, these projects are being designed and built concurrently to address future transportation needs, as funding is available.

Major transportation improvement projects in the area date back to 1933 when a bridge was built across the Wenatchee River. Seventeen years later the south end bridge (Senator Sellar Bridge) was built across the Columbia River as land use, population, and employment began to change.

As a means to identify current and future needs of the area, the first Wenatchee Area Transportation Study (WATS) was developed in the 1990s by WSDOT. That study led to construction of the Okanogan Bridge and improvements in the Sunnyslope area. The 2001, the Growth Management Act required the integration of land use, zoning, transportation, and other infrastructure needs. A second WATS study (begun in the early 1990s and completed in 1997) was a coordinated effort between the cities, counties, ports, and WSDOT—a true multi-agency effort. This plan projected needs for the area in the years 2000 and 2010. To address the community's growing transportation needs, several area-wide scenarios were reviewed. Each scenario required improvements to the Sunset Highway corridor, other state highways, and various local streets. The purpose and need of the Eastside Corridor project derives from the recommended WATS plan and is one of the projects identified as required by 2010 in order to meet future area transportation needs.

As the Wenatchee area continues to grow, a subtle but significant change will happen in the transportation planning process. As the urban area population exceeds a threshold of 50,000 people, designation of a federal Metropolitan Planning Area will occur. This will require coordinated transportation planning by all the agencies and jurisdictions providing transportation services. It will also bring an additional funding source for transportation projects. In addition to these actions, the local agencies, ports, Link Transit and WSDOT are continuing to work together to set up an organization that can effectively and efficiently perform the transportation planning duties.

**Regional Transportation Planning & Design**

**Other Projects in the Area**

505/509/667-2800

www.wsdot.wa.gov/regions/northcentral

505/509/667-2860

Terry Mattson, Project Engineer

US-2/97 CORRIDOR SAFETY STUDY

WSDOT

Preliminary analysis and modeling to improve traffic flow

Wenatchee

Jim Apker

SR-2: 31ST STREET TO HADLEY

Douglas County

Preliminary study to improve traffic flow

LEAD

Peter Singsdal,

Douglas County Engineer

SR-28: 31ST STREET TO HADLEY

Douglas County

Preliminary study to improve traffic flow

CONTACT

Douglas County

505/509/667-7172

SR-28/MIDCREEK ST/BEAVERTON AVENUE

Douglas County Bridge West Approach

Contact

Douglas County

505/509/3361

SR-97: 55TH STREET TO HANLEY

WSDOT

Preliminary engineering to three lanes on one-

mile stretch to improve safety

Contact

Terry Mattson, Project Engineer

505/509/2000

US-2/97: 3000-3400 GROVE

Douglas County

Other

US-2/97: 3000-3400 GROVE

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**Regional Transportation Planning & Design**

**Other Projects in the Area**

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>PURPOSE</th>
<th>LEAD</th>
<th>CONTACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>US-2/97: 3000-3400 GROVE</td>
<td>Other</td>
<td>WSDOT</td>
<td>Terry Mattson, Project Engineer</td>
</tr>
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</table>

**Four EIS Alternatives**

**One Way Couplet—** Sunset Highway & Cascade Avenue

- This route would consist of a pair of three lane, one-way streets. Sunset Highway at one way northbound route and Cascade as the one way southbound route.
- Cascade Avenue would be extended at the south end to connect with the existing Sunset Highway in the area between 13th and 15th streets.
- Eastmont Avenue and Sunset Highway would have access at all intersections and retain existing access to residences, businesses and orchards where possible.

**Widen Sunset Highway & Cascade Avenue**

- Cascade Avenue would be widened to three lanes from 13th Street and a bi-directional park at the north end.
- The widening would be extended from 13th Street to a connection with Sunset Highway in the area between 13th and 15th streets.
- Sunset Highway would be widened to five lanes between the 300-foot zone of the Columbia River.
- Both Cascade Avenue and Sunset Highway would have access at all intersections and retain existing access to residences, businesses and orchards where possible.

**Western Route—** 300 feet from Columbia River oxbow

- The alignment would be located 300 feet of the existing Sunset Highway remaining beyond 300 feet of the ordinary high water mark (OHWM) of the Columbia River using the existing highway property.
- Sunset Highway would be widened to five lanes between the 300-foot zone of the Columbia River.
- Both Cascade Avenue and Sunset Highway would have access at all intersections and retain existing access to residences, businesses and orchards where possible.

**Widen Sunset Highway & Extend Eastmont Avenue**

- Eastmont Avenue—south is proposed to be widened to three lanes by the city and county, and would be extended from Valley View Drive to the 300-foot zone of the Columbia River.
- The south end of the existing roadway is within 300 feet of the ordinary high water mark of the river.
- Eastmont Avenue and Sunset Highway would have access at all intersections and retain existing access to residences, businesses and orchards where possible.

**March 1992—June 2001**

- Westside Corridor Project
- Efforts between the cities, counties, ports, and WSDOT—a true multi-agency effort.
- All projects identified as required by 2010 in order to meet future area transportation needs.
- Local agencies, ports, Link Transit and WSDOT are continuing to work together to set up an organization that can effectively and efficiently perform the transportation planning duties.

**US-2/97: 3000-3400 GROVE**

- Douglas County
- Preliminary study to improve traffic flow

**505/509/667-2800**

- www.wsdot.wa.gov/regions/northcentral
- Douglas County
- Douglas County Engineer
- Peter Singsdal, Douglas County Engineer
- 505/509/3361

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- Douglas County
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