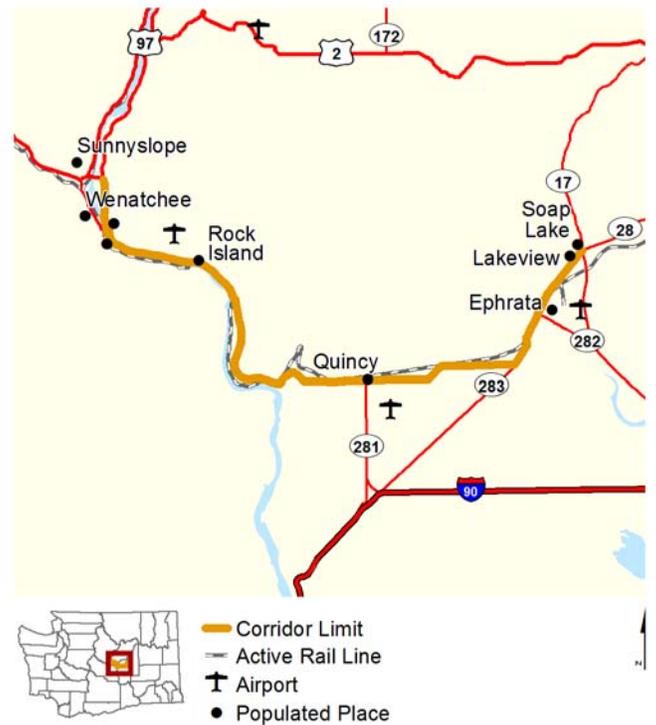


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

SR 28: East Wenatchee Jct US 2/US 97 to SR 17 Jct (Soap Lake)

This 57-mile long corridor in Douglas County traverses between the interchange with US Route 2/US 97 just north of East Wenatchee and the State Route 17 junction in the city of Soap Lake. This segment of SR 28 passes through several of urban/suburban areas including East Wenatchee, Quincy, and Ephrata as well as numerous small rural communities such as Winchester, Crescent Bar, and Rock Island. The character of the corridor is primarily rural and outside of the population centers land use consists mainly of agriculture, open space, and some industrial uses particularly fruit packing plants. Four public airports are also located near the corridor including Pangborn Memorial Airport, Quincy Airport, Ephrata Municipal Airport, and Grant County International Airport. The western half of the corridor closely follows the Columbia River. Significant quantities of water are diverted for irrigation in this region so ditches and canals are prevalent. Vegetation along the corridor ranges from open range dominated by sage brush, agricultural fields and orchards, and maintained landscaping in cities. Topography also varies from scenic bluffs and foothills to flat agricultural land.



Current Function

SR 28 is the primary east-west route for central Washington communities located between US 2 and Interstate 90 and serves as an alternate route to these major highways. This corridor is used for freight, farm-to-market, recreational, and commuter travel. Major traffic generators along the corridor include nearby urban centers like East Wenatchee and Quincy. Pedestrian use is common in urban areas with sidewalks, such as East Wenatchee and Ephrata. Cyclists are present on Apple Capital Loop Trail and on road shoulders. The corridor connects with routes to regional attractions, such as Wenatchee National Forest, Leavenworth, retail centers and multiple parks, resorts, and lakes. Apple Line, Grant Transit Authority, and Link Transit provide bus service on the corridor, and the latter offers additional ride-share services. Several connections to a BNSF rail line that parallels a portion of the corridor are present. Amtrak passenger rail service is available via Link Transit's Wenatchee Station intermodal facility in Wenatchee, which is bookended by connections in Leavenworth and Ephrata.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

The configuration of SR 28 varies greatly along the corridor. In rural areas it is mainly a two-lane, undivided highway. Due to topography, many sections have climbing lanes. In towns like East Wenatchee, the facility can be up to five lanes and have signalized intersections and sidewalks. The annual average daily traffic on the corridor is highest at the US 2/US 97 intersection in East Wenatchee and lowest at the SR 17 intersection near Soap Lake.

What's working well?

- Park and rides in East Wenatchee are popular and well used.
- The corridor functions effectively as a farm to market connection.
- The Apple Capital Loop Trail accommodates significant non-motorized traffic parallel to the corridor.
- The vast majority of the corridor operates above WSDOT's congestion thresholds.

What needs to change?

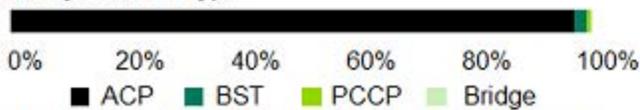
- Roughly 6% of the corridor experiences congestion on a regular basis, primarily in East Wenatchee.
- About 22% of pavements on the corridor are in poor to very poor condition.
- The corridor has one bridge preservation need which is a seismic retrofit.
- Deer and other wildlife crossings are an ongoing concern particularly in rural areas on the corridor.
- Non-motorized travel in urban areas on the corridor experiences conflicts with vehicle traffic.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

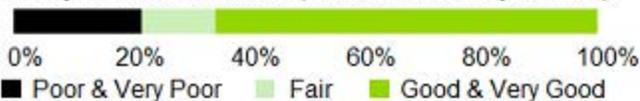
High	Low	
30,067	2,317	Annual Average Daily Traffic (AADT)
21.1%	4.0%	Bus/Truck Percent
122.37		Number of Lane Miles
12		# of Signalized/Stop Controlled Intersections
\$98,926,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

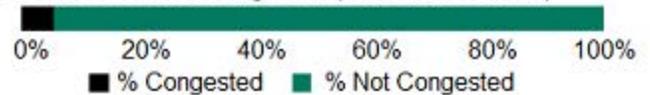


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	14.3% Passable	85.7% to Do
Noise Walls	0% Built	100% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	16 High Priority Miles
Stormwater Treatment	3 BMPs	Retrofit Prioritization in progress
59.0	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT planners are actively interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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Mobility

Multimodal	<i>WSDOT will continue to pursue multimodal strategies to address performance issues, improve connectivity and transportation options while also closing gaps in our non-motorized/active transportation system.</i>
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Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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Preservation

Maintenance	<i>Preservation will include strategic pavement maintenance as necessary to extend the life of the pavement and utility of the asset.</i>
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Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, rest areas, and weed control.</i>
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Pavement	<i>WSDOT will continue to make spot repairs in areas that make sense for preservation of the pavement surface, along with, all other components of the roadway prism.</i>
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Pavement	<i>WSDOT has identified seven Pavement actions in the next six years encompassing 90% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified nine Safety Investment actions in the next six years encompassing 17% of the corridor.</i>
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Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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This segment of SR 28 is in Douglas County between the SR 28 intersection with US 2/US 97 and 9th Street NE into the city of East Wenatchee. The corridor serves residential and commercial areas as well as schools. It is also considered the primary north-south freight corridor in the Wenatchee Valley.

Mobility performance impacts vehicular and non-vehicular traffic. Vehicle congestion occurs during the morning and evening peak travel times.

Corridor Segment Characteristics

- This segment of SR 28 is a T-2 Freight Route, with average daily traffic of 18,690 vehicles. Trucks account for 11.9% of traffic.
- This segment is Managed Access Class 4 and has numerous private and public access points.
- Shoulder width varies along this section of SR 28 and there are no sidewalks.

Contributing Factors

- Traffic demand exceeds capacity during peak commuter use resulting in delay.
- Lack of local street network grid to help circulation forces local trips onto the corridor.
- Limited bicycle and pedestrian facilities impedes non-motorized traffic circulation and makes it difficult to commute on and to cross the highway.
- Major freight traffic through this corridor and considered the most significant freight route in the Wenatchee Valley, through-freight traffic is impacted by local traffic.
- Lack of access control volume of ingress and egress points of access causes conflicts.
- Numerous private and public access points and a two way left turning lane cause turning conflicts.

Mobility Strategies:

Operational Improvements

- Provide information on roadway conditions through intelligent transportation systems to avoid delay.
- Implement intersection improvements such as roundabouts, channelization, and lighting to improve operations.

Demand Management

- Improve access to bicycling, walking, ridesharing, vanpooling and transit service to reduce single occupant vehicle trips.
- Reduce and combine access from private properties to SR 28 and improve local road connectivity along the facility.

Local Network Improvements

- Improve upon non-vehicular network connectivity and neighborhood accessibility across SR 28.

Policy Change

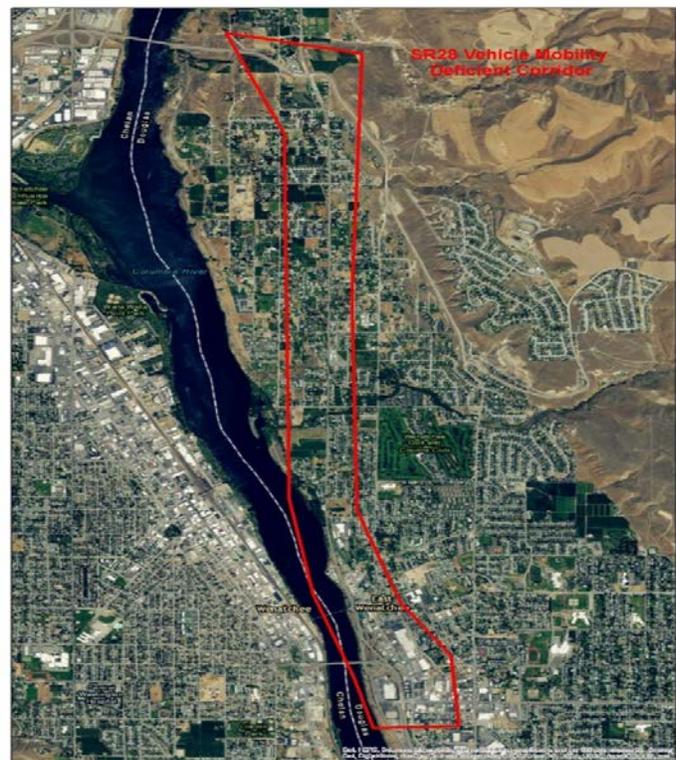
- Consider options for more restricted access management to reduce turning conflicts.

Funded Strategic Capacity Improvements

- Stages 3 and 4 of the Sunset Highway EIS are funded through Connecting Washington legislation and the project underwent a practical design review in 2014.

Further Study

- Remaining stages of the SR 28 corridor project will require further study and a practical solutions refresh.



For more information

To find out more information about this corridor or how to get involved, please contact:

Nicholas Manzano

North Central Region Planning Office

Planning Manager

509-667-2905

ManzarN@wsdot.wa.gov

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Americans with Disabilities Act (ADA) Information

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

Title VI Statement to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

Información del Acta (ADA) de Estadounidense con Discapacidad

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

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Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.