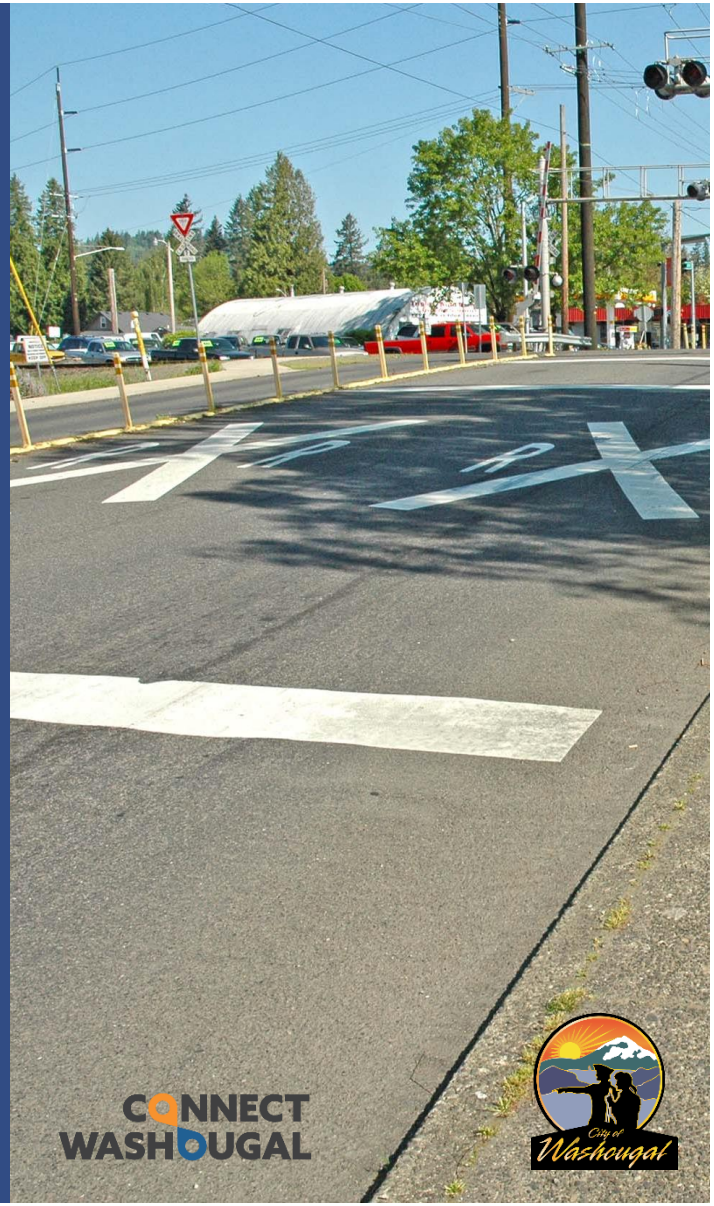
# CONNECT WASHOUGAL

## GRADE SEPARATION PROJECT

IMPROVED ROADWAY

PEDESTRIAN FEATURES

IMPROVED SAFETY

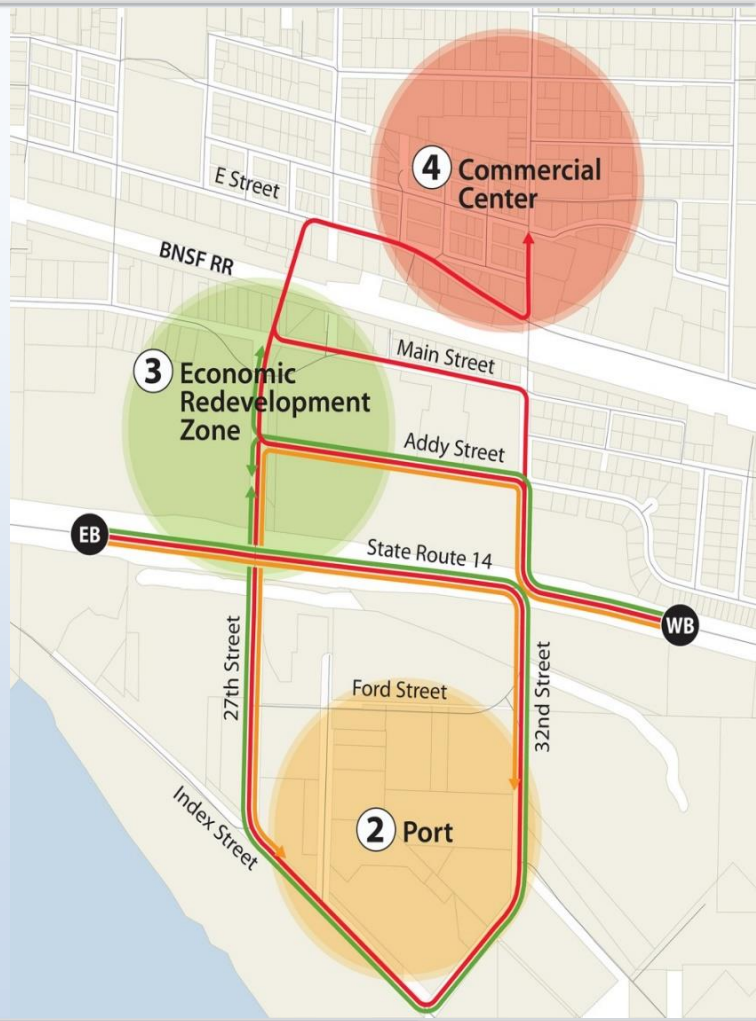


# Project Need and History

- Funding provided from $863k from SR 14 pedestrian tunnel
- Additional $300k from legislature appropriated for project
- Existing at-grade railroad crossing presents a safety conflict between rail, vehicles, bicycles and pedestrians
- Congestion on 32nd Street causes queuing northbound onto SR 14 and southbound from G Street
- SR 14 and BNSF mainline are statewide freight corridors of importance – congestion inhibits freight and vehicle movement

# Project Need and History

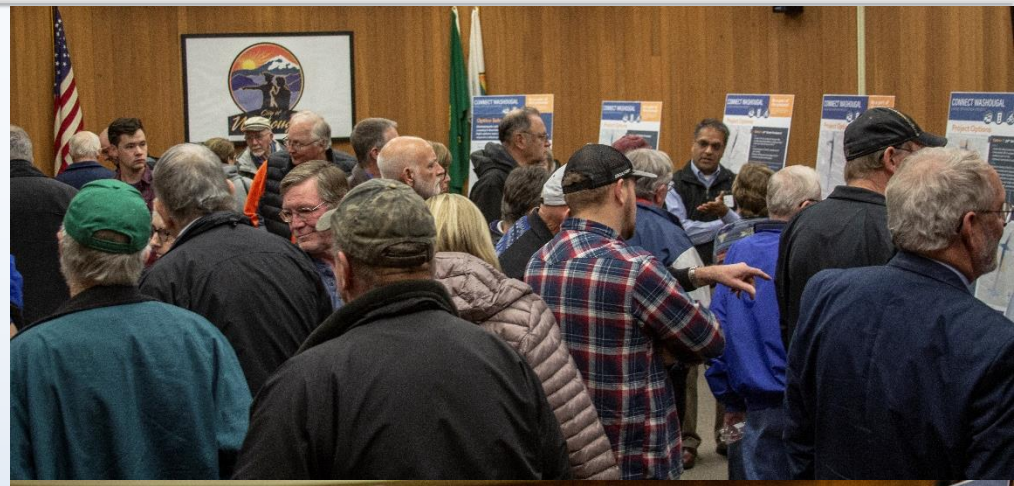
- 1983 WSDOT identified an interchange at SR 14 and 27th Street
- 1990's City added grade separation in Transportation Plan
- 2007 Grade Separation is identified in RTC Metropolitan Transportation Plan
- 2011 corridor study resulted in reduced interchange/couplet at 27th Street
- 2014 Grade Separation is identified in State Rail Plan as key improvement for Columbia River mainline
- 2015 City studied grade separation options at 27th Street, 32nd Street, 39th Street, and Sunset View



# Developing Community Consensus

- Formed Technical Advisory Committee
- Formed Project Advisory Committee
- Held Open House (90+ attended)
- Website and Social Media (250+ online visitors during the open house)
- Stakeholder Interviews

***"Love the changes happening. The underpass at 32nd is perfect and awesome! Washougal is moving forward and I'm excited to see what is coming next."***



# Project Goals

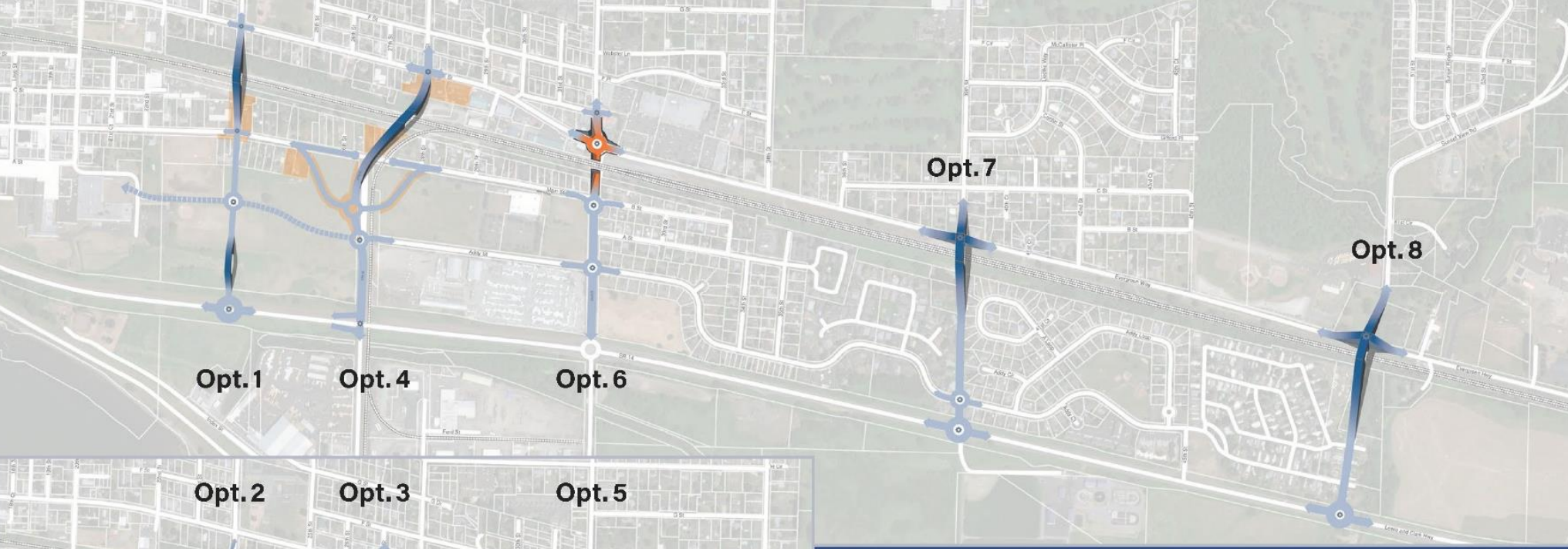
1. Improve safety along 32nd Street corridor by eliminating conflicts between rail traffic and vehicles, pedestrians, and bicycles.
2. Improve safety on SR 14 by providing sufficient local and arterial roadway network capacity to efficiently move traffic and maintain free flowing traffic on SR 14.
3. Improve access from commercial and residential areas north of the BNSF mainline onto SR 14 and to the Port of Camas Washougal.
4. Alleviate vehicle congestion (northbound and southbound) on 32nd Street from SR 14 to G Street and reduce traffic diversion through adjacent neighborhoods.

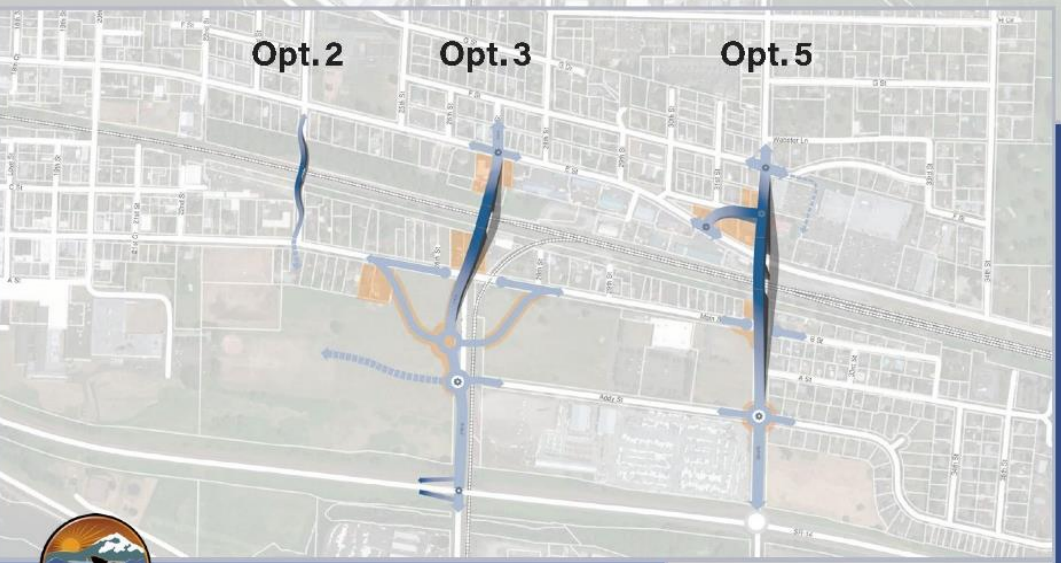
# Project Goals

5. Improve local circulation to and from the City's Town Center District.
6. Provide sufficient capacity in the transportation system for planned population and economic growth in accordance with local and regional land use and transportation plans and policies.
7. Improve pedestrian and bicycle connectivity within project limits to facilitate safe crossings of the BNSF mainline and improve connection between areas north of the railroad tracks and destinations to the south including the Town Center District, Port of Camas Washougal, and the Columbia River through a future multi-use trail on 27th Street.

# Selecting the Preferred Option

- Each project goal was given a weighted score.
- The next step scored the options. The 27th Street Overpass B (Option 4) is included in City planning, so it was used as the baseline and always scored a 3.
- Each option was scored 1 to 5 for each project goal: if it performed better than the baseline, it scored a 4 or 5; if it performed worse, it scored a 1 or 2.
- The weighted project goal rating was multiplied by each option score (1 to 5) and totaled for each option. This became the option's performance score, with the highest performance score best meeting all the project goals.
- The team estimated a range of costs for each option and developed a value score (performance/cost) to identify which option would deliver the best performance.
- The 32nd Street Underpass (Option 6) achieved the highest value score, and therefore is the preferred option.

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# Preferred Option

## Community Consensus

### Key Design Features:

- Provides for a third BNSF track (required by BNSF)
- Roundabout at 32nd and Main Street to maintain free flow of SR 14
- Signal at 32nd and Evergreen Way to reduce costs and excavation
- Free right turn (does not stop) from NB 32nd East on Evergreen
- Sidewalk and multi-use path to maximize funding support

# Project Scoring

| OVERALL PERFORMANCE | | Performance (P) | % Change Performance | Cost (C) | % Change Cost | Value Index (P/C) | % Value Improvement |
|---|---|---|---|---|---|---|---|
| Baseline | Option 4 - 27th Overpass B (Baseline) | 300 | | $62.1 | | 4.83 | |
| 1 | Option 1 - 24th Overpass | 224 | 75% | $37.5 | 60% | 5.98 | 124% |
| 2 | Option 2 - 24th Pedestrian Overpass | 149 | 47% | $2.0 | 3% | 71.79 | 1485% |
| 3 | Option 3 - 27th Overpass A | 304 | 101% | $62.0 | 100% | 4.91 | 102% |
| 4 | Option 4 - 27th Overpass B | 300 | 100% | $62.1 | 100% | 4.83 | 100% |
| 5 | Option 5 - 32nd Overpass | 382 | 127% | $61.7 | 99% | 6.20 | 128% |
| **6** | **Option 6 - 32nd Underpass** | **449** | **150%** | **$41.9** | **68%** | **10.71** | **222%** |
| 7 | Option 7 - 39th Overpass | 203 | 68% | $39.9 | 64% | 5.10 | 105% |
| 8 | Option 8 - Sunset View Overpass | 130 | 43% | $33.2 | 53% | 3.92 | 81% |

# Developed Conceptual Design

- Completed additional geotechnical investigation
- Completed additional traffic counts
- Scheduled topographic survey
- Desktop site review for Pre-NEPA
  - Archaeology and historic properties
  - Wetlands and critical areas
  - Parks and recreation
  - Displacements
  - Air & Noise

<u>No Fatal Flaws Identified</u>

# Limiting Risk

- Upfront geotechnical investigation confirmed excavations feasible and mostly dry
- Pre-NEPA desktop studies identified no fatal flaws to project development
- Community engagement confirmed community support for preferred option
- Early outreach with agency partners (BNSF, WSDOT, RTC, utilities)
- Develop cost estimate and funding plan

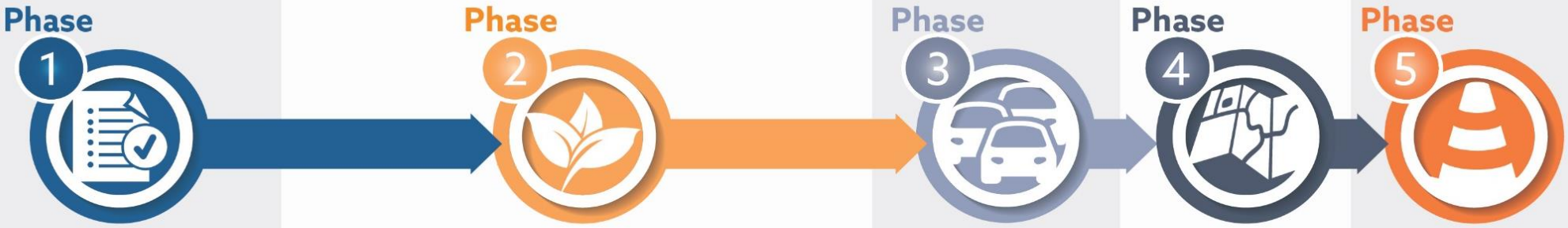
# Updated Project Costs

| Item Description | Cost (2019 Dollars) |
|---|---|
| Roadway Construction | $23,400,000 |
| BNSF Rail Construction | $4,700,000 |
| Construction Management | $2,400,000 |
| **Construction Sub-total** | **$30,500,000** |
| Right-of-way Acquisition | $3,200,000 |
| Permitting & Environmental | $500,000 |
| Final Design | $2,400,000 |
| **Design and ROW Sub-total** | **$6,100,00** |
| Contingency (20% of construction) | $5,700,000 |
| **Project Delivery Costs** | **$42,300,000** |

# Funding Plan/Sources

- City Contribution
- BNSF Contribution
- FMSIB
- STBG
- TIB
- State Appropriation
- Federal Appropriation
- CRISI

# Next Steps




## Phase 1: Define the Project

1. Review Prior Studies
2. Develop Community Engagement Plan
3. Establish Project Goals
4. Preliminary Evaluation of Project Options
5. **Public Open House**
6. Complete Background Environmental Research
7. Complete Concept Design
8. Confirm Project Costs
9. City Selects and Defines the Project

## Phase 2: NEPA

1. Draft Purpose and Need Statement
2. Complete NEPA Scoping
3. Environmental Studies/ Discipline Reports
4. Regulatory Agency Coordination
5. DRAFT NEPA Document
6. **Open House**
7. Agency Review
8. Finalize NEPA Document

## Phase 2: Preliminary Design

1. Establish Design Criteria
2. Develop Preliminary Design (road, rail)
3. Complete Technical Studies
4. Utility Design (water, sewer, storm)
5. Utility Coordination (CPU, NW Natural, Comcast)
6. **Open House**
7. Finalize 30% Design
8. Update Project Costs

## Phase 3: Securing Funding & Right-of-Way

## Phase 4: Final Design

## Phase 5: Construction

# Council Questions

- Do you agree with the selection and definition of the preferred alternative?
- Do you agree and direct staff to move forward adoption and modify the Transportation System Plan to reflect this change and allow Team do develop funding strategies?
- Do you agree that the project team should proceed with next phase of work?
- Next Council Action: Adoption of updated Transportation System Plan