APPENDIX

- I. Appendix-A Land Use
- II. Appendix-B Countywide Sidewalks
- III. Appendix-C Freight and Goods Transportation Maps
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- V. Appendix-E 20-Year Project List (includes Scoring)
- VI. Appendix-F Presentations to The Chelan County Board of Commissioners
- VII. Appendix-G Public Open House Materials and Comments
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I. APPENDIX A - LAND USE

This appendix shows population projections and land use capacity analysis for the County. The following tables and figures were taken from the Land Use Capacity Analysis and Land Use Appendices to the Land Use Element of the Comprehensive Plan Update.

Jurisdiction Specific Population Projections based on Share of Population Growth Between 1990 and 2010
Using OFM 2012 Medium Projection for Chelan County

| | Share of 1990-2010 Population Growth | Adjusted Population Allocations | 2014 OFM Estimate | 2015 Projection | 2016 Projection | 2017 Projection | 2035 Projection | 2036 Projection | 2016-2036 20 year change | 2037 Projection | 2017-2037 20 year change | 2040 Projection |
|-----------------|---|------------------------------------|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------------|-----------------|--------------------------|-----------------|
| Manson UGA | 3.69% | 3.69% | 2,032 | 2,064 | 2,089 | 2,115 | 2,507 | 2,523 | 433 | 2,538 | 423 | 2,583 |
| Chelan UGA* | 2.88% | 3.61% | 4,384 | 4,416 | 4,440 | 4,465 | 4,849 | 4,864 | 424 | 4,880 | 414 | 4,924 |
| Entiat UGA | 2.01% | 2.01% | 1,143 | 1,161 | 1,174 | 1,188 | 1,402 | 1,411 | 237 | 1,420 | 231 | 1,444 |
| Leavenworth UGA | 1.71% | 1.71% | 2,404 | 2,419 | 2,431 | 2,442 | 2,624 | 2,631 | 201 | 2,638 | 196 | 2,659 |
| Peshastin UGA | 0.32% | 0.32% | 671 | 674 | 676 | 678 | 712 | 714 | 38 | 715 | 37 | 719 |
| Cashmere UGA | 2.88% | 2.88% | 3,742 | 3,767 | 3,787 | 3,807 | 4,112 | 4,125 | 338 | 4,137 | 330 | 4,172 |
| Wenatchee UGA | 53.09% | 53.09% | 38,454 | 38,921 | 39,279 | 39,649 | 45,286 | 45,517 | 6,238 | 45,741 | 6,093 | 46,389 |
| Urban | 66.58% | 67.31% | 52,830 | 53,422 | 53,876 | 54,344 | 61,491 | 61,784 | 7,908 | 62,069 | 7,724 | 62,890 |
| Rural | 33.42% | 32.69% | 21,470 | 21,758 | 21,978 | 22,206 | 25,677 | 25,819 | 3,841 | 25,957 | 3,752 | 26,356 |
| TOTAL | 100.00% | 100.00% | 74,300 | 75,180 | 75,854 | 76,550 | 87,168 | 87,603 | 11,749 | 88,026 | 11,476 | 89,246 |

^{*}Modified based on population changes from 1990-2015

Table B-4: Population & Dwelling Needs

| | | | | | | 20 year |
|------------------|------------|------------|-----------|------------|-----------|-----------|
| | Persons | | Estimated | | Estimated | increase |
| | per | 2017 | minimum | 2037 | minimum | in |
| Regions | household* | Population | dwellings | Population | dwellings | dwellings |
| Cashmere UGA | 2.66 | 3,807 | 1,431 | 4,137 | 1,555 | 124 |
| Chelan UGA | 2.38 | 4,465 | 1,876 | 4,880 | 2,050 | 174 |
| Entiat UGA | 2.64 | 1,188 | 450 | 1,420 | 538 | 88 |
| Leavenworth UGA | 2.16 | 2,442 | 1,131 | 2,638 | 1,221 | 90 |
| Manson UGA | 2.58 | 2,115 | 820 | 2,538 | 984 | 164 |
| Peshastin UGA | 2.58 | 678 | 263 | 715 | 277 | 14 |
| Wenatchee UGA | 2.53 | 39,649 | 15,672 | 45,741 | 18,079 | 2,407 |
| Remaining Chelan | | | | | | |
| County | 2.57 | 22,206 | 8,640 | 25,957 | 10,100 | 1,460 |
| TOTAL | | 76,550 | 30,283 | 88,026 | 34,683 | 4,521 |

Current Land Uses

The following breakdown of land uses was derived from the Assessor's land use coding system. It provides an understanding of the division of land uses within each City, UGA and the County. The City of

Wenatchee has provided a separate analysis, attached, considered as part of this document and incorporated in the Findings of Facts and Conclusions.

| Classifications | City of | Cashmere | Cashn | nere UGA | City c | of Chelan | Chel | an UGA |
|----------------------|---------|----------|-------|----------|--------|-----------|-------|---------|
| | Acres | Percent | Acres | Percent | Acres | Percent | Acres | Percent |
| Single-Family Units | 264 | 44.8% | 254 | 71.3% | 1515 | 38.7% | 1184 | 57.1% |
| Multi-unit and | | | | | | | | |
| Mobile Home Parks | 19 | 3.2% | 16 | 4.5% | 108 | 2.8% | 77 | 3.7% |
| Residential Condos | 1 | 0.2% | | 0.0% | 28 | 0.7% | 3 | 0.1% |
| Vacation & Cabin | | 0.0% | | 0.0% | 78 | 2.0% | 5 | 0.2% |
| Hotel/Motel/Lodging; | | | | | | | | |
| amusement, | | | | | | | | |
| recreational, resort | 1 | 0.2% | 2 | 0.6% | 233 | 6.0% | | 0.0% |
| Industrial | 71 | 12.1% | 4 | 1.1% | 61 | 1.6% | 12 | 0.6% |
| Commercial/Retail, | | | | | | | | |
| professional, | | | | | | | | |
| government, etc | 168 | 28.5% | 50 | 14.0% | 296 | 7.6% | 103 | 5.0% |
| Agricultural | 65 | 11.0% | 28 | 7.9% | 221 | 5.7% | 362 | 17.5% |
| Undeveloped | 0 | 0.0% | 2 | 0.6% | 1,371 | 35.1% | 328 | 15.8% |
| TOTALS | 589 | 100% | 356 | 100% | 3,911 | 100% | 2,074 | 100% |

| | | | | | Ci | ity of | Leavenworth | | | |
|----------------------|-------|-----------|-------|---------|-------|---------|-------------|---------|--|--|
| Classifications | City | of Entiat | Enti | at UGA | Leave | enworth | ι | JGA | | |
| | Acres | Percent | Acres | Percent | Acres | Percent | Acres | Percent | | |
| Single-Family Units | 575 | 48.1% | 14 | 60.9% | 284 | 40.9% | 274 | 52.8% | | |
| Multi-unit and | | | | | | | | | | |
| Mobile Home Parks | 42 | 3.5% | 0 | 0.0% | 5 | 0.7% | 26 | 5.0% | | |
| Residential Condos | 0 | 0.0% | 0 | 0.0% | 27 | 3.9% | 2 | 0.4% | | |
| Vacation & Cabin | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 3 | 0.6% | | |
| Hotel/Motel/Lodging; | | | | | | | | | | |
| amusement, | | | | | | | | | | |
| recreational, resort | 1 | 0.1% | 2 | 8.7% | 26 | 3.7% | 40 | 7.7% | | |
| Industrial | 54 | 4.5% | 0 | 0.0% | 7 | 1.0% | 37 | 7.1% | | |
| Commercial/Retail, | | | | | | | | | | |
| professional, | | | | | | | | | | |
| government, etc | 175 | 14.6% | 7 | 30.4% | 312 | 45.0% | 42 | 8.1% | | |
| Agricultural | 12 | 1.0% | 0 | 0.0% | 10 | 1.4% | 34 | 6.6% | | |
| Undeveloped | 336 | 28.1% | 0 | 0.0% | 23 | 3.3% | 61 | 11.8% | | |
| TOTALS | 1,195 | 100% | 23 | 100% | 694 | 100% | 519 | 100% | | |

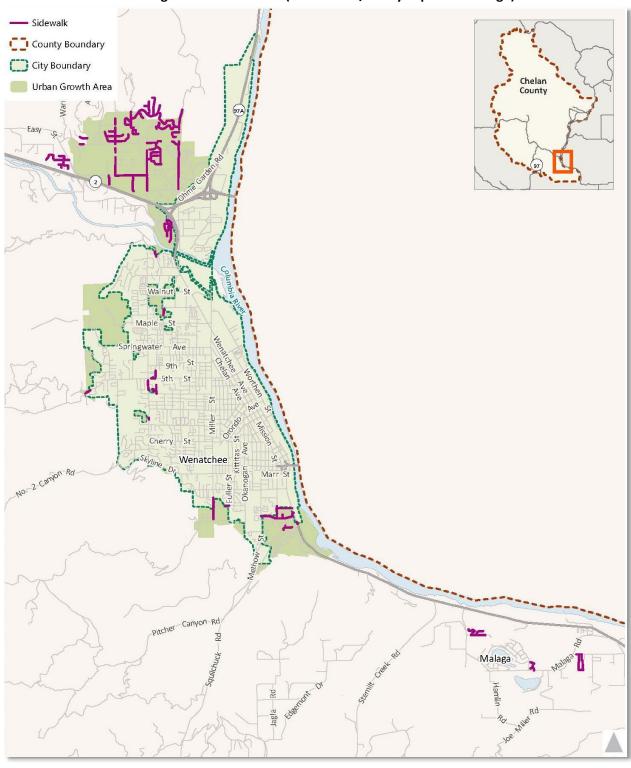
| | | | | | Rema | ining |
|----------------------|-------|---------|-------|----------|----------|---------|
| Classifications | Mans | son UGA | Pesha | stin UGA | Cou | nty |
| | Acres | Percent | Acres | Percent | Acres | Percent |
| Single-Family Units | 623 | 49.4% | 246 | 49.9% | 51290 | 5.6% |
| Multi-unit and | | | | | | |
| Mobile Home Parks | 101 | 8.0% | 10 | 2.0% | 270 | 0.0% |
| Residential Condos | 104 | 8.2% | 1 | 0.2% | 137 | 0.0% |
| Vacation & Cabin | 7 | 0.6% | | 0.0% | 1,2857 | 1.4% |
| Hotel/Motel/Lodging; | | | | | | |
| amusement, | | | | | | |
| recreational, resort | 2 | 0.2% | 1 | 0.2% | 1,218 | 0.1% |
| Industrial | 1 | 0.1% | 61 | 12.4% | 2,046 | 0.2% |
| Commercial/Retail, | | | | | | |
| professional, | | | | | | |
| government, etc. | 108 | 8.6% | 56 | 11.4% | 584,802* | 63.7%* |
| Agricultural | 288 | 22.8% | 116 | 23.5% | 173,456 | 18.9% |
| Undeveloped | 28 | 2.2% | 2 | 0.4% | 91,896 | 10.0% |
| TOTALS | 1,262 | 100% | 493 | 100% | 917,970 | 100% |

^{* 545,564} acres (or 59.4%) are government related; 4.3% commercial/retail

II. APPENDIX-B - COUNTYWIDE SIDEWALKS

Existing Sidewalk Facilities (Manson) Sidewalk Upper Joe Creek Rd County Boundary City Boundary Urban Growth Area Ford Manson Blvd Lakeshore Dr Boetzke Ave Wapato Way Lloyd Ave Manson Swartour Rd Hyacinth Rd Lake Chelan South Lakeshore Rd Navarre Or GURY Rd

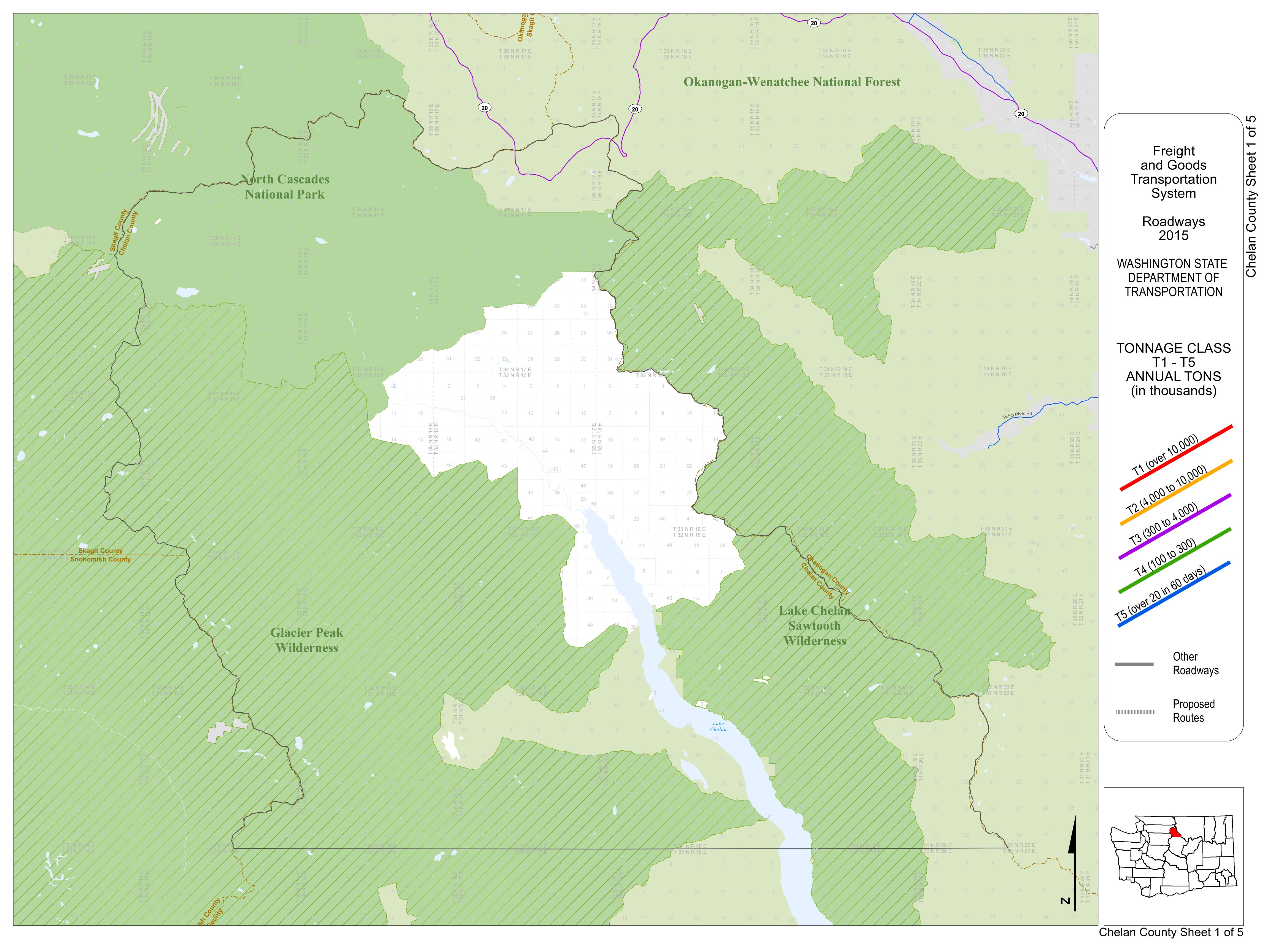
Existing Sidewalk Facilities (Wenatchee/Sunnyslope and Malaga)

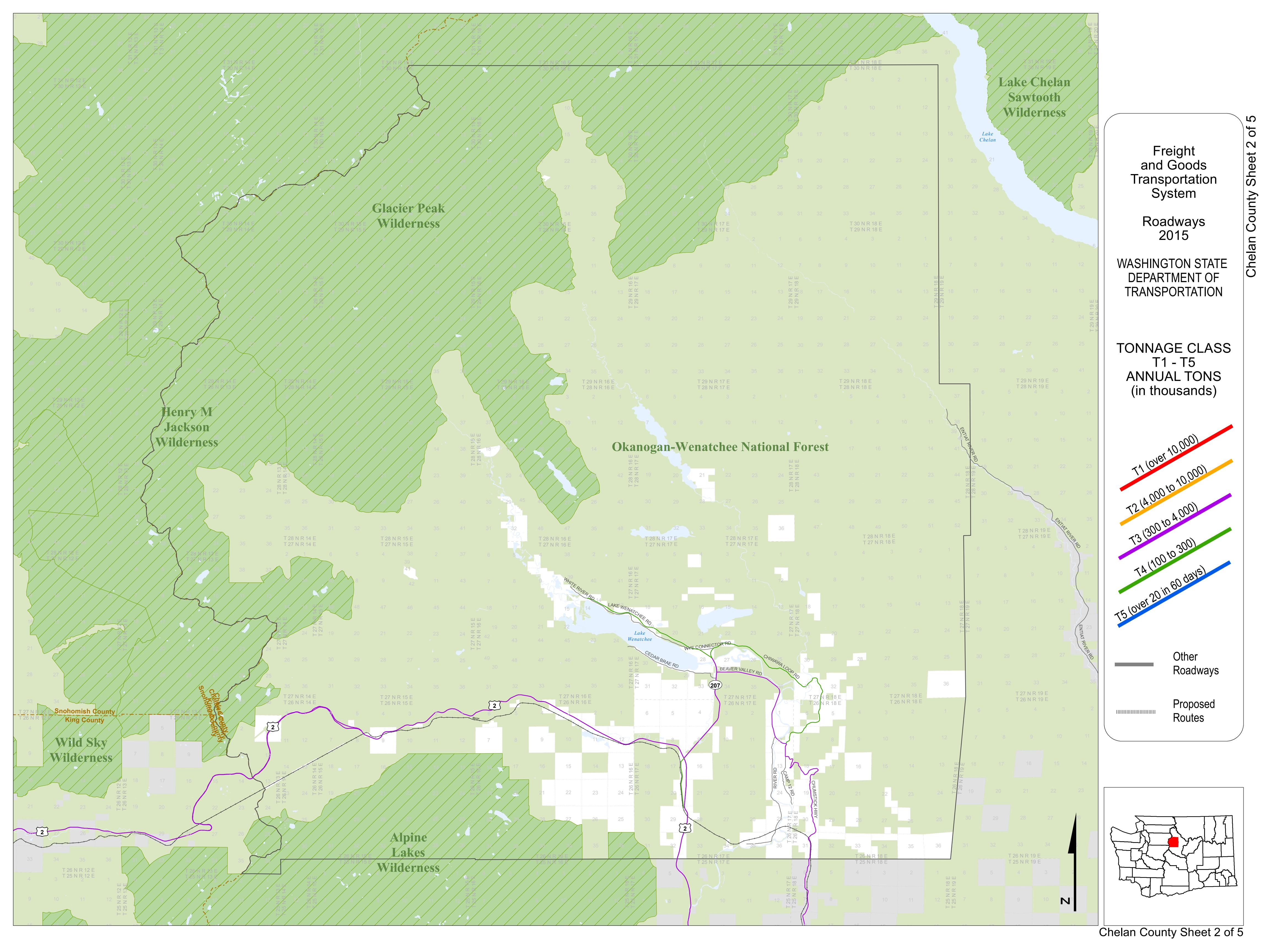


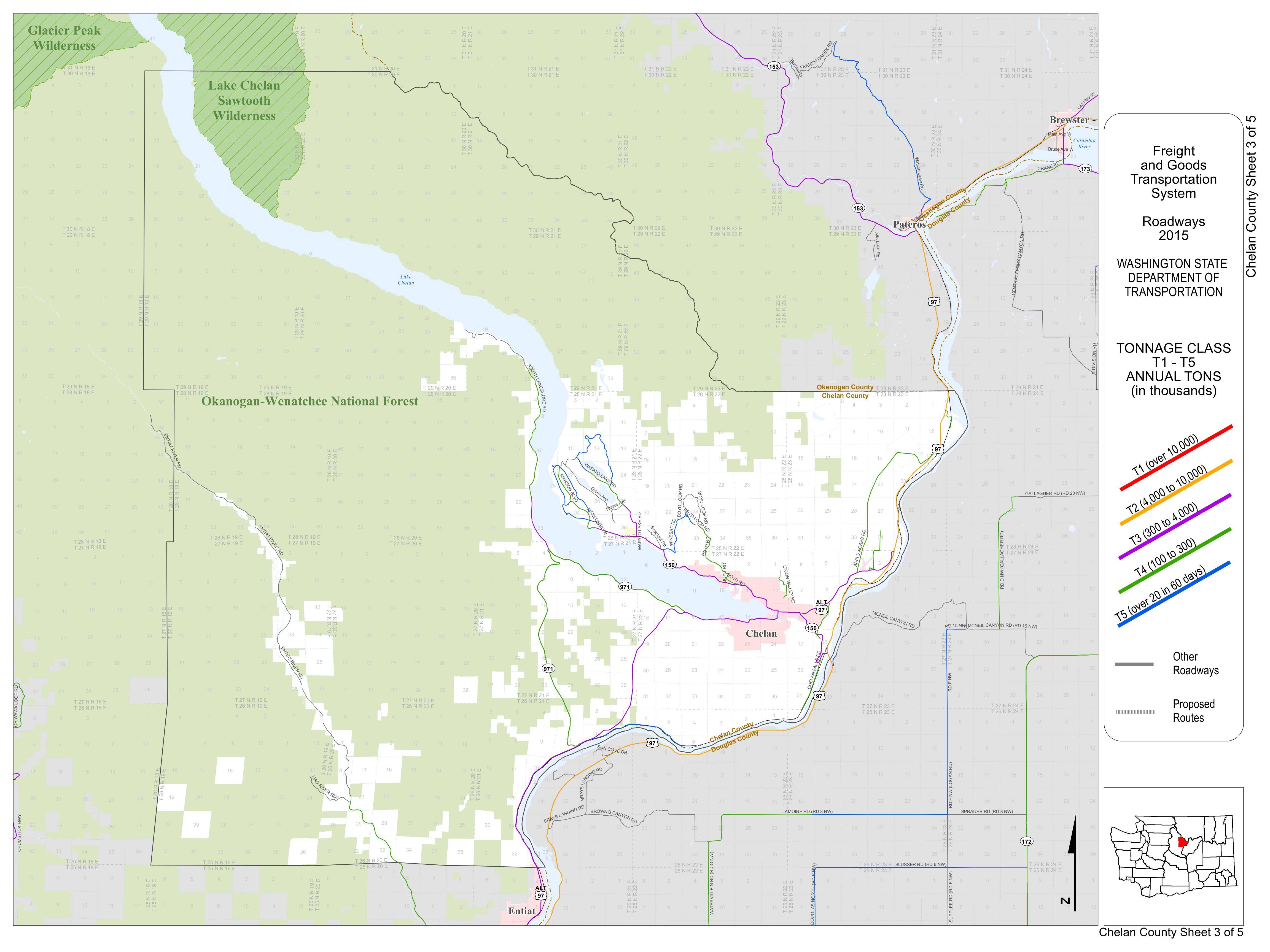
Existing Sidewalk Facilities (Leavenworth and Peshastin) - Sidewalk County Boundary City Boundary Chelan County Urban Growth Area North Rd Birch St Center West St Prospect St Leavenworth Mountain Home Stemm-Rd Wilson—St Simpson Rd Derby Canyon Rd Shore St Dempsey Ro Prowell—Rd Saunders Rd Beecher-Hill-Rd-Big Y Rd Mundun Canyon & Stewart Ranch Rd

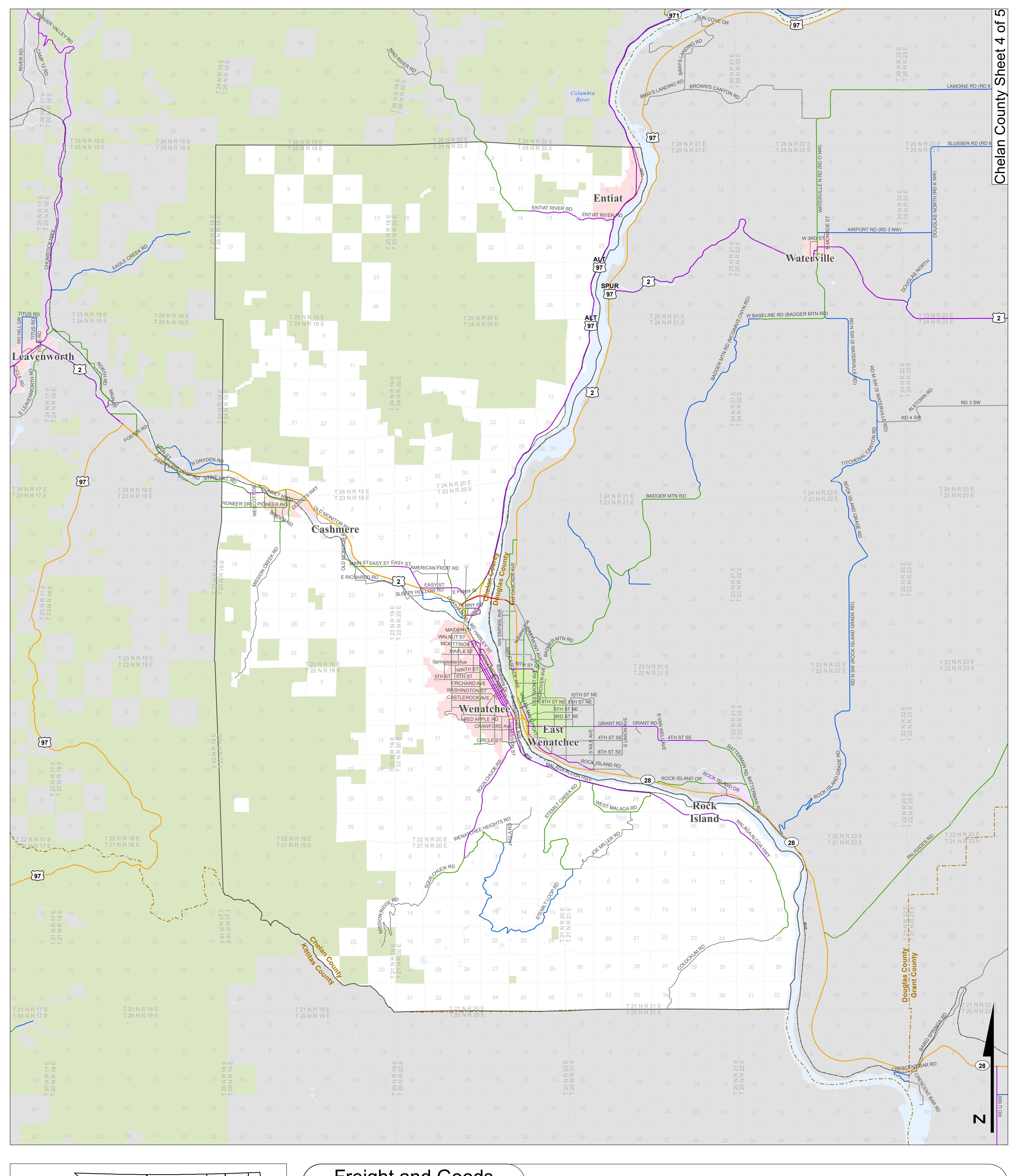
III. APPENDIX-C - FREIGHT AND GOODS TRANSPORTATION MAPS

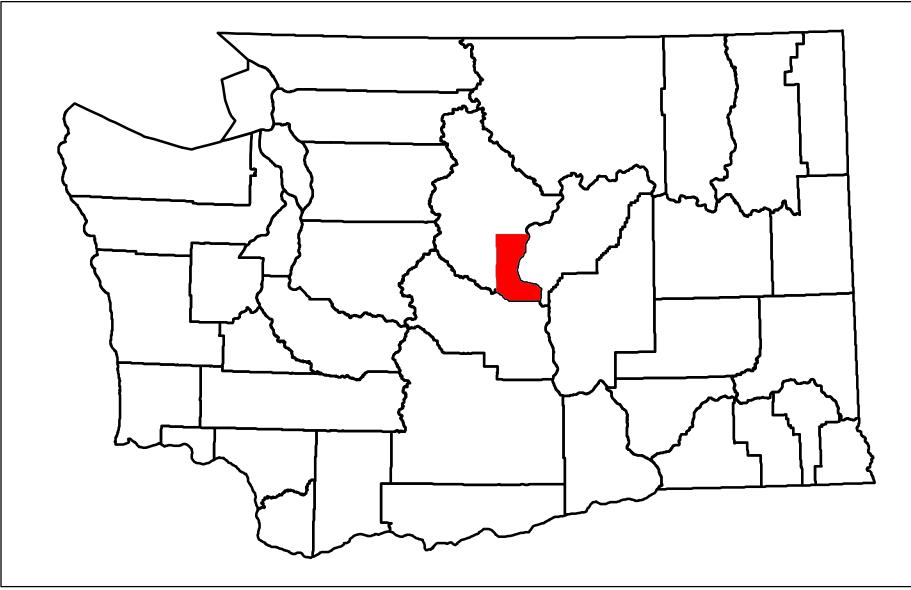
The following figures show Washington State's Freight and Goods Transportation System classifications for Chelan County.











Freight and Goods
Transportation System

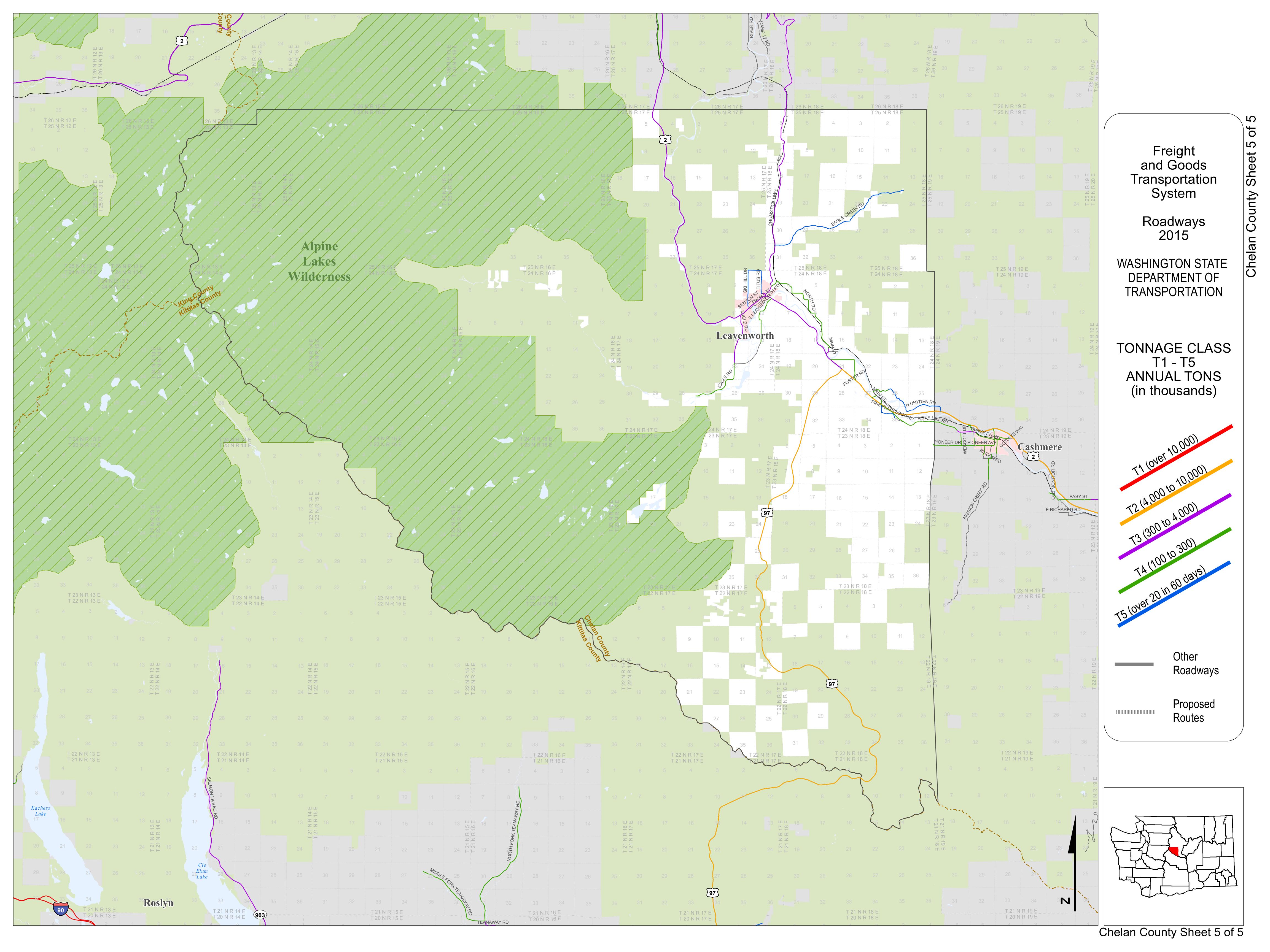
Roadways 2015

WASHINGTON STATE DEPT OF TRANSPORTATION

TONNAGE CLASS T1 - T5 / ANNUAL TONS (in thousands) Other Roadways Proposed

Chelan County Sheet 4 of 5

Routes



IV. APPENDIX-D - PROJECT PRIORITIZATION CRITERIA

The following figure shows the criteria used to prioritize Chelan County's 20-year capital project list by vicinity

Project Evaluation

| Goal | Metric Description | Ranking | | | | | | |
|-------------------------------|---|--|--|--|--|--|--|--|
| 1. Maintain What We Have | Does the project include a maintenance, rehabilitation, or bridge replacement component? | 4 = Bridge replacement/rehab 3 = Major reconstruction 2= Other maintenance 0= Not maintenance | | | | | | |
| 2. Safety | Does the project address a location with a history of injury/fatality collisions or identified modal conflicts? | 4= History of injury/fatal collisions or hot spot 2= Safety enhancement 0= Other | | | | | | |
| 3. Ensure Financial Viability | Does the project leverage outside funding sources/have multiple funding partners? | 4= Yes 0= No | | | | | | |
| | Does the project support future growth or improve auto LOS? | 2= Project needed to maintain LOS standard 1= Projects that benefit auto circulation 0= Other | | | | | | |
| 4. Support Land Use | Does the project provide needed connections to key land- uses: farm-to-market, recreation, employment, forestry, etc. | 2= Connects two or more destinations 1= Connects to one destination 0= Connects to less than one destination | | | | | | |
| 5. Environmental | Does the project support fish passage and/or storm water drainage? | 2= Supports fish passage or storm water drainage 0= Other | | | | | | |
| Stewardship | Does the project support multimodal travel? | 2= Transit/Bike/Ped 1= Indirectly Improves Transit/Bike/Ped 0= No | | | | | | |
| 6. Be An Active Partner | Does the county partner with other agencies/entities? | 4= County partners with two or more agencies/entities 2= County partners with one additional agency/entity 0= No | | | | | | |



V. APPENDIX-E – 20-YEAR PROJECT LIST (INCLUDES SCORING)

| | Chelan County Transportation Project List | | | | | | | | | | | | | | | | |
|---------------------|---|--|----------------------------------|----------------------|--------------|--|-------------|---|---------------------------------------|---|---|---------------|---|-------------------------------|---------------------------------------|--|------------------------------------|
| lti | New | Title Description | Diamaina Lauri Cast | Coal 1. Maintainean | Goal 1: | Carl 2: Cafata | Goal 2: | Cool 2: Finance | Goal 3: | Cool As Lond Hon | | Goal 4: Land | Cool 5: Facility and the | | Goal 5: | Cool C. Bortonochio | Goal 6: |
| Location | Project ID |) Title Description | | Goal 1: Maintainance | Maintainance | Goal 2: Safety History of Injury/Fatality Collisions or Hot Spot (4) or | Safety | Goal 3: Finance Leverages Outside Funding Sources / Multiple Funding Partners - YES (4) / NO | | Goal 4: Land Use Maint. Auto LOS (2) / | Provides needed connection to key land-uses: two or more (2) or one destimation | | Goal 5: Environment Supports fish passage or | Supports Multimodal Travel? | Environment | Goal 6: Partnership Coordinating w/ Groups County + ≥ 2 Partners (4) or | Partnership Total Score Max score |
| | | Replacement of bridge to support freight and | Bridge (4 | | | Safety Enhancement (2) | | (0) | | Benefits Circulation (1) | (1) | | storm water drainage (2) | Directly (2) or Indirectly(1) | | County + 1 Partner (2) | = 24 |
| | CA-1 | 1 West Cashmere Bridge Replacement safety | 23,000,000 | 4 | ✓ | 4 | ✓ | 4 | ✓ | 2 | 2 | ✓ | 2 | 2 | ✓ | 4 | √ 24 |
| Cashmere/Monitor | 64.5 | Roadway relocation to support sidewalks and a | | 2 | ✓ | 4 | ✓ | 4 | ✓ | 0 | 2 | ✓ | 2 | 2 | ✓ | 4 | √ 20 |
| Subarea | CA-2 | 2 Binder Road/ Tigner Road safe route to school Roadway improvements from Sunset Hwy to | 1,000,000 | | | | | | | | | | | | | | 20 |
| | CA-3 | 3 Goodwin Road Goodwin Road Bridge | 2,000,000 | 3 | √ | 2 | √ | 4 | ✓ | 2 | 2 | ✓ | 2 | 2 | ✓ | 4 | √ 21 |
| Subtotal | CH-1 | 1 Slide Ridge Retrofit and slope stabilization | \$26,000,000 800,000 | 4 | _ | 4 | √ | 4 | √ | 0 | 2 | / | 2 | 1 | ✓ | 2 | √ 19 |
| | | 1 Slide Ridge Retrofit and slope stabilization 2 Anderson Road, Phase II Phase 2: MP 0.28 to MP 0.46 | 75,000 | 2 | · · · · · · | 2 | · · · · · · | 4 | <u>-</u> | 0 | 1 | · · · · · · · | 2 | 1 2 | · · · · · · · · · · · · · · · · · · · | 2 | √ 19 √ 15 |
| | | Roadway relocation to accommodate airport | | 0 | 1 | 2 | ✓ | 4 | ✓ | 2 | 1 | ✓ | 2 | 1 | ✓ | 2 | ✓ |
| Chelan Subarea | | 3 Howard Flats Road Relocation expansion 4 25-Mile Creek Culvert Rehabilitation Maintenance of culvert | 500,000 185,000 | 4 | | 2 | | 0 | | 0 | 2 | √ | 2 | 0 | √ | 0 | 14 10 |
| | | Widen, grade, drain, add base and top course, | | 2 | | 2 | ✓ | 0 | | 0 | 1 | ✓ · | 2 | 1 | ✓ | 2 | √ |
| Subtotal | CH-5 | 5 Union Valley Road and pave MP 2.42 to MP 3.63 | 1,000,000 \$ 2,560,000 | | ļ | | | | | | <u>+</u> | | | <u> </u> | · | | 10 |
| Subtotal | MAN-1 | 1 Totem Pole Road Manson Schools (Hill Street) to end of Harris | 3,750,000 | 3 | ✓ | 4 | ✓ | 4 | ✓ | 2 | 2 | √ | 2 | 2 | ✓ | 4 | √ 23 |
| | MAN-2 | 2 Wapato Lake Road Reconstruction and widening, MP 0.6 to MP 2.3 | 2,600,000 | 3 | √ | 2 | ✓ | 4 | ✓ | 2 | 2 | ✓ | 2 | 1 | ✓ | 2 | √ 18 |
| | MAN-3 | Summit Boulevard / Manson 3 Boulevard Intersection Improvements | 255,000 | 2 | √ | 4 | ✓ | 4 | ✓ | 1 | 1 | ✓ | 2 | 1 | ✓ | 2 | √ 17 |
| | | Widen, grade, drain, add base and top course, | | | | <u> </u> | | | | | <u> </u> | † | | | | | |
| Manson Subaras | MAN-4 | 4 Ivan Morse Road and pave curve at MP | 300,000 | 2 | √ | 2 | ✓ | 4 | · · · · · · · · · · · · · · · · · · · | 1 | 1 | √ | 2 | 1 | ✓ | 2 | √ 15 |
| Manson Subarea | MAN-5 | Road Rehabilitation: repave and upgrade 5 Grade Creek Road existing shoulders | 400,000 | 2 | ✓ | 2 | ✓ | 4 | ✓ | 0 | 1 | ✓ | 2 | 1 | ✓ | 2 | ✓ 14 |
| | [| Reconfigure existing road to accommodate | | | T . | | | | | | | T . | | | | T | |
| | MAN-6 | 6 Pedoi Street Recirculation parking Truck route study between Totam Pole Road | 100,000 | 2 | √ | 2 | ✓ | 0 | | 1 | 1 | √ | 2 | 1 | √ | 2 | √ <u>11</u> |
| | MAN-7 | Truck route study between Totem Pole Road 7 Boetzkes Avenue and Manson Road | 30,000 | 0 | | 2 | ✓ | 0 | | 2 | 2 | ✓ | 0 | 0 | | 2 | √ 8 |
| | | Open public rights-of-way for public access to | | | 1 | | | | | | | Ī | | | | | |
| | MAN-8 | 8 Trail Access to Water Lake Chelan | 100,000 | 0 | | 0 | | 0 | | 0 | 1 | √ | 0 | 1 | √ | 2 | √ 4 |
| Subtotal | | | \$7,535,000 | | | | | | | | | | | | | | |
| Entiat Subarea | E-1 | Scour mitigation on bridges along Entiat River 1 Entiat River Bridges Scour Road | 2,000,000 | 4 | ✓ | 2 | ✓ | 4 | ✓ | 1 | 2 | ✓ | 2 | 1 | ✓ | 4 | ✓ 20 |
| Subtotal | E-2 | 2 Moe Ridge Bridge Bridge Bridge replacement | 2,100,000 \$4,100,000 | 4 | ✓ | 2 | √ | 4 | ······ | 1 | 2 | ✓ | 2 | 1 | ✓ | 2 | √ 18 |
| Subtotal | L-1 | 1 Chumstick Hwy / North Road Intersection reconstruction | 1,300,000 | 3 | √ | 4 | √ | 4 | √ | 2 | 2 | √ | 2 | 2 | ✓ | 4 | √ 23 |
| | | | | | | | | | | | | | | | | | |
| | L-2 | Construct/widen shoulders, improve horizontal curves, signange, and safety between Fox Road 2 North Road and Nibblelink Road (South connection) | | 3 | √ | 4 | ✓ | 4 | √ | 2 | 2 | √ | 2 | 2 | ✓ | 2 | √ 21 |
| | | Full Depth Reclamation (FDR) with a cement treated base and an HMA overlay. MP 3.3 to | 3.530.000 | 2 | ✓ | 2 | ✓ | 4 | ✓ | 1 | 2 | ✓ | 2 | 1 | ✓ | 4 | ✓ 10 |
| | L-3 | 3 Eagle Creek Road, Phase II MP 5.8 Multimodal improvements, illumination, | 3,520,000 | | | | | _ | | | 1 | | | | | | 18 |
| | L-4 | signage, and provide traffic calming along Titus 4 Titus Road Road from city limits to Ski Hill Drive | 2,710,000 | 2 | ~ | 2 | √ | 4 | ✓ | 0 | 2 | ✓ | 2 | 2 | ✓ | 2 | √ 16 |
| Leavenworth Subarea | L-5 | Multimodal improvements, illumination, signage, and provide traffic calming along Ski 5 Ski Hill Drive Hill Drive trom city limits to Titus Road | 1,790,000 | 2 | ✓ | 2 | ✓ | 4 | ✓ | 0 | 2 | ✓ | 2 | 2 | ✓ | 2 | √ 16 |
| | | 6 Yodelin Culvert Culvert Replacement | 900,000 | 4 | ✓ | 2 | √ | 4 | √ | 0 | 1 | <u> </u> | 2 | 0 | ✓ | 2 | √ 15 |
| | 17 | Potential improvements following federal safety 7 Icicle Road audit | 100.000 | 2 | ✓ | 2 | ✓ | 4 | ✓ | 0 | 2 | ✓ | 0 | 1 | ✓ | 4 | √ 15 |
| | | Shared-use trail connecting downtown to Icicle | | 0 | | 2 | ./ | 4 | <i></i> | 0 | 2 | ./ | 0 | 2 | √ | 4 | |
| | L-8 | 8 Icicle Station Trail with bridge Station and Valley Trail. | 400,000 | | ļ | | | | | | <u> </u> | | | | · | <u> </u> | v 14 |
| | | 9 Motteler Road Bridge Replacement Bridge Replacement | 1,500,000 | 4 | √ | 2 | ✓ | 0 | | 2 | 1 | √ | 2 | 0 | ✓ | 2 | √ 12 |
| | L-9 | Simorreier voan prinke vehiaceitiett Prinke vehiacement | 1,500,000 | | | + | | | | | † | | | | | | 13 |
| Subtotal | | | £15 730 000 | | | | | | | | | | | | | | |
| | PE-1 | 1 Peshastin Main Street Bridge Bridge replacement | \$15,720,000 18,700,000 | 4 | ✓ | 4 | √ | 4 | √ | 2 | 2 | ✓ | 2 | 2 | ✓ | 4 | √ 24 |
| Peshastin Subarea | | Sidewalk/pedestrian facility improvements from | 1 | | 1 | | | | | | 1 | | | | | | |
| Subtotal | PE-2 | 2 Peshastin Main Street Sidewalk end of bridge to Megelos Street | 760,000 \$19,460,000 | 2 | ✓ | 4 | <u>√</u> | 4 | · · · · · · · · · · · · · · · · · · · | 0 | 2 | <u> </u> | 2 | 2 | ✓ | 4 | √ 20 |
| Junioldi | | Roadway reconstruction to address deteriorating pavement, includes drainage, | \$25,700,000 | | | | | | | | | | | | | | |
| | PL-1 | guardrail, and clear zone improvements, from 1 Chiwawa Loop, Phase III Wending Lane to Sumac Lane. | 3,335,000 | 3 | ✓ | 4 | ✓ | 4 | ✓ | 2 | 2 | ✓ | 2 | 2 | ✓ | 4 | √ 23 |
| Plain Subarea | PL-2 | Roadway preservation to address deteriorating pavement, from Sumac Lane to SR207 | 1,800,000 | 2 | ✓ | 2 | ✓ | 4 | ✓ | 2 | 2 | ✓ | 2 | 2 | ✓ | 4 | √ 20 |
| | PL-3 | Beaver Valley Road Shoulder Roadway expansion to include shoulders for multi-modal use | 500,000 | 2 | ✓ | 4 | ✓ | 0 | | 0 | 2 | ✓ | 0 | 2 | ✓ | 4 | ✓ 14 |
| | | 4 River Road - milepost 6 Retaining wall and bank improvements | 250,000 | 2 | · / | 4 | · / | 4 | √ | 0 | 1 | · / | 2 | 1 | · ✓ | 0 | 14 |
| | PI - | Rehabilitation and reconstruction for fire safety 5 Camp 12 Road ingress and egress | 500,000 | 2 | | 2 | √ | 0 | | 0 | 1 | √ | 2 | 1 | ✓ | 2 | √ 10 |
| Subtotal | † <u></u> | 0 000 000 | \$6,385,000 | | | <u> </u> | | <u> </u> | | | <u> </u> | <u> </u> | | | | | |

| March Property P | | Chelan County Transportation Project List | | | | | | | | | | | | | | | | | |
|--|------------------|---|--|--------------|------------------------------|--------------|---|---------------------------------------|-------------------------|----------|--------------------------|---------------------------------|----------------|--------------------------|-------------------------------|---------------------------------------|------------------------------|---------------------------------------|--------------------|
| Mary Name 1997 19 | | New | | | | Goal 1: | | Goal 2: | | Goal 3: | | | Goal 4: Lan | 3 | | Goal 5: | | Goal 6: | |
| Note of the content | Location | Project ID Title | Description Planning | Level Cost G | oal 1: Maintainance | Maintainance | Goal 2: Safety | Safety | Goal 3: Finance | Finance | Goal 4: Land Use | | Use | Goal 5: Environment | | Environment | Goal 6: Partnership | Partnership | Total Score |
| Mary Notice Part Notice Part Notice Part Notice Part Notice Part Part Notice Part Part | | | | | | | , | | | | | | | | | | , | | |
| Mary Notice Part Notice Part Notice Part Notice Part Notice Part Part Notice Part Part | | | | | | | | | | | | Book the control of the control | | | | | | | |
| Manufacture Communication Communication | | | | | | | I | | | | | | | | | | | | |
| March | | | | | | | | | | | | | | | | | | | |
| Make | | | | Maintenance | (2) or Reconstruction (3) or | | Collisions or Hot Spot (4) or | • | Partners - YES (4) / NO | | Maint. Auto LOS (2) / | more (2) or one destimation | | Supports fish passage or | Supports Multimodal Travel? | | County + > 2 Partners (4) or | | Max score |
| Major Sales (1998) Major S | | | | Bridge (4) | | | Safety Enhancement (2) | | (0) | | Benefits Circulation (1) | (1) | | storm water drainage (2) | Directly (2) or Indirectly(1) | | County + 1 Partner (2) | | = 24 |
| March 1997 | | | | 0 () | | | , | | , , | | | | 1 | 5 . , | 7 | | , , , , , , | | + |
| March 1997 1 | | | | | | | | | | | | | | | | | | | |
| March 1997 | | | | | | | | | | | | | | | | | | | |
| March 1997 | | | Sight distance and intersection geometry | | | | | | | | | | | | | | | | |
| Marked Fallows Marked Pallows Mark | | MAL-1 McEldowney / W. Malaga | | 650.000 | 3 | ✓ | 4 | ✓ | 4 | ✓ | 2 | 1 | ✓ | 2 | 1 | ✓ | 4 | ✓ | 21 |
| Manage Sales Manage Mana | | | | | | | -† | | | | | | | - † | | | | | |
| March Marc | | | Clara stabilization | 400.000 | 2 | , | 1 | | 0 | | | 3 | , | 3 | 1 | , | 4 | , | 16 |
| ### ### ### ### #### ################# | Malana Cubanaa | | 4:-::::::::::::::::::::::::::::::::::: | | <u></u> | 4 | - | | ļ | | ļ | 4 | | | | | | | |
| ### ### ### ### #### ################# | ivialaga Subarea | | | | | _l | | | 4 | | ↓ | | | | | | | -1 | 14 |
| Mode | | MAL-4 Malaga-Alcoa Hwy Ped Access | Malaga store to W. Malaga Ave. MP 4.9 to 5.1 | | 2 | ✓ | 2 | ✓ | 0 | | 0 | 2 | ✓ | 2 | 2 | √ | 4 | √ | 14 |
| Section | | MAL-5 Bainard Road | Pedestrian facilities improvements | 420,000 | 2 | ✓ | 2 | ✓ | 0 | | 2 | 1 | ✓ | 2 | 2 | ✓ | 2 | ✓ | 13 |
| Section | | MAL-6 Saturday Avenue | Pedestrian facilities improvements | 420,000 | 2 | ✓ | 2 | ✓ | 0 | | 2 | 1 | ✓ | 2 | 2 | ✓ | 2 | ✓ | 13 |
| Second Process Continues from Process Continues Continues from Process Continues from Process Continues from Process Continues from Process Continues Continu | | <u> </u> | + | | | † | -† | | † | | 1 | | † | -† | | | T | - | |
| Selected Max. Ordered Area Conceived Process Max. Ordered Selected Max. Ordered Process Max. Ordered Pro | 1 | | | | | | | | ĺ | | ĺ | | | | 1 | | | | |
| Application Company | | MAL 7 Malaga Area Circulation No. | | 150,000 | 0 | | 0 | | 0 | | 1 , | 0 | ./ | 0 | | ./ | , | ./ | _ |
| Value Secretary Control Cont | | ivial-7 Malaga Area Circulation Plan | | | U | 4 | - + | | UU | | <u> </u> | | ļ | _ | | ٧ | <u> </u> | · · · · · · · · · · · · · · · · · · · | 5 |
| Washington Street International Conference 1,00,000 2 2 3 4 5 2 2 4 4 5 5 5 5 5 5 5 5 | Subtotal | | I I | | | <u> </u> | 1 | | <u> </u> | | | | | 1 | | | | 1 | |
| Manual Description Control Research Control R | | W-1 Easy Street/School Street | Intersection Improvements | 1,500,000 | 2 | ✓ | 4 | ✓ | 4 | ✓ | 2 | 2 | ✓ | 2 | 2 | ✓ | 4 | ✓ | 22 |
| Manual Description Control Research Control R | | W-2 Easy Street/Peters Street | Intersection Improvements | 1.500.000 | 2 | ✓ | 4 | ✓ | 4 | ✓ | 2 | 2 | ✓ | 2 | 2 | ✓ | 4 | ✓ | 22 |
| No. Months Registre found International Programments 18,000 2 | | | + | | | † | - † | | | | 1 | | † | - | | | | | |
| We describe for the following improvements: Passed A Morting and A A A A A A A A A A A A A A A A A A A | | W 3 Wanatshaa Haights Boad | | 3 500 000 | 2 | ./ | , | ./ | 4 | ./ | , | , | ./ | 2 | 2 | ./ | 4 | ./ | 21 |
| We Storyken Blood, Place Fusion Story on Place F | | | d | | | 4 | - | | ļ | | | | | - | | | | | |
| Westeroeles Road Phase Next Road to Rolling Hills Laws 1,800,000 3 | | W-4 Easy St/Crestview St | + | 140,000 | 2 | | 4 | · · · · · · · · · · · · · · · · · · · | 4 | · | 2 | 2 | | 0 | 2 | · · · · · · · · · · · · · · · · · · · | 4 | | 20 |
| Note Second Road Road | | | Roadway improvements - Phase I: American | | | | | | | | | | | | | | | | |
| We bloomer found, Phase II 1,500,000 2 7 4 7 7 1 7 7 1 7 7 1 7 7 | | W-5 Knowles Road, Phase I | Fruit Road to Rolling Hills Lane | 1,800,000 | 3 | ✓ | 4 | ✓ | 0 | | 2 | 2 | ✓ | 2 | 2 | ✓ | 4 | ✓ | 19 |
| We fixed fixed fixed Let American Fruit Road 1,500,000 3 | | | Roadway improvements - Phase II: School Street | | | T | T | | | | | | T | T | | | | | |
| So. Westatcher Average So. Westatcher Average So. Vestatcher Aver | | W-6 Knowles Road, Phase II | | 1 500 000 | 3 | ✓ | 4 | √ | 0 | | 2 | 2 | ✓ | 2 | 2 | ✓ | 4 | ✓ | 19 |
| We Pinase 10 Crawford Avenue 500,000 2 | | | + | 1,500,000 | | | -+ | | | | { | | | -+ | | | | | |
| West Note | | | | 500.000 | 2 | , | 1 | , | | , | | | , | | | , | | , | 40 |
| Wend the Construct didewall on S. Wenatchee Avenue Seven and Construct with a Seven and Construc | | | d | | | | | | 4 | · | | | | | | | | | 18 |
| Wealthee Wealthee New Continue New No. New No. | | W-8 Peters Street | Widening - Easy Street to School Street | 800,000 | 2 | ✓ | 4 | ✓ | 0 | | 2 | 2 | ✓ | 2 | 2 | √ | 4 | √ | 18 |
| W-9.5 Wenatchee Detween Roorly Street and city limit \$70,000 7 | | | Construct sidewalk on S. Wenatchee Avenue | | 2 | | | | | | | | | | | | | | |
| Went American Fruit Road Southway Improvements - Knowless Road to Crestwee Road Southway Improvements - Knowless Road to Southway Improvement - Knowless Road to Southway I | | W-9 S. Wenatchee Avenue | between Boodry Street and city limit | 870,000 | 2 | ✓ | 4 | ✓ | 4 | ✓ | 0 | 1 | ✓ | 2 | 2 | ✓ | 2 | ✓ | 17 |
| WeatChee W-10 American Truit Road Crest/wew Road S00,000 3 | | <u></u> | | | | | -† | | † | | 1 | | † | - † | | | | | |
| West Wentchee Wilder Subarea plant to incorporate new growth assumptions and revise planned transportation 0 | | W-10 American Fruit Poad | | 900 000 | 2 | 1 | 4 | / | 0 | | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 1 | 17 |
| W-11 School Street Rapid Flashing Reacon and ped rampp) 40,000 2 7 4 7 7 0 1 7 0 2 7 2 7 7 7 7 7 7 7 | Wenatchee | ** 10 Miletrali Fruit Noau | + | 000,000 | 3 | | -+ | | | | <u>-</u> | | | -+ | | | | | |
| Update subarea plan to incorporate new growth essumptions and revise planned transportation network (includes new connection to U.S.2) 150,000 0 4 7 2 0 7 2 1 7 4 7 7 7 7 7 7 7 7 | | | | | | | | 1 . | 1 | | | | | | | | | | 1 1 |
| W-12 Sunnyslope Sunnyslope | | W-11 School Street | Rapid Flashing Beacon and ped ramps) | 40,000 | 2 | | 4 | | 4 | √ | 0 | 1 | | 0 | 2 | ✓ | 2 | <u> </u> | 15 |
| W-12 Sunnysiope Sunnysiope | | | | | | 1 | | 1 | 1 | | | | 1 | | i T | | | |] |
| W-12 Sunnyslope Sunnyslop | | | Update subarea plan to incorporate new growth | | | | | | | | | | | | | | | | |
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| West Wenatchee (new circulation will assumptions and revise planed transportation of the work of the | | W-12 Suppyslone | | 150,000 | | | 0 | | 4 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 4 | 1 | 13 |
| West Wenatchee (new circulation assumptions and revise planned transportation network 150,000 | | W-12 Julilysiope | + | 130,000 | | | - | | | | | | - | | | | | | 13 |
| W-13 areas network | 1 | l | | | | | | | ĺ | | ĺ | | | | 1 | | | | |
| Boodry/S. Wenatchee Ave W-14 Improvement Bridge 1,800,000 2 √ 2 √ 4 √ 0 1 √ 2 2 √ 0 | 1 | | | | U | | | | ĺ | | ĺ | | 1 | | 1 | | | | |
| W-14 Improvement | | W-13 areas) | d | 150,000 | | | 0 | | 4 | ✓ | 2 | 0 | _ <u> </u> | 2 | 1 | ✓ | 4 | <u> </u> | 13 |
| Easy St Bikeway (SR2/97 to School W-15 St) W-15 St) W-16 Number One Canyon Road W-16 Number One Canyon Road Subtotal Total | 1 | Boodry/S. Wenatchee Ave | Malaga-Alcoa Intersection to Squilchuck Creek | | | | | | | | | | | | | | | | |
| Easy St Bikeway (SR2/97 to School W-15 St) W-15 St) W-16 Number One Canyon Road W-16 Number One Canyon Road Subtotal Total | | W-14 Improvement | Bridge | 1,800,000 | 2 | ✓ | 2 | ✓ | 4 | ✓ | 0 | 1 | ✓ | 2 | 2 | ✓ | 0 | | 13 |
| Easy St Bikeway (SR2/97 to School W-15 St) Sunnyslope G6,000 C C C C C C C C C | | | 4×4 | | | | -† | | † | | 1 | | † | - † | | | | - | |
| W-15 St) Sunnyslope 66,000 | | Eacy St Bikoway (SB2/07 to Sobool | | | 2 | | | | ĺ | | ĺ | | | | 1 | | | | |
| W-16 Number One Canyon Road provide pedestrian facility 940,000 2 0 0 1 2 0 0 0 1 2 0 0 0 1 0 0 0 0 | | | | 55 000 | 2 | | | | | | | | | | | , | | | 1 42 |
| W-16 Number One Canyon Road provide pedestrian facility 940,000 2 √ 2 √ 0 0 1 √ 2 2 √ 0 0 Subtotal Total | | W-15 St) | | 66,000 | | ↓ | 2 | · · · | 0 | | 0 | 2 | <u> </u> | 0 | 2 | √ | 4 | √ | 12 |
| W-16 Number One Canyon Road provide pedestrian facility 940,000 | | | | | 2 | | | | ĺ | | ĺ | | | | 1 | | | | 1 |
| Subtotal \$15,156,000 | | W-16 Number One Canyon Road | provide pedestrian facility | 940,000 | 2 | ✓ | 2 | ✓ | 0 | | 0 | 1 | ✓ | 2 | 2 | ✓ | 0 | | 9 |
| Total | Subtotal | T | T s | 15,156,000 | | T | T | | T | | 1 | | T | T | | | T | | |
| Total \$101,846,000 | | | | | | | | 1 | | | | | i e | | | | | | + - |
| \$101,846,000 | Total | | | | | | | | 1 | | ĺ | | | | 1 | | | | |
| | | | \$1 | 01,846,000 | | | | | | | 1 | | | | | | | | |