

NOTE: Alignment and location of improvements are conceptual and for discussion only. Project level environmental review and design studies will be required prior to implementing any of the conceptual improvements shown here.





Confluence Parkway Components and Phasing Preliminary Strategy Options

Project Id	Project Element and Location (Limits)	Improvement Description	Preliminary Staging (see note below)*	Comments / Discussion	Recommendation for Transportation Master Plan
P0	Corridor (N Wenatchee Avenue to US 2)	- Incorporate project into regional and local agency plans - Prepare project level environmental review and associated preliminary design studies - Prepare final designs - Secure funding	1	- Funding needs to initially be secured for the environmental studies and associate preliminary design work needed to support a project level environmental review - Overall funding plan should be defined to support implementation of the project	
P1	N Wenatchee Avenue at Miller Street (Intersection)	- Modify signal to eliminate the free-flow right turn movement from southeast-bound N Wenatchee Avenue to Miller Street - Modify northbound Miller Street to provide 2 left-turn lanes and a shared through/left-turn lane - Modify southbound Miller Street to provide 2 left-turn lanes, a through lane, and a shared through/right-turn lane - Modify traffic signal and signal phasing	1 or 2	- Traffic signal could be modified to provide some red time for the southeast right-turn from N Wenatchee Avenue to southbound Miller Street (can be independent of Parkway) - Widening of intersection to add turn lanes could be tied to construction of Miller Street undercrossing and upgraded connection with Hawley Street - Could add a temporary south-to north left turn from N Wenatchee Avenue to miller Street with project P2, to allow closure of east leg of Maple Street at N Wenatchee Avenue	
P2	Miller Street (N Wenatchee Avenue to Hawley Street)	- Construct Miller Street underpass of railroad tracks and Walla Walla Avenue (Stemilt access) - Upgrade roadway to 2 to 3 lane arterial with non-motorized facilities - Eliminate access to/from Maple Street	2 or 3	- This section could be developed as a mid phase to provide a grade separation of the railroad and - Extension of Hawley Street to the east and the new connection to Walla Walla Avenue should be complete before construction to provide connection to waterfront (P3) - Would enhance access to Loop Trail - Improvements near N Wenatchee Avenue should be coordinated with P1	



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P3	Hawley Street / Park Connection (Walla Walla Avenue to Miller Street)	Construct 2 lane collector with non-motorized facilities consistent with Waterfront Plan	2	Should be in place before closure of Miller Street railroad crossing and underpass to provide connection to waterfront and Walla Walla Avenue from Hawley Street (P2)	
P4	Hawley Street at Miller Street (intersection)	Construct turn lanes and install traffic signal	2 or 3	- Some turn lanes would likely be constructed with roadway projects – P2, P3, P5, and P6 - Signal may be needed/desirable before completion of Parkway (P6)	
P5	Hawley Street Undercrossing (N Wenatchee Avenue to Miller Street)	- Construct undercrossing of railroad tracks - Upgrade non-motorized facilities in corridor	1 or 2	- Could be done before or after Miller Street undercrossing (P2) - Cannot be done at same time as Miller Street (P2) in order to maintain access to/ from waterfront	
P6.1	Confluence Parkway South (Hawley Street to Wenatchee River)	- Relocate trail to east - Construct 2-lane arterial, with no direct access from adjacent properties - Address utility lines in design/ construction - Landscaping, as appropriate	3	- Funding and design will take time - Parkway and bridge (P6.1, 6.2, and 6.3) need to tie into completed improvements north of Olds Station Road and south of Hawley Street	
P6.2	Confluence Parkway Wenatchee River Bridge and Railroad Undercrossing	- Construct new 2-lane arterial bridge - Construct undercrossing of spur line railroad tracks south of Wenatchee River	3	- Funding and design will take time - Parkway and bridge (P6.1, 6.2, and 6.3) need to tie into completed improvements north of Olds Station Road and south of Hawley Street	



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Project Id	Project Element and Location (Limits)	Improvement Description	Preliminary Staging (see note below)*	Comments / Discussion	Recommendation for Transportation Master Plan
P6.3	Confluence Parkway North (Wenatchee River to Olds Station Road)	Construct 2-lane arterial, with no direct access from adjacent properties	3	- Funding and design will take time - Parkway and bridge (P6.1, 6.2, and 6.3) need to tie into completed improvements north of Olds Station Road and south of Hawley Street	
P7.1	Confluence Parkway North (Olds Station Road to Penny Road)	Realign existing spur railroad track to east along siding track alignment.	2 or 3	Initiate work with railroad and property owners early in the project	
P7.2	Confluence Parkway North (Olds Station Road to Penny Road)	- Construct 2-lane arterial, with no direct access from adjacent properties - Construct to accommodate future intersection at Technology Center Drive	2 or 3	Maintain Olds Station Road access to Park and industrial development until Technology Center Drive is extended (P8)	
P8	Technology Center Drive Extension (CTC Building to Olds Station Road)	- Extend existing 2 lane roadway with railroad crossing and construct intersection with Confluence Parkway - Close Olds Station Road crossing of railroad	2 or 3	Needs to be coordinated with P7.1 and P7.2	
P9	Euclid Avenue at Penny Road (intersection)	- Realign and modify intersection to accommodate Confluence Parkway connection to Euclid Avenue - Realign Penny Road to connect across railroad tracks and create an approximate 90 degree intersection	2	- Should be done in advance of P7.2 and P8 - Could be constructed with P10	
P10	Euclid Avenue (Penny Road to US 2 Eastbound Ramps)	Upgrade and widen existing arterial	2	- Should be completed prior to connecting Parkway (P7.2) - Could be done in conjunction with P8 - Should be coordinated with P11	



Confluence Parkway Components and Phasing Preliminary Strategy Options

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P11	Euclid Avenue at US 2 Eastbound Ramps	- Modify eastbound loop on-ramp to accommodate two lanes - Modify eastbound off-ramp to accommodate east-to-north left turn movement - Eliminate existing east-to-north loop ramp - Install traffic signal	2	- Should be completed before Parkway is open - Should be coordinated with P10 and P12	
P12	Euclid Avenue at US 2 Westbound Ramps	- Construct new westbound diamond on-ramp - Remove existing westbound on-ramps - Install traffic signal	2	- Should be completed before Parkway is open - Should be coordinated with P10 and P11	

Preliminary Staging:

- 1 = first stage improvement
- 2 = second stage improvement
- 3 = final stage improvement