

US Highway 101 East Sequim Corridor Improvements

The design of the Sequim bypass included a diamond interchange on the east side of the city, the realignment of US 101 and reconstruction of two geometrically deficient US 101/City intersections, Happy Valley Road and Palo Alto Road. Lack of full construction funding deleted this work from the project, and now, twenty years later, with traffic volumes increased by 40% (over 6.5 million vehicles travel through this corridor each year), and Sequim's population increased by 75%, it is past time to make the improvements deemed necessary a generation ago. The project provides relief in three areas:

SAFETY

Constructing a frontage road connecting city and county roads to the newly completed interchange means that vehicles won't have to directly access US 101—and traffic on 101 won't have to worry about vehicles stopped, waiting to make left turns, or darting out in front of them.



US 101/Palo Alto Road looking west

ECONOMIC GROWTH

The Emerald Coast Economic Opportunity Zone abuts the Simdars Road interchange. Completing the interchange will support customer and delivery traffic to and from the EOZ and the high tech/light industrial zones on Sequim's east side. This corridor also serves virtually all the freight bound for Port Angeles and all Clallam County.

MOBILITY

Smoother through traffic on US 101 will move more traffic more efficiently through the corridor. A completed diamond interchange means westbound traffic heading to Sequim's east side won't have to go through downtown, relieving serious congestion there.

Combining the project with the Johnson Creek bridge project and using the newly constructed frontage road as a detour route for US 101 bridge construction could save significant construction funds.

SECURED FUNDING:

- ❖ \$1.29 million 2019 legislative appropriation for engineering and permitting (per WSDOT estimate, \$3 million was asked for to complete this phase)
- ❖ \$350,000 in 2020 City STP funds that the City plans to pass through to WSDOT for design
- ❖ \$55,000 City match for the above STP funds
- ❖ \$9.217 million National Highway Performance Program funding for Johnson Creek bridge

FUTURE LEGISLATIVE FUNDING REQUIRED:

- ❖ \$1.3 million to complete design and permitting (per WSDOT estimate)
- ❖ \$7.4 million to complete the US 101/Simdars Road interchange (per WSDOT planning level estimate)
- ❖ \$15 million to construct a frontage road connecting Palo Alto and Happy Valley Roads to the Simdars Road interchange
- ❖ \$1 million for landscaping for the Sequim Bypass

Construction Total = \$23.4 million with 30% contingency (total will be refined during design phase)

Project Total (design+construction) = \$26.4 million + contingency

Plus \$9.217 million (previously secured) for Johnson Creek bridge

