Progress on Mason Transit park-and-rides

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Although the COVID-19 pandemic has affected the Mason Transit Authority’s service, the MTA’s progress toward upgrading and expanding its park-and-ride stations has proceeded according to plan, according to the MTA.

Cole & Pickering roads, Pear Orchard

MTA General Manager Danette Brannin noted that its existing park-and-ride locations at Cole and Pickering roads are due for upgrades starting after July 1, while its Pear Orchard park-and-ride improvements began in April 2019 before then being suspended due to concerns about water contamination. Construction recently resumed.

“The Cole Road park-and-ride is set for 25 working days of construction, to include pavement overlay, illumination, video surveillance, signing and striping, plus the addition of three parking stalls, for a total of 32 stalls, at a cost of $216,500,” the MTA official said.

The Pickering Road park-and-ride is scheduled for 60 working days of construction, to include new pavement, pavement reconstruction, stormwater facilities, illumination, signing, striping and bus shelters, plus the addition of 42 parking stalls, for a total of 70 stalls, at a cost of $730,000, and is expected to wrap up early in 2022.

The Pear Orchard park-and-ride is set for 75 working days of construction, to include new pavement, pavement reconstruction, stormwater facilities, illumination, signage, striping and bus shelter, plus 32 parking stalls, at a cost of $712,607, and is expected to be completed by early in November.

“The city, property, the city of Shelton hired its own consultant to test the soil, and they found no contamination,” Brannin said.

“Since the work has already been informedly used as a parking lot, and the city has simply planned to upgrade it, by turning it into a park-and-ride, we’re formalizing an existing, demonstrated need.”

Shelton Matlock

“The Parsons-Scarrella Joint Venture, which is a collaboration with the Mason Transit Authority for the replacement of the existing 30-stall park-and-ride facility next to U.S. 101, along Shelton Matlock Road,” Brannin said.

“This replacement is required due to the realignment of the new U.S. 101 southbound off-ramp and the fish passage project.”

The final configuration and location of the park-and-ride was coordinated with and approved by the MTA, and the Parsons-Scarrella Joint Venture is contractually obligated to provide the replacement of a 30-stall park-and-ride facility, at a cost of $687,000, (this is the cost of constructing the 20 stalls, as part of the original scope of the U.S. 101 Coffee Creek fish barrier removal project.

Brannin explained the MTA’s use of dedicated prepared plans, specifications and estimates package for a 65-stall park-and-ride facility, with additional upgrades, and has provided approval and grant funding to pay for the additional work required to construct the facility.

This additional work includes grading, surfacing, hot mix asphalt paving, drainage structures, stormwater conveyance and treatment facilities, erosion control, concrete traffic curbs and gutters, asphalt wheel stops, pavement markings, landscaping, permanent signing and illumination. The cost of the project is $657,000, for which the MTA will reimburse WSDOT.

The park-and-ride’s security equipment, bus shelters, light poles, mast arms, luminaires, service cabinet, wire and Public Utility District service will not be included in WSDOT’s portion of the work, and will instead be completed by the MTA once the rest of the park-and-ride is completed, at a cost of $94,750. The Shelton Matlock Road park-and-ride’s 30 working days of construction began at the end of August and is expected to end in October.

Log Yard Road in Belfair

The intersection of Log Yard Road and state Route 3 in Belfair will serve as the site of a new park-and-ride, transit building and bus canopy, with 227 working days of construction, which will complete the first phase near the end of September to the expected end of the second phase by January 2022.

The first phase will cover the park-and-ride, with 107 parking stalls and an electric vehicle charging station, at a cost of $1.4 million. The second phase will cover the transit building and bus canopy, at a cost of $1,600,000. Construction is set to include pavement, sidewalks, amenities and accessibility accommodations, stormwater facilities, a park and ride, signage, and striping.

The transit building will include a new 3,000-square-foot single-story wood-framed structure constructed on a concrete slab, with new single-slope, single-ply roofing. The exterior walls will be a combination of wood and metal siding, with anodized aluminum windows and doors, along with metal-framed walls and metal roof girders and gable ends.

The bus canopy’s steel will be painted and its design includes sheet-metal gutters, downspouts and tiles.

Brannin said the timeline between the first and second phases of construction is unclear because the funding for each phase is dispersed biennially.

Brannin said the value of consolidating a number of disparate MTA resources into the Log Yard Road park-and-ride, transit building and bus canopy, so drivers will be closer to their vehicles, and the MTA’s fleet will be more centralized and secure.

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