

US 2 DECEPTION CREEK VICINITY

CHARACTERISTICS

Segment Description:

This section of US 2 is located in the Northwest Region near Deception Creek and ends in the North Central Region near the Tye River.

County/Counties: King

Cities/Towns Included: None identified.

Number of lanes in the corridor: 3 to 3

Lane width: 12 to 12 feet.

Speed limit: 60 to 60 mph.

Median width: 0 to 0 feet.

Shoulder width: 6 to 9 feet.

Highway Characteristics:

US 2 is a Highway of Statewide Significance as well as part of the National Highway System. It is classified as a rural principal arterial and carries a T-3 freight designation. It is also designated a scenic byway.

Special Use Lane Information (HOV, Bicycle, Climbing):

Three chain up areas are provided for westbound travelers covering a total distance of just over one half mile.

Access Control Type(s):

This section of US 2 begins with just over one tenth of a mile of Class 1 Managed Access and ends in Partial Control Limited Access.

Terrain Characteristics:

This section of US 2 has mountainous terrain.

Natural Features:

This corridor passes through the Mount Baker Snoqualmie National Forest and is part of the Stevens Pass Greenway and Cascade Loop. Many recreational opportunities are available, including skiing, camping, hiking and sightseeing.

Adjacent Land Description:

US 2 is adjacent to National Forest land and Department of Natural Resources land.

Environmental Issues:

The majority of land is within the US Forest Service. There are wetlands, cultural, historical features in this section. Potential sensitive species include spotted owls.

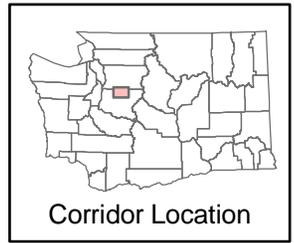
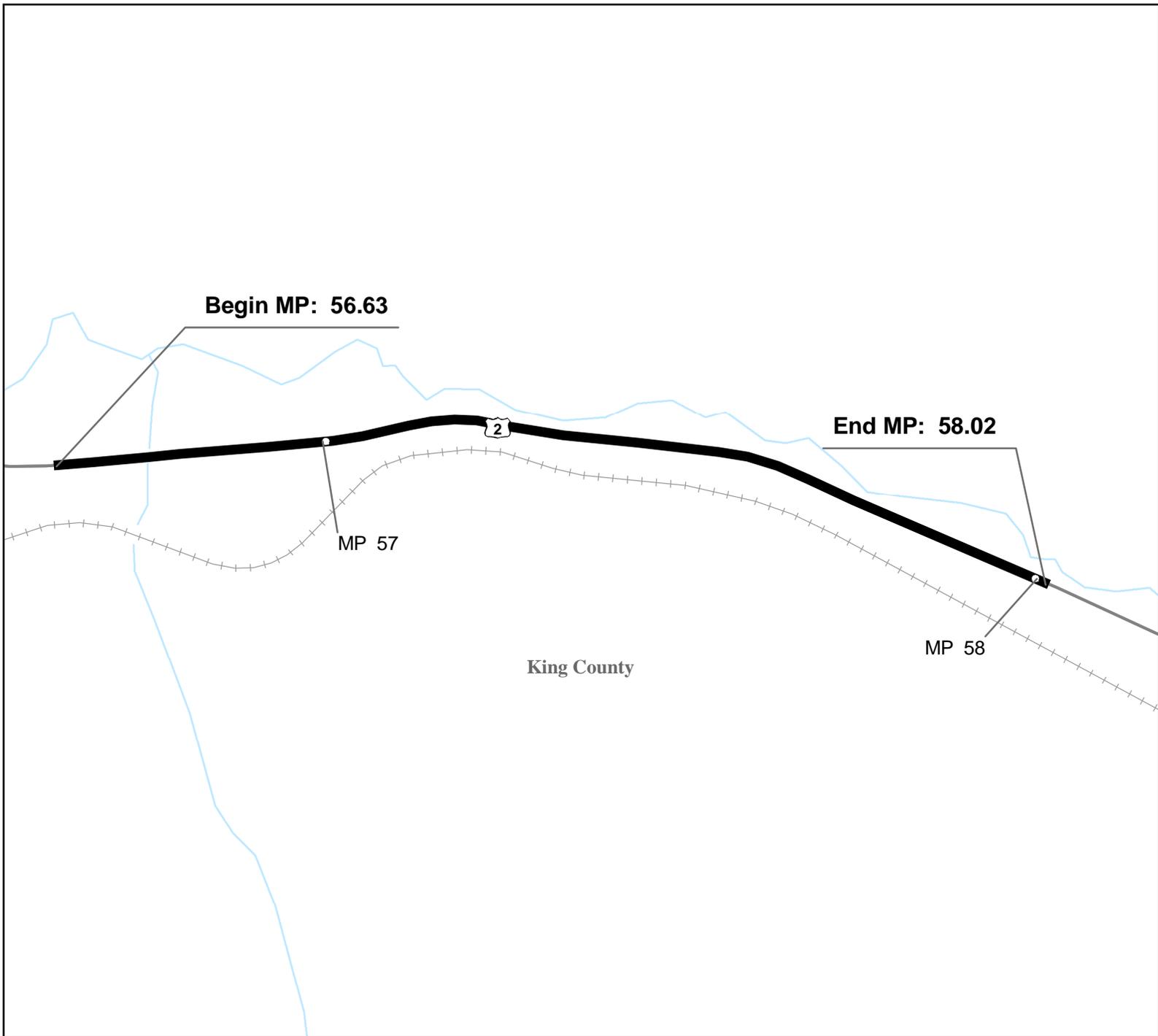
Major Economic Issues:

This route provides the alternate access across Washington's east-west mountain passes during closures of I-90. It is also a major route for tourism and recreation.

HSP Congested Corridor Analysis

Characteristics

- Milepost Marker
- █ HSP Corridor Location
- ══ U.S. Interstate
- ══ U.S. Highway
- ══ State Route
- ══ Local Roads
- +++ Railroad
- ⋯ Wetlands
- ▨ Military Reservation
- ▨ Tribal Lands
- ▨ City Limits
- ▨ Urban Area
- ▨ County Line



US 2 DECEPTION CREEK VICINITY

ASSETS

Pavement:

There are 4.17 lane miles of Hot Mix Asphalt on this segment of US 2 .

Signal:

There are no signalized intersections located on the route segment.

Structures:

There is one structure in this corridor that consists of a Concrete T-Beam.

(Ramps, and locally owned structures (if any exist) are not identified in this section and may not be reflected on maps.)

Features Crossed:

Bridge 2/125 crosses Deception Creek.

ITS Facilities:

There are no intelligent Transportation systems on this corridor.

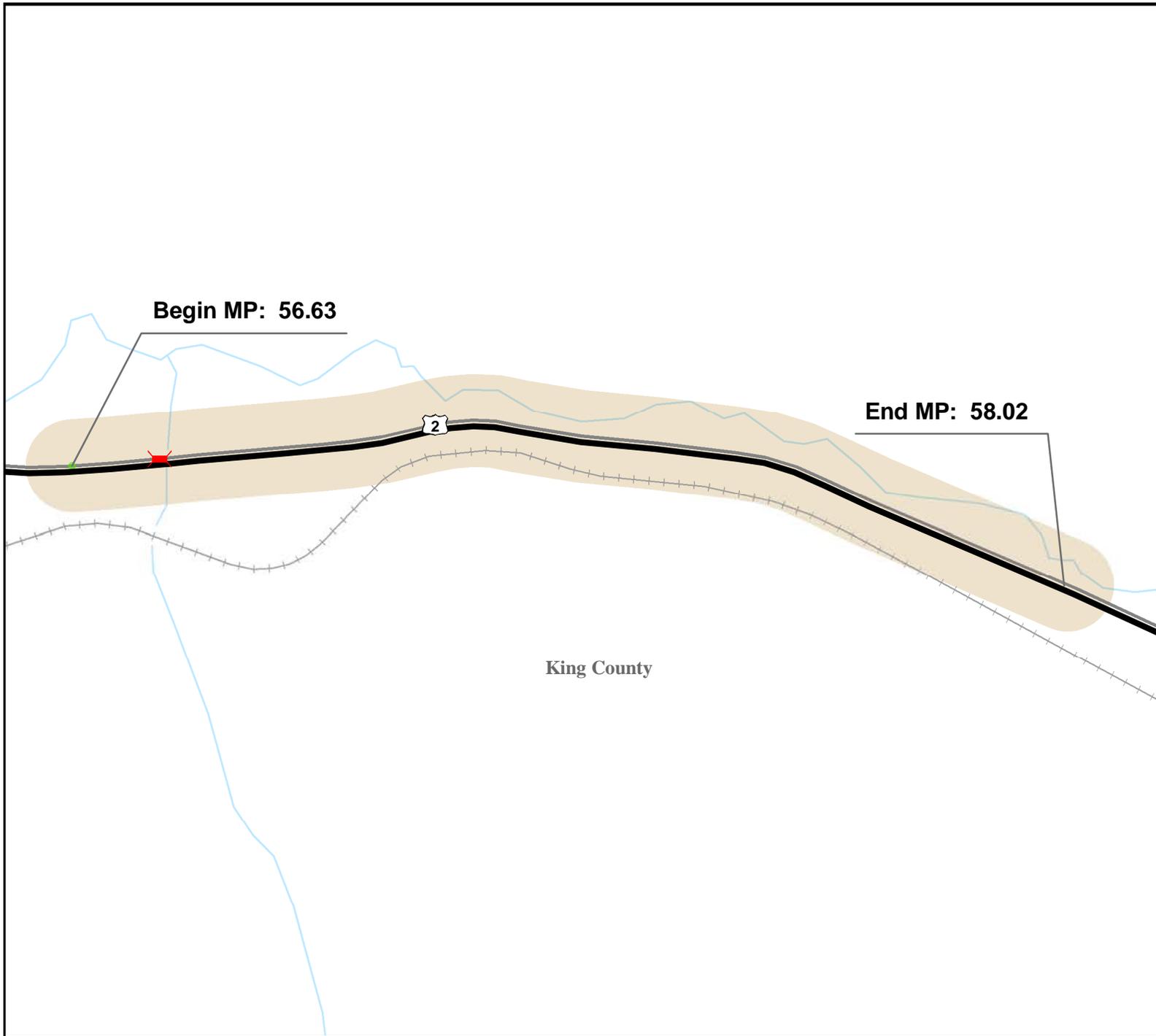
Railroad Crossings:

There are no at-grade rail crossings within this route segment.

Asset Other:

NONE IDENTIFIED.

HSP Congested Corridor Analysis Assets



- Corridor Location
- Assets**
- Signalized Intersection
- At Grade Railroad Crossings
- Bridge
- Weigh Stations
- Rest Area Sites
- Ferry Terminal
- Park and Ride
- Corridor Pavement Type**
- HMA
- BST
- PCCP
- Other Features**
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Ferry Route
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- Airports
- County Line

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USAGE

General Origin and Destination Travel Characteristics:

This corridor serves as one of the year round crossings of the Cascades. This section is on the west end of Stevens Pass and serves traffic crossing the entire pass as well as destinations along the pass.

Snow/ice Issues:

Mountain Pass, snow and ice issues are present.

Annual Average Daily Traffic:

Ranges from 4,500 to 4,500.

Significant Seasonal Average Annual Daily Traffic Changes:

This section of US 2 sees extreme seasonal changes in traffic as well as high volumes of weekend travel.

General Description of Major Average Annual Daily Traffic Locations:

No variations in section.

Freight:

Freight Classification: T3

Yearly Tonnage: 2.3M

Truck Percentage of Annual Average Daily Traffic: 15%

Additional Usage Comments:

There are no additional comments.

Average Annual Societal Cost of All Collisions: Approximately \$0.02M

Collisions:

Severe No of Collisions: 0

Less Severe No of Collisions: 5

List Data Years: 2003 to 2005

HSP Congested Corridor Analysis

Usage

HSP Corridor Location

Safety Analysis Areas

- PAL Spot 07-09
- PAL Corridor 07-09
- HAC 07-09
- HAL Corridor 07-09
- HAL Spot 07-09

Freight Classification

- T-1
- T-2
- T-3

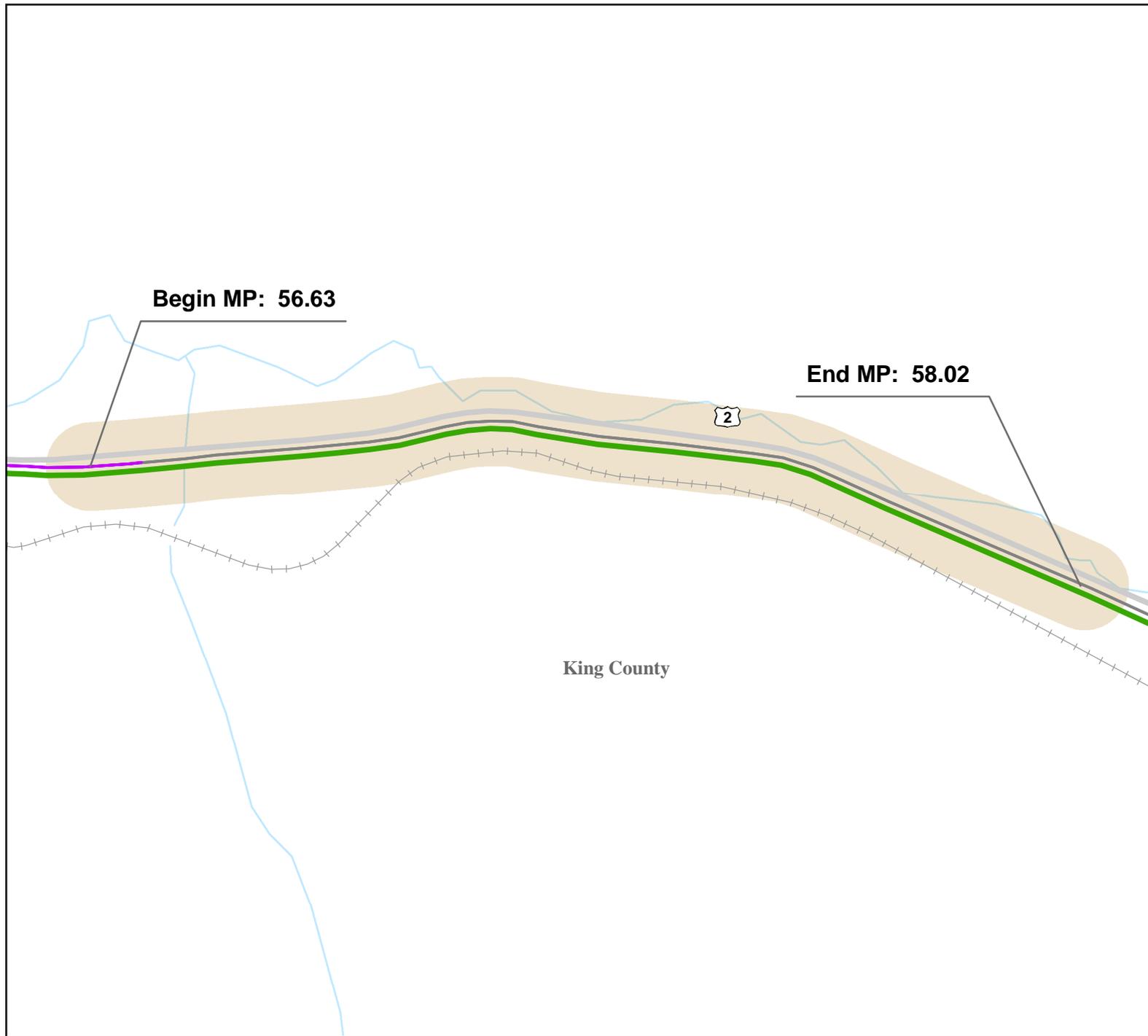
Traffic Sections AADT

- < 3,000
- 3,001 - 10,000
- 10,001 - 20,000
- 20,001 - 40,000
- 40,001 - 80,000
- 80,001 - 100,000
- 100,001 - 120,000
- > 120,000
- Trucks 10% and Over

Other Features

- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

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Begin MP: 56.63

End MP: 58.02

King County

2

US 2 DECEPTION CREEK VICINITY

NEEDS AND STRATEGIES

Preservation

Pavement Condition and Needs:

Will follow the objectives of the Washington Pavement System.

Pavement Management Strategies:

Will follow the objectives of the Washington Pavement System.

Structures Condition and Needs:

There are none described. (This may include ramps and locally owned structures if any exist.)

Structures Management Strategies:

There are none identified.

Additional Condition and Needs:

At milepost 57.79 - RT there exists a culvert in need of repair.

Additional Management Strategies:

This culvert will be repaired in 2007 when this section is repaved in 2007.

Improvement

Mobility Condition and Needs:

There are none identified.

Mobility Management Strategies:

There are none identified.

Safety Condition and Needs:

There are none identified.

Safety Management Strategies:

There are none identified.

Environmental Condition and Needs:

There are none identified.

Environmental Management Strategies:

There are none identified.

Restrictions:

There are none identified.

50-Year Configuration:

None Identified.

HSP Congested Corridor Analysis Needs

-  HSP Corridor Location
- Bridge Replacement Priority**
 -  Replacement
 -  Seismic
 -  Special
 -  Scour
 -  Painting
 -  Miscellaneous
 -  Bridge Deck
- Other Bridge Issues**
 -  2 Lane BW Narrow Bridge
 -  Restricted Bridge
 -  Posted Bridge
 -  Vert. Clearance 15.5' Or Less
- Fish Barriers**
 -  Require Repair
 -  Little Gain
 -  Undetermined
- Unstable Slope**
 -  Debris Flow
 -  Erosion
 -  Landslide
 -  Rockfall
 -  Settlement
- Paving Due**
 -  Past Due
 -  2005 - 2007
 -  2008 - 2009
 -  2010 - 2011
 -  2012 - 2026
-  U.S. Interstate
-  U.S. Highway
-  State Route
-  Local Roads
-  Railroad
-  Military Reservation
-  Tribal Lands
-  City Limits
-  Urban Area
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TIERED PROPOSED SOLUTIONS

Minimum Fix

Description:

No minimum fix proposed - See maximum fix.

Delay Reduction: None identified.

Collision Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: None identified.

Cost Estimate Explanation:

None Identified.

Minimum Fix Benefits:

None Identified.

Moderate Fix

Description:

No minimum fix proposed - See maximum fix.

Delay Reduction: None identified.

Collisions Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: None identified.

Cost Estimate Explanation:

None identified.

Moderate Fix Benefits:

None identified.

Maximum Fix

Description:

4 lane configuration

Delays Reduction: 100%

Collisions Reduction: 0%

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$10 M

Cost Estimate Explanation:

Mobility Project Prioritization Process benefit cost scoping estimate.

Maximum Fix Benefits:

Reduced congestion due to slow moving vehicles.

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Off-System Solutions:

None identified.

Special Studies/Reports:

None identified.

Required Studies

None Identified.

Start/Completion Date of Study:

None identified.

Expected Results

None Identified.

Funded Projects within Corridor Limits

Project No	Title
200200M	US 2/Stevens Pass to Leavenworth - C/L Rumble Strips
200200L	US 2/West Stevens Pass - Paving

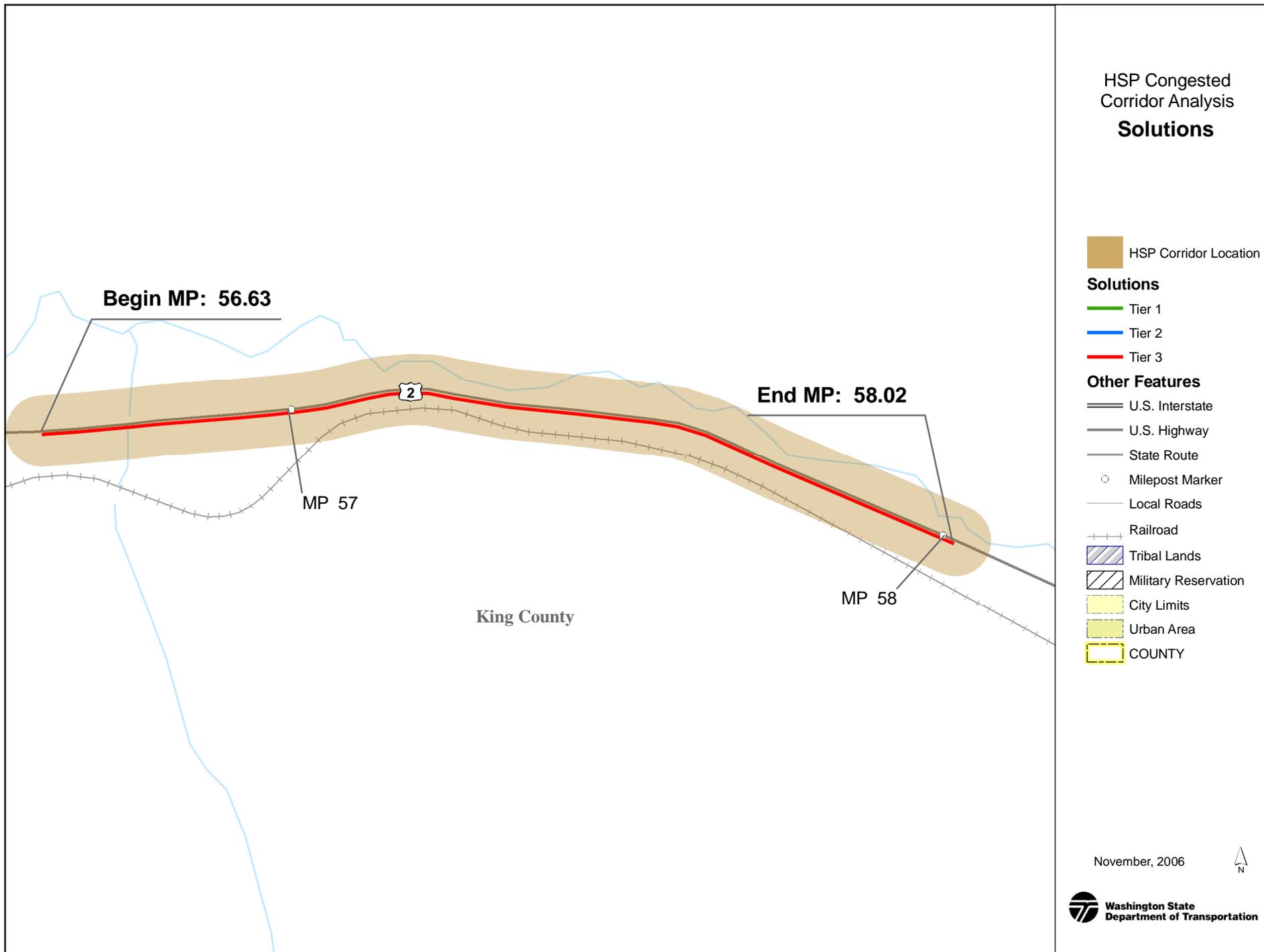
Additional Comments:

None identified.

Data Sources and Contacts used:

TRIPS State Highway Log
TRIPS Roadway Classification Log
TRIPS Standard Accident History Report
TRIPS State Highway Miles and General Purpose Lane Miles
2002 Bridge List
TDO/Ruth Decker - 2005 FGTS (2004 data)

HSP Congested Corridor Analysis Solutions



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