

US 2 BLUE GRADE ROAD TO LINCOLN ROCK STATE PARK

CHARACTERISTICS

Segment Description:

This section of US 2 begins at Blue Rock Drive and ends at Lincoln Rock State Park.

County/Counties: Douglas

Cities/Towns Included: None identified.

Number of lanes in the corridor: 2 to 2

Lane width: 12 to 12 feet.

Speed limit: 40 to 60 mph.

Median width: 0 to 0 feet.

Shoulder width: 4 to 8 feet.

Highway Characteristics:

US 2 is a Highway of Statewide Significance as well as part of the National Highway System. It is classified as an urban principal arterial to MP 129.07 then changes to rural principal arterial for the remainder of the section. The corridor carries a T-2 freight designation and is also designated a scenic byway.

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

There are no special use lanes in this section.

Access Control Type(s):

This section of US 2 is Class 2 Managed Access.

Terrain Characteristics:

This section of US 2 has rolling terrain.

Natural Features:

Lincoln Rock State Park is near this segment. The Columbia River runs parallel to this segment.

Adjacent Land Description:

The land adjacent to US 2 begins residential and changes to agriculture with a section of industrial on the east side of the highway at the end of the corridor.

Environmental Issues:

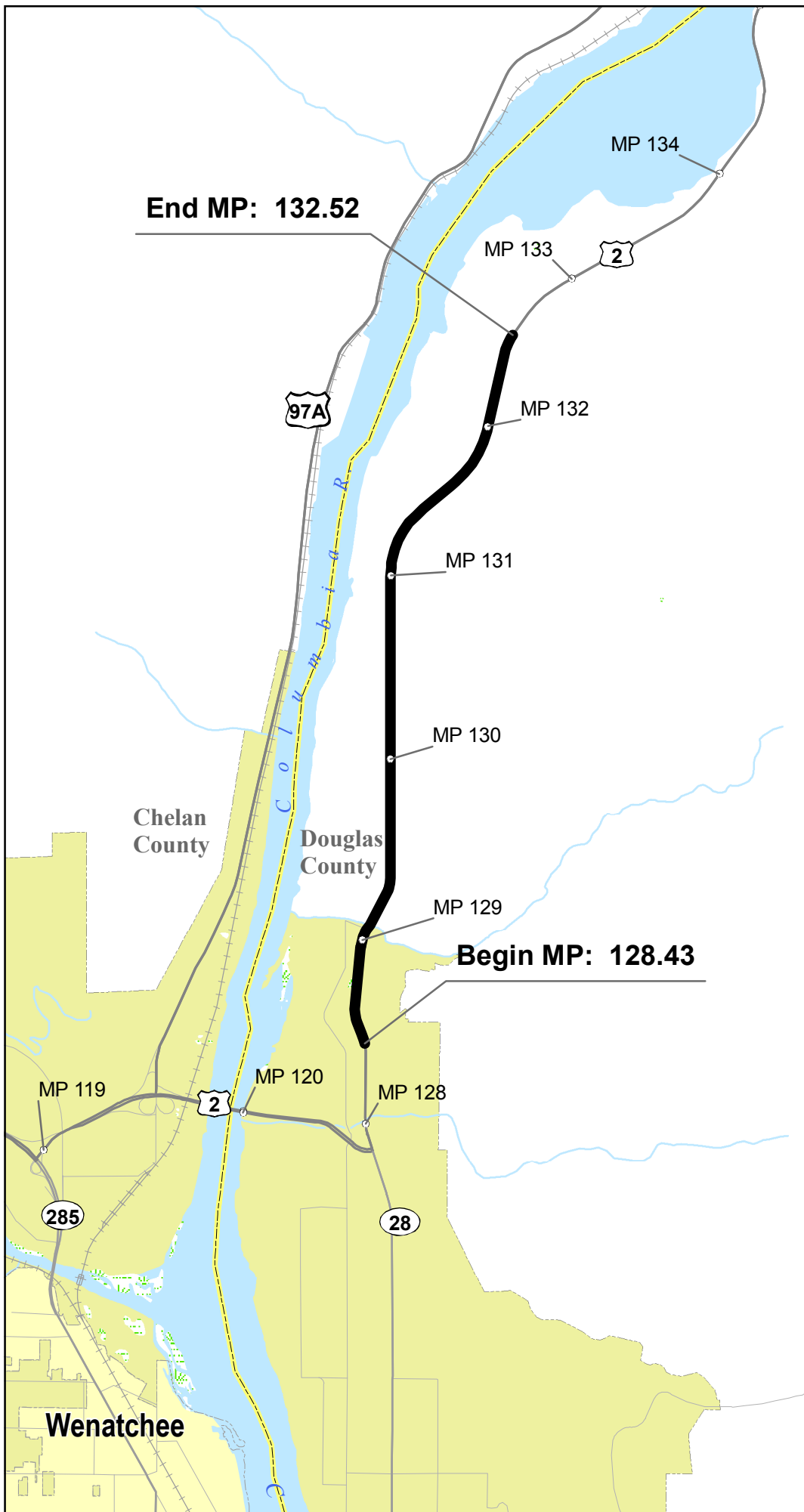
There could be cultural resource issues and potential historical properties along this segment.

Major Economic Issues:

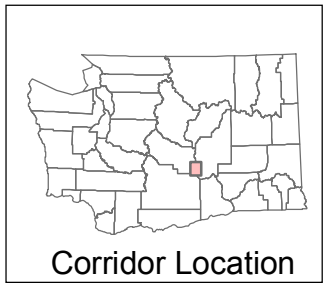
Agricultural, commercial and urban growth are present. Rocky Reach Dam on the Columbia River is adjacent to this segment.

HSP Congested Corridor Analysis

Characteristics



- Milepost Markes
- █ 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



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US 2 BLUE GRADE ROAD TO LINCOLN ROCK STATE PARK

ASSETS

Pavement:

There are 8.18 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 are no structures on this section of US 2.

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

Features Crossed:

There are no features crossed.

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

 HSP Corridor Location













Assets

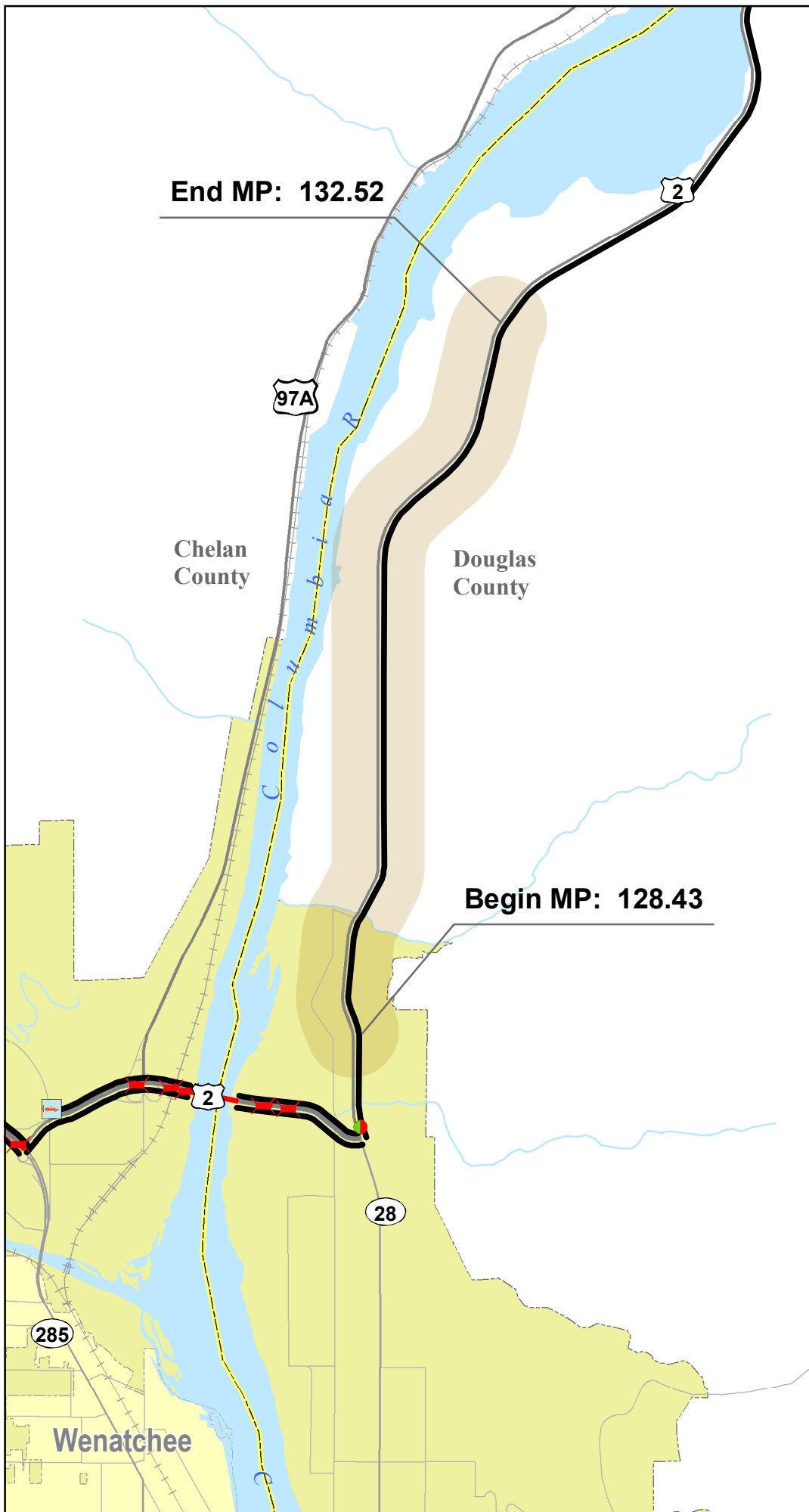
-  Signalized Intersection
-  At Grade Railroad Crossings
-  Bridge
-  Ferry Terminals
-  Park and Ride
-  Weigh Stations
-  Rest Area Sites

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
-  Airport
-  County Line



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US 2 BLUE GRADE ROAD TO LINCOLN ROCK STATE PARK

USAGE

General Origin and Destination Travel Characteristics:

Traffic coming from and traveling through the Wenatchee area come and go from destinations to the north via US 97 as far as Canada and US 2 to the east. This route is important to the movement of freight as well as economic development.

Snow/ice Issues:

There are no sections within this corridor which present a problem for normal snow/ice control.

Annual Average Daily Traffic:

Ranges from 7,000 to 9,100.

Significant Seasonal Average Annual Daily Traffic Changes:

There are moderate ADT changes due to recreational travel and the movement of freight.

General Description of Major Average Annual Daily Traffic Locations:

Annual average daily traffic (AADT) volumes start at about 9,100 at Blue Grade Road and gradually decrease to about 7,000 near Lincoln Rock State Park.

Freight:

Freight Classification: T2

Yearly Tonnage: 5.9M

Truck Percentage of Annual Average Daily Traffic: 16%

Additional Usage Comments:

There are no additional comments.

Average Annual Societal Cost of All Collisions: Approximately \$0.21M

Collisions:

Severe No of Collisions: 0

Less Severe No of Collisions: 31

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

 HAL Spot 07-09

 HAL Corridor 07-09

 HAC 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

End MP: 132.52

Begin MP: 128.43

Chelan County

Douglas County

97A

2

2

285

28

Wenatchee

Douglas County

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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 identified. (This may include ramps and locally owned structures if any exist.)

Structures Management Strategies:

There are none identified.

Additional Condition and Needs:

There are none identified.

Additional Management Strategies:

There are none identified.

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.

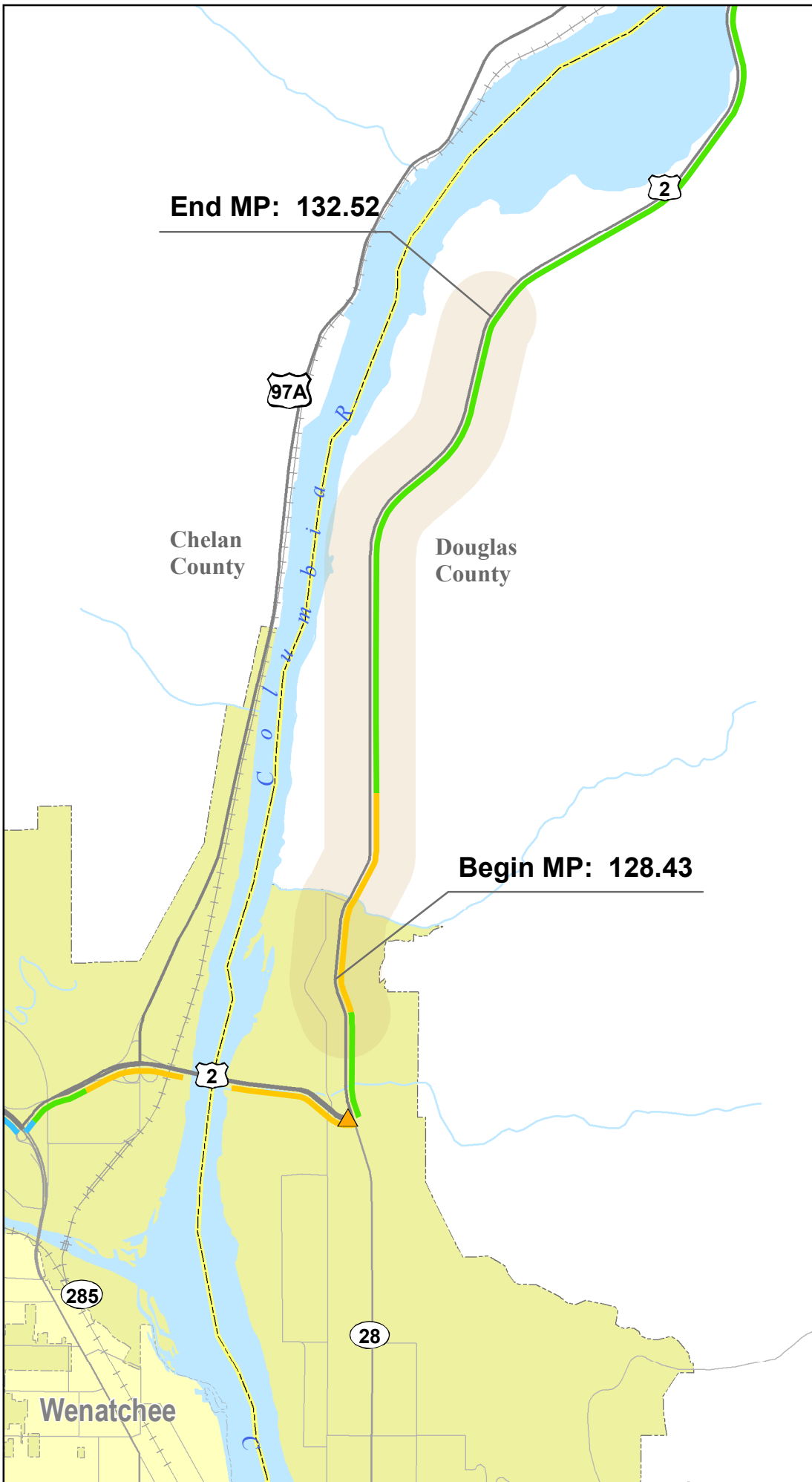
Restrictions:

There are none identified.

50-Year Configuration:

None Identified.

HSP Congested Corridor Analysis Needs



HSP Corridor Location

Bridge Priorities

- Replacement
- Special
- Seismic
- Scour
- Painting
- Miscellaneous
- Bridge Deck

Other Bridge Issues

- 2 Lane BW Narrow Bridge
- Restricted Bridge
- Posted Bridge
- Vert. Clearance < 15.5'

Unstable Slope

- Debris Flow
- Erosion
- Landslide
- Rockfall
- Settlement

Fish Passage Barriers

- Require Repair
- Little Gain
- Undetermined

Paving Due

- Past Due
- 2005 - 2007
- 2008 - 2009
- 2010 - 2011
- 2012 - 2026

Other Features

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

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TIERED PROPOSED SOLUTIONS

Minimum Fix

Description:

Access Control

Delay Reduction: None identified.

Collision Reduction: 16%

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$0.4 M

Cost Estimate Explanation:

TPA project costs

Minimum Fix Benefits:

Reduce conflicts with vehicles leaving and entering the highway.

Moderate Fix

Description:

Additional Southbound Lane.

Delay Reduction: None identified.

Collisions Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$20 M

Cost Estimate Explanation:

Mobility Project Prioritization Process Benefit Scoping Estimate.

Moderate Fix Benefits:

Provide increase capacity in the southbound direction.

Maximum Fix

Description:

Four Lanes.

Delays Reduction: None identified.

Collisions Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$50 M

Cost Estimate Explanation:

Mobility Project Prioritization Process benefit cost scoping estimate.

Maximum Fix Benefits:

Provide increased capacity in both directions.

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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
200231C	US 2/97 Jct SR 28 to Rocky Reach - Paving
200231D	US 2/97 Lincoln Rock State Park to Orondo - Paving
200201J	US 2/East Wenatchee North - Access Control Purchase

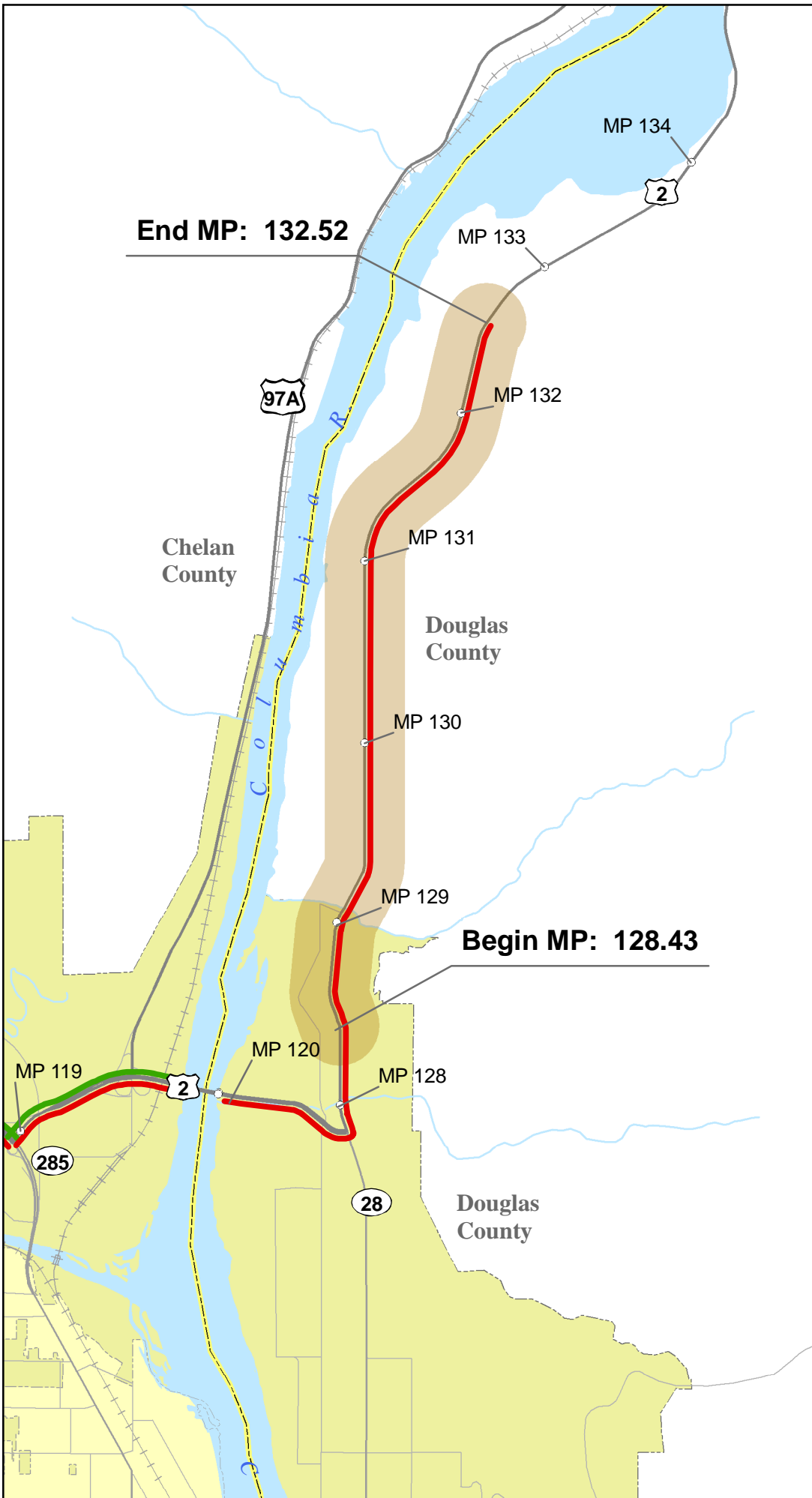
Additional Comments:

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



- HSP Corridor Location
- Solutions**
- Tier 1
- Tier 2
- Tier 3
- U.S. Interstate
- U.S. Highway
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