

SR 28 US 2 TO ROCK ISLAND HYDRO PARK

CHARACTERISTICS

Segment Description:

This section of SR 28 begins at US 2 and ends at Rock Island Hydro Park.

County/Counties: Douglas

Cities/Towns Included: SR 28 passes through East Wenatchee.

Number of lanes in the corridor: 1 to 5

Lane width: 11.5 to 12 feet.

Speed limit: 40 to 60 mph.

Median width: 6 to 8 feet.

Shoulder width: 0 to 12 feet.

Highway Characteristics:

SR 28 is a Highway of Statewide Significance as well as part of the National Highway System. It is classified as an urban principal arterial and carries a T-2 freight designation.

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

Two-way left turn lanes serve this section of the corridor over a total distance of about one half mile.

Access Control Type(s):

SR 28 begins with Class 4 Managed Access at US 2 to the intersection of 13th Street, then Partial Control Limited Access, Full Control Limited Access at SR 285, and ends with Partial Control Limited Access.

Terrain Characteristics:

This section of SR 28 has rolling terrain.

Natural Features:

The roadway is adjacent to the Columbia River, parks and bike paths.

Adjacent Land Description:

The land adjacent to SR 28 is a mix of commercial and residential.

Environmental Issues:

There are a few wetland sites, Historical properties and cultural resource issues are possible. An environmental impact statement is complete on the Northerly part of the segment. Storm water impacts are also a potential issue.

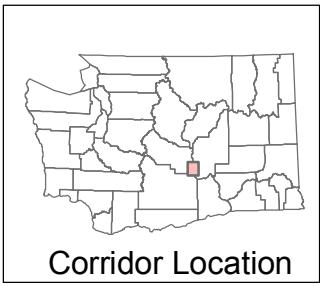
Major Economic Issues:

This is the access to Interstate 90. Freight movement is common on this section of roadway.

HSP Congested
Corridor Analysis
Characteristics



- Milepost Marks
- █ 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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SR 28 US 2 TO ROCK ISLAND HYDRO PARK

ASSETS

Pavement:

There are 13.72 lane miles of Hot Mix Asphalt on this segment of SR 28.

Signal:

There are five signalized intersections in East Wenatchee.

Structures:

There are no structures on mainline.

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

Features Crossed:

28/2A crosses Wenatchee Reclamation Irrigation Ditch

28/4 crosses SR 28 interchange ramp

ITS Facilities:

There is one closed circuit television camera in this section of SR 28 at Grant Road in East Wenatchee.

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
-  Ferry Route
-  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
-  Railroad
-  Military Reservation
-  Tribal Lands
-  City Limits
-  Urban Area
-  Airport
-  County Line



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SR 28 US 2 TO ROCK ISLAND HYDRO PARK

USAGE

General Origin and Destination Travel Characteristics:

The corridor provides access to I-90 and the communities along SR 28 as well as serving commuter traffic between Wenatchee and East Wenatchee. The route serves local freight movement as well as Quincy, Ephrata, Moses Lake and I-90.

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 4,000 to 35,000.

Significant Seasonal Average Annual Daily Traffic Changes:

Minimal seasonal variations along the corridor.

General Description of Major Average Annual Daily Traffic Locations:

Annual average daily traffic (AADT) volumes from US 2 to the Wenatchee couplet average about 15,000. The section of SR 28 that runs parallel to the couplet is a one-way facility. Traffic drops to about 4,000 in this section that is just under 1/2 mile. Traffic jumps to 35,000 between the couplet and Grant Road as traffic from SR 285 merges in. Local traffic is then dispersed on Grant Road and volumes drop to 10,000 to 13,000.

Freight:

Freight Classification: T2

Yearly Tonnage: 6.3M to 8.3M

Truck Percentage of Annual Average Daily Traffic: 9%

Additional Usage Comments:

There are no additional comments.

Average Annual Societal Cost of All Collisions: Approximately \$3.04M

Collisions:

Severe No of Collisions: 5

Less Severe No of Collisions: 179

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



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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:

High Accident Location from MP 04.44B to 0.32.

Safety Management Strategies:

This intersection currently has a project in design to alleviate the volume of left turns and increase traffic flow. There is also an ultimate Single Point Urban Interchange concept that might be built at some future date.

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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SR 28 US 2 TO ROCK ISLAND HYDRO PARK

TIERED PROPOSED SOLUTIONS

Minimum Fix

Description:

US 2 to Hydro Park - Access Control/3 Lanes and SRMP 1.70B to MP 2.66B - Four Lanes.

Delay Reduction: N/A

100%

Collision Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$15M to \$50M

Cost Estimate Explanation:

Previous design analysis

Minimum Fix Benefits:

Reduce conflicts with vehicles leaving and entering the highway and increase capacity.

Moderate Fix

Description:

No moderate 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:

Grant Road Interchange - SPUI

Grant Road to Hydro Park - Four Lanes

Delays Reduction: N/A and 100%

Collisions Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$30 M to \$16 M

Cost Estimate Explanation:

Previous design analysis

Maximum Fix Benefits:

Increase traffic flow at Grant Road and increase capacity.

SR 28 US 2 TO ROCK ISLAND HYDRO PARK

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
202802J	SR 28/Wenatchee to I-90-Additional Lanes
202800A	SR 28/East Wenatchee Area - Paving
202800D	SR 28/Junction US 2/97 to 9th Street - Stage 1
202801B	SR 28/Junction US 2/97 to 9th Street - Complete EIS
202801J	SR 28/East Wenatchee - Access Purchase
202801H	SR 28/E. Wenatchee to Rock Island - Pave
202802X	SR 28/East Wenatchee - Pedestrian Pads
202801G	SR 28/East Wenatchee 31st to Hadley
202802V	SR 28/E. End of the George Sellar Bridge - Construct Bypass

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
- State Route
- Milepost Marker
- Local Roads
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- County Line

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