

US 2 ODABASHIAN BRIDGE TO BLUE GRADE ROAD

CHARACTERISTICS

Segment Description:

This corridor begins at the Columbia River and ends at Blue Rock Drive.

County/Counties: Douglas

Cities/Towns Included: This corridor does not pass through any cities or towns.

Number of lanes in the corridor: 2 to 4

Lane width: 12 to 12 feet.

Speed limit: 40 to 50 mph.

Median width: 4 to 10 feet.

Shoulder width: 8 to 12 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 and carries a T-1/T-2 freight designation. It is also a scenic byway.

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

There are no special use lanes identified.

Access Control Type(s):

This section begins with a short section of Full Control Limited Access, then Partial Control Limited Access to SR 28, and ends with Class 2 Managed Access.

Terrain Characteristics:

This corridor has rolling terrain.

Natural Features:

The Columbia River runs parallel to this segment.

Adjacent Land Description:

The land adjacent to US 2 is primarily residential with some commercial.

Environmental Issues:

There is a pioneer cemetery adjacent to the segment. There is also the potential for historic properties and societal impacts including increased noise.

Major Economic Issues:

This route provides one of only two crossings of the Columbia River and connects the cities of East Wenatchee and Wenatchee.

Chelan County

97A

End MP: 128.43

Begin MP: 120.04

2

MP 128

MP 120

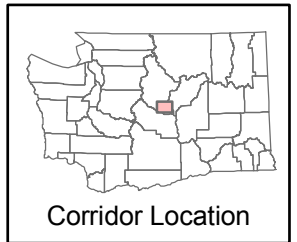
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HSP Congested Corridor Analysis

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



November, 2006



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ASSETS

Pavement:

There are 4.12 lane miles of Hot Mix Asphalt on this segment of US 2.

Signal:

There is one signalized intersection on SR 28.

Structures:

There are two structures in this corridor that consist of: one Concrete Box Girder and one Pre-Tensioned Concrete 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 2/300 and Bridge 2/301 cross Dry Wash.

ITS Facilities:

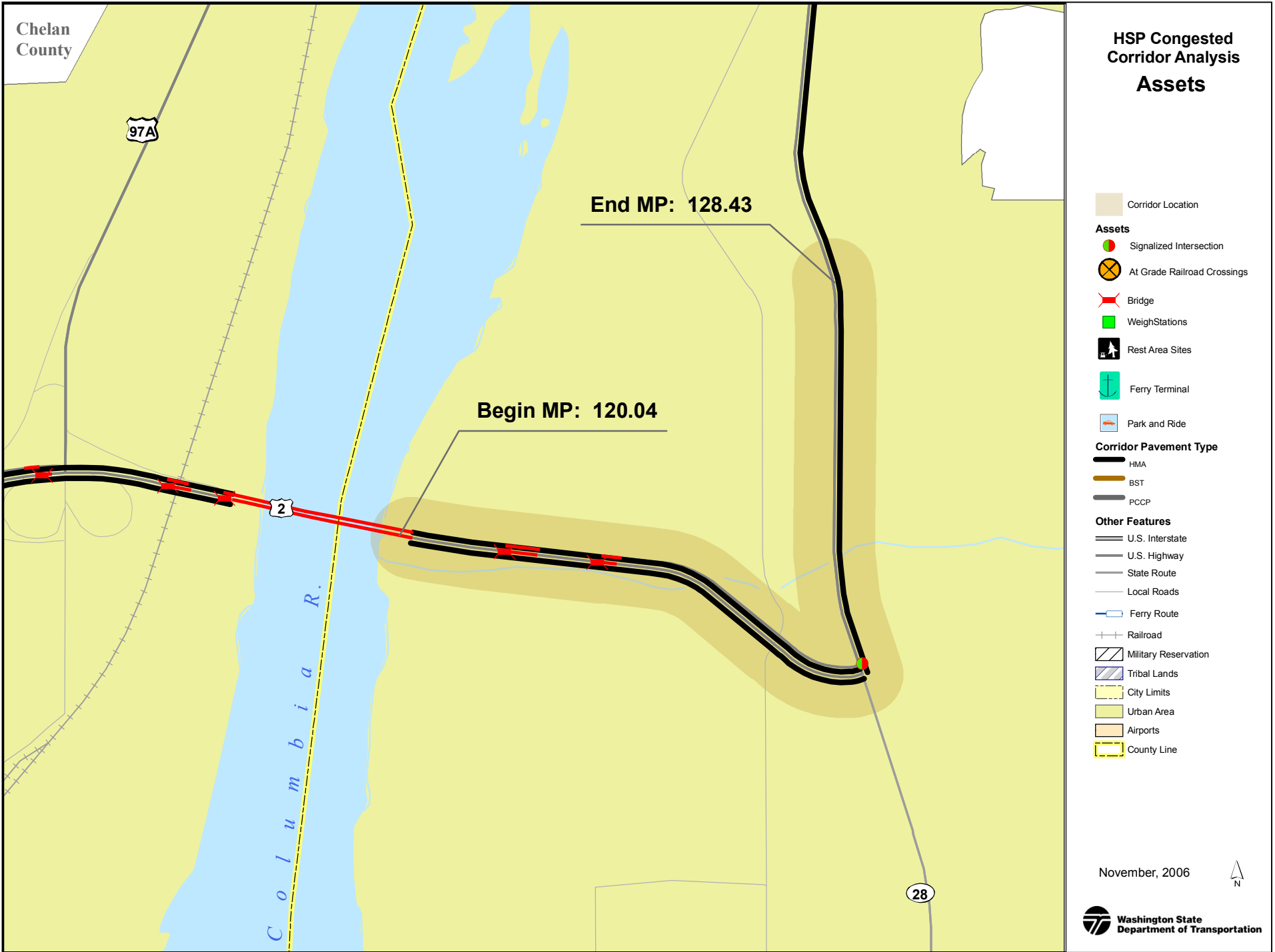
There are no intelligent Transportation systems on this corridor.

Railroad Crossings:

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

Asset Other:

None Identified.



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USAGE

General Origin and Destination Travel Characteristics:

Traffic crosses the Columbia River to/from Wenatchee/East Wenatchee as well as accessing I-90. Traffic also travels to destinations to the north via US 97 and US 2. All routes are 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 9,800 to 20,000.

Significant Seasonal Average Annual Daily Traffic Changes:

None Identified.

General Description of Major Average Annual Daily Traffic Locations:

The annual average daily traffic (AADT) on US 2 west of SR 28 is 20,000 and north of SR 28 drops to 9,600.

Freight:

Freight Classification: T2

Yearly Tonnage: 5.9M to 7.3M

Truck Percentage of Annual Average Daily Traffic: 14%

Additional Usage Comments:

There are no additional comments.

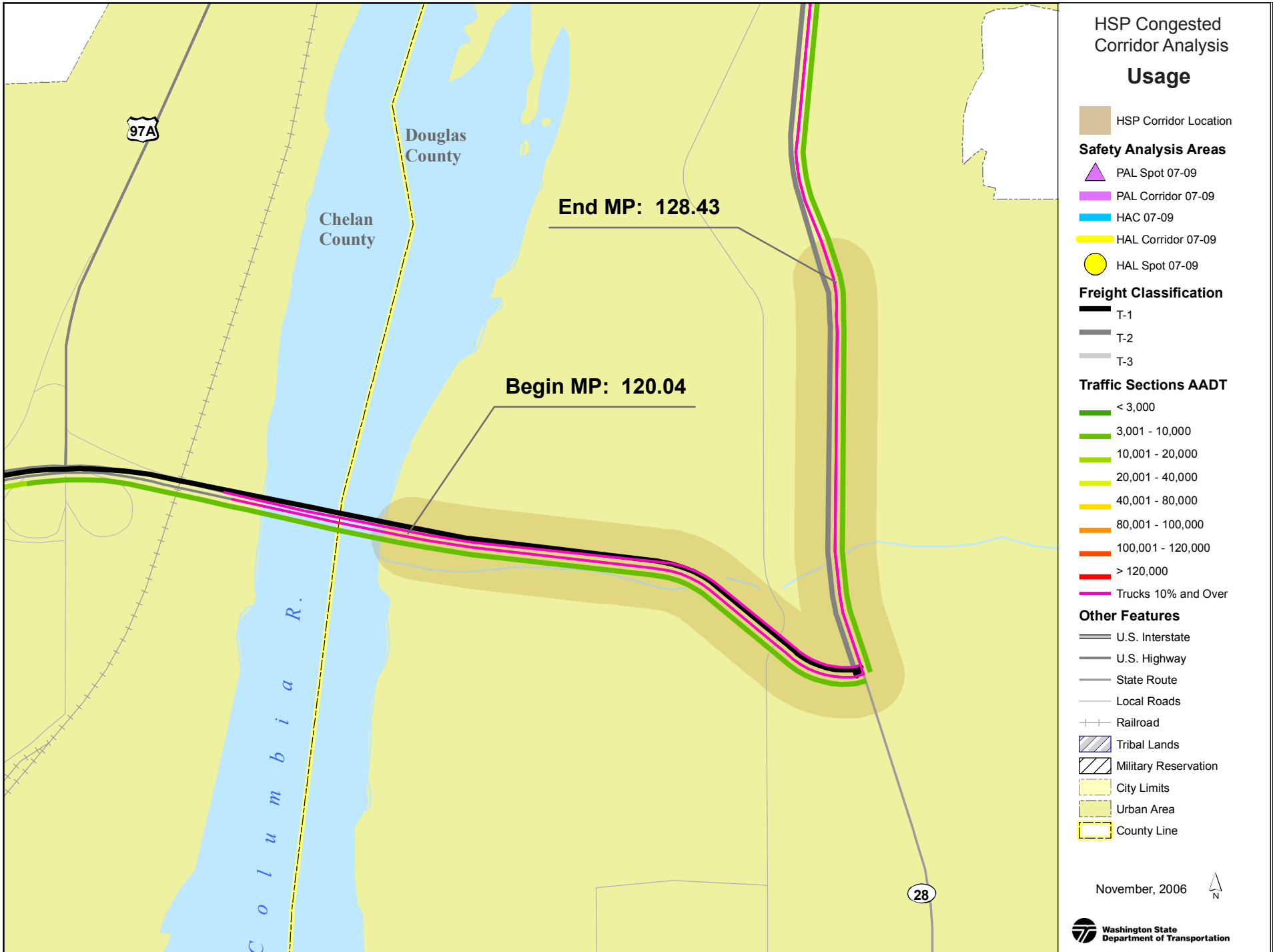
Average Annual Societal Cost of All Collisions: Approximately \$0.18M

Collisions:

Severe No of Collisions: 0

Less Severe No of Collisions: 31

List Data Years: 2003 to 2005



97A

Douglas County

Chelan County

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Begin MP: 120.04

C o l u m b i a R.

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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:

The following structures have preservation and improvement needs:

Bridge # 002/300 and Bridge # 002/301. (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:

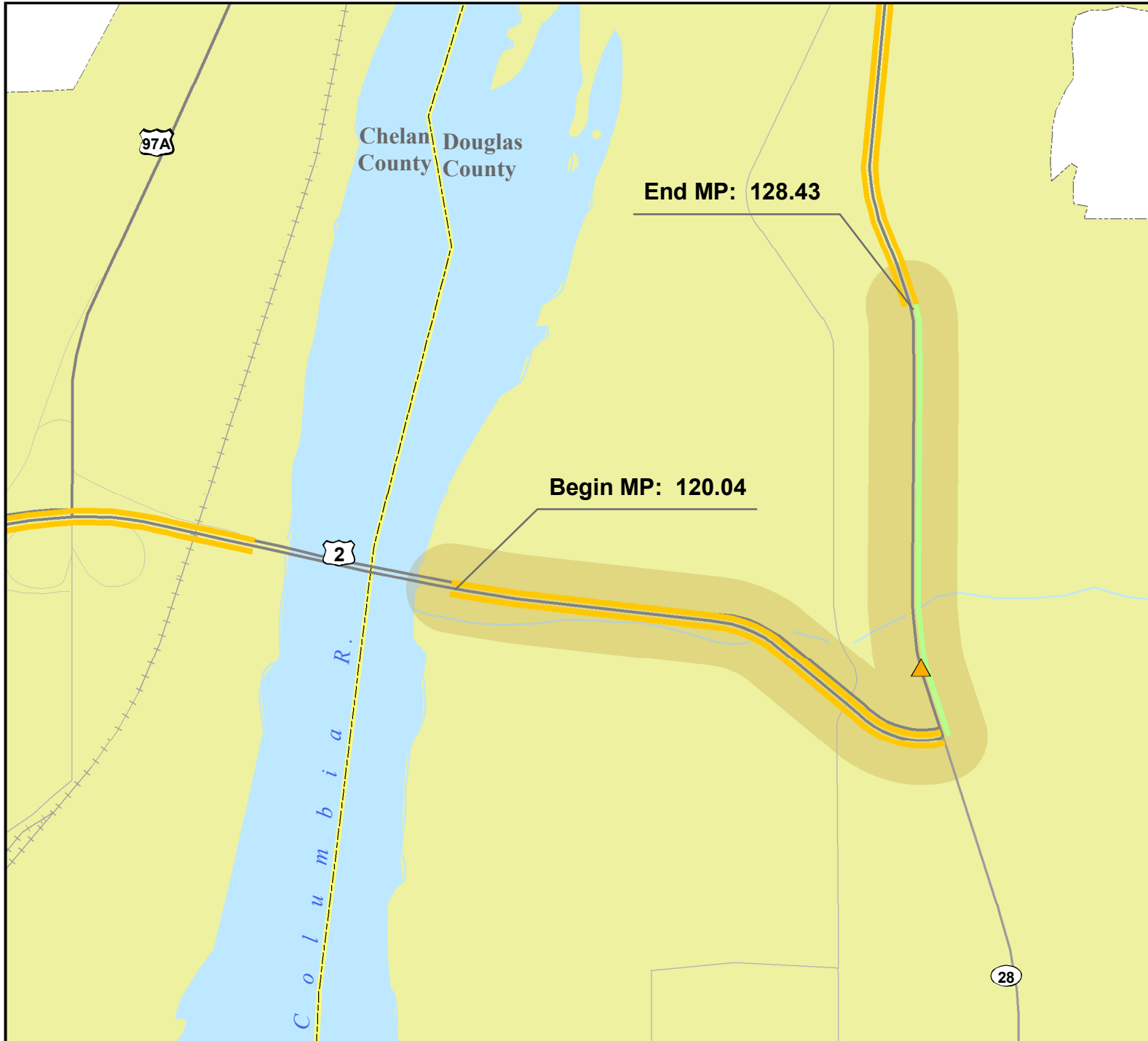
There are none identified.

Restrictions:

There are none identified.

50-Year Configuration:

None Identified.



HSP Congested Corridor Analysis Needs

- HSP Corridor Location
- Bridge 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
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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 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:

Cascade Avenue Interchange

Delays Reduction: None identified.

Collisions Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$20 M

Cost Estimate Explanation:

Previous design analysis

Maximum Fix Benefits:

Provide alternate traffic flow patterns.

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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 Available

Funded Projects within Corridor Limits

Project No	Title
200231C	US 2/97 Jct SR 28 to Rocky Reach - 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)

