

US 2 SCHOOL STREET TO ODABASHIAN BRIDGE

CHARACTERISTICS

Segment Description:

This section of US 2 begins at School Street and ends at the Columbia River near US 97A.

County/Counties: Chelan

Cities/Towns Included: None identified.

Number of lanes in the corridor: 2 to 4

Lane width: 12 to 12 feet.

Speed limit: 45 to 50 mph.

Median width: 4 to 16 feet.

Shoulder width: 4 to 10 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 designated a scenic byway.

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

There is one weaving/speed change lane for eastbound travelers at US 97A.

Access Control Type(s):

US 2 begins with a short section of Partial Control Limited Access at School Street and ends with Full Control Limited Access.

Terrain Characteristics:

This section of US 2 has rolling terrain.

Natural Features:

Odabashian Bridge crosses the Columbia River

Adjacent Land Description:

The land adjacent to US 2 is industrial/commercial.

Environmental Issues:

Noise impacts and other societal impacts are present in this urban segment.

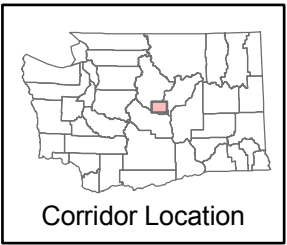
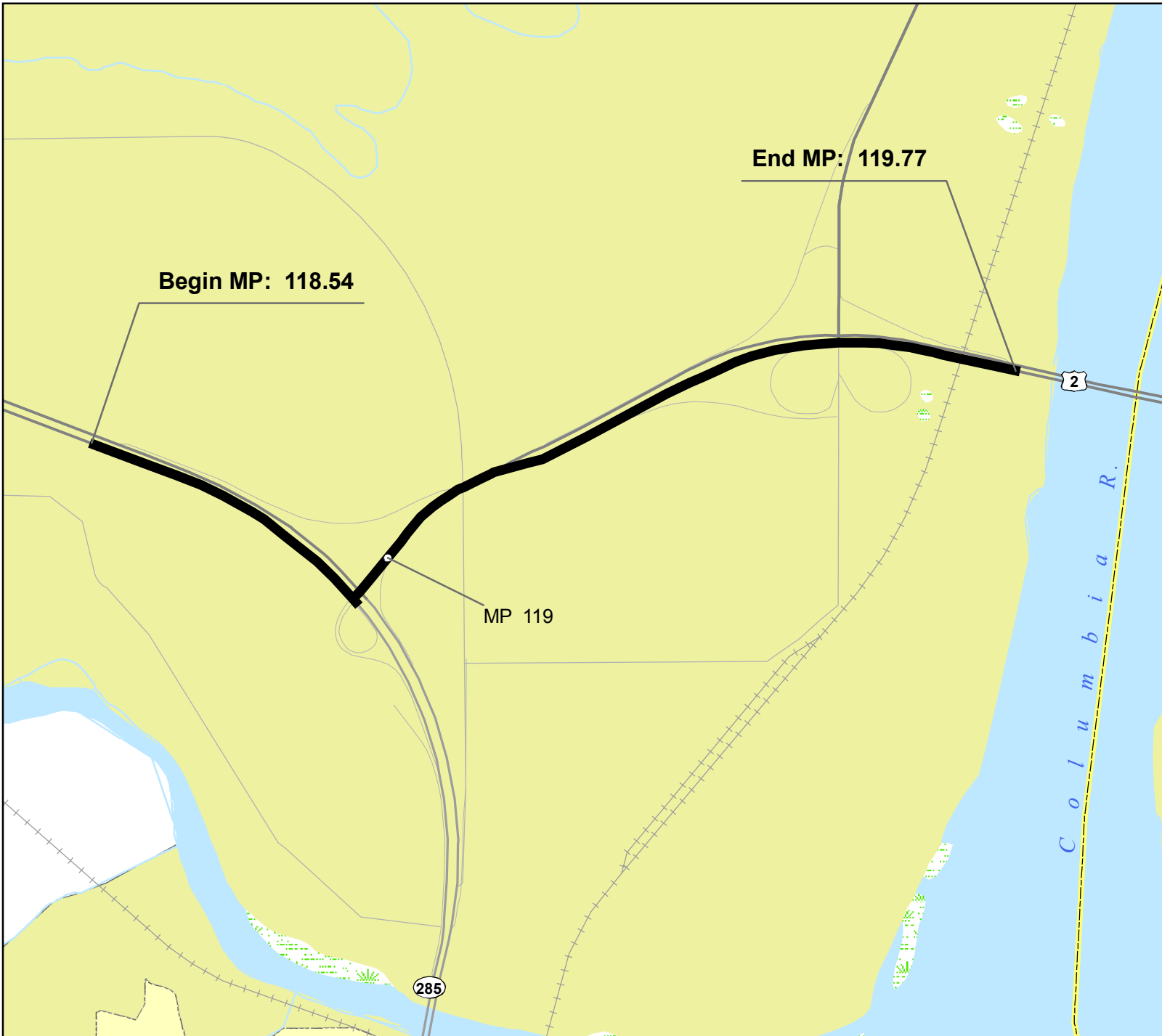
Major Economic Issues:

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

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



US 2 SCHOOL STREET TO ODABASHIAN BRIDGE

ASSETS

Pavement:

There are 5.80 lane miles of Hot Mix Asphalt on this segment of US 2.

Signal:

There is one signalized intersection at Easy street.

Structures:

There are five structures in this corridor that consist of: one Concrete T-Beam Pre-Tensioned Concrete Beam, one Pre-Tensioned Concrete Beam, two Post-Tensioned Box Girder and one Post-Tensioned Box Girder Concrete Box Girder.

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

Features Crossed:

Bridge 2/238 crosses US 2 as part of an interchange. Bridge 2/260S and Bridge 2/260N cross US 97A and Bridge 2/270 crosses a Railroad. No rivers or streams are crossed.

ITS Facilities:

There is one Automated Data Collection site at MP 119.77 and one closed circuit television cameras (CCTV) camera.

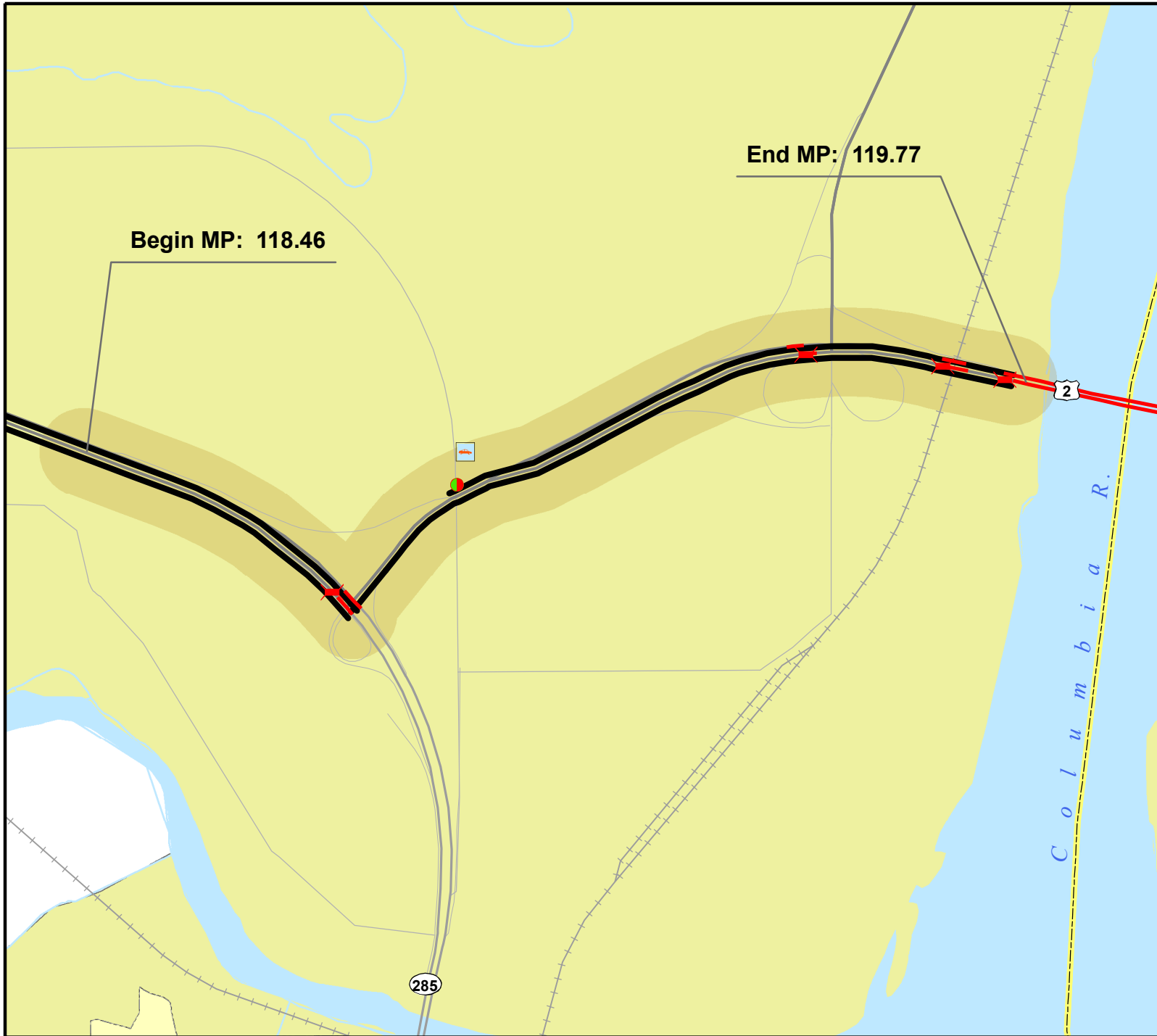
Railroad Crossings:

US 2 has one crossing, number 096026T, over the railroad. This is not an at-grade crossing.

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

Begin MP: 118.46

End MP: 119.77

C o l u m b i a R.

285

2

November, 2006



US 2 SCHOOL STREET TO ODABASHIAN BRIDGE

USAGE

General Origin and Destination Travel Characteristics:

Traffic crosses the Columbia River to/from Wenatchee/East Wenatchee as well as accessing I-90 via Blewett Pass and I-5 via Stevens Pass. 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 12,000 to 23,000.

Significant Seasonal Average Annual Daily Traffic Changes:

Traffic volume at School Street is 23,000 and drops to 12,000 at the physical gap and increases to 20,000 on the Odabashian Bridge.

General Description of Major Average Annual Daily Traffic Locations:

US 2 carries 23,000 of annual average daily traffic at School Street. US 2 then ends (physical gap) at SR 285 and starts again at the US 2 undercrossing where the volume is 11,000. As traffic merges in from the SR 285 ramps and Easy Street intersection, traffic volumes increase to 20,000.

Freight:

Freight Classification: T2

Yearly Tonnage: 7.8M to 11M

Truck Percentage of Annual Average Daily Traffic: 11%

Additional Usage Comments:

There are no additional comments.

Average Annual Societal Cost of All Collisions: Approximately \$1.7M

Collisions:

Severe No of Collisions: 4

Less Severe No of Collisions: 32

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

End MP: 119.77

Begin MP: 118.46

2

285

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November, 2006



US 2 SCHOOL STREET TO ODABASHIAN BRIDGE

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:

Bridge # 002/238 -- Functionally obsolete

Bridge # 002/260 N&S --

Bridge # 002/270 -- (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 119.13 to 119.25.

Safety Management Strategies:

Regional Traffic office is examining various low cost improvements.

Environmental Condition and Needs:

There are none identified.

Environmental Management Strategies:

There are none identified.

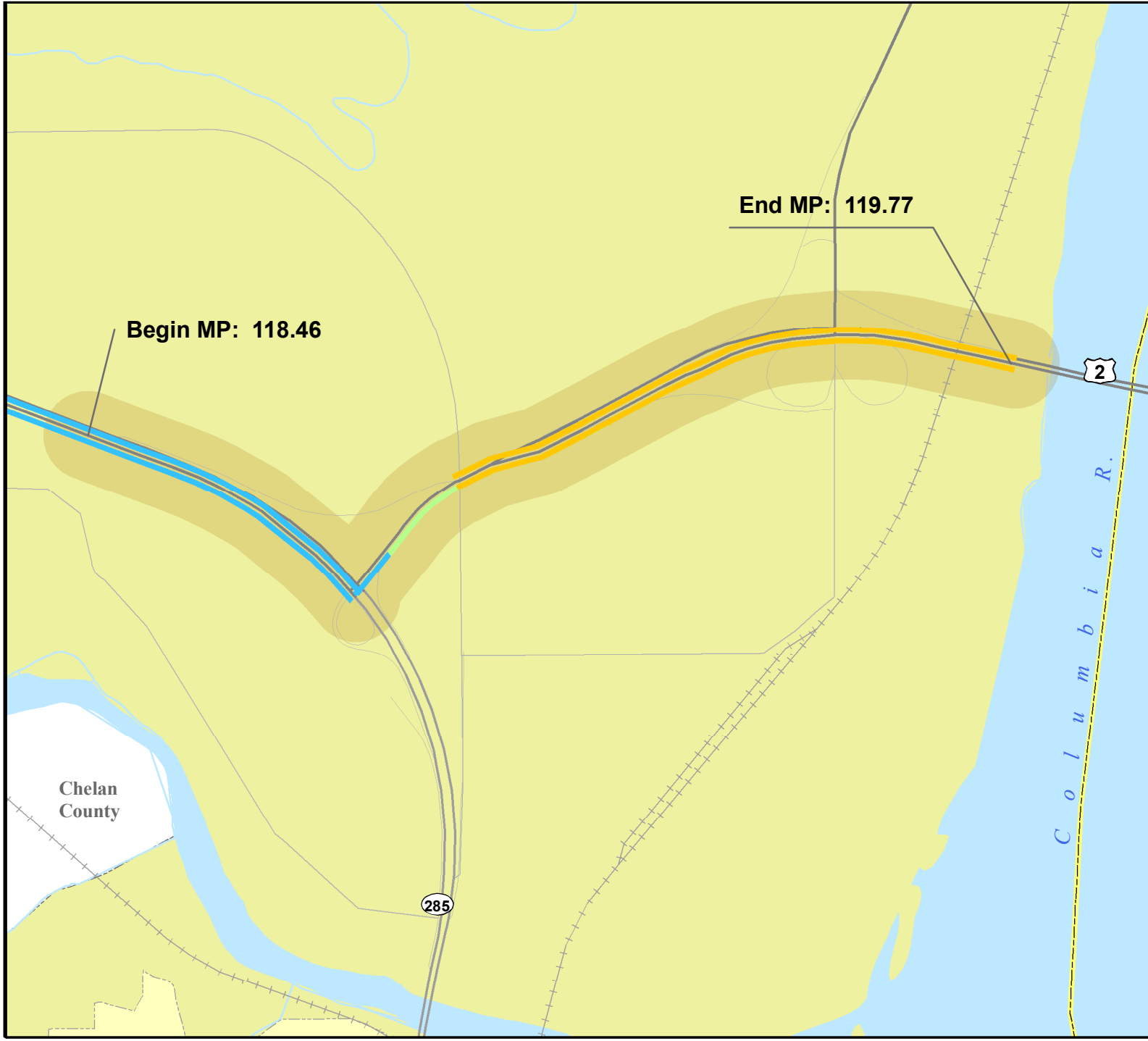
Restrictions:

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
- County Line

November, 2006

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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:

Sunnyslope Interchange
Easy Street Overcrossing

Delays Reduction: None identified.

Collisions Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$40 M each

Cost Estimate Explanation:

Previous design analysis

Maximum Fix Benefits:

Provide alternate traffic flow patterns.

US 2 SCHOOL STREET TO ODABASHIAN BRIDGE

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
200201I	US 2/West of Wenatchee - Paving
200200Z	US 2/Wenatchee - Pedestrian and Bike Trail Connection
200231B	US 2/97 Sunnyslope Vicinity to SR 28 - 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

