

US 97 LIBERTY ROAD TO INGALLS CREEK ROAD

CHARACTERISTICS

Segment Description:

This section of US 97 crosses Blewett Pass. It begins in Kittitas County and ends in Chelan County.

County/Counties: Kittitas/Chelan

Cities/Towns Included: None identified.

Number of lanes in the corridor: 2 to 4

Lane width: 12 to 12 feet.

Speed limit: 60 to 60 mph.

Median width: 0 to 0 feet.

Shoulder width: 2 to 18 feet.

Highway Characteristics:

US 97 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-2 freight designation.

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

This section has a two and a half mile climbing lane for northbound travelers and two climbing lanes for southbound travelers that covers a total distance of just over nine miles. Five chain up areas are available, one slow vehicle turnout, and one truck climbing shoulder.

Access Control Type(s):

Access control is primarily Class 1 Managed Access with one section of Partial Control Limited Access between MP 165.44 and MP 169.42.

Terrain Characteristics:

This section of US 97 has mountainous terrain.

Natural Features:

There is access to recreation, national forest lands, hunting, fishing, camping and campgrounds.

Adjacent Land Description:

US 97 is adjacent to National Forest land and private logging land.

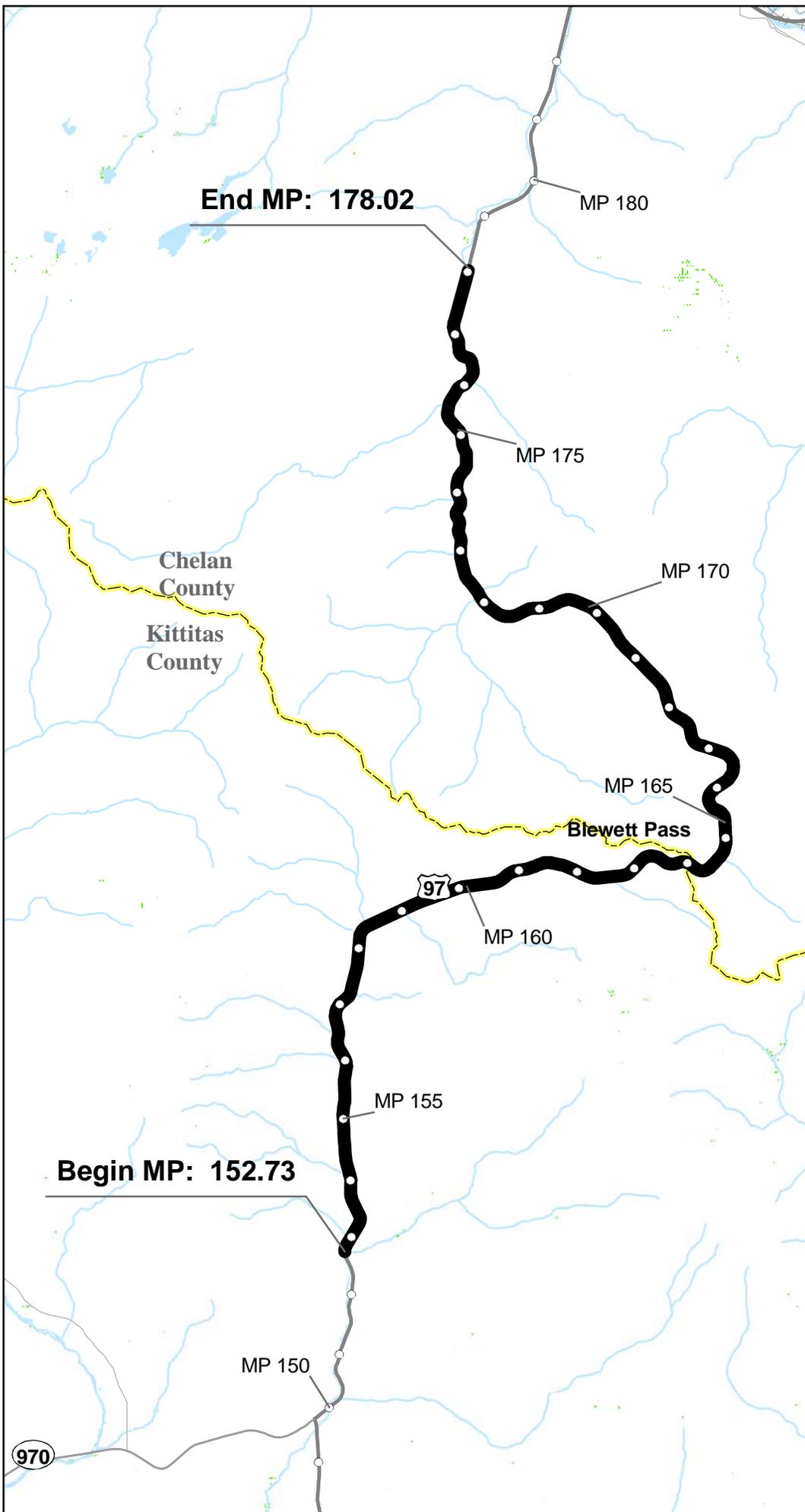
Environmental Issues:

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, bull trout, steelhead, spring Chinook.

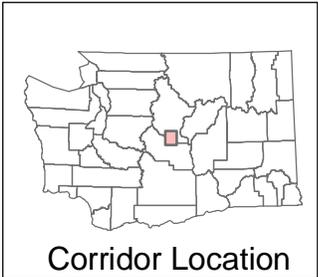
Major Economic Issues:

This route provides the alternate access across Washington's east-west mountain passes during closures of US-2. It is also a major route for tourism and recreation. The town of Liberty is a tourist attraction. The route is surrounded by recreational opportunities.

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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ASSETS

Pavement:

There are 62.10 lane miles of Hot Mix Asphalt on this segment of US 97.

Signal:

There are no signalized intersections located on the route segment.

Structures:

There are five structures in this corridor that consist of five Steel Culverts.

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

Features Crossed:

BR 97/274C, BR 97/275C, BR 97/276C, and BR 97/277C all cross Swauk Creek. BR 97/278.25 crosses Blue Creek.

ITS Facilities:

One automated data collection site applies to this section, located at MP 178.19 and one closed circuit television cameras (CCTV) camera on Blewett Pass.

Railroad Crossings:

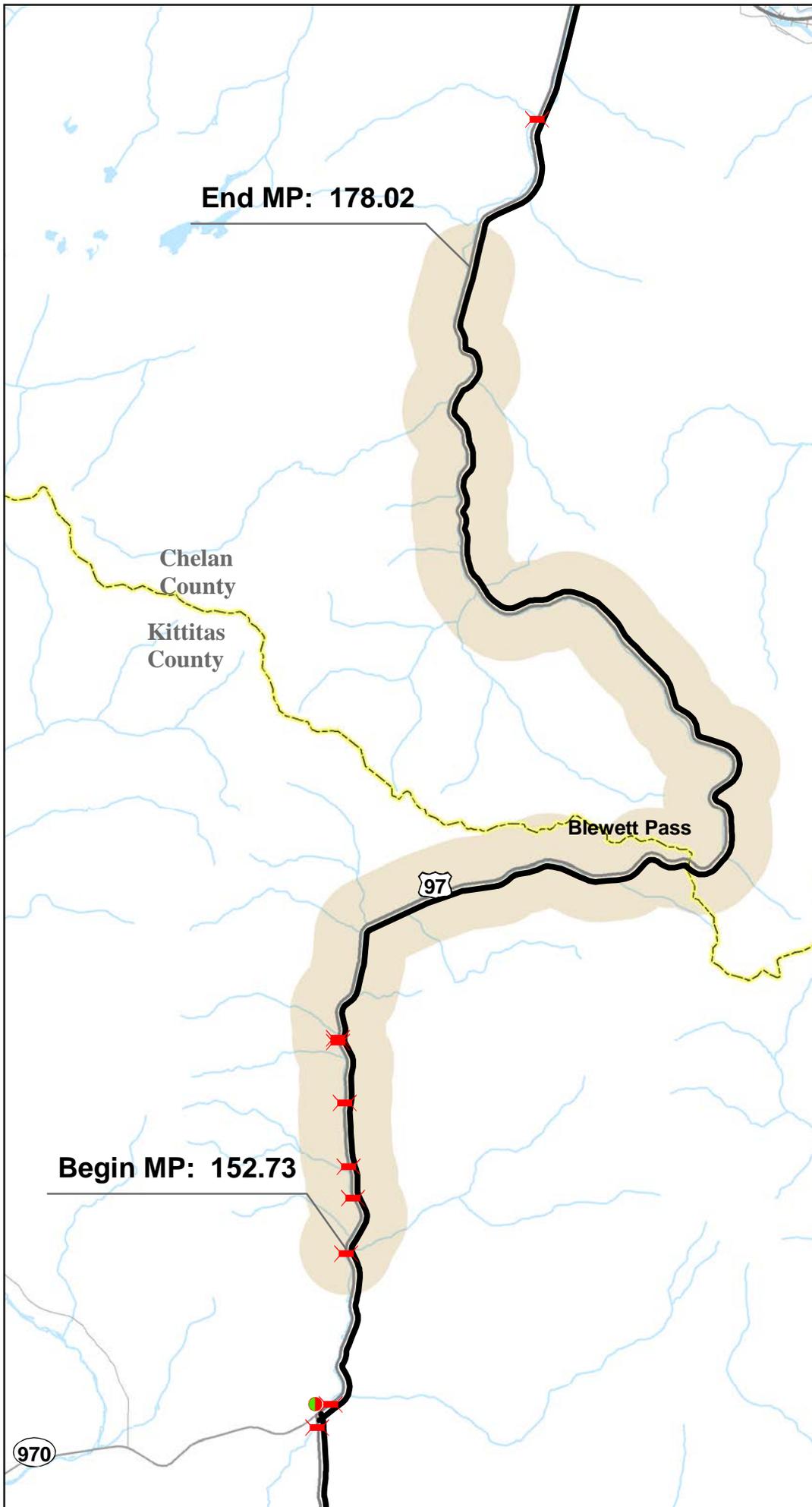
There are no at-grade rail crossings within this route segment.

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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USAGE

General Origin and Destination Travel Characteristics:

Blewett Pass provides access to and from I-90 to the communities primarily along US 2. The corridor is important to the movement of freight as well as economic development.

Snow/ice Issues:

Mountain Pass normal winter snow and ice issues are present.

Annual Average Daily Traffic:

Ranges from 4,200 to 5,100.

Significant Seasonal Average Annual Daily Traffic Changes:

This section of US 97 sees extreme seasonal changes in traffic as well as high volumes of weekend travel.

General Description of Major Average Annual Daily Traffic Locations:

This section begins with an average daily traffic of 4,200 and gradually increases to 5,100.

Freight:

Freight Classification: T2

Yearly Tonnage: 6.4M

Truck Percentage of Annual Average Daily Traffic: 25%

Additional Usage Comments:

There are no additional comments.

Average Annual Societal Cost of All Collisions: Approximately \$5.2M

Collisions:

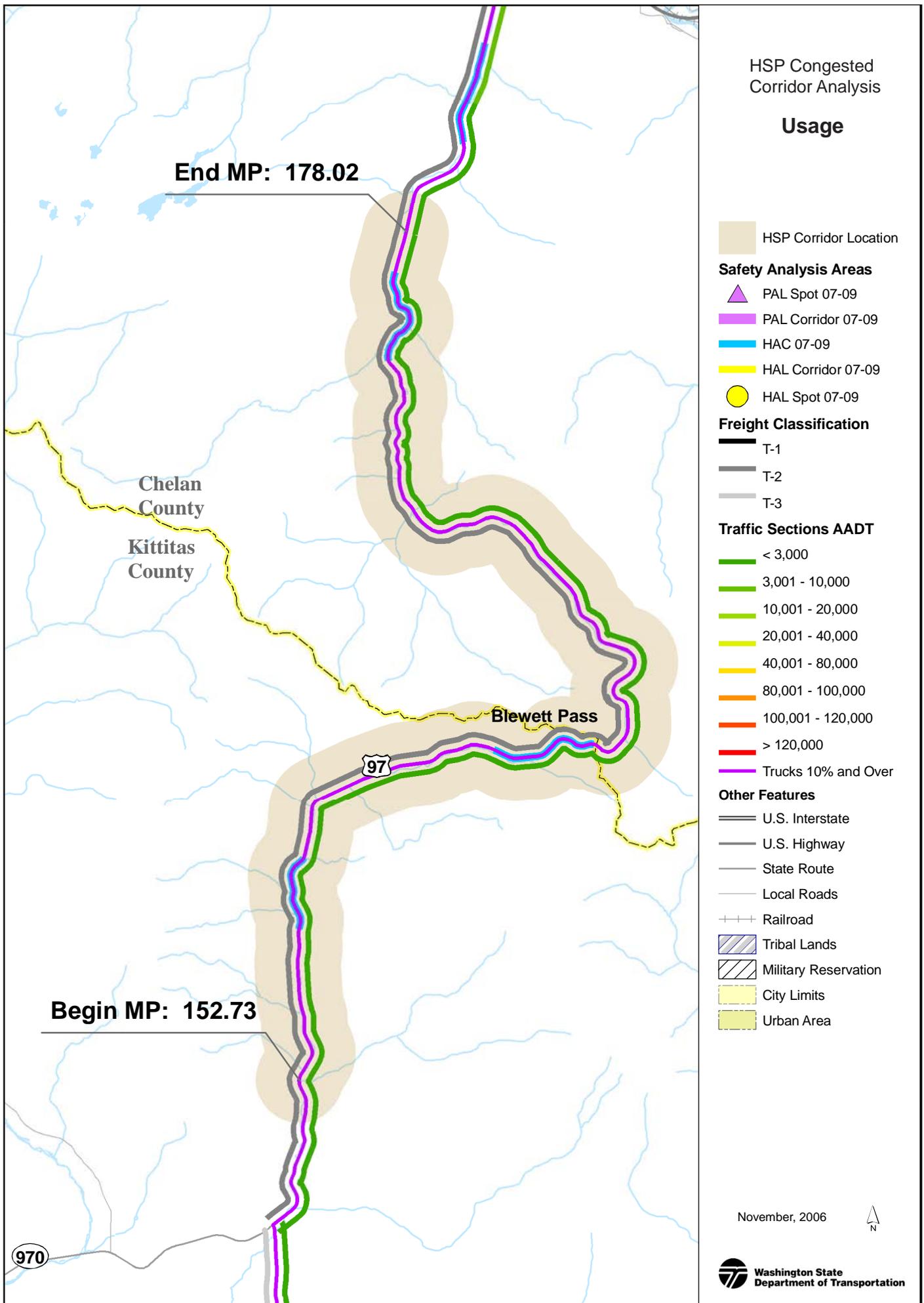
Severe No of Collisions: 10

Less Severe No of Collisions: 207

List Data Years: 2003 to 2005

HSP Congested Corridor Analysis

Usage



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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:

Bridges 097/274C, 097/275C, 097/276C, 097/277C, and 097/278.25 have preservation and improvement needs: All structures are Structural Culverts. (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:

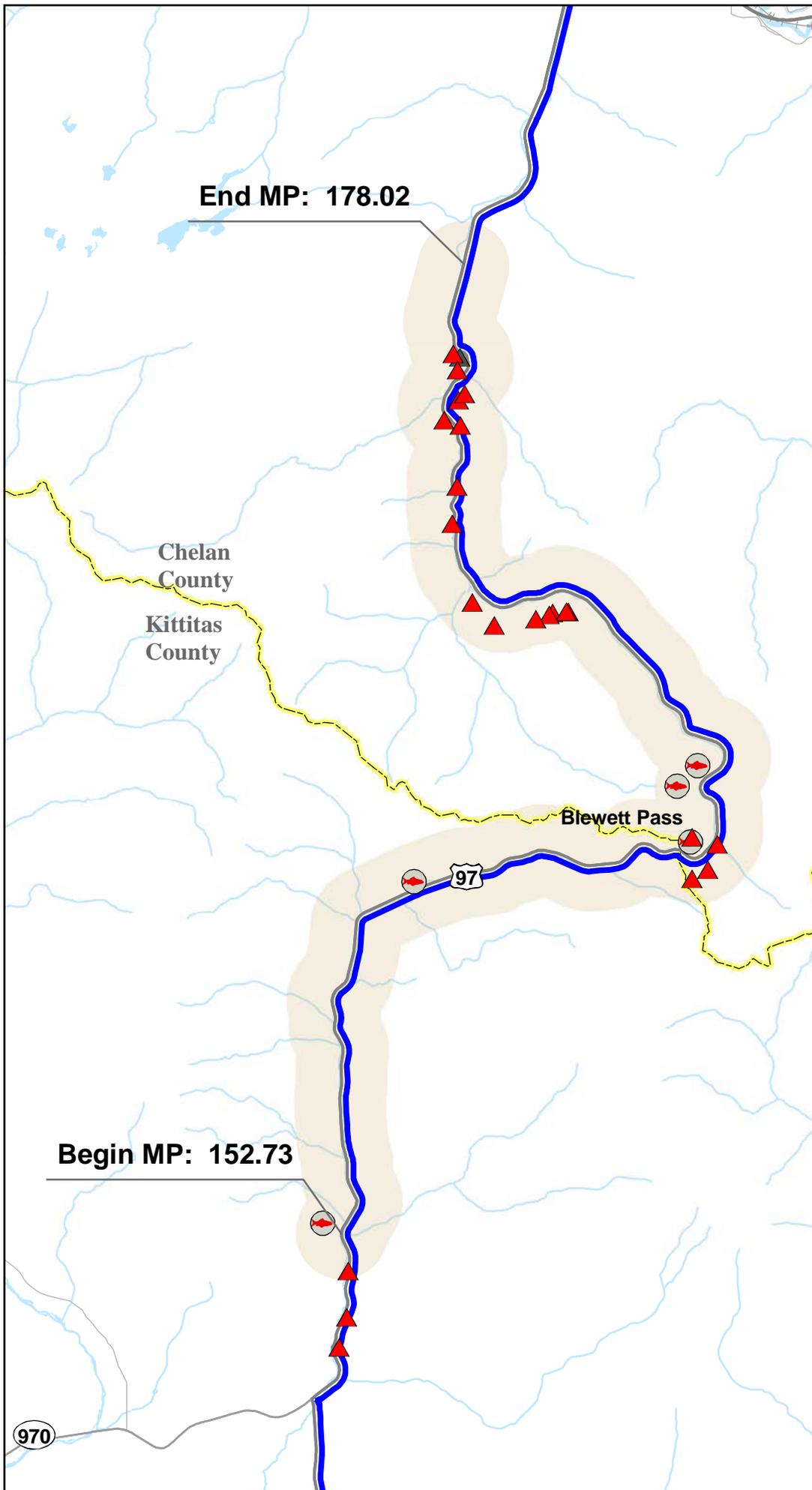
There are none identified.

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
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TIERED PROPOSED SOLUTIONS

Minimum Fix

Description:

Add truck climbing lanes at the following locations: MP 152.73 to MP 159.04, MP 159.04 to MP 161.71e, MP 171.92 to MP 175.63, MP 176.62 to MP 177.21, and MP 177.78 to MP 177.99.

Delay Reduction: Varies between 35 and 96

Collision Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: Varies between \$1 M and \$35.0 M

Cost Estimate Explanation:

Mobility Project Prioritization Process Benefit Cost Estimate.

Minimum Fix Benefits:

Reduce congestion due to slow moving truck traffic.

Moderate Fix

Description:

MP 171.92 to MP 175.63 - Scotty Creek vicinity to truck lane and re-align roadway. MP 176.62 to MP MP 177.21 - between truck lanes add truck lane. MP 177.78 to MP 177.99 - truck lane to Ingalls Creek Road add truck lane

Delay Reduction: None identified.

Collisions Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: Varies between \$2.0 M & \$60.0 M

Cost Estimate Explanation:

Mobility Project Prioritization Process Benefit Cost Estimate.

Moderate Fix Benefits:

Reduce congestion due to slow moving truck traffic. Reduce accidents potential by reducing the serpentine alignment.

Maximum Fix

Description:

Four lanes for entire segment.

Delays Reduction: Varies from 5 to 100 per location.

Collisions Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: Varies between \$2 M and \$75 M

Cost Estimate Explanation:

Mobility Project Prioritization Process benefit cost scoping estimate.

Maximum Fix Benefits:

Reduce congestion due to slow moving traffic.

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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
209701Z	US 97/North of Blewett Pass - Unstable Slopes
209700A	US 97/Kittitas, Chelan and Okanogan Counties Roadside Safety Improvement

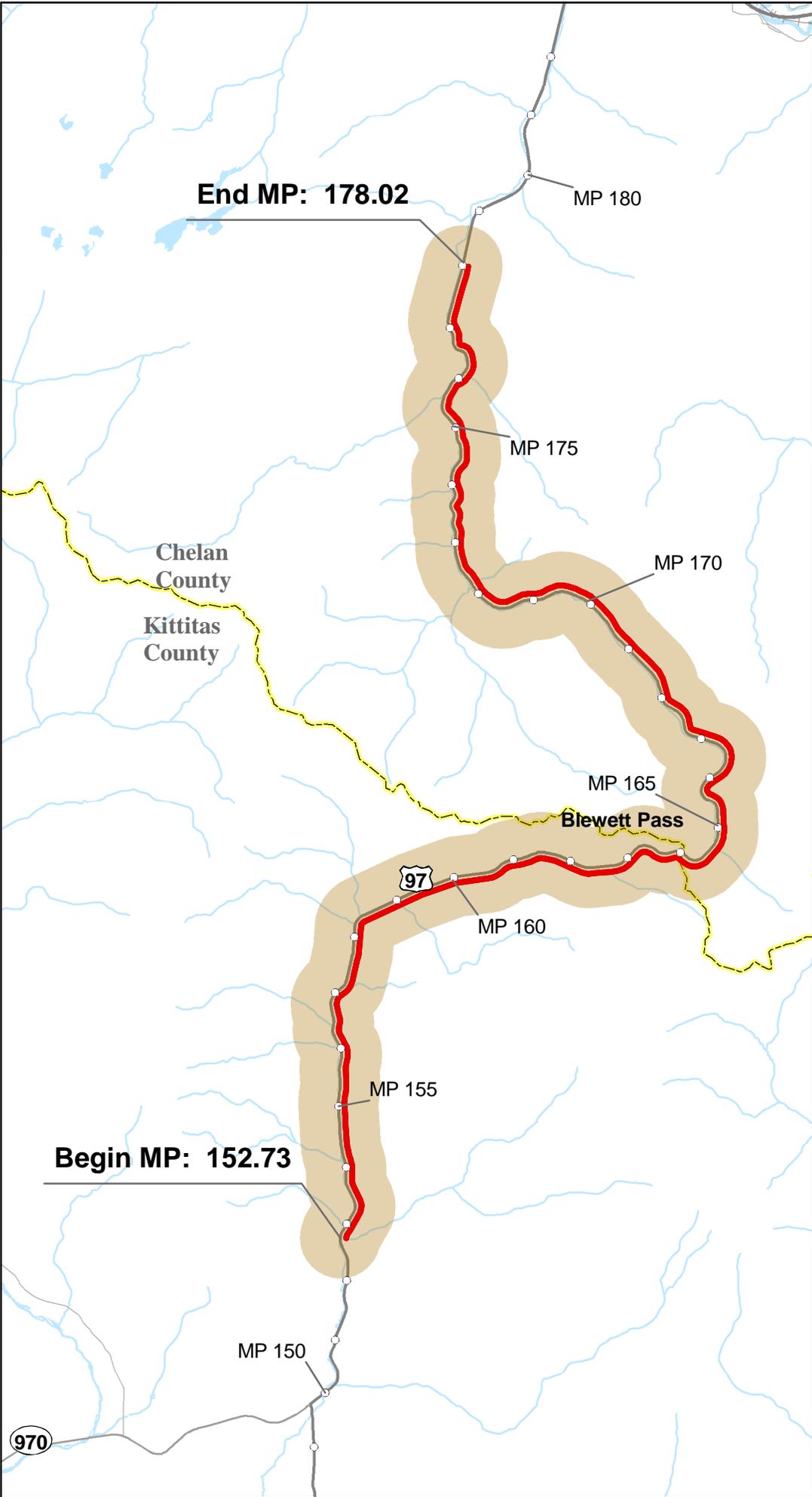
Additional Comments:

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
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