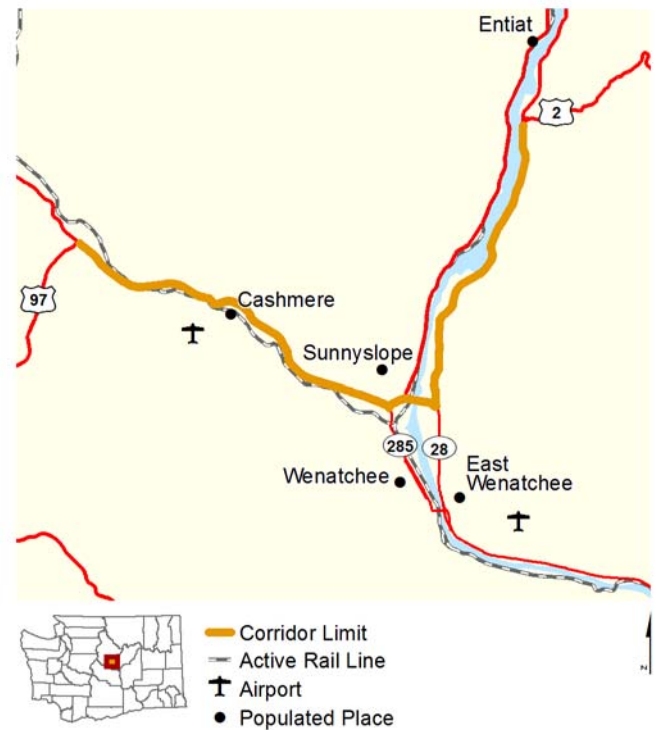


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

US 2: US 2/US 97 Jct (Big Y) to US 2/US 97 Jct (Orondo)

This 28-mile long corridor is located in Chelan and Douglas counties and runs between the US Route 97 junction in Peshastin and the US 97 junction in Orondo forming a “V”. The corridor crosses through the communities of Peshastin, Dryden, Cashmere, Monitor, Sunnyslope, and Orondo. The corridor’s character is rural, with various agricultural uses throughout the length of the corridor. There are concentrations of residential and commercial developments throughout the corridor around the various communities. The area through Sunnyslope and Baker Flat in Douglas County has industrial uses as well. The western half of the corridor extends along the north bank of the Wenatchee River. The eastern half of the corridor follows the east bank of the Columbia River until reaching the community of Orondo. There is a rail line paralleling the western half of the corridor. At the mid-point of the corridor is the city of Wenatchee. The corridor is located within semi-arid river valleys and passes through rolling terrain throughout its length.



Current Function

US 2 runs throughout much of the northern portion of the continental US from Everett, Washington to the Upper Peninsula of Michigan, and connecting the western and eastern regions of Washington. This section of US 2 is a primary access route to the communities of Peshastin, Dryden, Cashmere, Monitor, Sunnyslope, Wenatchee, East Wenatchee, and Orondo. The corridor intersects State Route 285 and SR 28. The corridor is principally used for freight and the movement of agriculturally related goods along with daily commuter traffic. Additionally, the corridor accommodates east-west travel across the state. The Cashmere-Dryden Municipal Airport and BNSF rail line is located along the corridor. This is a high-speed corridor with no designated bike lanes along the corridor itself, but there is a significant amount of cyclist travel on the shoulders. Although rare and discouraged, pedestrians could use the wide shoulders along some sections of the corridor. There is also public transportation present on the corridor, running between Leavenworth and Wenatchee and Wenatchee to Orondo.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

This segment of US 2 is a mostly two-lane, undivided, unsignalized highway. The corridor expands to four divided lanes between Cashmere and Wenatchee and includes four signalized intersections. When the highway becomes undivided in this area, there is also a center turn lane present. There is one more section with a center lane adjacent to Lincoln Rock Park. The annual average daily traffic on this corridor is highest at the SR 28 junction in Wenatchee and lowest at the northern US 97 junction.

What's working well?

- The corridor offers both passenger rail and fixed-route transit services.
- There are no chronic environmental deficiencies or habitat connectivity sites on the corridor.
- There are three park and ride lots on the corridor, which provide options to access transit services.

What needs to change?

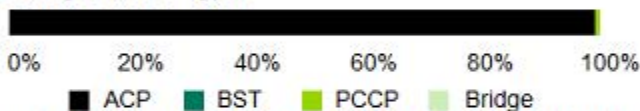
- Roughly 7.5% of the corridor experiences congestion on a regular basis.
- Approximately 10% of surveyed pavements on the corridor are in poor to very poor condition.
- Frequent rock falls on the corridor south of Orondo damage the shoulders, impeding cyclist mobility.
- The corridor has a medium climate change vulnerability rating linked to flooding and black ice.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

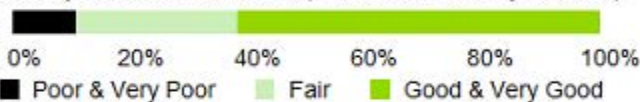
High	Low	
24,080	5,532	Annual Average Daily Traffic (AADT)
16.0%	6.7%	Bus/Truck Percent
92.25		Number of Lane Miles
7		# of Signalized/Stop Controlled Intersections
\$44,549,000		Corridor Investments (2005-2016)

Preservation

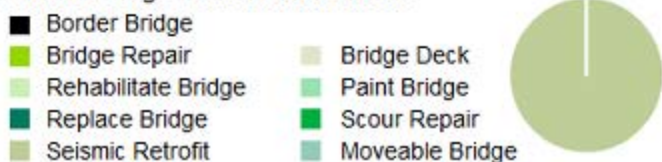
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

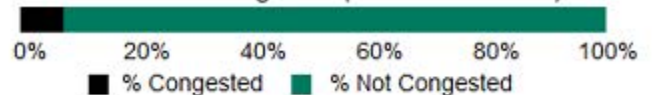


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	0% Built	100% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	22 High Priority Miles
Stormwater Treatment	3 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
2	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- There is an opportunity on the corridor to shift freight from motorized to rail.

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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Mobility

Multimodal	<i>WSDOT will continue to pursue multimodal strategies to address performance issues, improve connectivity and transportation options while also closing gaps in our non-motorized/active transportation system.</i>
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Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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Preservation

Maintenance	<i>Preservation will include strategic pavement maintenance as necessary to extend the life of the pavement and utility of the asset.</i>
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Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and ditches.</i>
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Pavement	<i>WSDOT will continue to make spot repairs in areas that make sense for preservation of the pavement surface, along with, all other components of the roadway prism.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 52% of the corridor.</i>
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Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 9% of the corridor.</i>
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Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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For more information

To find out more information about this corridor or how to get involved, please contact:

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Planning Manager

509-667-2905

ManzarN@wsdot.wa.gov

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Americans with Disabilities Act (ADA) Information

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

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It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

Información del Acta (ADA) de Estadounidense con Discapacidad

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

Notificación de Título VI al Público

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.