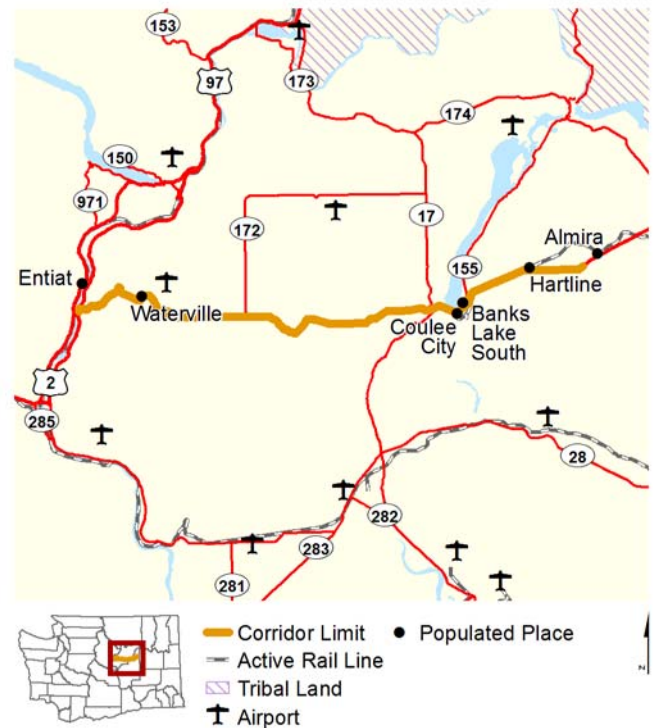


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 2: US 97 Jct (Orondo) to Lincoln County Line

This 67-mile long east-west corridor is located in Douglas and Grant counties. The corridor runs between the US Route 97 junction by Lake Entiat in the community of Orondo and the Grant/Lincoln County line, right outside the town of Almira. This corridor has a short spur that begins at the US 97 intersection and joins US 2 in a quarter-mile. The corridor passes through the communities of Orondo, Waterville, Mansfield, Douglas, Coulee City, and Hartline. The corridor is rural in character, with some population densities occurring within the communities the corridor passes through. The corridor's land uses are primarily agricultural. The western end of the corridor abuts the Columbia River. Heading east, the corridor passes Corbaley Canyon before transitioning over to relatively flat farmland and pastoral land for the remainder of its length. Around the middle of the corridor, the route traverses Moses Coulee south of Jameson Lake and passes alongside the Upper Grand Coulee.



Current Function

US 2 runs throughout much of the northern portion of the continental US from Everett to the Upper Peninsula of Michigan, connecting the western and eastern regions of Washington. This segment of US 2 primarily functions as a freight route providing cross state travel. The corridor also provides service to the agricultural lands it passes through. The corridor connects to State Route 172, SR 17, SR 155, and US 97. Additionally, the corridor provides access to many regional recreation and cultural attractions including the Rocky Reach Dam, Coulee City and its reservoirs, Lake Entiat by Orondo, and many other recreation and cultural activities along the Columbia River. A portion of this corridor functions as a Scenic Highway. Other modes of transportation available on the corridor include Link Transit, Grant Transit Authority, People for People Paratransit, and the Entiat Park and Ride located in Entiat. Pedestrian and bicyclist facilities are not available on the corridor.

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 corridor includes a segment of US 2 and the US 97 Spur in Orondo. Both routes are two-lane, unsignalized, undivided highways. US 2 expands to include truck climbing lanes at multiple points and a brake check lane at the Road Q NW intersection near Waterville. The annual average daily traffic on this corridor is highest at the US 2/US 97 Spur junction in Orondo and lowest near Hartline and Almira.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Approximately 97% of surveyed pavements on the corridor are in fair or better condition.
- There are three services providing fixed-route or paratransit service on the corridor.
- The corridor has a low climate change vulnerability rating.

What needs to change?

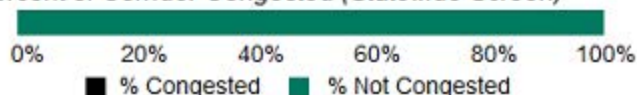
- The Pine Canyon portion of the corridor frequently experiences rock falls and closures.
- Winter conditions east of Waterville impact mobility, mainly for transit services.
- The corridor is prone to extreme weather closures connected to high winds, blowing snow, and dust storms.

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

High	Low	
5,532	211	Annual Average Daily Traffic (AADT)
22.0%	9.9%	Bus/Truck Percent
141.52		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$18,075,000		Corridor Investments (2005-2016)

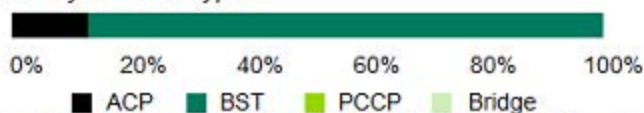
Mobility

Percent of Corridor Congested (Statewide Screen)

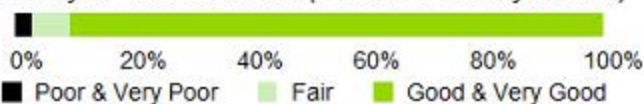


Preservation

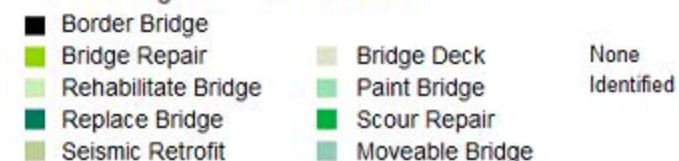
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	66.7% Passable	33.3% to Do
Noise Walls	0% Built	100% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
15.1	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	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 is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

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>A mobility performance strategy has not been identified by WSDOT.</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 repairing slopes.</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 one Pavement action in the next six years at a single location on this corridor.</i>
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Other Facilities	<i>WSDOT has identified three Other Facilities actions in the next six years at specific locations within this 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:

Nicholas Manzano

North Central Region Planning Office

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.

Title VI Statement to Public

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.