

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:

*SR 970: I-90 Jct (Cle Elum) to US 97 Jct*

This 10-mile east-west corridor is located in central Washington within Kittitas County. The corridor runs between State Route 970's interchange with Interstate 90 and its intersection with US Route 97. The western section of the corridor, between I-90 and SR 10 in Teanaway, parallels the Yakima River and BNSF mainline tracks. Between Teanaway and the US 97 intersection (also known as Lauderdale Junction), the corridor passes through part of the Teanaway River Valley and Swauk Prairie, following the river for about three miles. The corridor's character is rural with land use consisting of a mixture of undeveloped open space and farmland. The corridor passes through or is in the immediate vicinity of the Yakima River floodplain and the Teanaway River floodplain. Between the I-90 interchange and crossing over the Teanaway River the corridor's terrain is level. East of the Teanaway river, the corridor's terrain transitions to rolling and mountainous. Vegetation along the corridor includes deciduous and coniferous trees, farmland, and open grassland. Two airports, Cle Elum Municipal Airport and De Vere Field, are located near the corridor.



**Current Function**

SR 970 is a state highway serving Kittitas County, connecting Cle Elum to Blewett Pass. The corridor's primary function is a high-speed shortcut between I-90, US 97, and Blewett Pass for freight, interregional, and recreational traffic. The corridor facilitates interregional travel between the Puget Sound and Wenatchee/Leavenworth by connecting I-90 with US Route 97, and functions as part of an alternate route across the Cascade Mountains, via I-90/Snoqualmie Pass or US 2/Stevens Pass. The route is an access point for the rural communities in the area and for the Okanogan-Wenatchee National Forest. The corridor intersects SR 10 in Teanaway. In conjunction with SR 903 and US 97 from I-90 to SR 970, this corridor is a Washington Tourism Route that can be significantly affected by travel on holiday weekends and during the summer months. The entire corridor is in the Mount Rainier evacuation zone. Bicyclist and pedestrian use is permitted on the shoulders.

**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

SR 970 is a two-lane, undivided, unsignalized highway and includes a center turn lane at the Teanaway Road intersection. The annual average daily traffic on this corridor is highest at the I-90 junction in Cle Elum and lowest at the US 97 junction.

### What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- No unstable slopes have been identified in the corridor.
- The corridor's capacity and layout are adequate to handle its high volume of freight traffic.

### What needs to change?

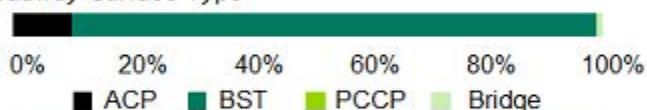
- Roughly 90% of pavement conditions have not been surveyed.
- The corridor is rated medium for climate change vulnerability and is prone to flooding and wildfires.
- The entire corridor has either medium or high habitat connectivity issues.
- There is a chronic environmental deficiency site on the corridor.

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

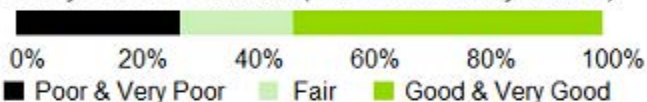
High	Low	
5,478	4,635	Annual Average Daily Traffic (AADT)
18.2%	11.2%	Bus/Truck Percent
20.62		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$1,083,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

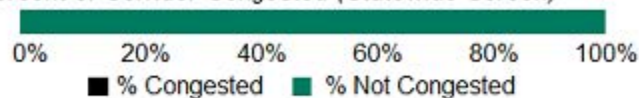


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	80% Passable	20% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	100% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	10 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
1	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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>
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#### **Mobility**

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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#### **Preservation**

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, rest areas, and pavement repair.</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 Engineer

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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**

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#### **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](mailto: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**

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