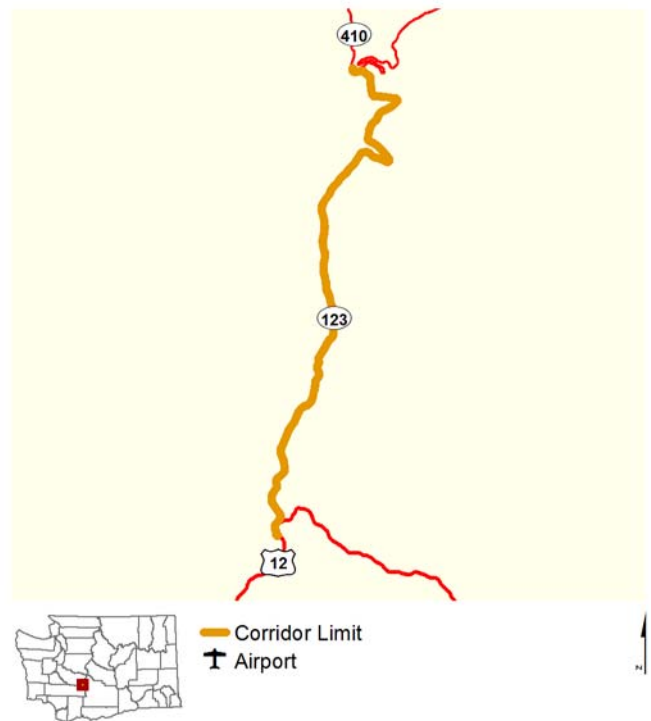


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 123: US 12 Jct (Packwood Vic) to SR 410 Jct (Seasonal Closure Area)

This 16-mile long north-south corridor is located on the east side of Mt Rainier National Park. The corridor runs between the US Route 12 junction, near Packwood within the Gifford Pinchot National Forest, and the State Route 410 junction, south of Crystal Mountain. This route passes through mountainous and winding terrain cutting through the Cascade Mountains on Mt Rainier. The corridor is rural in character with land uses consisting of heavily forested undeveloped areas with conifer and deciduous trees encompassing the route. The route crosses over multiple creeks including Carlton, Ohanapecosh, and Panther. This corridor is designated as a Scenic and Recreational Highway and as such, the scenic values are paramount. This route is closed seasonally due to snow. For a majority of the route, the corridor parallels the Ohanapecosh River, while the northern portion parallels the Chinook Creek. In addition to forestry, other natural vegetation on the corridor includes various shrubbery.



Current Function

SR 123 is located in Pierce and Lewis counties within the Gifford Pinchot National Forest and provides access to Mt Rainier National Park. The corridor links the White Pass Scenic Byway (US 12) to SR 410 in Pierce County. This corridor serves various recreational sites within Mt Rainier National Park, such as Grove of the Patriarchs Trail, Unicorn Peak, as well as destinations beyond the corridor including White Pass Ski Resort to the southeast and Crystal Mountain to the north of SR 410. This corridor serves as an evacuation route from Mt Rainier. Paradise, one of Mt Rainier's visitor centers is located off the corridor, via Stevens Canyon Road. Traffic is seasonal, and the route is closed in the winter due to heavy snow. SR 123 also provides connections to both the Ranger Creek Airport to the north and Packwood Airport to the south. There is no direct transit or active transportation facilities along this corridor and there are no shoulders along most of this route.

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 123 is a two-lane, undivided highway on the east side of Mt Rainier. The annual average daily traffic on this corridor is highest mid-corridor just north of Stevens Canyon Road and lowest at the junction with US 12.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 95% of surveyed corridor pavements are in fair or better condition.
- There are not habitat connectivity issues or chronic environmental deficiencies identified on the corridor.

What needs to change?

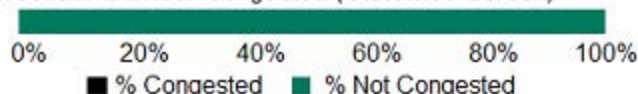
- Fish passage barriers are present on the corridor.
- The corridor has a moderate rating for climate vulnerability impacts.
- The corridor is closed every winter due to snow.

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

High	Low	
980	859	Annual Average Daily Traffic (AADT)
5.5%	5.0%	Bus/Truck Percent
32.85		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$0		Corridor Investments (2005-2016)

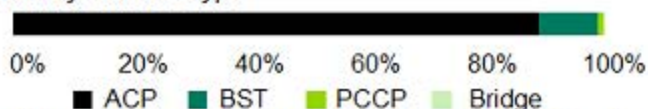
Mobility

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	16.7% Passable	83.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures In Place	16 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
94.7	% 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 collected feedback from agency partners. Key themes included:

- Concern about the road becoming rutted due to freeze-thaw cycles.
- Interest in improvements to shoulders, inslopes, guardrail, flexible guideposts, and reflective pavement markings.
- Desire to protect stands of older growth trees, and osprey and eagle nesting sites.
- The corridor needs to primarily accommodate tourists, but does not need to be a high speed route.

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

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, pavement repair, and repairing slopes.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 46% 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

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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.

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Información del Acta (ADA) de Estadounidense con Discapacidad

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