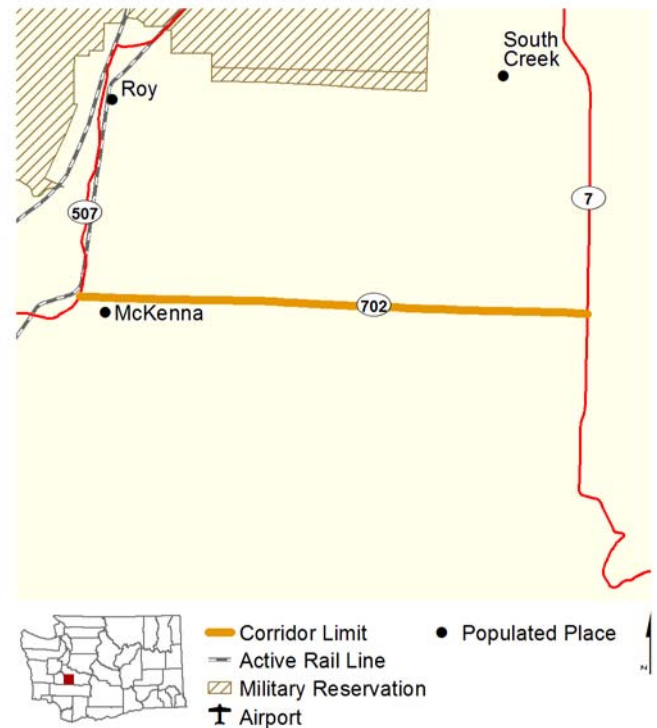


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 702: SR 507 Jct to SR 7 Jct

This nine-mile long east-west corridor is located in western Washington. The corridor travels between the State Route 507 junction in the community of McKenna and the SR 7 junction at the Eatonville Cutoff Road. The corridor is predominantly rural in character. Land use along the route is primarily single-family residential, with homes scattered throughout the corridor, and agriculture. A concentration of commercial establishments are located at the SR 507 intersection in McKenna, these establishments include a strip mall, restaurants, a gas station, and the Northwest Chevrolet dealership. McKenna Elementary School is located across SR 507. A portion of the corridor roughly parallels the Nisqually River near McKenna. In addition to the river, other water features along the route include Cranberry, Silver, and Harts lakes are located to the south of the corridor. The Tacoma Rail Mountain Division is located at the west end. Vegetation on the corridor is comprised of farmland, shrubbery, long grasses, and thickets of trees as the corridor travels level terrain.



Current Function

SR 702 is located entirely within Pierce County and serves as a rural commuter and recreational corridor. The corridor provides access to Mt Rainier National Park, located southeast of the corridor. In addition to providing connections with Mt Rainier and Spanaway to the east, the corridor provides connections to Joint Base Lewis-McChord, a large military installation and major employer in the area, and the city of Roy to the north and the city of Yelm to the west via its link with SR 507. Another corridor user on the route include logging trucks. Fixed route transit is not available on the corridor. Bicycling and pedestrian use is permitted 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

SR 702 is a two-lane, undivided highway with few turn lanes and one center lane. The annual average daily traffic on this corridor is highest at the intersection with SR 507 and lowest just east of the SR 507 intersection.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Over 99% of surveyed pavements on the corridor are in fair or better condition.
- There are no chronic environmental deficiencies and habitat connectivity issues identified on the corridor.

What needs to change?

- Fish passage barriers are present on the corridor.

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

High	Low	
8,622	5,547	Annual Average Daily Traffic (AADT)
8.0%	7.4%	Bus/Truck Percent
18.64		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$63,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

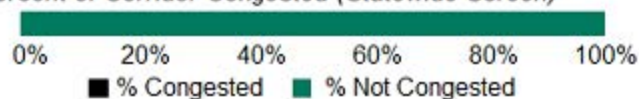


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	100% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	2 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% 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:

- Pierce County is concerned about congestion on SR 702 between SR 507 and SR 7.
- Concern expressed over sight distance issues at intersections.

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>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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>

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 rest areas.</i>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 97% of the corridor.</i>

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:

Dennis Engel

Olympic Region Planning Office

Planning Manager

360-357-2651

engeld@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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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.

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