

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 14: Washougal to US 97 Jct (Maryhill)*

This 84-mile long east-west corridor is located north of the Columbia River and travels through Clark, Skamania, and Klickitat counties. It includes the Maryhill Spur at the junction of US Route 97. The corridor is also known as the Lewis and Clark Highway and runs between the city limits of Washougal and the US 97 junction in Maryhill. The corridor travels through the cities of Washougal, Skamania, Stevenson, Carson, White Salmon, Dallesport, Wishram, and Maryhill. The corridor's character is rural with agricultural, recreational, residential, and some commercial uses located throughout. Along the corridor, there are many wineries, agricultural facilities, and recreational amenities. Recreation attractions along this corridor include the Columbia River Gorge, Pierce National Wildlife Refuge, and Steigerwald Lake National Wildlife Refuge. This corridor crosses over or parallels many streams, creeks, and rivers that tribute into the Columbia River. The corridor travels through a topographically diverse area. Much of the corridor is uninhabited, largely due to the Columbia River located on the south side of the alignment and steep hillsides located on the north side.



**Current Function**

State Route 14 is a state highway that travels east-west on the north side of the Columbia River, opposite of Interstate 84 located to the south in Oregon. The segment of SR 14 that the corridor runs along provides access from the Vancouver metropolitan area and south central Washington. Users of the facility consist of tourists, wine country aficionados, individuals seeking access to the corridor's many recreational opportunities, most notably wind surfing, as well as commuters, especially in the Washougal vicinity. The corridor is also an important freight route and farm to market route, providing service to many agricultural businesses located along the Columbia River Gorge. This corridor connects with SR 141, SR 142, and US 197, and provides direct service to North Bonneville, Stevenson, Carson, White Salmon, Bingen, Lyle, Dallesport, Wishram, and Maryhill. Other modes of transportation that use the corridor include BNSF Rail, and Amtrak Empire Builders, which connects Portland to Chicago with stops in Bingen/White Salmon and Wishram.

**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 section of mainline SR 14 and the Maryhill Spur are two-lane, undivided, and unsignalized highways, except for one signalized intersection at the Hood River Bridge in White Salmon. There are also three locations where the roadway expands to include a truck climbing lane on one side and one truck turnout on the eastbound lane. The annual average daily traffic on this corridor is highest near the Willow Road intersection in Bingen and lowest at the US 97 junction in Maryhill.

### What's working well?

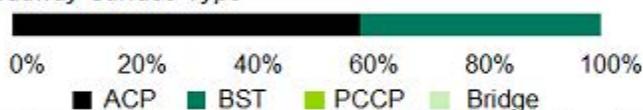
- The entire corridor performs above WSDOT's congestion threshold.
- Approximately 97% of surveyed pavements on the corridor are in fair or better condition.
- Both freight and passenger rail are available through the whole corridor.
- Several fixed-route transit services operate on the corridor, providing both regular and seasonal routes.

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

High	Low	
9,567	765	Annual Average Daily Traffic (AADT)
42.3%	9.8%	Bus/Truck Percent
267.96		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$30,184,000		Corridor Investments (2005-2016)

### Preservation

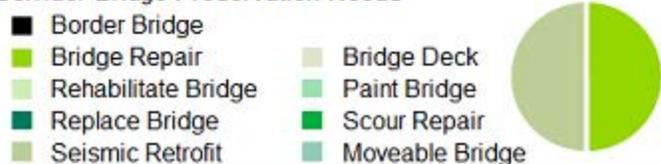
#### Roadway Surface Type



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



#### Corridor Bridge Preservation Needs

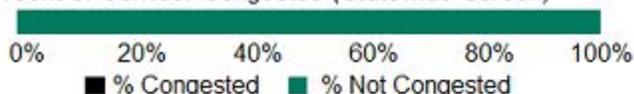


### What needs to change?

- There are four bridge preservation needs on the corridor, including two bridge repairs on the corridor.
- The corridor has a high climate change vulnerability rating due to frequent slope failures.
- There are still many locations on the corridor that require rock-scaling despite improvement projects.
- The variable width of shoulders on the corridor impede pedestrian and cyclist mobility.

### Mobility

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



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	54.1% Passable	45.9% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	28 High Priority Miles
Stormwater Treatment	16 BMPs	Retrofit Prioritization in progress
	99.5 % of Corridor with high potential for increased Climate Impacts	
	4 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:

- Several partners expressed concern about the quality and maintenance of the paving materials used in the corridor's urban areas.
- A desire to increase pedestrian and cyclist mobility due to the current high level of cyclist traffic.
- Multiple partners would like to undertake a study of the corridor's freight mobility with the Oregon Department of Transportation's assistance.
- Several unsignalized intersections on the corridor might meet the requirements for signalization, particularly at the intersections with SR 141 (Bingen), Wind River Road (Carson), and Belle Center Road (Washougal).
- Partners would like to see improvements made to existing informational signage and pull-out opportunities.
- Concerns about the height restrictions on the corridor's tunnels and frequent sharply-angled curves.

## 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, pavement repair, and repairing slopes.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 58% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within this corridor.</i>
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Other Facilities	<i>WSDOT has identified seven Other Facilities actions in the next six years at specific locations within this corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years at a single location on 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:

### Michael Williams

Southwest Region Planning Office

Planning Manager

360-905-2082

[william@wsdot.wa.gov](mailto:william@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.

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