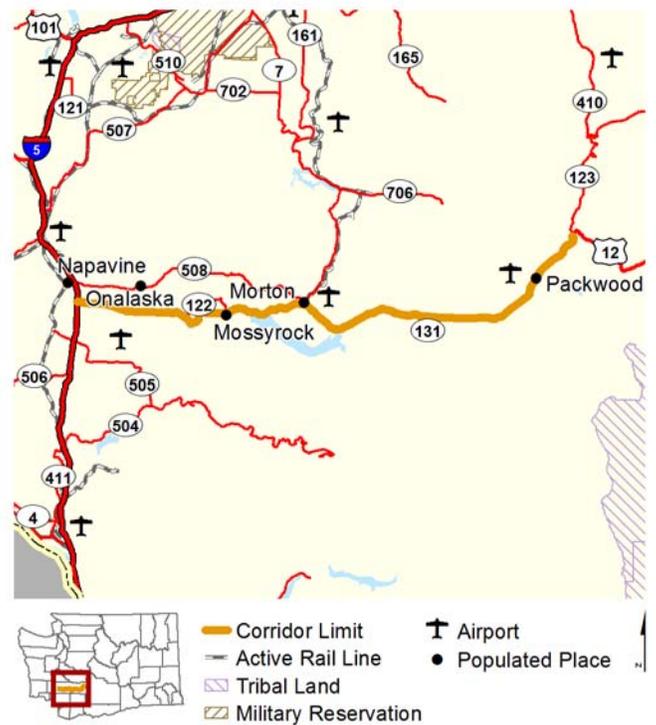


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 12: I-5 Jct (Napavine vic) to SR 123 Jct (Packwood)

This 72-mile long east-west segment is located in central Lewis County and traverses predominantly rural, agricultural lands. The corridor segment runs between the Interstate 5 junction south of Napavine and the State Route 123 junction in Packwood. In addition to Packwood, this section passes through the communities of Ethel, Salkum, Silver Creek, Mossyrock, Morton, Glenoma, and Randle. The corridor's character is primarily rural with increased density as the route passes through the different communities along the route. The main uses along the corridor include agriculture, undeveloped land, single-family residential, and some commercial. The route travels through a valley while running along multiple bodies of water of which include Mayfield Lake, Riffe Lake, and Cowlitz River. The corridor cuts through the Cascade Mountains and the southern portion of Mount Rainier National Park. The corridor passes by several state parks such as Taidnapum Park, and Lewis and Clark State Park. The Tacoma Rail Mountain Division is located perpendicular to the corridor in Morton and two airports are located along the corridor, Strom Field in Morton and Packwood airport in Packwood.



Current Function

US Route 12 is a major east-west highway spanning between Aberdeen and Detroit, Michigan. This corridor is a key travel connector for the communities along the route and the region, and is the only access route to regional destinations and several communities along the highway. This route is one of the three year-round highways over the Cascade Mountains. The corridor functions as a cross-Cascades freight route carrying log trucks to lumber mills at Randle, Morton, and other locations. It provides access to numerous recreational and tourist destinations, such as White Pass ski area, Gifford Pinchot National Forest, Mayfield Lake, Riffe Lake, and Ike Kinswa State Park. Additionally, the corridor provides access to Mt Rainier National Park from southwest Washington. The corridor also connects to I-5, SR 123, SR 122, SR 7, SR 508, and SR 13. L.E.W.I.S. Mountain Highway Transit operates three round trips Monday through Friday near Packwood and intermittent sidewalks are present on the corridor for pedestrian use.

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 portion of US 12 is a mostly two-lane, undivided, unsignalized highway that briefly expands to four lanes through Mossyrock. The corridor also includes truck climbing or center turn lanes at various points. The annual average daily traffic on this corridor is highest at the I-5 junction near Napavine and lowest at the SR 123 junction in Packwood.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Over 99% of surveyed pavements on the corridor are in fair or better condition.
- The majority of the corridor has access to fixed-route transit service.
- There are multiple fish-passable culverts on the corridor.

What needs to change?

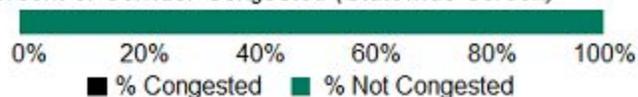
- There are 10 bridge preservation needs on the corridor, including five seismic retrofits.
- The eastern half of the corridor has a high climate change vulnerability rating due to slides and snow.
- There are no dedicated pedestrian or cyclist facilities on the corridor.
- There are multiple fish passage barriers and habitat connectivity sites on the corridor.

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

High	Low	
9,412	1,799	Annual Average Daily Traffic (AADT)
23.1%	13.1%	Bus/Truck Percent
145.64		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$10,808,000		Corridor Investments (2005-2016)

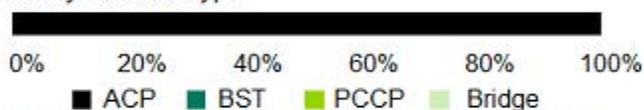
Mobility

Percent of Corridor Congested (Statewide Screen)

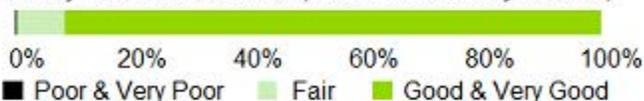


Preservation

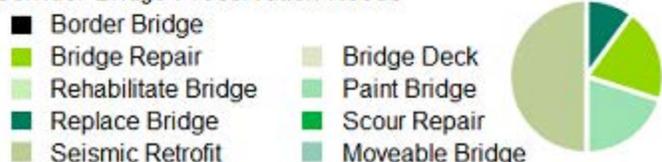
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	40.9% Passable	59.1% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	25% Resolved	75% Unresolved
Wildlife Connectivity	2 Structures in Place	39 High Priority Miles
Stormwater Treatment	2 BMPs	Retrofit Prioritization in progress
67.5	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
3	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:

- Partners would like to see layout changes at some of the corridor's intersections, including the SR 122 junction in Mossyrock, the SR 7 junction in Morton, and on Larson, Beach, and Fuller Roads near Mayfield and Riffe Lakes.
- A desire to improve and add to existing tourist-oriented facilities along the corridor, including clearer signing, transfer stations, rest stops, and scenic overlooks.
- Concerns about the conflict between the corridor's high tourist and freight traffic and finding ways to address the issue with added facilities, such as slow vehicle pull-outs and passing lanes.
- Partners would like to see improvements made to the corridor that would improve pedestrian and cyclist mobility and safety, especially in urban areas.
- Emphasis on the corridor's importance as a scenic byway and the preservation of its adjacent cultural sites.

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>
-------------------	---

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. WSDOT has a planned Chronic Environmental Deficiency action on this corridor.</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>
------------	--

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>
-------------	---

Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 40% of the corridor.</i>
----------	--

Structures	<i>WSDOT has identified three Structures actions in the next six years at specific locations within this corridor.</i>
------------	--

Other Facilities	<i>WSDOT has identified four Other Facilities actions in the next six years at specific locations within this 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>
----------	---

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

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.