

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 97: Oregon State Line to SR 22 Jct (Toppenish)

This 61-mile-long north-south corridor is located in the south central region of Washington running between the Oregon state line and the State Route 22 junction in Toppenish. The route passes through Klickitat and Yakima counties and is mostly located within the Yakama Indian Reservation. In addition to Toppenish, the route also runs through Maryhill, Goldendale, and Toppenish. With the exception of Goldendale and the outskirts of Toppenish, the corridor extends through rural, agricultural, and sparsely populated land. Field crops on irrigated agricultural land dominate the landscape before the highway enters rural residential and commercial land uses. Topography consists of gently rolling hills, moderate grades with passing lanes in several locations, and very little developed land. The road also climbs a steep grade over the Toppenish Ridge. Three state parks, Brooks Memorial, Goldendale Observatory, and Maryhill, are located along or near this section of US Route 97. Toppenish National Wildlife Refuge is adjacent to US 97. The route crosses over the Columbia River via the Sam Hill Memorial Bridge. Goldendale Municipal Airport is located near the corridor.



Current Function

US 97 is a major north-south route connecting northern California through central Oregon and Washington to Canada. This route serves Klickitat and Yakima counties, providing direct service to the communities of Maryhill, Goldendale, and Toppenish. It also serves the Yakama Indian Reservation. The corridor is a very important freight route carrying nine million tons annually. The corridor functions as a detour route during pass closures in the Cascade Mountains, and serves as a shortcut from central Washington to central and western Oregon. In addition to connecting with SR 22 in Toppenish, the corridor also connects with SR 14, a major east-west state route, in Maryhill, and SR 142 in Goldendale. This corridor provides connections to the Wishram Amtrak Station via SR 14. Mount Adams Transportation Service provides dial-a-ride throughout Klickitat County. Corridor shoulders are the only pedestrian and bicyclist accommodations available.

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 to US 97 is a two-lane, undivided, unsignalized highway which includes center turn and passing lanes, and slow vehicle turnouts. The corridor includes the two-way, two-lane Maryhill couplet at the SR 14 junction, which also has a center turn lane. The annual average daily traffic on this corridor is highest at the SR 14 junction near Maryhill and lowest on the Maryhill couplet.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 98% of surveyed pavement on the corridor is in fair or better condition.
- Three fish passage barriers have been mitigated.
- Satus Pass is rarely closed by snow during winter months.

What needs to change?

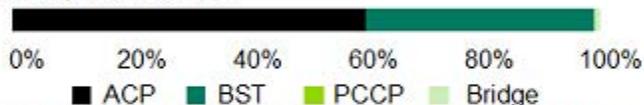
- There is no chain-off area available for semi-trucks, causing them to stop on northbound lanes.
- Fish passage barriers are present along the corridor.
- Three bridge preservation needs have been identified on the corridor.
- The segment in Klickitat County has a medium climate change vulnerability rating and the segment in Yakima County has a high climate change vulnerability rating.

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

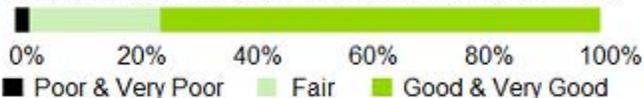
High	Low	
6,591	2,242	Annual Average Daily Traffic (AADT)
42.7%	22.1%	Bus/Truck Percent
121.8		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$54,363,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

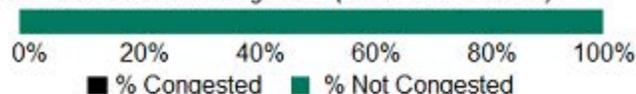


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	60% Passable	40% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	33.3% Resolved	66.7% Unresolved
Wildlife Connectivity	1 Structures in Place	55 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
	98.6	% of Corridor with high potential for increased Climate Impacts
	2	Wetland Mitigation Locations
	1	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:

- Interest for additional/lengthened passing lanes.
- Concern over Maryhill Park entrance and interchange not being efficient due to steep grades, curving highway, the BNSF bridge, and few solutions to mitigate issues.
- Interest in wildlife crossings.
- Rumble strips near Brooks Memorial causing concern for campers and residents at the park.

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 five Pavement actions in the next six years encompassing 58% of the corridor.</i>
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Structures	<i>WSDOT has identified four Structures 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:

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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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