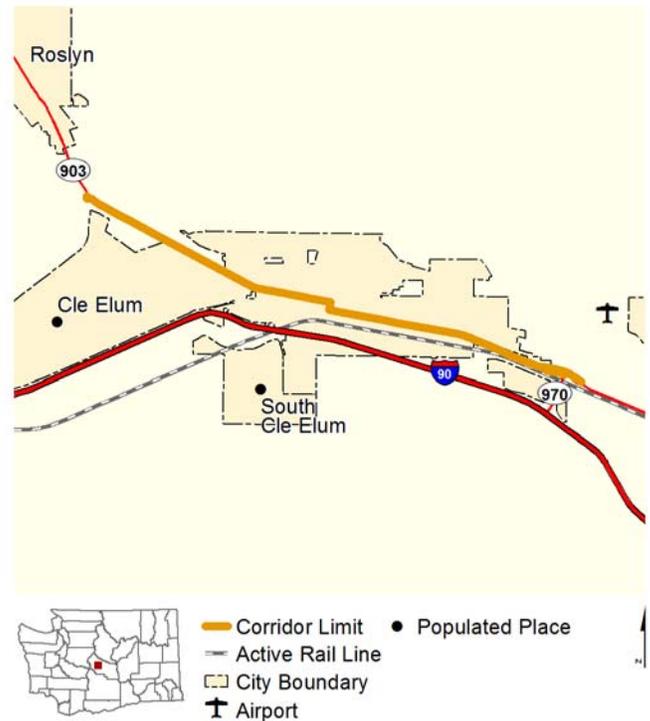


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 903: SR 970 Jct (Cle Elum) to Bullfrog Rd*

This five-mile corridor is located in central Washington State within the city of Cle Elum. The corridor travels from the State Route 970 junction and Bullfrog Road, and includes a 0.33-mile long SR 903 Spur. The corridor is mainly suburban in character with land uses consisting of a mix of commercial, industrial, residential, and institutional uses. Outside the city limits, there are vacant parcels, some of which are developing. The route passes by the Cle Elum Middle School and Cle Elum High School. The Suncadia Properties lie at the west end of the corridor. Multiple parks, such as City Park and Fireman's Park, trails, and canyons surround the corridor. The Yakima River is located to the south of the corridor. There is one airport, the Cle Elum Municipal, located near the east end of the corridor. A portion of the corridor runs parallel to both Interstate 90 and the BNSF Railway. The terrain is rolling as it travels along the forested eastern slopes of the Cascade Mountains.



**Current Function**

SR 903 is located entirely within Kittitas County and links Lake Cle Elum to Roslyn, Cle Elum, and SR 970. This corridor supports the surrounding year-round recreation and tourist areas that are an important part to Cle Elum's economy. The route provides access to the Okanogan-Wenatchee National Forest, Cle Elum Lake, the Yakima River, and other recreational attractors. The corridor also provides access from I-90 to the city of Cle Elum and many businesses cater to the traveling public, recreationalists, and tourists. A portion of the corridor serves as Cle Elum's "main street." The corridor is an important freight route within the city of Cle Elum and serves some industrial areas on the east end of Cle Elum. During I-90 Snoqualmie Pass closures, trucks park along the highway or begin staging when the re-opening is anticipated. The corridor is an important connection to expanding residential growth in the hills north of Cle Elum. While not a long corridor, this route is the sole public road connecting Cle Elum to the Bullfrog Road intersection.

**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 SR 970 is primarily a two-lane, undivided highway. There are left turn lanes and a center lane in downtown Cle Elum. One roundabout is located at the west end of the corridor. The annual average daily traffic on this corridor is highest within Cle Elum and lowest at the junction with SR 970.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no fish passage barriers present on the corridor.
- There are no chronic environmental deficiencies on the corridor.
- Most of the corridor is ranked low priority for habitat connectivity issues.

### What needs to change?

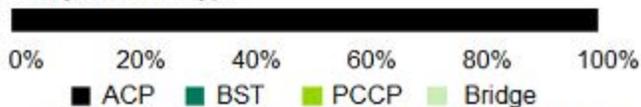
- Roughly 10% of surveyed pavements on the corridor are in poor to very poor condition.
- There are eight confirmed or suspected contaminated sites (mostly old gasoline stations or industrial sites), and six leaking underground storage tanks.
- The entire corridor is rated as moderate for climate impact vulnerabilities, due to the potential for wildfires.
- Truck parking and staging issues when Snoqualmie Pass closes.

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

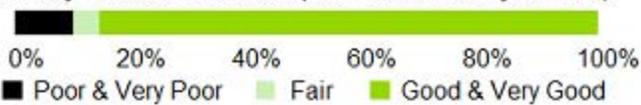
High	Low	
5,192	2,607	Annual Average Daily Traffic (AADT)
15.3%	5.0%	Bus/Truck Percent
10.66		Number of Lane Miles
6		# of Signalized/Stop Controlled Intersections
\$1,114,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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

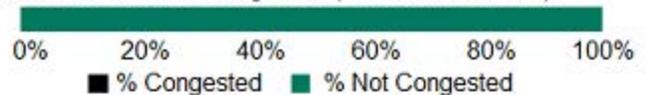


#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	1 BMPs	Retrofit Prioritization in progress
92.7	% 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 is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

## 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, rest areas, and pavement repair.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 93% 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:

### Paul Gonseth

South Central Region Planning Office

Planning Engineer

509-577-1630

gonsetp@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](mailto: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.