

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 730: Oregon State Line to US 12 Jct

This six-mile long east-west long corridor is located in southeastern Washington State, just north of the Oregon state line. The corridor travels between the Oregon state line and the US Route 12 junction in Wallula. Additionally, the corridor includes 0.30-mile long US 730 Spur, which is located at the north endpoint of the corridor. The corridor is primarily rural in character with land use consisting of open, undeveloped land. Port Kelley, Walla Walla Yacht Club, Northwest Grain Growers, and a small rural residential community at the junction of US 12 dot the corridor. Twin Sisters Rock, a recreational site, is located toward the north of the corridor. The Walla Walla River is located at the north end of the route, and the entire corridor parallels the Columbia River. The entire route runs adjacent with the Union Pacific Railroad and runs parallel to the BNSF railway located across the Columbia River. Topography on the corridor is rolling. The highway is located on a narrow strip of land between the Columbia River and the Union Pacific mainline railway on one side and steep canyon walls on the other.



Current Function

US 730 is an east-west national highway that connects I-84 and Umatilla in Morrow County, Oregon with the Wallula junction at US 12 in Washington. This corridor primarily supports interregional and agricultural uses connecting Interstate 84 in Oregon to US 12 in Washington. There are large volumes of freight trucks on this route accounting for roughly half of the traffic – the highest percentage of freight trucks of any highway in the region. Commodities hauled include wood, grain, and produce products. The Union Pacific railroad line is adjacent to the highway, and there are two barge terminals (Port Kelley and Northwest Grain Growers) along the corridor used to haul grain products and other freight and goods. A weigh station is located along the US 730 Spur highway at the US 12 junction. The corridor provides access to nearby recreational and historical areas including the Madame Dorian Memorial Park, Wallula Gap National Natural Landmark (Twin Sisters), and a Lewis and Clark interpretive sign. There are scenic view pullouts along the corridor. Bicycling and pedestrian use is permitted along the corridor's shoulders.

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 US 730 is a two-lane, undivided highway. The annual average daily traffic on this corridor is highest at the Oregon state line and lowest on the US 730 Spur.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no fish barriers along the corridor.
- There are no identified chronic environmental deficiencies on the corridor.

What needs to change?

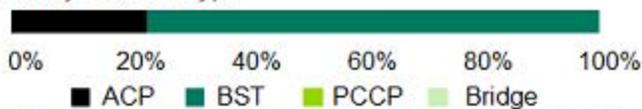
- Roughly 95% of corridor pavement conditions have not been surveyed.
- There are unstable slopes and rock fall issues along the corridor.
- Recreational parking areas and pedestrian hazards (pullouts, wider shoulders for multimodal use, and pedestrian crossings at pullouts) are inadequate.
- The north end of the corridor is a high priority for habitat connectivity investment.
- The sight distance is limited on some of the curves making it difficult to see and to gauge if there is an opportunity to enter the highway.

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

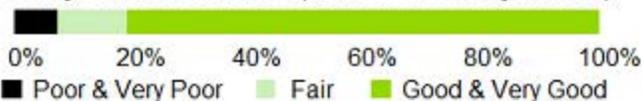
High	Low	
10,345	1,737	Annual Average Daily Traffic (AADT)
14.7%	6.3%	Bus/Truck Percent
22.64		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$1,548,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

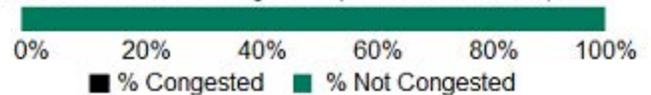


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	None	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	0 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
None	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:

- Concern over rock falls, lack of adequate passing opportunities, sharp curves, wildlife on roadway, and bicyclists and pedestrians on corridor.
- Concerns for adequate recreational parking along the corridor.

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 safety patrols.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 95% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified seven Other Facilities actions in the next six years encompassing 25% 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:

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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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