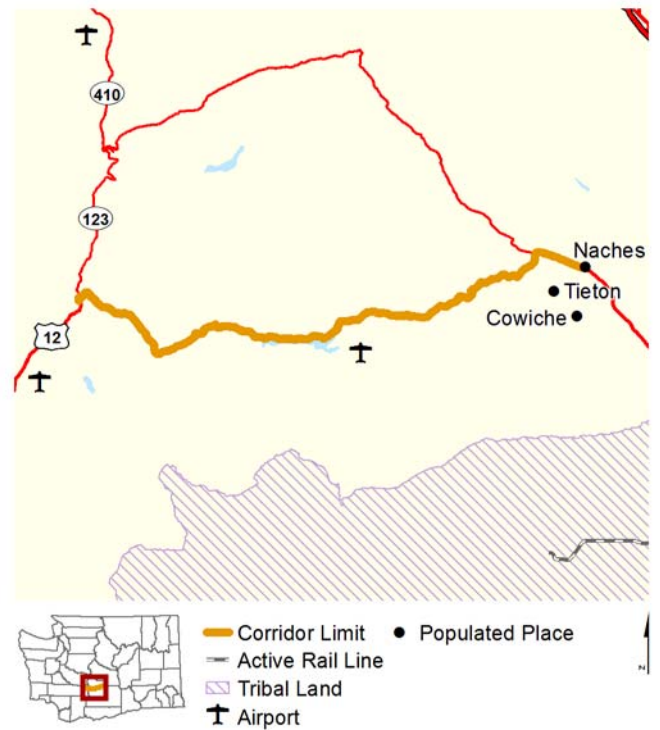


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*US 12: SR 123 Jct to Naches*

This 51-mile long east-west corridor is located in south central Washington. The corridor runs through Lewis and Yakima counties between the State Route 123 junction and the city of Naches. The corridor is rural in character. The western end of the corridor passes through mountainous terrain with steep grades on both sides of White Pass and is heavily forested in the west and scrub forest in the east; between SR 410 junction and Naches, the corridor passes through irrigated agricultural and rural residential land. The corridor passes through the town of Rimrock, as well as White Pass Ski Resort, Rimrock Lake Resort, Cove Resort, and Silver Beach Resort. There are twelve different campgrounds adjacent to or near the corridor. The Oak Creek Wildlife Area is located near the SR 410 junction and is a popular site to watch elk feeding. The Tieton State Airport is located just east of Rimrock Lake. Tieton Dam is located on Rimrock Lake, and between the Tieton Dam and the SR 410 junction, the corridor follows the Tieton River, through a canyon until the confluence of the Tieton and Naches rivers. Between the SR 410 junction and Naches, the corridor runs parallel to the Naches River.



**Current Function**

US Route 12 is a major east-west US highway crossing the northern United States between Aberdeen and Detroit, Michigan. This section of US 12 is an important highway for long-distance travel providing access to a year-round mountain pass highway, and operates as an important statewide freight alternative to Interstate 90 Snoqualmie Pass. The corridor provides connections to SR 410, SR 123, Chinook Pass, Cayuse Pass, and Mt Rainier National Park. The route provides access to numerous recreational facilities that include camping, hiking, fishing, hunting, boating, rock climbing, white water rafting, and kayaking. Recreational destinations along the corridor include, but are not limited to, the Gifford Pinchot National Forest, Goat Rock Wilderness, William O. Douglas Wilderness, Okanogan-Wenatchee National Forest, Rimrock Lake, and Clear Lake. Public transportation is not available on this route, however one park and ride is located at the SR 410/US 12 junction. There are no designated bike lanes present on the corridor.

**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 segment of US 12 is a two-lane, undivided, unsignalized highway. The corridor includes frequent turnouts/tourist viewing areas and several truck climbing lanes through the Cascade Mountains. The annual average daily traffic on this corridor is highest at the western Naches city limits and lowest near the west end of the corridor at the SR 123 junction in the Gifford Pinchot National Forest.

### What's working well?

- The entire corridor operates above WSDOT's accepted congestion threshold.
- Approximately 99% of surveyed pavements on the corridor are in fair or better condition.
- Current access control measures maintain the high-speed, long-distance transit nature of the corridor.
- The frequent turnouts along Rimrock Lake allow motorized freight to safely park with no issues.

### What needs to change?

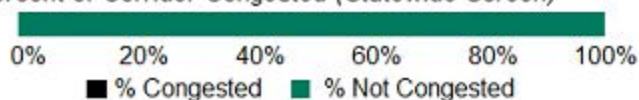
- Steep grades slow freight traffic and faster vehicles are passing them in the opposite travel lane.
- There are five bridge preservation needs on the corridor, including a bridge replacement.
- The western section of the corridor has a high climate change vulnerability due to forest fires.
- The corridor experiences extreme weather closures due to mudslides, rock falls, and road washouts.

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

High	Low	
8,048	1,651	Annual Average Daily Traffic (AADT)
22.3%	9.0%	Bus/Truck Percent
103.6		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$47,475,000		Corridor Investments (2005-2016)

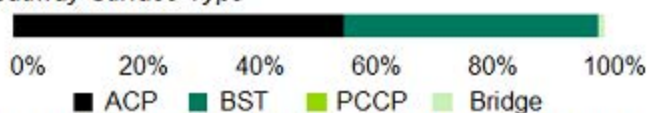
### Mobility

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	73.3% Passable	26.7% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	51 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
92.1	% of Corridor with high potential for increased Climate Impacts	
2	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 collected feedback from agency partners. Key themes included:

- One partner would like see a more active WSDOT policy regarding danger tree management.
- Concerns about making improvements in order to mitigate habitat connectivity issues on the corridor.
- A desire to decrease the impact of any future corridor improvement projects on the area's large stream network.

## 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 rest areas.</i>
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Pavement	<i>WSDOT has identified five Pavement actions in the next six years encompassing 47% 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 six Other Facilities actions in the next six years encompassing 100% 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.

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