

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 129: Oregon State Line to 1st St/Washington St Int. (Asotin)

This 36-mile long north-south corridor is located in the southeastern corner of Washington. The corridor runs between the Oregon State Line and the city of Asotin along the Snake River and near the Idaho border. The corridor passes through Fields Spring State Park, the unincorporated community of Anatone, and the city of Asotin. The corridor is primarily rural in character with agricultural fields and undeveloped areas. Within Anatone, land use is rural residential with no retail services. Asotin is the only incorporated community on the corridor, and has residential, commercial, and institutional land uses. Terrain is mountainous as the corridor passes through a steep canyon that descends to the Grande Ronde River. The route exits the steep canyon at Fields Spring State Park, and onto a plateau traversing past high dryland farms and the community of Anatone before descending another steep canyon toward Asotin. In addition to the Grande Ronde River, the corridor is near the Snake River in Asotin. Vegetation is composed of dry grasses, irrigated fields, and a section of forest in mid-corridor.



Current Function

State Route 129 is a remote state highway located in Asotin County serving the city of Asotin, the community of Anatone, the Umatilla National Forest, and surrounding areas. This corridor is a north-south lifeline between northeastern Oregon and southeastern Washington, and one of only two routes out of the Enterprise and the Wallowa Valley in Oregon. This corridor is an essential connection for northeast Oregon, moving goods and services in the Clarkston/Lewiston metropolitan area. The route’s primary functions are for recreation, agriculture and forestry. The highway connects many outdoor recreational areas between Enterprise and Asotin, including Fields Spring State Park and the Grand Ronde River. Inside the city of Asotin, the corridor is adjacent to the Asotin County Fair and Hells Canyon Rodeo fairgrounds. The route also provides access to agricultural land (ranching, hay, and grain) and forests on both federal and private land allowing commodities to get to market.

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 129 is a two-lane, undivided highway with multiple switchbacks as the corridor ascends and descends canyon walls. The annual average daily traffic on this corridor is highest in Asotin and lowest at the Oregon border.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- One fish passage barrier was improved to allow passage of fish.
- Six sections of highway were stabilized for rockfalls and landslides and are functioning well.

What needs to change?

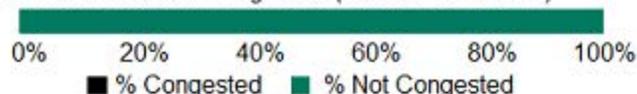
- Roughly 95% of pavement conditions have not been surveyed.
- One bridge preservation need has been identified on the corridor.
- This corridor experiences landslides, rockfall, flooding, fires, tree fall, snow slides and avalanches.
- There are a significant number of run-off-the-road and impact-to-guardrail crashes on the corridor.

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

High	Low	
3,629	245	Annual Average Daily Traffic (AADT)
23.0%	5.3%	Bus/Truck Percent
73.28		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$6,900,000		Corridor Investments (2005-2016)

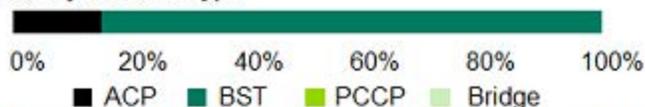
Mobility

Percent of Corridor Congested (Statewide Screen)

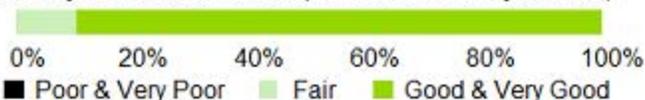


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	66.7% Passable	33.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	2 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:

- "Park Road" is used as a temporary entrance during winter operations. Some partners expressed a desire for better signing/notification along the road.

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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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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