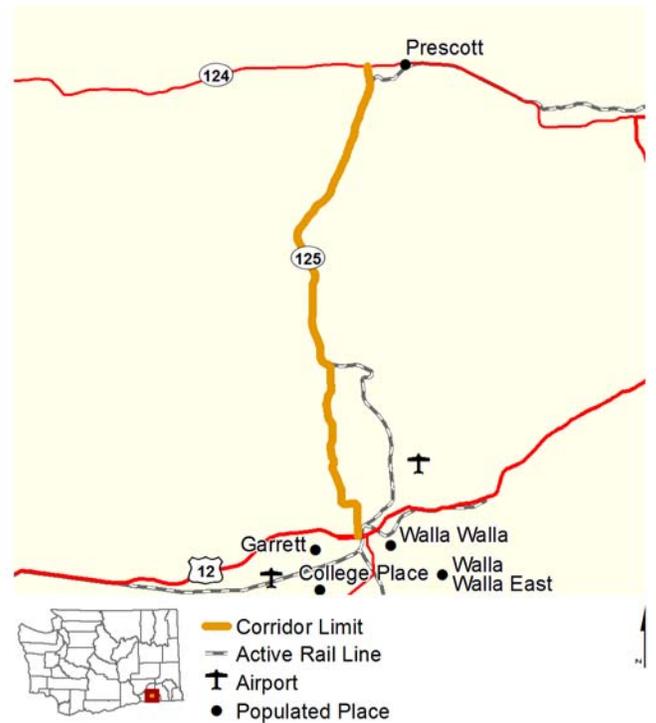


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 125: US 12 Jct (US 12 Uxing) to SR 124 Jct

This 18-mile long north-south corridor is located in southeastern Washington, north of Walla Walla. The corridor travels between the US Route 12 undercrossing in Walla Walla and the State Route 124 junction in Prescott. The corridor is primarily rural in character with land uses including dryland farming, and small amounts of residential and commercial uses. Within Walla Walla's city limits, land uses are dense and include residential developments, commercial, and light industrial uses. The Washington State Penitentiary is located near Walla Walla. The route crosses over Dry Creek mid-corridor and Touchet River at the north end. The Palouse River and Coulee City Railroad follows the road alignment very closely and crosses both at several locations. Two airports, Walla Walla Regional and Martin Field, are both located at the south end of the corridor in Walla Walla. Terrain is mostly rolling as the route travels over surrounding hills.



Current Function

SR 125 is a state highway that runs between the Oregon state line and SR 124 near Prescott, serving as a connector between US 12 and SR 124. This corridor is a rural-major collector connecting the communities of Walla Walla and Prescott, and provides a passage through the hills to the Touchet Valley to the north. SR 125 provides a crossing over Dry Creek. It serves the adjacent dryland farms and as a farm-to-market route for the surrounding area moving goods throughout the region. SR 125 is the major access to the Washington State Penitentiary on the north side of Walla Walla. The route is used for travel to Walla Walla and recreational commuters to the Walla Walla County Fairgrounds. Valley Transit provides fixed route service as well as Dial-A-Ride. The corridor includes bicycle lanes, sidewalks, and multi-use paths within the city of Walla Walla. Many bicyclists use the corridor shoulders for recreation. The Palouse River and Coulee City Railroad serve 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 corridor is a two-lane, undivided highway. The annual average daily traffic on this corridor is highest at its junction with US 12 and lowest just north of the Washington State Penitentiary.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no bridge preservation needs identified on the corridor.

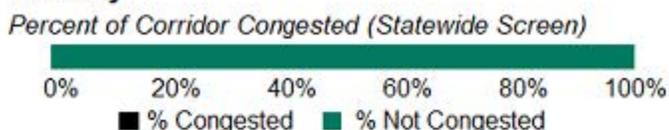
What needs to change?

- Roughly 16% of surveyed pavements on the corridor are in poor to very poor condition.
- It can be difficult for vehicles to see one another at the SR 125/Valley Grove Road intersection due to a hill, the highway curving, and Valley Grove Road intersecting SR 125 at a skew angle.
- SR 125 crosses the railroad at a steep angle plus the highway curves away from the crossing both north and south, causing potential difficulty for highway traffic to see train traffic on the Palouse River and Coulee City rail line at the crossing north of Cochran Road.

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

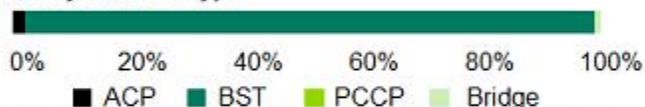
High	Low	
3,179	653	Annual Average Daily Traffic (AADT)
12.9%	7.4%	Bus/Truck Percent
35.14		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$616,000		Corridor Investments (2005-2016)

Mobility

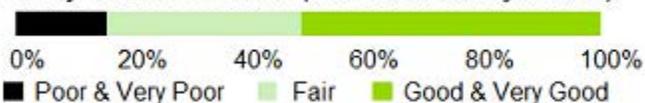


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



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	0 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% 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 collected feedback from agency partners. Key themes included:

- Interest in maintaining current corridor for agriculture/freight movement.
- One partner suggested the use of lower-cost "smart" devices that monitor speed and prompt drivers to slow down on corners.
- Concern about the three narrow bridges on the corridor.
- Concern about a sharp curve in the highway just north of the Washington State Penitentiary.
- There is inadequate sight distance from the top of the hill between Harvey Shaw Road and Bergevin Springs Road due to hills and curves.

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>
-------------------	---

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>
----------------------	--

Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
--------------------	---

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>
-----------------------	--

Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
------------	--

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>
-------------	---

Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 97% of the corridor.</i>
----------	---

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>
----------	---

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 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.