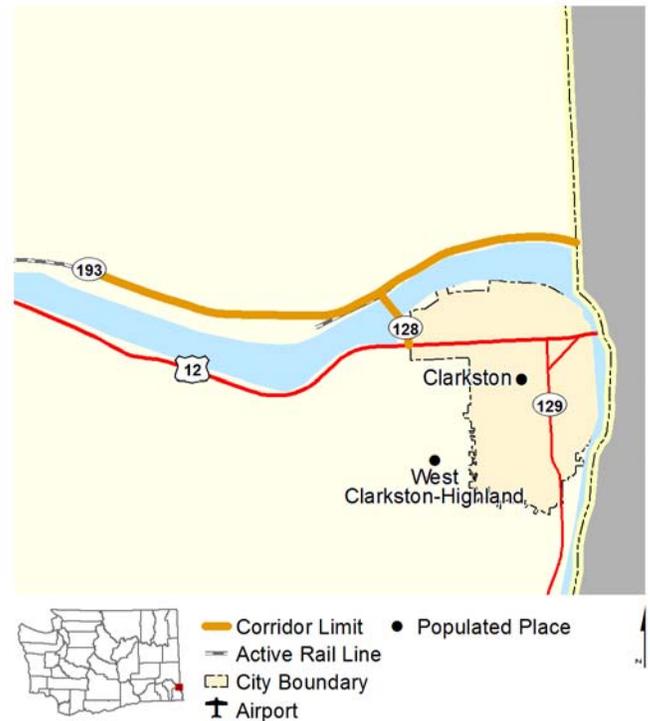


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 128: US 12 Jct to Idaho State Line

This five-mile long east-west corridor is located in extreme southeast Washington, near the Washington-Idaho border. The corridor is comprised of two state routes, State Route 128 and SR 193. SR 128 travels between US Route 12 in Clarkston and the Washington-Idaho border. SR 193 travels between SR 128, the Port of Wilma, and the county-owned Wawawai Road west of the port. The corridor is squeezed between the Great Northwest Railroad and Snake River on one side and a steep hill on the other side dominating the landscape and rising over 2,000 feet above the river. The character is a mix of rural and industrial. Land uses consist of undeveloped land, industrial including a lumberyard, two agricultural-related plants, and the Port of Wilma – a barge port on the Snake River. In Clarkston, the land uses include commercial, light industrial and residential laid out in a grid pattern. The route crosses the Snake River between Clarkston and the Port of Wilma via the Red Wolf Crossing Bridge. The corridor's topography is a mix of level and rolling terrain with vegetation consisting of dry grasses.



Current Function

SR 128 is a state highway serving Asotin and Whitman counties, and SR 193 is a state highway that serves the Port of Wilma in Whitman County. SR 128 primarily serves as a bypass route around the Clarkston and Lewiston metropolitan areas, and SR 193 as access to the Port of Wilma. The route functions as an urban/rural-major collector and an important freight corridor. The route provides a Snake River crossing. Outside the Lewiston-Clarkston area, the next Snake River crossing downriver is 54 miles away. The route serves port industries, agricultural-related traffic, tourists, and commuters. It also provides access to the Port of Lewiston in Idaho just across the Washington-Idaho border. Additionally, the corridor provides access to river and outdoor recreational areas west of the corridor's termini. The corridor has junctions with US 12 and US 95.

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

The SR 128 portion of the corridor is a two-lane, undivided highway with left turn lanes near the US 12 junction. The SR 193 portion of the corridor is a two-lane, undivided highway throughout. The annual average daily traffic on this corridor is highest at the SR 128/US 12 junction and lowest just west of the SR 193/SR 128 junction.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.

What needs to change?

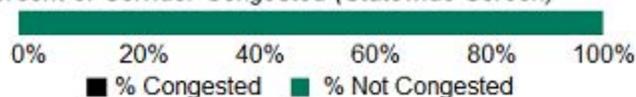
- Roughly 95% of corridor pavement conditions have not been surveyed.
- There is one bridge preservation need on the corridor for a bridge deck; the bridge is scheduled to be resurfaced in 2018.
- The bicycle-pedestrian pathway on the Snake River Bridge (Red Wolf Bridge) is cut off from the paved shoulder by the guardrail.
- The paved shoulders on SR 128 in Whitman County are very narrow and do not allow space for bicyclists, pedestrians, or as a refuge for disabled vehicles.
- Paved corridor shoulders on SR 193 are narrow providing a tight corridor for non-motorized travel and no refuge for disabled vehicles.
- There are four active rockfall locations on SR 128 and one on SR 193.

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

High	Low	
4,664	1,602	Annual Average Daily Traffic (AADT)
43.6%	17.3%	Bus/Truck Percent
9.64		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$377,000		Corridor Investments (2005-2016)

Mobility

Percent of Corridor Congested (Statewide Screen)

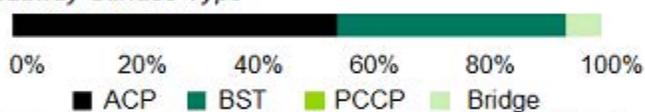


Environment

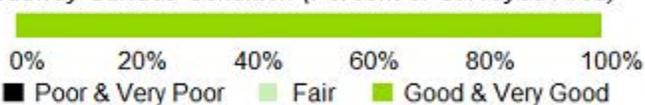
	Protect	Restore/Enhance/Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

Preservation

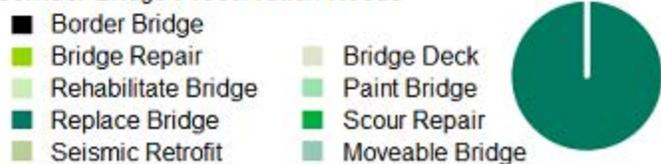
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



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:

- SR 193 is in good condition and has worn well with previous traffic levels.

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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Structures	<i>WSDOT has identified one Structures action in the next six years encompassing 6% 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.

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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.

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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.

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