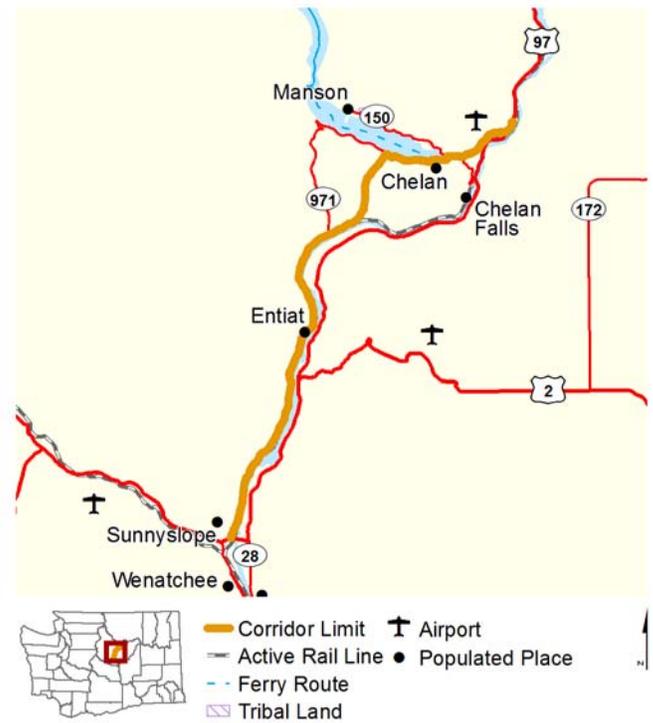


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 97A: US 2 Jct to US 97 Jct

This 40-mile long north-south corridor is located in central Washington along the Columbia River. The corridor runs between the unincorporated community of Sunnyslope, north of Wenatchee, and the city of Chelan. The route passes through the city of Entiat and near Moody Canyon, Rocky Reach Dam, and Lake Chelan. The corridor's character outside of communities is rural with land use consisting of hilly, open, undeveloped areas. Within communities, the corridor is higher-density suburban with land uses consisting of residential, commercial, and pockets of light industrial. The corridor's terrain is rolling as it travels adjacent to the foothills of the Wenatchee National Forest. In addition to the Wenatchee National Forest, the route is near the Wenatchee Confluence State Park, Castle Vineyards and Tunnel Zip Lines, and the Gallagher Flat State Wildlife Recreation Area. This corridor encounters multiple canyons. A majority of the corridor is adjacent to the Cascade and Columbia River Railroad and the Chelan Municipal Airport is located at the north end of the route.



Current Function

US Route 97 Alternate is the alternate north-south route to US 97 along the Columbia River. This corridor provides access to the communities of Wenatchee, Entiat, Chelan, Chelan Falls, and the Chelan City Airport. The route intersects with State Route 971, SR 150, and US 97 to provide connections to other communities, as well as access to two Amtrak stations located in Leavenworth and Wenatchee. Trip attractors along the corridor include those traveling to Lake Chelan, the Columbia River, and Slidewaters, a family aquatic park. Off the corridor, Lake Chelan Hospital provides senior shuttle services, and Mill Bay Casino provides shuttle service into Chelan. Link Transit provides fixed route service. Five park and rides are located off the corridor while another two are easily accessible in Wenatchee.

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 97A is a two-lane, undivided highway that runs adjacently along the Columbia River and parallel to US 97 located on the other side of the river. Within Chelan, Entiat, and Sunnyslope the route transitions to a three- and four-lane, undivided highway with occasional turn lanes. The annual average daily traffic on this corridor is highest at the intersection with SR 150 and lowest near the north end point in Chelan.

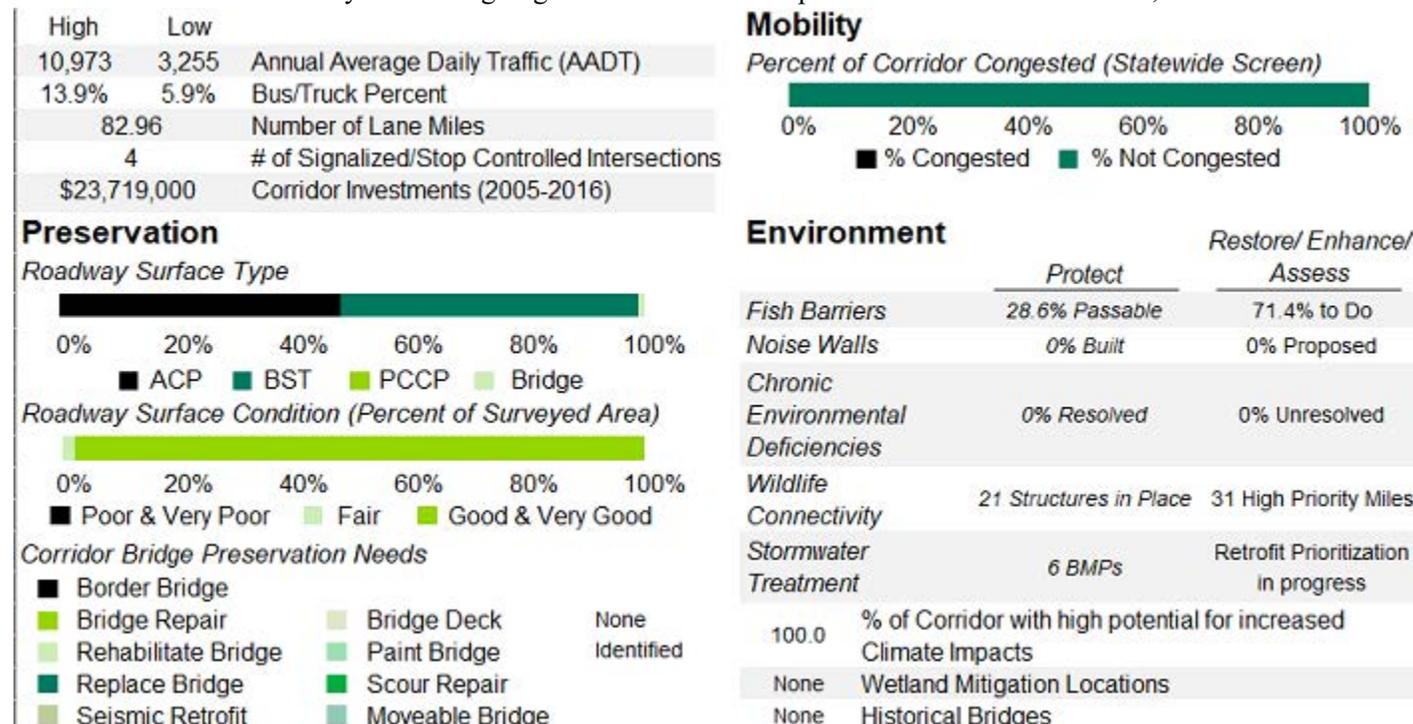
What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Wildlife fencing along the corridor has been effective.
- Passing lanes, transit pullouts, and the Entiat Park and Ride on the corridor have been successful.

What needs to change?

- Rock slope stabilization is a serious concern in the vicinity of the Knapps Hill Tunnel.
- Pedestrian crossings in the vicinity of Chelan Elementary School are inadequate.

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



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 a rock slope stabilization program.
- Concern over parking occurring on the highway shoulders in the vicinity of Lakeside Park during summer months.
- Interest in maintaining Deer Fencing to benefit Big Horn Sheep and Deer population.

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

Multimodal	<i>WSDOT will continue to pursue multimodal strategies to address performance issues, improve connectivity and transportation options while also closing gaps in our non-motorized/active transportation system.</i>
------------	--

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

Preservation

Maintenance	<i>Preservation will include strategic pavement maintenance as necessary to extend the life of the pavement and utility of the asset.</i>
-------------	---

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 ditches.</i>
-------------	--

Pavement	<i>WSDOT will continue to make spot repairs in areas that make sense for preservation of the pavement surface, along with, all other components of the roadway prism.</i>
----------	---

Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 11% of the corridor.</i>
----------	---

Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i>
------------	--

Other Facilities	<i>WSDOT has identified 10 Other Facilities actions in the next six years encompassing 3% of the corridor.</i>
------------------	--

Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 11% 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:

Nicholas Manzano

North Central Region Planning Office

Planning Manager

509-667-2905

ManzarN@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.