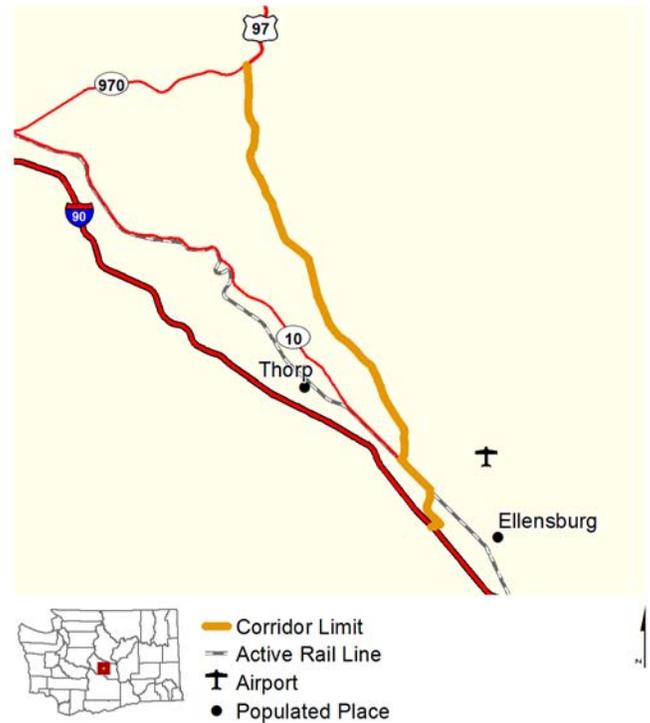


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 97: I-90 Jct (Ellensburg) to SR 970 Jct (Virden)

This 16-mile north-south corridor is located in Kittitas County along US Route 97. The corridor runs between the junction with Interstate 90 in Ellensburg and the State Route 970 junction in Virden. The northern end of the corridor is located in the eastern foothills of the Cascade Mountains, while the southern end descends into the Kittitas Valley. The corridor runs along the west edge of the valley, crosses over a ridge and descends into the Hidden Valley. The character of the corridor is very rural with open, undeveloped areas being the predominant land use. A small number of residences are dotted throughout the route, and there are a few driveways located directly on the corridor. Other land uses along the corridor include agriculture and industrial. The corridor travels through areas with irrigated field crops, dryland ranching and open acreage, large wind farms, and mixed dryland forest and grasslands. There are small clusters of deciduous and coniferous trees scattered throughout the corridor particularly along creek drainages such as Dry Creek which follows US 97 for most of the corridor's length.



Current Function

US 97 is one of five major north-south regional highways in Washington, and is part of an important national and international highway extending from northern California, through Canada, to Anchorage, Alaska. In central Washington, US 97 serves as a high-speed route over Blewett Pass connecting Ellensburg and the Kittitas Valley to Wenatchee and the Wenatchee Valley. The corridor primarily serves as a freight corridor moving high volumes of trucks and tonnage each year. In the Ellensburg vicinity, the corridor provides a major connection to I-90 and to the city via several local arterial roads. Traffic in the urban area includes commuters going to and from Ellensburg, students traveling to Central Washington University, and recreational users accessing nearby recreational facilities. The City of Ellensburg's Central Transit now offers service to the US 97/Dolarway intersection. There are sidewalks in the urban area for pedestrians and shoulders in the rural area for non-motorized users.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same. The recently completed Connecting Washington Dolarway Intersection Improvements project replaced the previous four-way stop with a two-lane roundabout. WSDOT expects substantial reductions in delay due to the project as well as improvements to economic vitality and safety. The project will also link pedestrian facilities north and south of the intersection. Pedestrian mobility will greatly improve through and across the intersection. Kittitas County and the City of Ellensburg partnered with WSDOT including contributing significant funds for this project.

Highlights and Performance

Most of the corridor is a two-lane, undivided highway. US 97 widens to four lanes in Ellensburg with a two-way left turn lane before intersecting Dolarway Road at the new roundabout. The annual average daily traffic is highest at the I-90 junction and lowest at the SR 10 junction.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Approximately 99% of surveyed pavements on the corridor are in fair or better condition.
- The new Dry Creek Bridge remedied a fish passage barrier and reduced the potential for flooding.
- The US 97/I-90 interchange and Dolarway Rd intersection project has addressed congestion and a gap in the pedestrian network.

What needs to change?

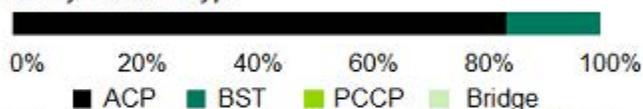
- The entire corridor has a recurrent flooding issue and a medium climate change vulnerability rating.
- The last mile of the corridor has a high priority habitat connectivity issue.
- The corridor has chronic environmental deficiencies.

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

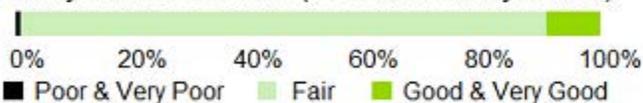
High	Low	
17,056	2,505	Annual Average Daily Traffic (AADT)
24.2%	22.1%	Bus/Truck Percent
33.4		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$5,846,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

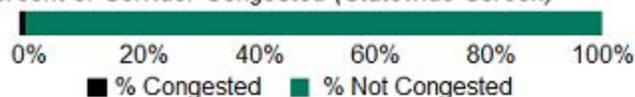


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	71.4% Passable	28.6% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	50% Resolved	50% Unresolved
Wildlife Connectivity	0 Structures in Place	9 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
99.3	% 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:

- Partners expressed concern over newly installed sections of pavement on the corridor, which appear to need to be resurfaced more frequently.
- A desire for improvements to decrease frequent flooding and drainage issues along the corridor.
- Our partners supported the recently completed US 97/I-90 interchange and Dolarway Road intersection project that has now addressed congestion at Dolarway 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>
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>Further information about the proposed strategies can be found attached at the end of this document.</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, rest areas, and pavement repair.</i>
Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 94% 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>
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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.

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.

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