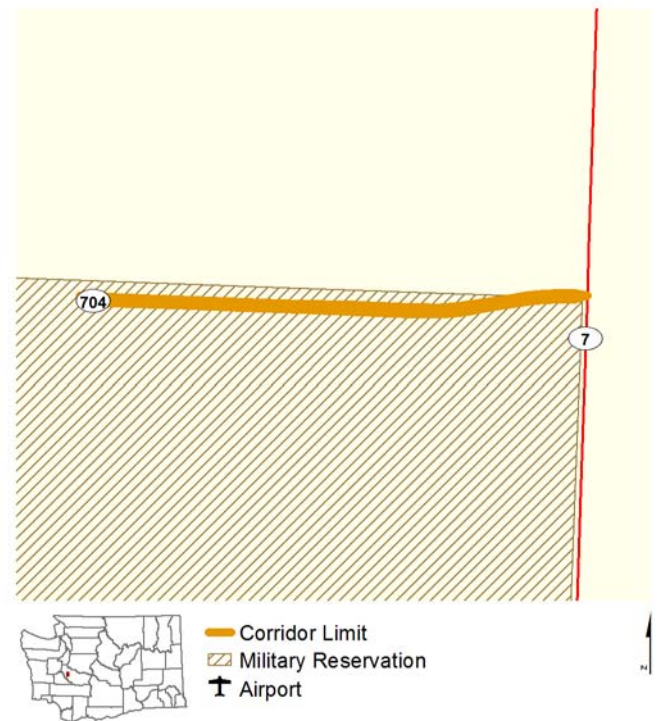


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

## SR 704: Cross-Base Hwy

This 0.63-mile long east-west corridor is located in western Washington, paralleling the borders of the city of Spanaway and Joint Base Lewis-McChord. The corridor runs between Spanaway Loop Road S and State Route 7. The corridor's character is a mixture of urban and rural. Land use north of the corridor is single-family residential enclosed in a noise barrier. Military lands are located directly south of the corridor and a pocket of commercial land use is located at the eastern terminus. Commercial establishments surrounding the SR704/SR 7 intersection consist of financial institutions, a Chevron gas station, a shopping plaza, restaurants, and the Spanaway Multicare Clinic. The military lands along the corridor is the largest remnant oak woodland-prairie left in the Puget Sound area. Spanaway Lake is located to the north of the corridor. The short corridor travels through level terrain. Vegetation along the corridor includes thick forestland as well as maintained landscape.



## Current Function

SR 704 is also known as the Cross-Base Highway located entirely in Pierce County. The corridor provides access to nearby recreational attractions which include Spanaway Lake Park and Mt Rainier National Park. The corridor also provides access to local road, Spanaway Loop Rd S, in which commuters use to bypass SR 7. Wide shoulders enable bicycling and pedestrian use on 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

SR 704 is a five-lane, divided highway with three eastbound lanes and two westbound lanes. At the east end of the route, the corridor transitions to a seven-lane highway with two eastbound right turn only lanes, one left turn only lane, and two lanes heading east and west bound each. The annual average daily traffic on this corridor is highest at the intersection with Spanaway Loop Road S and lowest at the Spanaway Multicare Clinic.

### What's working well?

- 98% of surveyed pavements on the corridor are in fair or better condition.
- The corridor has a low rating for climate vulnerability impacts.

### What needs to change?

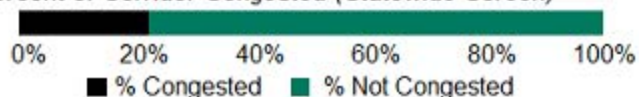
- Roughly 22% of this corridor experiences congestion on a regular basis.

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

| High   | Low    |   |
|--------|--------|---|
| 21,728 | 21,728 | Annual Average Daily Traffic (AADT)           |
| 5.1%   | 5.1%   | Bus/Truck Percent                             |
| 2.79   |        | Number of Lane Miles                          |
| 2      |        | # of Signalized/Stop Controlled Intersections |
| \$0    |        | Corridor Investments (2005-2016)              |

### Mobility

Percent of Corridor Congested (Statewide Screen)

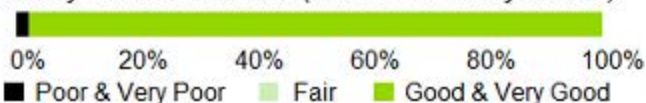


### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)



#### Corridor Bridge Preservation Needs



### Environment

|                                    | Protect   | Restore/ Enhance/ Assess            |
|------------------------------------|---|-------------------------------------|
| Fish Barriers                      | None  | 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               | 13 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:

- JBLM staff would like the addition of a second bridge over SR 704 for access between both bases, although there is no funding available.
- Environmental concerns on the corridor; the route passes near the western gray squirrel and other wildlife habitat.

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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 rest areas.</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:

### Dennis Engel

Olympic Region Planning Office

Planning Manager

360-357-2651

[engeld@wsdot.wa.gov](mailto:engeld@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](mailto: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**

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