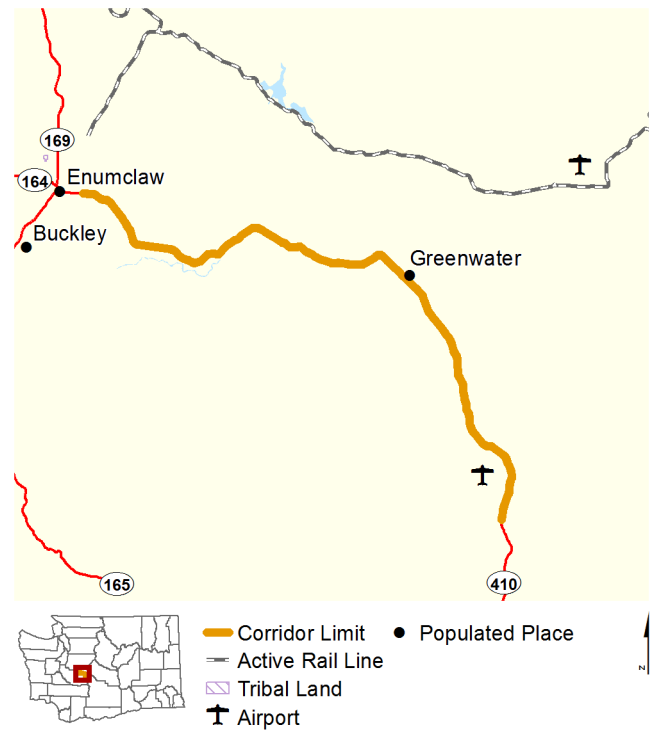


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 410: 284th Ave SE (Enumclaw) to Mt Rainier National Park

This 32-mile long east-west corridor travels between the 284th Ave SE/Farman St N junction in Enumclaw and Crystal Mountain Boulevard near Mt Rainier National Park and Cougar Valley in Pierce County. The corridor is adjacent to the White River. The corridor is suburban in character within Enumclaw, with land use consisting of residential and commercial developments. The rest of the corridor is primarily rural in character. Commercial forest land use is present on either side of White River. Other land uses along the corridor include scattered recreational areas, state parks, and commercial resorts. Crystal Mountain Ski Resort is located near the southern end point. The corridor traverses through rolling terrain as it makes its way through Pierce and King counties.



Current Function

State Route 410 primarily functions as a recreational route providing service to Crystal Mountain Resort, the Cascade Mountains, Mt Rainier National Park, and Mt Baker-Snoqualmie National Forest. Crystal Mountain, the largest ski resort in the state, is a major traffic generator. The corridor is a lahar evacuation route. The corridor provides access to the Ranger Creek State Airport which is a general aviation airport available for recreation and for emergency response. This corridor does not function as a major freight or commuter corridor and fixed route transit service is not available. There are sidewalks present along the corridor in the city of Enumclaw for pedestrian use. Past the city limits there are no pedestrian or bicyclist facilities available.

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 portion of SR 410 is a two-lane, undivided, unsignalized highway. The corridor expands to include a center turn lane in Enumclaw. The annual average daily traffic on this corridor is highest at the 284th Avenue SE intersection in Enumclaw and lowest at the Mt Rainier National Park entrance.

What's working well?

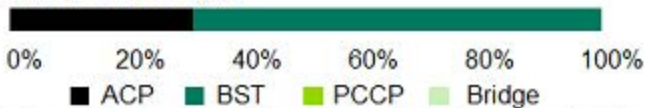
- The entire corridor operates above WSDOT's adopted congestion threshold.
- Approximately 96% of surveyed pavements on the corridor are in good to very good condition.
- There are no chronic environmental deficiency sites on the corridor.
- There are no habitat connectivity sites on the corridor.

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

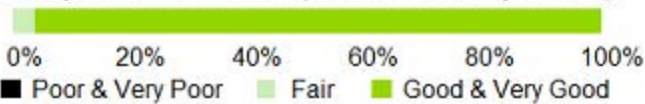
High	Low	
9,241	1,243	Annual Average Daily Traffic (AADT)
26.7%	4.9%	Bus/Truck Percent
81.56		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$11,348,000		Corridor Investments (2005-2016)

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:

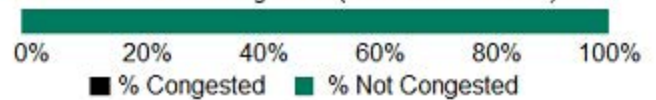
- Concerns expressed about the preservation of recently completed paving east of Enumclaw to the Mt Rainier National Park entrance, especially for bicycle traffic.
- There is a desire for improvements to tourist-oriented facilities along the corridor, particularly concerning informational signage and public hygiene services.
- Emphasis on the fact the corridor is primarily utilized by tourist and logging/aggregate freight traffic resulting in peak congestion during the summer.
- Interest in shuttle services into Mt Rainier National Park and Crystal Mountain Ski Resort.

What needs to change?

- There are multiple fish passage barriers present on the corridor.
- The corridor is prone to extreme weather closures (snow), White River flooding, and has a high climate change vulnerability rating.
- There are no separated pedestrian, bicyclist, or shared-use facilities on the corridor.

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	36% Passable	64% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	20 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
98.9	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

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>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 sweeping and cleaning.</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:

Nazmul Alam

WSDOT Management of Mobility Division

Corridor Planning Manager

206-464-1267

alamn@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.

Notificación de Título VI al Público

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