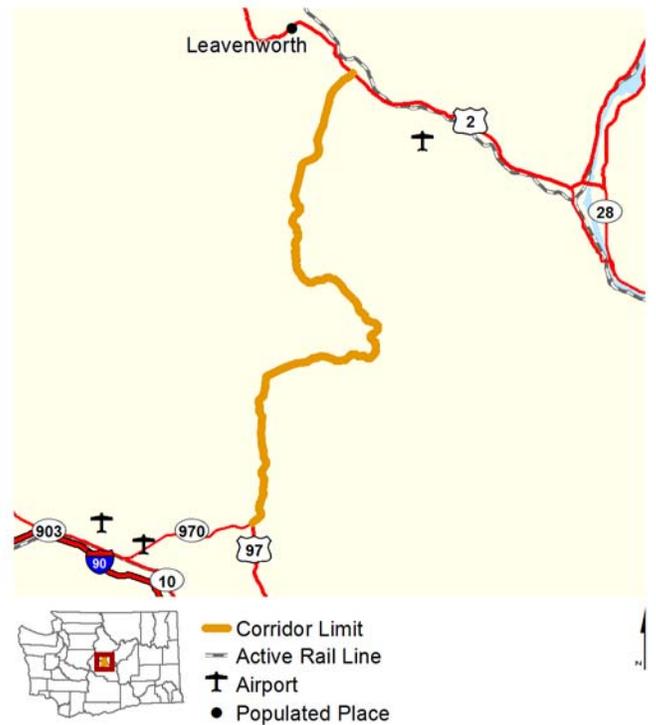


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 97: SR 970 Jct (Lauderdale Jct) to US 2 Jct (Peshastin)

This 35-mile long north-south corridor runs between the State Route 970 junction in Kittitas County, seven miles east of Teanaway, and the US Route 2 junction in Peshastin. The corridor carves its way through the Okanogan-Wenatchee National Forest as it runs parallel to Swauk Creek, crisscrossing the creek. The corridor is rural in character and passes through mountainous terrain. The corridor crosses the Blewett Pass to the US 2 junction, also known as the Don Senn Memorial Interchange. Land uses consist of residential dwellings and agricultural areas. This segment runs perpendicular to the Wenatchee River and the BNSF Railway in Peshastin. Peshastin Creek also runs parallel to a portion of the corridor, eventually draining into the Wenatchee River at its northern terminus. There are several parks such as Peshastin Pinnacles State Park, Teanaway Community Forest, Wenatchee National Forest, and Mount Baker-Snoqualmie National Forest located on the corridor. Three airports are located near this section, DeVere Field and Cle Elum Municipal both located in Cle Elum, and Cashmere Dryden airport located east of Peshastin.



Current Function

US 97 links Weed, California to the U.S.-Canada border in Okanogan County, Washington while serving cities along the route. It is a vital link to Interstate 90 and within Washington, US 97 provides access to forestlands, campgrounds, and other recreation. This segment of US 97 connects with numerous national forest roads, which provide access into the Okanogan-Wenatchee National Forest, Teanaway Community Forest, and other recreation facilities. As a result of the recreational facilities available along the corridor, seasonal events for outdoor activities, such as skiing, hiking, fishing, and hunting, as well as significant holiday and weekend traffic impact this corridor. The corridor also serves commuters who travel to Central Washington University, located southeast of the corridor in Ellensburg. Apple Line, Hope Source, and Wenatchee Mobility Services all provide public transit service on the corridor. One park and ride is easily accessible at the junction of US 2. Bicycle use is permitted on corridor shoulders, as there are no designated bike lanes.

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 US 97 is a two-lane, undivided, unsignalized highway. The corridor includes slow vehicle turnouts and truck climbing lanes at multiple points along the route. The annual average daily traffic on this corridor is highest at the US 2 junction in Peshastin and lowest at the US 970 junction south of the Alpine Lakes Wilderness.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- All surveyed pavements on the corridor are in fair or better condition.
- There are many operational strategies used on the corridor, such as fiber optics and vehicle messaging.
- The corridor's truck climbing lanes operate well to maintain mobility for all forms of traffic.

What needs to change?

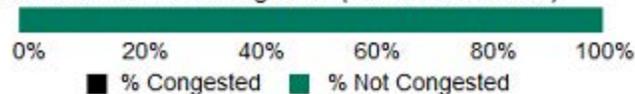
- The corridor has a high climate change vulnerability rating and is prone to extreme weather closures.
- Many creeks that the corridor crosses have major drainage issues.
- There are chronic environmental deficiencies and habitat connectivity sites on the corridor.
- There are 13 fish passage barriers on the corridor.

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

High	Low	
7,513	2,505	Annual Average Daily Traffic (AADT)
24.2%	14.3%	Bus/Truck Percent
97		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$4,790,000		Corridor Investments (2005-2016)

Mobility

Percent of Corridor Congested (Statewide Screen)

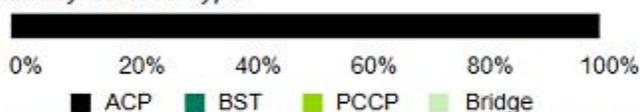


Environment

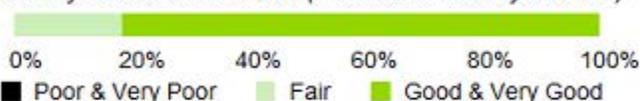
	Protect	Restore/ Enhance/ Assess
Fish Barriers	66.7% Passable	33.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	36 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

Preservation

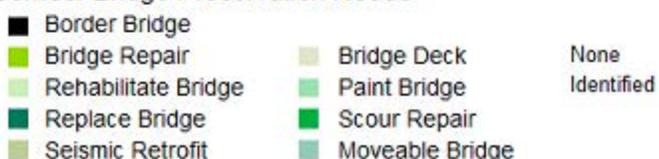
Roadway Surface Type



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:

- A desire to see increased passing opportunities to reduce the conflict between freight and other motorized traffic on the entire corridor.
- Concerns about the impact of deer habitat connectivity on the corridor's mobility.
- Desire to find ways to address the regular washouts and rockslides that occur on the corridor due to stormwater drainage issues and unstable slopes.

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

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

Maintenance	<i>Preservation will include strategic pavement maintenance as necessary to extend the life of the pavement and utility of the asset.</i>
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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>
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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>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 98% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified four Other Facilities actions in the next six years at specific locations within this 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:

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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.

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