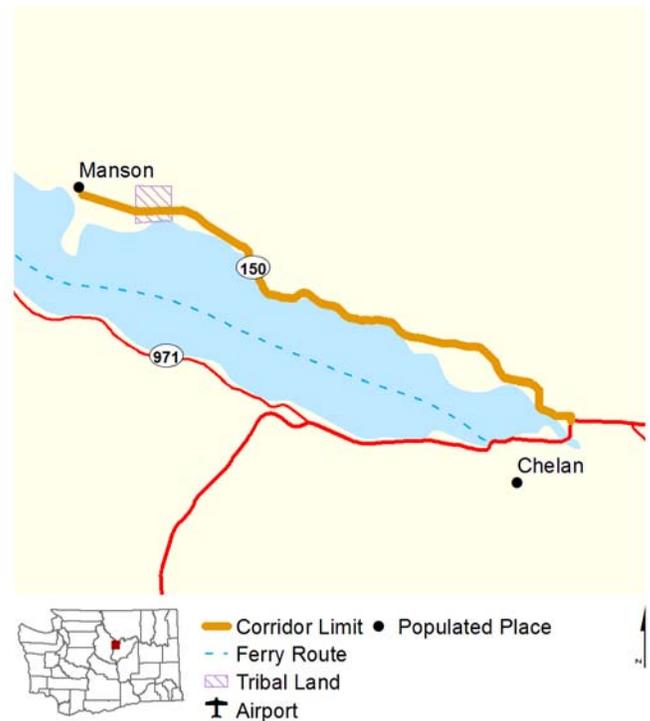


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

### SR 150: Manson to US 97A Jct (Chelan)

This eight-mile long, east-west corridor is located in north central Washington. The corridor is in Chelan County and runs between the unincorporated community of Manson and the US Route 97A junction in the city of Chelan. The corridor travels along the northeastern shoreline of the southeast portion of Lake Chelan, a large recreational attraction within the region. The corridor is suburban in character with many single-family residential, recreational and condominium units. North of the corridor, many land uses are agricultural. Within Manson and Chelan, the corridor is more densely populated and has commercial, downtown mixed uses, and residential land uses. There are also government amenities, public parks, and recreational uses throughout the corridor. Further away from the corridor are more industrial agriculture and agricultural tourism uses. The corridor's terrain is rolling with small mountains encircling Lake Chelan and the route itself. Vegetation on the route primarily includes coniferous trees and sagebrush along with vineyards and orchards.



### Current Function

State Route 150 is a state highway serving Chelan County, traveling between Manson and US 97 at the Beebe Bridge. The corridor is the only route between the communities of Manson and Chelan. Lake Chelan is a major tourist, recreation, and vacation destination during the warmer months of the year, resulting in a large increase in corridor users between Memorial Day and Labor Day. The corridor functions as a farm to market route and provides access for freight to and from the state highway network. Public transportation is available along the route via Link Transit with stops in Chelan and Manson. Within the city of Chelan is the Chelan Municipal Airport. There is also pedestrian and bicyclist use along the corridor and sidewalks within the communities of Manson and Chelan. Outside of these communities, pedestrians and bicyclists are able to use the narrow corridor shoulders.

### 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 corridor is generally a two-lane, undivided highway occasionally transitioning to three lanes to accommodate those making left and right turns along the route. The annual average daily traffic on this corridor is highest just west of Chelan and lowest within the community of Manson.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Marathons, bike races, and related events occur on the corridor and have a positive impact on local economy.

### What needs to change?

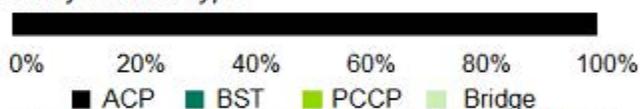
- Roughly 26% of surveyed pavements on the corridor is in poor to very poor condition.
- Rock fall issues have been identified at Rocky Point.
- There are bicycle and pedestrian accessibility issues throughout the corridor.
- Transit accessibility and ADA facilities are inadequate.

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

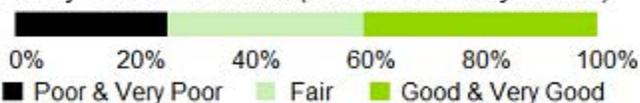
High	Low	
10,971	5,361	Annual Average Daily Traffic (AADT)
6.1%	4.8%	Bus/Truck Percent
16.16		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$2,192,000		Corridor Investments (2005-2016)

### Preservation

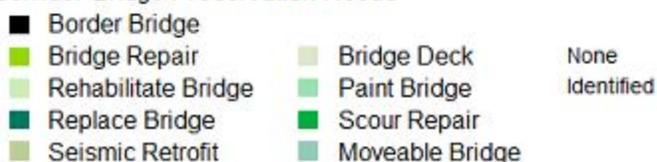
#### Roadway Surface Type



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

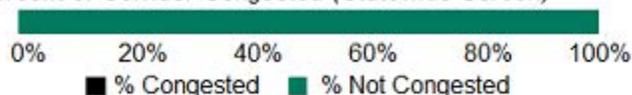


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	33.3% Passable	66.7% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	2 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
1	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:

- Our partners expressed interest in a safe accessible roadway for all users.
- Local recreational events impact Link Transit schedule performance.
- Interest expressed in more passing opportunities and ultimately an alternate corridor between Manson and Chelan.
- Concern expressed over Lake Chelan being impacted by roadway runoff.
- Rough roadway surfacing is an issue for non-motorized users and the soft fruit and agricultural transport industry.
- There are multimodal opportunities on the corridor such as walking and bicycling.

## 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 <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

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 one Pavement action in the next six years encompassing 100% of the corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified five Safety Investment actions in the next six years encompassing 100% of the 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:

### 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](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**

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.