

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 14: US 97 Jct. (Maryhill) to I-82 Jct. (Plymouth)

This 79-mile east-west long segment of State Route 14, also known as the Lewis and Clark Highway, is located along the Washington and Oregon border, paralleling the Columbia River. The corridor runs between Maryhill and Plymouth while traveling largely uninhabited areas of south central Washington. In addition to passing through Maryhill and Plymouth, the corridor also moves through the unincorporated communities of Roosevelt and Paterson. For much of the corridor, the highway is sandwiched between the Columbia River to the south and steep hills to the north. This topography permits very few residential or agricultural activities, with the exception of a few locations where the land broadens out somewhat. Between the Alderdale Fishing Site and Plymouth, there is approximately a one to five mile spread of flat, fertile land north of the Columbia River. This alignment permits intense agricultural and grazing land uses adjacent to the highway. The entire corridor parallels the BNSF Railway and crosses portions of Klickitat and Benton counties.



Current Function

SR 14 is a 181-mile long state highway that travels the north side of the Columbia River, opposite of Interstate 84. This route passes through rural areas, the eastern portion of the route serving Vancouver and Eastern Washington. SR 14 primarily serves as a parallel and alternate route to I-84 in Oregon. In Washington State, this route is the most southerly connection of US Route 97 and I-82. In addition to connecting with US 97 and I-82, the corridor intersects with SR 221 in the unincorporated community of Paterson. This section of SR 14 is the only high-speed facility that provides service to the Columbia River area of central Washington. The corridor provides essential access to the region for tourism and recreational activities destined for Crow Butte Park, Plymouth, and other accesses to the Columbia River, as well as serving freight and farm-to-market transportation needs. Amtrak uses the BNSF line parallel to this corridor, but makes no stops in this area. Most of this route has shoulders, enabling bicycling and pedestrian usage.

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 segment of SR 14 is a two-lane, undivided freeway. The annual average daily traffic on this corridor is highest at the I-82 junction in Plymouth and lowest near the US 97 junction in Maryhill.

What's working well?

- The entire corridor performs above WSDOT's congestion thresholds.
- There is an opportunity to shift freight traffic from the corridor to a parallel railroad line.
- Passenger rail service is available on the corridor.
- There are no locations in which noise walls are required on the corridor.

What needs to change?

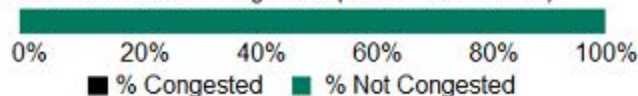
- Approximately 26% of surveyed pavements on the corridor are in poor to very poor condition. Over 86% of pavement condition is unknown
- Freight traffic can impede other motorized traffic on the corridor's steep slopes.
- The corridor contains one chronic environmental deficiency site and one fish passage barrier.
- The corridor has a medium climate change vulnerability rating and is prone to rockslides.

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

High	Low	
4,167	1,348	Annual Average Daily Traffic (AADT)
42.3%	39.9%	Bus/Truck Percent
158.66		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$17,831,000		Corridor Investments (2005-2016)

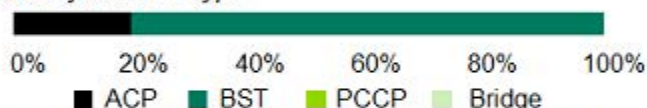
Mobility

Percent of Corridor Congested (Statewide Screen)

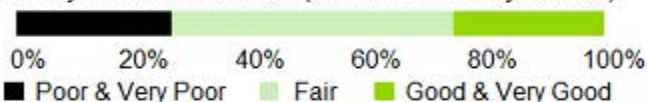


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	85.7% Passable	14.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	9 High Priority Miles
Stormwater Treatment	15 BMPs	Retrofit Prioritization in progress
67.9	% 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:

- One partner expressed concern about the corridor's pavement maintenance.
- Multiple partners emphasized the fact that the corridor experiences high freight traffic volumes due to truck drivers attempting to avoid the Oregon mileage tax on a parallel corridor.
- Concerns about the current offset of the corridor's US 97 junction in Maryhill.
- A desire to remove current access controls on the corridor's Benton County portion in order to encourage industrial and commercial development.

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

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 repairing slopes.</i>
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Pavement	<i>WSDOT has identified four Pavement actions in the next six years encompassing 71% 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:

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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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