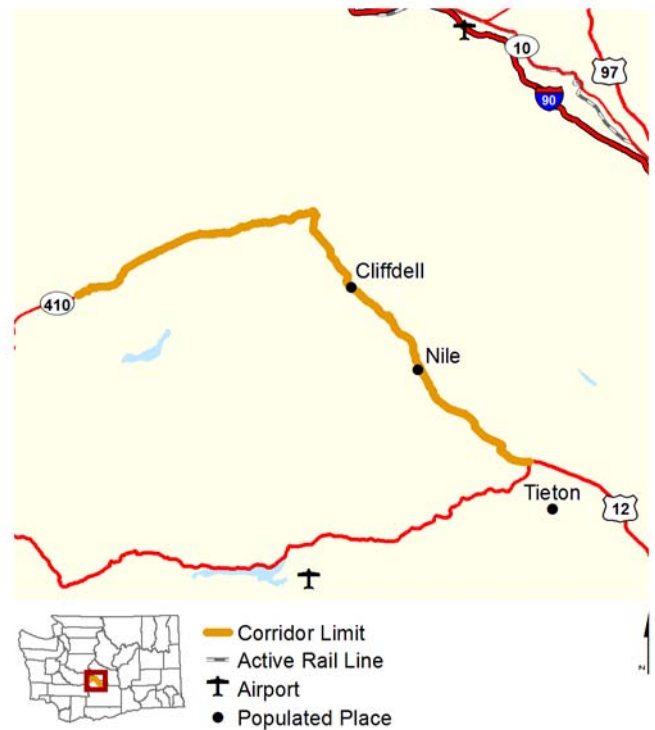


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 410: near Morse Creek to US 12 Jct

This 42-mile long east-west corridor is located in south central Washington, just east of Mount Rainier. The corridor runs through the Okanogan-Wenatchee National Forest, near Norse Peak Wilderness and the William O. Douglas Wilderness. The route also passes through the unincorporated communities of Cliffdell and Nile. The corridor's character is rural as it descends steep grades, curves through heavily wooded forests, and parallels the American River. The corridor transitions from dense forestland as it continues west, and the trees and landscape become more open. Land uses through the corridor include undeveloped, natural areas, some residential developments, agricultural, and recreational uses. West of the closure gate near Morse Creek, the route is closed during the winter. The corridor passes through both Bumping River and Nile valleys, and paralleling the Naches River. The corridor's terrain is mountainous and travels along a narrow valley carved through the mountains its entire length. Vegetation along the corridor transitions between dense forestland near the rivers and open areas with sagebrush, scrub plants, and grasses.



Current Function

State Route 410 is a 107-mile long state highway, partially named the Chinook Scenic Byway and the Stephen Mather Memorial Parkway, and traverses Pierce, King, and Yakima counties. This corridor functions as a scenic, recreation, tourism, and commuter route for local communities. The corridor serves the Okanogan-Wenatchee National Forest, William O. Douglas Wilderness, and Norse Peak Wilderness, with access to Mt Rainier National Park. The route also crosses the Cascade Mountains with links to Chinook and Cayuse passes, and SR 123. The corridor offers scenic views as it passes through the forests and alongside rivers. The route provides access to numerous camping, hiking, fishing, horseback riding, climbing, backcountry skiing, and other outdoor activities locations along the route. Commercial truck volumes are low and only serve local needs on the corridor. This route is closed on average from mid-November to late May each year depending upon snowfall.

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 section of SR 410 is a two-lane, undivided highway providing access to many parks and recreation facilities along the surrounding area. The annual average daily traffic on this corridor is highest near its junction with US 12 and lowest just south of the Norse Peak Wilderness.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- 13 fish passages on the corridor allow fish to pass unimpeded.

What needs to change?

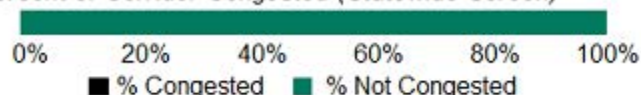
- The corridor has a combination rating for climate vulnerability impacts due to mudslides, landslides, rock falls, wildfires, flooding, and heavy snowfall.
- The corridor's narrow shoulders do not provide adequate space for bicyclists.
- There are chronic environmental deficiencies sites along the corridor.
- The corridor has identified 28 unstable slopes.
- About 63% of pavement on the corridor has not been surveyed for condition.

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

| High | Low | |
|--------------|------|---|
| 2,147 | 463 | Annual Average Daily Traffic (AADT) |
| 12.2% | 6.7% | Bus/Truck Percent |
| 93.48 | | Number of Lane Miles |
| 0 | | # of Signalized/Stop Controlled Intersections |
| \$27,276,000 | | Corridor Investments (2005-2016) |

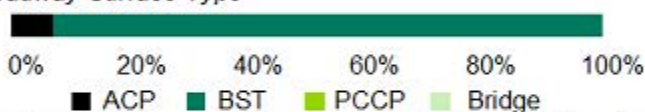
Mobility

Percent of Corridor Congested (Statewide Screen)

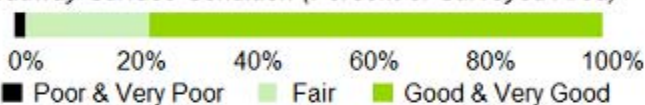


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

| | Protect | Restore/ Enhance/ Assess |
|------------------------------------|---|-------------------------------------|
| Fish Barriers | 59.1% Passable | 40.9% to Do |
| Noise Walls | 0% Built | 0% Proposed |
| Chronic Environmental Deficiencies | 16.7% Resolved | 83.3% Unresolved |
| Wildlife Connectivity | 0 Structures in Place | 40 High Priority Miles |
| Stormwater Treatment | 1 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:

- Interest in wildlife crossing structures and locations for future wildlife passages.
- Interest in a vegetation management plan and ensuring highway's vegetation management plan is consistent with Department of Fish and Wildlife's vegetation goals.
- Desire to develop framework for identifying and addressing habitat impacts and danger trees.

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> |
|-------------------|---|

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. WSDOT has a planned Chronic Environmental Deficiency action on this corridor.</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> |
|------------|--|

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> |
|-------------|---|

| | |
|----------|--|
| Pavement | <i>WSDOT has identified two Pavement actions in the next six years encompassing 52% of the corridor.</i> |
|----------|--|

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> |
|----------|---|

For more information

To find out more information about this corridor or how to get involved, please contact:

Paul Gonseth

South Central Region Planning Office

Planning Engineer

509-577-1630

gonsetp@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.

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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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