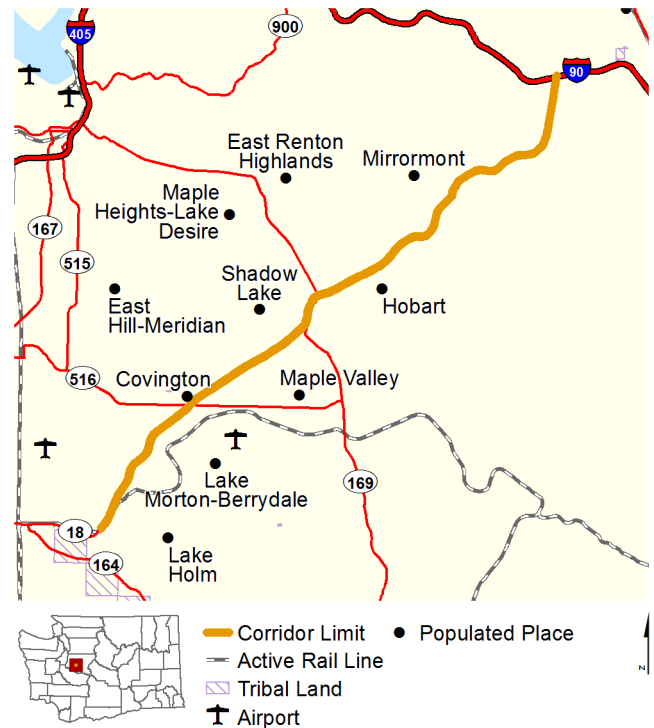


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 18: SE Auburn-Black Diamond Road (Auburn) to I-90

This 21-mile long corridor is located in King County and runs between Interstate 90 and east of the city of Auburn at the SE Auburn-Black Diamond Road intersection. The corridor passes through or abuts the cities of Snoqualmie, Kent, Covington, and Maple Valley, crosses over both the Green and Cedar rivers, and passes through the Muckleshoot Indian Reservation. The western half of the corridor is suburban in character and becomes denser as it nears and passes through Covington. Land uses on the western section include both commercial retailers and residential housing with some strip malls and commercial development. Pacific Raceways and Green River College are located at the western terminus. The Snoqualmie Casino is located near the I-90 interchange. The eastern half of the corridor is rural in character with some moderately suburban sections. Land uses on the eastern section include residential housing and natural, undeveloped areas with two state parks Tiger Mountain State Forest and Rattlesnake Mountain Scenic Area. The corridor's terrain is rolling as it passes a mix of open space, street trees, and landscaped residential areas.



Current Function

State Route 18 is a state highway serving southeastern King County, traveling between the SR 99 intersection in Federal Way and the I-90 interchange near the cities of Snoqualmie and North Bend. The section of SR 18 that the corridor runs on functions as a less congested alternative connection for I-5 and I-405. The corridor is a regional connector and major freight route linking SR 99, I-5, SR 167, SR 164, SR 169, and I-90. The corridor also serves commuters of the nearby communities to employment centers, such as Boeing, and several medical facilities. Recreational traffic, particularly coming from the Tacoma area, use the corridor for easier access to Tiger Mountain State Forest, Mt Baker-Snoqualmie National Forest, and other recreation opportunities east of the corridor. There are two park and rides located off the corridor. Bicyclists are permitted on the shoulder.

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 18 is a mostly divided, unsignalized two- to four-lane highway. It also includes a truck climbing lane at three points along the route. The annual average daily traffic on this corridor is highest near the SR 164 interchange in Auburn and lowest at the I-90 junction in Snoqualmie.

What's working well?

- Roughly 96% of surveyed pavements on the corridor are in fair or better condition.
- The corridor performs well as a freight route, relieving congestion on major parallel highways.
- Required noise walls are installed and operational throughout the corridor.

What needs to change?

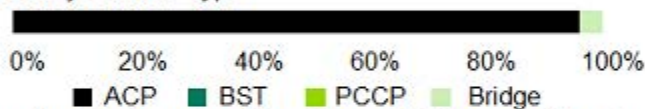
- Approximately 33% of the corridor experiences congestion on a regular basis.
- There are seven bridge preservation needs on the corridor, including one bridge deck replacement.
- The corridor has a high climate change vulnerability rating between Hobart Rd and I-90.

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

High	Low	
58,224	21,528	Annual Average Daily Traffic (AADT)
15.3%	8.7%	Bus/Truck Percent
85.03		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$135,931,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

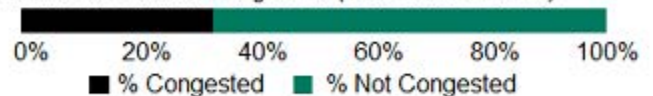


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	51.9% Passable	48.1% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	11 High Priority Miles
Stormwater Treatment	102 BMPs	Retrofit Prioritization in progress
51.9	% of Corridor with high potential for increased Climate Impacts	
24	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:

- A desire for Intelligent Transportation Systems (ITS) on SR 18 between SR 164 and SR 169 and between SR 169 and I-90 per Statewide ITS Plan.
- A desire for interchange improvements at SR 18 and I-90.
- A desire for future transit service.
- Partners, which include cities along SR 18 and other groups, expressed interest in widening the corridor from Raging River to I-90.
- Concerns expressed over trucks illegally parking along the I-90 ramps to North Bend.

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>Further information about the proposed strategies can be found attached at the end of this document.</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>
Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 55% of the corridor.</i>
Structures	<i>WSDOT has identified three Structures actions in the next six years at specific locations within this corridor.</i>

Safety

Investment	<i>WSDOT has identified three Safety Investment actions in the next six years encompassing 52% 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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This portion of SR 18 is a predominantly north-south principle arterial, serving the cities of Auburn, Covington, Maple Valley, and several communities in unincorporated King County. The surrounding land uses vary between urban, suburban, and rural along the corridor. This route supports a large amount of commuter traffic in the morning and evening, providing connections to employment centers located north of the segment, as well as commercial users and freight traffic.

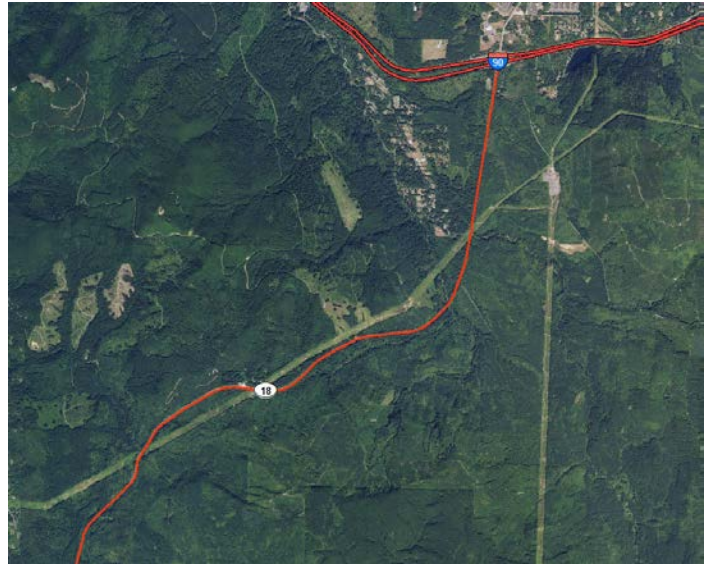
There has been an increase in congestion between the SR 18/I-90 interchange and the vicinity of the community of Mirrormont in unincorporated King County.

Corridor Segment Characteristics

- The Average Daily Traffic in this segment ranged from a high of 55,000 vehicles to a low of 22,000 vehicles in 2015.
- This segment is designated as a T-1 freight route with an annual tonnage over 40,000,000 in 2015.
- The bulk of the traffic congestion is in a largely rural area.

Contributing Factors

- Lack of local network connections forces additional traffic demand onto the segment.
- Lack of non-motorized facilities at interchanges make crossing the highway difficult for these users.
- Transit service is currently absent from the corridor, resulting in a higher vehicle mode share.
- Bottleneck at SR 18/I-90 interchange creates delays and congestion on SR 18.



Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its M3 teams to further develop strategies for the corridor.

Operational Improvements

- Improve intersections to better the operational capability of intersections and manage congestion during periods of high use.
- Utilize Information Transportation Systems strategies to provide traveler information on roadway conditions to reduce delay.

Further Study

- Participate in Puget Sound Regional Council's regional planning processes to determine strategies to manage congestion.
- Explore options to address bottleneck at the I-90/SR 18 interchange to improve performance.
- Explore adding transit service to the corridor paired with non-motorized improvements to provide additional modal accessibility.

For more information

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

Nazmul Alam

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WSDOT Management of Mobility Division
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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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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