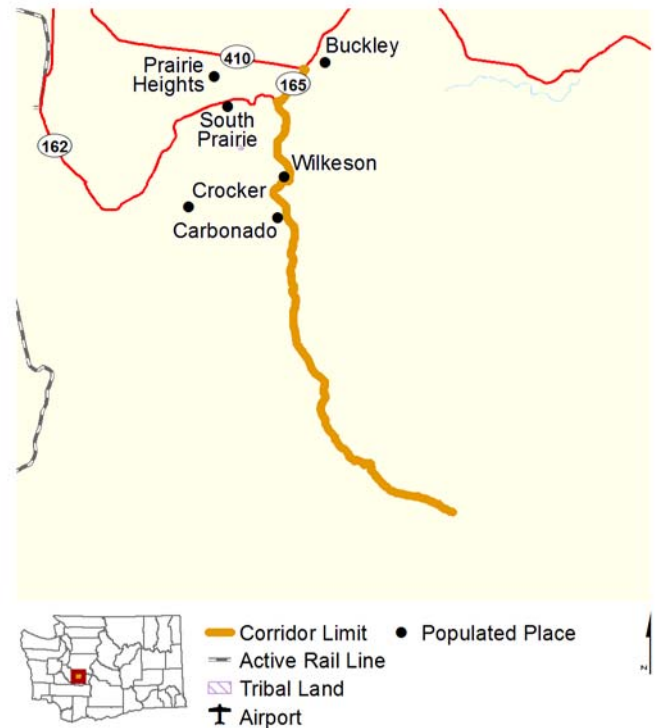


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 165: Mt Rainier National Park Boundary to SR 410 Jct (Buckley)*

This 21-mile long north-south corridor is located northwest of Mt Rainier. The corridor travels between the State Route 410 junction in the city of Buckley and the Mt Rainier National Park Boundary. The corridor runs through the towns of Carbonado and Wilkeson, and the community of Burnett. The corridor is predominantly rural in character. Land use adjacent to the corridor is primarily managed forestland. The west portion of the corridor crosses rural and agricultural lands. The corridor travels over mountainous terrain near Mt Rainier. This terrain precludes residential and commercial land use. The route transitions to rolling terrain in Carbonado. Within the towns the corridor passes through, the corridor's land use includes a mix of commercial and residential land use. The corridor roughly parallels the Carbon River and crosses it north of Fairfax and encounters multiple creeks throughout. Mowich Lake and the Mowich Lake Campground are both located at the southern end point.



**Current Function**

SR 165 is a state highway in Pierce County. This corridor functions as a rural and urban commuter, recreational, and freight logging route linking Mt Rainier, Carbonado, Wilkeson, Burnett, and Buckley to SR 410. The route also provides access to the various businesses located in each town. In addition to Mt Rainier, recreational attractions that the corridor provides access to include the Mowich Lake Campground, off road vehicle trails, and multiple hiking trails. The corridor also intersects with SR 162, providing connections to South Prairie, Orting, and Puyallup. Fixed route transit service is not available on the corridor. The corridor provides access to park and rides. Bicycling and pedestrian use is permitted along the corridor and Foothills Trails, a shared multi-use facility, is present within Buckley.

**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

SR 165 is a two-lane, undivided highway with one turn lane and a narrow one-lane bridge crossing south of Carbonado. The annual average daily traffic on this corridor is highest at the corridor's junction with SR 410 and lowest at the Mowich Lake Campground before the Fairfax Forest Preserve.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no chronic environmental deficiencies identified on the corridor.
- There are no habitat connectivity issues on the corridor.

### What needs to change?

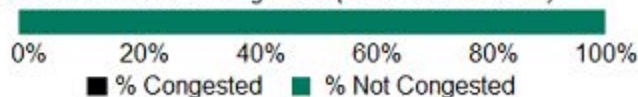
- Roughly 68% of corridor pavement conditions have not been surveyed.
- The corridor has a high rating for climate vulnerability impacts due to flooding, high winds, and landslides.

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

High	Low	
5,723	225	Annual Average Daily Traffic (AADT)
7.9%	3.0%	Bus/Truck Percent
42.5		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$3,398,000		Corridor Investments (2005-2016)

### Mobility

Percent of Corridor Congested (Statewide Screen)

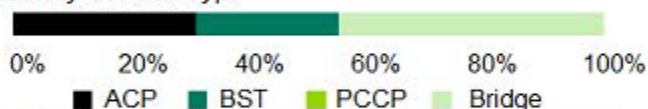


### Environment

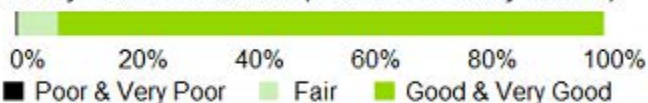
	Protect	Restore/ Enhance/ Assess
Fish Barriers	75% Passable	25% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	1 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
1	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:

- SR 165 is a commuter, freight, and tsunami evacuation route, and development will continue to happen along this route.
- Interest in the completion and extension of the Foothills Trail (Rails to Trails) to the Town of Wilkeson using abandoned railroad right-of-way.
- The Muckleshoot Tribe expressed concerns with bridge 165/017 within the community of Wilkeson, particularly bridge abutments in relationship to the creek.
- There may be an effort to promote the theme of a Historic Coal Mining Town in Wilkeson.
- Desire for intersection control if the Carbonado urban growth area is developed and annexed.
- The corridor will continue to be a commuter route for work outside the area.

## 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. WSDOT has a planned Stormwater Retrofit 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>

#### 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 rest areas.</i>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 57% of the corridor.</i>

#### Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 57% 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:

### Dennis Engel

Olympic Region Planning Office

Planning Manager

360-357-2651

[engeld@wsdot.wa.gov](mailto:engeld@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.

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