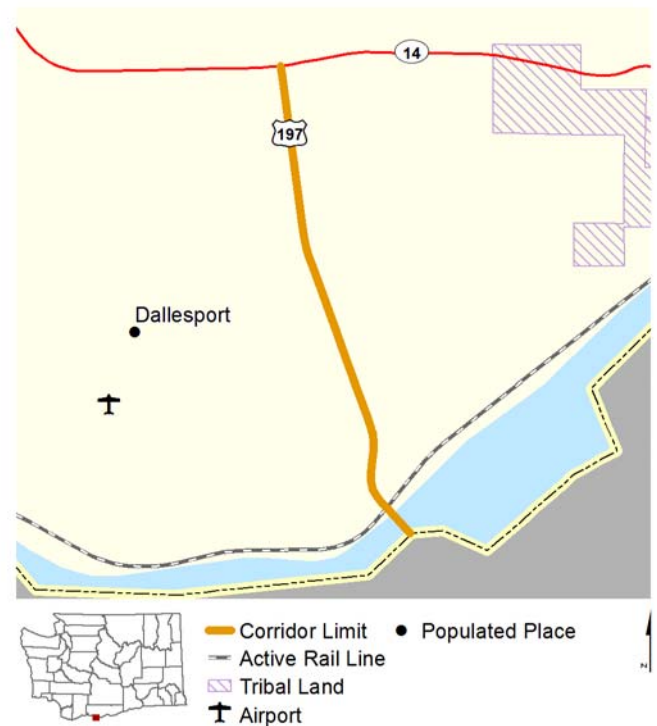


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 197: Oregon Border to SR 14 Jct (Dallesport)

This three-mile long north-south corridor is located in the south central region of Washington near the Oregon border. The corridor runs between the Oregon border via The Dalles Bridge and the State Route 14 junction in Dallesport. The corridor is rural in character with land uses consisting of expansive undeveloped land, industrial, and agriculture. The industrial businesses on the corridor include a granite quarry, mulch and compost supplier, fruit packaging facilities, and an airport. Much of this industrial area is located in the Dallesport Industrial Park, operated by the Port of Klickitat. There is an RV park along the middle of the corridor. The corridor's terrain is rolling as it moves through the vast dry grasslands. Additionally, vegetation is comprised of shrubbery and a scant amount of trees on the corridor. A BNSF Railway is located at the southern terminus of the corridor near the Columbia River. The Dalles Municipal Airport is located southwest of the highway and the Dalles Dam is directly south of the corridor.



Current Function

US Route 197 is a north-south highway that runs between Wasco County in central Oregon through The Dalles and SR 14 in Washington. The corridor is primarily a northerly extension of the US highway. The corridor functions as an alternate for other Columbia River crossings including US 97 and the Hood River Bridge. The route also provides access to several industrial facilities, an RV park, and the Columbia Hills Historical State Park. The northern corridor terminus intersects with SR 14 providing numerous recreational opportunities to the route. The BNSF Railroad Fallbridge Subdivision crosses the corridor however, there are no loading and unloading facilities available. The Dalles Municipal Airport is located southwest of the corridor and does not provide commercial service. Sidewalks are present on the east side of the Columbia River Bridge and shoulders are available on both sides of the remainder of the corridor.

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 US 197 is primarily a two-lane, undivided highway but transitions between a two- to four-lane undivided highway. It becomes a three-lane highway at two locations, one area being provided with a passing lane while the other provides a left turn only lane. At its junction with SR 14, the corridor becomes a four-lane highway. The annual average daily traffic on this corridor is highest on the Columbia River crossing and lowest near its junction with SR 14.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.

What needs to change?

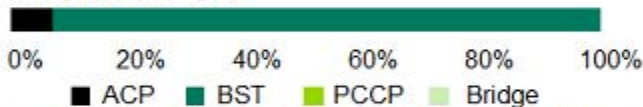
- 93% of corridor pavements have not been surveyed. Of the pavements surveyed, all were in poor to very poor condition.
- Three bridge preservation needs have been identified on the corridor.
- Areas with limited sight distance have been identified on the corridor.
- The entire corridor is rated moderate for climate vulnerability impacts.

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

High	Low	
7,118	4,652	Annual Average Daily Traffic (AADT)
20.0%	13.4%	Bus/Truck Percent
6.06		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$347,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

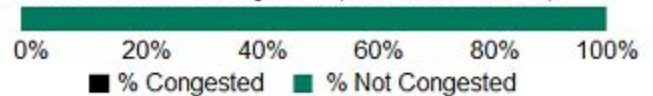


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
1	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 left turn pockets, as well as acceleration and deceleration lanes along the corridor in order to accommodate truck traffic to the Port of Klickitat Industrial Park.
- Concern expressed over sight distance at the Dock Road intersection.
- Interest in combining access at Dow Road.

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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Structures	<i>WSDOT has identified one Structures action in the next six years encompassing 8% 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:

Michael Williams

Southwest Region Planning Office

Planning Manager

360-905-2082

william@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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