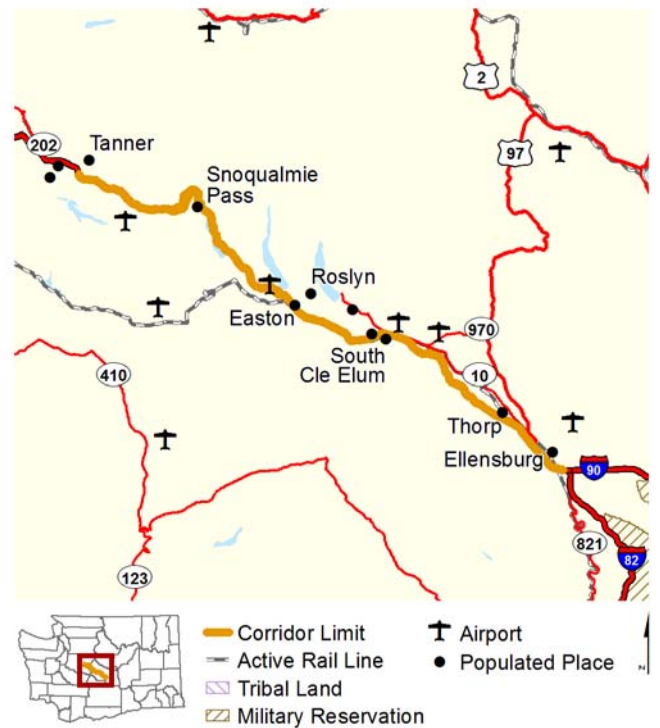


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

I-90: Twin Falls (North Bend Vicinity) to I-82 Jct (Ellensburg)

This 74-mile long northwest-southeast corridor is located in King and Kittitas counties and runs between Twin Falls, just east of North Bend, and the Interstate 82 junction in the city of Ellensburg. The corridor includes a five-mile segment of US Route 97 on the eastern end of the corridor that runs concurrently with I-90. In the upper elevations of western Kittitas County, I-90 passes near Keechelus, Kachess, and Cle Elum lakes, three large reservoirs that provide irrigation water to the Kittitas and Yakima valleys. I-90 follows the Yakima River valley between the Keechelus Lake in the Snoqualmie Pass area and the city of Ellensburg. The corridor is primarily rural with some urban areas in the cities of Cle Elum and Ellensburg. The corridor travels over Snoqualmie Pass through the Cascade Mountains. On the western end of the corridor, the route is on a steep grade through heavily wooded national forest lands before reaching Snoqualmie Pass and Kittitas County. On the eastern section of the corridor, the route descends into grasslands and irrigated fields in the lower Kittitas Valley.



Current Function

I-90 is a transcontinental freeway that connects Boston and Seattle. Within Washington, the highway is a major east-west route directly linking Seattle with Spokane. This section of I-90, especially Snoqualmie Pass, primarily functions as a freight route and is a critical link for regional and national freight movement and cross-state traffic. This corridor is one of the most important freight routes in the state, and serves as the main route which crosses the Cascade Mountains. The corridor also has significant recreational traffic, with a portion of the corridor dedicated as a National Scenic Byway and State Scenic Byway. BNSF's Stampede main railroad line parallels the I-90 corridor from the Stampede Pass vicinity to Ellensburg. There are no freight or passenger rail service or access points along this segment. Bicyclists and pedestrians use the John Wayne/Iron Horse Trail, which follows this segment of I-90 and is part of the Mountains to Sound Greenway. There are also several airports accessible from 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

Between Twin Falls and Keechelus Lake, this portion of I-90 is an unsignalized, divided, six-lane highway. The highway then narrows to four lanes east of Keechelus Lake. At various points on the corridor, the highway includes acceleration, deceleration, and truck climbing lanes. The annual average daily traffic on this corridor is highest at the west end near the Homestead Valley Road interchange and lowest between the Elk Heights Road and the Thorp Road interchanges.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Climbing lanes, weigh-in-motion technology, and freight rail improve the corridor's freight mobility.
- Variable message signs, highway advisory radio, and chain up areas improve traveler mobility in the winter.
- The corridor provides shared-use facilities for pedestrian and bicyclist use.

What needs to change?

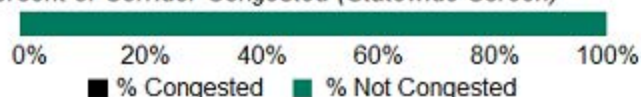
- Roughly 15% of surveyed pavements on the corridor are in poor to very poor condition.
- There are 65 bridge preservation needs on the corridor, 12 of which are on the I-90 Lifeline list and in need of seismic retrofit.
- Extreme weather closures impact the corridor and local roads due to lack of truck parking.
- There are 17 fish passage barriers on this corridor.

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

High	Low	
33,202	9,837	Annual Average Daily Traffic (AADT)
22.2%	18.2%	Bus/Truck Percent
418.67		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$260,579,000		Corridor Investments (2005-2016)

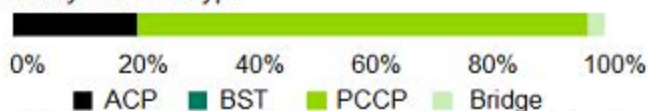
Mobility

Percent of Corridor Congested (Statewide Screen)

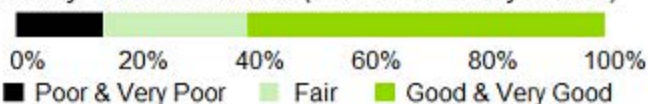


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	49.4% Passable	50.6% to Do
Noise Walls	0% Built	100% Proposed
Chronic Environmental Deficiencies	25% Resolved	75% Unresolved
Wildlife Connectivity	30 Structures in Place	71 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
45.1	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
2	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:

- Concern among all parties about the effects of highway congestion and extreme weather closures on emergency services response and local communities on both sides of Snoqualmie Pass during peak holiday times.
- A desire to increase mobility of local traffic between the north and south sides of the Yakima River in Cle Elum and South Cle Elum.
- Ellensburg is concerned about the lack of signalization at the eastbound S Main Street/Canyon Road interchange.
- Cle Elum, South Cle Elum and Ellensburg are concerned with the current configurations at the Oakes Avenue, SR 970, and US 97 interchanges.
- A willingness to transfer responsibility of the corridor's frontage roads from state to local authorities in order to increase state focus on the mainline.
- Partners would like to explore ways in which to decrease congestion connected to high winter tourist traffic.

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. WSDOT has a planned Stormwater Retrofit action on this corridor.</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, rest areas, and pavement repair.</i>
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Pavement	<i>WSDOT has identified 23 Pavement actions in the next six years encompassing 100% of the corridor.</i>
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Structures	<i>WSDOT has identified 17 Structures actions in the next six years encompassing 2% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified three Other Facilities actions in the next six years at specific locations within this corridor.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 7% 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:

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.

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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.

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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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