

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 122: US 12 Jct (Silver Creek) to US 12 Jct (Mossyrock)

This eight-mile long east-west corridor is located in western Washington, northwest of Mt Saint Helens. The corridor forms a loop off of US Route 12 extending between Silver Creek at the west end and Mossyrock at the east end. The route traverses rolling terrain as it travels the foothills of the Cascade Mountains and through Dunn Canyon. The corridor runs adjacent to Mayfield Lake and crosses it at two locations. The route passes by the campgrounds of Ike Kinswa State Park, Enjoy Mayfield, a vacation home rental agency, and the Harmony Lake Recreational Vehicle Park. The corridor's character is predominantly rural in which land uses comprise of rural open land, with some residential and agricultural uses. Vegetation on the corridor includes wild grasses, conifer and deciduous trees, hedges, shrubbery, and farmlands.



Current Function

State Route 122 encompasses the corridor and has been designated a Scenic and Recreational Highway. The corridor provides access for local residents, recreational traffic, which includes Ike Kinswa State Park, popular for boating, fishing, and other water sports. The corridor also provides access to Enjoy Mayfield, Harmony Lake RV Park, Adytum Sanctuary, Paradise RV Campground and other recreation locations along the north side of Mayfield Lake. Additionally, the corridor provides connections to Mt St Helens National Volcanic Monument and Mt Rainier National Park. US 12 is the only major highway that this route intersects and as such, provides a link to Yakima via White Pass. This corridor provides connections to the Amtrak Station in Centralia. There are limited to no shoulders on this route.

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 122 is a two-lane, undivided rural corridor without shoulders. The route loops around the north side of Mayfield Lake, connecting with US 12 in two locations. The annual average daily traffic on this corridor is highest near the junction with US 12 and lowest at the lake crossing just west of Ike Kinswa State Park.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- The corridor has limited impact on surrounding fish and wildlife.
- The entire corridor is rated low for climate vulnerability impacts.

What needs to change?

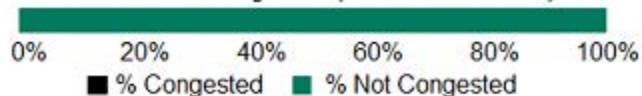
- Roughly 26% of surveyed pavement on the corridor is in poor or very poor condition.
- The corridor has two bridge preservation needs for seismic retrofits.
- Fish passage barriers are present on the corridor.
- The corridor does not have enough viewpoints, bike lanes, and passing and turning lanes to accommodate users.

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

High	Low	
920	523	Annual Average Daily Traffic (AADT)
10.9%	5.5%	Bus/Truck Percent
15.76		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$1,248,000		Corridor Investments (2005-2016)

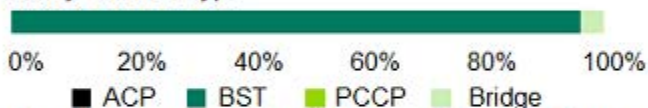
Mobility

Percent of Corridor Congested (Statewide Screen)

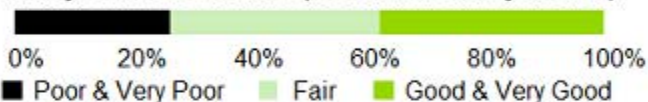


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	33.3% Passable	66.7% 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	
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:

- Desire to protect stands of older growth trees, and osprey and eagle nesting sites.
- Interest in the corridor having a more unified design that connects it to the White Pass Scenic Byway.
- Desire to have bike lanes and alternate bike routes identified along the corridor.
- The corridor accommodates mostly tourists and residents, and does not need to be a high speed route.
- Corridor considerations, including improvements to shoulders, inslopes, guardrail, flexible guideposts, and reflective pavement markings.

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, rest areas, and pavement repair.</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:

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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.

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