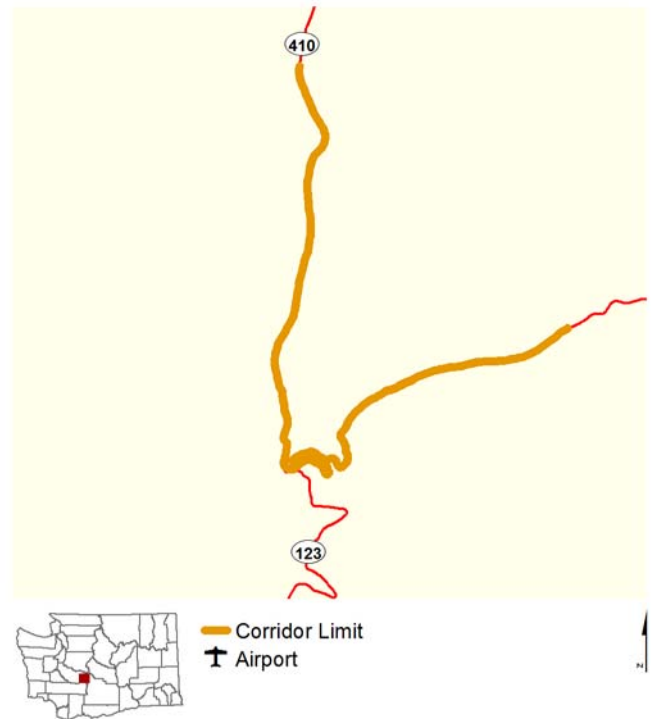


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 410: Mt Rainier National Park to near Morse Creek (Season Closure Area)

This 17-mile corridor runs between the Mount Rainier National Park boundary on the west side of the Cascade Mountains and Morse Creek, resembling a “V”. This route navigates mountainous terrain, winding its way through Mt Rainier National Park west of the Pacific Crest in the Cascade Mountains and just south of the access road to Crystal Mountain Resort, Washington’s largest ski resort. The character of the corridor is rural and consists entirely of heavily forested areas as it curves and ascends over steep grades. There are no incorporated communities located within the corridor. The corridor passes through Cayuse Pass, Chinook Pass, and the Okanogan-Wenatchee National Forest east of the Cascades offering scenic views in numerous locations with turnouts at many sites. The highway passes through a large avalanche chute with more scenic areas. A portion of the route parallels the Rainier Fork American and American rivers between Naches Peak and Morse Creek at the eastern terminus. This segment also crosses over multiple creeks that flow into multiple lakes and rivers throughout the area.



Current Function

State Route 410 is a 107-mile long state highway, partially named the Chinook Scenic Byway and the Stephen Mather Memorial Parkway, and traverses Pierce, King, and Yakima counties. This section of SR 410 runs along a primarily scenic recreation and tourism route serving Mt Rainier National Park, the Okanogan-Wenatchee National Forest, Norse Peak Wilderness, and William O. Douglas Wilderness. The corridor provides a route across the Cascade Mountains over both Chinook and Cayuse passes with connections to SR 123, US Route 12, and beyond to the surrounding cities of Naches, Yakima, Enumclaw, Bonney Lake, and Sumner. This corridor provides access to Sunrise Park Road, which connects to the Sunrise Visitor Center of Mt Rainier. The route also provides access to recreational activities including camping, hiking, climbing, and back country skiing. Commercial trucks are not allowed in the national park and the route is closed on average of six months each year depending upon snowfall.

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 corridor is a two-lane, undivided highway. There are few scenic turnouts along the corridor. The annual average daily traffic on this corridor is highest near Greenwater and lowest just north of Tipsoo Lake.

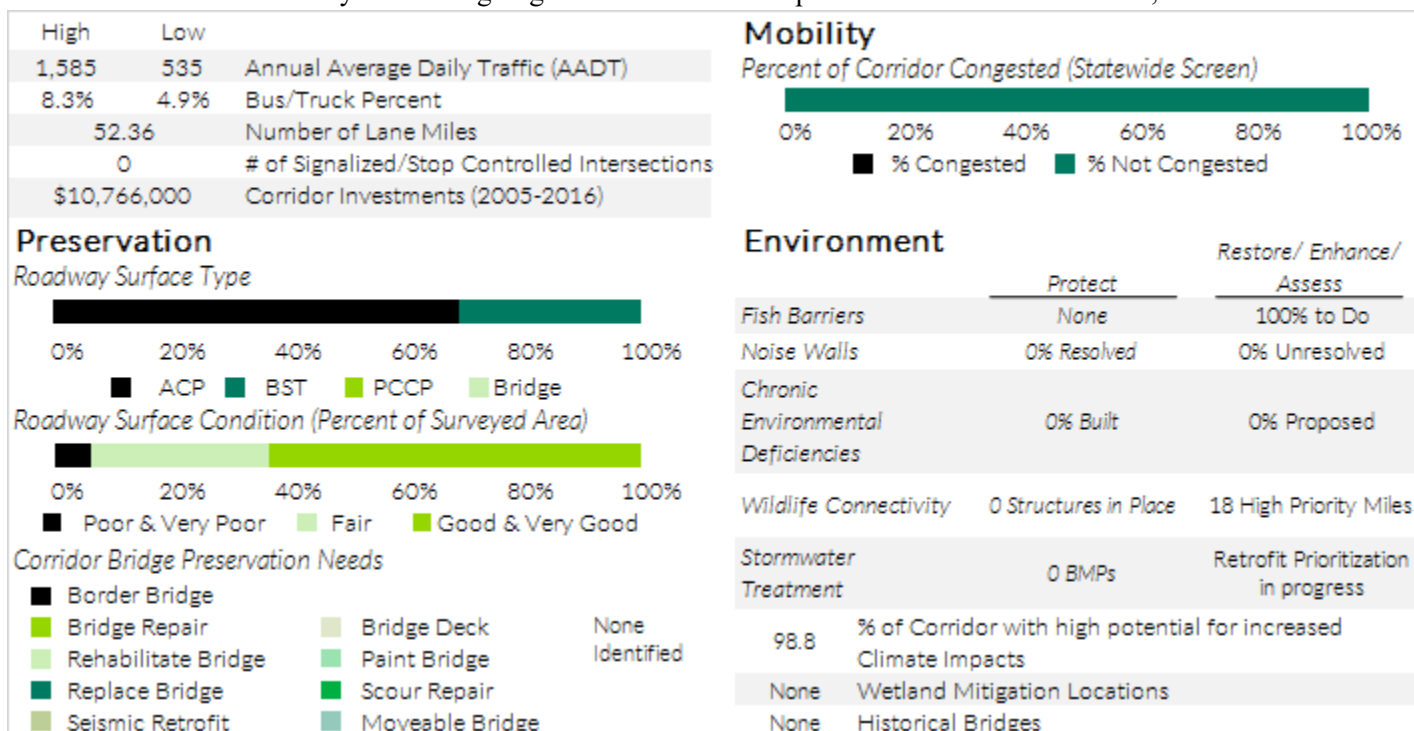
What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 94% of surveyed pavements on the corridor are in fair or better condition.
- Mitigated slopes along the first three miles east of Chinook Pass have successfully reduced the risk to the public.
- There are no chronic environmental deficiencies on this corridor.

What needs to change?

- There is one fish passage barrier present on the corridor.
- Mudslides, rockslides, and washouts occur around the Chinook Pass causing road closures.
- Narrow lanes and shoulders do not provide adequate space for bicyclists or disabled vehicles.
- The corridor has a high climate change vulnerability rating from the Mt Rainier boundary to Chinook Pass.

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



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 is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on page four of this document.

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 safety patrols.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 31% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified two Other Facilities actions in the next six years encompassing 18% 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.

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 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.

Notificación de Título VI al Público

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.