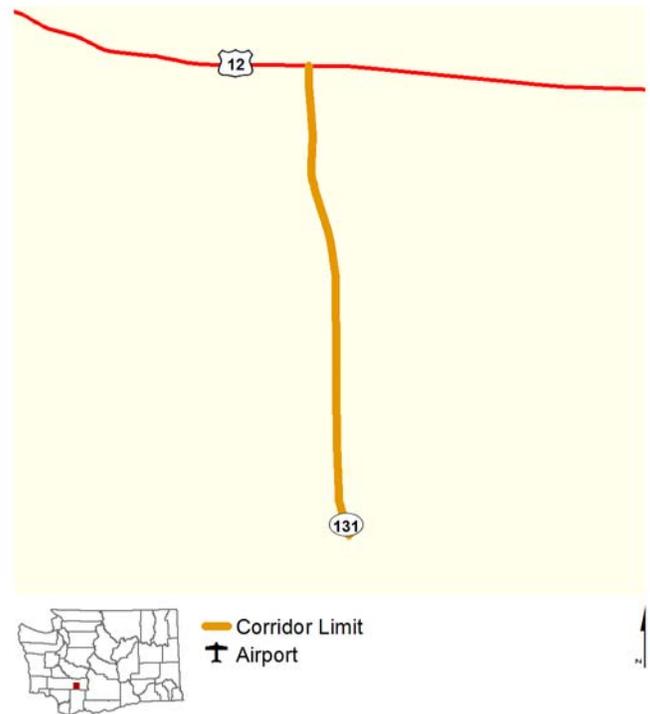


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 131: US 12 Jct to Gifford Pinchot National Forest Boundary

This two-mile long north-south corridor is located in the western area of the state, midway between Mount Rainier National Park and Mount Saint Helens National Monument. The corridor's endpoints are in the unincorporated community of Randle and the Gifford Pinchot National Forest Boundary. The corridor's character is predominantly rural. Land use around the north endpoint of the corridor, within Randle, includes a few commercial developments, agricultural, and residential. A Recreation Vehicle resort is located just south of Randle. Land use at the south endpoint is heavily forested and undeveloped. The corridor's terrain transitions from rolling to level as it moves through the rural landscape. The Cascade Mountains surround the valley that the corridor is in and Mt Rainier is sometimes visible from the corridor, creating dramatic views. The corridor runs parallel with and crosses the Cowlitz River near its northern endpoint via a trestle bridge. There are a mix of trees along the entirety of the route. Other vegetation includes irrigated farmland, maintained grass fields, and various shrubbery.



Current Function

State Route 131 connects US Route 12 with the Gifford Pinchot National Forest. The corridor primarily serves as a rural connector route between the two points. The corridor provides access to the tourist and recreational destinations in the national forest such as Mt Adams, Ape Caves and Ice Caves, and scenic areas, as well as access for locals to their residences. The route also serves logging truck traffic accessing industrial sites located near the corridor. Traffic is generally seasonal, as the forest service roads are closed during winter months. LEWIS Mountain Highway Transit provides minimal bus service along US 12 between Packwood and Chehalis/Centralia with a stop in Randle which is accessible from the corridor. There are also several organizations which provide paratransit and senior transit services in the area. Bicycling and walking is allowed on the corridor's narrow shoulders, and is very present during summer months. There is a sidewalk for pedestrians across the trestle bridge over the Cowlitz River.

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 131 is a two-lane, undivided highway. Near Randle, it crosses over the Cowlitz River. At its junction with US 12, the roadway becomes left turn and right turn only lanes. The annual average daily traffic on this corridor is highest mid-corridor at Woods Way and lowest at the Gifford Pinchot National Forest boundary.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- The entire corridors surveyed pavement is in fair or better condition.

What needs to change?

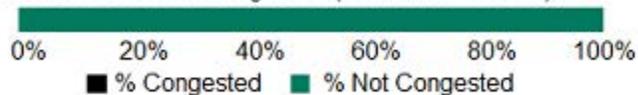
- One bridge preservation need has been identified on the corridor.
- The corridor is rated moderate for climate vulnerability impacts as a result of snow.
- Roadway floods during heavy rainfall, covering roadway for up to one week.

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

High	Low	
980	859	Annual Average Daily Traffic (AADT)
5.5%	5.0%	Bus/Truck Percent
32.85		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$0		Corridor Investments (2005-2016)

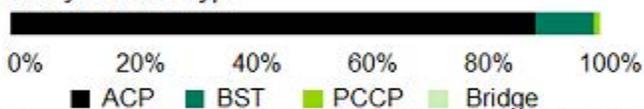
Mobility

Percent of Corridor Congested (Statewide Screen)

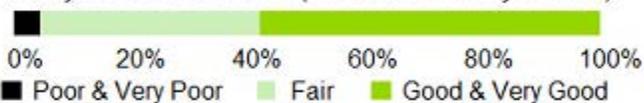


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	16.7% Passable	83.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	16 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
94.7	% 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:

- Interest in improvements to shoulders, inslopes, guardrail, flexible guideposts, and reflective pavement markings.
- Concern for the number of children transported on the corridor and the desire for insuring their safety by focusing on speed reduction, guard rails, etc.
- Interest in protecting wetlands, osprey, and eagle nesting sites.

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>
-------------------	---

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.</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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
-----------------------	--

Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
------------	--

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>
-------------	---

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>
----------	---

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.

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.