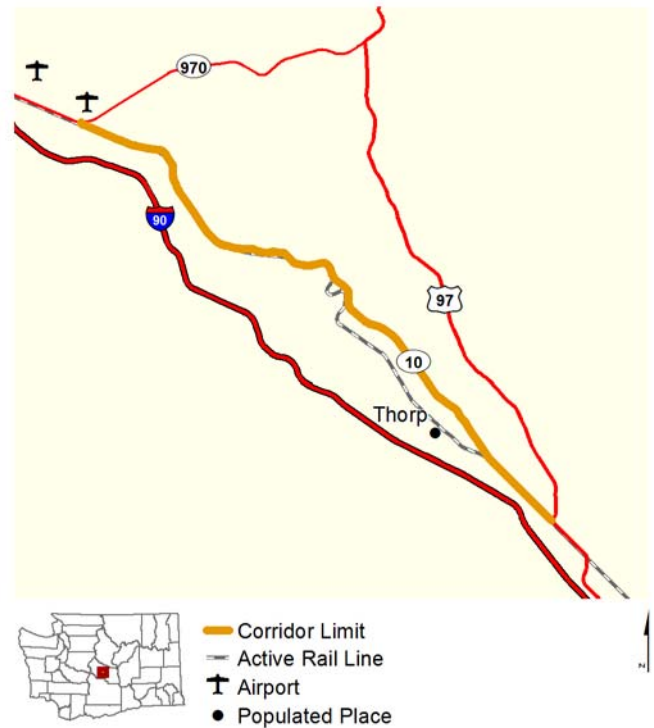


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 10: SR 970 Jct (Teanaway Junction) to US 97 Jct

This 16-mile long corridor is located west of Ellensburg, extending between the State Route 970 junction located in the Upper Kittitas Valley and the US Route 97 junction. The corridor passes through the settlement of Teanaway and the unincorporated community of Bristol, following the Yakima River while carving its way through a canyon. The character of the corridor is very rural with open, undeveloped areas and land uses along the corridor include agriculture for hay and pasture. Residential areas are scant, though when present, driveways are located directly off the corridor. The entire corridor parallels both the BNSF mainline railroad tracks (Stampede Line) and Interstate 90. Three airfields are near the route: Bowers Field, located to the east in the city of Ellensburg; privately owned De Vere Field, situated at the SR 970/SR 10 junction; and the Cle Elum Municipal Airport is located two miles northwest of the corridor in Cle Elum. Terrain is rolling throughout the entire corridor and vegetation comprises of sage land, dry brush, and a mixture of trees.



Current Function

SR 10 is a state highway traveling southeast along the Yakima River from SR 970 in Teanaway to US 97 northwest of Ellensburg. The corridor serves as an alternative to I-90 between Cle Elum and Ellensburg with limited capacity to handle interstate traffic and on some sections, is the sole access for commuters. It also serves as a partial alternative of both US 97 or SR 970 when either route is closed. The entire corridor is in the Mount Rainier evacuation zone. The corridor is a minor freight route and is designated as a Scenic and Recreational highway, which is a significant draw for recreational activities such as swimming, fishing, and floating on the Yakima River. Other factors that contribute to traffic on the corridor include commuters traveling to employment and shopping centers in the cities of Cle Elum and Ellensburg, as well as students attending Central Washington University. Park and rides are not located along the corridor and there is public transit available along 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 corridor is a two-lane, undivided highway that expands to a three-lane, undivided highway at two locations providing climbing lanes. The annual average daily traffic on this corridor is highest to the northwest of Thorp and lowest at the SR 970 junction in Teanaway.

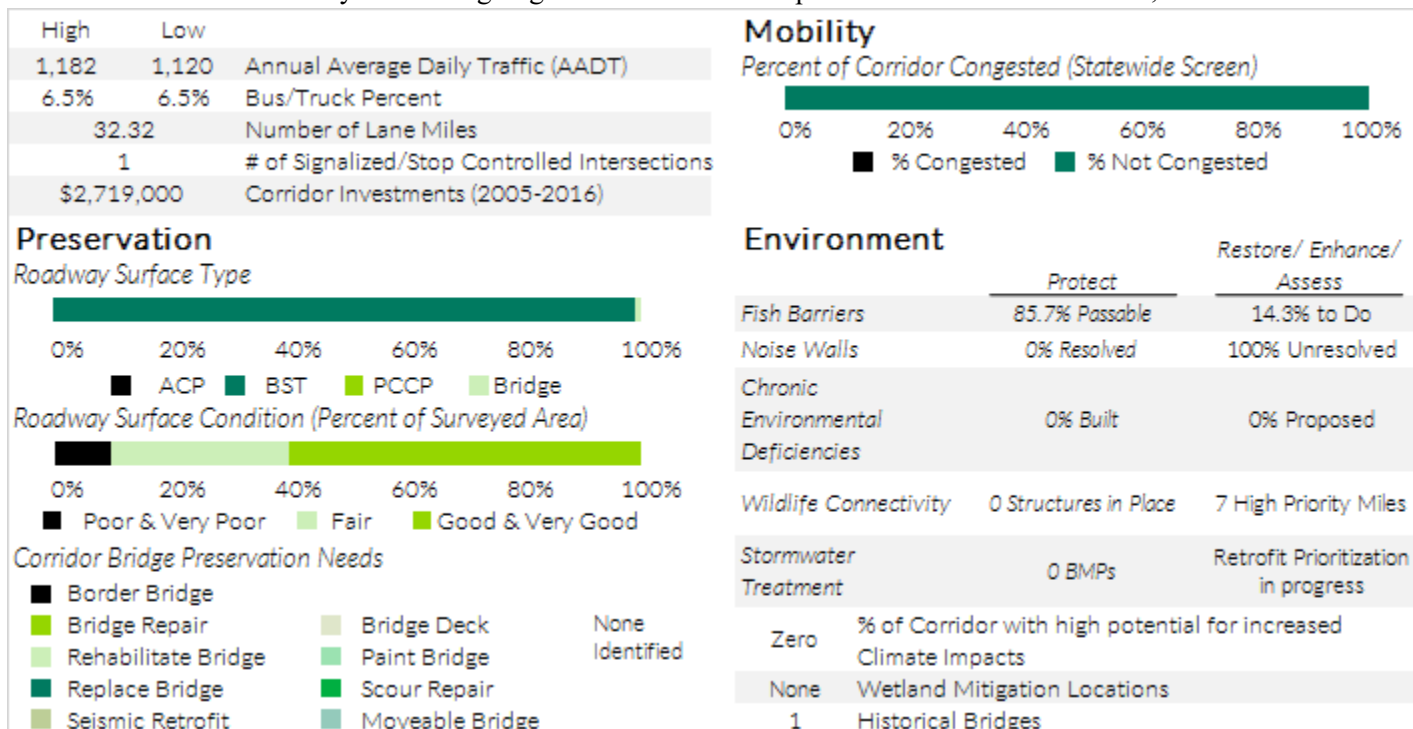
What's working well?

- The corridor performs above WSDOT's congestion threshold.
- Roughly 90% of surveyed pavement on the corridor is in fair or better condition.
- The entire corridor is rated low for climate vulnerability impacts.
- The corridor is a valuable recreational highway.

What needs to change?

- Deteriorating retaining walls create a high risk of rockfalls.
- Adequate scenic pull-offs and river access points are missing.
- One partially blocked fish barrier is present on the corridor.
- The Teanaway River Bridge concrete deck is deteriorating and the bridge is structurally deficient.

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 collected feedback from agency partners. Key themes included:

- Trucks park in traveled lanes on SR 10 to put on chains when I-90 Snoqualmie Pass is closed.
- Bicyclists use SR 10 a lot.
- Better culverts and management are needed. It is more complicated than just increasing culvert size.

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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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 100% 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:

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Planning Engineer

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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.

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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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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