

Corridor Sketch Summary

SR 14: US 97 Jct. (Maryhill) to I-82 Jct. (Plymouth)

Highway No. 014

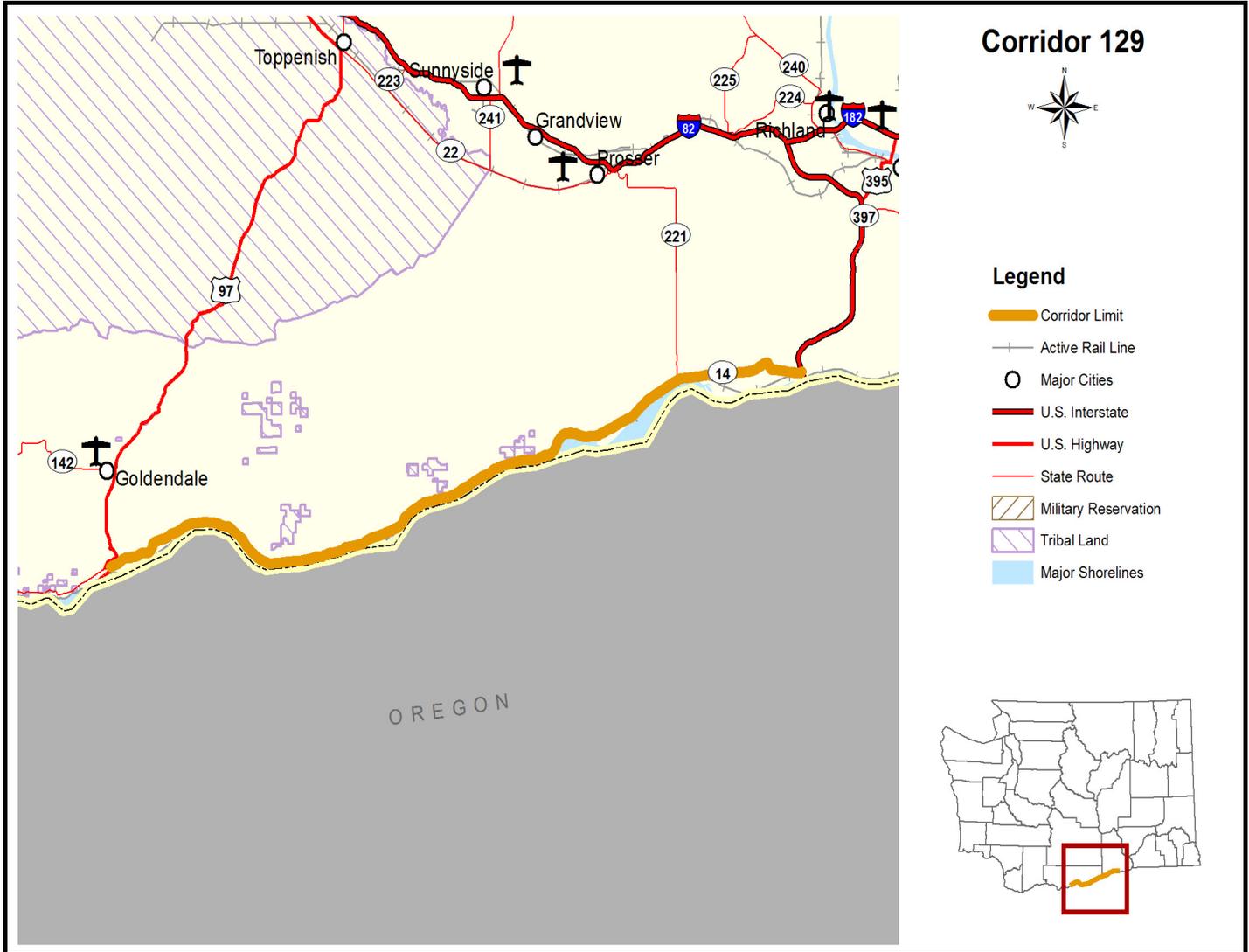
Mileposts: 101.46 to 180.77

Corridor 129

Length: 79.31 miles

Corridor Description

This 79 mile long corridor segment of SR 14, also known as the Lewis and Clark Highway, begins at its junction with US 97, near Maryhill, and ends at its junction with I-82, near Plymouth. The corridor connects with SR 221, in Paterson, and also provides service to the small community of Roosevelt. The corridor crosses portions of Klickitat and Benton counties. This section of SR 14 is the only higher speed facility that provides service to the Columbia River area of central Washington. It also provides access to several Washington State Parks located in the corridor. The corridor provides essential access to the region for tourists, recreational activities, as well as serving freight and farm to market transportation needs.



Corridor Function

Current Function

This route passes through rural areas, serving as the eastern portion of the route between Vancouver and Eastern Washington. SR 14 primarily serves as a parallel route to I-84 in Oregon. In Washington State, this route is the most southerly connection of US 97 and I-82.

Future Function

The function of this corridor is not expected to change in the future.

Comments or feedback on function

Preservation

Policy Goal: To maintain, preserve, and extend the life and utility of prior investments in transportation system and services.

What's Working Well?

Pavement condition is adequate

What Needs to Change Today?

In general, identified preservation needs in the corridor consist of pavement rehabilitation.

What Needs to Change in the Future?

Investment options to maintain and preserve this corridor are continually refined based on on-going inspections of corridor assets, such as pavement, bridges, drainage structures, and electrical facilities. Preservation projects are identified, prioritized and included in biennial and supplemental budget requests to the legislature. It is likely that all pavements will require at least one resurfacing over the next 20 years. In general, identified preservation needs in the corridor consist of pavement rehabilitation.

Comments or feedback on preservation

Safety

Policy Goal: To provide for and improve the safety and security of transportation customers and the transportation system.

What's Working Well?

Limited traffic

What Needs to Change Today?

Investments when & where appropriate to address collision reduction.

Known maintenance issues, per Goldendale maintenance lead tech Todd Kindler, 7/25/2016:

Route--MP--Location--Direction--Issue--Notes
SR 14--106 - 108--Near aluminum plant--WB--Slow climbing trucks. Long uphill grade; adding a climbing lane would reduce delays and overly aggressive passing.

SR 14--123.0--WB--Frequent rockfalls--Toe of hillside at shoulder with no room for ditch or fences; rocks fall onto roadway causing accidents and road surface damage.

What Needs to Change in the Future?

Investments when & where appropriate to address collision reduction.

Comments or feedback on safety

Mobility

Policy Goal: To improve the predictable movement of goods and people through Washington State, including congestion relief and improved freight mobility.

WSDOT currently defines congestion for system screening as locations that currently or are projected to operate below 70% of the posted speed limit during peak hour. Statewide analysis is preformed to screen at three time periods: current year, ten year and twenty year.

What's Working Well?

Limited traffic

What Needs to Change Today?

Currently there are no mobility deficiencies in this corridor. Proposals aimed at enhancing operations in the corridor consist of expanding the communication capacity of the ITS network.

What Needs to Change in the Future?

Analysis of operating conditions is a continuous process, and, when needed, cost-effective alternatives will be further developed and considered.

Comments or feedback on mobility

Environment

Policy Goal: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

What's Working Well?

What Needs to Change Today?

Supporting the economic prosperity of Washington State, by providing a safe, reliable, and efficient transportation system, is a top priority for WSDOT. One way in which this is accomplished is by identifying truck bottlenecks on the highway system. A statewide analysis is currently underway to determine truck bottleneck locations and develop cost-effective solutions to address them. As future studies in the corridor are conducted, environmental concerns or issues will be identified as warranted, including potential fish barrier retrofit projects.

What Needs to Change in the Future?

This highway segment contains one, or more, areas rated Medium for vulnerability to future climate conditions and/or extreme weather events. There is 1 fish passage barrier located in the corridor, and it is not subject to the federal court culvert injunction. There is 1 Chronic Environmental Deficiency site that needs correction within the corridor. This corridor has a Medium habitat connectivity ranking.

Comments or feedback on environment

Economic Vitality

Policy Goal: To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy.

What's Working Well?

What Needs to Change Today?

This is a very rural corridor. Attention should be given to the various agricultural land uses.

What Needs to Change in the Future?

This is a very rural corridor. Much of the traffic is trucks. Attention should be given to the trucks and the various agricultural land uses.

Comments or feedback on economic vitality