

= Washington State Route 168 =

State Route 168 (SR 168) is a legislated , but not constructed , state highway located in Washington , United States . The highway is meant to serve as an alternate crossing through the Cascade Range , supplementing the seasonal Chinook Pass on SR 410 . Proposals were first drawn in the 1930s , and the highway has been codified in law under its current designation since 1970 , however no construction has occurred .

= = Route description = =

The highway is legislated to begin in Greenwater , in Pierce County , at a junction with SR 410 . The road would continue east through Mount Baker @-@ Snoqualmie National Forest , Naches Pass , and Wenatchee National Forest to its eastern terminus with SR 410 north of Cliffdell , in Yakima County . The highway would pass near Pyramid Peak , which has a maximum altitude of 5 @, @ 718 ft (1 @, @ 743 m) . Currently , a crossing similar to the legislated highway is covered by a variety of Forest Routes , including Road 19 and Road 70 .

Two main reasons for creating the highway exist . First , SR 168 would be an all @-@ season route through Naches Pass (elevation 4 @, @ 923 feet (1 @, @ 501 m)) . SR 410 closes annually due to avalanche dangers near Chinook Pass (elevation 5 @, @ 430 feet (1 @, @ 655 m)) . Second , SR 168 would allow commercial vehicles to bypass Mount Rainier National Park , where they are prohibited on SR 410 . The current restriction detours commercial traffic south to U.S. Route 12 over White Pass or north to Interstate 90 over Snoqualmie Pass .

= = History = =

Plans for a Naches Tunnel or highway date back to the early 1930s , designated as the Naches Pass Link of Primary State Highway 5 . The state legislature appropriated \$ 50 thousand (equivalent to \$ 3 @. @ 58 million in 2015) for a study on the feasibility of a new highway . In the early 1960s , Governor Albert Rosellini established a committee to study the feasibility of a toll road . The route was considered feasible by the committee , and they estimated tolls of \$ 1 @. @ 50 per vehicle (equivalent to \$ 28 @. @ 00 in 2015) would need to be levied to pay for the highway . Proponents of the new highway were pushing to have U.S. Route 10 routed over the pass , away from the routing over Snoqualmie Pass ; however this never occurred . Ultimately , the highway was not built as the state considered the highway unfeasible . The highway has been codified in Washington law since 1970 , while the tunnel through Naches Pass has been codified in state law since 1959 .