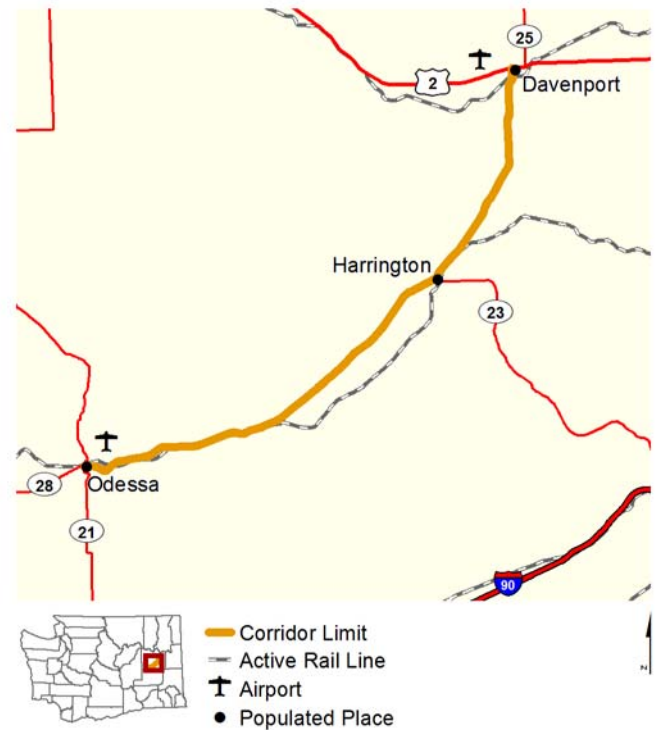


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 28: SR 21 Jct. (Odessa) to I-90 Jct. (Davenport)*

This 37-mile long east-west corridor within Lincoln County is located in eastern Washington. The corridor travels between the town of Odessa to the west and the community of Davenport to the east. The route runs through the community of Lamona and the city of Harrington. The character of the corridor is predominantly rural with suburban uses intermixed. Suburban developments are present within the communities of Davenport and Lamona. Land uses within the communities comprise of residential developments in a grid-like fashion, commercial services, and manufacturing. Outside of these communities, land use is agriculture and open space. One notable water feature near the corridor is Sylvan Lake at the western end point. The corridor parallels the BNSF Railway for a majority of the corridor, crossing it once near Odessa whereas it crosses over the Eastern Washington Gateway in Davenport. Two airports, Odessa Municipal and Davenport Municipal, are both located at each end point. Terrain is rolling throughout the corridor.



Current Function

State Route 28 is the primary east-west route for central Washington communities located between US Route 2 and Interstate 90 and serves as an alternate route to these major highways. This corridor is a rural-minor arterial and is not classified as a freight economic corridor. Segments of this corridor through Odessa and Davenport have been identified as state highways operating as the community's main street. In addition to connecting with both SR 21 and I-90, the corridor connects with SR 23 in Harrington. Sidewalks are present in Odessa and wide shoulders are present throughout the rest of the corridor for bicyclist and pedestrian usage.

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 primarily a two-lane, undivided lane with wider lanes in Odessa and wide shoulders in Davenport to accommodate for parallel parking. The annual average daily traffic on this corridor is highest in Davenport and lowest in Harrington.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no fish passage barriers present on this corridor.

### What needs to change?

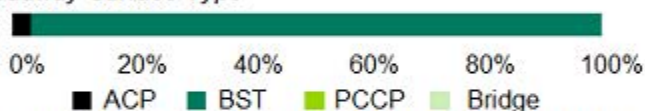
- There is a railroad undercrossing with restricted vertical clearance on the corridor.

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

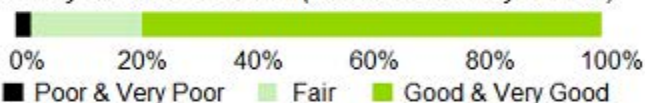
| High        | Low  |   |
|-------------|------|---|
| 2,014       | 527  | Annual Average Daily Traffic (AADT)           |
| 21.1%       | 9.5% | Bus/Truck Percent                             |
| 75.24       |      | Number of Lane Miles                          |
| 1           |      | # of Signalized/Stop Controlled Intersections |
| \$2,738,000 |      | Corridor Investments (2005-2016)              |

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

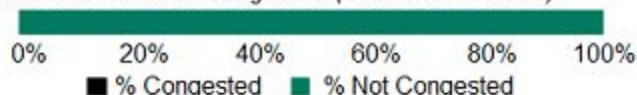


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

|                                    | Protect   | Restore/ Enhance/ Assess            |
|------------------------------------|---|-------------------------------------|
| Fish Barriers                      | 100% Passable   | 0% to Do                            |
| Noise Walls                        | 0% Built  | 0% Proposed                         |
| Chronic Environmental Deficiencies | 0% Resolved   | 0% Unresolved                       |
| Wildlife Connectivity              | 0 Structures in Place   | 2 High Priority Miles               |
| Stormwater Treatment               | 0 BMPs  | Retrofit Prioritization in progress |
| 98.0                               | % 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 is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page 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> |
|-------------------|---|

#### 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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> |
|-------------|---|

|          |   |
|----------|---|
| Pavement | <i>WSDOT has identified three Pavement actions in the next six years encompassing 100% of the corridor.</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:

### Bonnie Gow

Eastern Region Planning Office  
Senior Transportation Planner  
509-324-6109  
gowbl@wsdot.wa.gov

### Charlene Kay, P.E.

Eastern Region Planning Office  
Region Planning & Strategic Partnership Director  
509-324-6195  
kayc@wsdot.wa.gov

### Mike Gribner

Eastern Region  
Regional Administrator

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](mailto: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.