

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:

I-90: SR 17 Jct (Moses Lake) to US 395 Jct (Ritzville)

This 41-mile long east-west corridor runs between the State Route 17 junction in Moses Lake and the US Route 395 junction in Ritzville. The corridor runs through Grant and Adams counties, mainly passing through rural, irrigated agricultural land, and open undeveloped areas. Population density is very low in these sections of the corridor. The cities of Moses Lake and Ritzville, at either end of the corridor, are more urban in character with relatively dense population and a variety of land uses. As the corridor nears its western end, some commercial and industrial uses begin to appear along the route, many of which support farming practices. This route crosses the Columbia Basin Railroad at three locations in and around the cities of Moses Lake and crosses under the BNSF rail line near Ritzville. Grant County International Airport and the Moses Lake Municipal Airport are located north of the corridor in Moses Lake, and Pru Field is located at the eastern terminus in Ritzville. The corridor passes over rolling hills and pastoral land. Vegetation along the corridor is predominately farmland, fields, and dry grasses.



Current Function

Interstate 90 is a major east-west transcontinental route used to move freight and people across the country, linking cities like Seattle, Chicago, and Boston. Within Washington, I-90 is a critical east-west route directly linking Seattle with Spokane. This corridor serves as the primary east-west route in Grant and Adams counties, connecting the city of Moses Lake and Ritzville. The primary function of this corridor is to move goods and people throughout Washington and the country. The corridor connects to SR 17, US 395, and SR 21 providing connections to outside destinations. Recreational commuters use the corridor to access multiple sites, such as the nearby Hanford Site for tours, Moses Lake, and Columbia River. Another trip generator for this corridor is Central Washington University, located in Ellensburg. An Amtrak station providing bus service is located in Ritzville. Grant Transit Authority runs along the corridor, as do vanpools. One park and ride is located at the SR 17 junction. Shoulder use for pedestrians and bicyclists is available on 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 segment of I-90 is a four-lane, divided, unsignalized highway. The annual average daily traffic on this corridor is highest at the US 395 junction in Ritzville and lowest near the SR 21 junction.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- All surveyed pavements on the corridor are in fair or better condition.
- Passenger rail and fixed-route transit service are available on the corridor.
- There are no fish passage barriers on the corridor.

What needs to change?

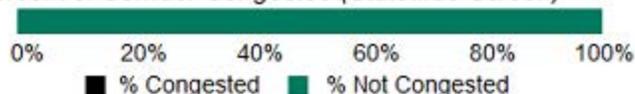
- The corridor has one bridge requiring a deck replacement.
- The frequent long-distance travel on the corridor could benefit from improved informational signing.
- There is an undercrossing on the corridor with a vertical clearance issue, which impedes freight traffic.
- There are low priority habitat connectivity sites on the corridor.

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

| High | Low | |
|--------------|--------|---|
| 18,488 | 10,860 | Annual Average Daily Traffic (AADT) |
| 20.8% | 20.2% | Bus/Truck Percent |
| 189 | | Number of Lane Miles |
| 0 | | # of Signalized/Stop Controlled Intersections |
| \$17,420,000 | | Corridor Investments (2005-2016) |

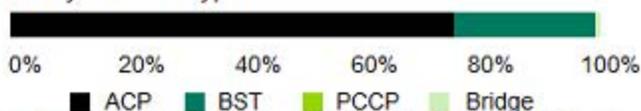
Mobility

Percent of Corridor Congested (Statewide Screen)

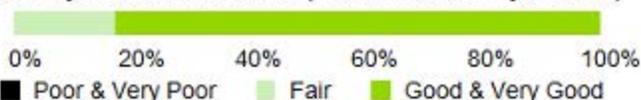


Preservation

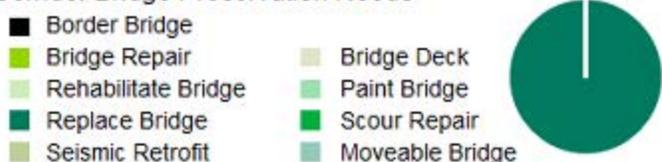
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

| | Protect | Restore/ Enhance/ Assess |
|------------------------------------|---|-------------------------------------|
| Fish Barriers | None | 0% to Do |
| Noise Walls | 0% Built | 0% Proposed |
| Chronic Environmental Deficiencies | 0% Resolved | 0% Unresolved |
| Wildlife Connectivity | 0 Structures in Place | 12 High Priority Miles |
| Stormwater Treatment | 2 BMPs | Retrofit Prioritization in progress |
| 30.4 | % 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:

- Concerns about the BNSF railroad overpass which forces over height freight trucks onto local streets in Adams County. [Economic Vitality]

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

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| Under Development | <i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i> |
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Environment

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| 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

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

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| 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 four Pavement actions in the next six years encompassing 100% of the corridor.</i> |
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| Other Facilities | <i>WSDOT has identified one Other Facilities action in the next six years at a specific location within this corridor.</i> |
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Safety

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| Investment | <i>WSDOT has identified one Safety Investment action in the next six years encompassing 31% of the corridor.</i> |
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Stewardship

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| 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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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

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