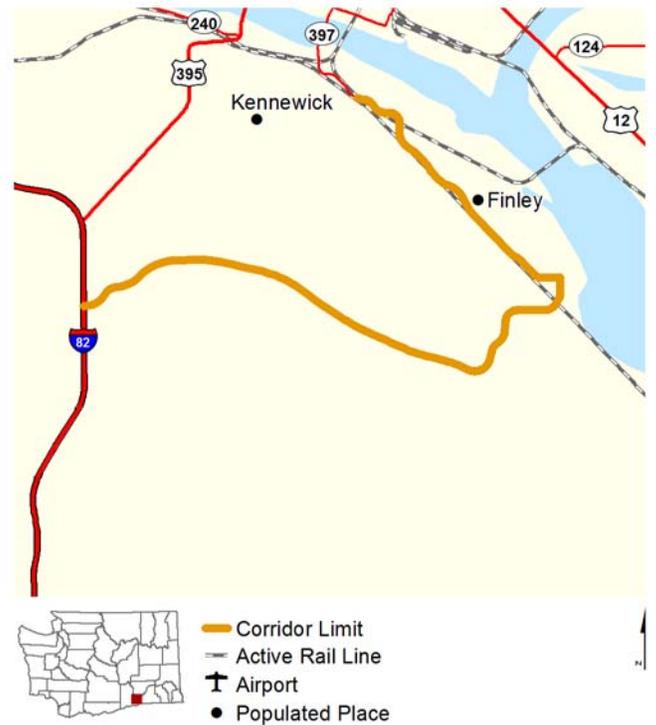


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 397: I-82 Jct to Kennewick City Limits*

This 17-mile long corridor is located in south central Washington state in Benton County. The corridor travels between the Interstate 82 junction and the eastern city limits of Kennewick crossing the hills southeast of Kennewick and the census designated place of Finley. The corridor's character shifts from rural to suburban. Through Finley, the corridor's character is suburban with the principal land uses consisting of residential housing and agricultural land. As the corridor passes through Highland, the corridor's character is rural and is mostly undeveloped land. Other land uses along the corridor include open range and irrigated farmland, commercial, and industrial. There is a gravel pit located just east of the I-82 interchange. Terrain along the corridor is a mix of rolling hills in Highland and level through Finley. In Finley, the corridor is adjacent to or parallels the BNSF Railway and crosses the Union Pacific Railroad. The Columbia River lies just east of the highway. There are barge slips located along this section of the river and industrial sites throughout Finley.



Current Function

State Route 397 is a state highway in Benton and Franklin counties, extending between I-82, Finley and Kennewick, over the Columbia River, and I-182, US Route 12, and US 395 in Pasco. This corridor functions primarily as a connector between I-82, Finley and Kennewick. Initially intended as a bypass route around the city of Kennewick, this corridor principally provides local access to the surrounding area and to industrial complexes on the eastern edge of Finley. This corridor is a moderately used freight route. A number of railroad spur lines traverse the Finley area as well as the BNSF main line. There is a railcar service and repair facility located east of the corridor with connections to both the BNSF and Union Pacific railways. Other trip attractors on the corridor are connections to I-82, Two Rivers Park, and the city of Pasco. Bicyclist and pedestrian use is permitted along the corridor. The Bofer Canyon bike route along Bofer Canyon Road crosses the corridor immediately east of the I-82/SR 397 junction.

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 two-lane, undivided highway with middle turn lanes at various intersections throughout. The annual average daily traffic on this corridor is highest immediately east of Kennewick and lowest just south of Finley.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 99% of surveyed pavements on the corridor are in fair or better condition.
- There are no fish barriers present on the corridor.
- There are no identified chronic environmental deficiencies on the corridor.

### What needs to change?

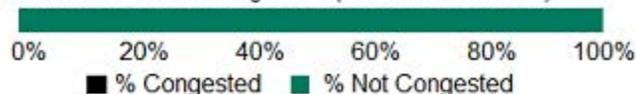
- There are no connections to alternate modes on the corridor.
- Sight distance issues are present on the corridor between Finley and Kennewick.
- Corridor at-grade railroad crossings are experiencing geometric, design, or traffic interaction issues.
- There is a higher crash history at the SR 397/Piert Road intersection.
- The corridor is susceptible to wildfires.
- Through the hillside area, the corridor is susceptible to landslides.

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

High	Low	
10,344	870	Annual Average Daily Traffic (AADT)
27.9%	7.8%	Bus/Truck Percent
33.32		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$8,674,000		Corridor Investments (2005-2016)

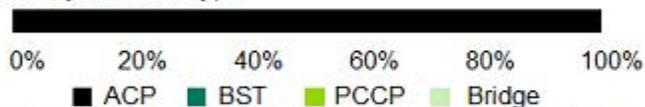
### Mobility

Percent of Corridor Congested (Statewide Screen)

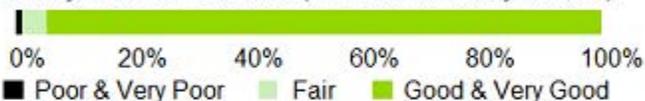


### Preservation

#### 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	0 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
100.0	% 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 collected feedback from agency partners. Key themes included:

- Concerns that the future function of corridor could be impacted.
- SR 397 is expected to become an alternate freight route to US 395.

## 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, pavement repair, and vegetation control.</i>
-------------	---

Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 69% of the corridor.</i>
----------	--

#### **Safety**

Investment	<i>WSDOT has identified one Safety Investment action in the next six years at a single location on this 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:

### Paul Gonseth

South Central Region Planning Office

Planning Engineer

509-577-1630

gonsetp@wsdot.wa.gov

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.