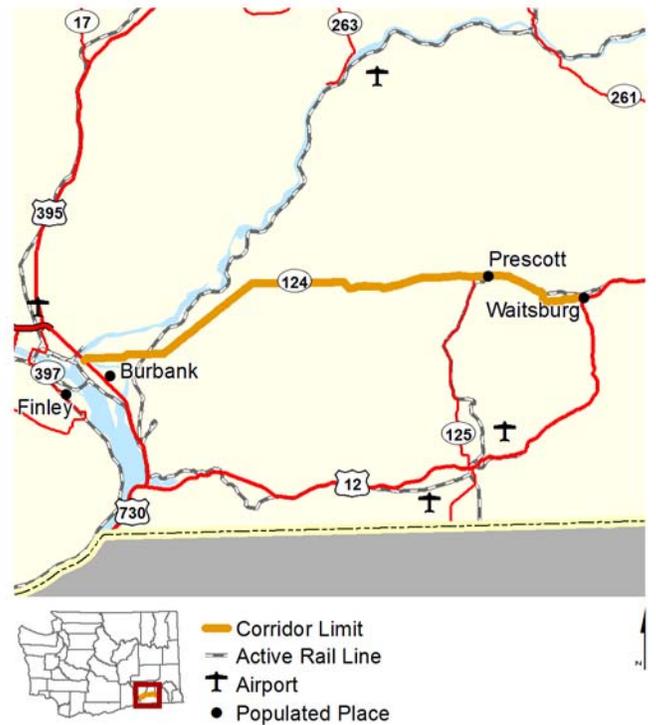


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 124: US 12 Jct (Pasco) to US 12 Jct (Waitsburg)*

This 45-mile long east-west corridor is located in southeast Washington. The corridor runs between the US Route 12 junction in Burbank and the city of Waitsburg while passing through the small city of Prescott. With the exception of Burbank, Prescott, and Waitsburg, the corridor's character is rural. Land uses consist of irrigated crops, dryland farms, and rural residential. Within Burbank, Prescott, and Waitsburg, the corridor is suburban in character with agricultural, residential, industrial, commercial, and institutional land uses laid out in grid patterns. The Columbia River is located at the western endpoint while portions of the corridor parallel the Snake and Touchet rivers. Terrain throughout the western half of the corridor is level while the eastern half is rolling as it travels through the surrounding hills. The corridor crosses over the Union Pacific Railroad near the west end and parallels the Palouse River and Coulee City Railroad between Prescott and Waitsburg.



**Current Function**

State Route 124 encompasses the corridor in full and links the communities of Burbank, Prescott, and Waitsburg. This corridor primarily functions as a rural minor arterial, serving as a Walla Walla bypass route. The route is a farm-to-market route not only for the adjacent farms, but also for regional products going to and from the barge ports along the Snake River and processing facilities in the Tri-Cities. The route provides access to the Snake River for Ice Harbor Dam and various recreational areas. The corridor serves as the main access route for the communities through which it passes. The corridor intersects US 12 in two locations, and SR 125 at a third location. Bicycling and pedestrian use is permitted along corridor shoulders. A new grade-separated railroad crossing of a Union Pacific mainline was completed in 2017.

**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

SR 124 is primarily a two-lane, undivided highway with few turn lanes and one roundabout located in Burbank. The annual average daily traffic on this corridor is highest at its junction with US 12 in Burbank and lowest just west of Waitsburg.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There is a river otter crossing underneath SR 124 in the Hood Park.
- There are no chronic environmental deficiencies identified on the corridor.
- There are no identified fish barriers on the corridor.
- There is a new grade-separated railroad crossing of a Union Pacific mainline in the Monument Drive vicinity that has improved safety and mobility for both SR 124 traffic and the railroad.

### What needs to change?

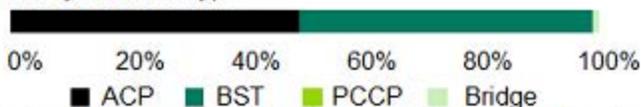
- Roughly 49% of pavement conditions have not been surveyed.
- Pedestrian crossings in cities and communities are inadequate.
- No bicycle facilities are present along the corridor.
- The sharp corners in Waitsburg are difficult for trucks to negotiate.
- At times, it is difficult for traffic or people to cross or enter SR 124 at the N Lake Road/S Lake Road intersection.

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

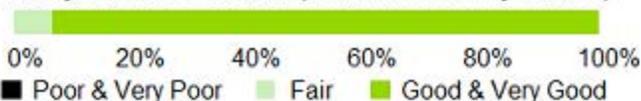
High	Low	
5,665	1,393	Annual Average Daily Traffic (AADT)
21.0%	12.0%	Bus/Truck Percent
89.44		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$5,001,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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

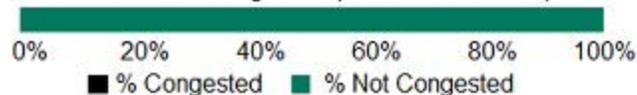


#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	None	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	1 Structures in Place	18 High Priority Miles
Stormwater Treatment	8 BMPs	Retrofit Prioritization in progress
99.9	% 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:

- Safety concern about the children who frequently ride their bicycle on the corridor's narrow shoulders.
- Desire for left turn channelization in Burbank Heights.
- Interest in commuting opportunities (public transportation or incentives) as some individuals commute between Dayton, Prescott, Eureka, and Burbank to the Tri-Cities.
- Turn lanes are needed for Broetje Orchards (at Fishhook Park Road).
- Passing lanes are desired in several locations on the corridor. At times, traffic is very congested or there are slow agricultural vehicles and risky passing is done.

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

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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#### 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 safety patrols.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 24% of the corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 3% of the corridor.</i>
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#### 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>
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## 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.

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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.

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