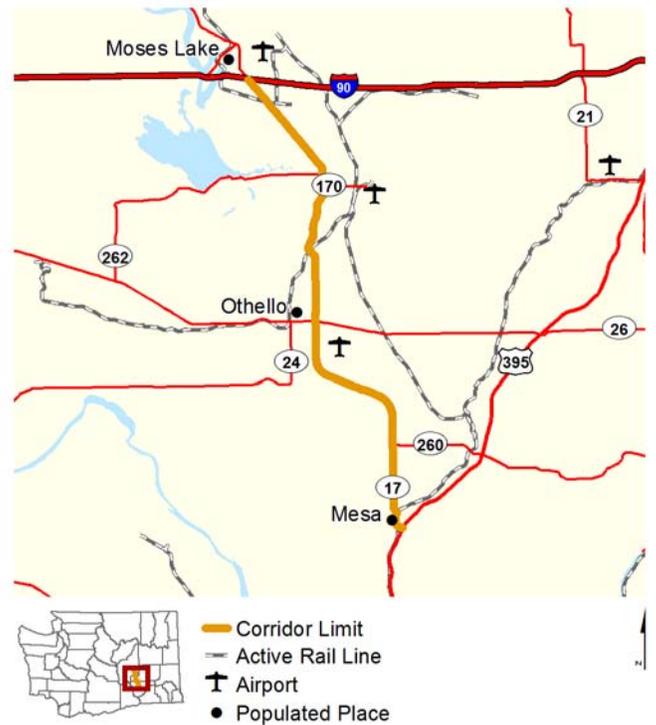


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

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

This 43-mile long, north-south corridor located is in Franklin, Adams, and Grant counties, just south of Moses Lake. The corridor runs between the State Route 17 junction with US Route 395 south of the community of Mesa and the Interstate 90 interchange in Moses Lake. The route's population density is low and the corridor's character is very rural with agricultural land uses throughout its length. Public lands also make up a significant amount of land use along the corridor including Potholes State Park and the Columbia National Wildlife Refuge. Near the corridor is the city of Othello with relatively dense residential development and some commercial and industrial uses. Southwest of the corridor is the Yakama Indian Reservation. The Columbia Basin rail line is also located near the corridor. Three airports are located near the corridor including Othello Municipal, Warden, and Grant County International Municipal. The corridor's terrain is generally very flat. Vegetation on the corridor includes low growing desert plants and agricultural fields.



Current Function

SR 17 is a north-south state highway that serves the Columbia Plateau in the central region of Washington providing a more direct connection between major east-west facilities like I-90 and US 2. This section of SR 17 is a vital transportation corridor for agricultural goods. The corridor serves as a connector for agricultural areas to urban centers like Moses Lake and the Tri-Cities. SR 17 intersects with SR 260, SR 26, SR 170, and SR 262. This corridor is a major freight route and provides rural access to businesses, schools, and residential areas, as well as medical facilities in Othello and Moses Lake. This corridor also provides access to the Potholes State Park, the Columbia National Wildlife Refuge, and the Scootney Reservoir. The corridor is classified as a Highway of Historic Significance and a Scenic Byway. The Grant Transit Authority provides limited bus service between Warden and Moses Lake.

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 portion of SR 17 is a two-lane, undivided, unsignalized highway that expands to three signalized lanes at the I-90 junction. The corridor also includes passing lanes near the SR 262 junction and center turn lanes at intersections with local streets. It is also briefly divided at the SR 26 junction in Othello. The annual average daily traffic on this corridor is highest at the I-90 junction in Moses Lake and lowest at the US 395 junction in Mesa.

What's working well?

- Over 99% of the corridor operates above WSDOT's congestion threshold.
- Paratransit service is available through the entire corridor.
- Recently installed signing at county road intersections has improved safety and mobility on the corridor.

What needs to change?

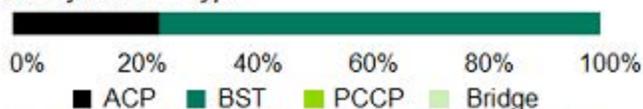
- There are preservation problems on the corridor's shoulders at intersections due to turning freight.
- There is no fixed-route transit service available on the corridor.
- There is an ongoing conflict between slow-moving freight and other traffic creating forced passing.
- The corridor has a medium climate change vulnerability rating due to dust, high winds, and fog.

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

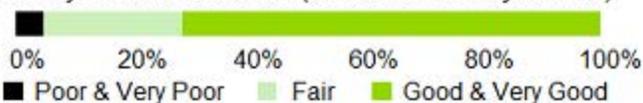
High	Low	
13,435	4,687	Annual Average Daily Traffic (AADT)
25.5%	12.2%	Bus/Truck Percent
87.08		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$10,542,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

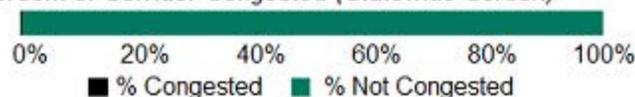


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	75% Passable	25% 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
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:

- Partners would like to see composition changes made to the corridor intersection shoulders, which experience high levels of freight movement, specifically Lee Road in Othello.
- Concerns about the lack of passing opportunities and designated turn lanes at multiple locations, particularly the Cunningham Road, Providence Road, Bench Road, and Hampton Road intersections in Othello.
- A desire to add lighted stop and warning signing at the corridor's other intersections.
- Multiple partners expressed a desire for installed intersection control at the Cunningham Road intersection in Othello.
- One partner said they would like to address the accessibility of the park and ride at the I-90 intersection, which becomes difficult to access during peak hours.

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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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Mobility

Multimodal	<i>WSDOT will continue to pursue multimodal strategies to address performance issues, improve connectivity and transportation options while also closing gaps in our non-motorized/active transportation system.</i>
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Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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Preservation

Maintenance	<i>Preservation will include strategic pavement maintenance as necessary to extend the life of the pavement and utility of the asset.</i>
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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 weed control.</i>
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Pavement	<i>WSDOT will continue to make spot repairs in areas that make sense for preservation of the pavement surface, along with, all other components of the roadway prism.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 34% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified six Safety Investment actions in the next six years encompassing 21% 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:

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ManzarN@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.

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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 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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