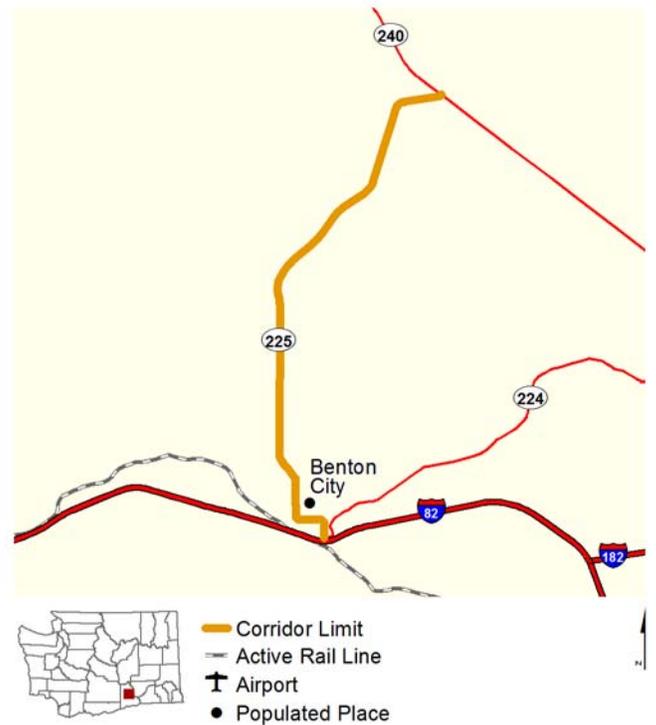


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

### *SR 225: SR 224 Jct (Benton City) to SR 240 Jct*

This 11-mile long north-south corridor is located in south central Washington state within Benton County. The corridor travels between the junction with State Route 224 in Benton City and the SR 240 junction. The entire corridor parallels the Yakima River, a portion of it runs adjacent to the river, and the route crosses the Yakima River via the Benton City - Kiona Bridge at the southern terminus. The character of the corridor changes from urban at the southern end in Benton City to rural outside the city limits. Land use within Benton City is primarily residential with commercial establishments lining the corridor through the heart of the city. Both Kiona-Benton City Middle School and Elementary School are located right off the corridor, as are several churches. Other land uses throughout the corridor include irrigated farmlands and rural residential units on the northern half of the corridor. Horn Rapids County Park is located midway through the corridor, and the Benton City Recreation Area and Boat Launch at the south end. The corridor's terrain is a mix of rolling and level throughout its length.



### Current Function

SR 225 is a state highway located entirely in Benton County and encompasses the corridor. The corridor connects SR 224 and Interstate 82 and SR 240. It primarily serves as the “main street” through Benton City and a commuter route to the U.S. Department of Energy's Hanford Site. The route provides a Yakima River crossing at the south end and serves properties north and west of the river. It also provides access at the east end of the Rattlesnake Hills. The hills are a rugged ridge dividing the Yakima Valley from the Moxee Valley/Black Rock Valley/Hanford Reservation area. The corridor is also a moderately use freight corridor providing access to the agricultural fields and facilities mostly at the south end of the corridor. Ben Franklin Transit provides fixed transit service on the corridor in Benton City and three park and rides are located near the route. Within Benton City, designated bike lanes and sidewalks are present along the corridor. The corridor provides access to two recreational areas on the corridor: Benton City Recreation Area and Boat Launch at the south end of the route, and Horn Rapids County Park at the north end.

### 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 225 is a two-lane, undivided highway with turn lanes throughout. One roundabout is located at the south end of the corridor. The annual average daily traffic on this corridor is highest at the SR 224 junction and lowest near the corridor's junction with SR 240.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no fish barriers on the corridor.
- Most of the corridor is a low priority for habitat connectivity investment.

### What needs to change?

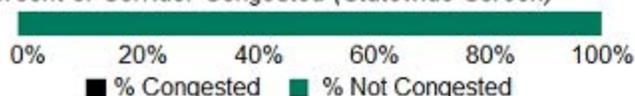
- Roughly 77% of corridor pavement conditions have not been surveyed.
- One bridge preservation need has been identified on the corridor.
- The shoulders are narrow through most of the corridor.
- Pedestrian facilities on the bridge over the Yakima River are inadequate.
- The corridor has been identified as a high-impact corridor for climate change vulnerability.

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

High	Low	
10,345	1,737	Annual Average Daily Traffic (AADT)
14.7%	6.3%	Bus/Truck Percent
22.64		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$1,548,000		Corridor Investments (2005-2016)

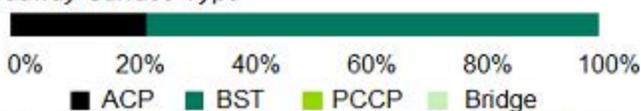
### Mobility

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	1 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	
1	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:

- One partner expressed a desire to develop policies to address tree limbs.
- There is a desire to implement multimodal crossings and main street/complete streets along the corridor.
- Desire to discourage commuter traffic along the corridor.
- Consideration for wildlife crossing structures and locations of future wildlife passages in order to assist in the movement of wildlife across highways.

## 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 vegetation control.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 100% 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

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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.

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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](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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