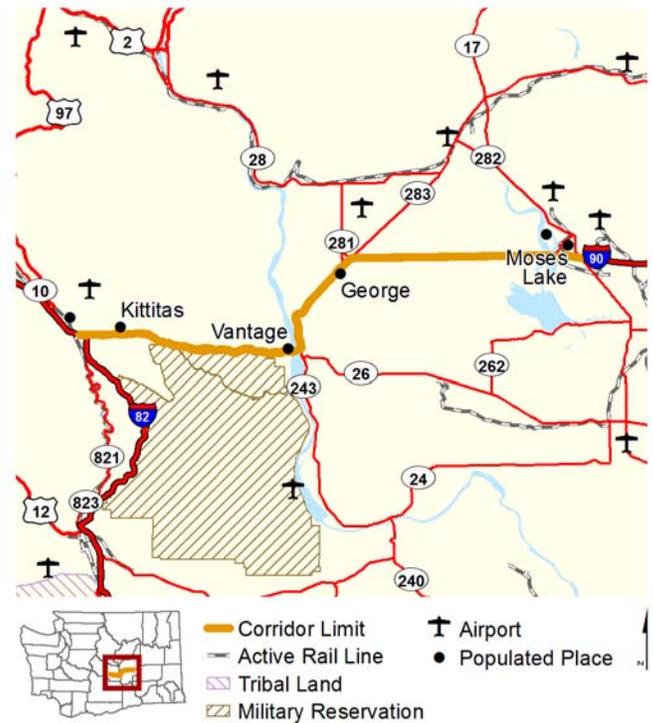


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

I-90: I-82 Jct (Ellensburg Vicinity) to SR 17 Jct (Moses Lake)

This 69-mile east-west corridor runs between the Interstate 82 junction and the State Route 17 junction in Moses Lake. The corridor passes through the cities of Ellensburg, Moses Lake, Kittitas, and George, as well as the community of Vantage. The corridor's character is primarily rural with irrigated fields, undeveloped sagebrush, and rangeland. The corridor descends a long, steep grade to the Columbia River crossing at Vantage before ascending another steep grade. At the top, the land once again transitions to irrigated agricultural lands. Continuing east, the corridor enters the community and advances through high-value, agricultural land, crossing over Moses Lake and Pelican Horn before terminating in the city of Moses Lake. Grant County International Airport and the Moses Lake Municipal Airport are located in Moses Lake.



Current Function

I-90 is a transcontinental freeway running between Seattle and Boston, Massachusetts; within Washington it is a critical east-west route directly linking Seattle with Spokane. This segment of I-90 is one of the most important freight routes in the state, it is a critical link for cross-state traffic. The corridor intersects I-82, SR 281, SR 283, SR 171, and SR 17, and provides access to Ellensburg, Kittitas, Vantage, George, Quincy, and Moses Lake. Recreational commuters utilize the corridor to access the numerous recreational sites that surround the corridor, including the Ginkgo Petrified Forest, Wanapum Recreation Area, Cove Recreation Area, and Sunland Park, and the Gorge Amphitheater. Between George and Moses Lake, Grant Transit Authority provides paratransit service along the corridor. There are also two park and rides that are easily accessible off the corridor in George 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 section of I-90 is a four-lane, divided, unsignalized highway, which includes some extended acceleration and deceleration lanes. The annual average daily traffic on this corridor is highest on the Cle Elum River Bridge near Ginkgo Petrified Forest State Park and lowest at the SR 26 junction east of the bridge.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Approximately 97% of surveyed pavements on the corridor are in fair or better condition.

What needs to change?

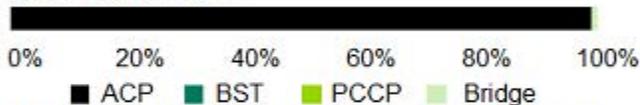
- There are five bridge preservation needs on the corridor, including the Renslow Bridge's deck.
- The corridor often experiences extreme weather closures related to wildfires and high winds.
- A lack of rest area facilities and truck climbing lanes at some points negatively affect freight traffic.
- There is a corridor segment where habitat connectivity is an issue for the region's elk population.
- There is one partially blocked fish passage barrier on the corridor.

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

High	Low	
15,757	13,815	Annual Average Daily Traffic (AADT)
22.2%	20.8%	Bus/Truck Percent
278.68		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$62,923,000		Corridor Investments (2005-2016)

Preservation

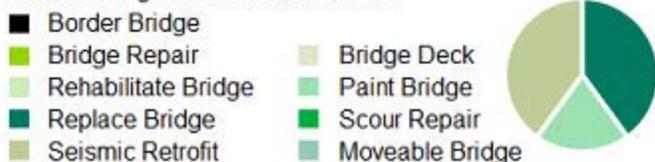
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

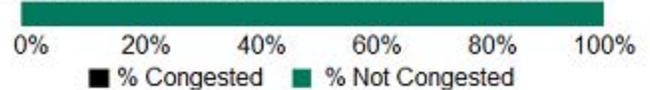


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	76.9% Passable	23.1% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	33 High Priority Miles
Stormwater Treatment	6 BMPs	Retrofit Prioritization in progress
52.4	% 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:

- Multiple partners expressed a need for increased and improved informational signing for access to Ginkgo Petrified Forest State Park, Wanapum State Park, Olmstead Place State Park, and the Silicia Road and Adams Road rest areas.
- An issue regarding pavement maintenance on the portion from the western George city limits to Moses Lake, which suffers from alligator cracking, repetitive potholing, re-ditching, and vegetation intrusion.
- One partner stated they would not be adverse to an elk fence at the habitat connectivity site near the Ryegrass rest area, but had concerns about ensuring the project is funded by WSDOT.
- Emphasis on the corridor's importance in providing accessibility for Bureau of Reclamation personnel to provide stewardship of Yakima Basin water resources.

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>A mobility performance strategy has not been identified by WSDOT.</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 six Pavement actions in the next six years encompassing 79% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within this corridor.</i>
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Other Facilities	<i>WSDOT has identified four Other Facilities actions in the next six years at specific locations within this corridor.</i>
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Safety

Investment	<i>WSDOT has identified three Safety Investment actions in the next six years encompassing 52% 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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Planning Manager

509-667-2905

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.

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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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