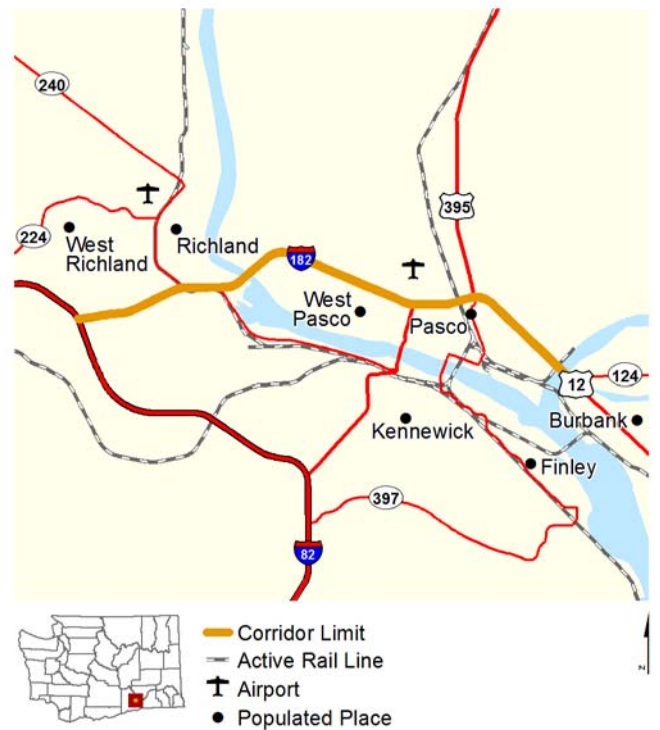


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*I-182/US 12: I-82 Jct (Richland) to SR 124 Jct (Burbank)*

This 19-mile long east-west corridor runs between the Interstate 82 junction in Richland and State Route 124 in Burbank. The corridor is comprised of three highway routes: all of I-182, a portion of US Route 12, and concurrent portions of US 12 and US 395, and runs through the cities of Richland and Pasco. The corridor crosses the Columbia and Yakima rivers near the western terminus and the Snake River near the eastern terminus, paralleling the Columbia River throughout its length. The corridor traverses the Tri-Cities metropolitan area where the character is primarily urban with a mix of residential, commercial, and agricultural or vacant land uses between urban developments. Other land uses located along the corridor include recreation, commercial box stores, and industrial. Columbia Basin College and the Tri-Cities Airport with commercial passenger service are located in Pasco. The BNSF railway mainline travels through Pasco's central business district, crossing near the corridor's eastern terminus. The corridor's terrain is relatively flat with dry brush as the primary vegetation and riparian vegetation along the river corridors.



**Current Function**

I-182 is a key link between I-82 to Walla Walla, US 395 to Spokane, I-82 to Yakima and Umatilla, and SR 124 to Waitsburg. This corridor includes one of the two busiest of three Columbia River crossings in the area, the only Snake River crossing, and is a critical east-west route through the Tri-Cities metropolitan area. This corridor is an urban highway and is heavily used by freight, with the highest freight use occurring between the SR 240/Thayer Drive and US 395/SR 397 interchanges. The route provides access to two regional highways: SR 240 in Richland and SR 397 in Pasco. The corridor also functions as a commuter corridor linking people to their homes and employment centers. An Amtrak station is located south of the corridor near the I-182/US 395/SR 397 interchange. Ben Franklin Transit provides public transportation service near the corridor, and two park and rides are easily accessible along the corridor.

**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

I-182 is a divided freeway with interchanges, while US 12 has several at-grade intersections between US 395 and the Snake River Bridge. Most of the corridor is four lanes, and I-182 expands to six lanes between the Columbia River in Richland and the US 395 interchange in Pasco. Major bridges are present across the Yakima, Columbia, and Snake Rivers. The annual average daily traffic on this corridor is highest near the SR 240 interchange in Richland and lowest at the western end near I-82.

### What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Approximately 92% of surveyed pavements on the corridor are in fair or better condition.
- There are two electric vehicle charging stations and four large park and ride lots on the corridor.
- There are no fish passage barriers on the corridor.

### What needs to change?

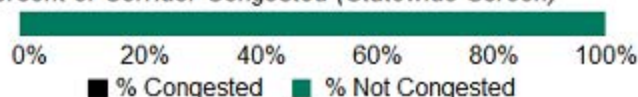
- There are four bridge preservation needs on the corridor.
- There are three medium priority habitat connectivity sites on the corridor.

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

High	Low	
61,998	9,246	Annual Average Daily Traffic (AADT)
16.4%	6.1%	Bus/Truck Percent
95.89		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$46,634,000		Corridor Investments (2005-2016)

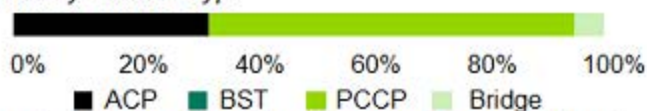
### Mobility

Percent of Corridor Congested (Statewide Screen)

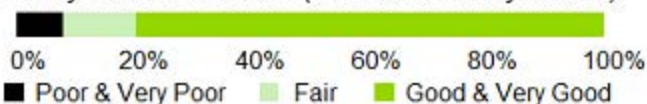


### Preservation

#### Roadway Surface Type



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



#### Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	3 High Priority Miles
Stormwater Treatment	18 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
1	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

- One partner expressed a desire to increase capacity near the US 12/US 395 junction in Pasco, particularly on the I-182 railroad bridge.
- Emphasis on a planned industrial facilities expansion in Richland which would be most easily accessed from the corridor's North Richland Bridge.
- Concerns about the lack of multimodal accommodations at several of the corridor's interchanges, including Queensgate Drive in Richland and Road 68 and Road 100 in Pasco.
- A desire for improved accessibility at the corridor's interchange with Argent Road in Pasco.
- Local partners are concerned about congestion between the SR 240 interchanges and the two US 395 interchanges. They observe eastbound and westbound congestion for the weaves between Queensgate Drive and SR 240/George Washington Way, and between US 395 and 20th Avenue. WSDOT's initial screen did not identify congestion at these locations. The agency is looking into to obtaining more data to perform further analysis.

## 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 three Pavement actions in the next six years encompassing 6% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years encompassing 2% 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

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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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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](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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