

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 173: SR 17 Jct (Bridgeport) to US 97 Jct (Brewster)*

This 12-mile long north-south corridor is located in north central Washington and runs along the Columbia River. The corridor travels between the State Route 17 junction in of the city of Bridgeport and the US Route 97 junction in the city of Brewster. The character of the corridor is predominantly rural with residential developments present in the two cities. Land uses within Bridgeport are primarily residential with some civic facilities, including a high school and parks, intermixed in a grid-like pattern. Land uses within Brewster consist of residential housing in a grid-like pattern at the south end of the city, and transitioning to both commercial and light industrial uses to the north. Outside of the two cities, farmland and open space make up the majority of the land uses of the corridor. The Chief Joseph Dam is located at the east end of the corridor, southeast of Bridgeport. The corridor's terrain is rolling as is travels over dry creek beds and along the foothills of the Columbia Plateau. The route crosses the Columbia River via the Brewster Bridge at the north end of the corridor. Anderson Airport is located near the corridor at Brewster.



**Current Function**

SR 173 is a state highway serving Douglas and Okanogan counties and functioning as an alternate route to SR 17 and the Chief Joseph State Park and Bridgeport Bar State Wildlife Recreation Area. The corridor encompasses all of SR 173. A bus station in Brewster provides service for Amtrak and the Apple Line. Narrow shoulders are present along the corridor and sidewalks are intermittent.

**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 173 is a two-lane, undivided highway with two right turn only lanes, one in both Bridgeport and Brewster. The route runs concurrently with several city streets within both cities. The annual average daily traffic on this corridor is highest near its intersection with SR 17 and lowest on the Brewster Bridge.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.

### What needs to change?

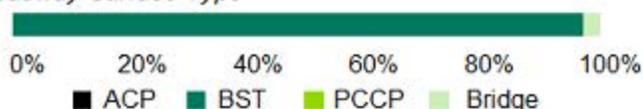
- There are fish passage barriers present on the corridor.
- The corridor has a high potential for increased climate impacts.

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

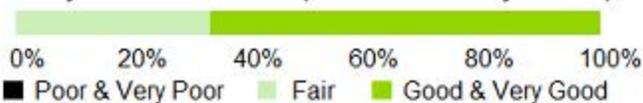
| High      | Low   |   |
|-----------|-------|---|
| 3,713     | 1,520 | Annual Average Daily Traffic (AADT)           |
| 8.3%      | 4.3%  | Bus/Truck Percent                             |
| 23.72     |       | Number of Lane Miles                          |
| 3         |       | # of Signalized/Stop Controlled Intersections |
| \$453,000 |       | Corridor Investments (2005-2016)              |

### Preservation

#### Roadway Surface Type



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

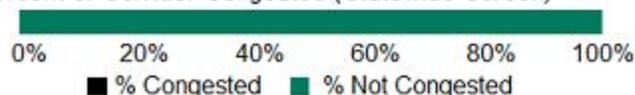


#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

|                                    | Protect               | Restore/Enhance/Assess  |
|------------------------------------|-----------------------|---|
| Fish Barriers                      | 33.3% Passable        | 66.7% to Do   |
| Noise Walls                        | 0% Built              | 0% Proposed   |
| Chronic Environmental Deficiencies | 0% Resolved           | 0% Unresolved   |
| Wildlife Connectivity              | 0 Structures in Place | 6 High Priority Miles   |
| Stormwater Treatment               | 0 BMPs                | Retrofit Prioritization in progress                             |
|                                    | 99.7                  | % 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 is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

## 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

|            |  |
|------------|--|
| 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, pavement repair, and repairing slopes.</i> |
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|          |   |
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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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|          |  |
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| Pavement | <i>WSDOT has identified one Pavement action in the next six years encompassing 100% of the corridor.</i> |
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#### Stewardship

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| 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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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.

#### **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.

#### **Notificación de Título VI al Público**

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