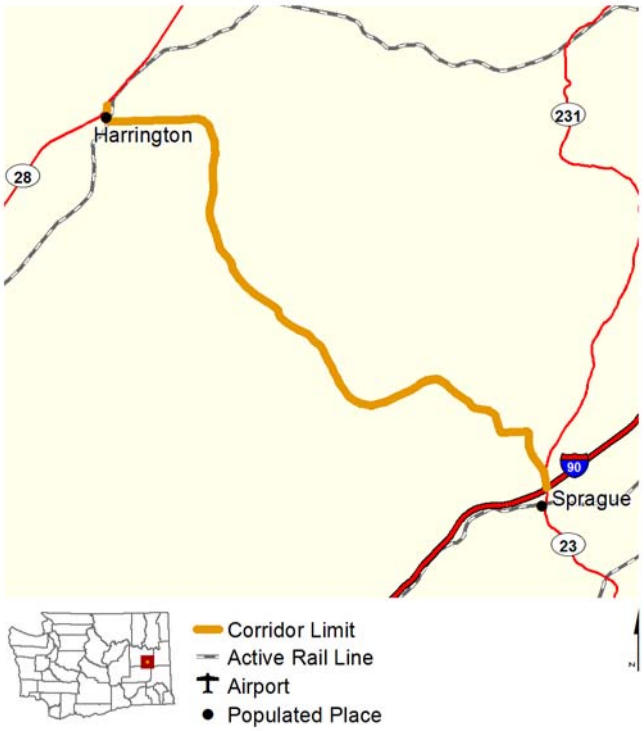
WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 23: I-90 Jct. (Sprague) to SR 28 Jct. (Harrington)

This 22-mile long north-south corridor is located in eastern Washington, west of Sprague. The corridor travels between the State Route 28 junction in the city of Harrington and the Interstate 90 junction in the city of Sprague. The corridor's character is rural and rolls through the surrounding landscape. Within the cities of Harrington and Sprague, the corridor is more suburban in character. Land use along this corridor includes agriculture and open space outside of the cities and residential and commercial retail within Harrington. Other land uses in Harrington include civic facilities such as a library, bank, and opera company. Within Sprague, land uses include single-family residences, manufacturing, commercial, open space, and utility transmission. Notable water features along the route include both Crab and Lords creeks. The corridor has an at grade crossing with the BNSF railway in Harrington.



Current Function

SR 23 is a state highway that traverses Whitman and Lincoln counties and extends between US Route 195 in the town of Steptoe and SR 28 in the city of Harrington. This corridor is a rural-major collector and is not classified as a freight economic corridor. A segment of this corridor through Harrington has been identified as a state highway operating as the community's main street. This corridor serves as a link for the rural residents and Harrington to I-90.

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 corridor is primarily a two-lane, undivided highway. The annual average daily traffic on this corridor is highest in Harrington and lowest at the junction with SR 231 in Sprague.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- The corridor is rated low for wildlife connectivity issues.
- The entire corridor is rated low for climate vulnerability impacts.
- There are now vertical clearance or weight restrictions on the corridor.

What needs to change?

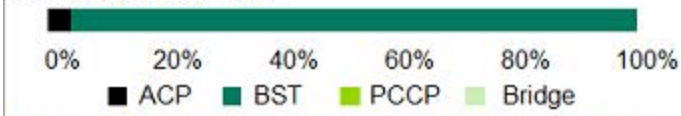
- Roughly 99% of corridor pavement conditions have not been surveyed.
- There is one fish passage barrier present on this corridor.

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

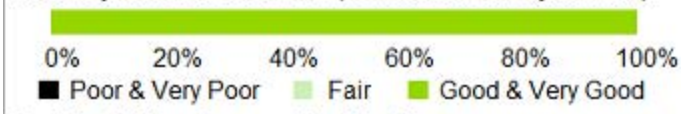
High	Low	
1,005	337	Annual Average Daily Traffic (AADT)
24.5%	13.1%	Bus/Truck Percent
46.6		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
$1,322,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

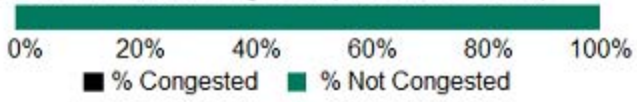


Corridor Bridge Preservation Needs

Border Bridge			
Bridge Repair	Bridge Deck	None Identified	
Rehabilitate Bridge	Paint Bridge		
Replace Bridge	Scour Repair		
Seismic Retrofit	Moveable Bridge		

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	*Restore/ Enhance/ Assess*
Fish Barriers	*85.7% Passable*	14.3% 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

Zero	% 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 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	*WSDOT will continue to work with partners in developing strategies to address economic vitality.*
Environment	
Protect and Maintain	*Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).*
Enhance or Restore	*Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.*
Fish Barrier Retrofit	*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.*
Mobility	
Assessment	*A mobility performance strategy has not been identified by WSDOT.*
Preservation	
Maintenance	*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 pavement repair.*
Pavement	*WSDOT has identified two Pavement actions in the next six years encompassing 99% of the corridor.*
Stewardship	
Planning	*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.*

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.

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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 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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