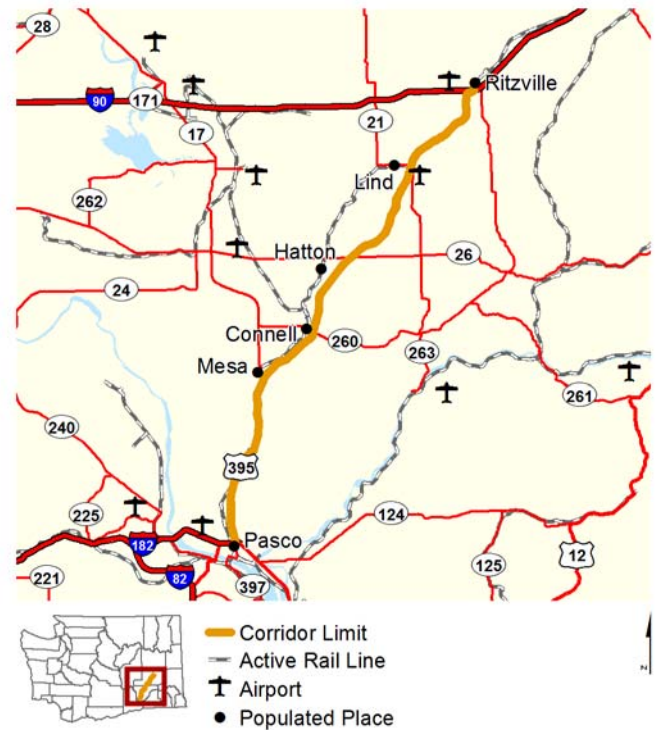


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 395: I-182 Jct (Pasco) to I-90 (Ritzville)

This 73-mile long southwest-northeast corridor is located in Franklin and Adams counties. The corridor runs between the Interstate 182 junction in the city of Pasco and the interchange with I-90 in Ritzville. Its character is mainly rural with agriculture land use as the corridor's primary use. There are many agricultural facilities and farmlands along with pockets of industrial uses throughout the corridor. The corridor passes through multiple communities between its endpoints such as the cities of Mesa and Connell as well as multiple unincorporated communities like Paha and Eltopia. Population and development density increases in urban areas and land uses become more diverse. The Coyote Ridge Corrections Center is located just off the corridor north of Connell. There are three airports near the corridor including the Tri-Cities Airport in Pasco, Lind Airport in Lind, and Pru Field in Ritzville. The terrain along the corridor is mostly flat with rolling sections in places. Vegetation along the corridor consists of largely agricultural fields, low growing desert plants, and pockets of trees. In urban areas, there is maintained landscaping.



Current Function

US Route 395 is a major north-south highway running between the U.S.-Canada border in Laurier, north of Spokane, and Los Angeles, California forming an international freight corridor. US 395 roughly parallels I-5 and is the major north-south highway interior to the Cascade and Sierra Nevada mountain ranges. The corridor is one of the most important freight corridors in Washington, moving goods and services from the surrounding agricultural facilities to destinations around the state. Connecting to I-90, this corridor forms the southern leg of the primary north-south connection between Tri-Cities and Spokane. The corridor intersects State Route 17, SR 260, SR 26, and SR 21 before connecting to I-90. The Ben Franklin Transit System operates throughout the Tri-Cities, but there are no fixed routes on the corridor. There are also paratransit, freight and passenger rail services, including an Amtrak station, and three airports near the corridor. Bicycle use is permitted 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

This segment of US 395 is a four-lane, divided, unsignalized highway that expands to include acceleration, deceleration, and passing lanes in several locations. There are interchanges at the junctions with state highways and at Kartchner Street in Pasco. The annual average daily traffic on this corridor is highest at the I-182 junction in Pasco and lowest near the SR 26 interchange.

What's working well?

- The entire corridor operates above WSDOT's adopted congestion thresholds.
- There are no vertical clearance restrictions to impede freight traffic on the corridor.
- There are no fish passage barriers on the corridor.

What needs to change?

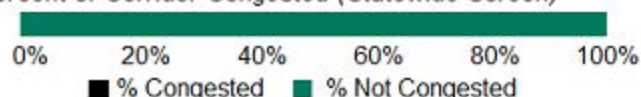
- Roughly 21% of surveyed pavements on the corridor are in poor to very poor condition.
- The corridor contains medium priority habitat connectivity sites.
- The Franklin County corridor segment has a medium climate change vulnerability rating due to wildfires.
- Biohazards, litter, and illegal parking associated with freight traffic are issues at several locations.

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

High	Low	
22,395	7,864	Annual Average Daily Traffic (AADT)
36.8%	21.9%	Bus/Truck Percent
292.84		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$21,095,000		Corridor Investments (2005-2016)

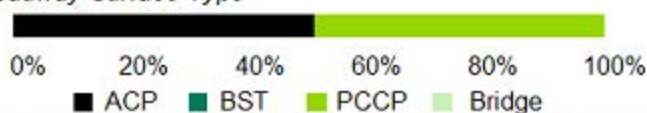
Mobility

Percent of Corridor Congested (Statewide Screen)



Preservation

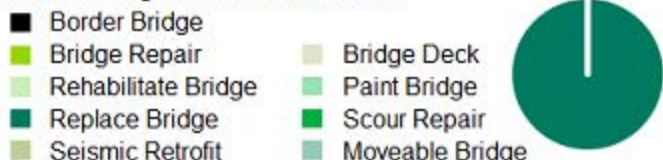
Roadway Surface Type



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	6 High Priority Miles
Stormwater Treatment	1 BMPs	Retrofit Prioritization in progress
50.3	% 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 collected feedback from agency partners. Key themes included:

- Partners would like to see improvements made that address the projected increases in industrial traffic coming from Cunningham and Othello.
- Considerations for continued access to Bureau of Reclamation properties vital to the management of Yakima Basin water resources.
- Concerns about a tight turn radius and the current length of turn lanes onto local streets, and interest in adding merge and turn lanes on the corridor north of Pasco.
- Support for the North Richland Bridge to increase the corridor's accessibility to and from I-82 in the Richland-Pasco area.

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

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 31% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 50% 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

gonsetp@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.

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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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