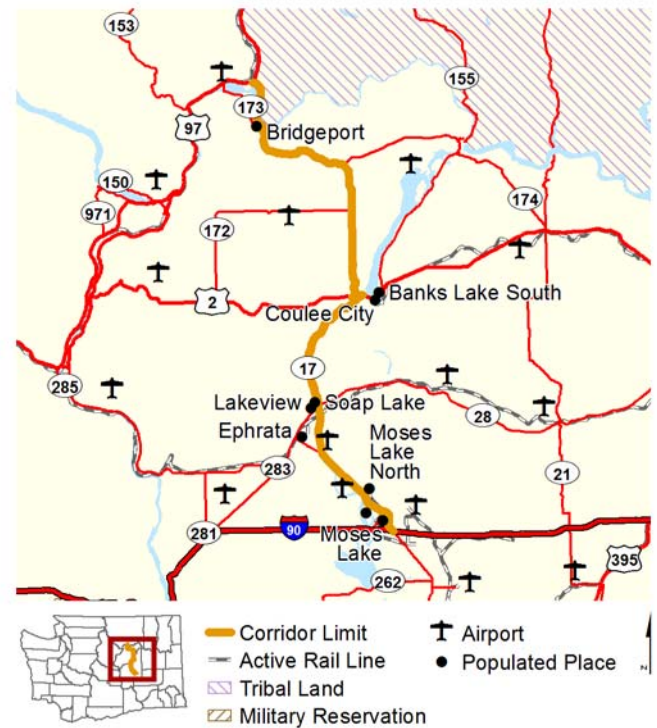


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 17: I-90 Jct (Moses Lake) to US 97 Jct (Brewster)

This 94-mile long north-south corridor is located in Grant, Douglas, and Okanogan counties. The corridor runs between the Interstate 90 interchange at Moses Lake and the intersection with US Route 97 east of Brewster. The corridor is primarily rural with mostly agricultural land uses and low population densities present. There are multiple communities located on or near the corridor, including Moses Lake, Ephrata, Soap Lake, Coulee City, Mansfield, Bridgeport, and Brewster. These communities have denser residential areas, as well as commercial and industrial land uses present. State Route 17 crosses the Columbia River at the northernmost portion of the corridor, just south of Brewster where it also passes through the southwest corner of the Confederated Tribes of the Colville Reservation. There are multiple airports located along the corridor, including Grant County International Airport and Ephrata Municipal Airport. With a few exceptions near the Columbia River, most of the corridor is relatively flat open agricultural land or desert sage lands.



Current Function

SR 17 is a north-south state highway that serves the Columbia Plateau in the central region of Washington providing a more direct connection between major east-west facilities like I-90 and US 2. This section of SR 17 is a vital transportation corridor for agricultural goods, while also providing a recreational and commuter route in the area. This corridor is the primary access into the greater Moses Lake urban area for communities to the north. Major traffic generators on the corridor include the urban centers and recreational facilities, such as Sun Lakes State Park. The corridor connects to major facilities including, I-90, US 2, US 97, and multiple state routes. This route also provides service to several regional airports. Grant Transit Authority provides bus service in the Moses Lake area and there is an Amtrak intercity passenger rail station in Ephrata just west of the corridor. Pedestrians and bicyclists are present in the communities 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

Through Moses Lake, this section of SR 17 is primarily a four-lane, divided, signalized highway with center and right turn lanes at major intersections. For the remainder of its length, the corridor is a two-lane, undivided, unsignalized highway which often includes passing lanes. There is a center turn lane present at several points as well. The annual average daily traffic on this corridor is highest at the I-90 junction in Moses Lake and lowest at the US 2 junction near Coulee City.

What's working well?

- Over 99% of the corridor operates above WSDOT's congestion threshold.
- Fixed-route transit and paratransit service is available for about half of the corridor.

What needs to change?

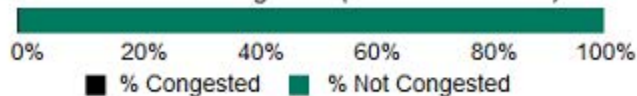
- The corridor has recurring pavement maintenance issues between Moses and Soap Lakes.
- The preservation and width of shoulders on the corridor are a hindrance to bicyclist mobility.
- The corridor has a medium climate change vulnerability rating due to sand and snowstorms.

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

High	Low	
18,444	866	Annual Average Daily Traffic (AADT)
30.7%	7.1%	Bus/Truck Percent
199.93		Number of Lane Miles
13		# of Signalized/Stop Controlled Intersections
\$39,766,000		Corridor Investments (2005-2016)

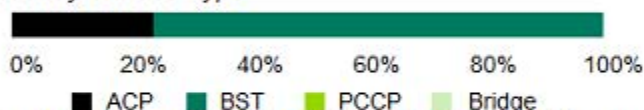
Mobility

Percent of Corridor Congested (Statewide Screen)

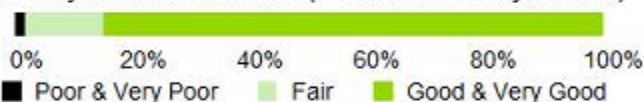


Preservation

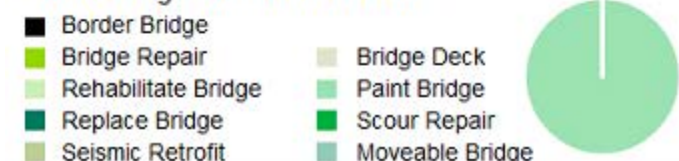
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	78.6% Passable	21.4% to Do
Noise Walls	50% Built	50% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	19 High Priority Miles
Stormwater Treatment	17 BMPs	Retrofit Prioritization in progress
72.7	% of Corridor with high potential for increased Climate Impacts	
1	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 concern about the geometry of the corridor's junctions with SR 28 and SR 282 in Ephrata, which may be contributing to poor decision-making on the part of motorists.
- A desire to address the habitat connectivity sites on the corridor, from Soap Lake to Coulee City.
- Concerns about pavement maintenance between Moses Lake and Soap Lake, mainly with regards to vegetation growing through the shoulders and alligator cracking within the lanes.
- Emphasis on planning for residential and industrial growth at the Nelson Road and Wheeler Road intersections in Moses Lake.
- A desire to add pedestrian facilities on the corridor's N Stratford Road overpass in Moses Lake.
- Partners would like to study current speed controls on the corridor's urban segments, particularly in Moses Lake.
- There is a freight shifting opportunity available on the corridor in the form of freight rail service.

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>Further information about the proposed strategies can be found attached at the end of this document.</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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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 four Pavement actions in the next six years encompassing 69% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified seven 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 five Safety Investment actions in the next six years encompassing 27% 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

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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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