

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 171: I-90 Jct to SR 17 Jct (Moses lake)*

This four-mile long east-west corridor is located in Moses Lake. The corridor runs between the Interstate 90 junction, through the city of Moses Lake, and the State Route 17 junction. The corridor is mildly dense and the character is urban. The area surrounding the corridor is heavily residential with commercial uses distributed throughout. Other uses located around the corridor include industrial, and further away from the corridor, are agricultural and recreational land. Outside of urban Moses Lake, the landscape is rural residential and agricultural. The corridor is located on a peninsula surrounded by Moses Lake, Pelican Horn, and Parker Horn. There are four bridges which access the peninsula and intersect with the corridor, one of which is a rail bridge. Grant County International Airport (MWH) is located north of the corridor and Potholes Reservoir and Potholes State Park are located south of the corridor. The corridor's topography is level as it passes sagebrush and street trees.



Current Function

SR 171 is a state highway, also known as Broadway Avenue, that serves the city of Moses Lake in Grant County. This corridor primarily serves the Moses Lake peninsula residential and recreational needs. The corridor connects I-90 to SR 17, as well as residential and industrial traffic on the peninsula. The corridor also transports freight through the area and the Columbia Basin Railroad crosses the corridor and continues north to the Grant County International Airport. Other functions of the corridor include people traveling to Moses Lake to use the lake and surrounding outdoor recreational activities. Grant Transit Authority is present along the corridor and provides public transportation to the area. The corridor contains sidewalks and a nearby activity trail throughout the length of the corridor that pedestrians and bicyclists utilize.

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 171 is primarily a four-lane, undivided highway. It has a center turn lane throughout its length and occasional right turn only lanes. The annual average daily traffic on this corridor is highest near its intersection with S Division Street and lowest near its junction with SR 17.

### What's working well?

- Less than 2% of the corridor experiences congestion on a regular basis.
- Over 99% of surveyed pavements on the corridor are in fair or better condition.

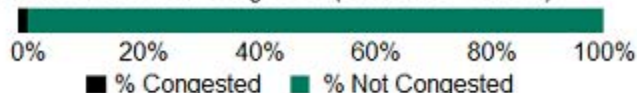
### What needs to change?

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

High	Low	
21,459	4,417	Annual Average Daily Traffic (AADT)
6.4%	4.2%	Bus/Truck Percent
13.39		Number of Lane Miles
5		# of Signalized/Stop Controlled Intersections
\$2,725,000		Corridor Investments (2005-2016)

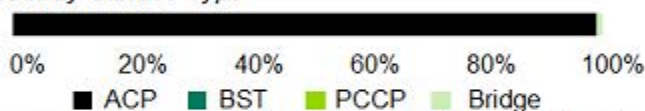
### Mobility

Percent of Corridor Congested (Statewide Screen)

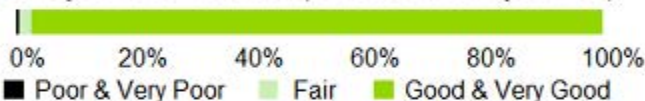


### Preservation

#### 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	0 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
2	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:

- Interest in improving bicycle and pedestrian facilities along the corridor such as crossings, sidewalks, and bike lanes.

## 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>Strategies to assess congestion may be created through a multimodal, multidisciplinary, and multi-agency approach.</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, rest areas, and weed control.</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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#### Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years at a single location on this 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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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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