

Corridor Sketch Summary

SR 17: US 395 Jct (Mesa) to I-90 Jct (Moses Lake)

Highway No. 017

Mileposts: 7.43 to 50.66

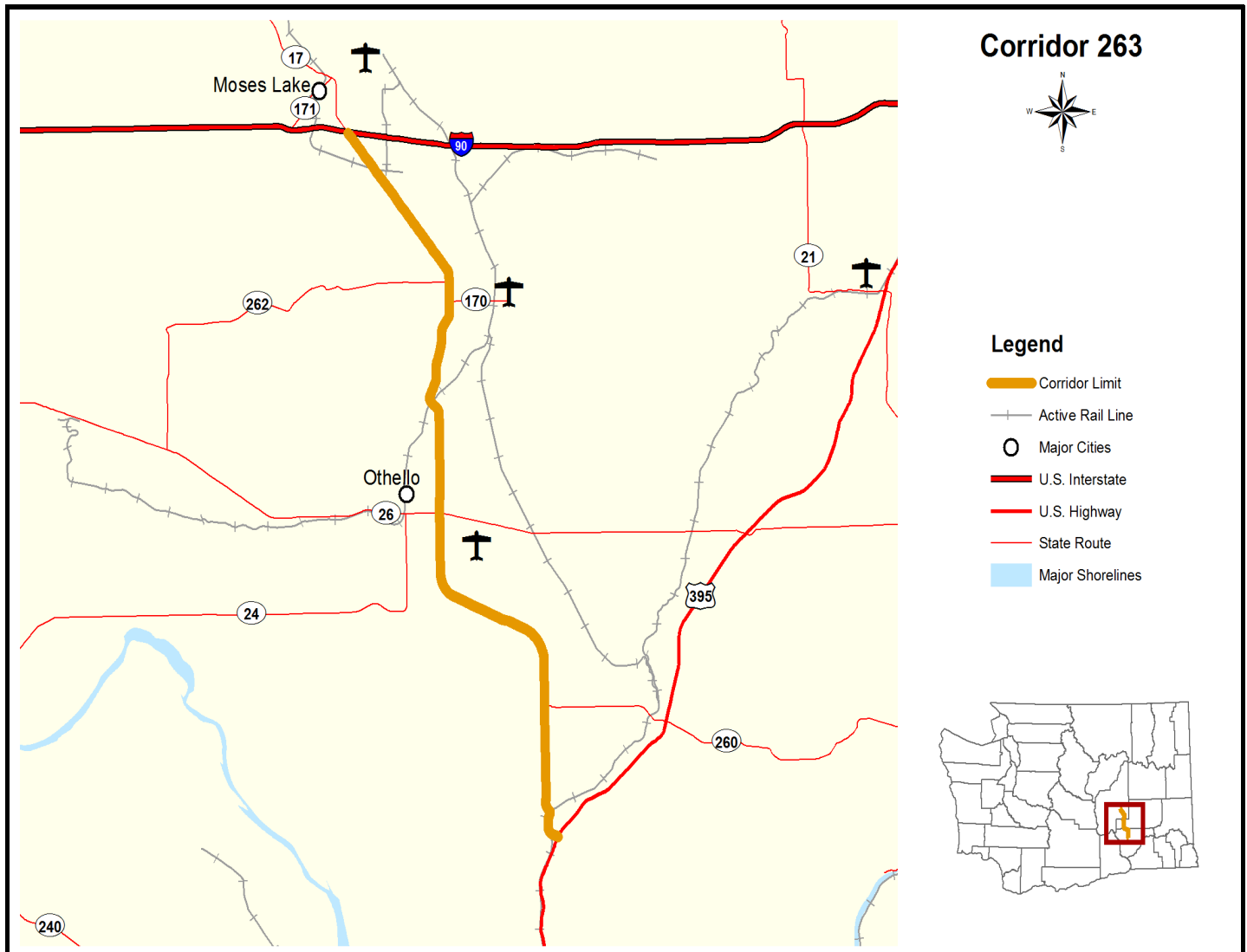
Corridor 263

Length: 43.17 miles

Corridor Description

This corridor begins at a junction with US 395 south of the community of Mesa, Franklin County (SCR), it runs generally north to the SR 17/I-90 interchange in Moses Lake, Grant County. Between Mesa and Moses Lake, SR 17 intersects with SR 260, SR 26, SR 170, and SR 262. SR 260 provides access to Connell. SR 26 intersects SR 17 in Othello and the connection with SR 170 provides access to Warden. About 10 miles south of Moses Lake, SR 17 connects with SR 262 which provides access to the Potholes Reservoir and State Park. The corridor runs through portions of Franklin, Adams, and Grant counties; it is a direct route between the Tri-Cities and Moses Lake.

It is classified as a T-2 freight route, NHS, HSS, and Scenic Byway.



Corridor Function

Current Function

This corridor is a significant north/south cross state route. It is classified as a T-2 Freight Route, NHS, HSS, Scenic Byway;. It provides access to the Potholes State Park and Recreation Area. The community of Othello is located west of 17 and east of in the vicinity of Cunningham Rd MP 29.38. This corridor provides essential access to businesses, schools, residential, and Medical Facilities in Othello and Moses Lake. It is a vital Agriculture transportation corridor.

Future Function

- The corridor is expected to function much in the same way and provide the same services.
- Vital to agriculture and freight transport; essential preservation will be critical.
- SR 17 is curcial to the state transportation network, it provides interconnectivity and through travel from the Tri-Cities north to Moses Lake; as well as numerous smaller communities throughout.

Comments or feedback on function

Preservation

Policy Goal: To maintain, preserve, and extend the life and utility of prior investments in transportation system and services.

What's Working Well?

Pavement condition generally good.

What Needs to Change Today?

- There are ongoing slope stabilization issues just north of Mesa.
- HMA for truck turning accomodation; BST tends to ravel.
- Aprons at gravel road intersections tend to break down rapidly.
- Lee Road (Freight Route) MP 30.40 continues to fall apart around the radii due to truck turning.
- Pave back to 100' feet is desirable to preserve the integrity of the intersections.
- HMA tends to hold up better in the intersections; BST is adequate outside of these areas.
- MP87 has significant preservation issues.
- MP87-91 ar rock fall areas.
- MP92 is ongoing rock fall concern.
- Jct 2/17 parking lot is in bad shape.
- Solar flashing beacons don't work in winter.
- Clay in subgrade on SR17 causes lots of rutting and is a big deal for maintenance crews.

What Needs to Change in the Future?

Comments or feedback on preservation

Safety

Policy Goal: To provide for and improve the safety and security of transportation customers and the transportation system.

What's Working Well?

The lighted Stop signs and Warning signs are very beneficial in the locations of county road intersections.

What Needs to Change Today?

Truck climbing lanes out in the gulch just north of Mesa.
 Continue with passing lane projects to address safety and mobility.
 Ensure County Road intersection safety for vehicles and freight entering and exiting the highway.
 Significant development potential east of SR 17 in the vicinity of Cunningham/Main Street MP 29.38.
 Construct passing lanes south of Providence Rd MP 35.60 throughout the county to address collisions and passing issues.
 Install Lighted Stop and Warning signs at County road intersection
 Construct NB LTL at Bench Rd MP 27.36 .
 Construct NB LTL at Hampton Rd MP 26.35.
 Consider intersection control at Cunningham MP 29.38
 Impatient drivers are making poor passing decisions.
 There is a high collision rate south of Providence Rd MP 35.60 through the county.
 Intersection at Cunningham MP 29.38 turning and highway entering issues.
 Bench Road MP 27.36 turning movement issues
 Hampton Rd MP 26.35 turning movement issues
 Numerous at grade intersections, coupled with high speeds and sight distance issues make merging onto the highway concerning.

What Needs to Change in the Future?

Comments or feedback on safety

Mobility

Policy Goal: To improve the predictable movement of goods and people through Washington State, including congestion relief and improved freight mobility.

WSDOT currently defines congestion for system screening as locations that currently or are projected to operate below 70% of the posted speed limit during peak hour. Statewide analysis is performed to screen at three time periods: current year, ten year and twenty year.

What's Working Well?

What Needs to Change Today?

Continue with passing lane projects to address safety and mobility.
 All of the county road intersections; traffic entering and exiting the highway.
 Lack of passing lanes and intersection channelization. Increase passing lanes and intersection channelization.

What Needs to Change in the Future?

Comments or feedback on mobility

Environment

Policy Goal: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

What's Working Well?

What Needs to Change Today?

Fog can get very dense and affect visibility.

What Needs to Change in the Future?

Comments or feedback on environment

Economic Vitality

Policy Goal: To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy.

What's Working Well?

What Needs to Change Today?

This is a major agriculture transportation corridor and must be maintained to accommodate growing need. Lee Rd MP 30.40 is a designated freight route, maintain corridor to accommodate growing need. Lack of safe access at Cunningham MP 29.38 to handle future development, consider intersection control.

What Needs to Change in the Future?

Comments or feedback on economic vitality