

# Corridor Sketch Summary

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

Highway No. 395

Mileposts: 22.72 to 96.13

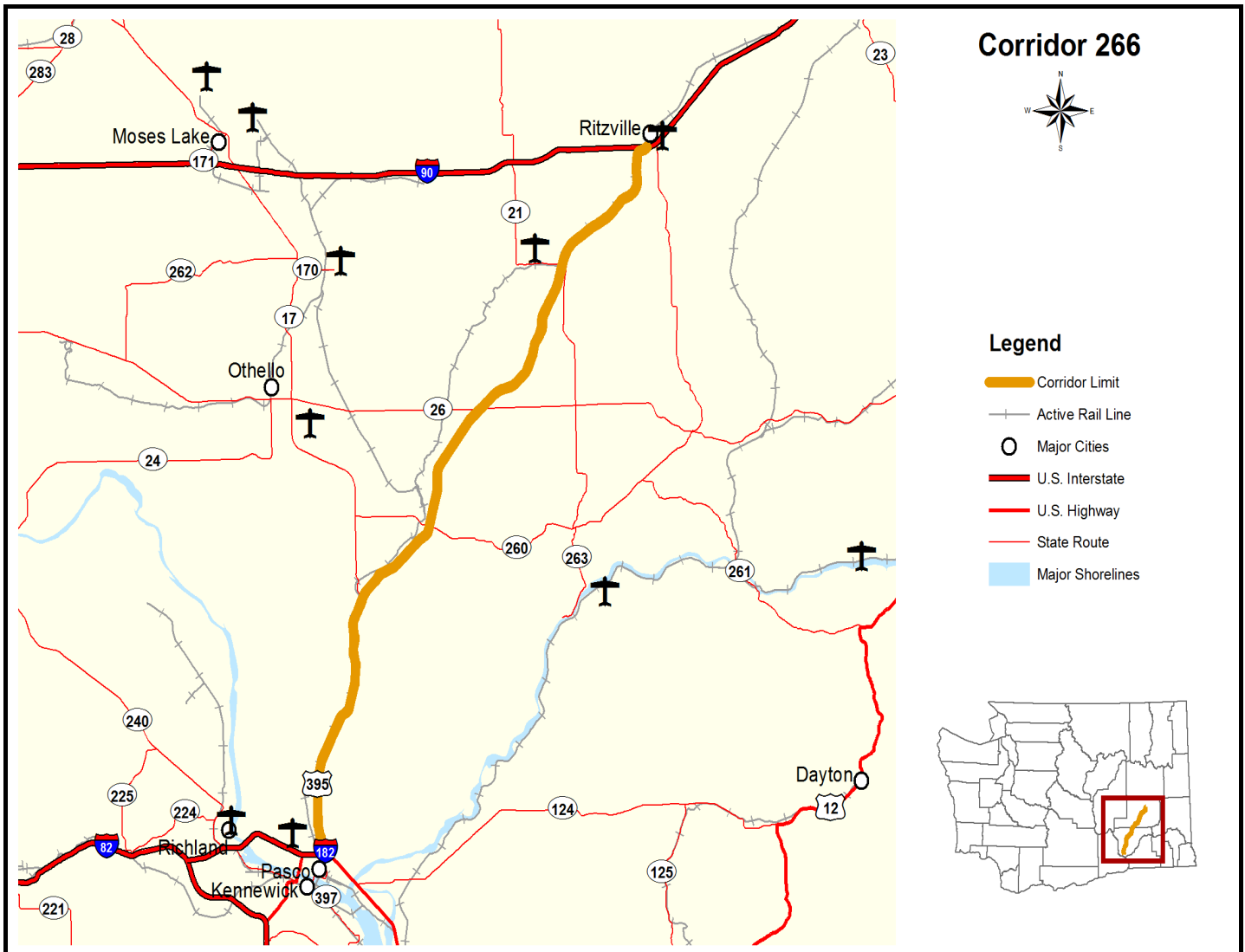
Corridor 266

Length: 73.21 miles

## Corridor Description

This 73 mile long corridor begins at the I-182/US 395 interchange in Pasco which is in Franklin County in the South Central Region. The corridor proceeds northeasterly through the cities of Mesa (MP 45.51 - 46.43) and Connell (MP 54.90 - 56.32) then crossing into Adams County and the Eastern Region at MP 61.24. The corridor continues northeasterly, serving Lind at MP 82.14 through a connection with SR 21 and Paha at MP 87.54, ultimately connecting to I-90 at Ritzville. The corridor connects with SR17 (MP 46.28), SR260 (MP 55.08), SR 26 (MP 66.30), and SR21 (MP 82.14).

US 395 is a four lane divided highway connecting the Tri-Cities, Ritzville and Spokane. This segment of US 395 is part of a contiguous set of highways that form an international freight corridor between Mexico, the US, and Canada. This corridor has been designated by the US Congress as a Congressional High Priority Corridor of the National Highway System.



## Corridor Function

### Current Function

Nationally, US 395 is a key component in the national highway system. It parallels Interstate 5 and is the major north-south highway interior to the Cascade and Sierra Nevada mountain ranges. US 395 begins at Interstate 15 in southern California and ends at Canade Highway 3, a core route on Canada's National Highway System in British Columbia. In Washington State, US 395 connects Oregon to Canada. It connects I-182/US 12, the primary east-west corridor between Yakima and Walla Walla, to I-90, the main east-west corridor between Seattle and Spokane. An URBAN-PRINCIPAL ARTERIAL classified as a T-1 freight corridor, it is one of the most important freight corridors in the state and carries over 19 million tons per year.

### Future Function

The future function of this corridor is expected to remain the same.

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?

The pavement condition of this corridor is managed in accordance with WSDOT's policies and Asset Management Plan (out for statewide review).

### What Needs to Change Today?

There are a few small sections of pavement that are due per the WSPMS

### 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 corridor performs above WSDOT's adopted safety standards in accordance with the Washington State Strategic Highway Safety Plan: Target Zero. WSDOT continually analyses collision data, tracking data and utilizes a process of prioritizing safety funds on a statewide basis. Safety projects are funded as the locations prioritize through the priority array process.

### What Needs to Change Today?

The at grade intersections on this corridor are potential locations that might prioritize for safety improvements.

The weigh stations located between Pasco and Connell just north of the Sagemoor Rd intersection are used as an overnight parking facility by truckers. WSDOT assisted the Washington State Patrol in cleaning off part of the WSP facility dirtied by nuisance trespassers.

Trucks park on both the northbound and southbound on- and off-ramps of the SR 17 Interchange. It is especially a problem in the NB direction. Truckers also use these areas to clean cattle truck trailers leaving waste and runoff behind. Some cattle are hauled from Canada. Litter is a problem as well. This is one of the worst truck parking problem areas in Maintenance Area 3.

**What Needs to Change in the Future?**

The at grade intersections on this corridor are potential locations that might prioritize for safety improvements.

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 preformed to screen at three time periods: current year, ten year and twenty year.

**What's Working Well?**

This corridor operates above WSDOT's adopted congestion threshold. This corridor does not restrict bicycles.

**What Needs to Change Today?**

**What Needs to Change in the Future?**

During the CSI workshop, Adams County Engineers noted potential farm processing facility development that would access US395 via Cunningham and Muse roads. The increase in traffic from development may generate a need to evaluate the operation of the at grade intersection at these locations.

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?**

There are no fish passage barriers on this corridor.

**What Needs to Change Today?**

There are medium and low priority wildlife connectivity issues and fish passage barriers throughout the corridor.

**What Needs to Change in the Future?**

There are medium priority wildlife connectivity issues throughout the corridor.

This corridor is rated low for vulnerability to future climate conditions and / or extreme weather events. As future studies in the corridor are conducted, environmental concerns or issues will be identified as warranted.

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?***

There are no limited vertical clearance issues along this corridor.

***What Needs to Change Today?***

As industrial land use in Pasco continues to grow, plans for an interchange at Foster Wells Rd will need to be developed. This is consistent with previous projects WSDOT has completed to accomodate growth and improve safety.

***What Needs to Change in the Future?***

Comments or feedback on economic vitality