

Corridor Sketch Summary

SR 397: I-82 Jct to Kennewick ECL

Highway No. 397

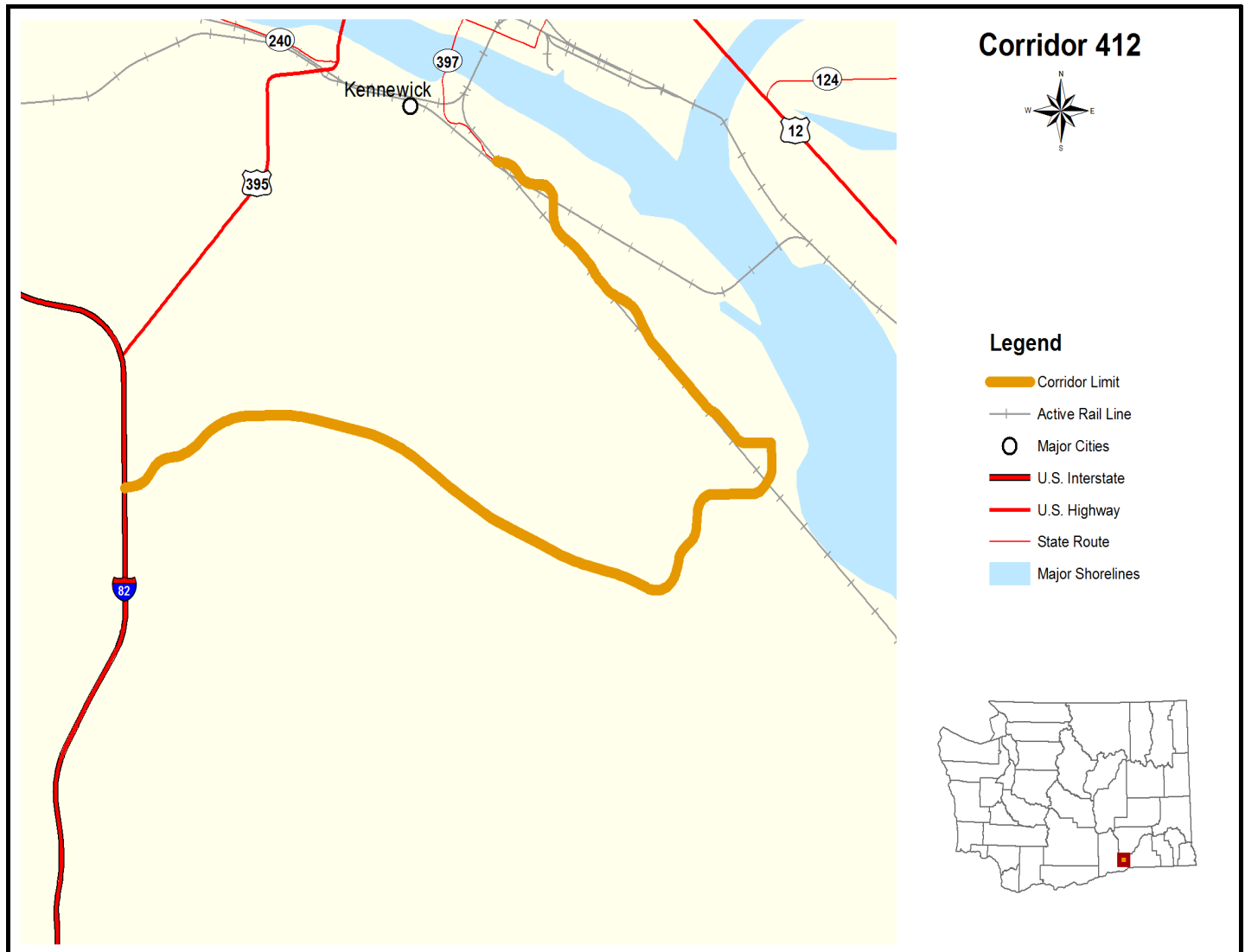
Mileposts: 0 to 16.59

Corridor 412

Length: 16.59 miles

Corridor Description

SR 397 at I-82 (Exit 114) and heads east through open range and dry farmland. This portion is predominately rolling terrain. At approxiamte MP 8.40 the corridor flattens out and enters the unincorporated community of Finley where it generally travels northwest towards the City of Kennewick..



Corridor Function

Current Function

Initially intended as a bypass route around the City of Kennewick, SR 397 primarily provides local access to the surrounding area and some industrial complexes on the eastern edge of Finley. The highway is an Urban Minor Arterial from MP 0.00 to MP 11.08, and a Urban Major Collector from MP 11.08 to MP 16.59. The corridor has a T3 freight classification from MP 0.00 to MP 3.09, a T2 classification from MP 3.09 to MP 11.68, and no classification from MP 11.68 to MP 16.59.

This corridor has a Managed Access Classification throughout the corridor. From MP 0.00 to MP 4.60 it is Class 3, and from MP 4.60 to 11.23 it is a Class 5 managed access facility.

Future Function

There is moderate industrial growth in Finley, and the City of Kennewick has worked to build better local connections (Olympia St.) to the highway; however, the function of SR 397 is not expected to change significantly.

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?

What Needs to Change Today?

As sections of pavement fall below the adopted statewide standard, preservation projects need to be funded. Corridor assets will be monitored or inspected according to WSDOT's Asset Management Plan (out for statewide review)

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?

What Needs to Change Today?

The northern part of this corridor within Finley, approaching Kennewick has some sight distance issues generally created by the horizontal alignment.

The crash history at Piert Rd intersection is attributed to the non typical intersection design. May be good candidate for roundabout as the area develops and traffic increases.

What Needs to Change in the Future?

At-grade railroad crossings were recently analyzed and should continue to be monitored for potential grade

separation.

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?

What Needs to Change Today?

Complete streets on the portion of the corridor that is within Kennewick & Pasco.

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?

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?

What Needs to Change in the Future?

Comments or feedback on economic vitality