

# Corridor Sketch Summary

SR 224: I-82 Jct (Benton City) to SR 240 Jct (Richland)

Highway No. 224

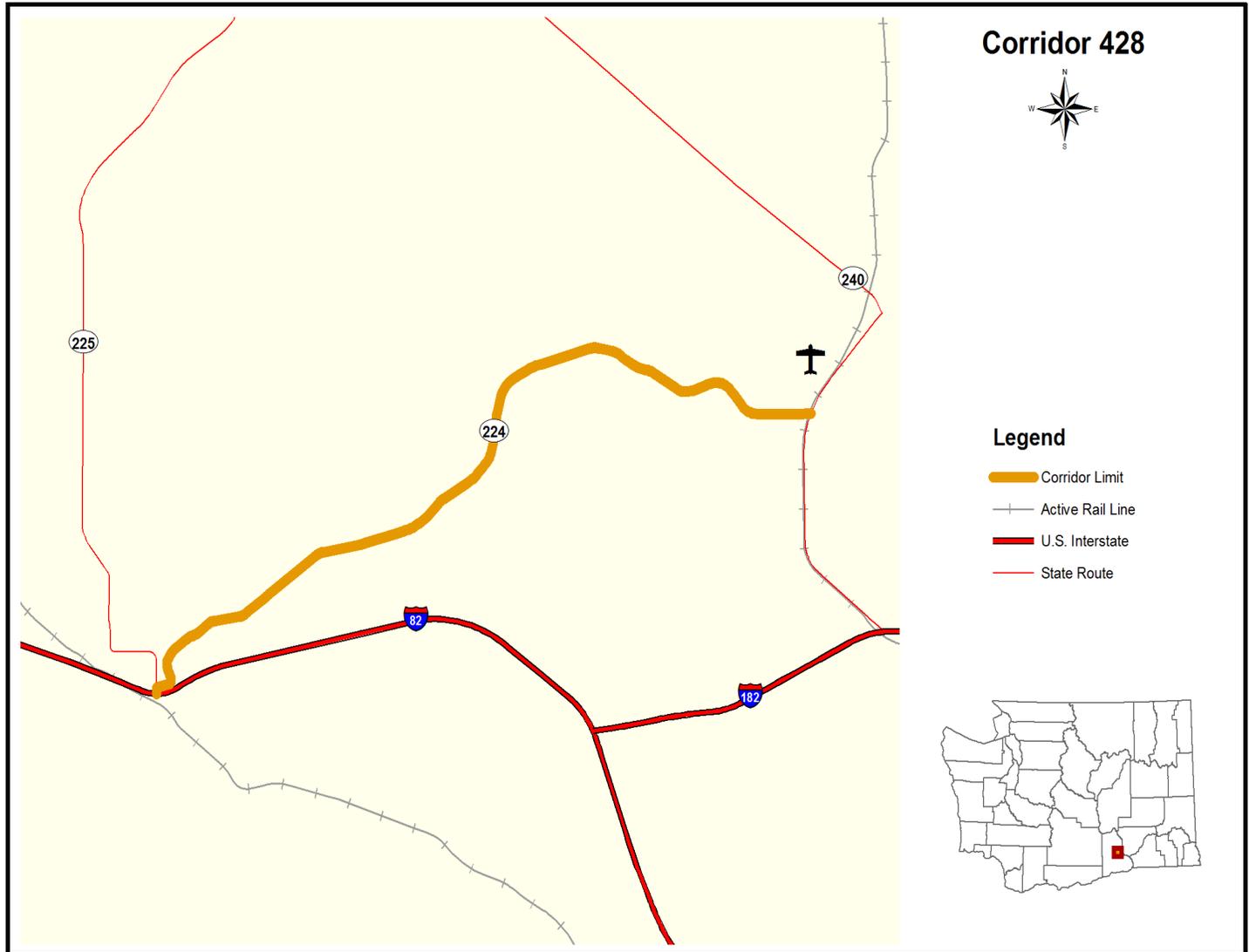
Mileposts: 0 to 9.9

Corridor 428

Length: 10.15 miles

## Corridor Description

This corridor begins at I-82 in Benton City and travels generally east through a rural portion of Benton County and eventually into West Richland. SR 224 then crosses the Yakima River into Richland and ends at SR 240. Major connections on SR 224 are the junction with SR 225 at the west end and the connection to SR 240 to the west.



## Corridor Function

### Current Function

The western half of the corridor is classified as a minor collector (R3/U3). Inside the corporate limits of Richland and West Richland, SR 224 is classified as an urban minor arterial (U2). SR 224, a T-3 freight corridor, is the sole state highway directly serving West Richland and the Red Mountain area.

### Future Function

There is considerable growth potential in the West Richland and Red Mountain areas; however, the current function of the highway is not expected to change aside from expansion.

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 is in good shape

### What Needs to Change Today?

### 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?

County road connectivity to consolidate private approaches in the Red Mountain area. Create a safe area for bicycle users.

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

The SR 224/Kennedy Rd intersection is unconventional and has historically been an issue.

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.

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## Corridor 428

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?**

The Bombing Range Road and SR 240 intersections should be the focus of mobility improvements. Consideration should be made for extending the four-lane section of SR 224 west of Bombing Range Road. Make a multimodal connection between Benton City and West Richland, such as widen shoulder, bike lanes, & paths.

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

The mobility screening show congestion from 62nd Ave to SR 240 in West Richland (V/C > 0.5, 1 hr/day). As West Richland continue to develop this congestion will increase in this corridor.

Long-range discussions about extending SR 224 easterly, through Richland across the Columbia River and connecting to US 395 north of Pasco. Locals have expressed desire to grade separate SR224/SR240 junction.

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?**

No habitat connectivity priorities or fish passage barriers

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

There may be environmental issues along the corridor within Richland.

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

SR 224 inside the corporate limits of West Richland is identified as moderately vulnerable to climate impacts.

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?**

A new interchange along I-82 is needed to improve access to Red Mountain area and West Richland. This would relieve congestion at the SR 225/224 junction as well as the I-182 Queensgate interchange and the SR 240 Bypass Highway.

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

Long-range discussions about extending SR 224 easterly, through Richland across the Columbia River and connecting to US 395 north of Pasco.

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Comments or feedback on economic vitality