

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 28: SR 17 Jct. (Soap Lake) to SR 21 Jct. (Odessa)*

This 41-mile long east-west corridor is located in central Washington. The corridor runs between the State Route 17 junction in Soap Lake and the SR 21 junction in Odessa. The route passes through the community of Stratford and the town of Wilson Creek. The character of the corridor is predominantly rural along the route with some density at both endpoints. Land use along the corridor is primarily agricultural and open space; other uses include rural residential and some commercial and services uses. Within the city of Odessa, land uses expand to include wholesale retail, single-family residential, and manufacturing. Within Soap Lake, land uses include residential with commercial areas throughout the town. The route passes near three lakes, Billy Clapp, Brook, and most notably, Soap Lake, a meromictic soda lake. Terrain is generally level as it travels by farmland and vast undeveloped areas. Vegetation is made up of dry grass, shrubbery, and scattered mixed trees. The corridor parallels the BNSF Railway, crossing under it once near Stratford. Wilson Creek Airport and Odessa Municipal Airport are both located near the corridor.



### Current Function

SR 28 is the primary east-west route for central Washington communities located between US Route 2 and Interstate 90 and serves as an alternate route to these major highways. The corridor serves the communities of Soap Lake, Wilson Creek, and Krupp. The segment of the corridor, which passes through Odessa, operates as the community's main street. The route provides connections to other cities, such as Ephrata and Moses Lake. The corridor supports agricultural, residential, and service based land uses along the route. Harvest and hunting seasons are major traffic generators for the corridor. The BNSF rail line runs parallel to the corridor. Transit is provided by both Grant Transit Authority and People for People within the area. Bicycling could occur along corridor shoulders however, it is not a typical bicyclist route.

### 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

This section of SR 28 is a two-lane, undivided highway with two left turn lanes at the intersection with SR 17. The annual average daily traffic on this corridor is highest near the intersection with SR 17 and lowest west of SR 21.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no fish passage barriers on this corridor.

### What needs to change?

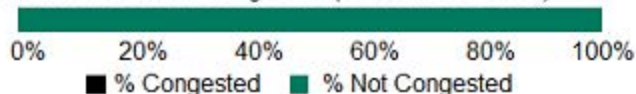
- The railroad undercrossing on this corridor has a limited vertical clearance.
- The corridor has a moderate rating for climate vulnerability impacts.

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

High	Low	
2,622	489	Annual Average Daily Traffic (AADT)
28.4%	9.0%	Bus/Truck Percent
83.48		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$4,225,000		Corridor Investments (2005-2016)

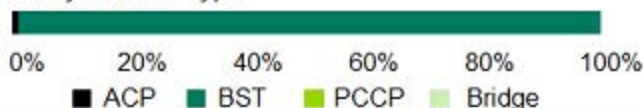
### Mobility

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	100% Passable	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
99.5	% of Corridor with high potential for increased Climate Impacts	
None	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 is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

## 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>A mobility performance strategy has not been identified by WSDOT.</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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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 100% of the 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:

### Nicholas Manzano

North Central Region Planning Office

Planning Manager

509-667-2905

ManzarN@wsdot.wa.gov

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.

#### **Americans with Disabilities Act (ADA) Information**

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

#### **Title VI Statement to Public**

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#### **Información del Acta (ADA) de Estadounidense con Discapacidad**

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

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