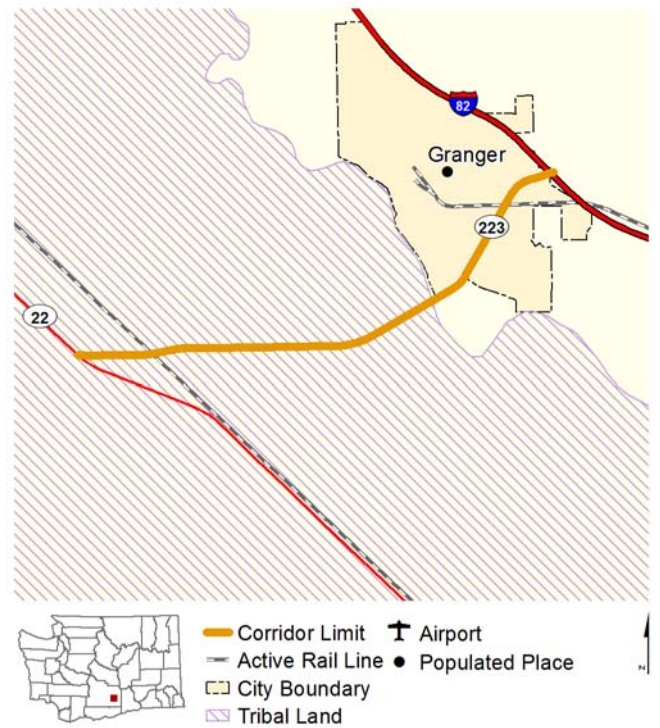


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

SR 223: SR 22 Jct to I-82 Jct (Granger)

This four-mile long corridor is located in south central Washington state in the heart of the Yakima Valley. The corridor connects State Route 22 with Interstate 82 passing through the Yakama Indian Reservation and the city of Granger. The majority of the corridor is rural in character as the highway travels past rich, irrigated agricultural fields and the Yakima River floodplain. Residences and small amounts of commercial and industrial uses are present with Granger. Southeast of the corridor, land uses are primarily undeveloped, rural land with agricultural fields present. Hisey Park and the Cherry Hill Golf Course are located off the corridor in the Granger area. The corridor's terrain is flat and the route crosses the Yakima River near the northern end of the corridor. Near the SR 22 junction, the route crosses BNSF railway at-grade. There is a grade-separated crossing over the Central Washington Railroad near I-82 in Granger.



Current Function

SR 223 is a state highway located entirely in Yakima County. It connects SR 22 and I-82 while serving the city of Granger and the Yakama Nation. The corridor also provides a valuable Yakima River crossing as river crossings are widely spaced throughout the Lower Yakima Valley. The route is a limited-access, rural collector highway primarily serving agricultural production. It is as an important freight route connecting not just the adjacent agricultural lands, but also other agricultural areas in the Yakima Valley to I-82. The corridor also provides an important crossing of the BNSF mainline tracks, and a grade-separated crossing of the Central Washington shortline railroad. The route is an alternative route for SR 241 and SR 22, both of which provide a Yakima River crossing. The Cherry Hill Golf Course, located immediately east of Granger, is a traffic attractor for the corridor. The city of Granger has dinosaur statues throughout the city attracting tourists and bringing them to the corridor. The corridor has wide shoulders throughout, enabling bicycling and pedestrian use.

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

SR 233 is a two-lane, undivided highway with few turn lanes throughout. The annual average daily traffic on this corridor is highest at the Central Washington railroad and lowest at the BNSF railroad crossing.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- The entire corridor is identified as low risk for climate impact vulnerability.
- There are no identified fish barriers on the corridor.
- There is an existing grade-separated crossing of the shortline Central Washington Railroad, allowing for uninterrupted operations on SR 223 near the interchange with I-82.

What needs to change?

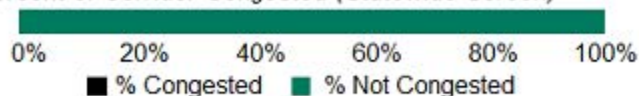
- Habitat connectivity issues have been identified on the corridor.
- Analyze the contributing factors related to fatal and serious injuries on this corridor.

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

High	Low	
7,477	4,909	Annual Average Daily Traffic (AADT)
12.6%	11.8%	Bus/Truck Percent
7.6		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$409,000		Corridor Investments (2005-2016)

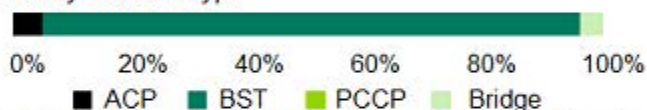
Mobility

Percent of Corridor Congested (Statewide Screen)

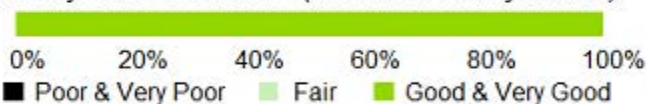


Preservation

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	1 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% 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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and rest areas.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 100% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 20% 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:

Paul Gonseth

South Central Region Planning Office

Planning Engineer

509-577-1630

gonsetp@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

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

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 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.

Notificación de Título VI al Público

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.