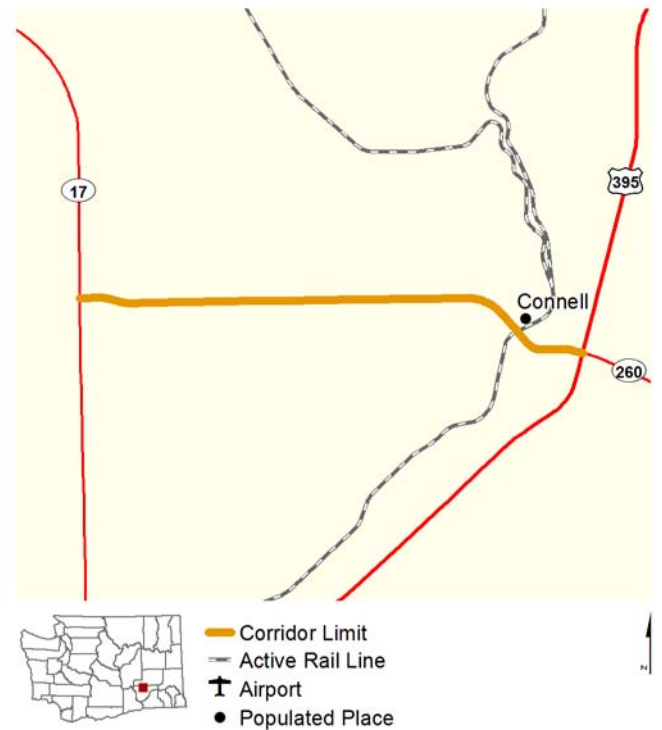


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

## *SR 260: SR 17 Jct to US 395 Jct (Connell)*

This eight-mile long east-west corridor is located in south central Washington state, within Franklin County. The corridor runs between the State Route 17 junction and US Route 395 junction in the city of Connell. The corridor is rural in character with the primary land uses being agricultural and undeveloped, open space consisting of grass and sagebrush. The agricultural products grown are corn, hay, and other field crops. At the eastern end of the corridor, within Connell, there are residential and industrial land uses present. Additionally, there are several community facilities within the Connell city limits near the eastern terminus, including several parks, the Connell Community Center, and several public schools. The Coyote Ridge Corrections Center is northeast of the corridor, and is the largest prison facility in the state. The highway traverses the flat or gently rolling, irrigated farmland and crosses over the BNSF Railway mainline and the Esquatzel Coulee in Connell.



## Current Function

SR 260 is a 38-mile long state highway in the Columbia Basin that runs between SR 17 and SR 26 traveling through Connell, the US 395 interchange, Washtucna Coulee, Kahlotus, to Washtucna and the SR 26 junction. SR 260 serves Franklin and Adams counties. It runs coincident with SR 261 between the SR 261 junction and Washtucna, a distance of 6.5-miles. This corridor functions as an agricultural and freight route, connecting surrounding agricultural fields with Connell, US 395, SR 17, and nearby state routes. Agricultural-related buildings also dot the landscape (for storage of crops and machinery). There is a grade-separated crossing of the BNSF Railway mainline tracks, which is located in the Esquatzel Coulee. The coulee extends 35 miles from north of Connell to Pasco roughly paralleling US 395. The corridor also provides access to Columbia National Wildlife Refuge, Hanford Reach National Monument, and Scootney Park and Campground.

## 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 corridor is primarily a two-lane, undivided highway with few turn lanes throughout its length. The annual average daily traffic on this corridor is highest within Connell and lowest at its junction with US 395.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- The corridor is rated low for climate vulnerability impacts.
- There are no bridge preservation needs along the corridor.

### What needs to change?

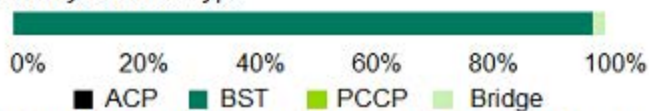
- Roughly 26% of surveyed pavement on the corridor is in poor to very poor condition.
- There is a section of the corridor ranked as medium priority for habitat connectivity investment.
- There are narrow shoulders on some parts of the corridor.
- The local roads paralleling SR 260 intersect Columbia Avenue within the operational limits of the SR 260 - Columbia Avenue intersection causing operational and other concerns at the intersection.

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

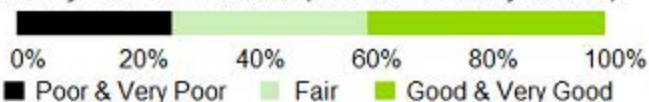
High	Low	
2,841	1,481	Annual Average Daily Traffic (AADT)
19.1%	18.3%	Bus/Truck Percent
15.56		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$1,116,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

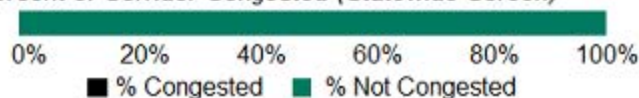


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### 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 <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

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 vegetation control.</i>
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Pavement	<i>WSDOT has identified one Pavement action 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:

### 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](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.

#### **Notificación de Título VI al Público**

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