

Corridor Sketch Summary

SR 240: SR 24 Jct (Vernita) to US 395 Jct (Tri-Cities)

Corridor 138

Highway No. 240

Mileposts: 0 to 43.17

Length: 41.31 miles

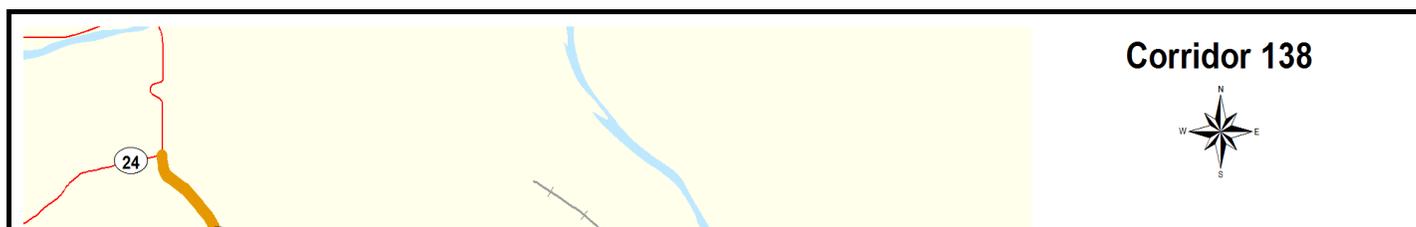
Corridor Description

This 41 mile long corridor connects the Columbia River crossing, at Vernita, with the Tri-Cities, providing access from the lower Columbia Basin agricultural area to the Tri-Cities, service to the U.S. Department of Energy site at Hanford and intercity connections to the Tri-City area. This corridor starts out as a Minor Arterial at the junction of SR 24 and SR 240 then becomes an Other Freeway / Expressway at the city limits of Richland to its current termini at US 395. SR 240, from Richland City limits to US 395, is part of the National Highway System. The segment of SR 240, from Stevens Dr. to US 395, is designated as a Highway of Statewide Significance. This corridor serves to connect the communities of Richland, West Richland, Kennewick and Pasco. This corridor connects to SR 243 and SR 24 at the north end. SR 225 and SR 224 create links from I-82 to SR 240. SR 240 connects and run concurrent with I-182 for a short distance and currently terminates at US 395 in Kennewick, at the Columbia River crossing to Pasco.

Because of the diversity of land uses it serves, from major urban areas to rural natural areas, SR 240 accommodates all types of traffic; freight, commuter, recreational, and farm to market, for example. The corridor is essential to the economic vitality and overall quality of life for residents in the Tri-City Metropolitan area. The majority of the corridor is classified as a T-2 freight route by the Freight & Goods Transportation System. The portion of the corridor from the SR 24 / 240 intersection to Stevens Dr, T-3 classification, carries 3 million tons annually on 680 trucks per day. The portion of SR 240 located in Richland carries the most freight at 8.8 million tons annually on about 2,200 trucks that use the route daily. The Richland section at 6% truck traffic is understandable due to the greater number of commuter trips that occur in that portion of the corridor.

Average daily traffic volume levels through the corridor generally mirror population density around the corridor. The section with the highest average daily traffic (ADT), 70,000 ADT, is located between I-182 and Columbia Center Blvd. Traffic in the rest of the Urban area on SR 240 is around 40,000 ADT. Traffic in the rural area of the corridor is less, from the SR 24 /SR 240 intersection the ADT is 1,800 until it reaches the Rattlesnake gate to Hanford site, at MP 8, where it goes up to 5,200 ADT. After the Rattlesnake gate the traffic increase to 13,000 ADT at the Steven Dr. intersection, after the intersection the traffic increases to what is in the urbanized area, as noted above.

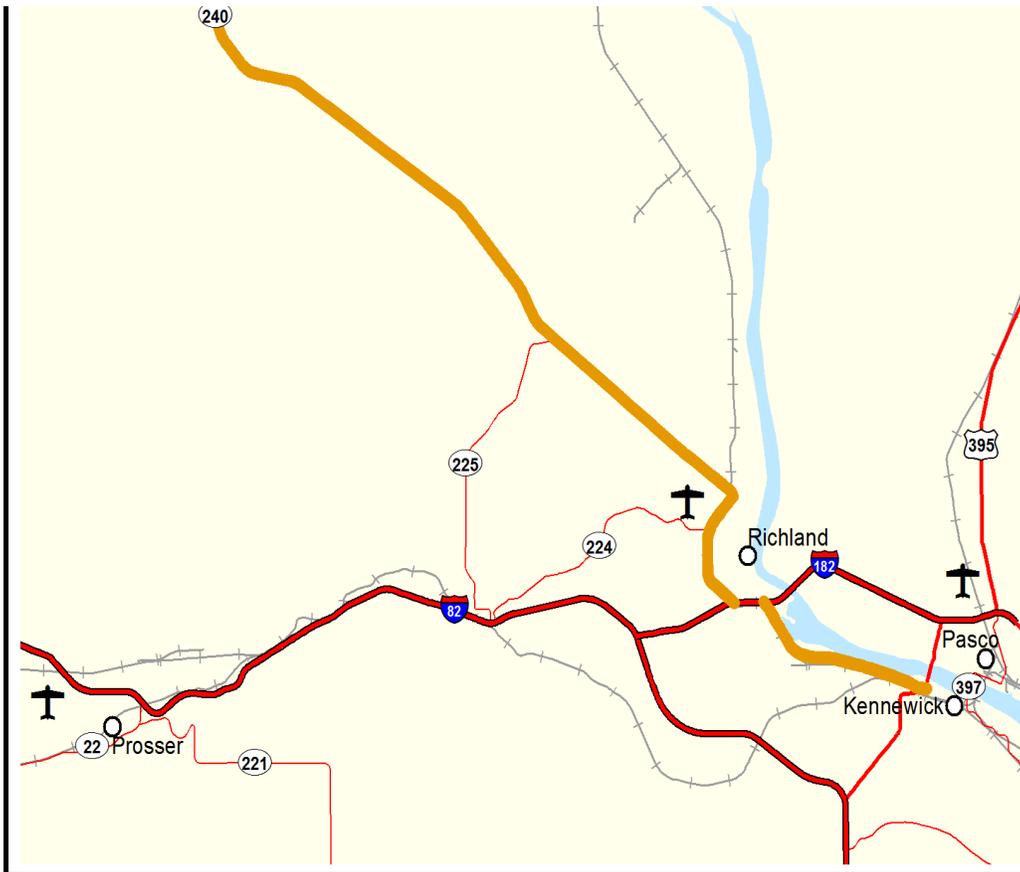
This corridor has limited access control its full length. It starts at the SR 24/SR 240 intersection as a 2 lane partial limited access facility with a speed limit of 65 mph, that transitions to a 65 mph facility just north of the SR 24/ SR 240 intersection. The section from Vernita to SR 225 is bordered by the Hanford Reach National Monument on one side and the US Dept. of Energy Hanford site on the other. Because of these two designations the only access off this section of the corridor are two gates to the Hanford Energy site. At the intersection of SR 225 the speed limit lowers to 55 mph and the surrounding area begins to show signs of residential and commercial development with more access points to the highway. The section from Stevens Dr. to Rattlesnake gate is used by Hanford commuters as a high speed bypass in lieu of the internal Hanford site road system. At Stevens Dr. the road becomes a six lane divided urban arterial going thru the urbanize area of Richland, with several signalized intersections until it reaches I-182. Along I-182, SR 240 has dedicated lanes on both sides, so people continuing on SR 240 do not have to merge with interstate traffic. After I-182, SR 240 is a full access controlled 60 mph facility that transverse thru Richland and Kennewick urbanized areas to the south and the Columbia River / Columbia Park to the north, ending at US 395. This section starts as an 8/6 lane facility until it reaches Columbia Center Blvd. where it transitions to a 4 lane facility.



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Legend

- Corridor Limit
- Active Rail Line
- Major Cities
- U.S. Interstate
- U.S. Highway
- State Route
- Major Shorelines



Corridor Function

Current Function

Primarily, SR 240 is a critical highway connecting communities and large employment centers in the greater Tri-Cities metropolitan area. On a regional level, via SR 24, the highway provides an alternate route between Yakima and the Tri-Cities, as well as a direct connection to I-90 in Grant County.

This corridor is an urban/rural, limited access facility managed and operated by the State of Washington (WSDOT). SR 240 is functionally classified as a rural minor arterial (R2) west of the City of Richland. From the west end of Richland to US 395, SR 240 is an urban principal arterial (U1). The latter is also on the National Highway System (NHS). SR 240 between Stevens Drive and US 395 is classified as a Highway of Statewide Significance (HSS).

Future Function

SR 240 will continue to primarily serve as an urban principal arterial serving the City of Richland and the Department of Energy's Hanford Site. As Richland expands westerly along the highway, intersection control and roadway capacity will need to be addressed as growth will have the greatest impact on the two lane sections. WSDOT is currently funded to install a signal along this stretch and it is expected this trend will continue.

Much of the corridor beyond Stevens Drive is considered to be at full-build out; however, local projects, such as the Duportail Bridge, may significantly impact the effectiveness of the signalized corridor within peak periods.

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?

Per the WSPMS, SR 240 west of the I-182 interchange is past due.

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?

SR 240/225 intersection should be expanded to reduce crashes in the peak periods. Locals have expressed desire to construct interchange.

Add lanes on SR 240 WB beginning at the Stevens Dr intersection.

Widen shoulders from SR 24 to Beloit.

What Needs to Change in the Future?

The Steptoe roundabout continues to experience a higher than usual crash frequency.

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 performed to screen at three time periods: current year, ten year and twenty year.

What's Working Well?

What Needs to Change Today?

The SR 240/I-182/Aaron intersection experiences significant delay. Multimodal connection between Stevens and Twin Bridges. Multimodal connection across SR 240 at Columbia Center. Multimodal connection across SR 240 at Edison.

What Needs to Change in the Future?

The Mobility Screen show congestion start at Kingsgate all the way to US 395 I/C (V/C > 0.5, up to 15 hr/day). This corridor is on BFCG congested corridor list to monitor as part of the TMA's Congestion management plan.

Construct a direct connection where SR 240 bypasses I-182. The City has expressed a desire to construct an interchange at SR 240/SR 224 intersection. The completion of the Duportail Bridge will have significant impacts to the "bypass highway" which will need to be addressed.

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

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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?

Moon River Rd should be connected to Hagen/Robertson Rd via the local road system. Extend Kingsgate south to SR 224. Local road system to connect Kingsgate and Hagen/Robertson.

Add lanes along SR 240 between Columbia Center Blvd I/C and Edison I/C.

What Needs to Change in the Future?

With the recent decommissioning of Vista Field in Kennewick and subsequent in-fill development, the SR 240/Columbia Center Blvd will need to be modified and expanded to allow growth to continue. Also, the limitations of the signals at the SR 240/Edison ramp terminals will have an effect on city growth.

Comments or feedback on economic vitality