

Corridor Sketch Summary

SR 260: US 395 Jct (Connell) to SR 26 Jct (Washtucna)

Highway No. 260

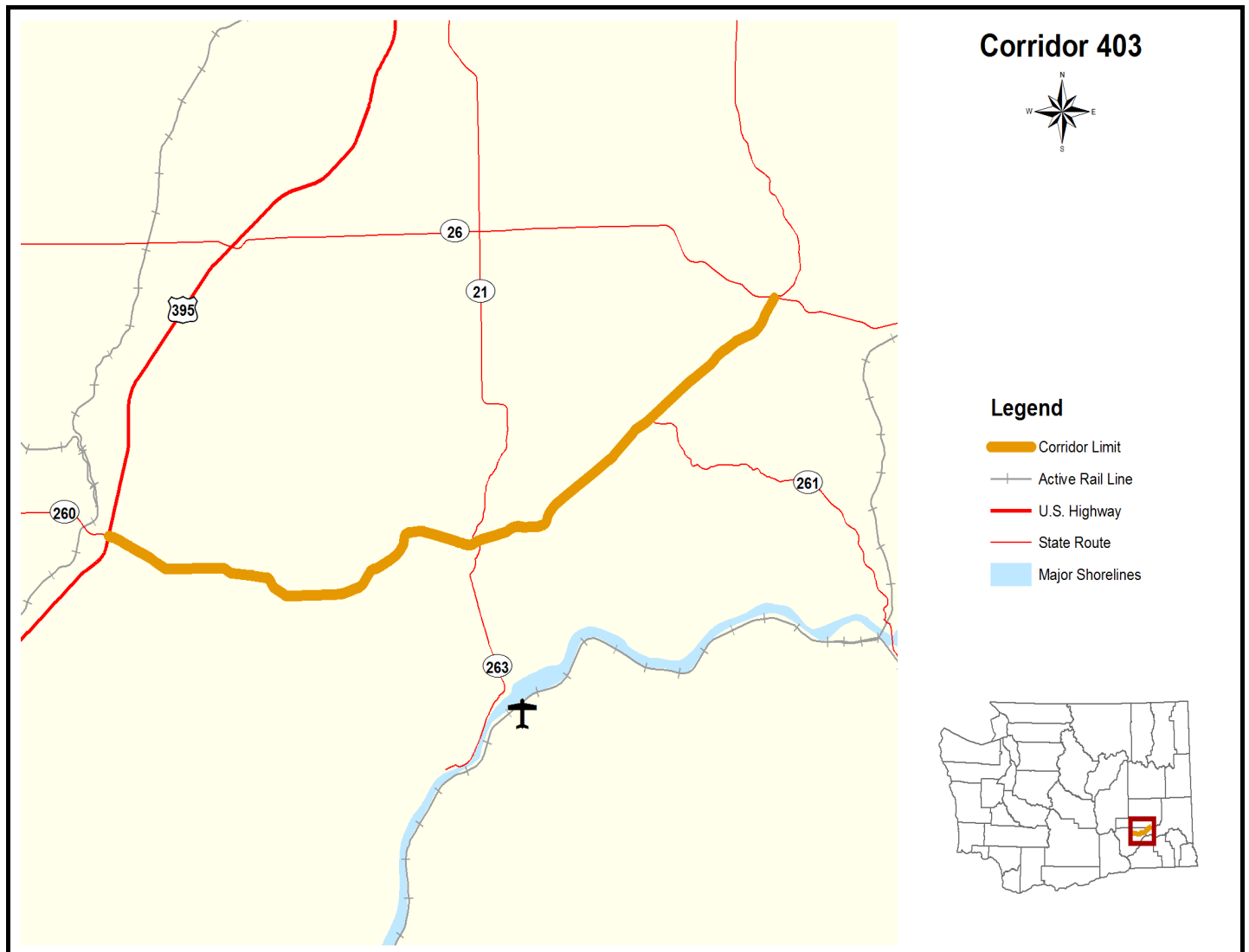
Mileposts: 7.55 to 39.49

Corridor 403

Length: 30.43 miles

Corridor Description

This 30 mile long rural two lane corridor begins in the South Central Region in Franklin County. Beginning at an interchange in Connell, the corridor extends easterly and crosses into the Eastern Region in Kahlotus (MP 24.73). The corridor continues northeasterly and crosses into Adams County (MP 37.19) at the junction with SR 26 in Kahlotus. The corridor serves the Connell, Washtucna, and Kahlotus communities. The connects with three state routes, US 395 at the beginning, with SR 21 (MP 24.73), and ends at SR 26.



Corridor Function

Current Function

This corridor is a RURAL-MAJOR COLLECTOR and is not classified as a freight economic corridor. A segment of this corridor through Washtucna has been identified as a state highway operating as the community's main street. The land use along this corridor is agriculture with residential, commercial retail/services in the Kahlotus and Washtucna communities.

Future Function

The future function of this corridor is expected to remain the same.

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?

The pavement condition of this corridor is managed in accordance with WSDOT's policies and Asset Management Plan (out for statewide review).

What Needs to Change Today?

As sections of pavement fall below the adopted statewide standard, preservation projects need to be funded. Corridor assets will be monitored or inspected according to WSDOT's Asset Management Plan (out for statewide review).

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?

This corridor performs above WSDOT's adopted safety standards in accordance with the Washington State Strategic Highway Safety Plan: Target Zero. WSDOT continually analyses collision data, tracking data and utilizes a process of prioritizing safety funds on a statewide basis. Safety projects are funded as the locations prioritize through the priority array process.

What Needs to Change Today?

Shoulder widths and passing improvements, as with typical rural two-lane roads, may exist along this route.

What Needs to Change in the Future?

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

What's Working Well?

This corridor operates above WSDOT adopted congestion threshold.

What Needs to Change Today?

What Needs to Change in the Future?

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?

There are no fish passage barriers (culverts) on this corridor.

What Needs to Change Today?

There are low priority wildlife connectivity issues on this corridor. This corridor is rated low for vulnerability to future climate conditions and / or extreme weather events. As future studies in the corridor are conducted, environmental concerns or issues will be identified as warranted.

What Needs to Change in the Future?

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?

There are no vertical clearance or weight restrictions on this corridor.

What Needs to Change Today?

What Needs to Change in the Future?

Comments or feedback on economic vitality