

Corridor Sketch Summary

SR 241: I-82 Jct (Sunnyside) to SR 24 Jct

Highway No. 241

Mileposts: 7.53 to 25.21

Corridor 426

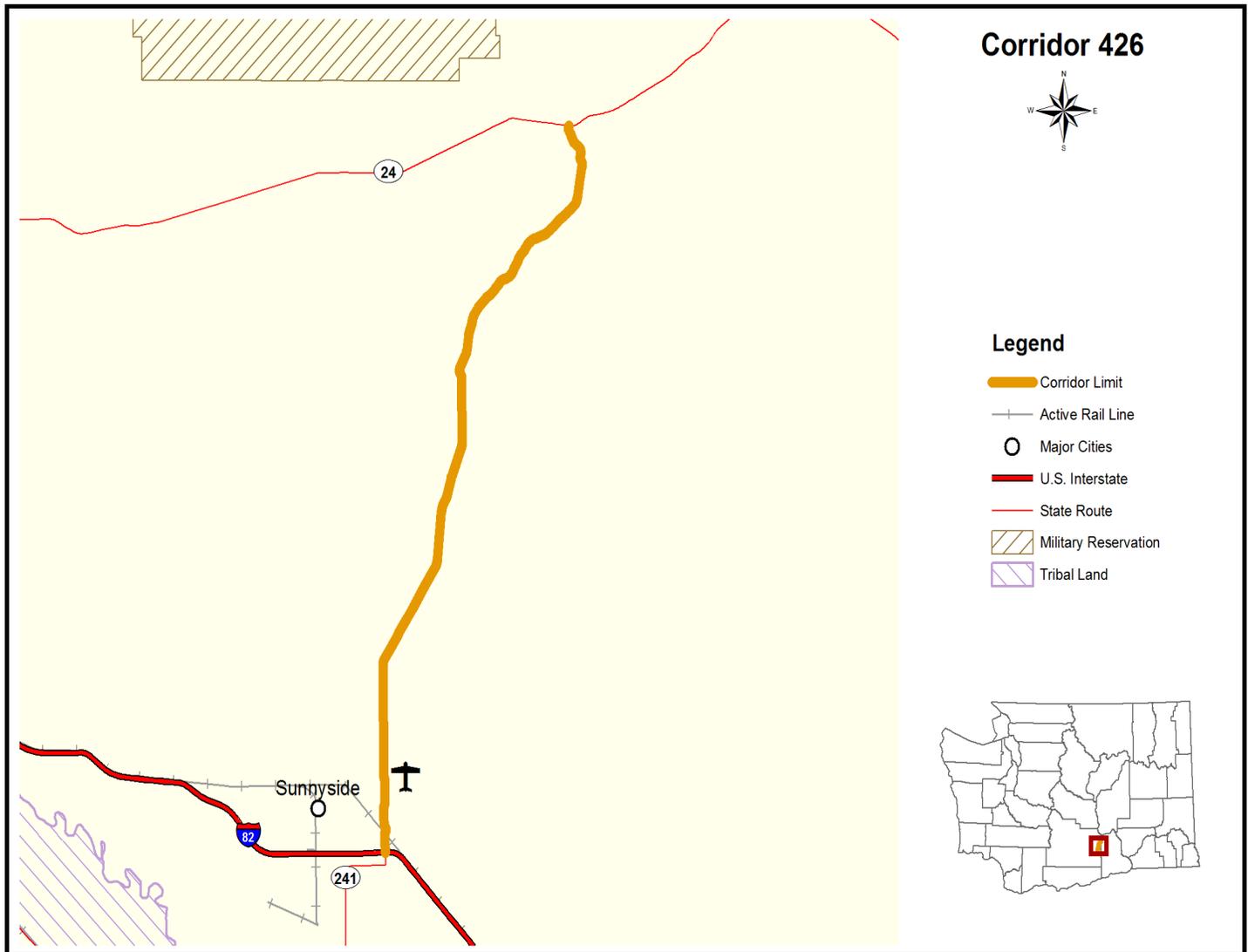
Length: 17.65 miles

Corridor Description

The seventeen and one-half mile corridor begins at the I-82 bridge in the City of Sunnyside and extends to the SR 24 junction. The corridor begins on the east side of the City of Sunnyside with a mix of urban development and irrigated farmland adjacent to the highway. The topography here is generally flat.

SR 241 continues past the existing city limits and urban growth area boundary at Sheller Rd (mp 9.30) and begins gradually ascending the base of the Rattlesnake Hills. High-value irrigated farmland continues for another 4 miles before abruptly changing to open range land, grass and scrub vegetation. The grade increases with an open slope on either side of the highway.

SR 241 reaches the crest of the Rattlesnake Hills around mp 20 (elevation 2,100 feet, approximately). The grass, sage, and scrub vegetation continues as SR 241 descends down the north slope of the Rattlesnake Hills, but changes to hillier terrain. The slope becomes gentler before reaching the junction of SR 24, where the corridor ends.



Corridor Function

Current Function

The corridor connects I-82 to SR 24. It is the only public road through the Rattlesnake Hills between SR 225 and Konnowac Pass Rd, a distance of about 45 miles. SR 241 also connects the Yakima Valley to the SR 24 Vernita Bridge over the Columbia River and into the Columbia Basin.

Traffic volumes range from 1,500 to 5,000 vehicles per day. (There is a localized peak of 14,000 vpd in the immediate vicinity of the I-82 Interchange). SR 241 is classified as a T-3 on the Freight and Goods Transportation System hauling about 2 million tons per year and averaging 350 trucks per day. The only exception is a short one-third mile segment between I-82 and Yakima Valley Hwy that is a T-2 classification hauling over 6 million tons per year and averaging 1,200 trucks per day.

SR 241 is an Urban Minor Arterial highway in Sunnyside with medium speed limits ranging from 40 to 45 miles per hour. In the rural area, SR 241 becomes a Rural Collector high-speed facility with speed limits from 50 to 55 mph.

Future Function

It is expected that SR 241 will continue its important functions connecting I-82 and SR 22 to SR 24, and also the Yakima Valley to the Columbia Basin via the SR 24 Vernita Bridge over the Columbia River. It is likely to remain the only public road through the Rattlesnake Hills between SR 225 and Konnowac Pass Rd. The freight tonnage and volumes could increase some; the traffic may increase modestly. In the immediate vicinity of Sunnyside, there could be a significant increase in traffic as the City develops to the east. Development will be attracted to easy access to the interstate via SR 241.

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?

Less than one-half of one percent of the pavement is past due for resurfacing and 97% is not due until into the future.

What Needs to Change Today?

What Needs to Change in the Future?

About 40% (about 7.5 miles) of the corridor has steep grades (ascending or descending).

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?

history of failure to stop crashes. Sight distance may also be an issue at Edison Rd. There are a large number of injuries even though traffic volumes are relatively low (3,860 vehicles per day). The SR 241/Yakima Valley Highway intersection is a non-typical signalized intersection in the northbound direction. The highway curves and crosses shortline railroad tracks approximately 100 feet from Yakima Valley Hwy.

There were 4 fatalities and 6 severe injuries between January 1, 2011 and December 31, 2015 (5 years) with fairly low traffic volumes between 5,000 and 1,400 ADT.

Many sections of SR 241 have narrow or non-existent paved shoulders plus some parts have only 10-foot lanes as well.

What Needs to Change in the Future?

Van Belle Rd and Independence Rd are major east-west connectors for Yakima County. Long term, the County sees the need for future intersection improvements where they intersect SR 241.

In addition, to Edison Rd and Factory Rd, Sheller Rd may also need safety improvements.

The unirrigated land section is vulnerable to wildfires.

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?

The traffic volumes outside the City of Sunnyside are low (between 1,500 to 3,400 vehicles per day). This rural segment of SR 241 has adequate capacity now and should have so into the foreseeable future.

What Needs to Change Today?

SR 241 does not have any sidewalks or pedestrian facilities connecting the I-82 interchange area to the Lower Yakima Valley Pathway adjacent to the Yakima Valley Hwy. Three restaurants, two motels, and a cinema complex are located on the north side of I-82 and would attract or generate pedestrian traffic.

The Sunnyside area has a need for an official park-and-ride particularly for commuters to Hanford. A logical location would be along SR 241 as it on the way to Hanford. In recent years, a former park-and-ride was eliminated when the property owner no longer wished to remain in the program.

The existing transit service in the urban area is not adequate. The City of Sunnyside has a need for improved circulation within the city especially in certain areas where there is transit demand.

While outside of the state highway system, the City has eliminated all the four lane roads in the City. Backups of 10 to 15 vehicles are common with backups of 30 vehicles occurring.

What Needs to Change in the Future?

Commercial development in the SR 241/Allen Rd intersection vicinity will increase and is expected to reach full

buildout. A hospital is planned just southwest of I-82 Exit 69 (SR 241/Waneta Rd). If it is developed, this will spur growth even more. Future improvements to the SR 241/Allen Rd intersection and the I-82 ramp terminals will be needed.

There is a fair amount of travel back-and-forth between Sunnyside and Grandview, and Grandview has an existing bus system. There may be a possibility of an integrated Sunnyside-Grandview bus system in the future.

The unirrigated land section is vulnerable to wildfires, which causes the highway to be closed. Alternative routes require considerable out-of-direction travel.

About 40% (about 7.5 miles) of the corridor has steep grades (ascending or descending).

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?

The fish passage at mp 9.17 has been corrected so fish can pass unimpeded. Twelve miles of SR 241, all north of Sunnyside, are a low priority for habitat connectivity investment.

What Needs to Change Today?

The fish passage at mp 8.80 (E Edison Rd) is completely blocked.

What Needs to Change in the Future?

One mile of SR 241 (mp 21.5 to 22.5), on the north side of Rattlesnake Hills, is a medium priority for habitat connectivity investment. All, except for the first mile of the corridor, is identified as having moderate climate impact vulnerability. The first mile is identified as a low vulnerability.

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?

The excess rural capacity provides opportunities for any businesses that would like to utilize the corridor.

What Needs to Change Today?

SR 241 does not have any sidewalks or pedestrian facilities connecting the I-82 interchange area to the Lower Yakima Valley Pathway adjacent to the Yakima Valley Hwy. Three restaurants, two motels, and a cinema complex are located on the north side of I-82 and would attract or generate pedestrian traffic.

What Needs to Change in the Future?

About 40% (about 7.5 miles) of the corridor has steep grades (ascending or descending).

Comments or feedback on economic vitality