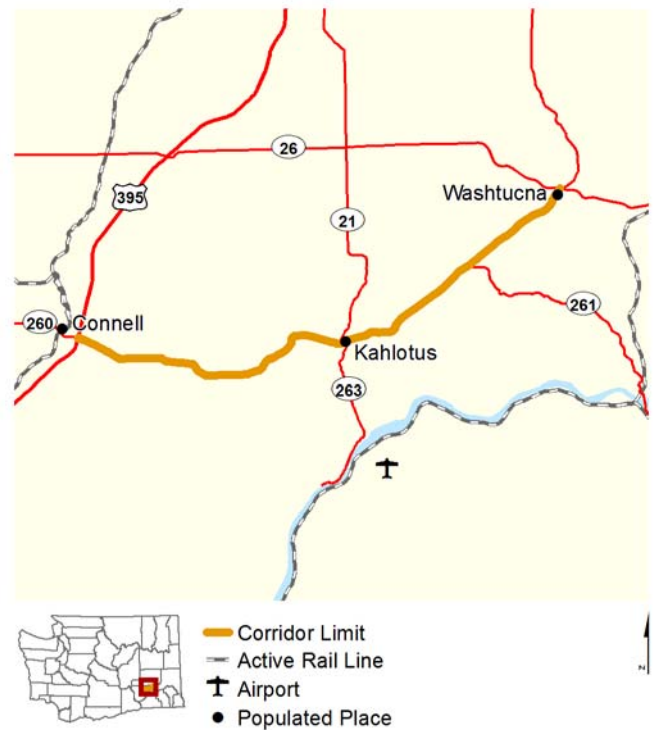


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

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

This 30-mile long east-west corridor is located in south central Washington. The corridor includes 6.5 miles where State Route 261 is coincident with SR 260. The corridor runs between the US Route 395 junction in the community of Connell and the SR 26 junction in the town of Washtucna. The route travels through the Connell, Kahlotus, and Washtucna. The corridor is predominantly rural in character with agricultural land uses between the towns. The natural vegetation includes grasses, sagebrush and other shrub vegetation. There are rock outcroppings in some locations as well. Within the towns, land use consists of single-family homes and a few commercial businesses. This route traverses through the Washtucna Coulee on the scenic Columbia Plateau, passing through dryland farms and ranches and the Missoula floodplain. The Washtucna Coulee is a dry coulee formed by the Missoula flood, and offers geologic views. In addition, between Kahlotus and Washtucna, the corridor parallels the Columbia Plateau Trail, which was transformed from a defunct Union Pacific rail line.



Current Function

SR 260 serves Franklin and Adams counties, and links SR 17, west of Connell, and SR 26 in Washtucna. The corridor functions as a connector to nearby communities and provide a farm to market route with connections to Snake River ports via SR 263 and SR 261. The segment of the corridor, which runs through Washtucna, has been identified as a state highway operating as the community's "main street". The route is a heavily used freight corridor efficiently moving people and goods throughout the region. This route also provides indirect access to recreational areas along the Snake River to the south, the U.S. Bureau of Reclamation Scooteney Park and Campground to the west, and Palouse Falls State Park south along SR 261. This segment intersects multiple state routes including US 395, SR 21, SR 263, and SR 261, the last one providing a link to a Snake River crossing. There are no separate bicyclist and pedestrian facilities between Connell and Kahlotus. In some locations, a wide shoulder can be used, but in other locations, the shoulders are narrow making it more difficult for pedestrians and bicyclists. East of Kahlotus, the Columbia Plateau Trail provides a non-motorized route.

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

The segment of SR 260 and 261 is a two-lane, undivided, unsignalized highway. The annual average daily traffic on this corridor is highest in Connell at the junction with US 395 and lowest in Kahlotus near SR 263.

What's working well?

- This corridor operates above WSDOT adopted congestion thresholds.
- Roughly 97% of pavements surveyed are in fair or better condition.
- This corridor does not contain any fish passage barriers.
- The corridor is performing above adopted safety standards of Target Zero.

What needs to change?

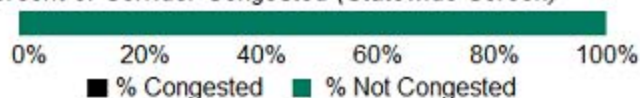
- Shoulders are narrow and passing is difficult along the corridor.
- Connections or access to alternate modes of transportation has not been identified.
- The narrow shoulders in some locations make it difficult for pedestrians and bicyclists to travel.

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

High	Low	
1,481	542	Annual Average Daily Traffic (AADT)
26.3%	17.2%	Bus/Truck Percent
60.9		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$2,628,000		Corridor Investments (2005-2016)

Mobility

Percent of Corridor Congested (Statewide Screen)

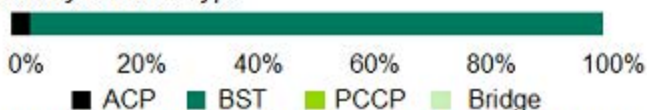


Environment

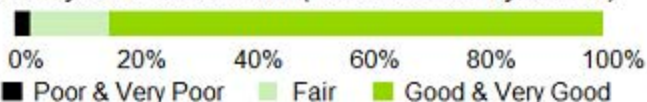
	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

Preservation

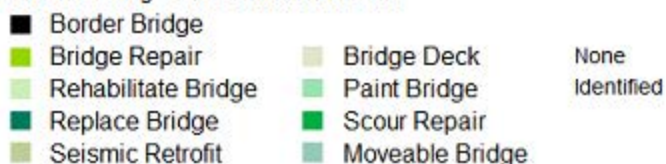
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



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 vegetation control.</i>
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Pavement	<i>WSDOT has identified four Pavement actions in the next six years encompassing 83% 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.