SR 240 - MP 38.91 TO MP 43.17

CHARACTERISTICS

Segment Description:
This route segment begins at MP 38.91 in Benton County and ends at MP 43.17 also in Benton County. It roughly follows the border between Kennewick and Richland.

County/Counties: Benton
Cities/Towns Included: This corridor passes through the cities of Kennewick and Richland.
Number of lanes in the corridor: 4 to 6
Lane width: 12 to 12 feet.
Speed limit: 60 to 60 mph.
Median width: 70 to 70 feet.
Shoulder width: 8 to 10 feet.

Highway Characteristics:
This section of SR 240 has a functional classification of Urban Principal Arterial and carries a T-2 freight designation transporting 6,900,000 tons of freight annually.

Special Use Lane Information (HOV, Bicycle, Climbing):
There are no special use lanes.

Access Control Type(s):
SR 240 in this area is a Fully Controlled Limited Access Facility.

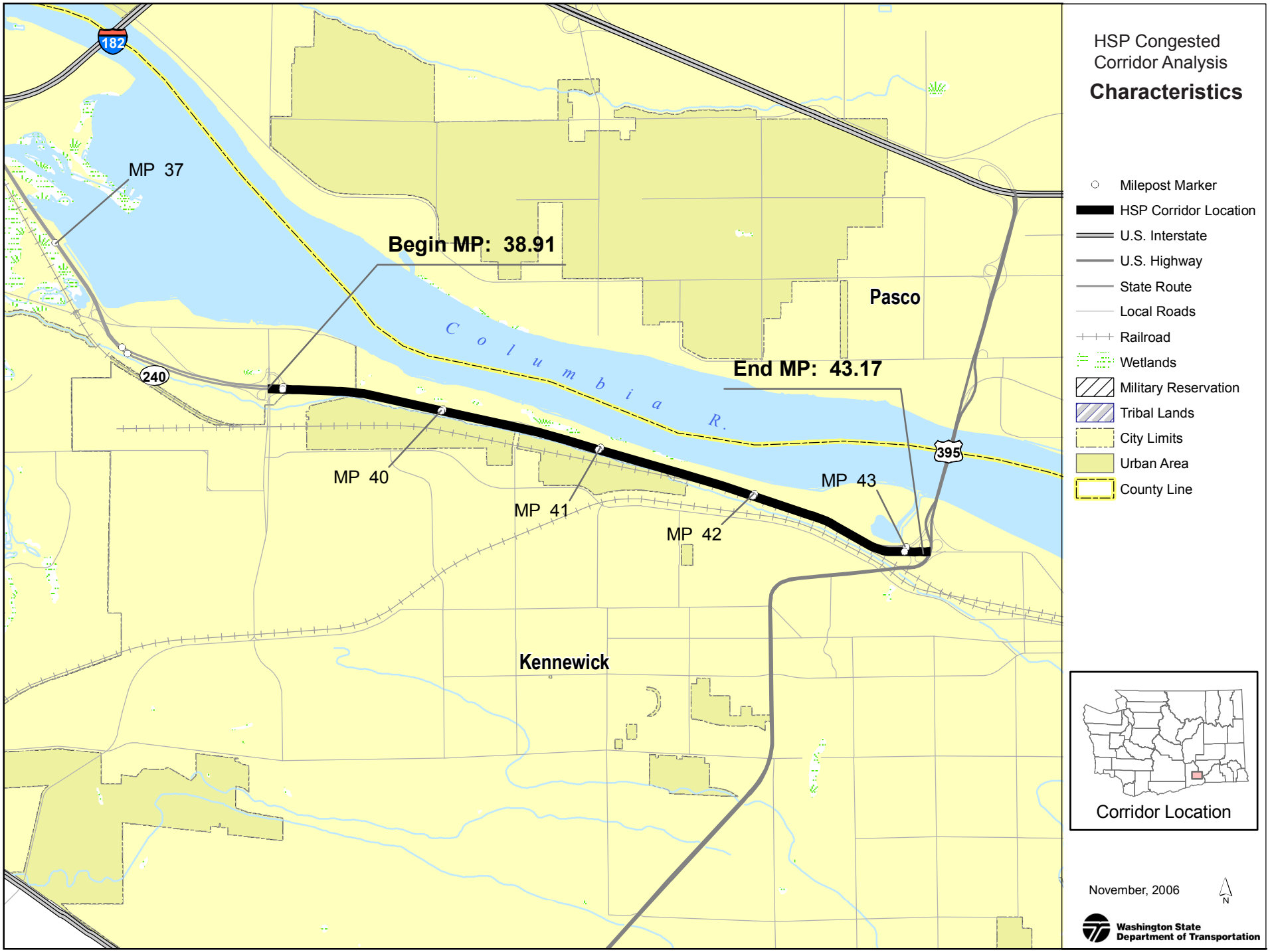
Terrain Characteristics:
There is level to rolling terrain.

Natural Features:
This section allows access to the Hanford Reservation, the Saddle Mountain Wildlife Area and the Hanford Reach of the Columbia River for recreational uses.

Adjacent Land Description:
This section is adjacent to residential, commercial, Light and heavy industrial and recreational uses.

Environmental Issues:
This section runs through semi-arid area that may be home to small and large animals and birds that may in some cases be endangered.

Major Economic Issues:
There are no major economic issues.


182
MP 37
Begin MP: 38.91
Pasco
Columbia R.
End MP: 43.17
240
395
MP 40
MP 41
MP 42
MP 43
Kennewick
HSP Congested
Corridor Analysis
Characteristics
Milepost Marker
HSP Corridor Location
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Wetlands
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
Corridor Location
November, 2006
N
Washington State
Department of Transportation

SR 240 - MP 38.91 TO MP 43.17

ASSETS

Pavement:
There are 17.04 lane miles of Hot Mix Asphalt on this segment of SR 240.

Signal:
There are no signalized intersections located on the route segment.

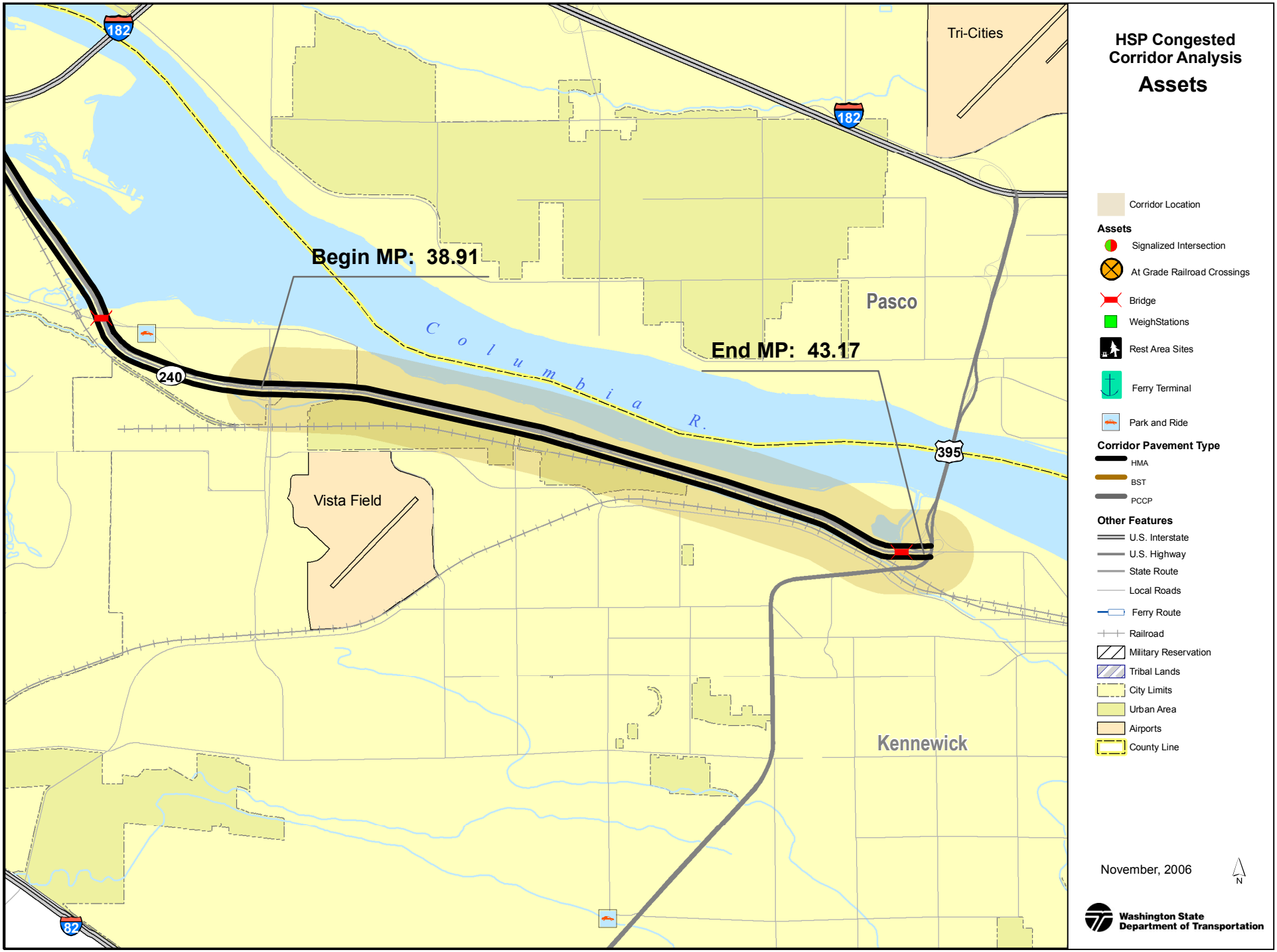
Structures:
There are two structures in this corridor that consist of: one Concrete T-Beam and one Post-Tensioned Box Girder.
(Ramps, and locally owned structures (if any exist) are not identified in this section and may not be reflected on maps.)

Features Crossed:
There are no features crossed.

ITS Facilities:
There are no intelligent Transportation systems on this corridor.

Railroad Crossings:
There are no at-grade rail crossings within this route segment.

Asset Other:
None Identified.


HSP Congested Corridor Analysis
Assets
Tri-Cities
182
182
Begin MP: 38.91
End MP: 43.17
Pasco
Columbia R.
240
395
Vista Field
Kennewick
82
Corridor Location
Assets
Signalized Intersection
At Grade Railroad Crossings
Bridge
WeighStations
Rest Area Sites
Ferry Terminal
Park and Ride
Corridor Pavement Type
HMA
BST
PCCP
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Ferry Route
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
Airports
County Line
November, 2006
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Washington State Department of Transportation

SR 240 - MP 38.91 TO MP 43.17

USAGE

General Origin and Destination Travel Characteristics:
This is basically a commuter route. The street system connecting the individual cities in this area is somewhat cumbersome so many drivers choose the four lane facilities to travel from town to town.

Snow/ice Issues:
There are no sections within this corridor which present a problem for normal snow/ice control.

Annual Average Daily Traffic:
Ranges from 18,000 to 45,000.

Significant Seasonal Average Annual Daily Traffic Changes:
There are minimal seasonal changes in ADT.

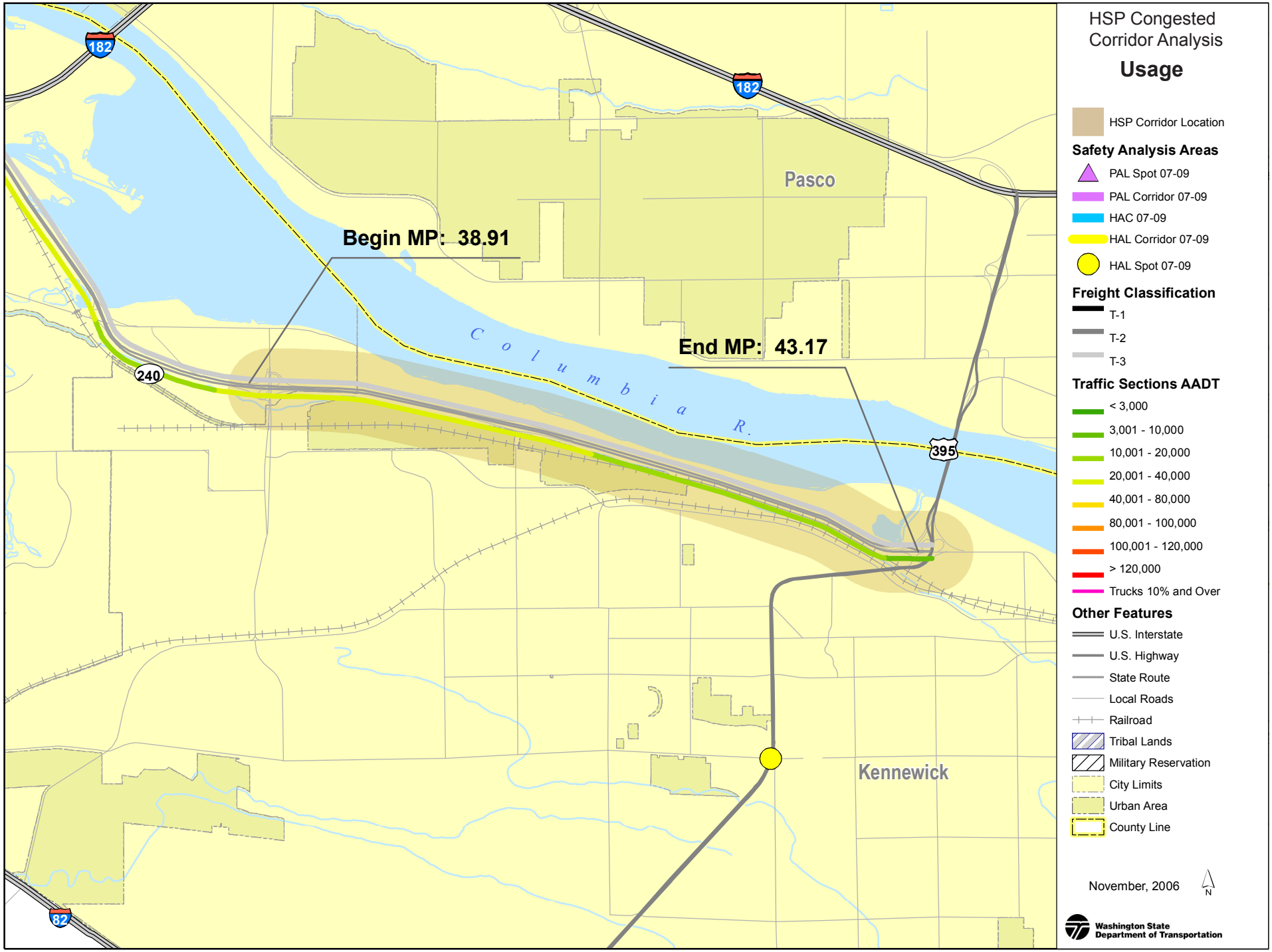
General Description of Major Average Annual Daily Traffic Locations:
The high point annual average daily traffic for the route is at Columbia Center Blvd. at 45,000 and the low point is at the junction of US 395 with 18,000.

Freight:
Freight Classification: T2
Yearly Tonnage: 6.9M
Truck Percentage of Annual Average Daily Traffic: 8%

Additional Usage Comments:
There are no additional comments.

Average Annual Societal Cost of All Collisions: Approximately $4.53M

Collisions:
Severe No of Collisions: 2
Less Severe No of Collisions: 98
List Data Years: 2003 to 2005


HSP Congested Corridor Analysis
Usage
HSP Corridor Location
Safety Analysis Areas
PAL Spot 07-09
PAL Corridor 07-09
HAC 07-09
HAL Corridor 07-09
HAL Spot 07-09
Freight Classification
T-1
T-2
T-3
Traffic Sections AADT
< 3,000
3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
County Line
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Kennewick
Columbia R.
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182
240
395
82

NEEDS AND STRATEGIES

Preservation

Pavement Condition and Needs:
This section is hot mix asphalt (HMA) last paved in 1998.

Pavement Management Strategies:
This section was last paved in 1998 and is scheduled for resurfacing in 2010 and 2025.

Structures Condition and Needs:
Structures may need to be updated as traffic volumes increase. (This may include ramps and locally owned structures if any exist.)

Structures Management Strategies:
There are none identified.

Additional Condition and Needs:
There are none identified.

Additional Management Strategies:
There are none identified.

Improvement

Mobility Condition and Needs:
This section of SR 240 has been identified as a Bottleneck and Chokepoint. This section experiences traffic back-ups throughout the day caused by congestion.

Mobility Management Strategies:
By adding a lane to the eastbound off ramp at Edison Ave. it will allow a double right turn movement and reduce back-ups onto the through lanes. Adding two general purpose lanes to the mainline will reduce back-ups for mainline traffic.

Safety Condition and Needs:
This corridor experiences many rear-end type collisions due to slowing traffic caused by congestion.

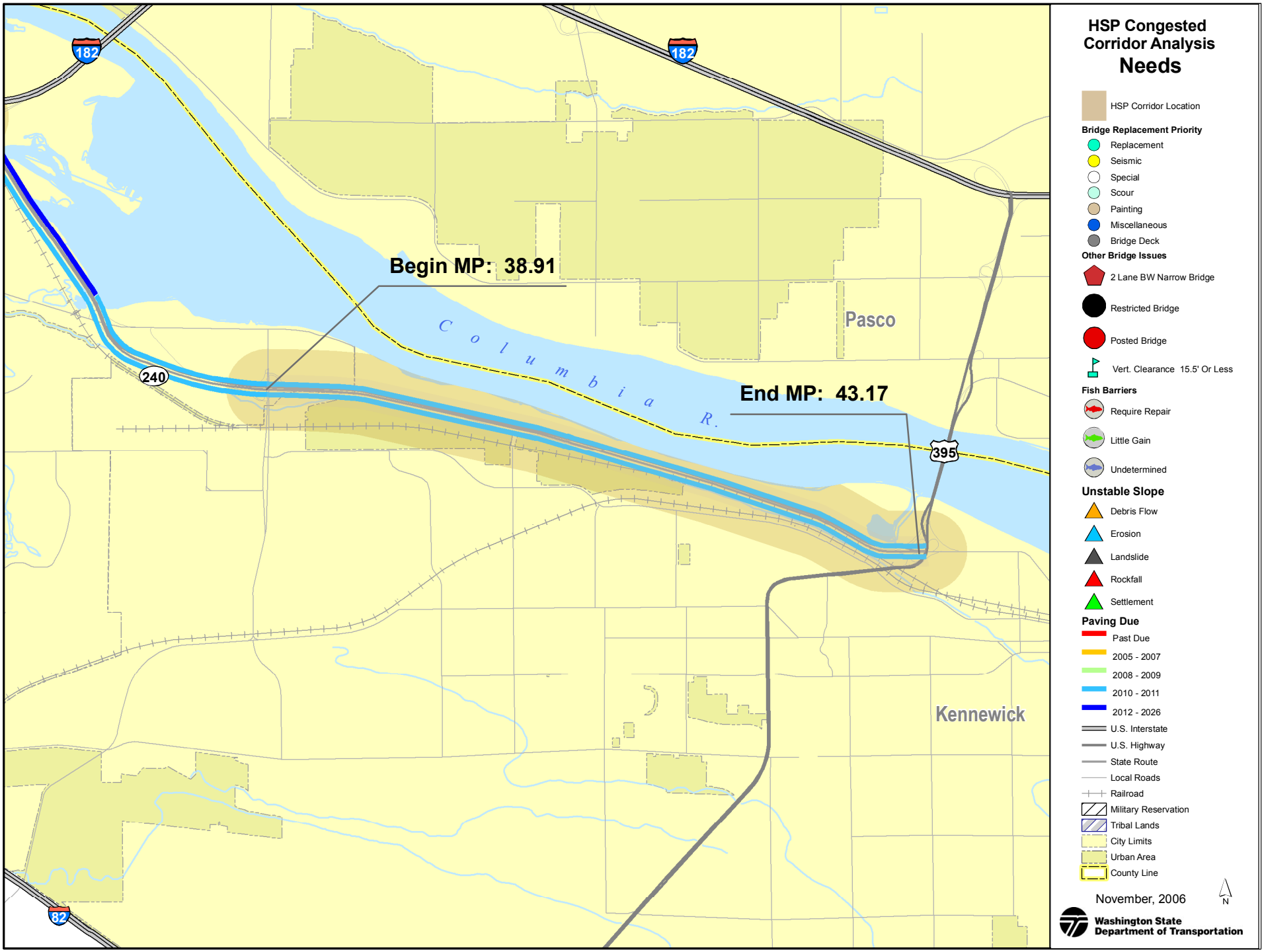
Safety Management Strategies:
Adding general purpose lanes and ramp improvements to this corridor will reduce the occurrence and severity of rear-end collisions.

Environmental Condition and Needs:
There are none identified.

Environmental Management Strategies:
There are none identified.

Restrictions:
There are none identified.

50-Year Configuration:
This entire corridor segment roughly follows the boundary between Kennewick and Richland. As the surrounding lands begin to infill with residential and recreational uses the character of the roadway will continue to be congested and in need of further expansion.


Begin MP: 38.91
End MP: 43.17
Columbia R.
Pasco
Kennewick
182
182
240
395
82
HSP Congested Corridor Analysis
Needs
HSP Corridor Location
Bridge Replacement Priority
Replacement
Seismic
Special
Scour
Painting
Miscellaneous
Bridge Deck
Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
Fish Barriers
Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
Past Due
2005 - 2007
2008 - 2009
2010 - 2011
2012 - 2026
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
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TIERED PROPOSED SOLUTIONS

Minimum Fix

Description:
This project will improve the eastbound off ramp connection with Edison St. by adding a lane to the ramp for an additional right turn movement onto Edison. The raised traffic island will be removed so that the existing through, left and right movements will change to a dedicated double right turn with a through and left as the other leg eastbound. A signal would also be added and interconnected with the city system if warrants are met.

Delay Reduction: None identified.
Collision Reduction: None identified.
Deficient Concrete Lane Miles: None identified.
Total Estimate Cost: 1.2 M

Cost Estimate Explanation:
The cost estimate is based on adding a lane to the eastbound off ramp as well as a possible signal at the same location.

Minimum Fix Benefits:
This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations in areas where turning movements are creating congestion and delay. There are $ 1,344,512 in safety benefits associated with this project.

Moderate Fix

Description:
None Identified.

Delay Reduction: None identified.
Collisions Reduction: None identified.
Deficient Concrete Lane Miles: None identified.
Total Estimate Cost: None identified.

Cost Estimate Explanation:
None identified.

Moderate Fix Benefits:
None identified.

Maximum Fix

Description:
This project will improve the eastbound off ramp connection with Edison St. by adding a lane to the ramp for an additional right turn movement onto Edison. The raised traffic island will be removed so that the existing through, left and right movements will change to a dedicated double right turn with a through and left as the other leg eastbound. A signal would also be added and interconnected with the city system if warrants are met. This project will also add two general purpose lanes to the mainline from Columbia Center Blvd. to the interchange connection with US 395.

Delays Reduction: None identified.
Collisions Reduction: None identified.
Deficient Concrete Lane Miles: None identified.
Total Estimate Cost: $26.7 M

Cost Estimate Explanation:
The cost estimate is based on adding a lane to the eastbound off ramp as well as a possible signal at the same location and two GP lane for the length of the project.

Maximum Fix Benefits:
This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations in areas where turning movements are creating congestion and delay. There are $ 31,893,344 in general purpose lane benefits and $ 18,337,182 in

Off-System Solutions:

None identified.

Special Studies/Reports:

None identified.

Required Studies

None identified.

Start/Completion Date of Study:

None identified.

ExpectedResults

None identified.

Funded Projects within Corridor Limits

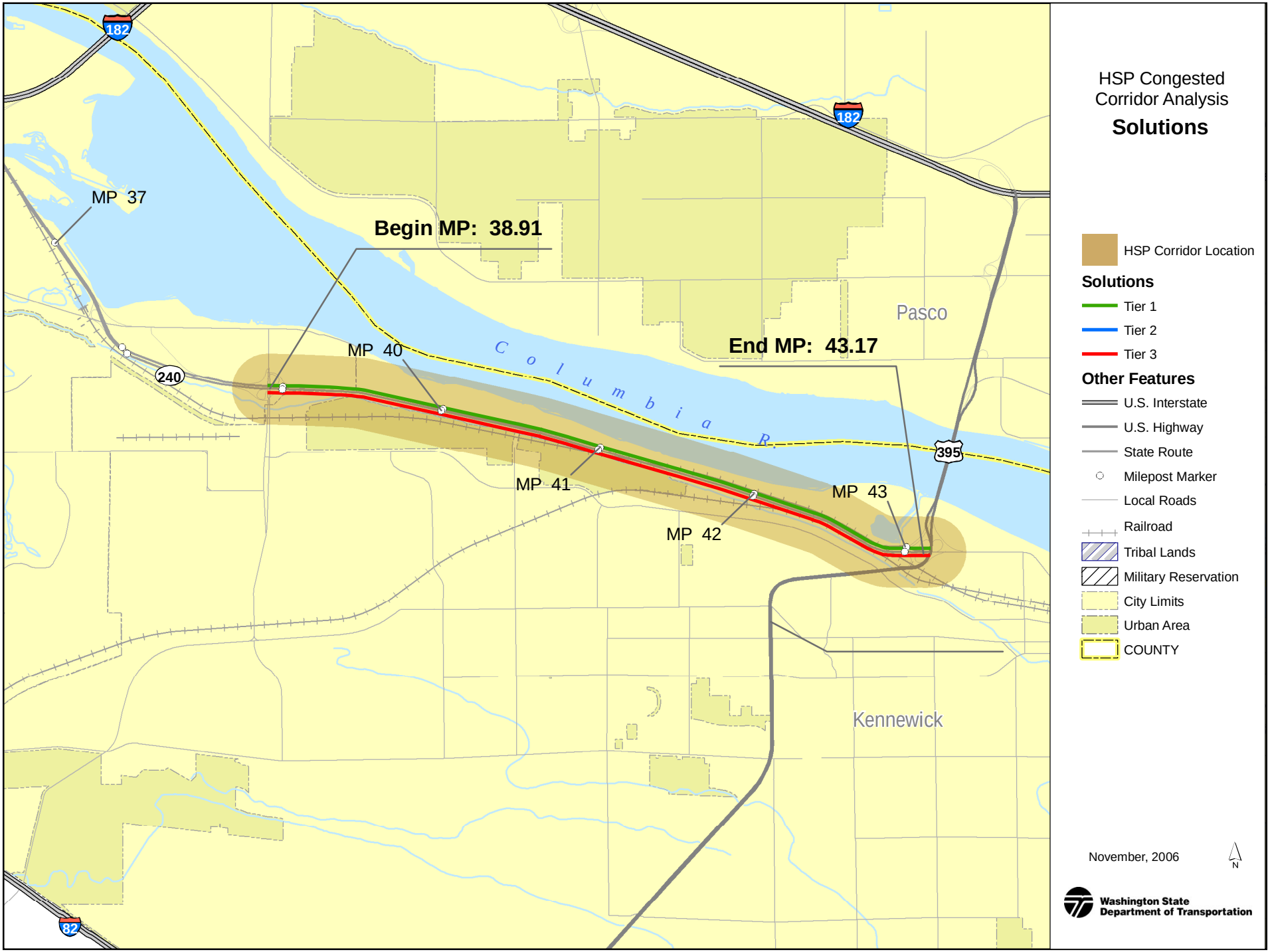
Project No	Title
None identified	

Additional Comments:

None identified.

Data Sources and Contacts used:

Collision Data Mart
2004 Annual Traffic Report
2005 State Highway Log
2003-2022 Washington State Highway System Plan
Pavement Management System
Geographic Information System


HSP Congested
Corridor Analysis
Solutions
Begin MP: 38.91
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MP 37
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MP 43
Pasco
Kennewick
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HSP Corridor Location
Solutions
Tier 1
Tier 2
Tier 3
Other Features
U.S. Interstate
U.S. Highway
State Route
Milepost Marker
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
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