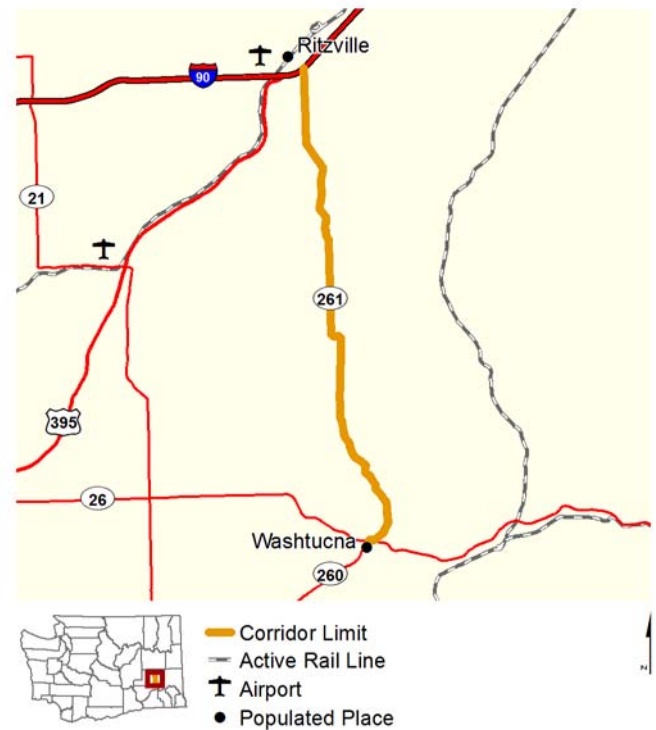


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 261: SR 260 Jct (Washtucna) to I-90 Jct (Ritzville)

This 27-mile long north-south corridor within Adams County runs between the State Route 26 junction in Washtucna and the Interstate 90 junction in Ritzville. Washtucna and Ritzville are the largest population centers along the corridor, and are characterized as having rural, downtown areas. Within Washtucna, the corridor primarily has civic and residential land uses, and within Ritzville, the corridor is densely populated with residential uses laid out in a grid-like pattern. Outside of Washtucna and Ritzville and the small neighborhood of Ralston, the route runs through undeveloped and unpopulated land and is predominantly rural in character with some agricultural areas. This route parallels the Union Pacific rail line and is perpendicular to the BNSF rail line in Ritzville. The Snake and Palouse rivers are located near the south end of the corridor, and Pru Airfield within Ritzville lies to the northwest. The corridor travels through rolling terrain with dry brush and agricultural fields located sporadically throughout the length of the corridor.



Current Function

SR 261 is a 63-mile long state highway serving Columbia, Franklin, and Adams counties. The corridor primarily functions as a collector route connecting regional towns and areas. The route serves Washtucna, where the corridor connects with SR 26, SR 260, and the city of Ritzville, where the corridor joins I-90/US Route 395 providing links to other destinations. Although the route is not classified as a freight economic corridor, the route does serve freight traffic, and freight drivers utilizing the northern end of the route near Ritzville to access Love's travel stop. The Union Pacific railroad, a freight economic corridor, parallels the route to the east. Within Washtucna, the corridor serves as "main street". This segment also carries recreational users traveling to the state parks located southeast of the corridor. With the exception of Washtucna, there are no pedestrian or bicycle facilities along the corridor, however shoulder use is permitted.

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

This section of SR 261 is a two-lane, undivided, unsignalized highway. The annual average daily traffic on this corridor is highest at the I-90 junction in Ritzville and lowest at the E Ralston-Benge Road south of Ralston.

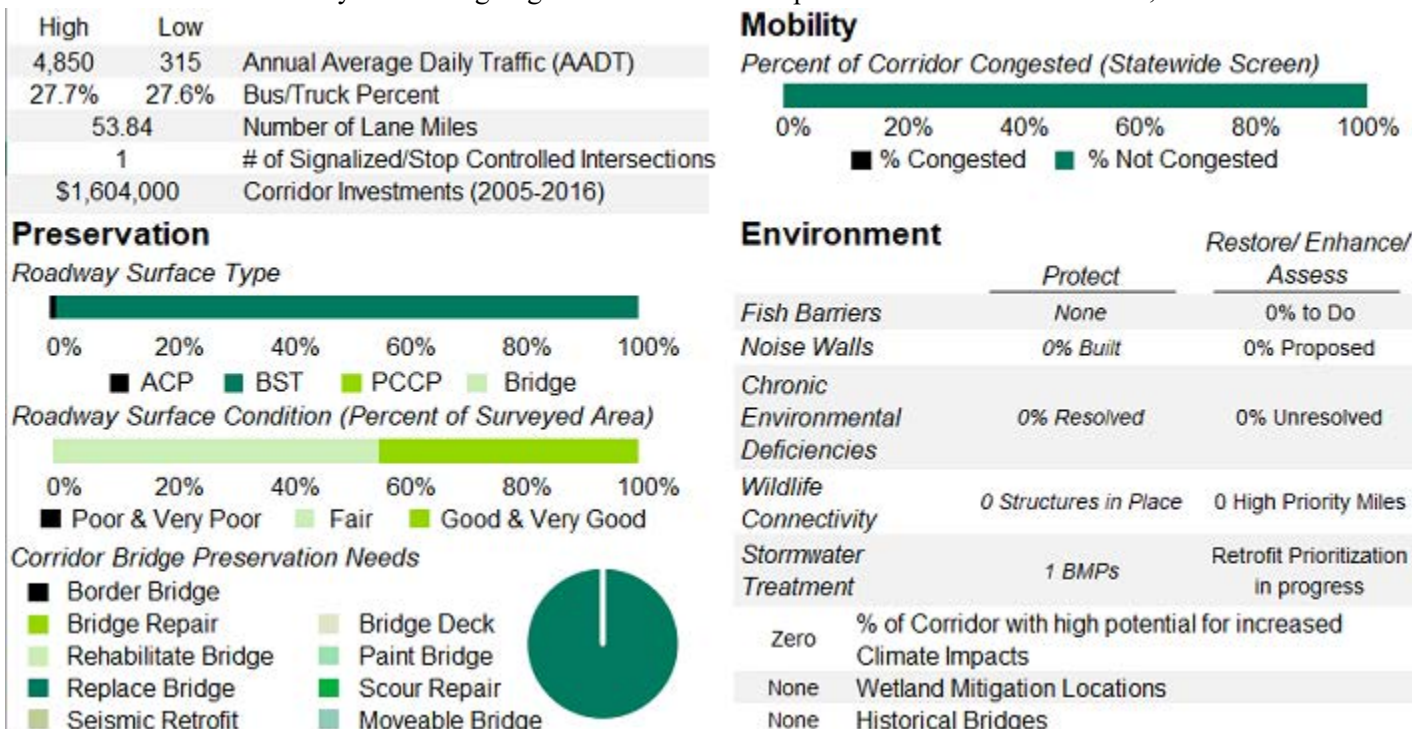
What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are low priority wildlife connectivity issues on this corridor.
- There are no vertical clearance restrictions on this corridor.
- There are no fish passage barriers on this corridor.

What needs to change?

- Roughly 99% of pavement conditions were not surveyed in 2015.
- Connections to alternate modes have not been identified on the corridor.
- The corridor has one bridge preservation need for a bridge replacement.

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



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 collected feedback from agency partners. Key themes included:

- Concern about the development of property south of I-90 with no planning for the impact of future traffic.

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, ditches, and pavement repair.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 99% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a single location on this 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:

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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

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