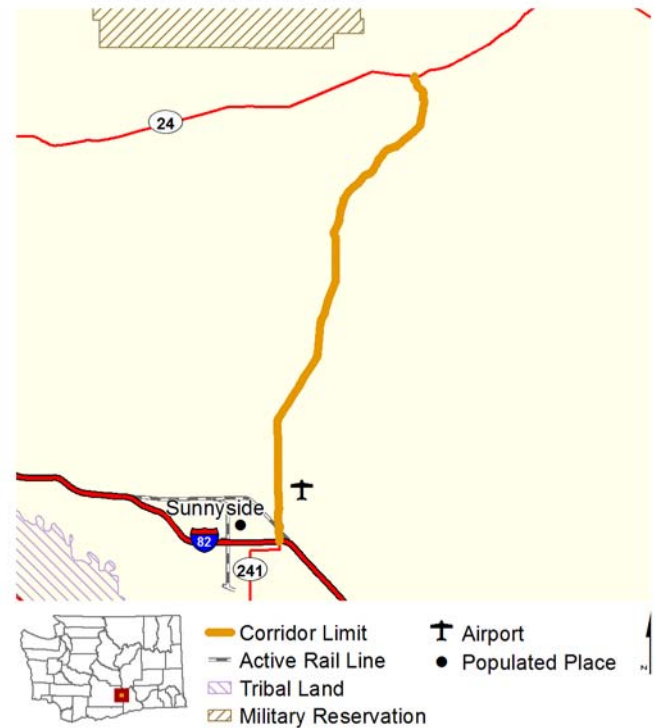


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

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

The 18-mile long north-south corridor is located in Yakima County, except for a short segment that passes in and out of Benton County, within south central Washington state. The corridor runs between the Interstate 82 junction in the city of Sunnyside and the Silver Dollar Café at the junction of State Route 24. The corridor's character is predominantly rural surrounded by open rangeland, agricultural fields, agricultural related industries including, but not limited to, the dairy industry, farm implement dealers, fruit processing and warehouses, wineries, and a brewery. Other land uses include residential and commercial. Within Sunnyside, the corridor has more land uses and the density is greater. Land uses in the Sunnyside area are commercial, industrial, and residential. Vegetation along the corridor includes grasses and scrub. Topography along the corridor is generally flat in the Sunnyside area and hilly with steep grades as it passes through the Rattlesnake Hills. The corridor crosses the Central Washington Railroad near its junction with I-82. Sunnyside Municipal Airport is located beside the southern terminus.



Current Function

SR 241 is a state highway traveling between Mabton and Sunnyside and serving Yakima and Benton counties. The corridor's primary function is connecting I-82 and SR 24. It is the only public road through the Rattlesnake Hills between SR 225 and Konnowac Pass Road, a distance of 45 miles. This corridor also connects the Yakima Valley to the Columbia Basin via the SR 24 Vernita Bridge over the Columbia River. This corridor is an alternative to SR 24, SR 240, and I 90. The primary traffic uses are for agriculture and for Hanford commuters. The corridor is also an important urban road in the Sunnyside area. Recreational travelers utilizing the corridor include an annual national pro motorcycle hill climbers event located at the southwest corner of the SR 24/SR 241 junction. Other trip attractors on the corridor include the various businesses and parks around Sunnyside. The route also provides connections to major local east-west arterials.

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 241 is a two-lane, undivided highway with one left turn only lane located near Sunnyside. The annual average daily traffic on this corridor is highest at its junction with I-82 and lowest near its junction with SR 24.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- One fish passage has been corrected and now allows fish to pass unimpeded.
- The segment through the Rattlesnake Hills is rated a low priority for habitat connectivity investment.

What needs to change?

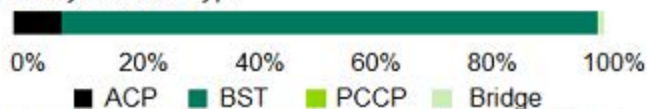
- Analyze contributing factors related to fatal and serious injuries on this corridor.
- Sight distance is an issue at the Edison Road intersection.
- There are no pedestrian facilities on the corridor through the urban area.
- The corridor has a medium rating for climate vulnerability impacts.
- Habitat connectivity issues are present on the corridor.
- Fish passage barriers are present on the corridor.

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

High	Low	
6,964	1,531	Annual Average Daily Traffic (AADT)
19.3%	10.0%	Bus/Truck Percent
35.84		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$5,474,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

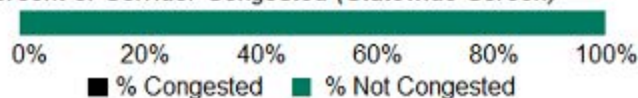


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	6 BMPs	Retrofit Prioritization in progress
97.2	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

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:

- There is a desire for improved transit service within Sunnyside, as well as the possibility of an integrated Sunnyside-Grandview bus system in the future.
- Safety concerns at three intersections, Factory Road, Edison Road, and Sheller Road, due to tight turning radii.
- Interest in improvements to the SR 241/Allen Road intersection due to future commercial development.

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 two Pavement actions in the next six years encompassing 49% 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.

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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.

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