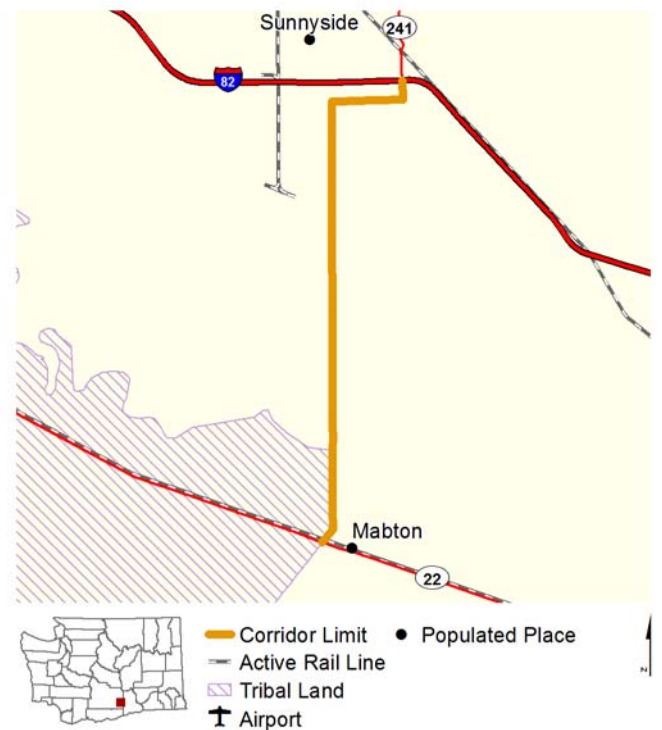


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 241: SR 22 Jct (Mabton) to I-82 Jct (Sunnyside)

This eight-mile long north-south corridor, also known as Sunnyside Mabton Road, runs between the State Route 22 intersection in the city of Mabton and the Interstate 82 interchange in the city of Sunnyside. The corridor travels through the Sunnyside urban area at Duffy Road, before turning east and running coincident with Alexander Road until the Waneta Road intersection. At Waneta Road, the corridor turns north and enters the city limits of Sunnyside before terminating at the I-82 interchange. The corridor is predominantly rural in character and the land use is primarily farmland with pockets of residential development. The character and land use within Mabton is suburban residential for about half a mile. Agricultural land uses lie to the west and within the Yakama Nation and continue into Sunnyside and up to I-82. The corridor crosses the Yakima River just north of Mabton and the Yakama Nation. There are several recreation sites along the river near the corridor such as the Sunnyside State Wildlife Recreation Area. The corridor crosses the BNSF railroad tracks less than a quarter-mile north of the SR 22 junction. The topography is generally flat with a few rolling hills.



Current Function

SR 241 is a 25-mile long state highway serving Yakima and Benton counties, and linking SR 22 with SR 24. This corridor functions as the sole north-south connector linking I-82 and SR 22. It provides a crossing of the Yakima River and an at-grade crossing of the BNSF mainline railroad. The corridor carries commuter and freight traffic. Commuters use the corridor for travel between employment centers within the cities of Sunnyside, Grandview, and Mabton, and residential areas. The corridor provides access for Yakama Nation properties. Within Mabton, the route provides access to the surrounding commercial and industrial businesses. The corridor is a farm-to-market road providing freight access to the surrounding farmland and adjacent state highways. There are no designated bicycle lanes or sidewalks along the corridor, although shoulder use is available.

Future Function

Sunnyside Hospital is constructing a new regional hospital along SR 241 at the Alexander Road/Waneta Road intersection immediately south of the I-82 interchange. This land use change is likely to increase use for medical and office services on SR 241 and on the interchange with I-82.

Highlights and Performance

This segment of SR 241 is a two-lane, undivided, unsignalized highway. The corridor expands to include an auxiliary lane in each direction at the Mabton railroad crossing. The annual average daily traffic on this corridor is highest at the I-82 junction in Sunnyside and lowest on the portion concurrent with Alexander Road in Sunnyside.

What's working well?

- The entire corridor operates above WSDOT's accepted congestion threshold.
- The access control measures implemented in the Sunnyside and rural parts of the corridor work well.
- There are no fish passage barriers on the corridor.
- The corridor has no habitat connectivity sites.

What needs to change?

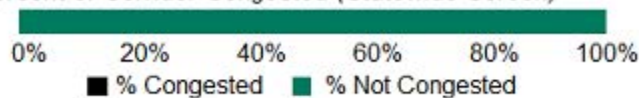
- All of the corridor's pavements are in unknown condition.
- Two bridges on the corridor require rehabilitation due to low weight limits that restrict freight mobility.
- Intersections in Mabton and the rural area near Willowcrest Road do not have defined approaches.
- The corridor lacks accessibility in the developing Midvale industrial area.

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

High	Low	
6,964	1,824	Annual Average Daily Traffic (AADT)
12.4%	4.4%	Bus/Truck Percent
17.76		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$4,908,000		Corridor Investments (2005-2016)

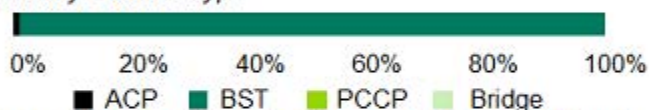
Mobility

Percent of Corridor Congested (Statewide Screen)



Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	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	

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:

- All partners are concerned about preservation of the corridor's bridges and its effects on freight mobility.
- A desire to address school-related congestion that occurs on the corridor south of Alexander Road.
- One partner expressed concern about the steepness of ditches along the corridor's shoulders.
- The possibility of developing passenger transit solutions to reduce the volume of traffic between Sunnyside and Grandview.

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 rest areas.</i>
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Structures	<i>WSDOT has identified one Structures action in the next six years encompassing 6% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 2% 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:

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Planning Engineer

509-577-1630

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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.

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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.

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