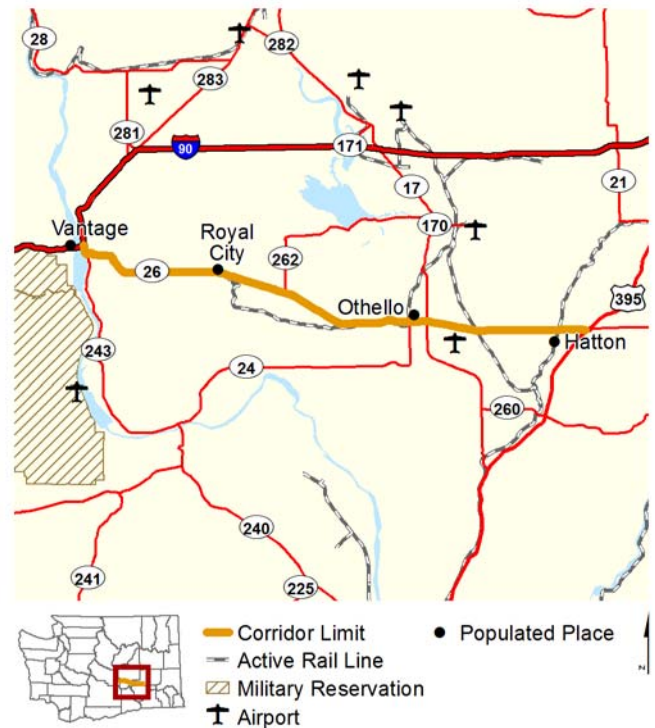


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 26: I-90 Jct (Vantage) to US 395 Jct (N. of Connell)

This 61-mile east-west segment runs between Vantage at the Interstate 90 junction and the US Route 395 junction north of Connell. The corridor travels between Grant and Adams counties and passes through the cities of Royal City, Othello, and Hatton. The corridor's character is predominantly rural with a mixture of irrigated agricultural fields and desert landscape as the primary land uses. The character within the cities of Royal City and Othello is suburban with residential, industrial, and commercial land uses. At the western terminus is the city of Vantage and Columbia River which runs concurrently with Wanapum Lake. The corridor crosses through a valley between two ridges over a mixture of flatland and rolling hills. The route crosses over the BNSF Railway and the Columbia Basin Railroad at two different locations. Othello Municipal Airport is located south of the route.



Current Function

State Route 26 is a state highway that runs through Grant, Adams, and Whitman counties, linking I-90 to US 195 in the city of Colfax. The primary function of this corridor is to support the movement of freight across the state. The corridor also provides service to the agricultural lands it passes through. In addition to intersecting I-90 and US 395, the corridor connects to SR 243, SR 24, and SR 17. The corridor serves the communities of Royal City, Othello, and Hatton and is heavily used by Washington State University students connecting with US 195 and SR 270 to travel to Pullman. Additionally, commuters use this corridor as a local link to Othello and Royal City. Recreational travelers use the corridor in order to access the Hanford Reach National Monument and state parks located east and west of the corridor. There are no designated bike lanes or sidewalks present on the corridor.

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 portion of SR 26 is a two-lane, undivided freeway. The corridor frequently expands to include truck climbing lanes where there are steep grades. The annual average daily traffic on this corridor is highest at the Moon Road intersection in Othello and lowest at the US 395 junction.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Improvements made to the corridor in the last 20 years have been effectively preserved.

What needs to change?

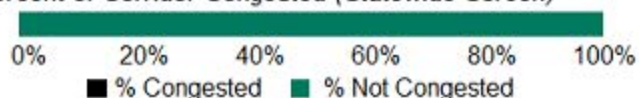
- The Thacker Road intersection's close proximity to a rail crossing results in congestion on the corridor.
- There are sight distance issues at the Booker Road and First Street intersections.
- There are fish passage barriers present on the corridor.
- There is an opportunity to shift freight traffic to two adjacent rail lines on the corridor.

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

High	Low	
6,360	1,384	Annual Average Daily Traffic (AADT)
35.5%	12.8%	Bus/Truck Percent
193.92		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$11,672,000		Corridor Investments (2005-2016)

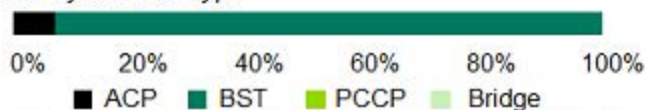
Mobility

Percent of Corridor Congested (Statewide Screen)

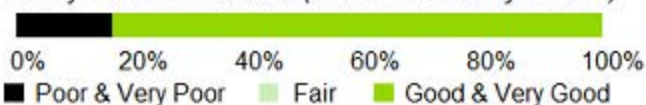


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	20% Passable	80% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	100% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	2 High Priority Miles
Stormwater Treatment	1 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:

- Concerns about the current layout of most of the corridor's major intersections in Othello, including those with Thatcher Road, Booker Road, First Street, and SR 21.
- A desire to improve the corridor's pavement conditions and lane width in order to handle heavy freight traffic.
- One partner would like to address access control issues in Othello, particularly acquiring access control authority for the corridor between the First Street and SR 21 intersections.
- Emphasis on diminishing the effects of extreme weather closures of I-90 on local streets in Grant County, such as Dodson Road, Adams Road, and Beverly Burke Road.
- A desire to increase illumination at the corridor's intersections in order to improve sight distances and driver safety.

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

Multimodal	<i>WSDOT will continue to pursue multimodal strategies to address performance issues, improve connectivity and transportation options while also closing gaps in our non-motorized/active transportation system.</i>
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Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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Preservation

Maintenance	<i>Preservation will include strategic pavement maintenance as necessary to extend the life of the pavement and utility of the asset.</i>
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Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, rest areas, and weed control.</i>
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Pavement	<i>WSDOT will continue to make spot repairs in areas that make sense for preservation of the pavement surface, along with, all other components of the roadway prism.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 69% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years at specific locations within 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.

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