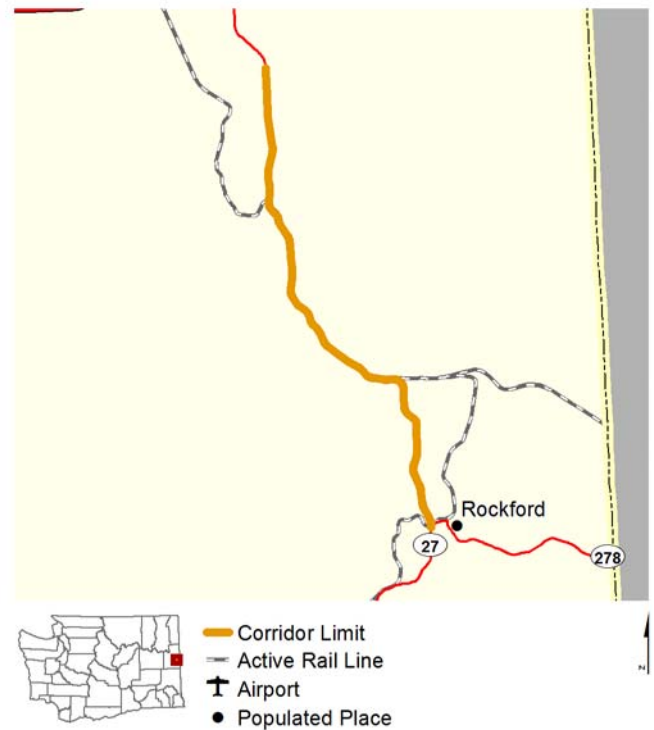


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 27: SR 278 Jct (Rockford) to 32nd Ave Int. (Spokane Valley)*

This 14-mile long east-west corridor in Spokane County is located in eastern Washington near the Washington/Idaho border. The corridor runs between the State Route 278 junction in the town of Rockford and the 32nd Avenue intersection in the city of Spokane Valley. The corridor passes through the small communities of Mica and Freeman. The corridor's character is predominantly rural. The area south of Spokane Valley has low-density residential, commercial, and undeveloped land uses. In addition to single-family residences within Mica and Rockford, land uses are comprised of heavy industry, manufacturing, and wholesale retail. Other land uses throughout the corridor include agriculture and private-commercial forest. Freeman High School and the Freeman District Office are located in Freeman mid-corridor. One airport, Felts Field, is located to the northwest of the corridor. The entire corridor parallels the Union Pacific Railroad, crossing it at two locations north of Mica and in Rockford. Topography throughout the corridor is rolling.



**Current Function**

SR 27 is a state highway serving Whitman and Spokane counties, traveling through the cities of Pullman, Palouse, Tekoa, and Spokane Valley. This corridor is primarily a commuter route, providing access into the Spokane metropolitan area. The corridor directly serves the communities of Rockford, Freeman, Mica, and Spokane Valley. In addition to intersecting SR 278 in Rockford, this corridor connects to Interstate 90 for agricultural activities, and Idaho State Highway 58 connecting to Idaho communities. Washington State University and the University of Idaho attract employee and student traffic to the corridor during college events, holidays, and long weekends. The Spokane Transit Authority provides fixed route transit on the corridor and two park and ride lots are accessible from this corridor. Wide shoulders are present of the corridor allowing for walking and bicycling.

**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 27 is a two-lane, undivided highway with few turn lanes. Near Spokane Valley, the corridor transitions between a four-lane highway with a center lane and a three-lane highway with a center lane. The annual average daily traffic on this corridor is highest in Spokane Valley and lowest near Rockford.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no fish passage barriers present on the corridor.
- The entire corridor has a low rating for climate vulnerability impacts and extreme weather events.

### What needs to change?

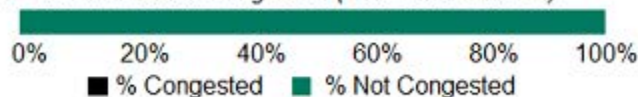
- There is limited vertical clearance under the railroad bridge in Rockford.

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

High	Low	
9,693	4,713	Annual Average Daily Traffic (AADT)
11.1%	7.1%	Bus/Truck Percent
38.82		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$4,035,000		Corridor Investments (2005-2016)

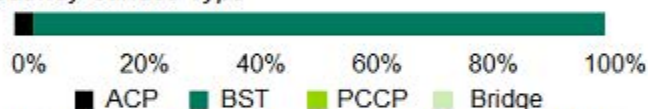
### Mobility

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	10 High Priority Miles
Stormwater Treatment	4 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 is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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 litter removal.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 100% 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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### Mike Gribner

Eastern Region  
Regional Administrator

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](mailto: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**

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.