

## SR 27 32ND AVE. TO INTERSTATE 90

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### **CHARACTERISTICS**

#### **Segment Description:**

This route segment is wholly located within the City of Spokane Valley. It begins at the intersection of SR 27 (Pines Rd.) and 32nd Ave. and ends at the I-90 eastbound ramp terminal.

**County/Counties:** Spokane

**Cities/Towns Included:** The route segment passes through the City of Spokane Valley urbanized area.

**Number of lanes in the corridor:** 2 to 2

**Lane width:** 12 to 12 feet.

**Speed limit:** 35 to 45 mph.

**Median width:** 0 to 0 feet.

**Shoulder width:** 8 to 10 feet.

#### **Highway Characteristics:**

SR 27 is functionally classified as a urban minor arterial. It is not a Highway of Statewide Significance (Non-HSS). However, it has been designated as a Strategic Freight Corridor between SR 290 and 32nd Ave., which includes this route segment.

#### **Special Use Lane Information (HOV, Bicycle, Climbing):**

The route segment includes two-way turn lanes through its entirety.

#### **Access Control Type(s):**

Partial and Class 5 access control exists on this route segment.

#### **Terrain Characteristics:**

This route segment traverses level terrain in a highly urbanized environment.

#### **Natural Features:**

None identified.

#### **Adjacent Land Description:**

This route segment passes through a highly developed urbanized area that includes regional commercial, community commercial, mixed use, medium density and low density residential comprehensive plan land use categories.

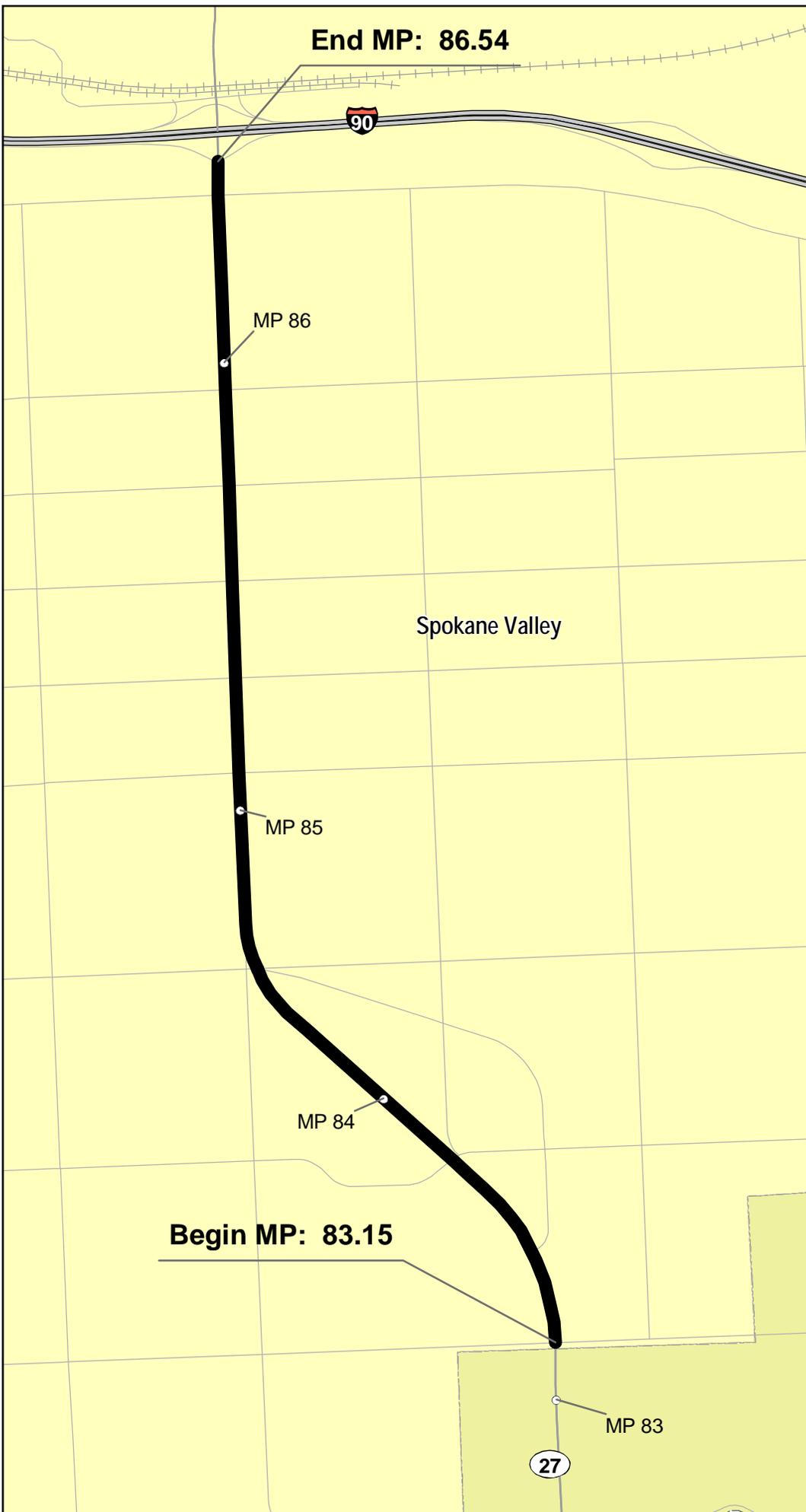
#### **Environmental Issues:**

There are no known environmental issues.

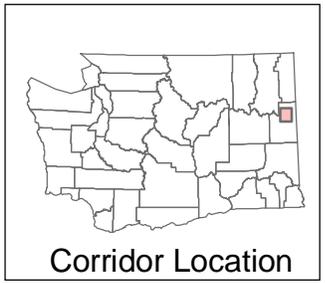
#### **Major Economic Issues:**

SR 27 is major freight traffic corridor that provides a link between the Spokane urban area and the agricultural communities to the south of Spokane, including the Pullman and Clarkston area of Washington.

# HSP Congested Corridor Analysis Characteristics



- Milepost Markes
- █ HSP Corridor Location
- ══ U.S. Interstate
- ══ U.S. Highway
- ══ State Route
- ══ Local Roads
- +++ Railroad
- Wetlands
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- County Line



November, 2006



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### **ASSETS**

#### **Pavement:**

There are 13.5 lane miles of Hot Mix Asphalt on this segment of SR 27.

#### **Signal:**

There are six signalized intersections within this corridor at 32nd ave, 16th Ave, Sprague Ave., Broadway Ave. , Mission Ave., eastbound Ramp Terminal at SRMP 86.54.

#### **Structures:**

There are no structures identified.

(Ramps, and locally owned structures (if any exist) are not identified in this section and may not be reflected on maps.)

#### **Features Crossed:**

There are no features crossed in this segment.

#### **ITS Facilities:**

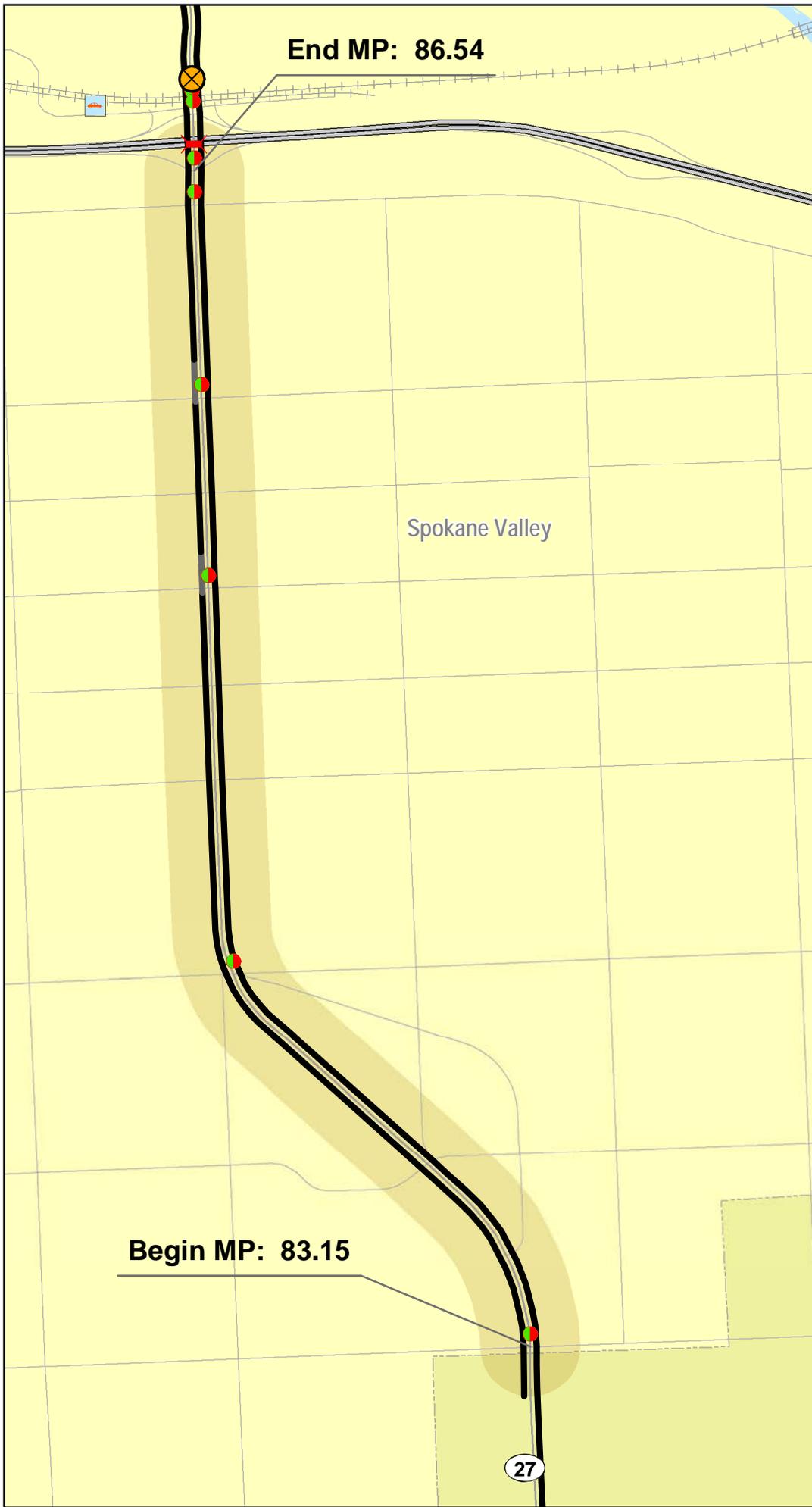
There are no intelligent Transportation systems on this corridor.

#### **Railroad Crossings:**

There are no railroad crossings identified.

#### **Asset Other:**

None Identified.



HSP Congested Corridor Analysis

**Assets**

-  HSP Corridor Location
- Assets**
-  Signalized Intersection
-  At Grade Railroad Crossings
-  Bridge
-  Ferry Terminals
-  Ferry Route
-  Park and Ride
-  Weigh Stations
-  Rest Area Sites

**Corridor Pavement Type**

-  HMA
-  BST
-  PCCP

**Other Features**

-  U.S. Interstate
-  U.S. Highway
-  State Route
-  Local Roads
-  Railroad
-  Military Reservation
-  Tribal Lands
-  City Limits
-  Urban Area
-  Airport
-  County Line

November, 2006



## SR 27 32ND AVE. TO INTERSTATE 90

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### *USAGE*

#### **General Origin and Destination Travel Characteristics:**

SR 27 is a heavily used commuter route for trips originating in the Spokane Valley and destined for employment and commercial destinations located in the City of Spokane, the City of Spokane Valley, the City of Liberty Lake, as well as other regional destinations served by Interstate 90. It is also a significant route for intrastate and interstate trips carrying agricultural commodities originating in the Palouse.

#### **Snow/ice Issues:**

There are no sections within this corridor which present a problem for normal snow/ice control.

#### **Annual Average Daily Traffic:**

Ranges from 8,100 to 34,000.

#### **Significant Seasonal Average Annual Daily Traffic Changes:**

There are no significant seasonal ADT fluctuations on this route as it is a heavily traveled commercial and residential corridor. There may be some additional freight traffic that is seasonal in nature, farm commodities from the Palouse Region for example, but as a percentage of ADT it is fairly minimal.

#### **General Description of Major Average Annual Daily Traffic Locations:**

Signalized intersections constitute the source for major changes in ADT along the route. As you proceed north from 32nd Av. to I-90, ADT gradually increases at each intersection, with the largest increases occurring at 14th Ave. and at Sprague Ave. ADT is the highest on the route segment between Mission Ave. and I-90.

#### **Freight:**

**Freight Classification:** T3

**Yearly Tonnage:** 1.8M

**Truck Percentage of Annual Average Daily Traffic:** 9%

#### **Additional Usage Comments:**

There are no additional comments.

**Average Annual Societal Cost of All Collisions:** Approximately \$3.55M

#### **Collisions:**

**Severe No of Collisions:** 4

**Less Severe No of Collisions:** 282

**List Data Years:** 2003 to 2005

End MP: 86.54

Spokane Valley

Begin MP: 83.15

27

### HSP Congested Corridor Analysis

#### Usage

 HSP Corridor Location

#### Safety Analysis Areas

-  PAL Spot 07-09
-  PAL Corridor 07-09
-  HAC 07-09
-  HAL Corridor 07-09
-  HAL Spot 07-09

#### Freight Classification

-  T-1
-  T-2
-  T-3

#### Traffic Sections AADT

-  < 3,000
-  3,001 - 10,000
-  10,001 - 20,000
-  20,001 - 40,000
-  40,001 - 80,000
-  80,001 - 100,000
-  100,001 - 120,000
-  > 120,000
-  Trucks 10% and Over

#### Other Features

-  U.S. Interstate
-  U.S. Highway
-  State Route
-  Local Roads
-  Railroad
-  Tribal Lands
-  Military Reservation
-  City Limits
-  Urban Area

November, 2006



## ***NEEDS AND STRATEGIES***

### **Preservation**

**Pavement Condition and Needs:**

There are none identified.

**Pavement Management Strategies:**

There are none identified.

**Structures Condition and Needs:**

There are none identified. (This may include ramps and locally owned structures if any exist.)

**Structures Management Strategies:**

There are none identified.

**Additional Condition and Needs:**

There are none identified.

**Additional Management Strategies:**

There are none identified.

### **Improvement**

**Mobility Condition and Needs:**

Traffic impact analyses for significant commercial and residential development proposals for properties adjacent to, or in the vicinity of , this route segment all indicate failing levels of service at various intersections, and on the arterial itself, if facility improvements are not made in conjunction with development proposals.

**Mobility Management Strategies:**

Improvement management strategies for this route segment include capacity improvements at intersections as well as additional lanes.

**Safety Condition and Needs:**

There are none identified.

**Safety Management Strategies:**

There are none identified.

**Environmental Condition and Needs:**

There are none identified.

**Environmental Management Strategies:**

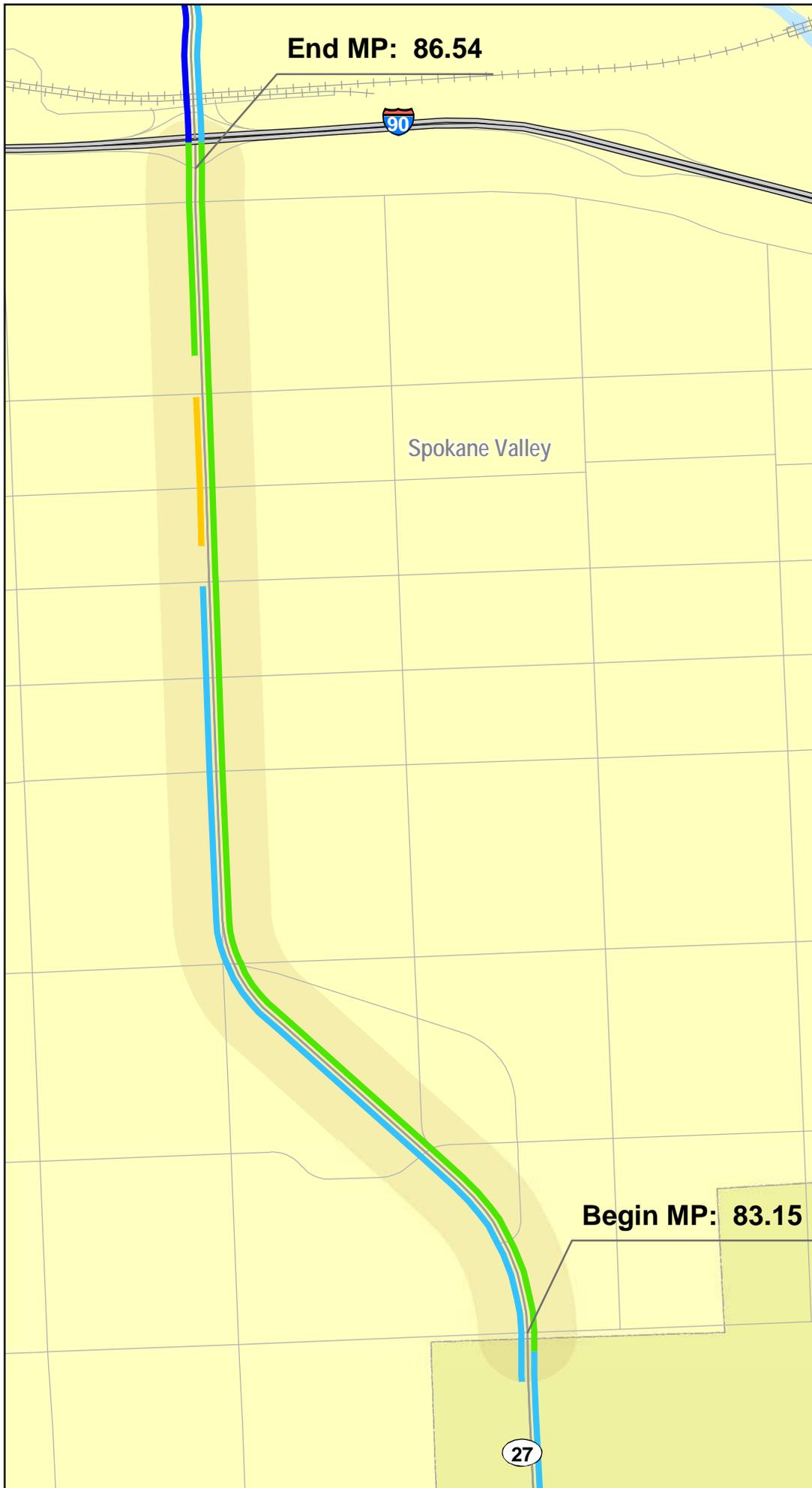
There are none identified.

**Restrictions:**

Intense commercial and residential development adjacent to right-of-way.

**50-Year Configuration:**

The long-term goal for this corridor is to maintain its function as an urban arterial, with level of service standards that are consistent with WSDOT policy and are developed in collaboration with local jurisdictions.



## HSP Congested Corridor Analysis Needs

- HSP Corridor Location
- Bridge Priorities**
  - Replacement
  - Special
  - Seismic
  - Scour
  - Painting
  - Miscellaneous
  - Bridge Deck
- Other Bridge Issues**
  - 2 Lane BW Narrow Bridge
  - Restricted Bridge
  - Posted Bridge
  - Vert. Clearance < 15.5'
- Unstable Slope**
  - Debris Flow
  - Erosion
  - Landslide
  - Rockfall
  - Settlement
- Fish Passage Barriers**
  - Require Repair
  - Little Gain
  - Undetermined
- Paving Due**
  - Past Due
  - 2005 - 2007
  - 2008 - 2009
  - 2010 - 2011
  - 2012 - 2026
- Other Features**
  - U.S. Interstate
  - U.S. Highway
  - State Route
  - Local Roads
  - Railroad
  - Military Reservation
  - Tribal Lands
  - City Limits
  - Urban Area
  - County Line

November, 2006



***TIERED PROPOSED SOLUTIONS***

**Minimum Fix**

**Description:**

Channelization improvements at existing intersections.

**Delay Reduction:** None identified.

**Collision Reduction:** None identified.

**Deficient Concrete Lane Miles:** None identified.

**Total Estimate Cost:** None identified.

**Cost Estimate Explanation:**

None Identified.

**Minimum Fix Benefits:**

None Identified.

**Moderate Fix**

**Description:**

None Identified.

**Delay Reduction:** None identified.

**Collisions Reduction:** None identified.

**Deficient Concrete Lane Miles:** None identified.

**Total Estimate Cost:** None identified.

**Cost Estimate Explanation:**

None Identified

**Moderate Fix Benefits:**

None Identified

**Maximum Fix**

**Description:**

Additional lanes on SR 27.

**Delays Reduction:** None identified.

**Collisions Reduction:** None identified.

**Deficient Concrete Lane Miles:** None identified.

**Total Estimate Cost:** None identified.

**Cost Estimate Explanation:**

None Identified

**Maximum Fix Benefits:**

None identified.

## SR 27 32ND AVE. TO INTERSTATE 90

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### **Off-System Solutions:**

The Spokane Valley Couplet is an east/west facility that may provide benefits to intersections on SR 27 through trip redistribution. The project has been under study by the City of Spokane Valley for the last year and will undergo further study as the City develops and approves its Comprehensive Plan, which includes land use considerations that must be taken into account in planning for the facility. Preliminary analysis indicates that the facility could have a beneficial impact to congestion levels on SR 27 intersections, especially SR 27 at Sprague Ave., which is the most congested location on the route segment.

### **Special Studies/Reports:**

Various Traffic Impact Analysis Studies

### **Required Studies**

Further study is needed to determine the feasibility of constructing additional lanes on SR 27.

### **Start/Completion Date of Study:**

None identified.

### **Expected Results**

None Identified.

### **Funded Projects within Corridor Limits**

| <b>Project No</b> | <b>Title</b> |
|-------------------|--------------|
|-------------------|--------------|

|                  |  |
|------------------|--|
| None Identified. |  |
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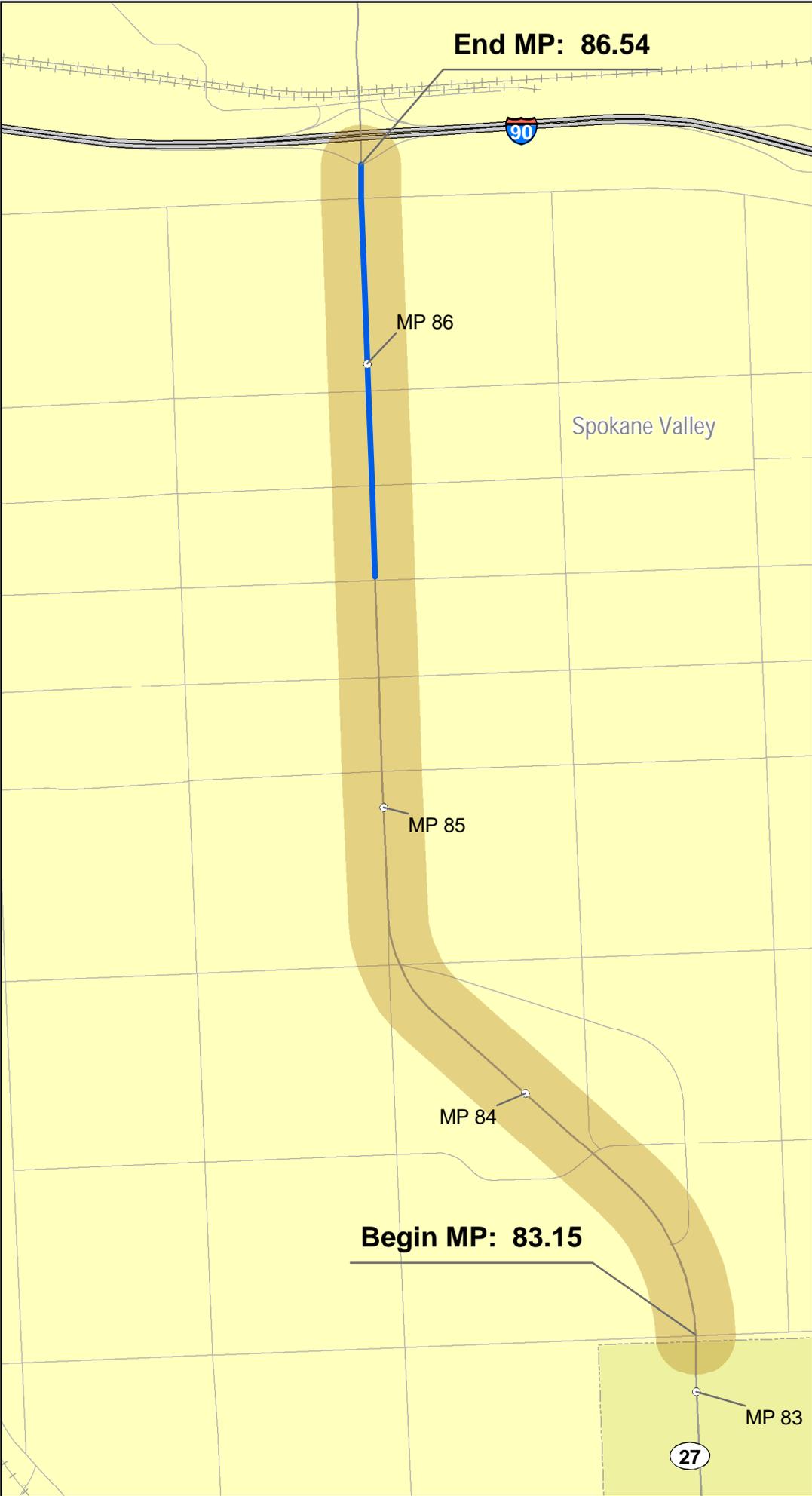
### **Additional Comments:**

None Identified.

### **Data Sources and Contacts used:**

Freight Data; Ruth Decker, Transportation Data Office

# HSP Congested Corridor Analysis Solutions



- HSP Corridor Location
- Solutions**
- Tier 1
- Tier 2
- Tier 3
- U.S. Interstate
- U.S. Highway
- State Route
- Milepost Marker
- Local Roads
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- County Line

November, 2006

