

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:

US 195: Idaho State Line to Spangle

This corridor spans 80 miles on US Route 195 through Whitman and Spokane counties parallel to the Idaho border. The corridor endpoints are the town of Spangle and the Washington-Idaho border just north of Clarkston/Lewiston and the Snake River. Washington State University is located just east of US 195 in the city of Pullman. This corridor is primarily rural in character with the most common land use being dryland agriculture. Population density is generally very light. The corridor passes directly through several small communities such as Colfax and Colton. Land uses in these areas includes commercial, residential, and some industrial and are generally more suburban to urban in character. The landscape around the corridor is characterized by the rolling hills of the Palouse region broken up by taller buttes, such as Steptoe Butte, and small creek canyons. Plant life includes sparse pockets of trees and primarily low-growing plants, which allow for high visibility for most of the corridor.



Current Function

US 195 is the primary north-south highway in the area, linking Lewiston, Idaho and Clarkston to Interstate 90 in Spokane. It is part of the National Highway System, a Highway of Statewide Significance, and is a corridor of interest to the Yakama Nation, Colville, Spokane, and Nez Perce tribes. This section of US 195 is used by freight traffic and travelers as a connecting corridor between I-90 and I-84. The corridor intersects State Routes 271, 23, 26, 272, 270, 194, and 27. The corridor also serves as a “Main Street” in communities, such as Colfax and Colton. Pedestrians and bicyclists are present, mostly in these communities. Farming vehicles use the corridor while tending and transporting crops. Major destinations include population centers such as Spokane, freight facilities like the marine port in Clarkston/Lewiston, and educational centers such as Washington State University in Pullman. WSU commuters are a major contributor of the traffic along the corridor. US 195 is part of the Palouse Scenic Byway between Rosalia and the Washington-Idaho border. Other local attractions include several recreational areas, such as Turnbull National Wildlife Refuge.

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 US 195 is mainly a two-lane, undivided highway with the exception of a short four-lane portion in Colfax. The route occasionally expands to include a center turn line at intersections and interchanges with other major highways. The annual average daily traffic on this corridor is highest in the city of Colfax and lowest at the Idaho state line.

What's working well?

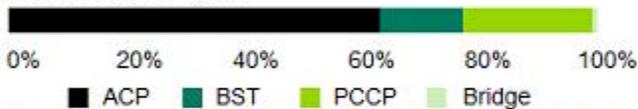
- The whole corridor operates above WSDOT's adopted congestion threshold.
- There are no low-clearance bridges in the corridor, which ensures the free passage of freight traffic.
- The corridor performs above adopted safety standards.
- WSDOT has been working with the Palouse Regional Transportation Planning Organization, colleges, and other stakeholders to educate the community on distracted driving. This has been an ongoing process by WSDOT and the RTPPO in this area.

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

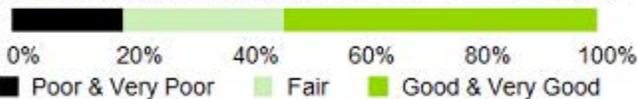
High	Low	
9,824	100	Annual Average Daily Traffic (AADT)
29.0%	9.7%	Bus/Truck Percent
162.38		Number of Lane Miles
5		# of Signalized/Stop Controlled Intersections
\$20,133,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs

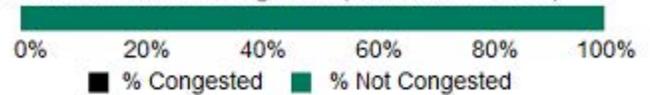


What needs to change?

- Roughly 19% of surveyed pavements on the corridor are in poor to very poor condition.
- The corridor has several bridge preservation needs including bridge decks and bridge repairs.
- The corridor has been identified as having a high level of wildlife habitat connectivity issues.
- Weight restrictions are in place on the bridge over the N. Fork Palouse River at the north end of Colfax.
- Snow drifting (roadway "white outs") along the corridor is a frequent occurrence during the winter, resulting in road closures.

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	64.3% Passable	35.7% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	37 High Priority Miles
Stormwater Treatment	21 BMPs	Retrofit Prioritization in progress
	99.7 % 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:

- Interest in multiple potential projects to improve grain freight traffic along the corridor on both highway and state rail facilities. [Economic Vitality]
- A complete streets concept was suggested through the city of Colfax. [Economic Vitality]
- Repeated concerns about pavement maintenance (rutting and pavement patching) along the whole length of the corridor, including regular rutting on the portion between Colfax and Spangle. [Preservation]
- During the corridor sketch workshop, a number of partners expressed a desire to add a passing lane in order to enhance driver safety along the corridor. [Safety]
- Multiple concerns in the Colfax vicinity including traffic speeds through the city of Colfax and the SR 26/US 195 interchange design, flooding and non-motorized traffic facilities. [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

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, ditches, and pavement repair.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 35% of the corridor.</i>
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Structures	<i>WSDOT has identified seven Structures 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.

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