

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 271: SR 27 Jct (Oaksdale) to US 195 Jct

This eight-mile long corridor in Whitman County is located in the southeastern portion of Washington. The corridor travels between the State Route 27 junction in the town of Oaksdale and the US Route 195 interchange. The corridor's character is rural. Land use along the corridor is mostly agricultural fields of wheat, peas, and lentils with few rural residential and manufacturing uses located throughout. Other land uses located within Oaksdale include light industrial, residential, retail, civic buildings, and commercial services. Steptoe Battlefield State Park is near the corridor's end point in Rosalia. One airport, Rosalia Municipal, is located to the northwest of the corridor. One at grade crossing with Washington and Idaho Railroad is located mid-corridor. Vegetation on the route includes dry grasses, shrubs, and conifer and deciduous trees as the corridor travels along the rolling terrain.



Current Function

SR 271 is a state highway is located entirely within Whitman County and is part of the Palouse Scenic Byway. This corridor primarily functions as a rural-principal arterial and is now a designated freight economic corridor. This corridor is the primary roadway connecting Oaksdale to US 195. The corridor only connects to US 195 and SR 27. The McCoy shuttle train loading facility is located on this corridor. Fixed route transit service is not available on the corridor. Though shoulders are narrow, bicycling and pedestrian use is permitted along 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

SR 271 is a two-lane, undivided highway. The annual average daily traffic on this corridor is highest near the US 195 junction and lowest the corridors junction with SR 27 in Oakesdale.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no vertical clearance or weight restrictions on the corridor.

What needs to change?

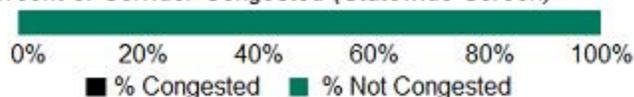
- Roughly 99% of pavement conditions have not been surveyed.
- There are no fish passage barriers on this corridor.
- There are medium priority wildlife connectivity issues on the corridor.
- The corridor is rated low for vulnerability to future climate conditions.

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

High	Low	
925	720	Annual Average Daily Traffic (AADT)
15.8%	15.1%	Bus/Truck Percent
16.96		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$597,000		Corridor Investments (2005-2016)

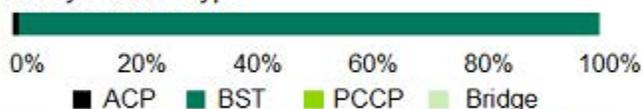
Mobility

Percent of Corridor Congested (Statewide Screen)

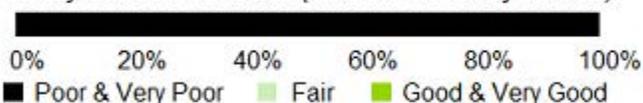


Preservation

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	1 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 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 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 one Pavement action 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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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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Title VI Statement to Public

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