

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 274 Jct (Tekoa) to SR 278 Jct (Rockford)

This 20-mile long north-south corridor is located near the Washington/Idaho border, south of Spokane Valley. The corridor travels between the State Route 278 junction in the town of Rockford and the SR 274 junction in the city of Tekoa. The corridor passes through the towns of Latah, Waverly, and Fairfield. The corridor's character is mostly rural with towns containing slightly more density. Land use along this corridor is comprised of single- and multi-family residences, commercial, and light industrial within communities, and agriculture and open space in between the communities. Most retail services, such as gas stations and churches, are located directly off the corridor. One airport, Willard Field, is located near Tekoa. The southern half of the route parallels Hangman Creek. A portion of the corridor between the south of Fairfield and Rockford parallels the Union Pacific Railroad and crosses it at two locations near the two towns. Terrain is rolling as the corridor passes through the communities.



Current Function

SR 27 is a state highway serving Whitman and Spokane counties, traveling between US Route 195 and the SR 290/Interstate 90 interchange. This corridor is used as a commuter route between Spokane and Pullman for college students and for access to the popular Coeur d'Alene Tribe Casino and surrounding farming communities. The segments that pass through Fairfield and Latah have been identified as a state highway operating as the community's main street. This corridor is also an alternate route to Spokane from Pullman. In addition to Tekoa, Latah, Fairfield, and Rockford, this route serves the town of Waverly by connection with a County Road. This corridor is of importance for the Coeur d'Alene Tribe, Spokane Tribe, and Colville Tribes. Washington State University and the University of Idaho attract employee and student traffic to the corridor during college events, holidays, and long weekends. Other traffic attractors on the corridor are the cities of Spokane and Spokane Valley to the north of the route. Sidewalks are present in Tekoa, Latah, and Fairfield allowing for pedestrian usage in these communities.

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 primarily a two-lane, undivided highway throughout. The annual average daily traffic on this corridor is highest in the town of Fairfield and lowest just south of the town of Latah.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no fish passage barriers present on the corridor.
- The corridor is rated low for future climate conditions and extreme weather events.
- There are no clearance of weight restrictions identified on the corridor.

What needs to change?

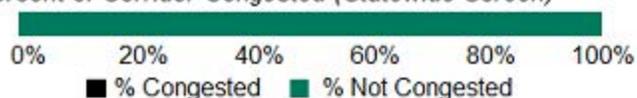
- Roughly 97% of pavement conditions have not been surveyed, of the 3% surveyed, all corridor pavements are in fair or better condition.
- There are medium priority wildlife connectivity issues on the corridor.

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

High	Low	
4,713	731	Annual Average Daily Traffic (AADT)
14.6%	7.1%	Bus/Truck Percent
68.38		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$4,607,000		Corridor Investments (2005-2016)

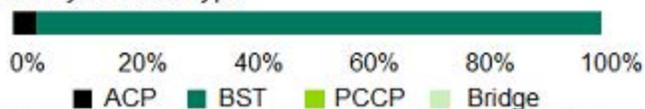
Mobility

Percent of Corridor Congested (Statewide Screen)

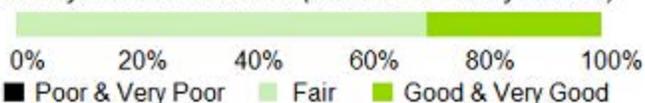


Preservation

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	5 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 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 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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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

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Title VI Statement to Public

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