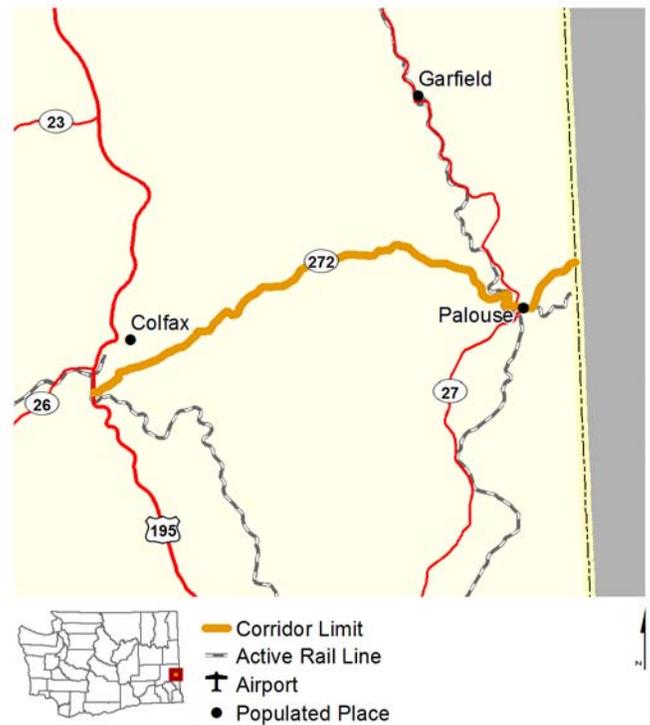


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 272: US 195 Jct (Colfax) to Idaho State Line

This 19-mile long east-west corridor is located in the southeastern portion of Washington. The corridor travels between the community of Colfax and the Washington/Idaho border. In addition to Colfax, the route passes through the city of Palouse. The corridor's character is predominantly rural and navigates hilly terrain. Land use is mostly agricultural and rural residential outside of Colfax and Palouse. Within Colfax and Palouse, the corridor is denser. Land use in Colfax includes a concentration of commercial uses located at the eastern terminus with a scant amount of single-family homes also present. Within Palouse, land use is more residential with commercial establishments through the downtown area. The entire corridor is parallel to the Palouse River, crossing over it once in Palouse. The corridor also crosses over the Washington and Idaho Railroad at three locations within Palouse. One airport, Port of Whitman Business Air Center, is located near the corridor at the western end point.



Current Function

State Route 272 is a state highway that serves Whitman County and encompasses the entire corridor. This corridor primarily functions as a rural arterial, providing connections from Palouse, Colfax, Idaho, and US Route 195. Additionally, commuters and local freight traffic use the route in the downtown areas the corridor passes through. The segment of the corridor which passes through Palouse is identified as a state highway operating as the community's main street. In addition to connecting with US 195, the corridor also connects with SR 27 in Palouse and Idaho State Highway 6 at the Washington/Idaho border. Sidewalks are present in Colfax and Palouse. Pedestrian and bicyclist use is permitted on the narrow shoulders.

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 272 is a two-lane, undivided highway, running concurrently with SR 27 for a portion in Palouse. Within Colfax and Palouse, parking is located on the side of the roads as the route runs through the downtown portions. The annual average daily traffic on this corridor is highest at the junction with SR 27 and lowest just outside Palouse.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 97% of surveyed pavements on the corridor are in fair or better condition.
- The entire corridor has a low rating for climate vulnerability impacts.
- There are no vertical or weight restrictions on this corridor.

What needs to change?

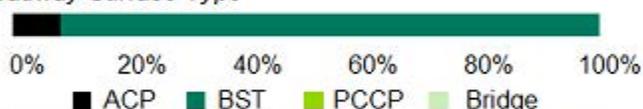
- Stormwater runoff has caused problems on this corridor within Colfax.
- A sharp curve just west of Palouse restricts over-length vehicles.
- Two fish passage barriers are present along the corridor.

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

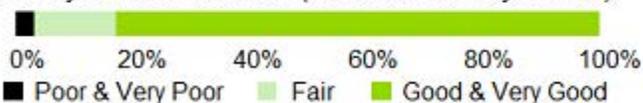
High	Low	
1,675	331	Annual Average Daily Traffic (AADT)
10.1%	3.5%	Bus/Truck Percent
37.94		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$1,675,000		Corridor Investments (2005-2016)

Preservation

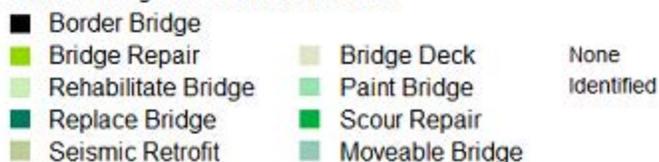
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

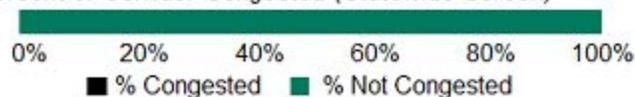


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	71.4% Passable	28.6% 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	4 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
1	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:

- Strong interest expressed in the development of sidewalks on Colfax east hill. [Mobility]
- Concern over drainage issues on Colfax east hill. [Preservation]

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

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 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.