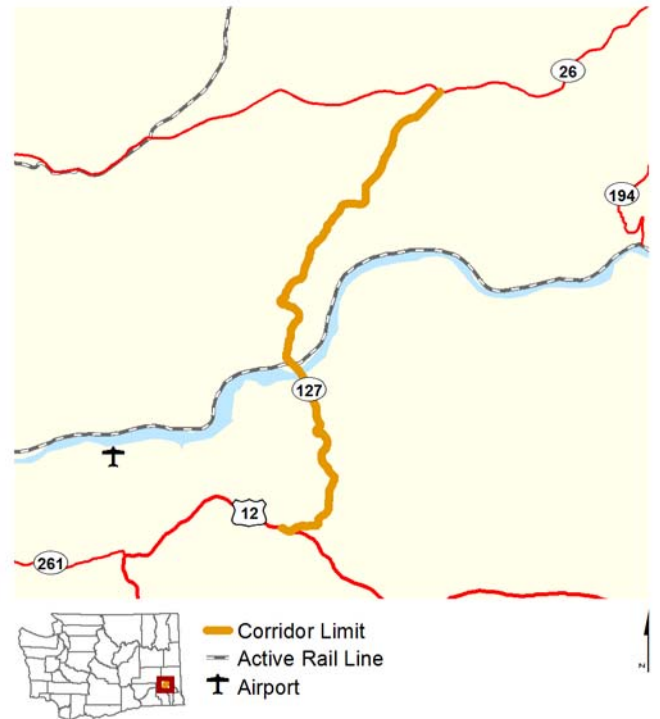


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

## SR 127: US 12 Jct to SR 26 Jct

This 27-mile long north-south corridor is located in southeastern Washington. The corridor runs between US Route 12 at the Dodge junction and State Route 26 in the community of Dusty. The corridor's character is rural as the route proceeds north through rolling cultivated hills and wind farms to the Central Ferry Snake River crossing. From the river, the corridor winds up a narrow canyon to the cultivated Palouse hills. The route continues north through the scenic Palouse farms to the community of Dusty. Other land uses bordering the corridor include dry land farming, as well as wholesale and retail at the Whitman County Port of Central Ferry grain terminal on the north side of the Snake River and the Garfield County Port of Central Ferry on the south side. Two agro-chemical facilities are located at the Whitman County Port of Central Ferry. Land use in Dusty is light industrial and rural residential. The corridor crosses over the shortline Great Northwest Railroad near Central Ferry State Park. Vegetation along the corridor consists of grasses, shrubbery, and minimal clusters of trees.



## Current Function

SR 127 is a state highway that serves southeastern Washington. This corridor is a vital link in eastern Washington's economic vitality, providing one of two Snake River crossings between the Tri-Cities and Clarkston/Lewiston. Additionally, the route is the main access route between the Walla Walla Valley and Spokane. The corridor serves as a farm-to-market route for both produce from adjacent farms and for commodities going to and coming from the Port at Central Ferry barge on the north bank of the Snake River, and the Port of Garfield at Central Ferry on the south bank. This route provides access to a wind turbine farm on the hills above the Snake River. At the Snake River, the route provides access to river recreational facilities such as US Army Corps of Engineers Central Ferry Park. Students and visitors use the corridor when going to Washington State University. Aside from US 12 and SR 26, this corridor does not have any other significant connections. Fixed route transit is not available on the corridor. Pedestrian use and bicycling is permitted on the 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 127 is a two-lane, undivided rural highway. Few turn lanes are present along the corridor, and are mostly present around Central Ferry. The annual average daily traffic on this corridor is highest midway between Dusty and the Snake River and lowest at the junction with US 12.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- The entire corridor has a low rating for climate vulnerability impacts.
- Most of the corridor is a low priority for habitat connectivity issues.

### What needs to change?

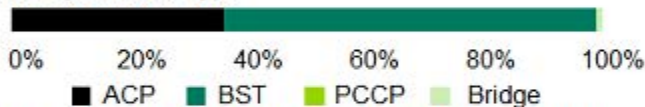
- Roughly 65% of pavement conditions have not been surveyed.
- There are two partially blocked fish passages on the corridor.
- Two miles of the corridor are medium priority for habitat connectivity issues and about six miles of the corridor have not been evaluated for habitat connectivity issues.
- The bridge over the Snake River at Central Ferry has a vertical clearance restriction of approximately 16 feet.

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

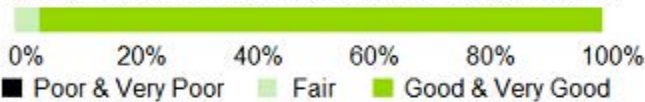
High	Low	
916	790	Annual Average Daily Traffic (AADT)
39.1%	32.5%	Bus/Truck Percent
54.1		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$1,739,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

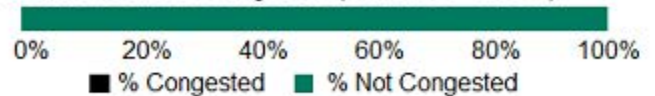


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	60% Passable	40% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	2 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	
1	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 passing lanes, specifically north of the Snake River, between Central Ferry and Dusty, and a portion of the Dusty to Colfax stretch, as the road is too narrow in places causing slowdowns quite often due to large, slow trucks and agricultural equipment.
- Anticipation in an increase in agricultural production and traffic due to previously fallowed farmland coming back into crop rotation.
- Crashes could close the roadway because the shoulders are too narrow to move disabled vehicles off the road.
- There are no specialized viewing areas to look at the wind turbines. Parking on the shoulders to view them creates the potential for crashes.

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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, pavement repair, and rest areas.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 99% 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:

### Paul Gonseth

South Central Region Planning Office

Planning Engineer

509-577-1630

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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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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.

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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.

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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](mailto: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.

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