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# **Executive Summary**

*Eastern Region*  
*SR 276 Route Development Plan*  
*Jct. US 195 To Jct. SR 270*

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## **Route Development Plan Summary**

A Route Development Plan (RDP) is a long-range corridor improvement strategy designed to address future, as well as existing, safety and mobility problems on a section of state highway. RDP's include a comprehensive assessment of how a roadway currently functions, as well as a projection of how it may operate 20 years into the future. Public input, safety, mobility, land use and environmental concerns, are the primary elements evaluated in a RDP.

### ***Route Development Plan Location***

This Route Development Plan addresses the proposed SR 276 North Pullman Bypass corridor in the City of Pullman and Whitman County. The SR 276 alignment begins at US 195, MP 25.91 and ends at SR 270, MP 5.96. This area is served by state highways SR 270, SR 27, and US 195. US 195 and SR 270 are designated as National Highway System (NHS) routes. Pullman is home to Washington State University (WSU), and the University of Idaho is located just eight miles to the east in Moscow, Idaho. SR 27 and SR 270 are the primary facilities for through traffic in Pullman and intersect in the urban core. SR 270 carries east-west traffic, and the section of SR 270 from MP 0.0 to MP 5.69 will eventually be bypassed by the ultimate SR 276 route. This section will be referred to as the SR 270 Study Area in this document.

### ***Purpose and Need***

Transportation concerns in the Pullman area arising from growth, and events at Washington State University and the University of Idaho, have been studied since the 1960's. In the early 1970's the need for a Pullman bypass to relieve congestion in the city's core was established. Right of way and access control was acquired for the proposed SR 276 North Pullman Bypass. Due to lack of funding, a transportation facility has not yet been built within the SR 276 corridor, and funding for the bypass is not identified in the current 20 year Highway System Plan. Portions of the right of way have been leased by adjacent land owners for agricultural use.

The SR 276 corridor is partial access control to the west of SR 27 and full access control to the east. Current aggressive growth and expansion of the City of Pullman has brought development up to the south SR 276 right of way boundary and is now moving north of the corridor. With both residential and commercial development beginning to surround the vacant corridor, the need to define future city arterials and utility crossings in the vicinity of the bypass has become an issue. The purpose of this RDP is to address potential

crossings not identified in the original access report, and potential interim surface arterials and utilities within the SR 276 corridor.

## **Recommendations**

Through the RDP process, three points of concern were identified by WSDOT, local agencies, and private developers. The first was the need to address potential city surface arterials crossing the SR 276 right of way to connect existing and future planned developments to the north and south of the bypass. The second was the possibility for surface arterial construction within the right of way corridor to enhance the city's arterial system. The third was the eventual need for utility crossings and franchises within the SR 276 right of way.

The following general RDP recommendations apply to the corridor as a whole, and will be updated periodically to reflect changing needs and concerns:

### ***Surface Crossings in the SR 276 Corridor***

- An additional future at-grade crossing west of SR 27 may be constructed at approximately MP 2.28 with the following requirements:
  - Geometry meets WSDOT recommended plan and profile criteria (See Appendix A)
  - Crossing point meets existing access control spacing criteria
  - Arterial meets City of Pullman's future Transportation Improvement Plan (TIP)
  - Plans reviewed and approved by WSDOT
- Additional crossings east of SR 27 have not been identified or recommended as part of this RDP.

### ***Surface Arterials within the SR 276 Corridor***

- Surface arterials within the SR 276 corridor may be constructed with the following requirements:
  - Geometry and cross-section meets WSDOT full design requirements (See Appendix F)
  - Centerline alignment follows the SR 276 plan alignment
  - Plans reviewed and approved by WSDOT

- Local agency is responsible for removal of any appurtenances outside of roadway prism should the ultimate bypass or any portion of the bypass be constructed.
  
- Bike and/or Pedestrian paths may be constructed subject to removal at local agency expense should the ultimate bypass or any portion of the bypass be constructed.

***Utilities in the SR 276 Corridor***

- Utilities within the SR 276 right of way will be franchised by WSDOT under the conditions set forth by the Eastern Region Utilities Office.

