Findings & Recommendations

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

The growth taking place in the City of Pullman in the vicinity of the SR 276 undeveloped right of way is placing increasing pressure on the development of city arterials to serve the needs of the community. Twenty year traffic forecasts imply significant growth in the northern sectors of the city, especially along the SR 27 corridor vicinity of the SR 276 right of way. This Route Development Plan identifies the northwest sector of the city as the area where a city arterial should be considered. The conceptual city arterial plan recognizes a need for connectivity between growing residential segments west of the SR 27 alignment across the SR 276 right of way. A conceptual arterial in this area shows potential to alleviate trips on SR 27 as the City grows north of the state right of way.

With the existing and additional growth projected for Pullman, the potential for local agency and developer interests to use the SR 276 corridor for City surface arterials or shared use paths is being pursued. Although the ultimate design for the SR 276 alignment is a divided four lane facility, it may eventually take shape through phased local projects that meet the ultimate design criteria, but can be constructed to meet more localized needs. This could take place by agreement and approval of WSDOT. The outcome of such an agreement would meet immediate needs and eventually remain in place until the completed bypass is constructed.

As growth takes place in Pullman it is apparent that utility services must be expanded to meet residential and commercial needs. This need must also be addressed along the SR 276 corridor where city services are not abutting the right of way.

Recommendations

Three points of concern were identified by WSDOT, local agencies, and private developers. The first was potential city surface arterials crossing the SR 276 right of way to connect existing and future planned developments to the north and south. The second was surface arterial construction within the right of way corridor to enhance the city’s arterial system. The third was utility crossings and franchises within the SR 276 right of way.

The following RDP recommendations apply to the corridor as a whole, and will be updated periodically to reflect changing needs and concerns:
1. **A Surface Crossing 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.
     - Crossing point meets existing access control spacing criteria.
     - Arterial consistent with the City of Pullman's future Transportation Improvement Plan.
     - Plans reviewed and approved by WSDOT.
   - Additional crossings east of SR 27 have not been identified or recommended as part of this RDP.

   With development in the City of Pullman already abutting the existing south right of way of SR 276, new growth will begin to move to the north side of SR 276. Development has localized along the SR 27 corridor to meet mobility and access needs as expansion continues. This study identified the need for the City’s arterial system to provide for future transportation needs to the west of SR 27. A proposed crossing at MP 2.28 on the SR 276 alignment that meets WSDOT corridor and access guidelines and is consistent with the City of Pullman’s arterial network plan is illustrated below:
Pictured below is a conceptual alignment and approximate corridor defined for the proposed crossing. For a plan and profile sheet for this crossing see Appendix A.

2. **Surface Arterials in the SR 276 Corridor**

Allowance for the City of Pullman and Private Developers to construct transportation facilities within the SR 276 right of way will be considered. The intent for any such construction would be to integrate any City or private roadway into the ultimate bypass alignment and cross-section.

- Surface arterials within the SR 276 corridor would be constructed with the following requirements:
  - Any proposed project is subject to WSDOT approval.
  - Geometry and cross-section meets WSDOT full design requirements (See Appendix B).
  - Centerline alignment follows the SR 276 plan alignment.
  - Contract Plans reviewed and approved by WSDOT.
  - Local agency is responsible for removal of any appurtenances outside of roadway prism should ultimate 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.
3. **Utilities Crossing in the SR 276 Corridor**

- Utilities within the SR 276 right of way will be franchised/permited by WSDOT with the following requirement:
  - Utility will be located by a legal description based on SR 276 mile post and/or stationing, 1/4 1/4, Section, Township, & Range.
  - Control points for future reference will be established for Right of Way centerline stationing and Lt. & Rt. R/W lines. This work will meet standards as established by WSDOT.
  - Utility will extend to both right of way limits and be perpendicular to the SR 276 alignment. No longitudinal utilities will be allowed within access control.
  - Utility will be subject to relocation by the franchisee at no cost to WSDOT if conflicts occur as a result of future construction.
  - Underground utilities will be entirely encased from R/W line to R/W line within access control as per the "Requirements Involving Underground Utility Encroachment" guidelines.
  - Utility elevation and cross section will be based on the proposed SR 276 profile as established in the 1972 SR 276 Access Report or modified by WSDOT Eastern Region.
  - Utility will meet all other WSDOT franchise/permit requirements and be approved through the Eastern Region Utilities Office.