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 278: SR 27 Jct (Rockford) to Idaho State Line**

This five-mile long east-west corridor within Spokane County is located in eastern Washington, near the Idaho border. The corridor runs between the town of Rockford and the Washington/Idaho state line. The corridor is rural in character with single-family residential, commercial services, recreation, and some manufacturing land uses in Rockford. Between Rockford and the Idaho state line, land uses are agricultural, rural residential, forestland, and open space. A major landmark near the eastern portion of the corridor is the Coeur d’Alene Casino Resort. The entire corridor parallels Rock, Murphy, and North Fork Rock creeks. The route also parallels the Union Pacific Railroad within Rockford. Terrain on the corridor is rolling throughout. The corridor’s vegetation is comprised of a mix of conifer and deciduous trees, grasses, maintained landscapes, farmland, irrigated fields, and shrubbery.

**Current Function**

State Route 278 is a state highway that encompasses the entire corridor and serves Spokane County. This corridor was primarily established to provide access to the Coeur d’Alene Reservation, located just across the state line. The corridor also functions as a major rural collector route, providing service to nearby employment and population centers. This route directly connects with both SR 27 and Idaho’s SR 58. The corridor is of interest or significance to the Coeur d’Alene, Spokane, and Colville tribes. Sidewalks are present in Rockford and wide shoulders are present throughout the rest of the corridor enabling bicycling and pedestrian use.

**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 278 is a two-lane, undivided highway. The annual average daily traffic on this corridor is highest at the SR 278/SR 27 junction and lowest just east of Rockford.

**What's working well?**
- The entire corridor performs above WSDOT’s congestion threshold.
- The corridor is rated low for wildlife connectivity issues.
- There are no clearance issues present on the corridor.

**What needs to change?**
- The entire corridor’s pavement conditions have not been surveyed.
- Culvert issues are present on the corridor.

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

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### Mobility

<table>
<thead>
<tr>
<th>Percent of Corridor Congested (Statewide Screen)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
</tr>
<tr>
<td>% Congested</td>
</tr>
</tbody>
</table>

#### Environment

- **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 (1 High Priority Mile)
- **Stormwater Treatment**: 0 BMPs (Retrofit Prioritization in progress)

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### Preservation

**Roadway Surface Type**

- 0% ACP
- 20% BST
- 40% PCCP
- 60% Bridge
- 80%
- 100%

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

- 0% Poor & Very Poor
- 20% Fair
- 40% Good & Very Good
- 60%
- 80%
- 100%

**Corridor Bridge Preservation Needs**

- Border Bridge
- Bridge Repair
- Rehabilitate Bridge
- Replace Bridge
- Seismic Retrofit
- Bridge Deck
- Paint Bridge
- Scour Repair
- Moveable Bridge
- None
- Identified

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1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at http://bit.ly/WSDOTcorridorsketch

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**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.
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.

### Strategies

<table>
<thead>
<tr>
<th>Policy Goals / Strategies</th>
<th>Description and Near-Term Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Economic Vitality</strong></td>
<td><em>Under Development</em></td>
</tr>
<tr>
<td></td>
<td><em>WSDOT will continue to work with partners in developing strategies to address economic vitality.</em></td>
</tr>
<tr>
<td><strong>Environment</strong></td>
<td><em>Protect and Maintain</em></td>
</tr>
<tr>
<td></td>
<td><em>Protect and maintain existing assets that provide environmental function (these include WSDOT’s mitigation sites, storm water systems, fish passable culverts).</em></td>
</tr>
<tr>
<td></td>
<td><em>Enhance or Restore</em></td>
</tr>
<tr>
<td></td>
<td><em>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</em></td>
</tr>
<tr>
<td><strong>Fish Barrier Retrofit</strong></td>
<td><em>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>.</em></td>
</tr>
<tr>
<td><strong>Mobility</strong></td>
<td><em>Assessment</em></td>
</tr>
<tr>
<td></td>
<td><em>A mobility performance strategy has not been identified by WSDOT.</em></td>
</tr>
<tr>
<td><strong>Preservation</strong></td>
<td><em>Maintenance</em></td>
</tr>
<tr>
<td></td>
<td><em>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 litter removal.</em></td>
</tr>
<tr>
<td></td>
<td><em>Pavement</em></td>
</tr>
<tr>
<td></td>
<td><em>WSDOT has identified one Pavement action in the next six years encompassing 100% of the corridor.</em></td>
</tr>
<tr>
<td></td>
<td><em>Other Facilities</em></td>
</tr>
<tr>
<td></td>
<td><em>WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.</em></td>
</tr>
<tr>
<td><strong>Stewardship</strong></td>
<td><em>Planning</em></td>
</tr>
<tr>
<td></td>
<td><em>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.</em></td>
</tr>
</tbody>
</table>
For more information

To find out more information about this corridor or how to get involved, please contact:

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Mike Gribner  
Eastern Region  
Regional Administrator

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.

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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.

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

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