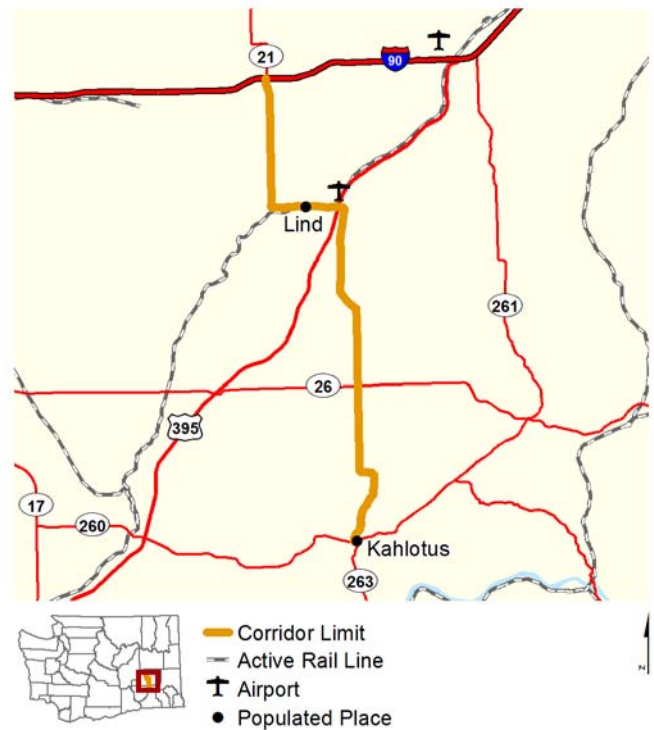


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 21: SR 260 Jct (Kahlotus) to I-90 Jct (EB Uxing)

This nearly 38-mile long north-south corridor is located in southeastern Washington. The corridor travels between the State Route 260 junction in the city of Kahlotus and the Interstate 90 junction to the north. The corridor passes through the town of Lind, south of I-90. The corridor is predominantly rural in character. Outside of Kahlotus and Lind, land use consists of agriculture and open space with few rural single-family residences sprinkled throughout. The corridor's character within Kahlotus and Lind is slightly denser with additional land uses. Land uses within the two communities includes manufacturing, wholesale-retail, single-family homes, and light industrial. A notable water feature is the Snake River which is located just south of Kahlotus. Within Lind, the corridor crosses over the BNSF railway and is the location for the Lind Municipal Airport. Topography of the corridor is rolling as the route travels the Columbia Plateau. Vegetation along the corridor consists of shrubbery, grasses, and a scant amount of trees.



Current Function

State Route 21 is a 191-mile long state highway that traverses Franklin, Adam, Lincoln, and Ferry counties in eastern Washington. This corridor's primary function is a rural-major collector, providing access to nearby highways and cities. In addition to connecting with both SR 260 and I-90, the corridor also joins with US Route 395 near Lind and SR 26 just north of Kahlotus. Segments of this corridor, which pass through Lind and Kahlotus, have been identified as state highways operating as the community's main street. Public transit is not available on the corridor but Special Mobility Services provides on demand transportation services. Pedestrian and bicycle use is permitted along the corridor and the John Wayne Trail is present in a portion of Lind.

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

This section of SR 21 is a rural two-lane, undivided highway with one merging lane near Lind. The annual average daily traffic on this corridor is highest within Lind and lowest near the junction with SR 260.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no fish passage barriers present on this corridor.
- There is a low priority wildlife connectivity issue at the south end of this corridor.
- The entire corridor has a low rating for climate vulnerability impacts.

What needs to change?

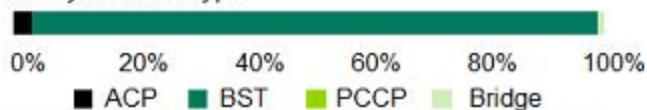
- Roughly 97% of corridor pavement conditions have not been surveyed.
- One bridge preservation need has been identified on the corridor for a bridge deck repair.
- There are weight and width restrictions on the bridge over "Dry Run", 1.5 miles west of the city of Lind.

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

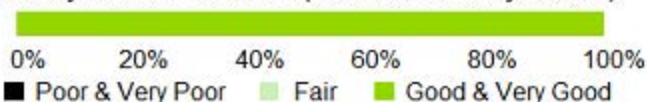
High	Low	
779	136	Annual Average Daily Traffic (AADT)
39.7%	15.7%	Bus/Truck Percent
100.7		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$5,737,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

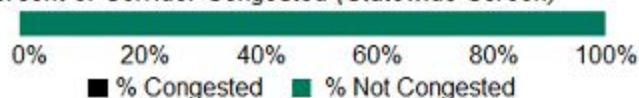


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 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	
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:

- Concern due to a narrow bridge/rail west of the town of Lind. This bridge causes traffic to wait before crossing when oncoming traffic is present.
- Wide load challenges across the structure result in the use of county roads as a detour route.

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 98% of the corridor.</i>
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Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this 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.

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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.

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.

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