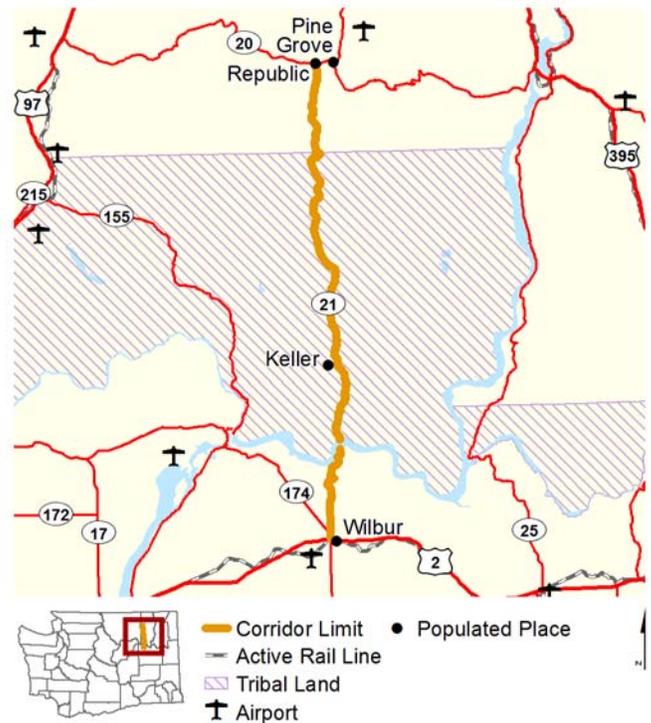


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

## *SR 21: US 2 Jct (Wilbur) to SR 20 Jct (Republic)*

This 68-mile long north-south corridor is located in northeastern Washington in Lincoln and Ferry counties. The corridor runs between the US Route 2 junction, west of the town of Wilbur and the State Route 20 junction in the city of Republic. The corridor travels through the unincorporated community of Keller, crossing over the Columbia River/Lake Roosevelt via the Keller Ferry. At the crossing, the corridor enters into the Colville Indian Reservation, crossing it entirely. The corridor's character is rural with land uses consisting of private/commercial forest with undeveloped, single family, commercial and retail, open space, and some agriculture. The entire corridor parallels the Sanpoil River and crosses the West Fork Sanpoil River and other multiple creeks. The corridor's terrain and vegetation fluctuates with flat, expansive wheat fields to the south, and heavily forested, mountainous terrain to the north. One airport, Wilbur Municipal Airport, is located near the corridor in Wilbur.



### Current Function

SR 21 is a 191-mile long state highway that traverses Franklin, Adam, Lincoln, and Ferry counties in eastern Washington. This corridor primarily functions as a link for the rural residents and small communities to access population centers with services via US 2. The corridor is not classified as a freight economic corridor, functioning as a rural connector route. The corridor serves the Colville Indian Reservation, including the community of Keller, and provides access to the rural residents and communities of Ferry County to Spokane and Wenatchee. Additionally, the corridor provides access to nearby recreation facilities. In addition to connecting with US 2 and SR 20, the corridor connects with SR 174. The Kelley Ferry Landing is accessible via the corridor.

### 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 two-lane, undivided collector route that travels through the rural and sparsely populated region of north central Washington. The annual average daily traffic on this corridor is highest at its junction with US 2 and lowest at the Keller Ferry.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.

### What needs to change?

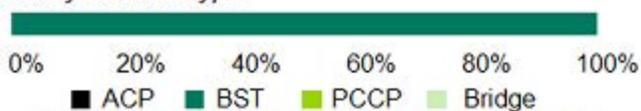
- Roughly 79% of pavement conditions have not been surveyed.
- Two bridge preservation needs have been identified on the corridor.
- Fish passage barriers are present on the corridor.
- The corridor is rated moderate for climate vulnerability impacts.

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

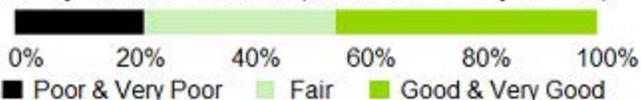
High	Low	
2,087	272	Annual Average Daily Traffic (AADT)
19.3%	9.1%	Bus/Truck Percent
135.32		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$20,445,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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

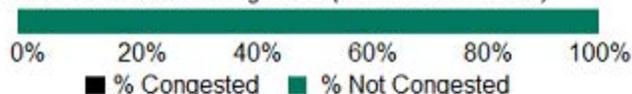


#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	40% Passable	60% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	100% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	53 High Priority Miles
Stormwater Treatment	1 BMPs	Retrofit Prioritization in progress
	100.0 % of Corridor with high potential for increased Climate Impacts	
	1 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:

- Desire for better efficiency of Keller Ferry Schedule. Currently ferry service is on-demand and only operates 6:00 am to 11:30 pm and when there are issues, ferry users have to take a long detour to get to their destination.

## 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 repairing slopes.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 100% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within 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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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.

#### **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](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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