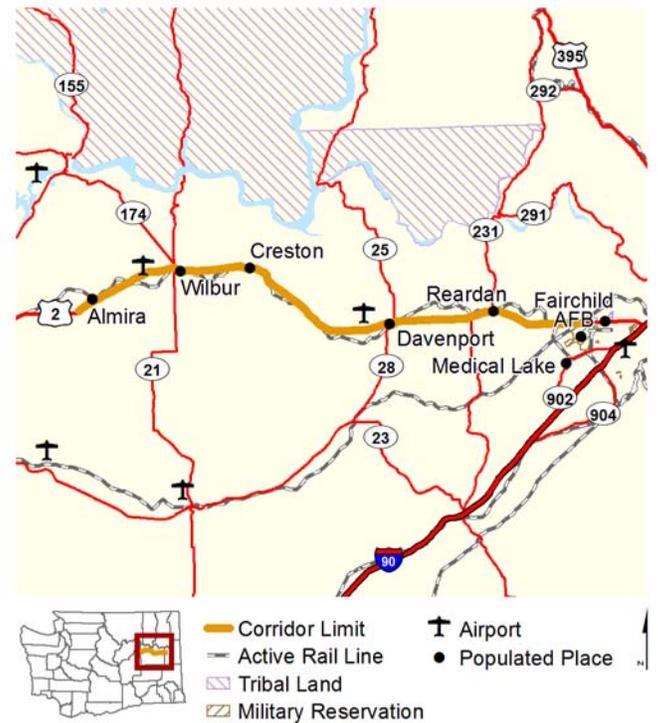


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 2: Grant/Lincoln County Line to Fairchild AFB

This 68-mile long east-west rural corridor runs between the Grant/Lincoln county line and the entrance to Fairchild Air Force Base (FAFB) in west Spokane County. The corridor passes through the towns of Almira, Wilbur, Creston, Davenport, and Reardan. The corridor's character outside of the cities is rural and land uses include agriculture and open space between the communities. Within the communities the corridor passes through, the character is more suburban to urban with denser land uses including single-family residential, retail services, and commercial. Portions of the corridor parallel both the Columbia and Spokane rivers and cross multiple tributaries to both. The corridor also follows the Eastern Washington Gateway rail line. Near Fairchild Air Force Base, the corridor crosses under the BNSF railway. The corridor is primarily flat as it makes its way through eastern Washington. The airports of Wilbur Municipal and Davenport Municipal are located in Wilbur and Davenport respectively.



Current Function

US Route 2 runs throughout much of the northern portion of the continental US from Everett, Washington to the Upper Peninsula of Michigan. The route also connects the western and eastern regions of Washington. This section of US 2 is a primary access route to the communities of Almira, Wilbur, Creston, Davenport, and Reardan where segments of the corridor operate as the community's main street. The corridor connects with State Routes 21, SR 28, SR 25, and SR 231. The corridor serves a mix of freight, farm to market, recreational, and commuter trips to metropolitan Spokane. The corridor also provides direct service to Fairchild Air Force Base, Spokane International Airport, and is a viable alternative to Interstate 90 for east-west travel across the state. The route is also a federally recognized Indian Reservation Road providing access between the Spokane Tribe Reservation and tribal trust lands. Spokane Transit Authority provides transit on a small portion of the corridor near Fairchild Air Force Base and a park and ride is located at Yoke's Fresh Market within the city of Airway Heights. Bicycling and pedestrian use is permitted on corridor shoulders.

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 US 2 is a mostly two-lane, undivided, unsignalized highway. The eastern end of the corridor expands to accommodate the Dover Road intersection north of Fairchild Air Force Base. The corridor also includes several locations with left turn lanes and a segment near the Brooks Road intersection, which includes two passing lanes. The annual average daily traffic on this corridor is highest at the Dover Road intersection and lowest at the Childers Road intersection between Almira and Hartline.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- There are multiple operational strategies in use on the corridor, including incident response service.
- The corridor has a low climate change vulnerability rating.
- There are no fish passage barriers on the corridor.

What needs to change?

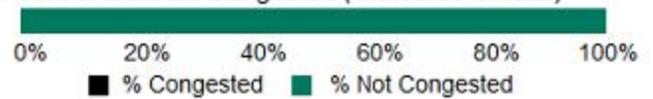
- Approximately 16% of surveyed pavements on the corridor are in poor to very poor condition.
- There is one bridge on the corridor that requires repair.
- There are several medium and one high priority habitat connectivity sites on the corridor.
- The railroad crossing near Dover Road creates horizontal and vertical limitations for freight traffic.

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

High	Low	
17,246	969	Annual Average Daily Traffic (AADT)
20.6%	7.0%	Bus/Truck Percent
167.83		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$15,970,000		Corridor Investments (2005-2016)

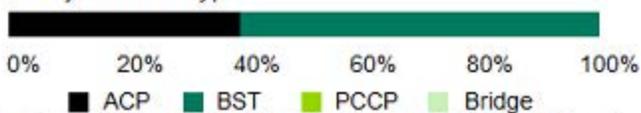
Mobility

Percent of Corridor Congested (Statewide Screen)

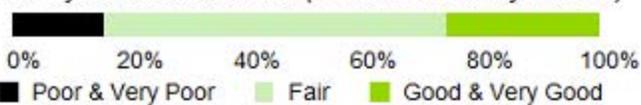


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
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	30 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% 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:

- A desire to see changes made to the layout of the corridor's intersections with Waukon Road N in Waukon, Miles Creston Road E in Creston, and the SR 21 junction in Wilbur. [Mobility]
- Concerns about pavement maintenance through the city of Reardan. [Preservation]
- Desire to have a Target Zero Corridor due to near misses and crashes along US 2 between the towns of Reardan and Wilbur, specifically at the following intersections: Waukon Rd, Miles-Creston Rd and the SR 21 junction (SB left turn lane heading east). [Safety]

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, rest areas, and pavement repair.</i>
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Pavement	<i>WSDOT has identified six Pavement actions in the next six years encompassing 94% 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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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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