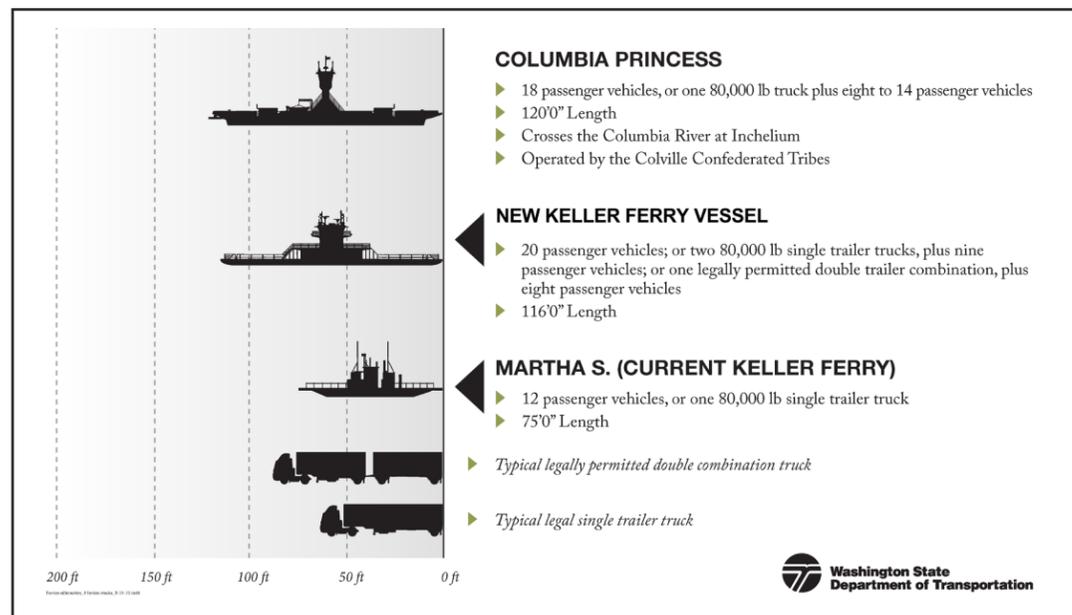


## Keller Ferry Route Facts

- Part of State Route 21
- Crossing distance: 1-1/4 miles
- Crossing time: 15 to 20 minutes
- Operating hours: 6:00 a.m.-Midnight/365 days per year
- Daily trips: 30 to 35/depending on traffic volume
- Serves a very rural area and provides a critical link to and from the Colville Indian Reservation and Ferry County.
- Used daily by Wilbur School District busses to transport students. Students from southern Ferry County and the Colville Indian Reservation attend school in Wilbur 15 miles south of the river.
- It is the only non-mountain pass access connecting Ferry County to the rest of Washington State (Wauconda Pass-4,310 feet and Sherman Pass-5,575 feet).
- Lumber, livestock, and agricultural products from the area move across the ferry to markets throughout Washington.
- Residents access emergency medical services via the Keller Ferry route.
- During the full washouts of SR 20 and 21 in 1998, and 2003 wildfire, the ferry route provided the only access to central Ferry County.
- Traffic volumes average about 160 vehicles per day but reach 350 or more during holiday and summer traffic.
- The alternate route adds approximately 60 miles to a one way trip.
- Ferry route since the late 1800's
- Operated by Washington State since 1931



- The "Martha S." with only single compartment damage stability is currently grandfathered under US Coast Guard regulations to carry an 80,000 lb. gross weight truck.
- Walk-on passengers are permitted on the Martha S. and the New Vessel; however, neither of these vessels have inside accommodations for passengers.

### DECEMBER 2011

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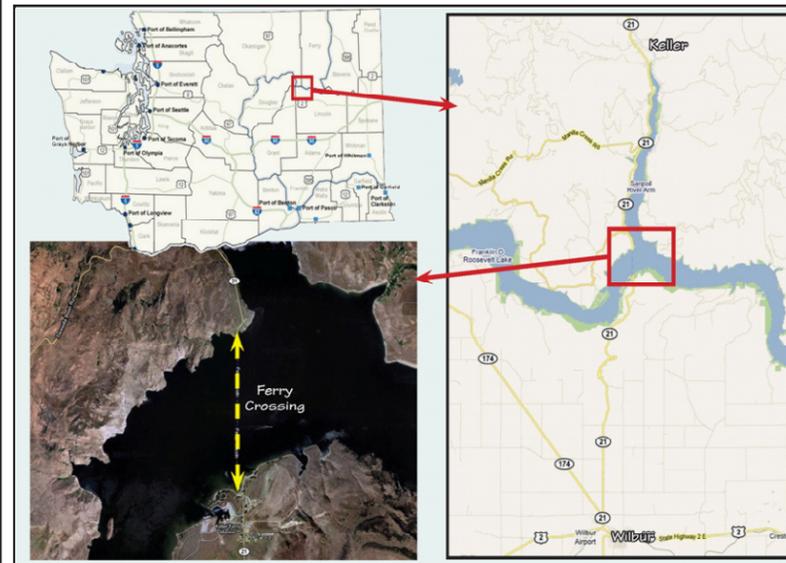
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**Title VI Statement to Public**

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# State Route 21/Keller Ferry-Vessel Replacement



The Keller Ferry route crosses the Columbia River connecting Lincoln and Ferry Counties.

Foss Maritime Co. of Seattle is now building a replacement 20-car state ferry to operate on Lake Roosevelt, a remote location requiring the ferry be built in sections and transported across the state.

The Washington State Department of Transportation awarded the contract to Foss, whose \$9,557,178 bid was nearly \$250,000 less than the state's estimate. The new, all-aluminum ferry will be built in pieces at Foss's Rainier, Ore., location (near Longview, Wash.), transported to Eastern Washington and assembled near the ferry landing.

The contract award is a major milestone in WSDOT's progress toward replacing the aging Keller Ferry vessel, the 63-year-old "Martha S." That ferry crosses the Columbia River connecting Lincoln and Ferry counties. The 1.25-mile crossing is a critical transportation link for nearby residents, school children, freight haulers and emergency services. The Martha S., which makes 30-35 daily trips, needs to be replaced with a larger, modern vessel that will meet current standards for vessel construction and current transportation needs at this site.

The construction contract calls for Foss to deliver the new ferry in May 2013.



The State of Washington acquired the service and this vessel, the "Keller" in 1931. The Keller was in service until 1939.

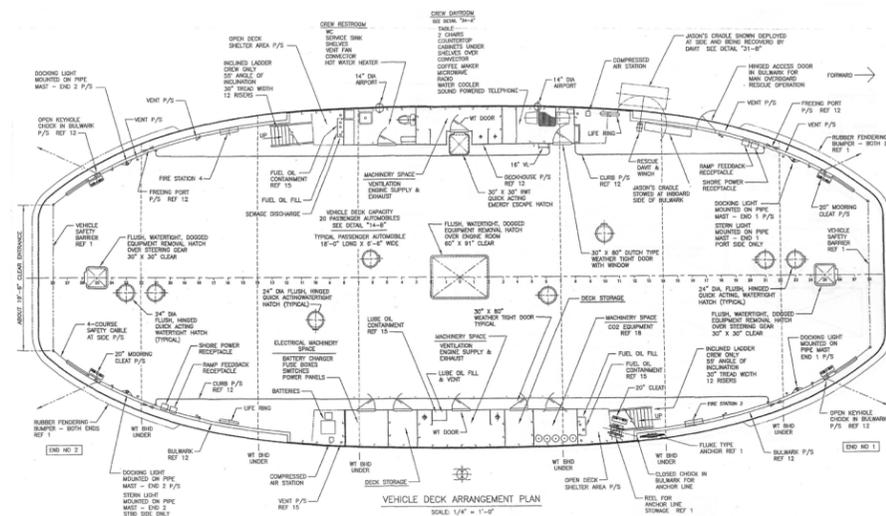
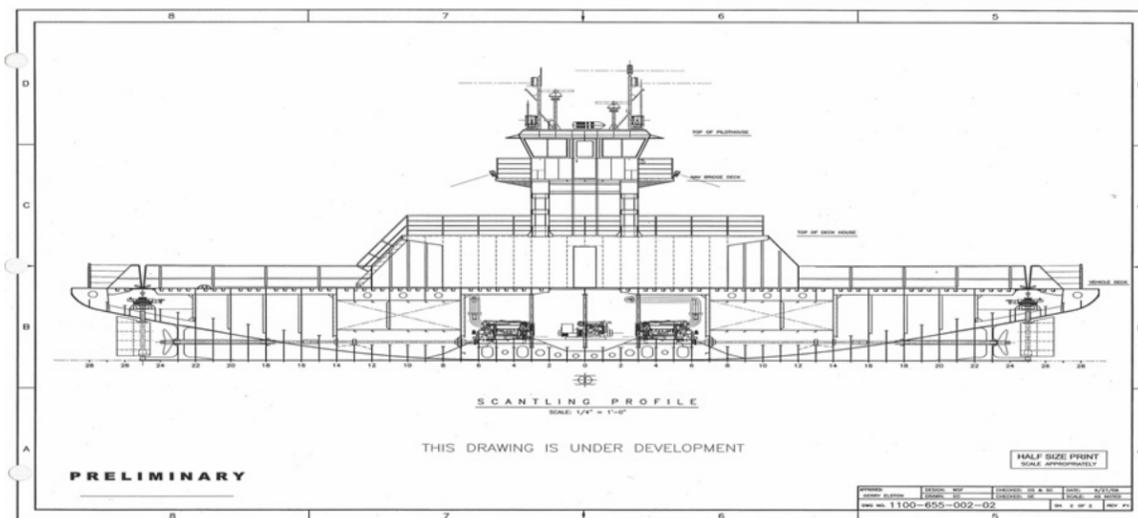
# REPLACEMENT VESSEL

MODEL OF NEW VESSEL



## VESSEL SPECIFICATIONS

- 100 Ton class
- 116 feet in length
- Capacity –
  - 20 passenger vehicles; or
  - Two, 80,000 lb single trailer trucks & 9 passenger vehicles; or 1 legally-permitted double trailer combination & 8 passenger vehicles
- Contract awarded to Foss Maritime for construction
  - Two year construction
  - Planned to enter service in 2013
  - Approximate cost \$12 million
  - Colville Tribe contributing \$2 million
  - Using existing terminals.
  - Received \$1.6 million Federal grant for refurbishment of north terminal.



## Vessel Design Criteria

- Carry a legally loaded semi-truck
- Remain below the 100 ton vessel class
- Be operated by a crew of two (Pilot and Deckhand)
- Meet current USCG standards
- Key element is the Two-Compartment Damage stability requirement
- Able to operate in all weather conditions and water conditions, including passage through ice, wind and strong currents
- Provide adequate service for current traffic volume needs
- Use existing floating terminals
- Maintain reliability for 60+ years

## Capacity

- Meeting the floatation needs of a legally-loaded truck determined the vessel length and beam. That resulted in the ability to carry up to 20 passenger vehicles.
- Greater passenger carrying capacity was not a design criteria, rather a result of the combination of the truck weight, truck length, and floatation required.
- Deepening the hull to regain needed floatation of a shorter, narrower boat cannot be accommodated with the existing terminal design due to the slope of the shore ramps.

## Environmental

- Modern engines have dramatically less pollutant emissions
- Aluminum hull does not require painting

## Operations

- More efficient
- Can operate at same speed with less fuel due to the efficiency of new propulsion systems
- Reduced maintenance costs
- Modern engines require fewer overhauls
- Aluminum hull can remain in water up to 10 years between drydock inspections, instead of five required for steel-hulled vessels