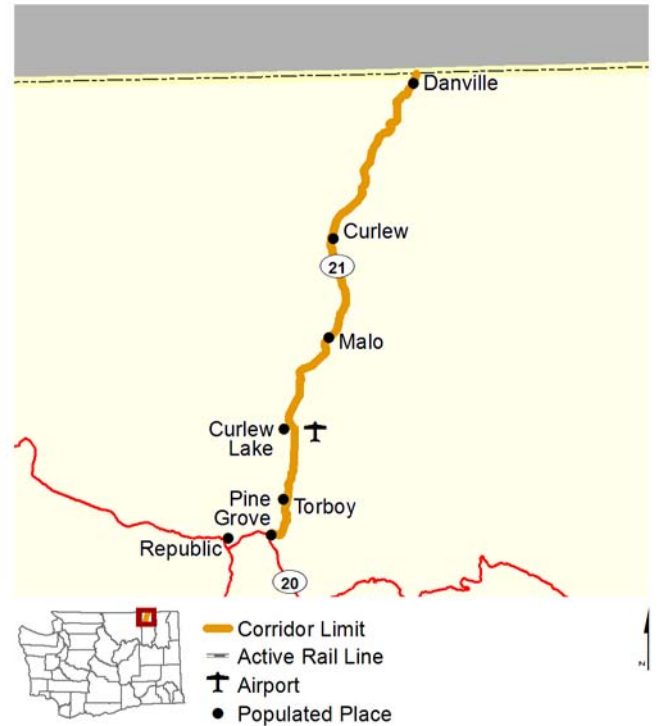


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 21: SR 20 Jct (Republic) to Canadian Border

This 29-mile long north-south corridor in northern Ferry County runs between the State Route 20 junction in Republic and the U.S.-Canada border. The corridor traverses through rolling terrain as it passes through the communities of Malo, Curlew, and Danville. The corridor is sparsely populated and primarily rural in character with heavily forested land nearby. Additionally, land uses along the corridor include a mix of agriculture, open space, mining, recreation, residential, schools, and limited commercial services spread throughout the length of the route. As the corridor nears the U.S.-Canada border, the terrain around it becomes flatter and more agricultural uses are present. The corridor also passes by Curlew Lake and the Curlew Lake State Park. Ferry County Airport is located directly adjacent to SR 21 near Curlew Lake State Park. Between the community of Curlew and the Canadian border, the route parallels and crosses the Kettle River. The corridor also crosses over and passes various creeks, rivers, and lakes as it snakes its way through mountainous terrain.



Current Function

SR 21 is a 191-mile long state highway that traverses Franklin, Adam, Lincoln, and Ferry counties in eastern Washington. The highway extends from Kahlotus and Highway 41 at the U.S.-Canada border in Danville, one of five border crossings located in northeast Washington. This corridor primarily serves the communities of Republic, Malo, Curlew, and Danville. Although it is not classified as a freight economic corridor, freight traffic heavily utilizes the route as there is a lumber mill and a heavy ore mine located along the corridor. Additionally, the corridor aids in the movement of goods across country lines. Recreational travelers use the corridor to access nearby sites to hunt, hike, fish at Curlew Lake and Curlew Creek, camp, visit surrounding state parks, and Canada. Pedestrian and bicyclist facilities are not available on the corridor, however walking and bicycling is permitted on the shoulders. The corridor provides direct access to Ferry County Airport between the cities of Karamin and Torboy. The Kettle Falls International Railway runs parallel to the entire corridor serving multiple freight goods including wood products, minerals, and industrial chemicals.

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 portion of SR 21 is a two-lane, undivided, unsignalized highway with several right and left turn lanes located throughout. The annual average daily traffic on this corridor is highest just south of Baump Road, north of Curlew Lake, and lowest just south of July Street in Danville.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- There are no habitat connectivity deficiencies identified on the corridor.

What needs to change?

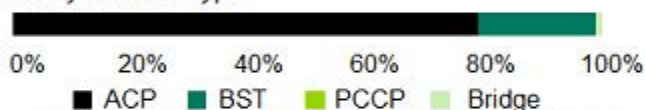
- Over 99% of corridor pavements condition are unknown.
- There are eight fish passage barriers identified along the corridor.
- There is a low vertical clearance bridge over the Kettle River at Curlew.
- There is one bridge preservation identified on the corridor.

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

High	Low	
1,385	408	Annual Average Daily Traffic (AADT)
32.6%	8.6%	Bus/Truck Percent
57.36		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$10,551,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

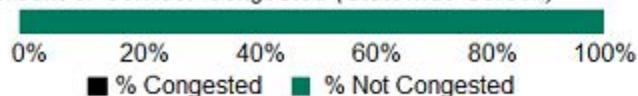


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	8 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
1	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 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.

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, pavement repair, and repairing slopes.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 79% 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.

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 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

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.