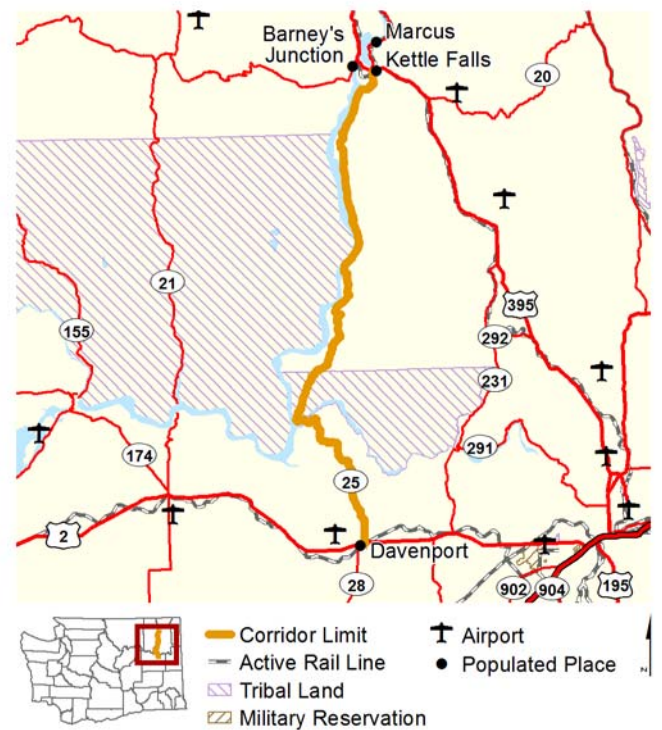


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 25: US 2 Jct (Davenport) to US 395 Jct (Kettle Falls)

This 81-mile long north-south corridor is located in eastern Washington running between Davenport and Kettle Falls. The corridor passes through the unincorporated communities of Fruitland, Hunters, Cedonia, Gifford, Daisy, and Rice. The corridor's character between the cities of Davenport and Kettle Falls is rural with few single-family residences within each community, whereas Kettle Falls and Davenport are high density suburban. Other land uses along the corridor include agriculture and open space residential, private/commercial forest and public forest, and commercial retail and services around the communities of Fruitland, Hunters, Cedonia, Gifford, Daisy and Rice. Terrain near Davenport is level, all other corridor terrain is rolling. The corridor runs adjacent to the Columbia River, crosses over multiple creeks, and travels over the Spokane River. Davenport Municipal Airport is located in Davenport and the Eastern Washington Gateway and Kettle Falls International Railway are located at the southern and northern endpoint respectively. Vegetation on the corridor is comprised of deciduous and coniferous trees, shrub land, and long grasses.



Current Function

State Route 25, also known as the Coulee Reservoir Highway, links Davenport and Canada. This corridor encompasses all of SR 25 and serves both Lincoln and Stevens counties. This corridor is a rural arterial and is not classified as a freight economic corridor. The route is a corridor of significance to the Spokane and Colville tribes. This corridor provides access to the Colville Reservation across the Columbia River/Lake Roosevelt via the Gifford Ferry; the ferry is operated by the Colville Confederated Tribes. The corridor provides access to numerous recreational and cultural resources such as the Columbia and Spokane Rivers, Fort Spokane, and Lake Roosevelt National Recreation Area. Other traffic generators on the corridor include the Colville National Forest and Canada. The route intersects US Route 2, US 395 which runs concurrent with SR 20, and British Columbia Highway 22 in Canada. Shared use facilities are not present along 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 25 is a two-lane, undivided highway. The annual average daily traffic on this corridor is highest at the intersection with US 2 in Davenport and lowest midway between Cedonia and Gifford.

What's working well?

- The corridor performs above WSDOT's congestion threshold.
- The corridor is performing above adopted safety standards of Target Zero.
- The corridor provides connection to ferries.
- There are no habitat connectivity identified on the corridor.

What needs to change?

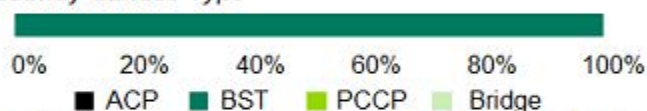
- Roughly 100% of pavement conditions have not been surveyed.
- One bridge preservation need has been identified on the corridor.
- There is limited vertical clearance on the bridge over the Spokane River.
- There are 13 fish passage barriers on this corridor.

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

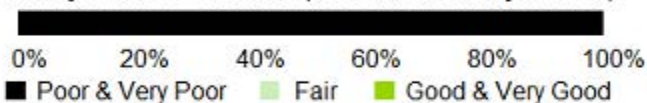
| High | Low | |
|-------------|-------|---|
| 1,618 | 445 | Annual Average Daily Traffic (AADT) |
| 17.2% | 14.5% | Bus/Truck Percent |
| 171.7 | | Number of Lane Miles |
| 2 | | # of Signalized/Stop Controlled Intersections |
| \$8,047,000 | | Corridor Investments (2005-2016) |

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

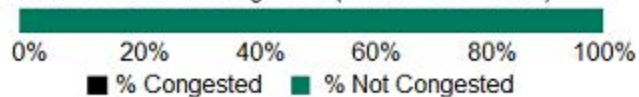


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

| | Protect | Restore/Enhance/Assess |
|------------------------------------|---|-------------------------------------|
| Fish Barriers | 36.4% Passable | 63.6% to Do |
| Noise Walls | 0% Built | 0% Proposed |
| Chronic Environmental Deficiencies | 0% Resolved | 0% Unresolved |
| Wildlife Connectivity | 0 Structures in Place | 27 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 | |
| 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> |
|-------------------|---|

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> |
|----------------------|--|

| | |
|--------------------|---|
| Enhance or Restore | <i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i> |
|--------------------|---|

| | |
|-----------------------|--|
| 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> |
|-----------------------|--|

Mobility

| | |
|------------|--|
| Assessment | <i>A mobility performance strategy has not been identified by WSDOT.</i> |
|------------|--|

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> |
|-------------|---|

| | |
|----------|---|
| Pavement | <i>WSDOT has identified three Pavement actions in the next six years encompassing 100% of the corridor.</i> |
|----------|---|

| | |
|------------------|--|
| Other Facilities | <i>WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.</i> |
|------------------|--|

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> |
|----------|---|

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.