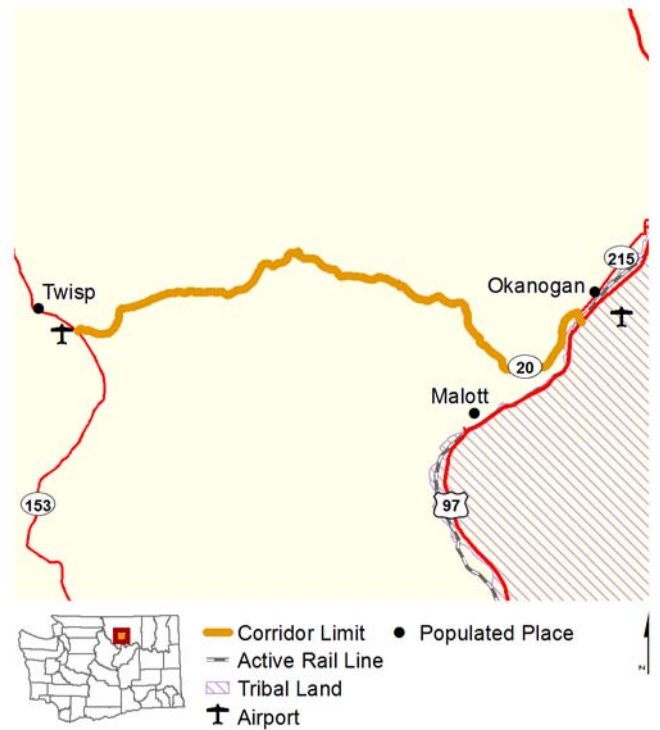


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 20: SR 153 Jct (Twisp) to US 97 Jct (Okanogan)

This 29-mile long east-west corridor is located in north central Washington. The corridor travels between the State Route 153 junction in the town of Twisp and the US Route 97 junction in the city of Okanogan. The corridor is rural in character and land use between the communities is undeveloped, with some forested areas located throughout. Within Twisp, land use is primarily rural residential housing and irrigated agriculture. Land use in Okanogan also includes agriculture in addition to grid-like patterns of residences. The route's terrain is predominantly mountainous as the corridor travels through the North Cascade Mountains. The corridor passes by the Loup Loup Ski Area, which is located in the Methow Valley. The Methow River and Okanogan rivers pass through Twisp and Okanogan at the corridor's western and eastern endpoints, respectively. The route also encounters multiple creeks. Directly east of the corridor is Colville Indian Reservation. The corridor crosses over the Cascade and Columbia River Railroad. Two airports, Okanogan Legion and Twisp Municipal, are located at each corridor end point.



Current Function

SR 20 is the northernmost route across the Cascade Mountain Range and is commonly referred to as the North Cascade Highway. The corridor is part of the Cascade Loop Scenic Byway, a 400-mile driving tour through the Cascades. This section of SR 20 functions as a rural highway connecting the communities of Twisp and Okanogan. The route serves significant recreation travel to destinations such as Loup Loup Summit Ski Area and the Okanogan National Forest as well as resource extraction activities from the natural forest and agriculture. Other traffic attractors are hunting seasons, fishing seasons, snowmobiling and four-wheeling activities. TranGo and Okanogan County Transportation and Nutrition provide transit service on the corridor. Bicycle and pedestrian use is permitted on corridor shoulders and the corridor is part of the National Bike Route Network.

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 20 is a two-lane, undivided highway. There are no turn lanes along the route. The annual average daily traffic on this corridor is highest in Okanogan and lowest just east of Twisp.

What's working well?

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

What needs to change?

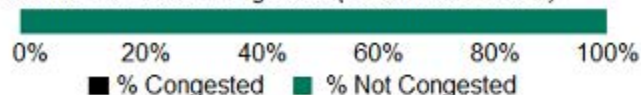
- Roughly 87% of corridor pavements conditions are unknown.
- Fish passage barriers are present on the corridor.
- Habitat connectivity deficiencies are present on the corridor.

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

High	Low	
5,306	1,593	Annual Average Daily Traffic (AADT)
9.9%	6.1%	Bus/Truck Percent
59.72		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$5,753,000		Corridor Investments (2005-2016)

Mobility

Percent of Corridor Congested (Statewide Screen)

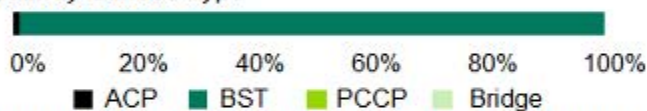


Environment

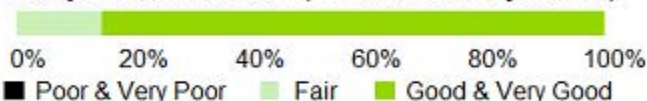
	Protect	Restore/ Enhance/ Assess
Fish Barriers	27.8% Passable	72.2% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	23 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
88.7	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



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

Multimodal	<i>WSDOT will continue to pursue multimodal strategies to address performance issues, improve connectivity and transportation options while also closing gaps in our non-motorized/active transportation system.</i>
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Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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Preservation

Maintenance	<i>Preservation will include strategic pavement maintenance as necessary to extend the life of the pavement and utility of the asset.</i>
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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 will continue to make spot repairs in areas that make sense for preservation of the pavement surface, along with, all other components of the roadway prism.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 37% of the 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:

Nicholas Manzano

North Central Region Planning Office

Planning Manager

509-667-2905

ManzarN@wsdot.wa.gov

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.