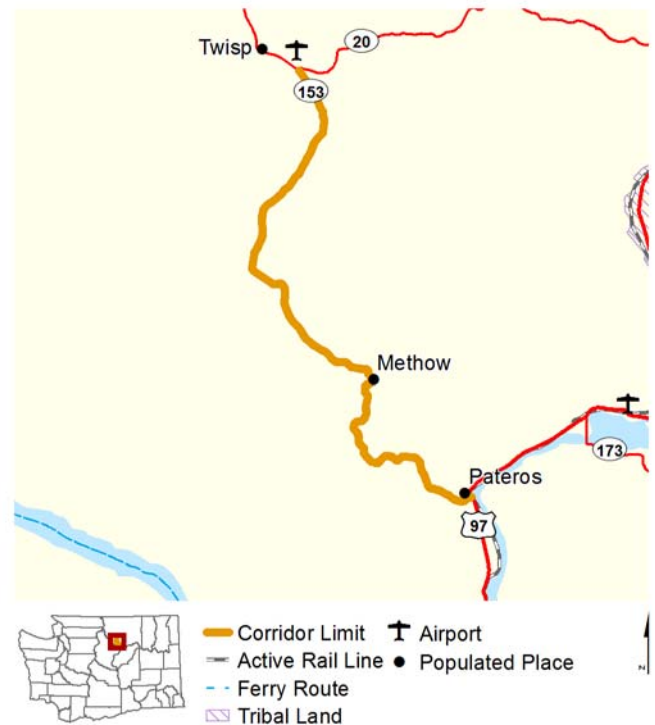


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

## SR 153: US 97 Jct (Pateros) to SR 20 Jct

This 31-mile long north-south corridor is located in north central Washington in the Cascade Mountains. The corridor runs between the State Route 20 junction in the town of Twisp and the US Route 97 junction in the city of Pateros. The corridor runs through the unincorporated communities of Carlton and Methow. The corridor is predominantly rural with land uses including low density residential, agricultural, and light industrial uses within the communities along the route. Outside of the communities, land use is vast undeveloped mountainous land. The route traverses the rolling terrain of the Cascade Mountains and runs adjacent to the Methow River, crossing it at various locations. The southern end of the corridor is on the Columbia River and the route also crosses multiple creeks. One airport, Twisp Municipal, is located at the north end of the corridor in Twisp. Natural vegetation is predominantly flat grasslands with a mix of conifer and deciduous trees and shrubbery dotting the corridor.



### Current Function

SR 153, also known as the Methow Valley Highway, is part of the Cascade Loop in Okanogan County and connects US 97 in Pateros to SR 20, southeast of Twisp. The current function of the corridor is to provide access to the small communities along the Methow River. Recreational attractors on the corridor include the Ross Lake National Recreation Area, Alta Lake State Park, Lake Chelan National Recreation Area, and the Wenatchee National Forest. This corridor is an alternate route for SR 20 between Okanogan and Twisp. Okanogan County Transportation & Nutrition provides transit service to this area.

### 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

SR 153 is a two-lane, undivided, unsignalized highway. The annual average daily traffic on this corridor is highest and lowest in Carlton.

### What's working well?

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

### What needs to change?

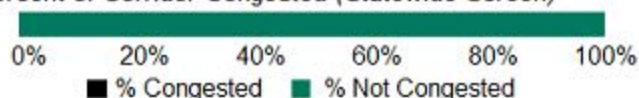
- Several structurally deficient bridges are present on the corridor.
- Methow River Bridges are badly deteriorated and at risk of a wash out.
- The corridor is a single access route, which lack alternative routes.
- Extremely narrow shoulders are present on the corridor.

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

|             |       |   |
|-------------|-------|---|
| High        | Low   |   |
| 1,950       | 1,347 | Annual Average Daily Traffic (AADT)           |
| 10.7%       | 8.6%  | Bus/Truck Percent                             |
| 61.56       |       | Number of Lane Miles                          |
| 1           |       | # of Signalized/Stop Controlled Intersections |
| \$4,620,000 |       | Corridor Investments (2005-2016)              |

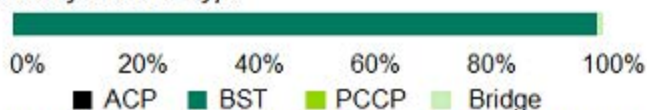
### Mobility

Percent of Corridor Congested (Statewide Screen)

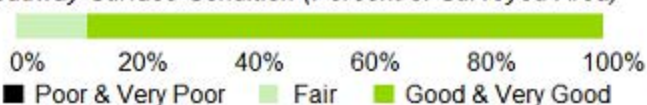


### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

|                                    | Protect   | Restore/ Enhance/ Assess            |
|------------------------------------|---|-------------------------------------|
| Fish Barriers                      | 33.3% Passable  | 66.7% to Do                         |
| Noise Walls                        | 0% Built  | 0% Proposed                         |
| Chronic Environmental Deficiencies | 0% Resolved   | 100% Unresolved                     |
| Wildlife Connectivity              | 0 Structures in Place   | 29 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 collected feedback from agency partners. Key themes included:

- There is a high number of pedestrians along the corridor right of way resulting in the desire for pedestrian pathways.
- Interest in a roundabout at the SR 153/Glover Street intersection in Winthrop.
- Badly deteriorated bridges and sidewalks are a major concern to residents of the Methow Valley.

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i> |
|-----------------------|--|

#### 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> |
|------------|--|

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

#### Preservation

|             |   |
|-------------|---|
| Maintenance | <i>Preservation will include strategic pavement maintenance as necessary to extend the life of the pavement and utility of the asset.</i> |
|-------------|---|

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

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

|            |  |
|------------|--|
| Structures | <i>WSDOT has identified seven Structures actions in the next six years encompassing 38% of the 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:

### 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.

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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.

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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](mailto: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**

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