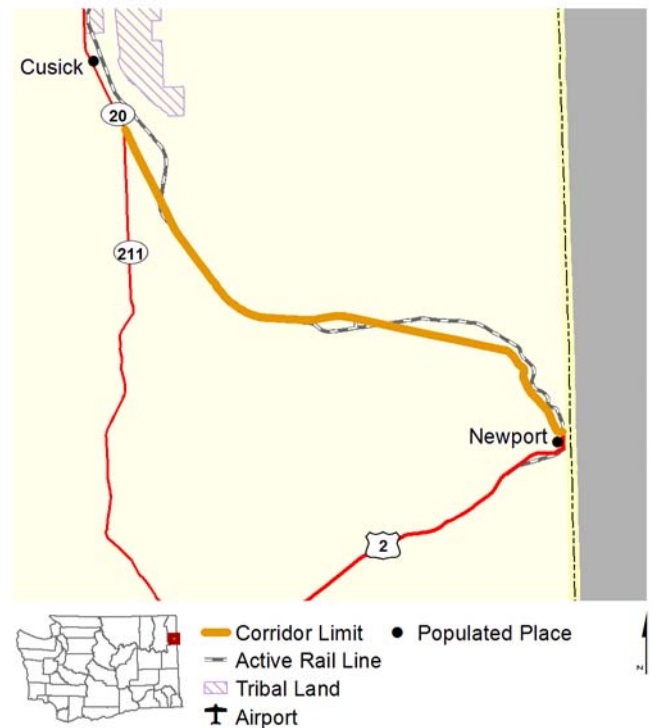


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 20: SR 211 Jct to US 2 Jct (Newport)*

This 15-mile long east-west corridor is located in eastern Washington, near the Washington-Idaho border. The corridor travels between the State Route 211 junction in the unincorporated community of Usk and the US Route 2 junction in the city of Newport. Private commercial forests, Colville National Forest, and a manufacturing paper mill are situated at eastern end of corridor, while Mount Spokane State Park is located an hour and a half south of the corridor from the eastern terminus. With the exception of the city of Newport located at the western terminus, the corridor is entirely rural in character. Farmland and undeveloped areas are the predominant land use and a rock and concrete quarry is located 3.5-miles west of Newport. There are some residences dispersed along the middle of the corridor. Within the city of Newport, the corridor's character is suburban with residences, businesses, theaters, and churches. This tree lined corridor parallels the Pend Oreille Valley rail line and crosses the at grade rail line twice; the corridor also parallels the Pend Oreille River as it travels through Pend Oreille valley alongside foothills of the Cascade Mountain Range.



**Current Function**

SR 20 is the northernmost route across the Cascade Mountain Range in Washington traveling between Discovery Bay and the city of Newport on the border of Washington and Idaho, and is commonly referred to as the North Cascades Highway. This corridor primarily functions as a recreation and commuter corridor, connecting multiple routes. The corridor connects with SR 31, SR 211, and US 2 providing access to Canada, and many outdoor recreational activities and natural resources. This route is of significance to the Kalispel, Spokane, and Colville tribes. The Kalispel Reservation, located on the other side of the Pend Oreille River, is accessible by this corridor. While this route is not classified as a freight economic corridor, Ponderay Newsprint Company utilize the available freight rail and truck facilities. Weekly public transportation is available in select areas near the corridor are provided to senior citizens. Dial-a-ride operates between Newport and the Kalispel Reservation, providing service Monday through Thursday. While designated trails for non-motorized usage are not present, corridor shoulders are available for bicycling.

**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 with one designated left turn lane. Within Newport, the corridor is a four-lane, undivided highway with a center turn lane. The annual average daily traffic on this corridor is highest just north of Newport and lowest just north of SR 211.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are many multimodal opportunities on the corridor such as intermodal freight facilities, freight rail, and bicycling.
- The corridor is rated low for climate vulnerability.

### What needs to change?

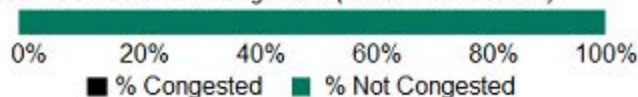
- Roughly 99% of corridor pavements have not been surveyed.
- There is one fish passage barrier present on the corridor.
- There are medium and high habitat connectivity issues throughout the corridor.

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

High	Low	
2,665	1,913	Annual Average Daily Traffic (AADT)
13.7%	13.1%	Bus/Truck Percent
30.98		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$8,005,000		Corridor Investments (2005-2016)

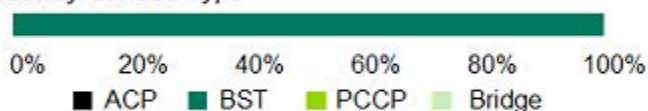
### Mobility

Percent of Corridor Congested (Statewide Screen)

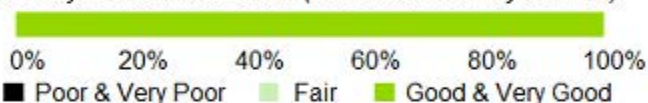


### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	75% Passable	25% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	15 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
None	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 page four 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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 litter removal.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 91% 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:

### Bonnie Gow

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### Mike Gribner

Eastern Region  
Regional Administrator

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](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**

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.