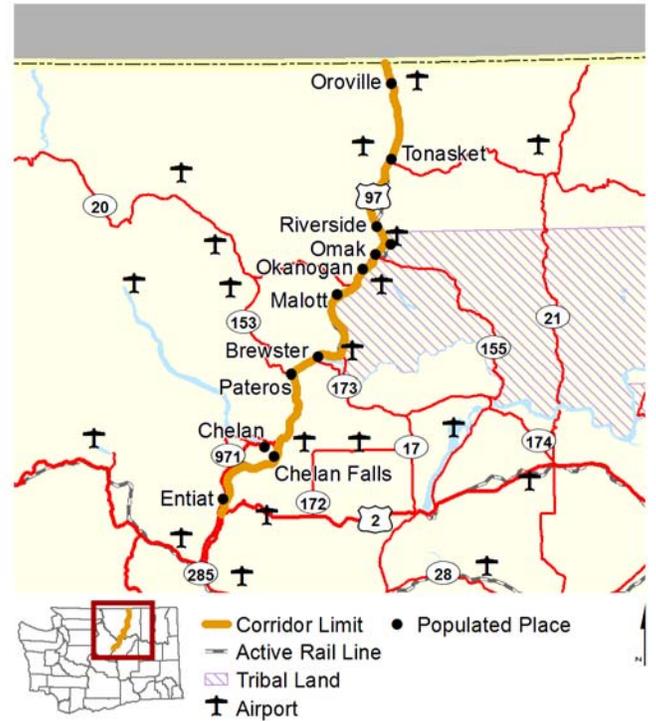


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*US 97: US 2 Jct (Orondo) to Canadian Border*

This 124-mile long north-south corridor runs between the US Route 2 junction in Orondo and the U.S.-Canada border north of Oroville. The corridor passes through the communities of Orondo, Pateros, Brewster, Malott, Okanogan, Omak, Riverside, Tonasket, and Oroville. In the community of Mallot, State Route 213 forms a spur off the main route. The majority of the corridor is rural in character with land uses consisting of a mixture of agriculture, commercial agriculture, rural residential, tribal lands, and open space. Within the communities the corridor passes through the intensity of land uses and population densities increase. The corridor runs inside the Columbia River Canyon from Orondo to Lake Pateros where the corridor follows the Okanogan River until reaching its northern end point. The Confederated Tribes of the Colville Reservation occupy lands adjacent to the corridor. The corridor runs parallel to Old Highway US 97, an alternate route between Orondo and Chelan. The southern portion of the corridor runs along the Wenatchee National Forest. Six airports are located along or near the corridor.



**Current Function**

US 97 is a major north-south highway in the US, running from California to the U.S.-Canada border in Okanogan County. The segment between the city of Oroville and the Canadian border is designated as a "heavy haul industrial corridor" and serves as a main artery to many communities. The corridor intersects many highways including US 2, SR 17, SR 20, and SR 155. There are numerous recreation sites along the corridor offering camping, boat launching, and day use near the corridor. The corridor provides access to various cultural resources, interpretive sites, and Native American historical locations. Okanogan County Transportation and Nutrition and the newly formed Okanogan County Transit (TRANGO) serve the northern sections of the corridor. There are two park and rides located off the alternate US 97 route.

**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 US 97 and all of SR 213 are mostly two-lane, undivided, unsignalized highways. The corridor’s only signalized intersection occurs on US 97 in the city of Omak. US 97 also includes three wide vehicle turnouts and center turn lanes at four locations in urban areas and at major junctions. The annual average daily traffic on this corridor is highest at the US 97/SR 155 junction in Omak and lowest at the US 97/SR 213 junction.

### What’s working well?

- The entire corridor operates above WSDOT’s congestion threshold.
- Approximately 98% of surveyed pavements on the corridor are in fair or better condition.
- There are many multimodal opportunities available for passengers on the corridor.

### What needs to change?

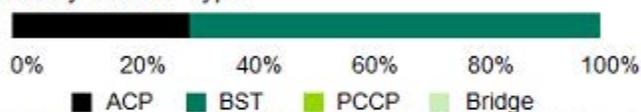
- The corridor is subject to extreme weather closures due to wildfires, high winds, and dust storms.
- There are habitat connectivity issues on the corridor.
- The corridor’s pedestrian and cyclist facilities are only intermittent; there are no shared-use facilities.
- The corridor has a medium climate change vulnerability rating due to flooding.

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

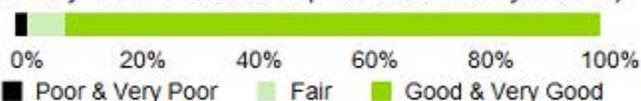
High	Low	
7,282	718	Annual Average Daily Traffic (AADT)
18.4%	4.7%	Bus/Truck Percent
250.84		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$29,215,000		Corridor Investments (2005-2016)

### Preservation

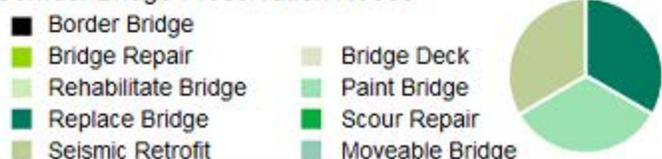
#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

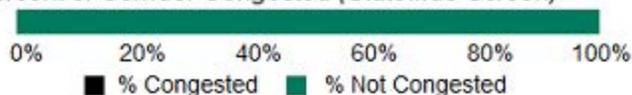


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	21.7% Passable	78.3% to Do
Noise Walls	0% Built	100% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	96 High Priority Miles
Stormwater Treatment	12 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:

- Partners would like to research the possibility of changing the layout of the Cameron Lake Road intersection.
- Concerns about pavement maintenance regarding the quality of the corridor’s sub base, which is not holding up well under heavy freight traffic.
- A desire for improved or added pedestrian facilities on the corridor’s Omak Bridge, at Hanging Rock Road, and at Twelve Tribes Casino in Okanogan.
- A freight rail line parallels the corridor, which could have benefit for freight mode shift.

## 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

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 seven Pavement actions in the next six years encompassing 52% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within this corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified one Safety Investment 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:

### 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](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 Titulo 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 Titulo VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Titulo VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.