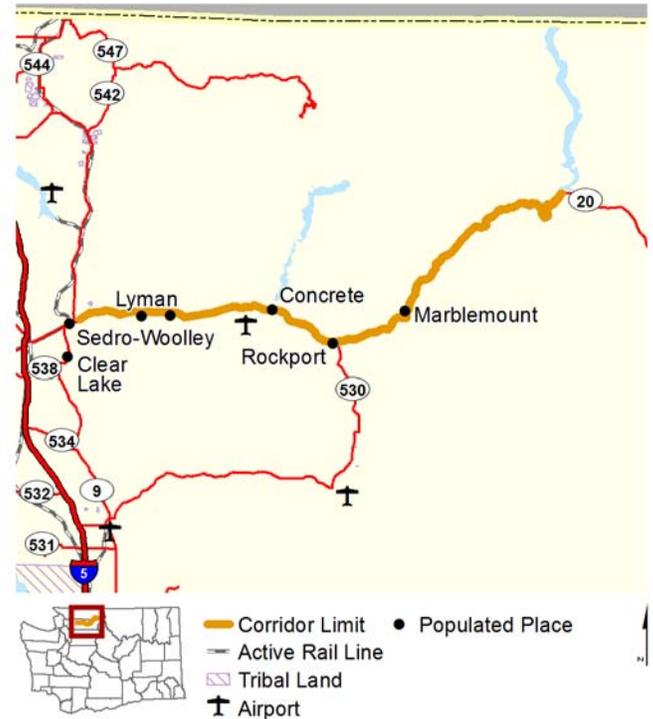


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 20: Sedro-Woolley to Diablo Gate

This 67-mile long east-west corridor is located in the northwest corner in Washington running between Sedro-Woolley and Diablo Gate in the Ross Lake National Recreation Area. The corridor's character is rural with residential, commercial, agricultural, and light industrial land uses within the smaller towns and communities. Within Sedro-Woolley, the character is high density urban with land use consisting of residential areas laid out in grid-like patterns, retail and commercial, and light industrial. Through much of Sedro-Woolley, the corridor is coincident with State Route 9. The road climbs slowly through the Cascade Mountains to Washington Pass, via Lyman, Hamilton, Concrete, Rockport, and through the community of Marblemount. The topography of the corridor transitions between level terrain within and near Sedro-Woolley to rolling and mountainous closer to the Cascade Mountains. This corridor follows the Skagit River in the Skagit Wild and Scenic River system. The Gorge, Diablo, and Ross dams are at the corridor's eastern terminus and managed by the Seattle Light complex, which provides 92% of the electricity used in Seattle.



Current Function

SR 20 is the northernmost route across the Cascade Mountain Range in Washington and is known as the North Cascades Highway, a component of the Cascade Loop Scenic Byway. The primary role of the corridor is to support the movement of people and goods in Skagit County. This corridor provides direct access to the Mount Baker-Snoqualmie National Forest, North Cascades National Park, Ross Lake National Recreation Area, and Seattle City Light complex at Newhalem and North Cascades Institute. This route provides the only highway access to the Gorge, Diablo, and Ross dams, and is open year round to serve these needs; beyond these points the highway closes when avalanche danger threatens the safety of drivers east of Diablo. The corridor experiences seasonally high volumes during peak summer travel by recreational users. This corridor intersects SR 9 and SR 530. Skagit Transit provides public transportation for a portion of this corridor, not extending beyond the community of Marblemount. There are three park and rides along this corridor and pedestrian access routes are available by both trails and sidewalks along portions of the route within the communities of Sedro-Woolley and Concrete.

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 corridor is mainly a two-lane, undivided highway with strategically located two-way turn lanes and climbing lanes. The annual average daily traffic on this corridor is highest at the SR 9 junction in Sedro-Woolley and lowest in the Ross Lake National Recreation Area.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 98% of surveyed pavement on the corridor is in fair or better condition.
- Protection structures have mitigated repetitive damage to the corridor caused by Skagit River streambank erosion.
- Structures have been improved to enhance salmon habitat.

What needs to change?

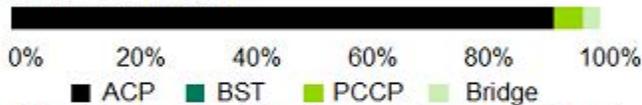
- There are 44 fish passage barriers present on the corridor.
- Pedestrian and bicyclist network is incomplete within urban areas.
- The entire corridor is rated high for climate change vulnerability.
- The corridor experiences landslides which block highway access beyond town of Concrete.
- The corridor has nine bridge preservation needs, five of which are seismic retrofits.

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

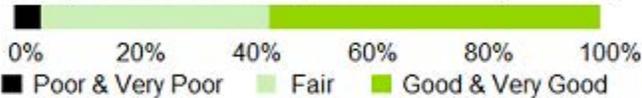
High	Low	
71,070	47,416	Annual Average Daily Traffic (AADT)
9.5%	6.5%	Bus/Truck Percent
65.79		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$59,181,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

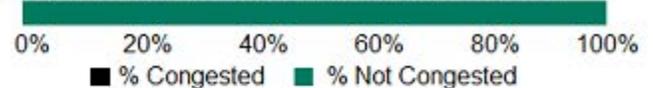


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	57.1% Passable	42.9% to Do
Noise Walls	50% Built	50% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	23 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
None	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 collected feedback from agency partners. Key themes included:

- Hamilton faces significant flooding every few years and there is interest in moving the entire community to a higher elevation on the north side of SR 20 to avoid floods.
- Concrete has expressed interest in using a main street approach to facilitate more pedestrian access in town. There is also a desire to enhance connectivity across SR 20, and to slow traffic through the town.
- Several communities have concern over scenic byway rules making it difficult to put up directional signs to alert travelers to local services.
- Interest in South Skagit Highway being considered as regionally significant.
- Interest in better connectivity to local recreational areas so they more directly link to the town of Concrete.

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>
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>
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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 vegetation control.</i>
Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 83% of the corridor.</i>
Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within this corridor.</i>

Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 39% 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:

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360-757-5980
carlsot@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.

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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 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.

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