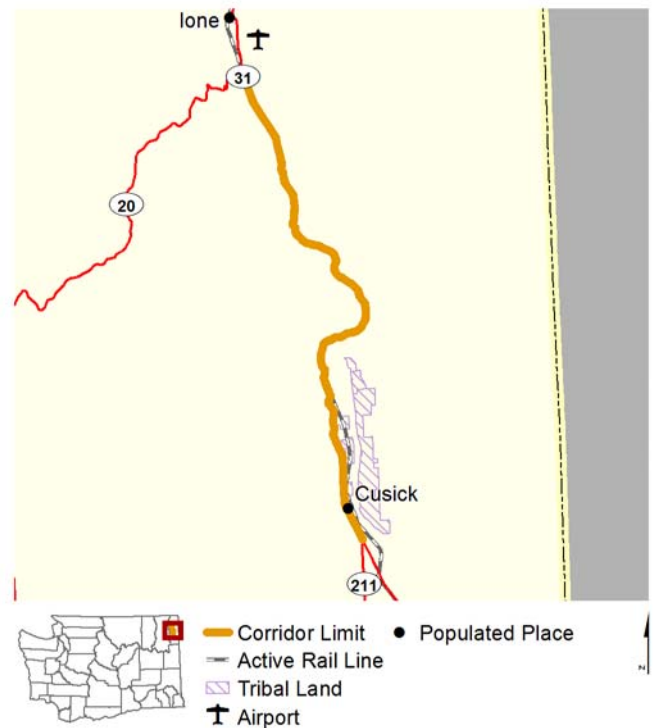


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 20: SR 31 Jct to SR 211 Jct*

This 31-mile long north-south corridor is located in the northeastern region of Washington, traveling through Colville National Forest. The corridor travels between the State Route 31 junction in the community of Tiger and the SR 211 junction in the community of Usk. The corridor passes through the town of Cusick and Blueside Resort, a campsite and Recreational Vehicle park. The corridor's character is primarily rural. Land use along the corridor includes single-family residential, undeveloped, open space, agriculture, private and commercial forestland. Other features on the corridor include the Riverview Bible Camp, the Pend Oreille County Fair, and Kalispel Off-Reservation Trust Land. The majority of the corridor travels rolling terrain as it parallels both the Pend Oreille River in which it crosses over in Usk by way of Kings Lake Road. The entire corridor also runs adjacent to the Pend Oreille Valley Railroad crossing it in two locations. One airport, Ione Municipal, is located to the north of the corridor.



**Current Function**

SR 20 is commonly referred to as the North Cascade Highway and is the northernmost route across the Cascade Mountain Range. This corridor serves the communities of Cusick, Tiger, and Usk. The segment of the corridor that travels through Cusick is identified as a state highway operating as the community's main street. This corridor connects with SR 31 to provide access to Canada and provides access to many outdoor recreational activities and natural resources. The corridor also provides access to the Colville National Forest and the Pend Oreille River along the length of this corridor with numerous opportunities for hunting, fishing, camping, and hiking. This corridor is of interest or importance to the Kalispel, Spokane, and Colville tribes. Kalispel Tribe of Indians provides fixed-route service for this corridor. Bicycling and pedestrian use is permitted on corridor shoulders.

**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 pull out lane present. The annual average daily traffic on this corridor is highest at the junction with SR 211 and lowest mid-corridor at the Riverview Bible Camp.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- The entire corridor is rated low for climate vulnerability impacts.

### What needs to change?

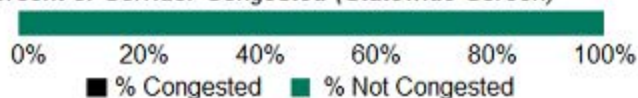
- The corridor's pavement conditions have not been surveyed.
- One bridge preservation need has been identified on the corridor for a bridge deck repair.
- Five fish passage barriers have been identified on the corridor.
- There are medium and low priority wildlife connectivity issues along the corridor.
- There is restricted vertical clearance under the railroad bridge at about the midpoint of this corridor.

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

High	Low	
1,913	697	Annual Average Daily Traffic (AADT)
24.2%	13.7%	Bus/Truck Percent
106.68		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$9,112,000		Corridor Investments (2005-2016)

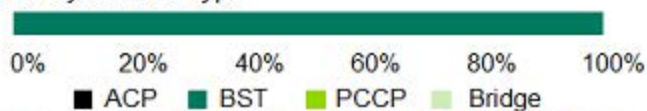
### Mobility

Percent of Corridor Congested (Statewide Screen)

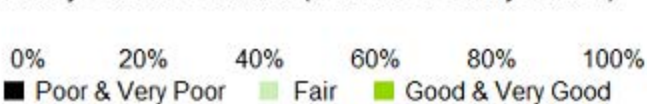


### Preservation

#### Roadway Surface Type



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



#### Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	58.3% Passable	41.7% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	16 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 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 <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 repairing slopes.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years at a single location on this corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities 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

Eastern Region Planning Office  
Senior Transportation Planner  
509-324-6109  
gowbl@wsdot.wa.gov

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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 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.