

Points of Interest

State Route 20 and Country Roads

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Scenic Tour | 34 miles | 2 hours

Roadway

Users travel along the roadway as it winds through the landscape. Watch for the following historic features conveying the road's original design:

R1 Two lane, often without striping and narrow road widths, a good example of which is Hill Road as it winds up the hill to Engle Road. These two lane roads enabled movement through the country side. Roads were some of the first features developed by Euro-American settlers.

Narrow to no shoulders

Ditches

Fences along roadway

Corridor

Buildings, landscape, and land uses define the road corridor. Watch for these scenic and historic features of the corridor's original character:

- C1** Ferry House (1860), originally used as a trading post, tavern, hotel and mail station
- C2** Front Street in Coupeville
- C3** Engle Road to Uplands and west coast
- C4** Jacob Ebey House (1855) and blockhouse (1856)
- C5** Davis blockhouse (1855) and moved to this location (1857)
- C6** Alexander blockhouse (1855-57) and moved to this location (1930s)
- C7** Granville Haller House (ca. 1866)
- C8** San de Fuca School, used as a school from 1903-1933

View Shed

Views of the surroundings comprise the view shed. Watch for these features of the scenic vistas along this historic route:

- V1** View of Ebey's Prairie from the cemetery, and from Engle Road
- V2** View from Front Street and the Wharf, across Penn Cove
- V3** View to Crockett Prairie and Camp Casey from Wanamaker Road
- V4** View to Crockett Prairie and uplands from the top of Patmore Road
- V5** View to Grasser's Lagoon from SR 20
- V6** Views to and across Penn Cove along Madrona Way
- V7** View of Smith Prairie from SR 20, entering the Reserve



State Road 20 passes through the middle of Ebey's Landing National Historical Reserve. The county roads provide the principal circulation networks within the reserve and providing a remarkable opportunity for experiencing the 17,400 acre reserve.

History

The county roads are some of the first features built by Euro-American settlers. Many of these follow property lines and take advantage of topography. By 1870 seven of the roads had been established, with the rest in place by 1899.

Alterations

SR 20 is an amalgamation of various historic roads, with multiple route changes over the years. Along the current route of SR 20, the oldest section dates to 1915, with additional sections from the 1920s.

Credits

This tour was created in collaboration with the Washington State Department of Archaeology and Historic Preservation, Washington State Department of Transportation, and Ebey's Landing National Historical Reserve, and Island County. Images courtesy of WSDOT Engineering, USDA, National Park Service, and Washington State Archives. For more information contact:

- Artifacts Consulting, Inc.
Artifacts-Inc.com
- WSDOT, Washington State Scenic and Recreation Highways
- DAHP, Transportation Preservation
- Ebey's Landing National Historical Reserve





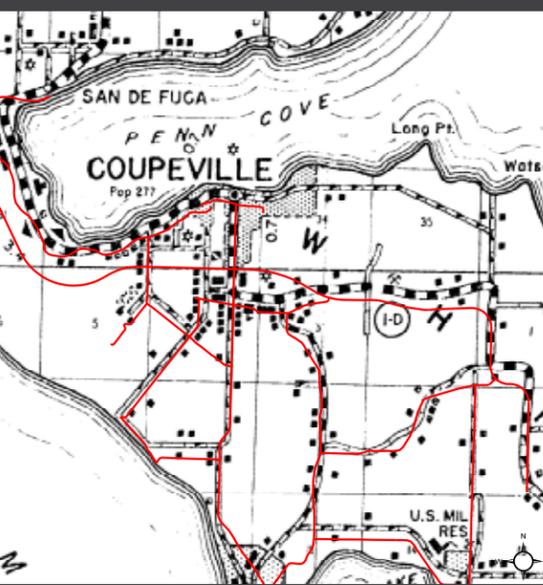
Road into Fort Casey



Coupeville Wharf



Central Hotel, Coupeville, Washington, ca. 1905

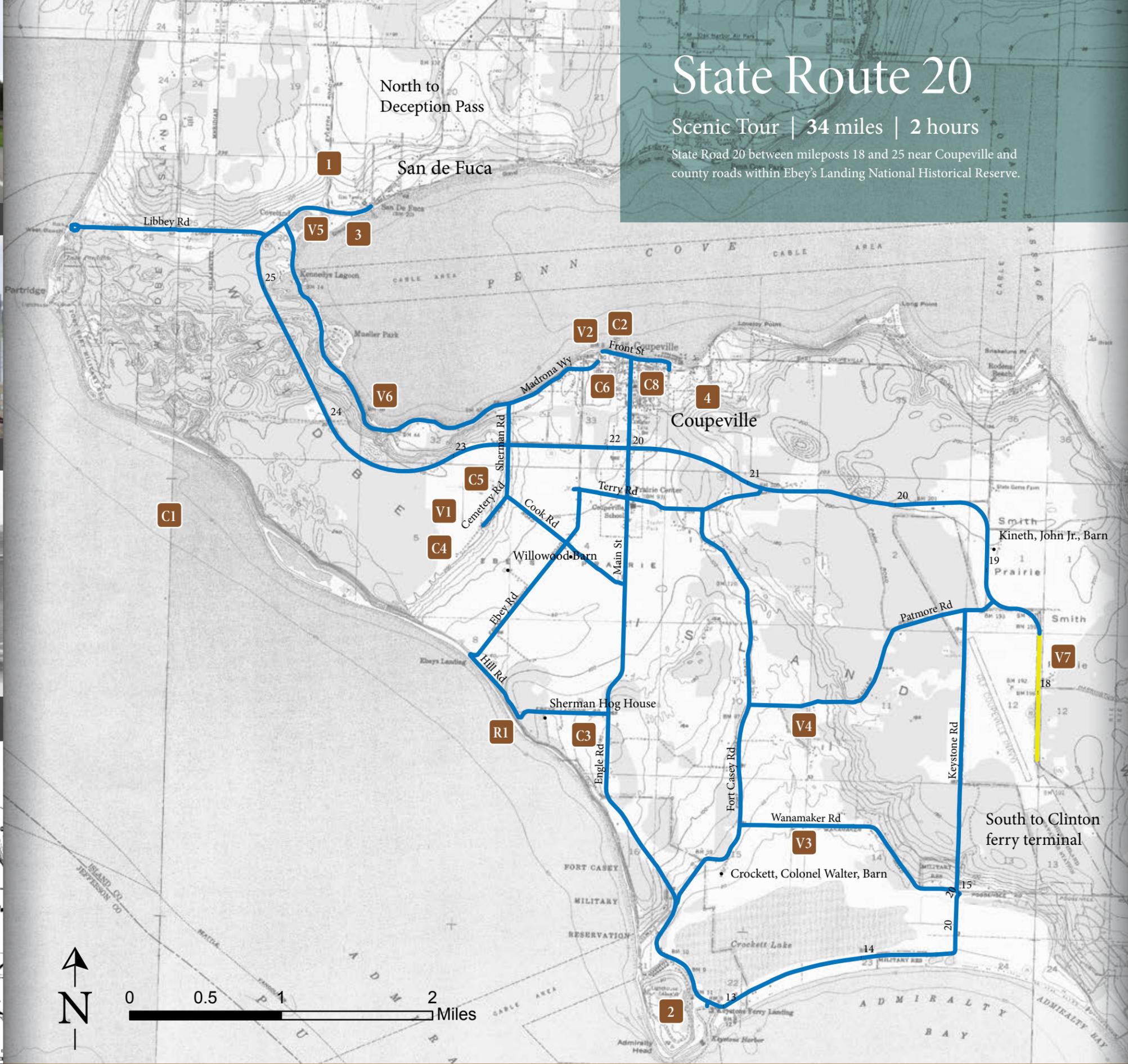


1936 highway map showing the former route of SR 20

State Route 20

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State Road 20 between mileposts 18 and 25 near Coupeville and county roads within Ebey's Landing National Historical Reserve.

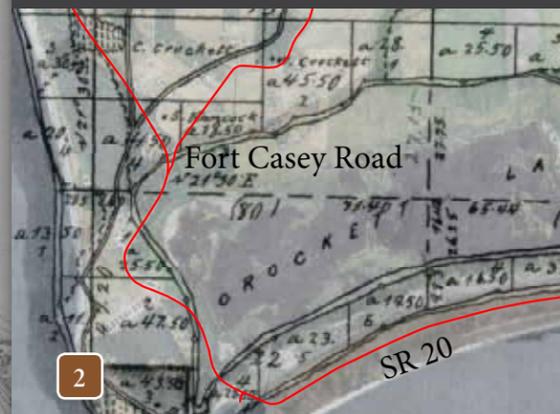


● Average historic and scenic qualities ● Moderate historic and scenic qualities ● High historic and scenic qualities — Historic/modern route overlap



1

San de Fuca School (1903)



2

Map Overlay (1856 / 2011)
Settlement at the SW corner of the reserve



3

Map Overlay (1856 / 2011)
Couveland and the Penns Cove reservation



4

Map Overlay (1856 / 2011)
Coupeville prior to development