

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 4/SR 432/SR 433: SR 4/SR 432 Jct to I-5 Jct (Kelso)

This 19-mile long corridor is comprised of three state routes that form three distinct segments threading through the cities of Longview and Kelso. The State Route 4 element of the corridor is a seven-mile long segment that goes from SR 432 in West Longview to Interstate 5. The western portion of SR 4 passes through Longview, while the eastern end of SR 4 runs through the city of Kelso. The SR 432 component of the corridor is 10 miles long and goes between its junction with SR 4 in West Longview and the I-5 interchange. SR 433 is a very short segment (less than one mile) that runs between the Oregon State line and its junction with SR 432. SR 433 crosses the Columbia River, and SR 4 and 432 cross the Cowlitz River. The corridor is mainly suburban and urban with residential and commercial uses concentrated along SR 4 and more heavy industrial uses concentrated along SR 432 including the Port of Longview. The Southwest Washington Regional Airport is located near the east end of SR 432. The corridor and surrounding areas are encircled by the Cascade and Coast Mountain Ranges.



Current Function

SR 4 is one of the two primary east-west connecting routes between I-5 and the southwest Washington coast along with US Route 30 in Oregon. SR 432 provides access to major industrial areas south of SR 4 in Longview from I-5 and SR 433 connects the area to US 30 in Oregon via the Lewis and Clark bridge across the Columbia River. This corridor connects the Longview/Kelso urban area, the Port of Longview, and Oregon. The corridor accommodates significant freight, recreational, and commuter traffic. On top of the urban area, the Port of Longview is a significant trip generator along the corridor. The corridor is an alternate route for SR 6. The Port provides access to marine and freight rail facilities for many heavy industrial uses like lumber, paper, and metal mills. An Amtrak station, which also serves Greyhound, is located south of SR 4 in downtown Kelso. Other modes on this corridor include transit service provided by RiverCities Transit, Columbia County Rider, Lower Columbia CAP and Wahkiakum On the Move, and pedestrians and bicyclists use almost all portions of SR 4 and much of SR 432. However, much of SR 432 is not bicycle or pedestrian friendly.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same. There are numerous possible industrial developments towards the west end of SR 432 that could significantly impact traffic on that route. There is a Connecting Washington project at the intersection of SR 432 and SR 433 to improve congestion, freight mobility, and safety.

Highlights and Performance

This section of SR 4 is a four-lane, undivided highway; it briefly splits into a couplet alignment with three lanes in each direction in Kelso. SR 433 and SR 432 are both primarily two-lane undivided facilities. SR 432 widens to a four-lane highway between SR 433 and SR 411 and is divided between SR 411 and I-5. The annual average daily traffic on this corridor is highest at the SR 432 bridge over the Cowlitz River near I-5 and lowest where SR 4 splits into a couplet configuration.

What's working well?

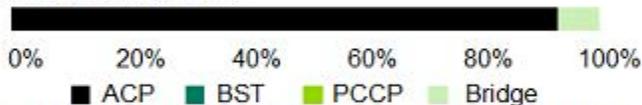
- Approximately 96% of surveyed pavements on the corridor are in fair or better condition.
- Passenger train and several fixed-route, ADA friendly transit services are available in the corridor.
- The corridor offers multiple modes for freight movement including: rail, air, and marine cargo.
- The corridor has a low climate change vulnerability rating.

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

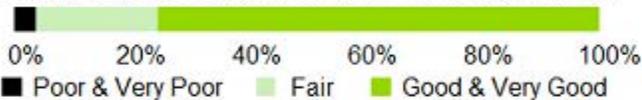
High	Low	
34,698	3,525	Annual Average Daily Traffic (AADT)
18.1%	1.7%	Bus/Truck Percent
61.17		Number of Lane Miles
36		# of Signalized/Stop Controlled Intersections
\$68,287,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs

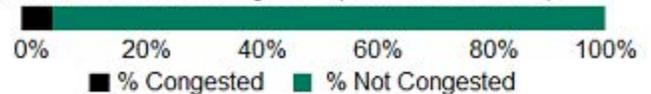


What needs to change?

- 9% of corridor experiences congestion on a regular basis.
- There are 11 bridge preservation needs on the corridor, including five seismic retrofits.
- Pavement maintenance and drainage issues are a problem on the corridor, especially for the bridges.

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	87.5% Passable	12.5% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	7 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
2	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:

- Several partners have concerns about multiple impediments to the mobility and safety of pedestrians and cyclists on the urban portions of SR 4 including ADA access.
- There is a desire to explore the possibility of rerouting SR 4 at the Cowlitz River in order to expand capacity.
- Concern was expressed about the effects of planned local street revisions on the corridor.
- A desire to see improvements made in order to reduce congestion at the SR 432/433 intersection due to frequent train crossings and increasing traffic including heavy freight volumes.
- The Oregon Department of Transportation has suggested updating the signage on SR 432 in order to shift beach-bound tourist traffic from SR 4 to the higher-capacity US 30 in order to ease congestion.

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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</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 rest areas.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 18% of the corridor.</i>
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Structures	<i>WSDOT has identified four Structures actions in the next six years encompassing 5% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a specific location within this corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 8% 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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Mobility assessment for segment of Corridor 295
Segment SR 4/SR 432/SR 433: SR 4/SR 432 Jct. to I-5 (Kelso)
(SR 4 Milepost 55.2-60.8) (SR 432 Milepost 0.0-10.3)
(SR 433 Milepost 0.0-0.9)

This segment is comprised of three state routes: SR 4, connects I-5 to the Washington coast through Kelso and Longview; SR 432 serves the industrial area of Longview; and SR 433, the Lewis and Clark bridge over the Columbia River to US 30 in Oregon.

There is congestion on SR 432 through the industrial area, particularly at the junction with SR 433 and along most of SR 4, west of the Cowlitz River.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its M3 teams to further develop strategies for the corridor.

Demand Management

- Encourage bicycling, walking, ridesharing, vanpooling, and transit service to reduce single occupant vehicle trips.
- Improve modal access and options in order to reduce single occupancy vehicle trips.
- Develop options to support local trips on the local network to reduce vehicle volumes.

Policy Change

- To be developed by future external M3 meetings.

Further Study

- To be developed by future external M3 meetings.
- Look into possibilities for increasing bicycle accessibility on the Ocean Beach Highway portion of SR 4.



SR 432/SR 433 intersection

Corridor Segment Characteristics

- The corridor lies within the city limits of Longview and Kelso, and Cowlitz County.
- SR 4 is mostly comprised of four general-purpose lanes (two eastbound, two westbound). There is a three-block couplet through downtown Kelso.
- SR 433 is made up of two general-purpose lanes (one eastbound, one westbound) west of SR 432 junction; four general-purpose lanes east. There is a freeway configuration east of the SR 411 junction.
- SR 4 had an Average Daily Traffic of 6,600 vehicles on the west end and a high of 22,000 vehicles along Ocean Park Boulevard in 2015. Freight accounted for 2.3% of the traffic.
- SR 432 experienced an Average Daily Traffic in 2015 of 4,100 vehicles at the west end with freight accounting for 11.8% of traffic; east of Washington Way the Average Daily Traffic was 10,000 vehicles with freight accounting for 12.3% of traffic; at SR 433 junction the Average Daily Traffic was 21,000 vehicles with freight accounting for 18.1% of traffic; and east of SR 11 junction the Average Daily Traffic was 37,000 vehicles.
- The Average Daily Traffic was 22,000 vehicles on SR 433 in 2015, with freight accounting for 10% of traffic.
- The speed limit on this corridor ranges from 25 to 55 mph.
- There is limited access control on SR 432 east of SR 411 (freeway configuration area) only.
- Transit operates along SR 4. There are park and ride lots located near the SR 4/SR 432 junction, SR 4/I-5 junction, and SR 432/I-5 junction.



Contributing Factors

- All traffic along SR 432 between SR 411 and SR 433 is impacted by railroad grade crossings results in congestion.
- Industrial developments along SR 432, many of which require crossing the industrial railroad at grade for access, results in traffic backing up onto the highway when trains pass. These trains currently operate at a maximum speed of 10 mph. The proposed Millennium Bulk Terminal development would result in a significant growth in the number and length of trains.
- Numerous possible developments along the west end of SR 432 at Barrow Point (Port of Longview), Millennium Bulk Terminal, Solvey Point and Mint Valley would likely result in an increase of congestion. The proposed Millennium Bulk Terminal development would result in a significant growth in the number and length of trains.
- Several at-grade rail crossings along SR 432 lead to traffic backups that also impact adjacent intersections.
- Heavy freight and commuter traffic, as well as proximity to at-grade railroad crossings at the SR 432/SR 433 intersection results in congestion.
- Heavy freight and commuter traffic, poorly configured intersections adjacent driveway access points, and nearby at-grade railroad crossings at the California Way/Industrial Way/3rd Avenue intersection along SR 432 result in driver and train user conflicts.
- NE 3rd Avenue/Tennant Way interchange, along SR 432 is poorly configured for the traffic it currently handles, resulting in ramp merging issues and backups at ramp terminals.
- Numerous access points throughout this portion of SR 4 result in issues with merging and diverging traffic causing slowdowns.
- There is no parallel circulation along most of these corridors resulting in a weakened local network.

For more information

To find out more information about this corridor or how to get involved, please contact:

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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.

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