

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:

I-5: I-205 Jct (Salmon Creek) to Thurston Co Line

This 78-mile long north-south corridor is located in Clark, Cowlitz, and Lewis counties. The corridor runs between the Interstate 205 interchange in Salmon Creek, just north of Vancouver, and the Thurston County line, just north of Centralia. The corridor passes through the communities of Vancouver, Ridgefield, La Center, Woodland, Kalama, Longview, Kelso, Castle Rock, Napavine, Chehalis, and Centralia. The corridor's character transitions throughout its length. Within the cities of Longview, Kelso, Chehalis, and Centralia, the corridor's character is urban with residential, commercial, and some industrial uses present. In between the cities, the character is rural and the primary land uses includes agriculture and undeveloped land, accounting for the majority of the corridor's character and land use. To the west of the corridor, across from La Center, is the Cowlitz Indian Tribe and Reservation. This corridor travels through rolling terrain passing by woods and farmland.



Current Function

I-5 is the major north-south route along the U.S. west coast connecting most major cities between Canada and Mexico. This segment of I-5 is the primary transportation facility between the Puget Sound region and the Portland/Vancouver metropolitan area. The corridor functions as a principle freight arterial, moving regional and international cargo. The corridor also functions as a commuter and recreational route providing access to nearby cities and outdoor facilities, such as Mount St Helens, the Cowlitz River, the Gifford Pinchot National Forest, and several other national and state parks which can be accessed from this corridor off of US Route 12. The corridor intersects with State Route 6, SR 508, SR 422, SR 502, SR 411, SR 507, SR 432, and US 12. The corridor provides access to multiple airports, freight distribution centers, warehouses, and the Port of Vancouver. Other modes of transportation present on the corridor include public transit, walking, and cycling. BNSF and Union Pacific freight railroads as well as Amtrak passenger trains share a nearby parallel railroad.

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 segment of I-5 is a divided, unsignalized highway with a variable number of lanes. From Salmon Creek to Castle Rock, the corridor is usually six lanes, becoming four lanes north of Castle Rock. It expands again to six lanes south of Chehalis and there are often acceleration and deceleration lanes throughout the corridor. The annual average daily traffic on this corridor is highest at the I-205 junction in Salmon Creek and lowest at the SR 506/Toledo Vader Road interchange.

What's working well?

- Approximately 99% of surveyed pavements on the corridor are in fair or better condition.
- Over 99% of the corridor operates above WSDOT's congestion threshold. Future growth along the corridor will affect congestion.
- There is freight rail service with six stations along the corridor.
- There are six park and ride lots and six electric vehicle charging stations on the corridor.

What needs to change?

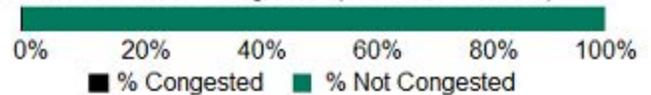
- There are 47 bridge preservation needs on the corridor, including 39 seismic retrofits.
- Corridor portions have a high climate change vulnerability rating, mainly near Chehalis-Centralia.
- The corridor has experienced extreme weather closures linked to flooding and landslides.
- There are multiple fish passage barriers on the corridor.

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

High	Low	
94,384	41,025	Annual Average Daily Traffic (AADT)
22.0%	6.9%	Bus/Truck Percent
432.67		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$543,226,000		Corridor Investments (2005-2016)

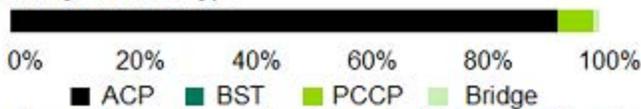
Mobility

Percent of Corridor Congested (Statewide Screen)

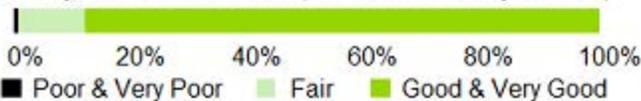


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	52% Passable	48% to Do
Noise Walls	10% Built	100% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	28 High Priority Miles
Stormwater Treatment	51 BMPs	Retrofit Prioritization in progress
	45.1	% of Corridor with high potential for increased Climate Impacts
	3	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:

- Multiple partners have expressed the desire to see additional interchanges on the corridor's northern Lewis County segment.
- Concerns about a lack of alternative parallel routes for when the corridor is closed, particularly between Woodland and Kalama.
- Partners would like improvements made to local street networks in order to remove local traffic from the corridor.
- Emphasis on increasing pedestrian, cyclist, and motorized mobility across the corridor's overpasses.
- A desire to explore capacity expansion and layout changes to the corridor's interchanges, including NE 179th and NE 134th/139th Streets in Brush Prairie, Oak Street and East Frontage Road in Kalama, and the SR 506 and SR 501 junctions.

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>
-------------------	---------------------------------------------------------------------------------------------------------

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>Further information about the proposed strategies can be found attached at the end of this document.</i>
------------	-------------------------------------------------------------------------------------------------------------

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>
-------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 100% of the corridor.</i>
----------	-------------------------------------------------------------------------------------------------------------

Structures	<i>WSDOT has identified nine Structures actions in the next six years encompassing 12% of the corridor.</i>
------------	-------------------------------------------------------------------------------------------------------------

Other Facilities	<i>WSDOT has identified eight Other Facilities actions in the next six years encompassing 35% of the corridor.</i>
------------------	--------------------------------------------------------------------------------------------------------------------

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>
----------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

For more information

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

Michael Williams

Southwest Region Planning Office

Planning Manager

360-905-2082

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