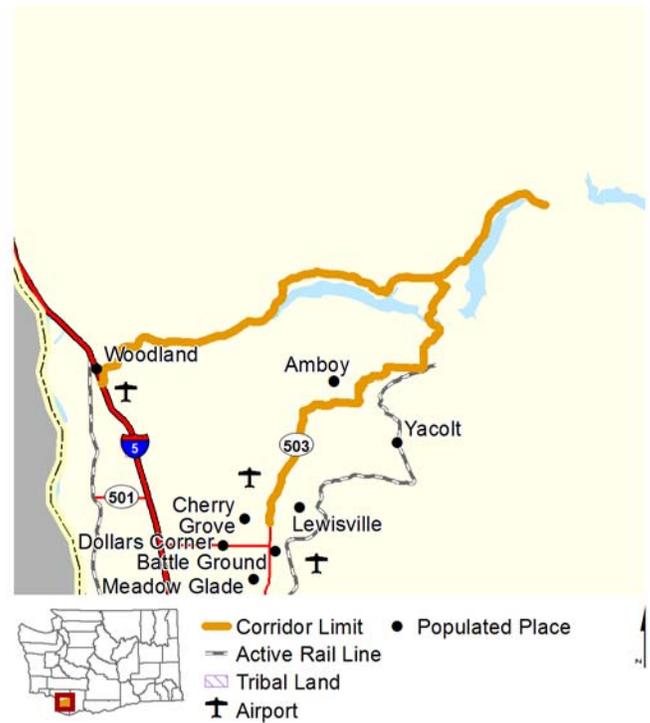


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 503: NE 244th St Jct (Battle Ground) to I-5 Jct (Woodland)

This 53-mile “V” shaped corridor is located northeast of Vancouver. The north segment of the corridor runs between the Interstate 5 junction in Woodland to the wye at the unincorporated community of Yale. From Yale, the south segment extends to the NE 244th Street junction in the city of Battle Ground, while the Cougar Spur extends northeasterly to the Gifford Pinchot Forest Road network at the Cowlitz/Skamania County Line. The corridor passes Lewisville County Park and through the communities of Fargher Lake, Amboy, Chelatchie Prairie, Yale, and Ariel. The corridor is primarily rural in character with limited commercial activity in Fargher Lake, Amboy, and Chelatchie Prairie. Near Woodland the corridor becomes more urban, with residential developments and sidewalks. Commercial activity is located in Woodland, primarily in the vicinity of I-5. Terrain varies through this corridor, from level river valleys in the lowlands, up through rolling countryside, and into the mountainous foothills of Mount Saint Helens. Most of this corridor passes through a heavily forested area of coniferous and deciduous trees and some maintained grassland.



Current Function

State Route 503 is a state highway that serves Clark and Cowlitz counties from Vancouver and Woodland to the Gifford Pinchot National Forest and rural communities along its corridor. The corridor serves the residents and businesses of north Clark County and Cowlitz County along the North Fork Lewis River. The route is designated a Scenic and Recreational Highway and connects to North Fork Lewis River recreational sites. Cougar Spur, also known as Lewis River Road, connects to the Gifford Pinchot National Forest and Mt St Helens, serving the recreational areas located there. Yale Bridge provides one of the few road crossings of the upper Lewis River. The corridor functions as a commuter corridor for the cities of Woodland and Battle Ground, two major employment centers within the area. Residences along the corridor are able to easily access the corridor due to the driveways situated along the segment. The majority of this route is not cyclist or pedestrian friendly and there is no public transit serving the corridor.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same. Significant residential growth is likely along this corridor, as well as in north Clark County. WSDOT expects this growth will increase commuter demand on the corridor.

Highlights and Performance

This segment of SR 503 is a two-lane, undivided, unsignalized corridor that expands to four lanes at the I-5 junction. The corridor’s only signalized intersections are located at the NE 244th Street intersection in Battle Ground and at the I-5 junction. There are also occasional passing and center turn lanes and a one-lane bridge over the North Fork Clark River. The annual average daily traffic on this corridor is highest at the I-5 junction in Woodland and lowest at the Cougar Spur’s eastern terminus.

What's working well?

- Approximately 95% of surveyed pavements on the corridor are in fair or better condition.
- The entire corridor operates above WSDOT’s congestion threshold.
- On-demand transit service is available on most of the corridor.
- There are no chronic environmental deficiency sites on the corridor.

What needs to change?

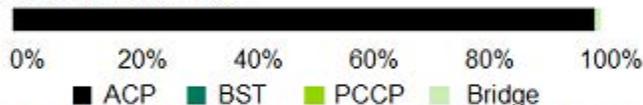
- There are no dedicated pedestrian or cyclist facilities on the corridor.
- Cougar Spur has a high climate change vulnerability rating.
- The corridor’s many sharp curves contribute to frequent collisions at those locations.
- There are fish passage barriers and many locations with failing culverts on the corridor.

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

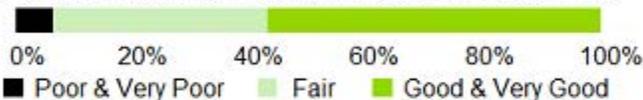
High	Low	
37,260	15,776	Annual Average Daily Traffic (AADT)
7.2%	6.3%	Bus/Truck Percent
30.12		Number of Lane Miles
13		# of Signalized/Stop Controlled Intersections
\$14,794,000		Corridor Investments (2005-2016)

Preservation

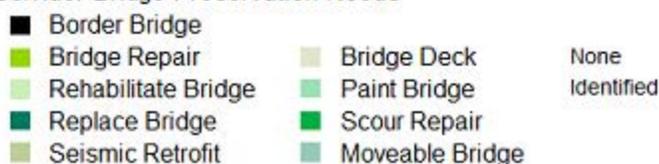
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

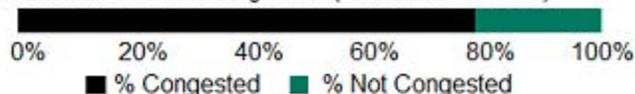


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	17 BMPs	Retrofit Prioritization in progress
100.0	% 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:

- Partners would like to explore improvements and extensions to the corridor’s pedestrian and cyclist facilities.
- Emphasis on continuing development that is leading to increased traffic on the corridor’s southern section.
- Concerns about the mobility and driver comfort issues posed by the one-lane Yale Bridge over the North Fork Clark River.
- Multiple partners would like to address rockslide issues on the rural portions of the corridor in Clark County.
- A desire to improve the frequent sharp curvature of the highway in order to decrease the conflict between freight and other traffic at the corridor’s intersections with limited sight distance.

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 83% 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 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:

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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.

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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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