

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 505: SR 603 Jct (Winlock) to SR 504 Jct

This 19-mile long east-west corridor is located in the southwestern part of Washington. The corridor runs between the old highway 603 junction in Winlock and the State Route 504 junction east of Toutle within Lewis County. The corridor is generally rural in character. Within the city of Winlock, land uses are mostly low-density residential, light industrial, and commercial. Between Winlock and Toledo, land use is both agricultural and large-lot, single-family residential. Most of the land use in Toledo is residential with a small commercial area and a central business district. Southeast of Toledo, land use is mostly forested and a portion of it is agricultural. Terrain along a majority of the route is rolling, however between the Interstate 5 junction and Toledo, terrain is level. Vegetation on the corridor is comprised of irrigated agricultural fields, patches of forested land, and small sections of manicured landscaping. The Ed Carlson Memorial-South Lewis County Airport is located near the corridor. There is one at grade railroad crossing with BNSF in Winlock.



Current Function

SR 505 is a state highway that connects the town of Winlock and SR 504, crossing over I-5 midway. This corridor encompasses all of SR 505 and primarily serves the rural towns of Winlock and Toledo. The eastern portion of the corridor functions as an alternate route for the western portion of SR 504 away from Mt St Helens. The corridor provides connections to recreational destinations such as Mt St Helens, Silver Lake, and Riverdale Raceway, as well as linking to I-5 and old highway 603 to destinations north and south of the corridor. The portion of the corridor east of I-5 is a designated Scenic and Recreation Highway and serves as a gateway to natural and scenic resources. The annual Egg Days event occurs in Winlock attracting users to the corridor. The corridor provides links to the Centralia and Kelso-Longview Amtrak stations. The Cowlitz Tribe provides dial-a-ride service to all residents within 20 miles of I-5 between Chehalis and Woodland. Sidewalks are intermittent along the corridor, except in parts of the central business district of Winlock, as well as parts of Toledo. One park and ride lot is located off the corridor at the SR 505 and Camus Road intersection near I-5.

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

SR 505 is a two-lane, undivided rural route with narrow shoulders. The annual average daily traffic on this corridor is highest in Toledo and lowest just north of the intersection with SR 504.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Over 99% of surveyed corridor pavements are in fair or better condition.
- The corridor has a low climate change vulnerability rating.

What needs to change?

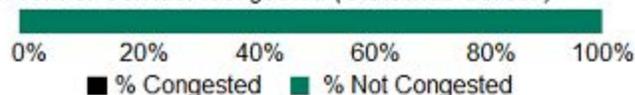
- The corridor has three bridge preservation needs of which two are for seismic retrofits.
- Springs on the hillside along the corridor cause frequent slides.
- Fish passage barriers are present on the corridor.

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

High	Low	
3,661	525	Annual Average Daily Traffic (AADT)
17.3%	5.3%	Bus/Truck Percent
38.58		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$382,000		Corridor Investments (2005-2016)

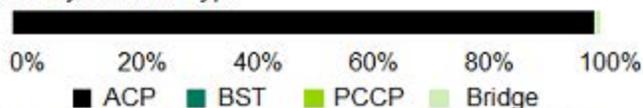
Mobility

Percent of Corridor Congested (Statewide Screen)

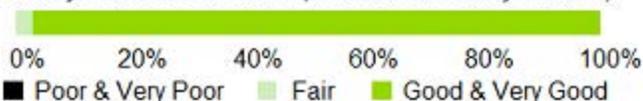


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	75% Passable	25% 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	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	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 collected feedback from agency partners. Key themes included:

- Interest in improvements to shoulders, inslopes, guardrail, flexible guideposts and reflective pavement markings.
- Desire for pedestrian enhancements within Winlock to help connect future development to the historic downtown.
- Interest in possible lighting between N Military Road and S Military Road.
- A 322-acre industrial park with 5.3 million square feet of building area is proposed at MP 2.55±.

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>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, rest areas, and pavement repair.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 100% 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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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.

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.

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