

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 401: US 101 Jct (Columbia River) to SR 4 Jct (Naselle)

This 12-mile long north-south corridor, also known as the Lewis and Clark Highway, is located in the southwestern portion of the state near the Columbia River and Oregon border. The corridor's endpoints are the State Route 4 junction in the community of Naselle and the US Route 101 junction at the Astoria-Megler Bridge. The corridor passes through the small, unincorporated community of Megler. The corridor's character is primarily rural with land uses outside of Naselle consisting of forest and rural residential housing. Within the community of Naselle, land use is mixed use, residential, and commercial, with a small industrial area and a Junior Senior High School. The southern terminus is near the Oregon border, and follows the Columbia River adjacently. The northern terminus is at the South Naselle River through a valley. In addition to crossing over the aforementioned rivers, this route encounters Bean, Cement, and Davis creeks. The corridor passes through predominately rolling terrain, paralleling cliffs, through a mixture of trees line the corridor, as well as grasses and shrubbery.



Current Function

SR 401 is a state highway that encompasses the entire corridor and serves Pacific County. The corridor connects US 101 and SR 4 providing a key link in an interregional corridor. The corridor is considered a scenic route, as well as a Highway of Statewide Significance. The corridor serves as a tourism and recreational corridor providing connections to the Washington Coast and other nearby attractions, such as Station Camp, Fort Columbia State Park, and Cape Disappointment. With its connection to US 101, the corridor supports access to Ilwaco and the Long Beach Peninsula, which hold numerous events that generate a significant amount of traffic. Additionally, the corridor links SR 4 to Astoria. Pacific Transit System provides two round trips Monday through Friday and dial-a-ride service throughout Pacific County. Sidewalks and bike lanes are not available along the route however, bicycling and walking are permitted on corridor shoulders.

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 401 is generally a two-lane, undivided highway with one turn lane located at the junction with US 101. The annual average daily traffic on this corridor is highest at the intersection with SR 4 and lowest east of the US 101 intersection.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 98% of surveyed pavement on the corridor is in fair or better condition.
- The corridor is rated low for climate vulnerability impacts.
- Fish passage culverts are present on the corridor.

What needs to change?

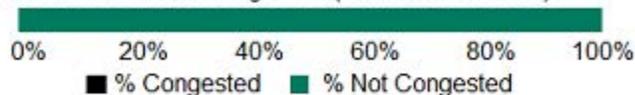
- One bridge preservation need has been identified on the corridor for a seismic retrofit.
- The route is occasionally closed due to landslides.
- There are fish passage barriers present on the corridor.
- Active transportation networks are incomplete within the communities the corridor passes through.

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

High	Low	
2,784	2,504	Annual Average Daily Traffic (AADT)
16.0%	9.8%	Bus/Truck Percent
24.26		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$1,530,000		Corridor Investments (2005-2016)

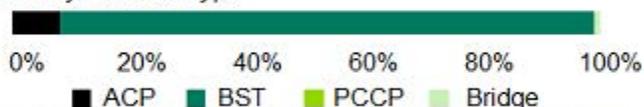
Mobility

Percent of Corridor Congested (Statewide Screen)

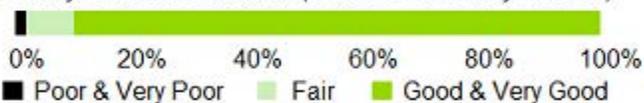


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	58.6% Passable	41.4% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	6 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:

- One partner expressed concern due to wildlife crossing the highway.
- Concern expressed over mobility when there are problems either through slowdowns due to too much traffic and no pullouts or passing lanes, or a problem with the roadway because of fallen trees or settling pavement/slides which in turn harms economic vitality.
- Slide issues are present at the Dismal Nitch Rest Area.

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, vegetation control, 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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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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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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