

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 506: Ryderwood to I-5 Jct

This 12-mile long east-west corridor is located in southwestern Washington, 31 miles north of Longview. The corridor travels between the census-designated place of Ryderwood and the Interstate 5 junction. The corridor passes through the city of Vader. The corridor is predominantly rural in character with largely agricultural and rural residential land uses outside of Ryderwood and Vader. Within Ryderwood and Vader, land use is mostly low density residential. One café is located in Vader while one in-service restaurant is located near the corridor's junction with I-5. The corridor crosses over many small creeks with a majority of the route paralleling Stillwater Creek as it travels through the Stillwater River Valley. A small portion of the corridor also parallels the Cowlitz River. There is an at-grade crossing with the BNSF railroad in Vader. Vegetation on the corridor consists of grasses, a mix of deciduous and conifer trees, and shrubbery.



Current Function

State Route 506 is a state highway in Cowlitz and Lewis counties, serving the communities of Ryderwood and Vader. The corridor encompasses all of SR 506 and serves the communities it crosses. Additionally, the corridor serves as an alternate route to several local roads, and connects to other route providing links to two Amtrak stations located in Centralia and Kelso. The Cowlitz Tribe provides dial-a-ride service to all residents within 20 miles of I-5 between Chehalis and Woodland. The Toledo-Winlock Park and Ride is located in Toledo near the corridor. The majority of the corridor does not provide active transportation, with the exception of a short section of narrow sidewalk along the north side of the corridor within Vader. A portion of the corridor is used for the annual Seattle to Portland Bike Ride.

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 506 is a two-lane, unsignalized, undivided highway. The annual average daily traffic on this corridor is highest in Vader and lowest in Ryderwood.

What's working well?

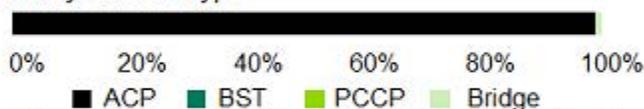
- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 92% of surveyed pavement on the corridor is in fair or better condition.
- Fish passage culverts are present on the corridor.
- The corridor has a low climate change vulnerability rating.

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

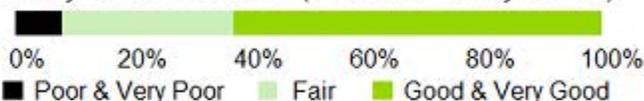
High	Low	
1,661	269	Annual Average Daily Traffic (AADT)
12.1%	4.3%	Bus/Truck Percent
23.06		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$0		Corridor Investments (2005-2016)

Preservation

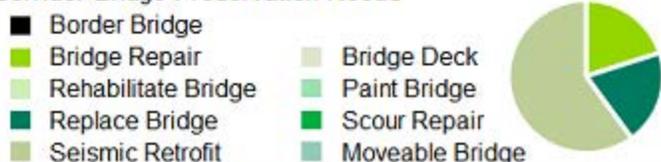
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs

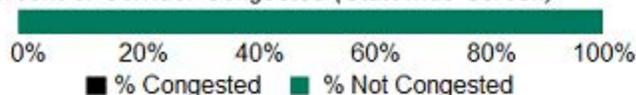


What needs to change?

- The corridor has five bridge preservation needs, three of which are for seismic retrofits.
- Sinkholes continue to appear on a portion of the corridor.
- There are fish passage barriers present on the corridor.
- There is a lack of active transportation facilities on the corridor and highway shoulders are very narrow.

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	60% Passable	40% 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
47.7	% 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 expressed in improvements to shoulders, inslopes, guardrail, flexible guideposts and reflective pavement markings.
- Desire for beautification in Vader, specifically on the south side of the street.
- Interest in maintaining the corridor in its current configurations.

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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Structures	<i>WSDOT has identified one Structures action in the next six years encompassing 3% 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.

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