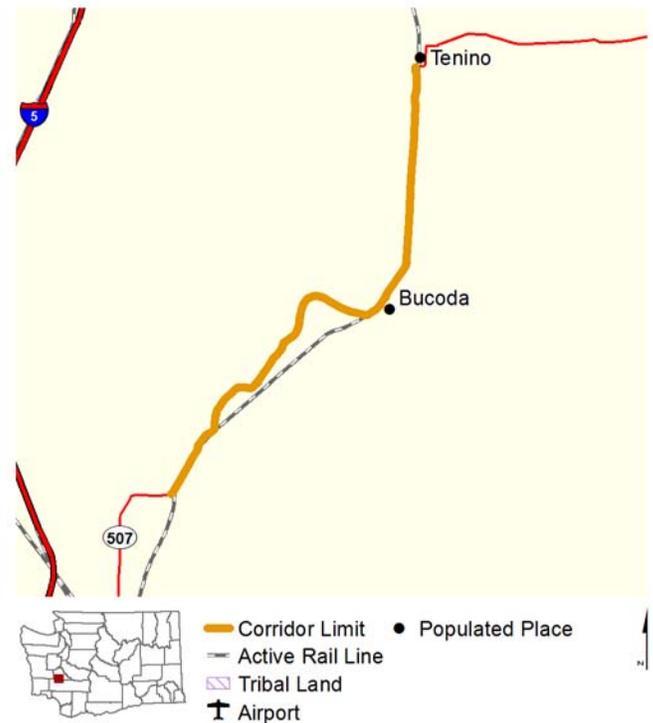


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 507: Big Hanaford Rd to Old Hwy 99

This nine-mile long north-south corridor is located in western Washington, directly south of Tenino. The corridor travels between the city of Tenino and Old Highway 99, located on the outskirts of the city of Centralia. The corridor passes through the town of Bucoda which is located midway between Tenino and Centralia. The corridor is rural in character with suburban uses intermixed. Land use in Tenino include residential, commercial, and industrial. Land use in Bucoda is mostly residential laid out in a grid-like fashion and land uses in Centralia consists of single-family residences, heavy industry, and Schaeffer County Park. Other land uses along the corridor are agriculture, commercial, and undeveloped area. Between Centralia and Bucoda, the corridor parallels the Skookumchuck River while the entire corridor parallels the BNSF Railway. One airport, Chehalis Centralia, is located to the southwest of the corridor. Topography of the corridor is primarily level.



Current Function

State Route 507 is a state highway that extends through the counties of Lewis, Thurston, and Pierce stretching between Interstate 5 in Centralia to the south and SR 7 in Spanaway to the north. This corridor is primarily a rural commuter and recreation route. Corridor users include nearby residents and recreational travelers accessing Schaeffer County Park, Bucoda Volunteer Park, Oregon Trail Days, the annual tree lighting ceremony in Tenino, and Scary-Nights, a haunted house attraction in Bucoda. The corridor also assists in the movement of freight. In addition to connecting with Old Hwy 99, the corridor also provides a connection to I-5. Rural and Tribal Transportation Transit provides fixed route service in Tenino. The Thurston County Rails To Trails, Yelm-Tenino Trail, a shared use facility, is located in Tenino while shoulder use for bicyclists and pedestrians is permitted. The entire 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

This corridor is a two-lane, undivided highway. The annual average daily traffic on this corridor is highest in Tenino and lowest near the corridor's intersection with Big Hanaford Road.

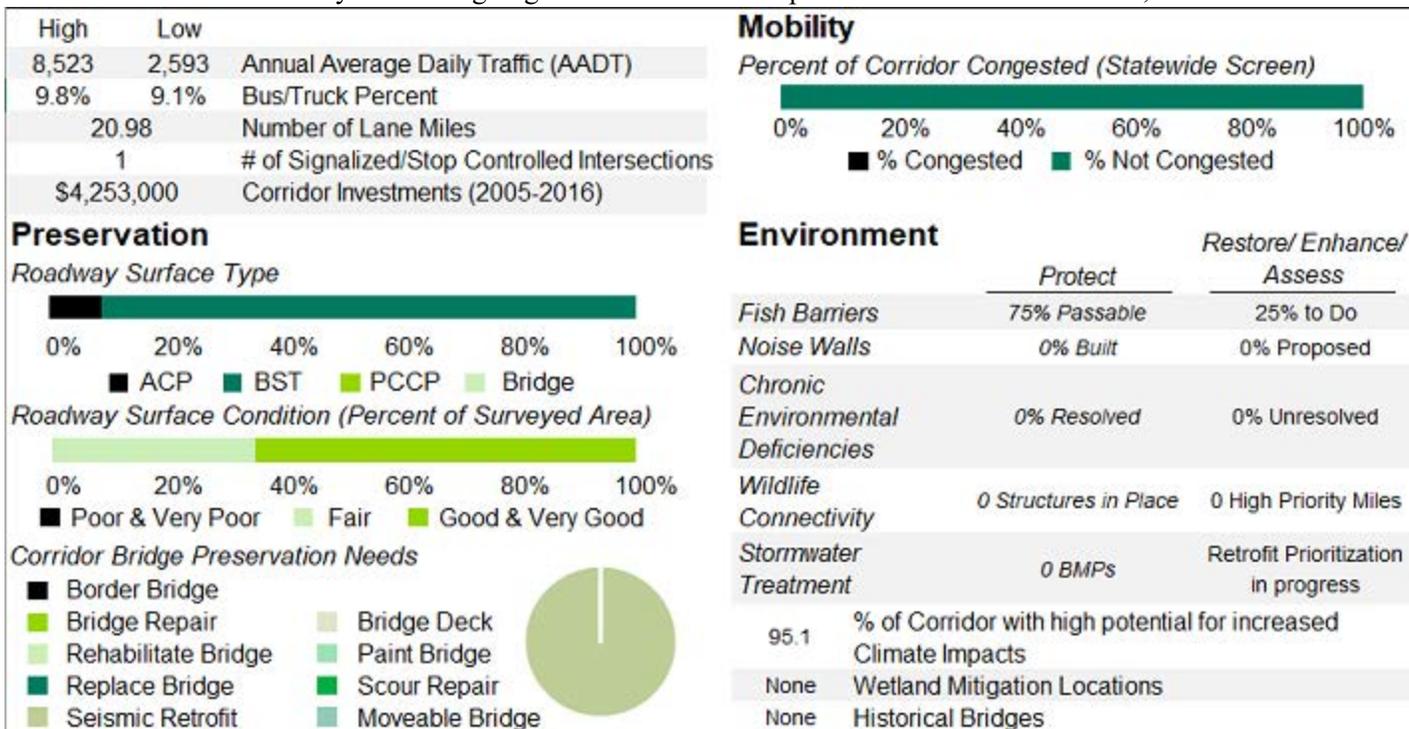
What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- The corridor works well as a detour when I-5 is congested.

What needs to change?

- The corridor has one bridge preservation need for seismic retrofits.
- Fish passage barriers are present on the corridor.
- The corridor has a moderate rating for climate vulnerability impacts due to flooding and wind blowing down trees.

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



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 extending the Yelm to Tenino separated shared-use trail further south and west.
- The height restricted railroad bridge in Tenino causes truck diversion to Crowder Road SE, which is a county road paralleling SR 507. Tenino would like to keep trucks on SR 507 mainline.
- Bucoda is concerned with access issues into town at the BNSF Railroad crossing. More than 40 trains per day tend to block W 6th Street into and out of Bucoda. This is a concern, especially for access to emergency services since 6th Street is the only entrance/exit into town. This crossing was part of the prioritized list created in the Joint Transportation Committee's Prioritization of Prominent Road-Rail Conflicts in Washington State report.

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, pavement repair, and rest areas.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 100% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 91% 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:

Dennis Engel

Olympic Region Planning Office

Planning Manager

360-357-2651

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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.

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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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.

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