

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 4/SR 409: US 101 Jct to SR 432 Jct (W Longview)*

This 59-mile long east-west corridor is located in southwest Washington and crosses through Pacific, Wahkiakum, and Cowlitz counties. The corridor runs between the US Route 101 junction northwest of Naselle and the State Route 432 junction west of Longview. Additionally, the corridor includes a four-mile long spur running north-south along SR 409 between the town of Cathlamet and the Oregon state border. This corridor passes the communities of Cathlamet, Naselle, Deep River, Rosburg, Grays River, Skamokawa Valley, Upper Elochoman, and Longview. The corridor's character is primarily rural. The corridor is lightly populated with the exception of the small communities it passes through where there are slightly more business and residential land use activities. The corridor travels through a mix of forests, meadows, flood plains and wetlands. Much of the route hugs the north shore of the Columbia River. While the river is located to the south, steep slopes dominate the north side of the right-of-way, effectively precluding any land uses in the immediate vicinity of the route.



**Current Function**

SR 4 is a state highway that is also known as the Ocean Beach Highway traveling east-west along the Columbia River and serving the southwest region of Washington. This corridor primarily functions as a freight and local rural access. This corridor provides a connection between the Port of Longview, the Longview/Kelso urban area, and several coastal communities. SR 4 provides direct service to the communities of Cathlamet, Rosburg, Grays River, Skamokawa, and Naselle, where it intersects with SR 401. The SR 409 corridor spur links the Puget Island (Wahkiakum County) Ferry through the town of Cathlamet to the corridor. In conjunction with the ferry, this route links the Wahkiakum County area to Westport and Clatskanie Oregon. Additionally, the corridor functions as a main street for the town of Cathlamet, providing local access for the community. Regional trip generators on the corridor include wildlife refuge areas coastal areas on or near the Long Beach Peninsula and parks that may attract recreational trips to the area.

**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

The portion of SR 4 is primarily a two-lane, undivided highway, occasionally transitioning to a three- and four-lane highway. SR 409 is a two-lane, undivided highway. The annual average daily traffic on this corridor is highest at the SR 4/SR 409 junction in Cathlamet and lowest at the SR 409/Oregon state line.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 99% of surveyed pavement on the corridor is in fair or better condition.
- There are many multimodal opportunities on the corridor such as bicycling and walking.

### What needs to change?

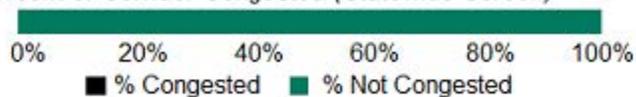
- 10 bridge preservation needs have been identified on the corridor.
- Fish passage barriers are present on the corridor.
- The corridor is rated high for climate vulnerability impacts.
- SR 4 is occasionally closed due to landslides.

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

High	Low	
5,273	1,225	Annual Average Daily Traffic (AADT)
18.7%	6.7%	Bus/Truck Percent
118.18		Number of Lane Miles
5		# of Signalized/Stop Controlled Intersections
\$25,692,000		Corridor Investments (2005-2016)

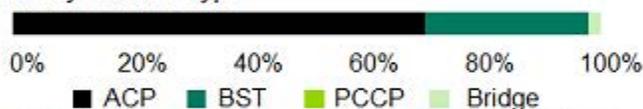
### Mobility

Percent of Corridor Congested (Statewide Screen)

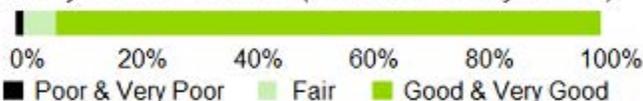


### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	54.4% Passable	45.6% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	12 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
85.2	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
3	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 interest in the continued maintenance of the Puget Island Bridge.
- Interest in viable mobility for all modes.
- Although there are usually no issues, during the summer and when there are major events at the coast, the highway is backed up with traffic.
- Drainage or slide issues have occasionally been a problem.
- Interest in a pedestrian/bicyclist bridge over SR 4 at Boege Road and Greenwood.
- More pullouts and passing lanes needed.
- Shoulders in some areas are narrow.
- This is a concern regarding bicyclist safety on the corridor.

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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 three Pavement actions in the next six years encompassing 70% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within this 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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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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