

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 508: I-5 Jct (Napavine) to SR 7 Jct (Morton)

This 33-mile long east-west corridor is located in western Washington midway between the cities of Olympia and Longview. The corridor runs between the Interstate 5 junction in Napavine and the intersection with State Route 7 in Morton. The corridor passes through the communities of Onalaska, Alpha, and Cinebar. The corridor is mostly rural in character as it travels through a mix of level and rolling terrain through each community. Land use is a patchwork of rural residential and open land. Within the population centers the corridor passes through, land uses include commercial uses and denser residential developments. As the corridor nears Morton, density increases and more government facilities, homes, and commercial buildings are present. The western portion of the route parallels the South Fork Newaukum River and crosses over it at two locations. The eastern portion parallels the Tilton River, crossing over it at three locations. Vegetation along the corridor is predominantly comprised of farmland and forestland.



Current Function

SR 508 is a state highway located in Lewis County, extending between Napavine to Morton. This route has been designated a Scenic and Recreational Highway and serves as the "main street" in Morton and Onalaska. The corridor provides connections for Strom Field in Morton and as an alternate route for US Route 12, I-5, and local roads. The corridor provides connections to the Centralia Amtrak station and two park and rides via I-5. Lewis County East-West Information Shuttle Mountain Highway Transit operates three round trips Monday through Friday from Chehalis and Centralia through Onalaska. Additionally, the Cowlitz Tribe provides dial-a-ride service to all residents within 20 miles of I-5 between Chehalis and Woodland. Sidewalks are intermittent and most areas do not have 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 508 is a two-lane, undivided, unsignalized highway. The annual average daily traffic on this corridor is highest at the junction with I-5 in Napavine and lowest west of Morton.

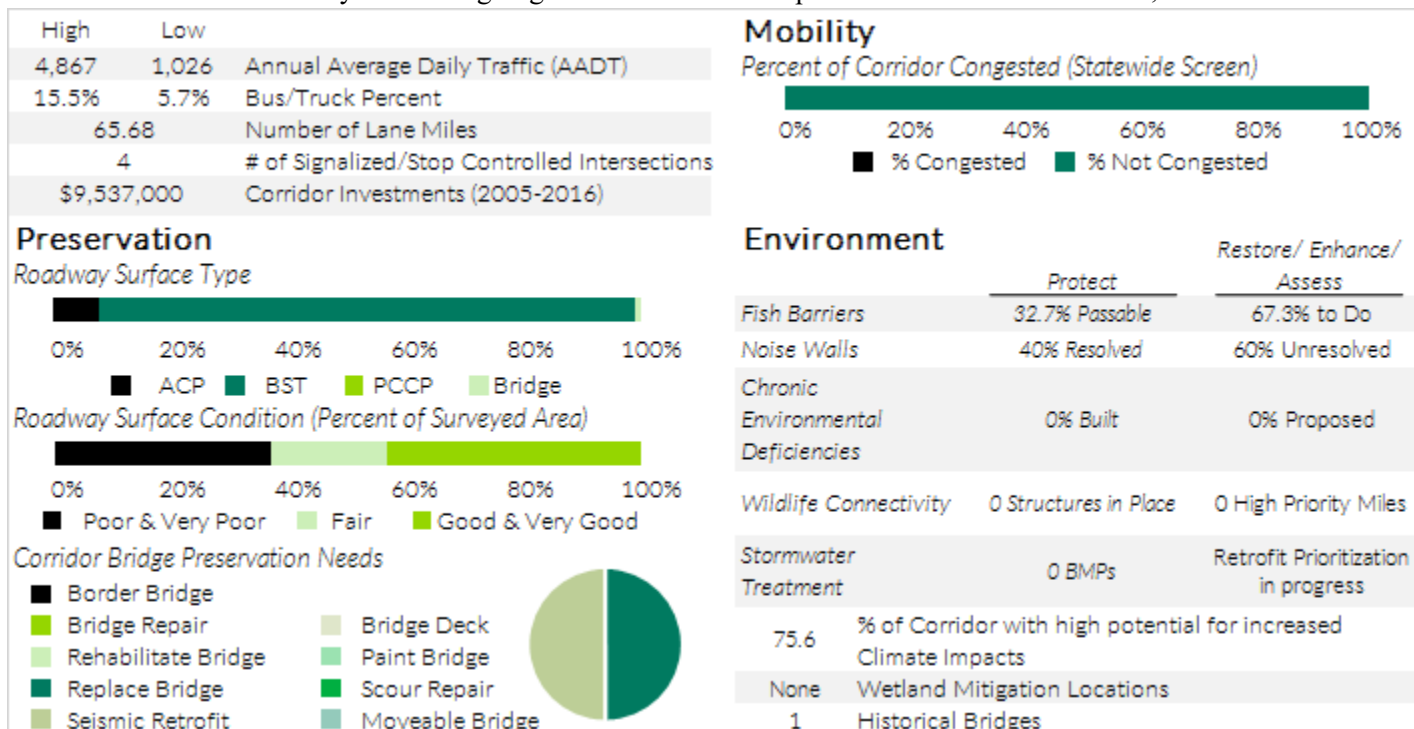
What's working well?

- The entire corridor performs above WSDOT's congestion threshold.

What needs to change?

- Roughly 37% of surveyed pavements are in poor to very poor condition.
- The corridor has two bridge preservation needs, one of which is for a seismic retrofit.
- There are fish passage barriers present on the corridor.
- The corridor has a combination climate change vulnerability rating.

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:

- Wetlands, osprey and eagle nesting sites should be protected.
- Interest in a complete sidewalk or walkway from downtown Morton to Gus Backstrom Park, as well as extending existing sidewalks to the west.
- Desire for improvements to shoulders, inslopes, guardrail, flexible guideposts and reflective pavement markings.
- Interest expressed in the replacement of several narrow bridges on the route.
- Concern over Tilton River encroaching into roadway prism in places.

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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Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i>
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Other Facilities	<i>WSDOT has identified two Other Facilities actions in the next six years at specific locations 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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