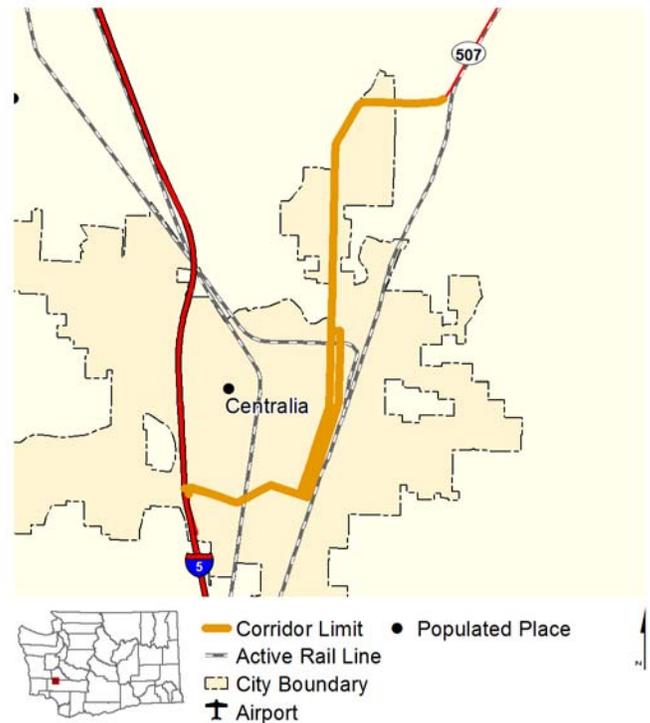


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 507: I-5 Jct (Centralia) to Big Hanaford Rd

This six-mile long north-south corridor is located almost entirely within the city of Centralia in western Washington. The corridor runs between the Interstate 5 interchange in Centralia and Big Hanaford Road. The corridor includes a 1.2-mile long couplet on Pearl Street and Tower Avenue. Most of the corridor is urban in character with minimal rural characteristics at the north end. Land uses within the rural area comprise of residential, open space, and farmland. Within Centralia, the corridor transitions from a central business district within downtown to dense residential near I-5. A portion of the route parallels the Skookumchuck River and crosses over at two locations near Big Hanaford Road and the downtown section of the city. Several parks are located near the corridor including Wagner Park, Seminary Hill Natural Area, and Schaeffer County Park. The Chehalis-Centralia Airport is located just south of the corridor at the I-5 junction. This corridor crosses three rail lines, including Tacoma Rail Mountain Division, Puget Sound and Pacific Railroad, and the BNSF Railway. The corridor's terrain is level throughout its entirety.



Current Function

State Route 507 is a state highway that passes through Lewis, Thurston, and Pierce counties, extending between I-5 and US Route 12, and SR 7 in Spanaway. This corridor serves as a city street as it passes through Centralia and a "main street" within the central business district of the city. Currently, the Amtrak station, east of the northbound SR 507 couplet, serves as a transit center for Twin Transit and L.E.W.I.S. Mountain Transit, which connects the Centralia locations to the SR 508 and US 12 communities with three weekday round trips. One park and ride lot is located at the corridors junction with I-5 and the route provides connections to other park and ride lots within the surrounding area. Sidewalks are present for a majority of the corridor within the neighborhood near I-5 and the downtown business district. Corridor sections that lack sidewalks also have narrow shoulders. Bicycle lanes are not present along the corridor. 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

At the junction with I-5, this section of SR 507 is primarily a two-lane facility, transitioning to include a two-lane couplet as it passes through downtown Centralia. Occasional turn lanes are present along the corridor. The annual average daily traffic on this corridor is highest near the I-5 junction and lowest near Big Hanaford Road.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 97% of surveyed pavement on the corridor is in fair or better condition.
- The entire corridor is rated low for climate vulnerability impacts.
- There are many multimodal opportunities on the corridor including transit centers, passenger rail, walking, and bicycling.

What needs to change?

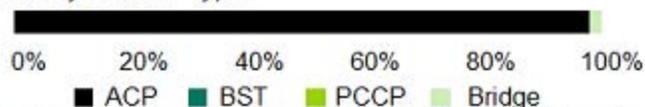
- There are no sidewalks north of the Skookumchuck Bridge and along other areas on the corridor.
- Many existing sidewalks are narrow and not ADA compliant.
- ADA ramps are missing or do not meet current standards along most of the corridor.

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

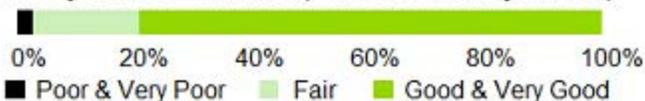
High	Low	
11,749	3,329	Annual Average Daily Traffic (AADT)
10.1%	2.9%	Bus/Truck Percent
12.7		Number of Lane Miles
15		# of Signalized/Stop Controlled Intersections
\$1,437,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

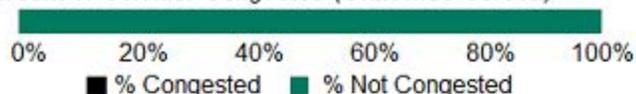


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% 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
Zero	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
1	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 in improvements to shoulders, inslopes, guardrail, flexible guideposts, and reflective pavement markings.
- Concern expressed over the Skookumchuck Bridge's width and pedestrian access. Currently large vehicles must stop to allow oncoming traffic to cross the bridge which causes delays in traffic.

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 two Pavement actions in the next six years encompassing 77% of the corridor.</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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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:

Michael Williams

Southwest Region Planning Office

Planning Manager

360-905-2082

william@wsdot.wa.gov

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.

Title VI Statement to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

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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