

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 411: SR 432 Jct (Longview) to I-5 Jct (Castle Rock)*

This 13-mile long north-south corridor is located in southwest Washington, near the Oregon border. The corridor runs between the State Route 432 junction in the city of Longview and the Interstate 5 junction in the city of Castle Rock. The corridor passes through Kelso, Longview, and Lexington. The corridor's character fluctuates throughout its length; within the cities of Castle Rock and Longview, the corridor is suburban/urban, outside of the two cities, the corridor transitions to suburban and rural. Land uses along the corridor also vary throughout the route's length and includes residential housing, commercial uses, undeveloped open space, some industrial facilities, and government buildings. Terrain is mostly level as the corridor runs adjacent to the west side of the Cowlitz River. Other notable water features include Log Pond and the Columbia River, both located at the southern terminus. The Kelso-Longview Airport is located at the southern end of the corridor. Numerous rail lines are present near the corridor that include BNSF and Columbia and Cowlitz.



**Current Function**

SR 411 is located in Cowlitz County, serves Longview, Kelso, and other communities and cities throughout the corridor, and connects with Interstate 5. This corridor functions to connect both Longview and Castle Rock, as well as to provide an alternative route for I-5. The corridor serves as a “main street” for Castle Rock. Some traffic generators on the route include the Castle Rock Fairgrounds, which is adjacent to the corridor, and the annual Seattle to Portland Bike Ride, attracting visitors. In addition to intersecting with SR 432 and I-5, this corridor connects with SR 4 in Longview. The Kelso Amtrak station is located east of the corridor in Kelso. RiverCities Transit provides service Monday through Saturday and dial-a-ride while Lower Columbia Community Action Program runs twice-daily Monday through Friday. Cowlitz Tribe also provides dial-a-ride service to all residents within 20 miles of I-5 between Chehalis and Woodland. There are two park and rides available near the corridor, one being in Kelso and the other in Castle Rock. Sidewalks are intermittent and there are no designated bike lanes.

**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 411 is generally a two-lane, undivided highway with occasional transitions to three and four lanes to accommodate turn lanes. The annual average daily traffic on this corridor is highest near its junction with SR 4 and lowest north of West Side Highway.

### What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Roughly 90% of surveyed pavement on the corridor is in fair or better condition.
- There are many multimodal opportunities on the corridor.

### What needs to change?

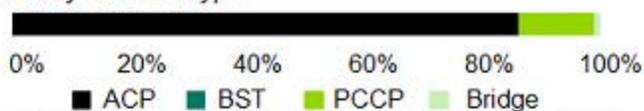
- The corridor has three bridge preservation needs, one of which is for a seismic retrofit.
- The corridor is rated high for climate vulnerability impacts, due to slide and flooding issues along the Cowlitz River.
- The corridor is occasionally closed due to landslides.
- Fish passage barriers are present on the corridor.

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

High	Low	
15,095	3,446	Annual Average Daily Traffic (AADT)
11.0%	3.2%	Bus/Truck Percent
27.17		Number of Lane Miles
11		# of Signalized/Stop Controlled Intersections
\$684,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

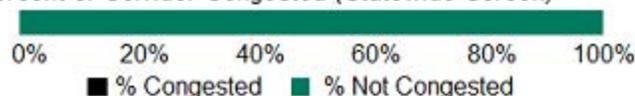


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	75% Passable	25% 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
100.0	% 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:

- A desire for sidewalks in Longview between Tennant Way and Hudson Street.
- Interest in bike lanes on the Cowlitz River Bridge and south of Lincoln Street.
- The hillside west of the corridor, along the Cowlitz River, drains across the highway causing persistent drainage issues throughout 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, pavement repair, and rest areas.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 88% of the 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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