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:

**I-5: I-205 Jct (Salmon Creek) to Thurston Co Line**

This 78-mile long north-south corridor is located in Clark, Cowlitz, and Lewis counties. The corridor runs between the Interstate 205 interchange in Salmon Creek, just north of Vancouver, and the Thurston County line, just north of Centralia. The corridor passes through the communities of Vancouver, Ridgefield, La Center, Woodland, Kalama, Longview, Kelso, Castle Rock, Napavine, Chehalis, and Centralia. The corridor’s character transitions throughout its length. Within the cities of Longview, Kelso, Chehalis, and Centralia, the corridor’s character is urban with residential, commercial, and some industrial uses present. In between the cities, the character is rural and the primary land uses includes agriculture and undeveloped land, accounting for the majority of the corridor’s character and land use. To the west of the corridor, across from La Center, is the Cowlitz Indian Tribe and Reservation. This corridor travels through rolling terrain passing by woods and farmland.

**Current Function**

I-5 is the major north-south route along the U.S. west coast connecting most major cities between Canada and Mexico. This segment of I-5 is the primary transportation facility between the Puget Sound region and the Portland/Vancouver metropolitan area. The corridor functions as a principle freight arterial, moving regional and international cargo. The corridor also functions as a commuter and recreational route providing access to nearby cities and outdoor facilities, such as Mount St Helens, the Cowlitz River, the Gifford Pinchot National Forest, and several other national and state parks which can be accessed from this corridor off of US Route 12. The corridor intersects with State Route 6, SR 508, SR 422, SR 502, SR 411, SR 507, SR 432, and US 12. The corridor provides access to multiple airports, freight distribution centers, warehouses, and the Port of Vancouver. Other modes of transportation present on the corridor include public transit, walking, and cycling. BNSF and Union Pacific freight railroads as well as Amtrak passenger trains share a nearby parallel railroad.

**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 segment of I-5 is a divided, unsignalized highway with a variable number of lanes. From Salmon Creek to Castle Rock, the corridor is usually six lanes, becoming four lanes north of Castle Rock. It expands again to six lanes south of Chehalis and there are often acceleration and deceleration lanes throughout the corridor. The annual average daily traffic on this corridor is highest at the I-205 junction in Salmon Creek and lowest at the SR 506/Toledo Vader Road interchange.

What's working well?

- Approximately 99% of surveyed pavements on the corridor are in fair or better condition.
- Over 99% of the corridor operates above WSDOT’s congestion threshold. Future growth along the corridor will affect congestion.
- There is freight rail service with six stations along the corridor.
- There are six park and ride lots and six electric vehicle charging stations on the corridor.
- There are 47 bridge preservation needs on the corridor, including 39 seismic retrofits.
- Corridor portions have a high climate change vulnerability rating, mainly near Chehalis-Centralia.
- The corridor has experienced extreme weather closures linked to flooding and landslides.
- There are multiple fish passage barriers on the corridor.

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

What needs to change?

- There are 47 bridge preservation needs on the corridor, including 39 seismic retrofits.
- Corridor portions have a high climate change vulnerability rating, mainly near Chehalis-Centralia.
- The corridor has experienced extreme weather closures linked to flooding and landslides.
- There are multiple fish passage barriers on the corridor.

WSDOT collected feedback from agency partners. Key themes included:

- Multiple partners have expressed the desire to see additional interchanges on the corridor’s northern Lewis County segment.
- Concerns about a lack of alternative parallel routes for when the corridor is closed, particularly between Woodland and Kalama.
- Partners would like improvements made to local street networks in order to remove local traffic from the corridor.
- Emphasis on increasing pedestrian, cyclist, and motorized mobility across the corridor’s overpasses.
- A desire to explore capacity expansion and layout changes to the corridor’s interchanges, including NE 179th and NE 134th/139th Streets in Brush Prairie, Oak Street and East Frontage Road in Kalama, and the SR 506 and SR 501 junctions.

What we heard from our partners

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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.

<table>
<thead>
<tr>
<th>Policy Goals / Strategies</th>
<th>Description and Near-Term Actions</th>
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</thead>
<tbody>
<tr>
<td>Economic Vitality</td>
<td></td>
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<tr>
<td>Under Development</td>
<td><strong>WSDOT</strong> will continue to work with partners in developing strategies to address economic vitality.</td>
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<td></td>
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<tr>
<td>Environment</td>
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<tr>
<td>Protect and Maintain</td>
<td><strong>Protect and maintain existing assets that provide environmental function (these include WSDOT’s mitigation sites, storm water systems, fish passable culverts).</strong></td>
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<tr>
<td>Enhance or Restore</td>
<td><strong>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</strong></td>
</tr>
<tr>
<td>Fish Barrier Retrofit</td>
<td><strong>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>.</strong></td>
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<td></td>
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<tr>
<td>Mobility</td>
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<tr>
<td>Assessment</td>
<td><strong>Further information about the proposed strategies can be found attached at the end of this document.</strong></td>
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<tr>
<td>Preservation</td>
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<tr>
<td>Maintenance</td>
<td><strong>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.</strong></td>
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<tr>
<td>Pavement</td>
<td><strong>WSDOT has identified three Pavement actions in the next six years encompassing 100% of the corridor.</strong></td>
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<tr>
<td>Structures</td>
<td><strong>WSDOT has identified nine Structures actions in the next six years encompassing 12% of the corridor.</strong></td>
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<tr>
<td>Other Facilities</td>
<td><strong>WSDOT has identified eight Other Facilities actions in the next six years encompassing 35% of the corridor.</strong></td>
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<tr>
<td>Stewardship</td>
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<tr>
<td>Planning</td>
<td><strong>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.</strong></td>
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</tbody>
</table>
For more information

To find out more information about this corridor or how to get involved, please contact:

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Planning Manager
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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.

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