

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 501: Ridgefield (N. Main St) to I-5 Jct

This three-mile long east-west corridor is located in the southwest corner of Washington near the Oregon border. The corridor runs between North Main Street in the city of Ridgefield and the Interstate 5 junction. The corridor travels through rolling terrain and is generally rural in character, primarily with residential land uses. There are commercial establishments in downtown Ridgefield, as well as highway commercial and industrial development near I-5. Near the I-5 interchange, major commercial development has begun to occur. There are concentrations of farmland near the I-5 interchange. Directly west of the corridor is the Ridgefield Wildlife Refuge and Columbia River. The Port of Ridgefield is located northwest of the corridor. Lake River is located at the west endpoint of the corridor. The route is also perpendicular to the BNSF Railway within Ridgefield. Vegetation along the corridor is comprised of farmland, manicured landscaping, and tree-filled sections.



Current Function

State Route 501 serves as a key link between Ridgefield National Wildlife Refuge and I-5. The corridor is primarily used by residential users who live off of the corridor. Other corridor users include recreational users, who use the route to access the Ridgefield National Wildlife Refuge and recreational events, such as the 4th of July Parade in downtown Ridgefield and the BirdFest and Bluegrass during the first weekend of October. Although small local rail facilities exist, the BNSF rail line is available to the Port of Ridgefield. C-TRAN provides "Connector" bus service in this area. The Ridgefield Park and Ride Lot is located near the I-5 interchange at the corridor's eastern terminus. Central Ridgefield has consistent sidewalks while the rest of the corridor has intermittent sidewalks. Bicyclists and pedestrians may use corridor shoulders.

Future Function

Based on the projected population, land use, and economic trends, the future function of the demand on this corridor is expected to change. Residential growth in this portion of the city of Ridgefield will increase traffic on this segment.

Highlights and Performance

This section of SR 501 is primarily a two-lane, undivided highway with two left turn only lanes, occasional right turn only lanes, and one right in, right out lane. Near the I-5 interchange, the route is a four-lane, divided highway and two roundabouts are present. The annual average daily traffic on this corridor is highest at the endpoint near I-5 and lowest at the endpoint in Ridgefield.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- This corridor provides multimodal access to users including passenger cars, freight, rail, walking, and biking.

What needs to change?

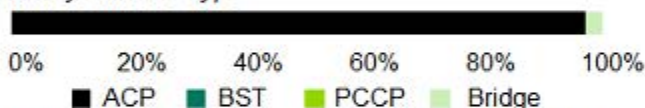
- Roughly 28% of surveyed pavements on the corridor are in poor to very poor condition.
- Mudslides and slope failures have closed this route in the past.
- Fish passage barriers are present on the corridor.
- The corridor is rated moderate for climate vulnerability impacts.

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

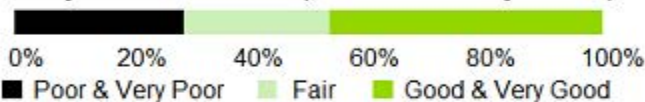
High	Low	
15,032	2,955	Annual Average Daily Traffic (AADT)
6.0%	2.6%	Bus/Truck Percent
6.53		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$9,326,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

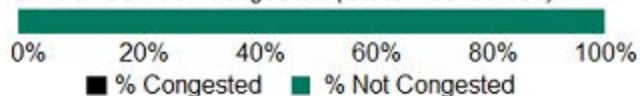


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% 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	8 BMPs	Retrofit Prioritization in progress
	100.0	% of Corridor with high potential for increased Climate Impacts
	2	Wetland Mitigation Locations
	None	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:

- Slope stability concerns.
- There are intersection issues which are projected to become worse with growth.

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, pavement repair, and rest areas.</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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