

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:

### US 101: Cosmopolis to Hoquiam

This 15-mile long north-south corridor is located near Grays Harbor at the southern end of the Olympic Peninsula. The corridor runs from Cosmopolis, through Aberdeen, encompassing the city of Hoquiam, until reaching its northern end point. The corridor includes two couplets, the four-mile 101 Couplet in Aberdeen and the .13-mile 101 Heron Street Couplet. The corridor is primarily urban in character and has a “main street” feel for most of its length, with substantial residential development and commercial stores throughout. There are also multiple small parks located along or near the corridor. Additionally, there is a significant amount of industrial land uses near the corridor, with multiple logging, industrial, and manufacturing facilities. The corridor crosses the mouth of the Chehalis River in Aberdeen and the smaller Hoquiam River in Hoquiam. Most notably, the Port of Grays Harbor lies southwest of the corridor. Outside of the urban areas, particularly at the northern end of the corridor, the landscape is generally rural in character with open space and some industrial and residential uses. Terrain is generally flat along this portion of US Route 101.



### Current Function

US 101 is a major north-south route connecting communities along the west coast of the United States between Olympia and Los Angeles, California and is an alternate route to Interstate 5. This section of US 101 serves predominately as a key regional travel corridor that links the urban areas of Cosmopolis, Aberdeen, and Hoquiam, and serves as the main freight connector to the Port of Grays Harbor. A primary function of the corridor is the movement of industrial and manufactured materials and goods. The route is part of the Washington Coastal Corridor that provides a gateway to the natural, recreational, and scenic resources in the Olympic Peninsula, attracting high volumes of weekend and seasonal traffic. The corridor intersects with State Route 105, US 12, and SR 109. There are two transit centers near the corridor, one in Aberdeen and the other in Hoquiam. Other modes of transportation on the corridor include walking and bicycling along the shoulder, rail facilities for the Puget Sound and Pacific Rail, and aviation with the Port of Grays Harbor Bowerman Field.

### 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

The number of lanes on this section of US 101 varies. On the western end of the corridor, US 101 is a two-lane, undivided highway. There are signalized intersections that often include a passing and center turn lane. Through Cosmopolis there are two to three lanes. In Aberdeen and Hoquiam, the corridor separates into two couplets. The annual average daily traffic on this corridor is highest at the Simpson Avenue Bridge and lowest at the Blue Slough Road intersection in Cosmopolis.

### What's working well?

- Over 99% of the corridor does not experience significant congestion on a regular basis.
- Approximately 98% of surveyed pavements on the corridor are in fair or better condition.
- Freight traffic can utilize multiple modes on the corridor, including marine, railroad, and highway.
- Two transit services are available on the corridor along with extensive paratransit service.

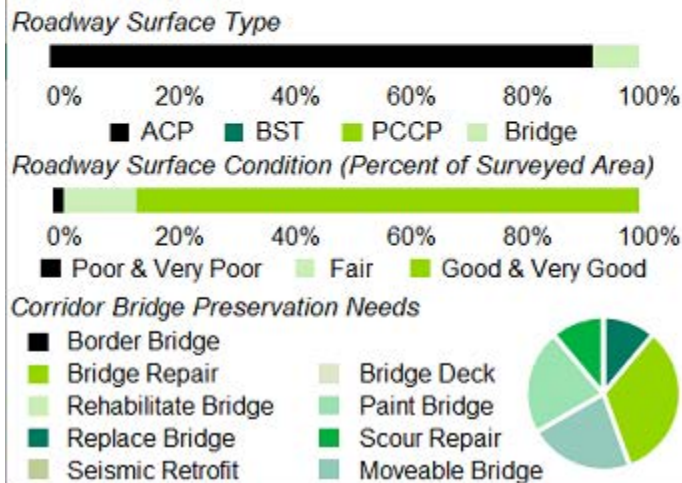
### What needs to change?

- There are nine bridge preservation needs along the corridor, including three bridge repairs.
- The corridor has a medium climate change vulnerability rating due to rising sea levels.
- Available transit services currently exclude the city of Cosmopolis from their routes.
- Fish passage barriers are present on the corridor.

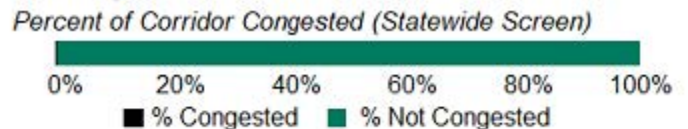
WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

| High         | Low   |   |
|--------------|-------|---|
| 13,644       | 2,922 | Annual Average Daily Traffic (AADT)           |
| 19.9%        | 5.8%  | Bus/Truck Percent                             |
| 38.01        |       | Number of Lane Miles                          |
| 38           |       | # of Signalized/Stop Controlled Intersections |
| \$40,366,000 |       | Corridor Investments (2005-2016)              |

### Preservation



### Mobility



### Environment

|                                    | Protect   | Restore/ Enhance/ Assess            |
|------------------------------------|---|-------------------------------------|
| Fish Barriers                      | 33.3% Passable  | 66.7% to Do                         |
| Noise Walls                        | 0% Built  | 0% Proposed                         |
| Chronic Environmental Deficiencies | 0% Resolved   | 0% Unresolved                       |
| Wildlife Connectivity              | 0 Structures in Place   | 1 High Priority Miles               |
| Stormwater Treatment               | 0 BMPs  | Retrofit Prioritization in progress |
| 59.2                               | % of Corridor with high potential for increased Climate Impacts |                                     |
| None                               | Wetland Mitigation Locations                                    |                                     |
| 3                                  | 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 to see the urban portion of the route separate freight and tourist traffic with a new alternate truck route bypass (See US 101 Regional Circulation Project Final Report, dated January 2007).
- Cosmopolis expressed concern over the stability of roadside slopes at MP 78.9 due to frequent mudslides.
- Concern about the current state of the many bridges along the corridor with emphasis on those in Hoquiam and Aberdeen.
- The corridor experiences congestion due to tourism at many different points in the year, including national holidays, local festivals, summer, and weekends.
- The cities would like to see operational changes made to increase mobility (includes sidewalks, channelization, and intelligent transportation systems per US 101 Regional Circulation Project Final Report, dated January 2007).
- Intersection control (roundabout or signal with revised channelization) and wayfinding signage at/near the US 101/SR 109 Intersection.

## 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> |
|-------------------|---|

#### 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> |
|----------------------|--|

|                    |   |
|--------------------|---|
| 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> |
|-----------------------|--|

#### Mobility

|            |   |
|------------|---|
| Assessment | <i>Further information about the proposed strategies can be found attached at the end of this document.</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 vegetation control.</i> |
|-------------|---|

|          |  |
|----------|--|
| Pavement | <i>WSDOT has identified two Pavement actions in the next six years encompassing 98% of the corridor.</i> |
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|            |  |
|------------|--|
| Structures | <i>WSDOT has identified four Structures actions in the next six years encompassing 8% of the corridor.</i> |
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#### Safety

|            |  |
|------------|--|
| Investment | <i>WSDOT has identified one Safety Investment action in the next six years encompassing 27% of the 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> |
|----------|---|

US 101 is a freight, tourist, and recreational route. It also serves as a “main street” for Hoquiam and is the main freight connection to the Port of Grays Harbor. This segment of US 101 Washington Coastal Corridor with access to the SR 109 Hidden Coast Scenic Byway provides a gateway to the natural, recreational and scenic resources of the Olympic Peninsula generating a high amount of weekend and seasonal recreational traffic while meeting the needs of daily commuters.

There were 15 hours of weekday and weekend congestion in the southbound direction between the two existing signals in 2015. The southbound direction only stops at the SR 109 signal.

### Mobility Strategies:

#### Operational Improvements

- Restripe US 101 to create double left turn from US 101 northbound to SR 109 northbound with or without a right turn pocket on US 101 southbound at the SR 109 intersection to improve efficiency.

#### Further Study

- Evaluate options for US 101/SR 109 intersection to improve intersection efficiency.

### Corridor Segment Characteristics

- US 101 in this Hoquiam segment is a 30 mph three lane facility (with two lanes southbound and one lane northbound) in level terrain and sidewalk on both sides.
- The US 101/SR 109 intersection is a “gateway” to the Pacific Ocean beaches.
- The Freight and Goods Transportation designation was T-3 with 3,410,000 in annual tonnage and 810 daily trucks (14.5%) in 2015.
- The annual average daily traffic before SR 109 in this segment was 15,000 in 2016.

### Contributing Factors

- There are two existing signal systems within this segment which reduce mainline capacity. The couplet signal reduces capacity in the northbound direction.
- Typically, when 300 or more vehicles per hour are turning, double left turn storage should be considered. In a prior 2011 traffic analysis forecast there was 307 turning left onto SR 109 from US 101 in the AM and 553 in the PM. The prior analysis indicated the existing signals could continue to work well together in coordination up to 2030 with the exception of summer peak, recreational peak (low tide for clamming), and holiday peak periods.



## For more information

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

### Dennis Engel

Olympic Region Planning Office

Planning Manager

360-357-2651

[engeld@wsdot.wa.gov](mailto:engeld@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.

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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.

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