

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 109/SR 115: SR 101 Jct (Hoquiam) to Quinault Indian Reservation & Ocean Shores

This 45-mile long corridor is located along the west coast of Washington state, along both Grays Harbor and the Pacific Ocean. The corridor runs between Hoquiam and the Village of Taholah on the Quinault Indian Reservation. The corridor has a .15-mile couplet, a 1.8-mile spur on State Route 109, and a 2.3-mile long section of SR 115, which runs parallel with the Pacific Ocean and North Bay near Ocean Shores. The SR 109 Spur and couplet are both located within Hoquiam. The majority of the corridor is rural in character with land use consisting of open space between communities and residential and commercial within developed areas. Terrain on the SR 109 section is rolling as it travels through the heavily forested area along the corridor, whereas SR 115's terrain is primarily level in contrast. Other bodies of water the route passes or crosses include Lang Lake and Moclips and Copalis rivers, as well as several other creeks. Three airports are located near the corridor, Bowerman Field in Hoquiam, Ocean Shores Municipal in Ocean Shores, and Copalis State in Copalis Beach.



Current Function

SR 109 is a state highway located in Grays Harbor County running between Hoquiam and the Quinault Indian Reservation. SR 115 is a short state highway which serves the city of Ocean Shores in Grays Harbor County. This corridor is a scenic byway and is considered a travel destination of regional significance. It serves multiple functions, primarily as a lifeline between the southwest corner of the Quinault Indian Reservation and the cities on Grays Harbor and Ocean Shores. It also serves as a tsunami evacuation route along the Pacific Coast. These routes experience seasonal fluctuation in travel demand with peaks in the summer for recreation sites such as Ocean Shores, Quinault Beach Resort and Casino, state parks, and campgrounds. SR 109 also provides access to the Grays Harbor National Wildlife Refuge in the Bowerman Basin. Grays Harbor Transit provides service to Ocean Shores and Pacific Beaches. Two park and rides are located along the route, one in Hoquiam and one in Ocean Shores. This corridor sees significant bicyclist use during the summer months. Sidewalk facilities are intermittent along the route.

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 115, SR 109, and the SR 109 Spur are all two-way, two-lane, undivided, and largely unsignalized highways. The corridor also includes the two-lane SR 109 eastbound couplet in Hoquiam. The highways included on this corridor expand to include either slow vehicle turnouts or left turn lanes. The corridor's only signalization is on mainline SR 109 in Hoquiam. The annual average daily traffic on this corridor is highest at the SR 115/Damon Road intersection and lowest at the SR 109 mainline/Spur junction.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- All surveyed pavements on the corridor are in fair or better condition.
- There are multiple fixed-route transit services available for passengers on the corridor.
- There are no habitat connectivity sites on the corridor.

What needs to change?

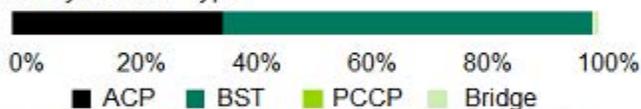
- One bridge on the corridor requires painting for preservation.
- There are no dedicated pedestrian or bicyclist facilities on the corridor.
- The corridor has a medium climate change vulnerability rating for landslides and storm surges.
- There are multiple fish passage barriers on the corridor.

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

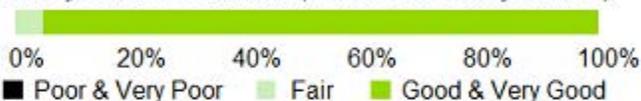
High	Low	
8,263	346	Annual Average Daily Traffic (AADT)
27.7%	3.2%	Bus/Truck Percent
89.44		Number of Lane Miles
9		# of Signalized/Stop Controlled Intersections
\$5,538,000		Corridor Investments (2005-2016)

Preservation

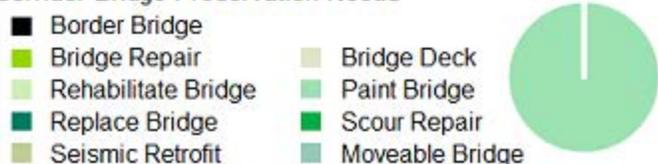
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

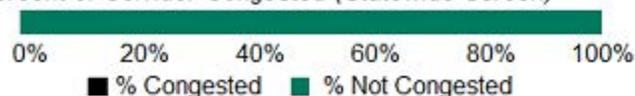


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	47.1% Passable	52.9% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	2 Structures in Place	2 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
83.0	% of Corridor with high potential for increased Climate Impacts	
1	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:

- Partners would like to see pedestrian and bicyclist facilities extended to connect the corridor's beach communities.
- A desire to improve tourist wayfinding signage and also explore ways to reduce the conflict between tourist and freight traffic on the corridor, possibly by adding passing lanes or changing the layout of intersections.
- Concerns about the corridor's high traffic volumes and resulting congestion on summer weekends and holidays, particularly the Fourth of July.
- One partner would like to address the failing geotubes at Ocean Shores, which results in erosion and flooding.
- Emphasis on future residential and commercial development on the corridor at Ocean Shores and the Quinault Indian Reservation.
- Intersection control improvements at key intersections serving beach communities is a concern. The Quinault Transportation Plan referenced intersection control, when warranted, at the SR 109/SR 115 intersection.
- Formalize SR 109 as a National Scenic Byway.

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 vegetation control.</i>
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Pavement	<i>WSDOT has identified five Pavement actions in the next six years encompassing 100% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within 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.

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