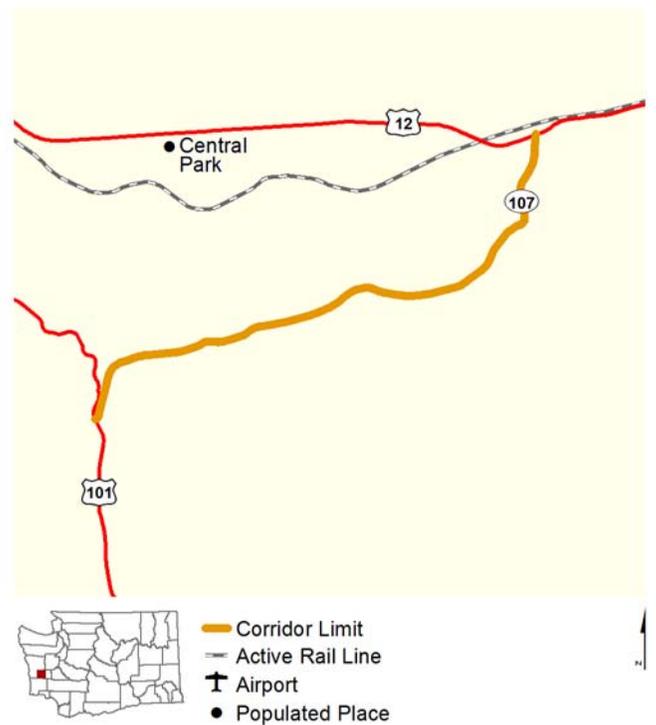


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

SR 107: US 101 Jct to US 12 Jct (Montesano)

This eight-mile long east-west corridor is located in Grays Harbor County, east of Aberdeen and Hoquiam. This corridor runs between the US Route 101 junction southeast of Cosmopolis and the US 12 junction in the city of Montesano, passing through the community of Melbourne. The corridor's character is heavily rural with large-lot single-family homes dotting the length of the route. The primary land use along the corridor is undeveloped, forestland, and a series of sloughs and wetlands. There are industrial uses in and near Montesano. The corridor follows the Chehalis River, which empties west into Grays Harbor, as well as the Blue Slough, Preachers Slough, Higgins Slough, and the Chehalis River Surge Plain Natural Area Preserve, all which are located north of the corridor. The corridor is within a valley and passes through rolling terrain. Vegetation on the corridor includes a heavy mix of conifers and deciduous trees.



Current Function

State Route 107 is a state highway serving Grays Harbor County between Cosmopolis and Montesano. This corridor primarily functions as a rural freight and commuter route. This corridor is an alternative for commuters and the intermodal transfer and shipment of freight and goods heading to destinations west and south of Cosmopolis. SR 107 is a primary route for transportation between the cities of Montesano and Cosmopolis and forms a direct link between US 101 and US 12. The route is designated as a Regionally Significant route. The land use along the corridor serves primarily residential homes with traffic passing through the community of Melbourne. The corridor functions as the primary on road regional bicyclist route to distant coastal communities. There is also a railroad spur immediately west of the corridor that serves Montesano's heavy commercial and industrial zoned land. Walking and bicycling is permitted on corridor shoulders, and there is a Department of Natural Resources gravel trail near Montesano for pedestrians.

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 corridor is a two-lane, undivided highway and provides direct access to residential areas. The annual average daily traffic on this corridor is highest at its junction with US 12 and lowest at its junction with US 101.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 94% of surveyed pavement on the corridor is in fair or better condition.
- The WSDOT gravel park and ride lot at US 101/SR 107 intersection is well used.
- SR 107 works well as an alternate route between Montesano and Aberdeen when there is an incident or congestion on US 12.

What needs to change?

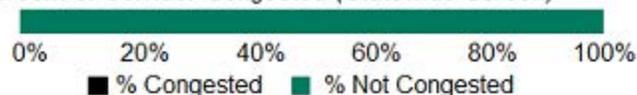
- Three bridge preservation needs have been identified on the corridor.
- Fish passage barriers are present on the corridor.
- A portion of the corridor has a medium rating for climate vulnerability impacts because of slides, channel migration, and critical bridge scour.
- The corridor experiences extreme weather closures.

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

High	Low	
5,481	3,385	Annual Average Daily Traffic (AADT)
14.4%	13.2%	Bus/Truck Percent
15.86		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$7,867,000		Corridor Investments (2005-2016)

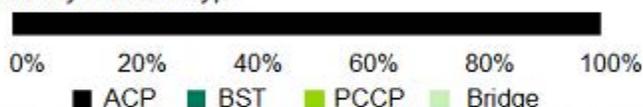
Mobility

Percent of Corridor Congested (Statewide Screen)

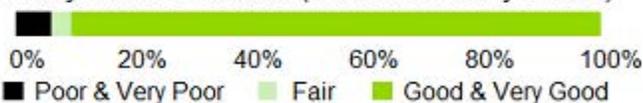


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	44.4% Passable	55.6% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	3 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
None	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:

- Traffic detours during the timber trestle bridge replacement project is a concern.
- Concern that Blue Slough Road is narrow and not suitable for commuter traffic.
- There is a missing trail link from Montesano to Preachers Slough Road. There is an existing ADA Riverside Fishing Trail located off Preachers Slough. Ultimately, connecting the existing DNR gravel trail near Montesano to Cosmopolis via a Blue Slough Rail-to-Trail project and into a larger regional trail system for non-motorized users is desirable.
- Desire by Grays Harbor County to evaluate a westbound passing lane and slow vehicle turn out based upon a prior SR 107 & SR 101 Route Development Plan, dated October 1997.

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 one Pavement action in the next six years encompassing 86% of the corridor.</i>
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Structures	<i>WSDOT has identified three Structures actions in the next six years encompassing 10% 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>
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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

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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Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

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