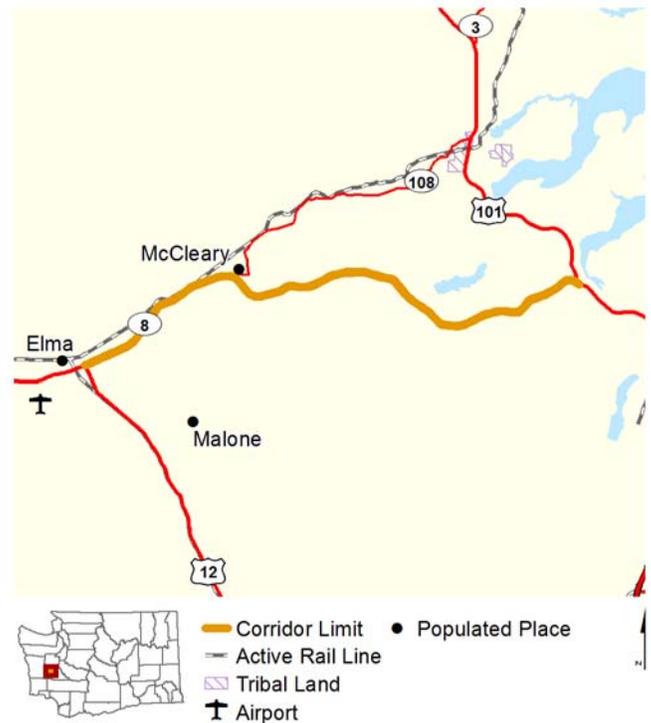


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 8: US 12 Jct (Elma) to US 101 Jct

This 21-mile long east-west corridor is located in Grays Harbor and Thurston counties in western Washington. The corridor travels between the US Route 12 junction in the city of Elma and the US 101 junction, northwest of Olympia. The corridor passes through the city of McCleary and the communities of Garden City and Rayville. The corridor is primarily rural in character as it travels level terrain. Land use along the corridor consists of residential, agriculture, commercial, and forestland. Within the city of Elma there is an industrial district located near the US 12/State Route 8 interchange. Camp Thunderbird and Elma Recreational Vehicle Park are also located along the corridor. The corridor encounters multiple creeks including Cloquallum, Mox Chehalis, and Wildcat. Summit Lake is located near the eastern terminus, as is Eld Inlet. Between Elma and McCleary, the corridor parallels the Puget Sound and Pacific Railroad. One airport, Elma Municipal, is located in Elma.



Current Function

SR 8 is a state highway that extends between Grays Harbor and Thurston counties. This corridor is a major recreation, freight, and commuter corridor for traffic moving east-west on the route, between Interstate 5 in the Olympia/Tumwater vicinity and the Aberdeen/Hoquiam vicinity, connecting with the Olympic Peninsula, Pacific Coast, and the Port of Grays Harbor. Recreational attractions such as beaches on the coast and Olympic National Park on the Olympic Peninsula draw travelers from around the region. Seasonal events, such as razor clam digs on the coast, have a particularly large draw. Attractions directly on the corridor include Grays Harbor County Fairgrounds, Grays Harbor Raceway, Elma Paintball, Capital Forest, Camp Thunderbird, and Straddleline Recreational Vehicle Park. Commuters traveling from their homes in residential areas along the corridor to employment centers are also a major user group. Grays Harbor Transit provides service along the corridor and Squaxin Transit stops in McCleary to connect with Grays Harbor Transit. Pedestrians and bicyclists are able to use corridor shoulders 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 8 is a four-lane divided multilane highway. It is a partially controlled limited access highway with full control at interchanges and interchange ramps. The annual average daily traffic on this corridor is highest at the US 101/SR 8 intersection and lowest near the US 12/SR 8 interchange.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 97% of surveyed pavements on the corridor are in fair or better condition.
- SR 8 is working well as a divided highway with at grade crossings due to low volumes.
- There are no flooding issues identified on the corridor.

What needs to change?

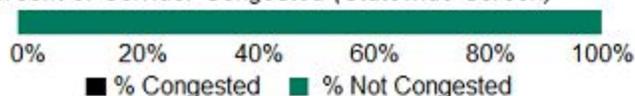
- The corridor has two bridge preservation needs for seismic retrofits.
- Fish passage barriers are present on the corridor.
- The corridor is rated as moderate for climate vulnerability due to bridge scour at Wildcat Creek and debris flow at Kennedy Creek.

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

High	Low	
17,963	16,740	Annual Average Daily Traffic (AADT)
9.1%	6.5%	Bus/Truck Percent
82.68		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$21,731,000		Corridor Investments (2005-2016)

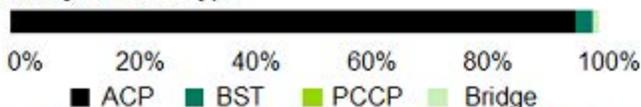
Mobility

Percent of Corridor Congested (Statewide Screen)

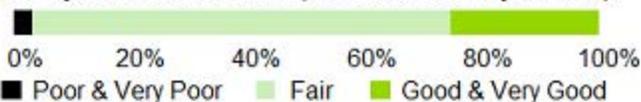


Preservation

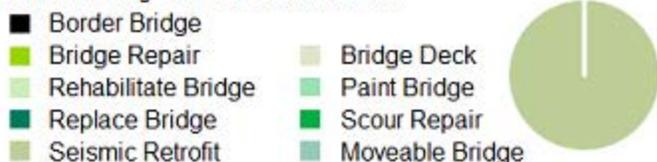
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	16.7% Passable	83.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	50% Resolved	50% Unresolved
Wildlife Connectivity	0 Structures in Place	9 High Priority Miles
Stormwater Treatment	8 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- Interest in putting a roundabout on Main Street in Elma.
- Interest in Grays Harbor Transit looking into providing express service.
- Signage for pedestrian traffic is wanted in the SR 8/US 12 interchange vicinity.
- Retain WSDOT right-of-way for future park and ride lots at public intersections for transit use.
- Retain existing WSDOT right-of-way for a future westbound Elma Rest Area opposite the existing eastbound Elma Rest Area for trucks, recreational use (RV dump stations), and vehicles.

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 four Pavement actions in the next six years encompassing 100% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 17% 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.

Americans with Disabilities Act (ADA) Information

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.

Title VI Statement to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

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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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