

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 105: US 101 Jct (Raymond) to US 101 Jct (South Aberdeen)*

This 53-mile long corridor is a coastal route located along the west coast of Washington. The corridor travels between the US Route 101 junction in the city of Raymond and the US 101 junction in south Aberdeen, creating a “C” formation with US 101. The corridor includes two short spurs, the Boone Spur in Aberdeen and the Westport Spur in Westport. In addition to passing through Raymond, Aberdeen, and Westport, the corridor also travels through the communities of Markham, Grayland, Cohasset Beach, and Dexter by the Sea. The corridor is generally rural in character. Land use along the corridor consists of undeveloped land, forest, and industrial. Within the communities, the corridor travels through commercial and residential land uses. The corridor also includes wetlands used for cranberry bogs by Ocean Spray. The corridor encounters multiple bodies of water such as the Pacific Ocean, the North, Willapa, and Chehalis rivers, Willipa Bay and South Bay in Grays Harbor. Two airports, Westport and Willapa Harbor, are located off the corridor. Terrain on the corridor is level throughout.



**Current Function**

State Route 105 is a state highway that travels along the West Coast between Raymond and Aberdeen. This corridor is a vital economic and community link for area residents and a tourist gateway to the natural and scenic resources of the region. The corridor is named the Cranberry Coast Scenic Byway. The route serves as a "main street" for the cities of Raymond, Westport, and Aberdeen. The route is the only reasonable access to the Shoalwater Indian Reservation including the Shoalwater Bay Casino, four state parks, and Westport, which is a fishing and tourist community. In addition to the freestanding rural communities, the corridor also provides access to employment and services, the Pacific Ocean, and recreation centers. The route experiences seasonal fluctuation in travel demand with peaks in the summer for recreation and during low tide for clamming. Grays Harbor Transit and Pacific Transit provide fixed route service along the corridor. Three park and ride lots are located near the corridor in Raymond, Cohasset Beach, and Aberdeen. Pedestrian use and bicycling are permitted on the corridor and sidewalks are present in Raymond, Westport, and Aberdeen.

**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 with few turn lanes and transitions to a three-lane highway, one lane of which is a center turn lane before transitioning again to a four-lane undivided highway. The annual average daily traffic on this corridor is highest in Aberdeen and lowest just west of Raymond.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Access to Grays Harbor College is working well.

### What needs to change?

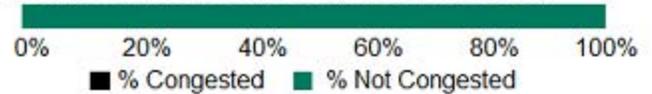
- The corridor has two bridge preservation needs for seismic retrofits.
- Coastline at Washaway Beach is rapidly eroding, requiring shifting the highway inland.
- Flooding occurs in Grayland during high tide.

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

High	Low	
14,412	1,150	Annual Average Daily Traffic (AADT)
13.1%	3.6%	Bus/Truck Percent
107.53		Number of Lane Miles
14		# of Signalized/Stop Controlled Intersections
\$61,365,000		Corridor Investments (2005-2016)

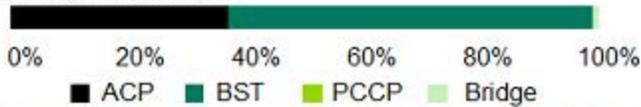
### Mobility

Percent of Corridor Congested (Statewide Screen)

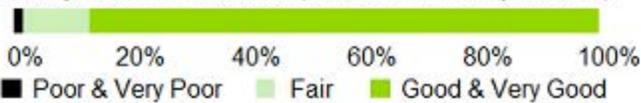


### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	60.6% Passable	39.4% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	50% Resolved	50% Unresolved
Wildlife Connectivity	0 Structures in Place	11 High Priority Miles
Stormwater Treatment	1 BMPs	Retrofit Prioritization in progress
8.8	% of Corridor with high potential for increased Climate Impacts	
None	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:

- Interest in extending Grays Harbor Transit's current route from Grayland to Raymond.
- Drainage or slide issues can occasionally be a problem in Pacific County near North River and there are major concerns with the Pacific Ocean and Willapa Bay eroding into the roadway prism in the Washaway Beach/North Cove area.
- Concern due to inadequate drainage at several locations along the corridor in Pacific County between MP 3 and MP 25. There is also flooding in Grays Harbor through the community of Grayland between Cranberry Road and the SR 105 Spur with medium vulnerability for climate change (MP 25 to MP 30).
- Interest expressed for wider shoulders along the corridor, specifically for bicycles.
- Consider proposals to enhance recreational and tourism activity as identified in A Highway between the Bays Management Plan.

## 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. WSDOT has three planned Chronic Environmental Deficiency actions on this corridor.</i>
--------------------	--

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>A mobility performance strategy has not been identified by WSDOT.</i>
------------	--

#### **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 six Pavement actions in the next six years encompassing 87% of the corridor.</i>
----------	--

Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.</i>
------------------	--

#### **Safety**

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 2% of the corridor.</i>
------------	---

#### **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>
----------	---

## 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.

#### **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.

#### **Información del Acta (ADA) de Estadounidense con Discapacidad**

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](mailto: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.

#### **Notificación de Título VI al Público**

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.