

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 108: SR 8 Jct (McCleary) to US 101 Jct (Kamilche)

This 12-mile long east-west corridor is located in western Washington, north of Capitol State Forest. The corridor runs between the State Route 8 junction in the city of McCleary and the US Route 101 junction in Kamilche, near the Squaxin Island Tribe's Little Creek Casino. The corridor is known as the Old Olympic Highway. The route passes through the small communities of Forbes and Hillgrove. The corridor is predominantly rural in character with the land uses in and near Kamilche primarily consisting of agriculture. Other land uses and landmarks in this area include single-family residences, the Skookum Inlet Natural Area Preserve, and the Squaxin Island Indian Reservation. Land uses in McCleary consist of single- and multi-family residences, commercial, and recreation. The corridor crosses the Skookum and East Fork Wildcat creeks four times throughout its length. Both Oyster Bay and Little Skookum Inlet are located at the eastern terminus, near Kamilche. The entire corridor parallels the Puget Sound and Pacific Railroad, crossing it in the Kamilche Valley.



Current Function

SR 108 is a state highway that travels through Grays Harbor and Mason counties. This corridor serves as a bypass and connects McCleary with Shelton and Port Angeles. The corridor also serves as a commuter and residential corridor for traffic moving east-west between Grays Harbor and Mason County. Additionally, the corridor serves as a "main street" in McCleary. The route provides local access and supports economic activity for the Squaxin Island Tribe by providing access to their Little Creek Casino near the US 101/SR 108 interchange. Other traffic attractors in Kamilche are Welco Lumber and the nearby Squaxin Island Tribal Center. Major traffic generators in McCleary are the McCleary Bear Festival in the summer and Beerbower Park. One park and ride lot is located at each end point and three transit centers, McCleary Transfer Center, Kamilche Transit Center, and the Tribal Center, are located near or off the corridor. Pedestrians and bicyclists are permitted along corridor shoulders. Sidewalks are present in McCleary.

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 108 is a two-lane, undivided highway with a center located near Kamilche and few turns throughout the corridor. The annual average daily traffic on this corridor is highest near the corridor's junction with US 101 in Kamilche and lowest on the outskirts of McCleary.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Almost all of the corridor's pavement is in fair or better condition.
- There are many multimodal opportunities on the corridor such as transit centers, walking, and bicycling.
- The corridor is rated low for climate change vulnerability.

What needs to change?

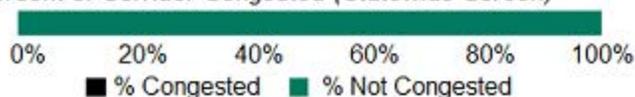
- Two fish passage barriers are present on the corridor.

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

High	Low	
11,462	2,953	Annual Average Daily Traffic (AADT)
11.4%	9.8%	Bus/Truck Percent
23.92		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$1,584,000		Corridor Investments (2005-2016)

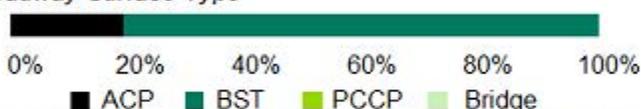
Mobility

Percent of Corridor Congested (Statewide Screen)

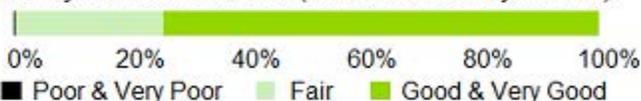


Preservation

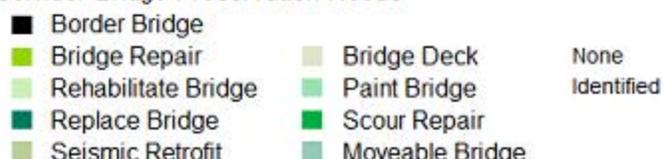
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	33.3% Passable	66.7% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	1 BMPs	Retrofit Prioritization in progress
Zero	% 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:

- Mason Transit does not currently have service on SR 108. The Squaxin Island Tribe provides service between the McCleary Transit Center and Tribal Center in Shelton.
- Concern about the Bear Festival or sporting events causing vehicle back ups onto SR 108 in McCleary.
- The five point intersection in front of the Little Creek Casino entrance on the west side of the US 101/SR 108 interchange is an access management concern. There are high traffic volumes in the eastbound direction on SR 108 between Salish Cliffs Dr (Casino Entrance) and the southbound US 101 on ramp which impact ability of vehicles to enter and exit from the private driveways. The recently added left turn lanes at both casino entrances off SR 108 with two-way left turn lane in between may have helped with access management.

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>
--------------------	---

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>
-----------------------	--

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 two Pavement actions in the next six years encompassing 67% of the corridor.</i>
----------	--

Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 10% 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

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 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.