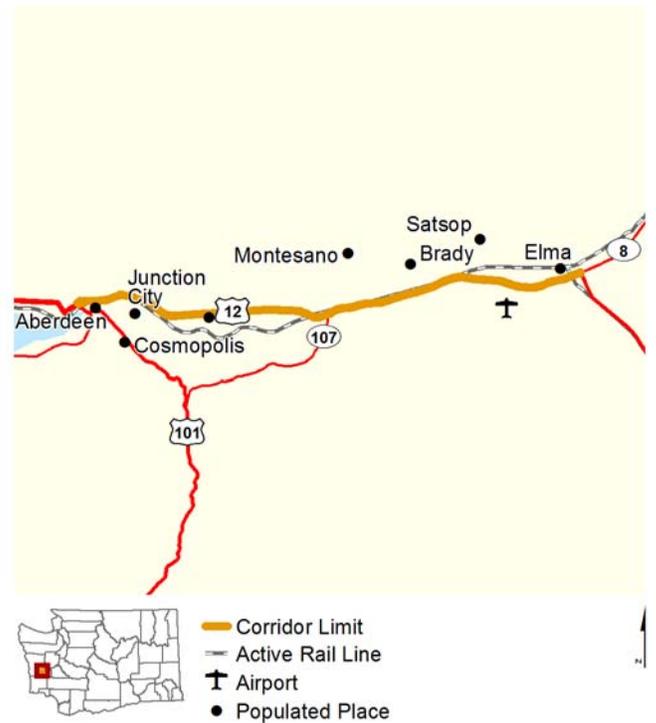


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

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

This 21-mile east-west corridor in Grays Harbor County is located between Aberdeen and Elma, roughly following the Chehalis River valley. US Route 12 passes through the communities of Aberdeen, Elma, Central Park, Montesano, and Satsop. The corridor is rural in character for the most part with the primary land uses surrounding the corridor being agriculture and low-density rural residential. There are also several suburban and urban areas with denser residential and commercial development in the communities the corridor passes through particularly on the west end of the corridor in Aberdeen. There is also considerable industrial land use in Aberdeen including the Port of Grays Harbor. The Elma Municipal Airport is directly adjacent to US 12 on the east end of the corridor. Most of the corridor is open with agricultural fields. There are also sparsely forested areas particularly in the less populated portions of the corridor with conifers and deciduous trees and maintained landscaping in the urban areas. The western end of the corridor opens up with views of Grays Harbor.



Current Function

US Route 12 is a major east-west highway spanning between Aberdeen and Detroit, Michigan. This segment of US 12 is the main connection between Aberdeen and US 101 on the west side of the Olympic Peninsula and State Route 8 which connects to the Olympia area and Interstate 5. The corridor intersects with US 101, SR 8, and SR 107 and SR 105 can be easily accessed. The corridor mainly serves a mix of urban and rural commuters, as well as significant seasonal recreational traffic traveling to the Ocean Beaches and Olympic Peninsula. The corridor is also a regional freight route connecting the Port of Grays Harbor to I-5. In addition to marine and truck freight, Puget Sound & Pacific Railroads serve the Port of Grays Harbor and other facilities near the corridor. This segment of US 12 provides local access to communities along the corridor and is a "main street" in Aberdeen and the suburban Central Park community. Pedestrians and cyclists are present in these areas. Grays Harbor Transit provides bus service between communities on the corridor and has a transit station located at its western end.

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 section of US 12 is primarily a four-lane highway. The eastern half of the corridor between Montesano and Elma is divided and the western half is undivided. In Aberdeen, the corridor splits into a couplet alignment and includes several signalized intersections. It also occasionally expands to include either a center or right side turn lane to provide access to local streets. The annual average daily traffic on this corridor is highest near the US 101 junction in Aberdeen and lowest at the SR 8 junction in Elma.

What's working well?

- Roughly 99% of surveyed pavements on the corridor are in fair or better condition.
- The corridor is serviced by fixed-route transit with paratransit also available.
- Freight traffic can utilize multiple modes of travel, railroad, marine, and highway.
- There are no chronic environmental deficiencies or noise wall issues on the corridor.

What needs to change?

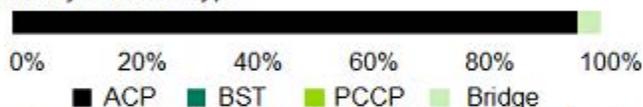
- About 2% of the corridor experiences significant congestion on a daily basis.
- There are 19 bridge preservation needs in the corridor, including seven seismic retrofits.
- Flooding leads to a medium climate change vulnerability rating in some portions of the corridor.
- There are fish passage barriers present on the corridor.

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

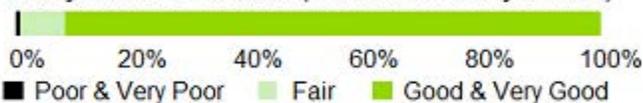
High	Low	
27,060	7,335	Annual Average Daily Traffic (AADT)
17.6%	6.2%	Bus/Truck Percent
84.71		Number of Lane Miles
6		# of Signalized/Stop Controlled Intersections
\$13,645,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

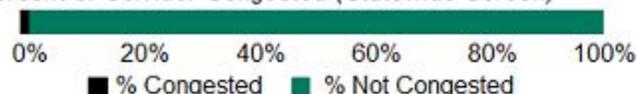


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	48.5% Passable	51.5% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	12 High Priority Miles
Stormwater Treatment	4 BMPs	Retrofit Prioritization in progress
79.6	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
4	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 address access management and intersection control issues at the Clemons Road intersection and all other Central Park intersections.
- A desire to see improvements made to the existing park and ride lots along the corridor and the addition of several new lots, specifically in Montesano.
- Several partners desire to see upgrades and extensions made to existing pedestrian and bicycle facilities in order to increase intermodal travel.

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>Further information about the proposed strategies can be found attached at the end of this document.</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 two Pavement actions in the next six years encompassing 31% of the corridor.</i>
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Structures	<i>WSDOT has identified five Structures actions in the next six years at specific locations within this corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 71% 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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US 12 serves urban commuters, recreational and seasonal traffic to the Ocean Beaches and Olympic Peninsula, and is a regional freight route. This segment is within the Central Business District of Aberdeen.

This segment experiences reduced mainline throughput volumes through two existing signalized intersections (S Chehalis Street and S Tyler Street). Congestion occurs for one to two hours a day, but when a train blocks access the queue extends beyond the available westbound left turn storage.

Mobility Strategies: Operational Improvements

- Update timing/adaptive signals for efficiency.
- Install a new pedestrian crosswalk with flashing beacon at S Harbor Street for non-motorized users.
- Install transit pullout(s) on north side of US 12 between S Harbor Street and S Fleet Street to improve ease of public transit use and decrease potential mainline backups.
- Build park and ride lot(s) in the vicinity of Central Park, Satsop, or Brady for express transit service between Aberdeen and Olympia in order to reduce the number of vehicles traveling through the congested segment.

Policy Change

- Implement access management to consolidate driveways and create a divided/raised median, using roundabouts to convert the existing two-way left turn lane between intersections into a divided/raised median, to create space for transit pullouts.

Further Study

- Review recommendations from East Aberdeen Mobility Project Report, dated April 2015, for S Newell Street and S Chehalis Street intersections. Strategies are intended eliminate freight train blockage of at-grade access into the Mall.

Corridor Segment Characteristics

- This five-lane segment lies within Aberdeen. The speed limit is 30 mph, terrain is level with a curb, gutter, and sidewalk on one side. The Puget Sound & Pacific Railroad and Mall is located on the other side of US 12.
- The commercial area along the segment includes the Olympic Gateway Plaza shopping mall, Walmart, and smaller businesses, and is a main retail hub referred to as the “Mall”.
- The segment is classified as a T-2 with an annual average tonnage of 7,246,000 and 1,700 daily trucks in 2015.
- The Average Daily Traffic after S Newell Street was 28,000 in 2016. Trucks accounted for 8.5% of traffic in 2015.
- The existing access management classification is Class 4 on this segment, typically resulting in an undivided facility.

Contributing Factors

- There are two existing signals (S Chehalis Street and S Tyler Street) which reduce mainline capacity.
- Access into the Mall via the exiting signals is not available when trains are present, which can last up to 30 minutes depending on train length, the resulting queues cause intersection and mainline failure.



US 12 serves urban commuters, recreational and seasonal traffic to the Ocean Beaches and Olympic Peninsula, and is a regional freight route. The city of Aberdeen east incorporation limit is immediately east of Sargent Boulevard.

This segment experiences reduced mainline capacity at the Sargent Boulevard-Junction City Road in the eastbound direction within Aberdeen. Congestion occurs for one hour on weekends in the eastbound direction.

Mobility Strategies: Operational Improvements

- Implement advanced flashing warning for US 12 westbound traffic making left turns at Sargent Boulevard (before the horizontal and vertical curve) to support the flow of traffic.
- Increase mainline timing for US 12 eastbound on weekends with events, such as clam digs, to improve traffic flow and prevent backups.

Demand Management

- Work with transit providers to develop and evaluate options for reducing the number of vehicles traveling through the congested segment.
- Bicycle crossing at Junction City to use waterfront trail for non-motorized option (multi-use trail/path).

Further Study

- Develop long-term options to address congestion at Sargent-Junction City Interchange.

Acceptance

- Accept current performance at Sargent-Junction City Interchange in the near-term. Signal is working well and westbound through traffic does not stop.

Corridor Segment Characteristics

- This speed limit on this segment is 30 mph.
- The segment is made up of four lanes, with a left turn lane, in level terrain.
- There is a horizontal and vertical curve leading into the westbound left turn channelization at the Sargent Boulevard-Junction City Road signal.
- The segment is classified as a T-2 with an annual average tonnage of 7,246,000 and 1,700 daily trucks in 2015.
- The Average Daily Traffic after S Newell Street was 28,000 in 2016. Trucks accounted for 8.5% of traffic in 2015.

Contributing Factors

- There is one existing signal, Sargent Boulevard-Junction City Road, which reduces mainline capacity.
- US 12 westbound mainline does not stop causing congestion to occur during weekend events.



US 12 just east of Aberdeen

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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