

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 101/SR 100: Astoria Bridge to Cosmopolis*

This 86-mile north-south corridor runs between the Astoria Bridge on the Washington/Oregon border and the city of Cosmopolis near Aberdeen. The corridor is made up of an 80-mile portion of US Route 101, four-mile US 101 alternate route, the entire State Route 100 loop, and the SR 100 Spur. The route runs through the cities of Chinook, Ilwaco, Long Beach, South Bend, Raymond, and Cosmopolis. The corridor's character is primarily rural with undeveloped forestland, agricultural fields, and conservation areas throughout its length. Within the cities the corridor passes through, there is a mix of low-density urban residential, small commercial, and small pockets of industrial areas. The corridor travels adjacent to multiple bodies of water for the majority of the corridor while carving its way through and next to the foothills of several state parks and conservation areas in the surrounding vicinity. The segment passes multiple recreation areas including, Fort Columbia State Park, Willapa National Wildlife Refuge, and Niawiakum River Natural Area Preserve. Additionally, the route runs adjacent to the Columbia River, Baker Bay, Willapa Bay and River, and the Chehalis River.



**Current Function**

US 101 runs along the Pacific Coast through the states of Washington, Oregon, and California linking Tumwater and Los Angeles, California. This segment functions as the primary north-south route connecting the northwest corner of Oregon to the southwest corner of Washington via the Astoria Bridge. It is the only freight route on the coast and provides access to nine state and county parks near Raymond, including Fort Columbia State Park, Lewis and Clark National Historical Park, and Cape Disappointment. In addition to connecting with SR's 100, 103, and 6, this corridor also links to SR 105, SR 401, SR 107, and SR 4. This corridor is the only highway that provides access to the communities of Chinook, Ilwaco, Seaview, Long Beach, and South Bend and serves as the "main street" for those communities and the city of Raymond. SR 100 provides access to Cape Disappointment. There are no bike lanes or sidewalks outside of Chinook, Seaview, South Bend, and Raymond for cyclist and pedestrian use, but shoulder use is permitted and the Willapa Hills Train parallels portions of Raymond and South Bend.

**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 includes a portion of US 101, the US 101 alternate route, the entire SR 100 loop, and the SR 100 Spur. All of the listed segments are mostly two-lane, undivided, unsignalized highways. The US 101 mainline briefly becomes a four-lane, divided highway in Raymond. The corridor expands to include acceleration, deceleration, or passing lanes at various points. The annual average daily traffic on this corridor is highest at the US 101/SR 6 junction in Raymond and lowest SR 100 mainline/spur junction.

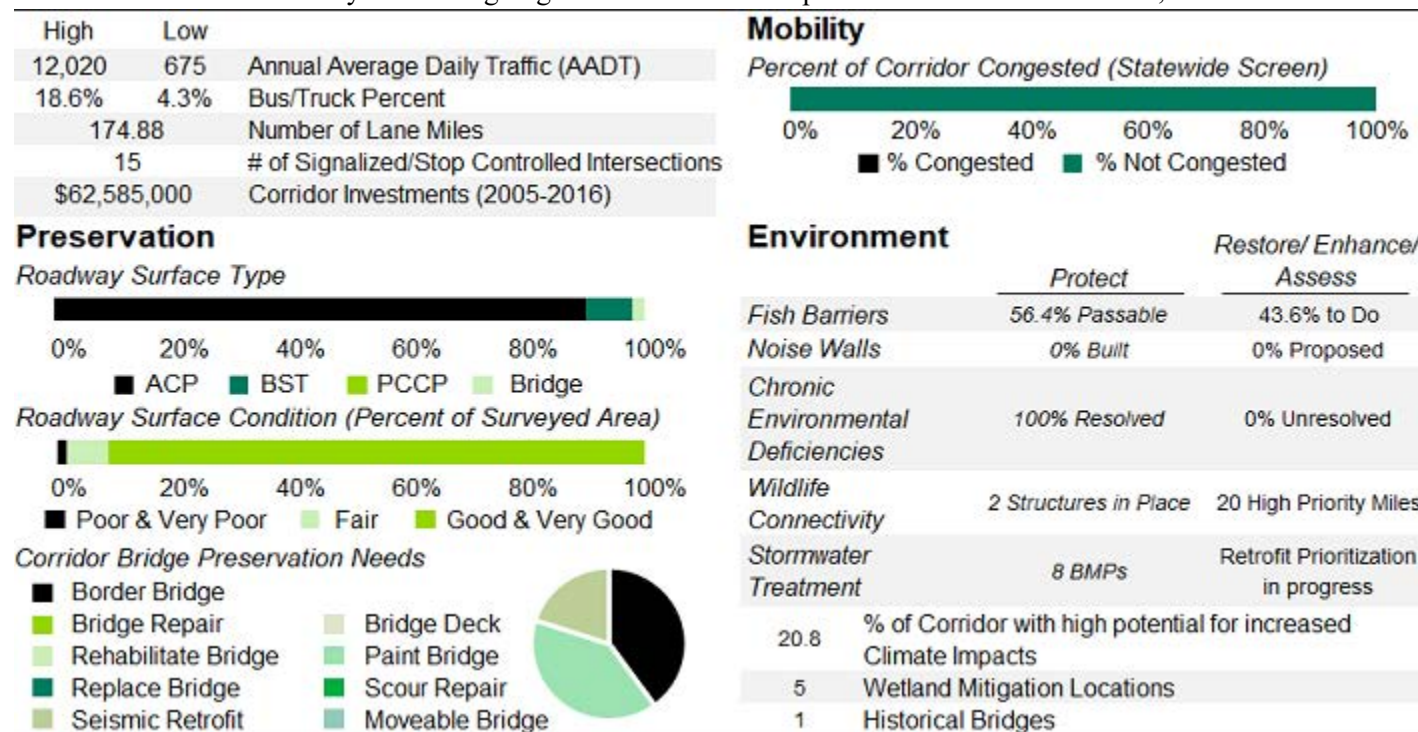
### What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Approximately 98% of surveyed pavements on the corridor are in in fair or better condition.
- Fixed-route transit and paratransit services are available on the majority of the corridor.
- There are no chronic environmental deficiency sites on the corridor.

### What needs to change?

- There are five bridge preservation needs on the corridor, including two border bridges.
- The corridor is prone to extreme weather closures and has a medium climate change vulnerability rating.
- There are multiple fish passage barriers that also contribute to flooding on the corridor.
- There are several locations on the corridor where narrow shoulders and roadway settlement are issues.

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



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:

- Concerns about the effects of environmental hazards on the corridor's operations, including fallen trees from logging, landslides, standing water, and roadway shifting due to heavy rains.
- A desire to increase cyclist safety on the corridor by either expanding shoulders or adding dedicated bike lanes.
- An emphasis on the corridor's seasonal and event-related congestion, which peaks during the summer months.
- One partner would greatly like to address the corridor's many fish passage barriers and one area with a habitat connectivity issue.
- A desire to improve mobility on the segment between Butte Creek and Smith Creek roads north of Raymond by possibly straightening the roadway and adding a left turn lane.

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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, vegetation control, and pavement repair.</i>
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Pavement	<i>WSDOT has identified five Pavement actions in the next six years encompassing 19% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within this corridor.</i>
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Other Facilities	<i>WSDOT has identified five Other Facilities actions in the next six years at specific locations within this corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 56% 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:

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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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