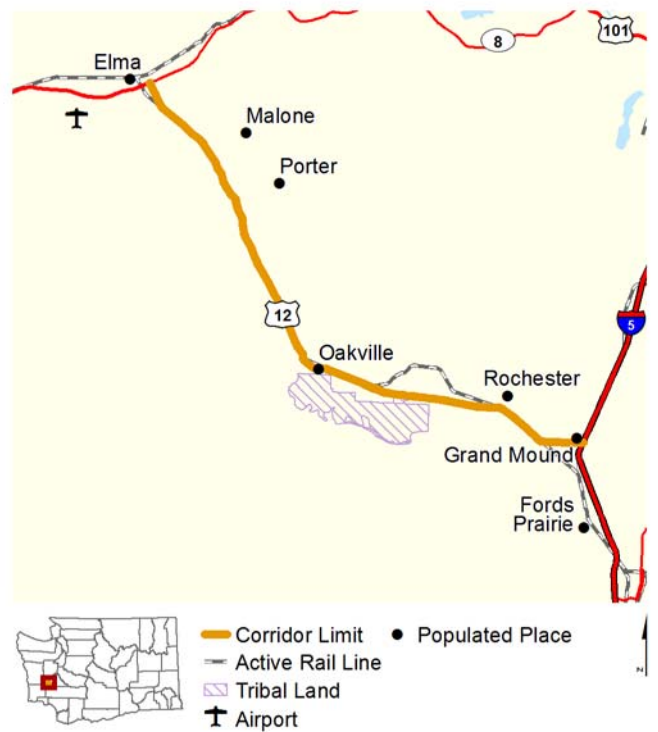


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 12: SR 8 Jct (Elma) to I-5 Jct (Grand Mound)

This 25-mile long corridor runs along US Route 12 between the State Route 8 junction in Elma and the Interstate 5 junction in Grand Mound. The Chehalis River parallels the corridor to the south and the Capitol State Forest borders it to the north. The corridor passes through the lightly populated communities of Elma, Oakville, Malone, Porter, Rochester, the Chehalis Indian Reservation, and Grand Mound. The corridor is primarily rural in character with state forest lands, agriculture, and single-family residences making up the majority of land use. Adjacent land uses, especially on the western end of the corridor, are limited to the south by railroad tracks, the Chehalis River, and by the Capitol State Forest to the north. Sections of the corridor that pass through small towns are more suburban to urban in character and feature concentrations of retail, commercial, and industrial land uses. Grand Mound and Rochester, near I-5, are denser than neighboring communities. Between Elma and the Reservation the topography is flat along the river valley with steeper slopes to the north in state forest. East of the Reservation the river valley widens and the landscape is generally flat.



Current Function

US 12 is a major east-west highway crossing the northern United States between Detroit, Michigan and Aberdeen. This portion of US 12 connects I-5 and Washington's coastal communities. The corridor provides local access to the multiple small communities it passes through including the Chehalis Indian Reservation. It is used by freight, recreation, tourist, and farm-to-market traffic. The corridor intersects with SR 8, Old Highway 9, Old Highway 99 and I-5. Significant traffic generators include schools and leisure destinations, such as the Lucky Eagle Casino and Great Wolf Lodge. Numerous private companies provide shuttle service to and from the casino. Grays Harbor Transit and Intercity Transit offer limited bus, vanpool, and dial-a-ride services for a portion of this corridor and two park and rides, the Grand Mound Park and Ride and one at Elma Station. Elma Municipal Airport is accessible at the north end of the corridor. Puget Sound & Pacific Railroad operates between Elma and Chehalis and roughly parallels US 12.

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 portion of US 12 is an undivided, two-lane highway that increases to four lanes at the I-5 junction in Grand Mound. The route expands to include a center turn lane through west Oakville and at the I-5 junction. There are also signalized stops in both locations. The annual average daily traffic on this corridor is highest at the junction with I-5 and lowest between Elma and Oakville.

What's working well?

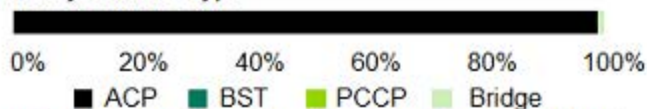
- Approximately 97% of surveyed pavements on the corridor are in fair or better condition.
- More than 99% of the corridor does not experience congestion on a regular basis.
- There are no chronic environmental deficiencies on the corridor.
- Fixed-route transit and paratransit services are available throughout the corridor's length.

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

High	Low	
22,292	4,976	Annual Average Daily Traffic (AADT)
17.6%	10.3%	Bus/Truck Percent
51.04		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$9,339,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs

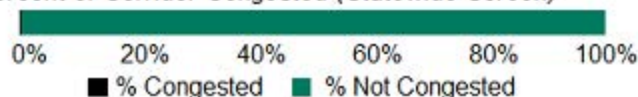


What needs to change?

- Traffic near I-5 is congested, regularly operating at or below 70% of the posted speed limit.
- There are bridge preservation needs on the corridor both of which are two seismic retrofit.
- The majority of the corridor has a high climate change vulnerability rating due to rock slides and bridge scouring.
- There are fish passage barriers present on the corridor.

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	10 High Priority Miles
Stormwater Treatment	8 BMPs	Retrofit Prioritization in progress
99.7	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
1	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:

- Thurston County would like to see ADA ramps added to the sidewalks along its section of the corridor.
- There are concerns about recurrent flooding at multiple points due to it rendering the highway unusable and completely restricts access to the Chehalis Tribal Reservation.
- Interest in exploring ways to increase efficiency and frequency of existing fixed-route transit services.
- Both Grand Mound and the Chehalis Tribal Reservation expressed concerns about access management issues for tourist and freight traffic entering and leaving the highway.
- The Chehalis Tribe would like to build a shared-use trail on the reservation that would cross the corridor at the Anderson Road intersection.
- Partners expressed a desire to see more speed controls implemented throughout the corridor.
- A desire to look into adding more lanes to reduce congestion along the corridor.
- An interest in studying expanding the Sounder commuter rail into Thurston county.

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 52% of the corridor.</i>
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Structures	<i>WSDOT has identified one Structures 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 6% 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 is a freight, recreational, and tourist corridor, as well as a farm-to-market road, part of the Thurston County Bountiful Byway Agritourism Route. The Great Wolf Lodge is located southwest of the I-5/US 12 West-Grand Mound Interchange.

This segment experiences reduced mainline capacity with congestion occurring for at least one hour eastbound and up to fifteen hours westbound.

Mobility Strategies:

Operational Improvements

- Improve transit access into Grand Mound Park and Ride Lot to encourage transit use and decrease the number of single occupancy vehicle trips.

Demand Management

- Expand the Grand Mound Park and Ride Lot from nearby 44 stall lot to 125 stalls to meet forecast year 2025 demand.
- Provide sidewalk and bike lanes between future US 12/Sargent Road SW intersection and US 12/Elderberry Street SW for non-motorized use.

Local Network Improvements

- Implement Grand Mound Urban Growth Area non-motorized improvements, sidewalk and bike lanes on Elderberry Street SW and Old Highway 99 SW, in order to encourage active transportation modes.

Policy Change

- Implement park and ride lot strategies in order to build, maintain, operate, increase park and ride lot usage, and reduce single occupancy vehicle trips.

Further Study

- Review recommendations from Grand Mound Transportation Study by Thurston County in 2017 to identify short, mid, and long term solutions for the county or WSDOT.
- Conduct economic study in Grand Mound vicinity.
- Develop solutions to improve intersection efficiency at US 12/Sargent Road SW, US 12/Elderberry Street SW, and nearby 198th Way SW on Old Highway 99 SW.
- Study options to reduce/distribute concentrated traffic demand at the I-5/US 12 West (Grand Mound) Interchange.

Further Study (continued)

- Develop options for North Lewis County Industrial Access near the Thurston/Lewis County Line.
- Look into strategies to reduce congestion.
- Study Sounder routes into Thurston to increase rail passengers.
- Look into frontage road to reduce congestion.

Corridor Segment Characteristics

- This segment of US 12 is a six-lane urban facility with two through lanes eastbound and one through lane westbound. It includes existing westbound double left turn lanes and one westbound right turn drop lane between the two signalized intersections.
- The speed limit on the segment is 40 mph in level terrain.
- The Freight and Goods Transportation designation is T-2 with an annual tonnage of 8,140,000 and 1,700 daily trucks in 2015.
- The average daily traffic after Elderberry Street was 23,000 vehicles and at the I-5 bridge was 16,000 vehicles in 2016. Trucks accounted for 9.4% of traffic in 2015.

Contributing Factors

- The westbound direction has one through lane with high volumes plus a right turn drop lane between the I-5 southbound off and Elderberry-Old Highway 99 SW intersections resulting in traffic data showing an unrealistically high fifteen hours of westbound congestion on the one through lane.
- There are two signal systems within this segment which reduce mainline capacity, I-5 southbound off/on and Elderberry-Old Highway 99 SW.



For more information

To find out more information about this corridor or how to get involved, please contact:

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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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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.

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