

Appendix G

Past Study Summary Sheets

STUDY: WA State Highway System Plan 2003 – 2022

COMPLETED: February 2002

PURPOSE:

The Washington State Highway System Plan is an element of the Washington Transportation Plan. It is a comprehensive assessment of existing and projected 20 year deficiencies on the Washington State highway system.

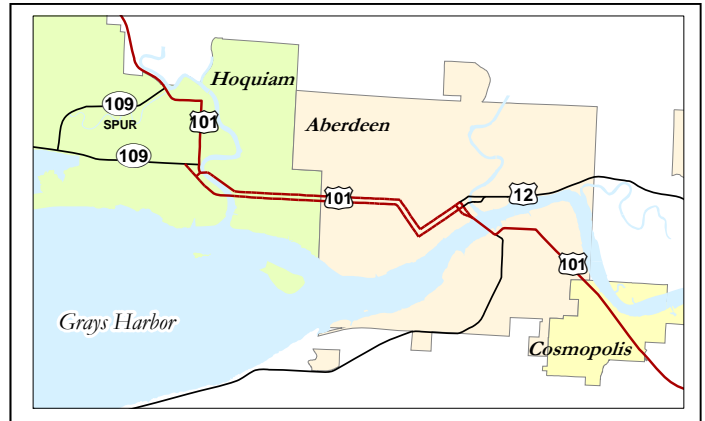
- Forecasts future transportation needs.
- Specifies objectives and supporting action strategies.
- Serves as the basis for capital investment goals and strategies.

RECOMMENDATIONS:

Congestion Related Recommendations:

- US 12. US 101 to Wishkah Mall (Tyler Street) High level bridge over the Wishkah River, US 101/US 12 Interchange.
- US 101. SR 105 to Chehalis River Bridge Vicinity, needs further study to determine intersection improvements.
- US 101. Between South “G” and “H” Streets, acquire site west of center for direct access to “H” Street in Aberdeen.
- US 101. Hoquiam River Crossing. Two-Lane High-Level Hoquiam River Crossing with Half Diamond Interchange. Fixed span bridge connecting Bay Ave. to Earley Industrial Way (from the Aberdeen-Hoquiam Corridor EIS Phase 1).
- US 101. Alignment of US 101 from Hoquiam River Crossing to SR 109. Four lane facility via

STUDY AREA



Study area is Washington State. For this project, focus on US 101, US 12, and SR 109.

5th Street extension, Airport Way and West Adams to SR 109 (from the Aberdeen-Hoquiam Corridor EIS Phase 2, excluding US 12).

Access Management Recommendation:

- US 12. South of Fleet Street to Aberdeen East of City Limits. Purchase of access rights, proposed full.

Safety Recommendation:

- US 101. 16th Street to Aberdeen Couplet. Cross-section improvements, shoulder and lane widening.

Heritage Corridor Recommendation:

- SR 109. Hoquiam to Queets. Develop Corridor Management Plan.

STUDY: A Highway *between* the Bays, A Management Plan for the State Route 105 Corridor

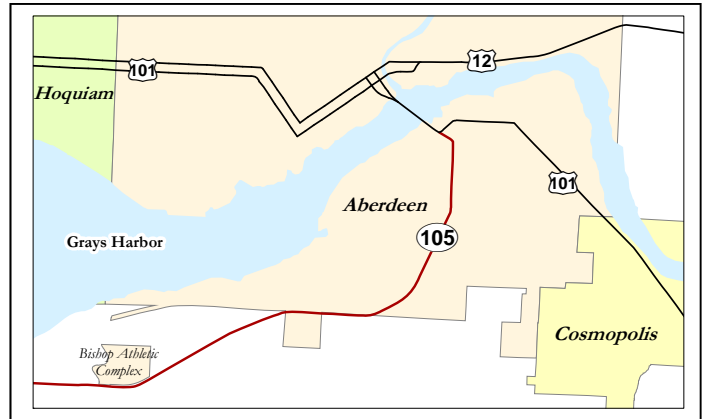
COMPLETED: December 1998

PURPOSE:

The Corridor Management Plan encourages voluntary partnerships for enhancement projects. It does not increase state or federal involvement in local land use decisions.

Promote coordination between corridor residents, communities, and agencies in making decisions about important corridor issues.

STUDY AREA



State Route 105. For this project focus is on 105 in the Aberdeen vicinity.

RECOMMENDATIONS:

- Boone Spur to US 101. Realign junction.
- Calhoun Road vicinity to Coolidge Road. Potential realignment or guardrail installation.
- Provide SR 105 directional signing from US 101 and US 12, various locations around Aberdeen and Cosmopolis.
- Aberdeen Landing and the Grays Harbor Historic Seaport. Visitor information center, restrooms, interpretative displays and activities.
- Aberdeen Sports Park. Develop parking, restrooms, visitor information kiosk, interpretation. Could include shore access for bird watching and estuary interpretation.

US 101 REGIONAL CIRCULATION PROJECT

C

STUDY: The Washington Coastal Corridor,
US 101 Corridor Master Plan

COMPLETED: March 1997

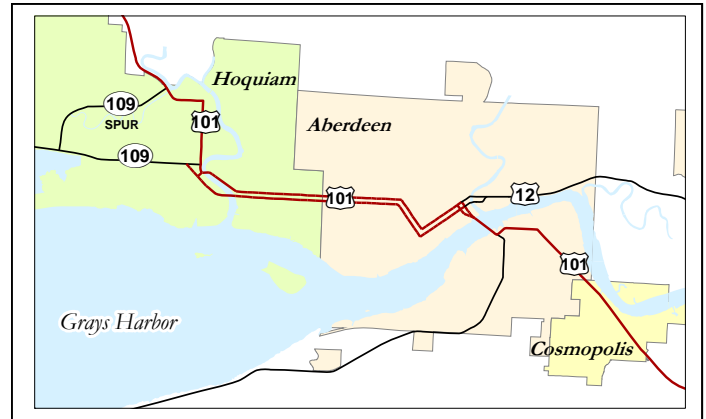
PURPOSE:

The Coastal Corridor is the US 101 right-of-way as it runs between the coastline and the Olympic Mountains, around the Olympic Peninsula to the southern reaches of Puget Sound. The central goal of the Master Plan is to facilitate a world-class traveling experience while balancing the needs of communities and the general public who rely on the Corridor.

RECOMMENDATIONS:

- Interpretative strategies such as kiosks, interpretive pull outs and signs directing travelers to museums, lighthouses, historic homes and businesses.
- Enhance vegetation where the highway passes through developed areas such as Aberdeen, Hoquiam, and Cosmopolis.

STUDY AREA



US 101 in Washington. This project focuses on the portions of US 101 in Aberdeen, Hoquiam, and Cosmopolis.

STUDY: US 101 – US 12 to SR 109
Hoquiam/Aberdeen, WA Feasibility Report

COMPLETED: October 1992

PURPOSE:

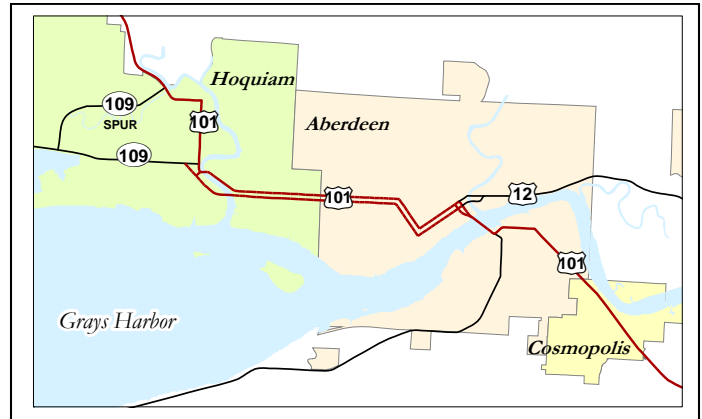
The purpose of this report is to explore an alternative corridor of US 101 around and through the cities of Hoquiam and Aberdeen, as first identified in the 1971 Grays Harbor Area Transportation Study.

RECOMMENDATIONS:

Minor Improvements

- Provide inter-jurisdictional signal coordination between Hoquiam and Aberdeen, and also south of the Chehalis River Bridge.
- Connect State Street to Port Industrial Rd to remove trucks from the Aberdeen central business district.
- Restrict bridge openings between 7-9 AM and 4-6 PM except for emergencies.
- Improve signing and striping along the state routes and truck routes to improve motorist's guidance.
- Provide raised channelization along Lincoln Street South of Emerson Ave to improve traffic operations.
- Finalize design of minor geometric improvements along the existing state and truck routes.
- Conduct a parking needs inventory or study concerning possible parking restrictions along portions of US 101.

STUDY AREA



SR 109 Spur and Emerson Ave (SR 109) in Hoquiam to the intersection of South Tyler Street and US 12 in East Aberdeen.

Major Improvements

- Build a new high-level bridge over the Hoquiam River with access at 'N' Street and Bay Avenue.
- Construct a new, limited access roadway from the Alder Street/State Street intersection to Emerson Avenue, at least 5 intermediate signalized access points.
- Remove the 'G' and 'H' Street ramps, and construct a new low-level US 101/US 12 interchange.
- Provide limited access on State Street between the Chehalis River Bridge ramps and Alder/State Street intersection.
- Incorporate the provision for drainage of floodwaters into roadway design.
- Provide for noise barriers on new highway construction.

STUDY: Aberdeen-Hoquiam Corridor Project
Final Environmental Impact Statement

COMPLETED: April 2000

PURPOSE:

Improvements are needed in the Aberdeen-Hoquiam area for existing highway routes US 12, US 101, and SR 109. Operational conflicts involving truck, local, and tourist traffic occur causing traffic congestion and delays.

The purpose of the US 101 Aberdeen-Hoquiam Corridor project is to evaluate and recommend appropriate transportation improvements which would best provide a more functional, safe and efficient transportation corridor through the Cities of Aberdeen and Hoquiam.

RECOMMENDATIONS:

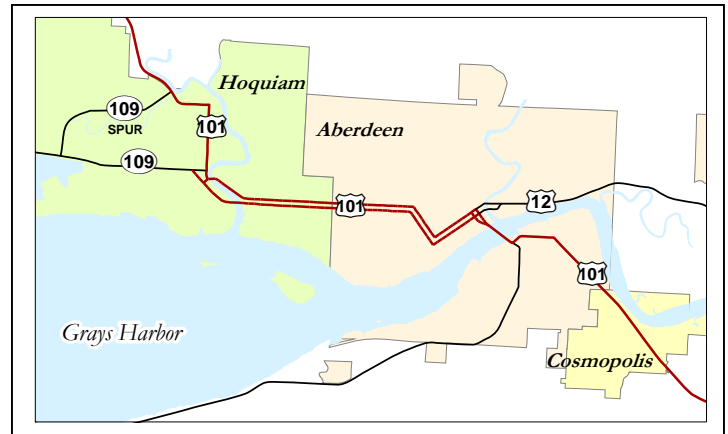
The preferred alternative recommends an alignment for a new four-lane facility with high level structures over the Wishkah and Hoquiam Rivers through the cities of Aberdeen and Hoquiam.

Segment 1 alignment begins along US 12 at the South Fleet Street intersection, crosses over the Wishkah River on a new high fixed span bridge proving a high level of clearance over the river, completes the US 101/US 12 interchange, and continues along State Street.

Segment 2 alignment continues to a fairly direct connection from State Street (at Washington St.) to Wishkah Street (at East Terminal Way), connects to a new alignment along the railroad right-of-way, and then continues to Bay Ave.

Segment 3 alignment follows Bay Avenue, crosses over the Hoquiam River on a new high fixed span bridge, continues along a new alignment south of the railroad, connects to Earley Industrial Way, and

STUDY AREA



US 101 from US 12 in Aberdeen to SR 109/SR 109 Spur in Hoquiam.

continues to 5th Street.

Segment 4 alignment follows the 5th Street Extension and Airport Way to a new alignment north of Airport Way and west of Adams Street, continues on the new alignment and connects to SR 109 east of Paulson Road, follows SR 109, and terminates at the SR 109/SR 109 Spur junction.

Projects identified for Phase I include:

- Hoquiam River Bridge construction (Segment 3).
- State Street alignment (Segment 2).
- Construct bus pullouts on existing US 101 route, provide bike racks on busses, lift equipped busses and transit center improvements.
- Institute ride-sharing programs and/or staggered work hours to reduce commute time congestion.

STUDY: Port Industrial Road Strategic Analysis

COMPLETED: March 2006

PURPOSE:

The purpose of the Strategic Analysis is to improve safety and mobility by identifying roadway deficiencies related to access and competing users; rail, truck, freight, and local traffic on Port Industrial Road.

Over the next 20 years 75 percent of the intersections along the Port Industrial Road corridor will exceed reasonable congestion standards. This degree of congestion will have significant impacts on the marketability and viability of the Port of Grays Harbor to maintain a profitable port, as well as significant impacts on the safety and mobility of vehicle travel in, around, and through the corridor.

RECOMMENDATIONS:

Short-term (*Number 1 recommended alternative*)

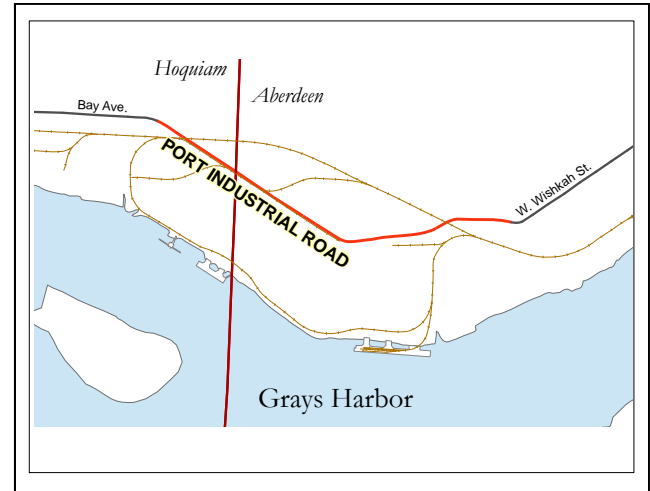
- Additional left-turn pockets on Port Industrial Road at Industrial Way and Jeffries Street.
- Right turn pockets on Port Industrial Road at Commerce Street and Myrtle Street.
- Side streets that require left turn pockets at Port Industrial Road include Myrtle Street and Commerce Street.

The short-term projects can be built in three phases or grouped into one project (Third Lane Project) and constructed as funds become available and traffic increases warrant.

Long-Term

- Intelligent Transportation System (ITS) technology. With the approach of a train, identified by

STUDY AREA



The study area extends from the railroad tracks to the north, 28th Street to the west, East Terminal Way/Jefferson Street to the east, and Grays Harbor to the south.

electronic devices upstream of the study area, drivers could be informed with electronic changeable message signs of the imminent train and diverted before reaching the problem area.

- **Rail Relocation.** Beginning just east of Port Industrial Road on the east end of the study area, and ending in the vicinity of the existing rail crossing near 30th Street. The railroad would be relocated south of Port Industrial Road, such that an at-grade crossing at both ends of the study would be completely eliminated.
- **Grade-separation.** The grade-separation of the existing rail line and Port Industrial Road at one or both existing rail crossings. It is estimated that Port Industrial Road would need to begin elevation approximately 1000 to 1500 feet before and after the railroad. This alternative would have a significant negative impact on access to Port Industrial Road within the grade separated limits.

STUDY: Route Development Plan US 12
City of Aberdeen to Grand Mound

COMPLETED: April 1999

PURPOSE:

The purpose of the US 12 RDP is to identify strategies for improving existing and future deficiencies on US 12.

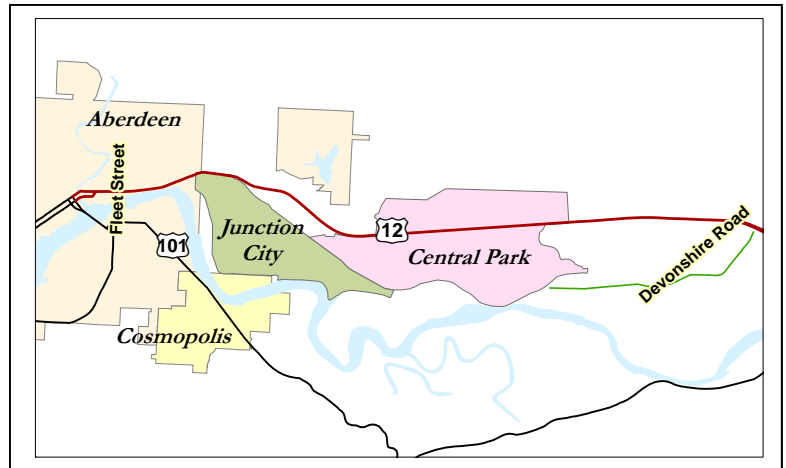
The RDP also serves as a planning tool to be used by local and regional agencies when planning for transportation and land uses along US 12 and by WSDOT for developing highway projects.

RECOMMENDATIONS:

US 12 between Fleet Street and Devonshire Road:

- Control access points on US 12 by reducing the number of private driveways and public intersections, and constructing frontage roads.
- Provide consistent roadway shoulder widths to meet 4' median barrier on inside lane and 10' shoulders on outside.
- Provide effective signing to direct travelers to and from their destinations using alternate routes, where feasible.
- Support travel demand management strategies such as encouraging people to walk, bicycle, carpool or use transit options.
- Possible future traffic signal candidates: Sargent Blvd, Lake Aberdeen Rd/Central Park Dr, Karjala Rd or Solki Rd, Pioneer Rd, Deer Park Rd, Clemons Rd.
- Identified high accident corridors:
 - Tyler Street vicinity to Central Park/Aberdeen Lake Road. Proposed strategies include cross section/geometric improvements and grade separation.
 - Linkshire Drive vicinity to Bryrwood Drive vicinity. Proposed strategies include cross section/geometric improvements, access and operational improvements.
 - Clemons Road vicinity to Montesano West City Limits vicinity. Proposed strategies include construct interchange (Clemons Road) grade separation, geometric improvements and frontage roads.

STUDY AREA



US 12 from Aberdeen to Grant Mound. For this project focus is on the portion of US 12 between Fleet Street and Devonshire Road.

PROJECT: Washington State Department of Transportation Projects

COMPLETED: No information

PURPOSE:

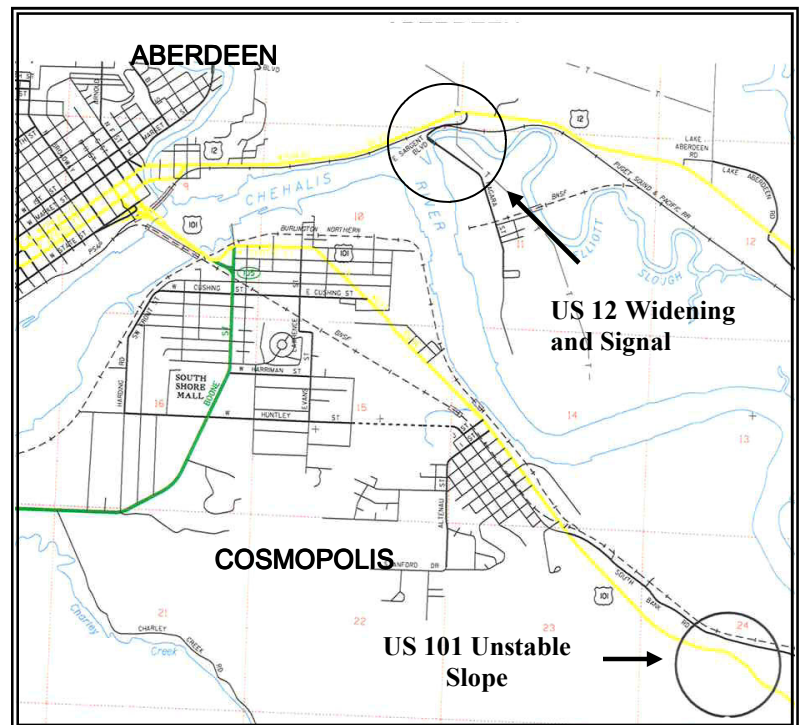
STUDY AREAS

US 12 Sargent Boulevard Intersection Widening and Signal Project

Channelization and signalization. This project proposes to reconstruct Sargent Boulevard intersection and control US 12 traffic at the intersection to provide safer traffic movement.

US 101 Unstable Slope Milepost 79.4

This project proposes to repair an area of unstable hillside. Further investigation of the rocks and soil is required to determine the best way to stop the landslides.



RECOMMENDATIONS:

US 12 Sargent Boulevard Intersection Widening and Signal Project

- Widen US 12 five feet to the north to enlarge the acceleration lane and revise the turn-lane onto Sargent Boulevard.
- Install traffic signals controlling US 12 eastbound, traffic entering from Sargent Boulevard and traffic entering Sargent Boulevard from US 12.

US 101 Unstable Slope Milepost 79.4

- The recommendation is to drill borings near the base of the US 101 roadway embankment and at a location down slope of the power line easement and that inclinometers and piezometers be installed at each location to measure movement and water levels.
- Based on geological testing, the solutions might include installing horizontal drains to remove excess water from the slope, constructing a wall near the top of the embankment, or both.

STUDY: Route Development Plan SR 107 and US 101

COMPLETED: October 1997

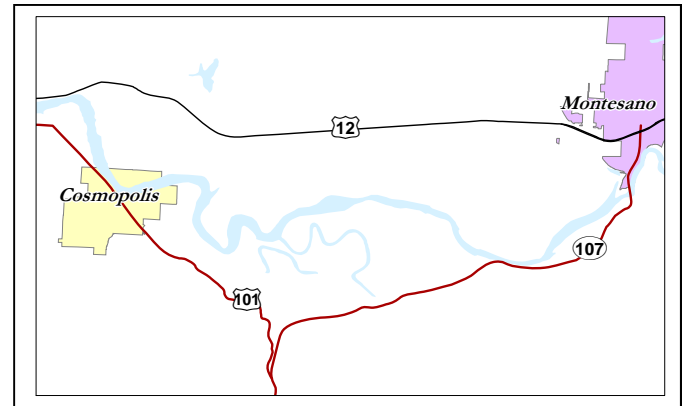
PURPOSE:

A viable alternative is needed for travelers, intermodal transfer and shipment of freight heading to and from destinations south of Grays Harbor such as Cosmopolis, Westport or Raymond. The purpose of the RDP is to provide a detailed analysis of potential improvements to SR 107 and US 101.

RECOMMENDATIONS:

- US 101 Cosmopolis south city limits to north city limits. Convert parking lanes into added through lanes, creating two lanes in each direction.
- SR 107 Lempie Road Vicinity to Blue Slough Road Vicinity. Realign horizontal and vertical curves, widen lanes and shoulders, add westbound passing lane.
- SR 107 Blue Slough Road Vicinity to Preachers Slough Road Vicinity. Realign horizontal and vertical curves, widen lanes and shoulders, add slow vehicle turn out.
- SR 107 Preachers Slough Road Vicinity to Minkler Road Vicinity. Widen lanes and shoulders, realign horizontal curves.
- SR 107 Minkler Road Vicinity to Boat Launch Road Vicinity. Widen lanes and shoulders, improve intersection, bridge replacement or parallel structure.
- SR 107 Boat Launch Road Vicinity to Vicinity US 12. Widen lanes and shoulders, realign roadway, and replace two timber trestle bridges.

STUDY AREA



SR 107 and 5 mile segment of US 101, between Montesano and Cosmopolis.