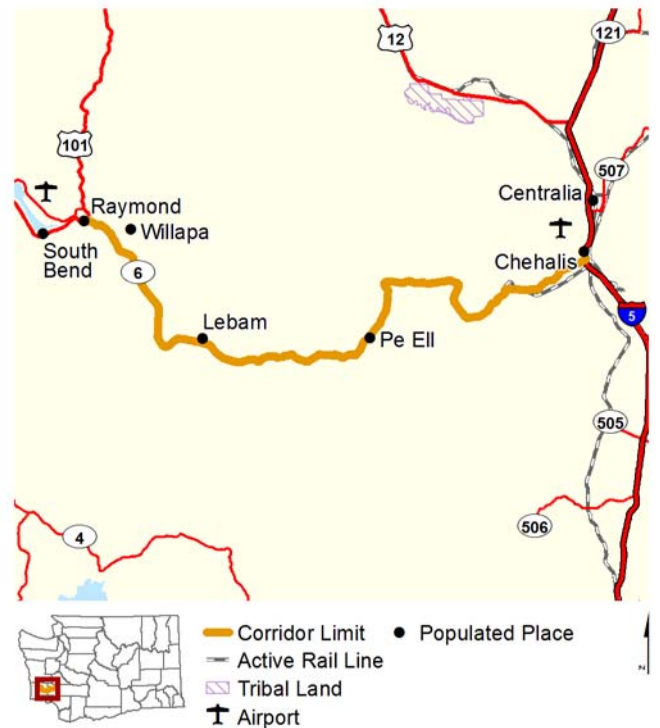


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

## *SR 6: US 101 Jct (Raymond) to I-5 Jct (Chehalis)*

This 51-mile long east-west corridor is located between US Route 101 in Raymond and Interstate 5 in Chehalis in Pacific and Lewis counties, respectively. The corridor also runs through the towns of Pe Ell, Menlo, Lebam, Frances, and Adna. The western half of the corridor follows the route of the Willapa River, weaving its way through the surrounding undeveloped land. The eastern half of the corridor follows the Chehalis River until reaching the city of Chehalis. The corridor passes Willie Keil's Grave State Park and Rainbow Falls State Park. The character of this corridor is predominantly rural, consisting of largely agricultural and forest lands. There is very little development along the length of the corridor with the exception of the two cities and the small communities which the corridor passes through. Land use in these communities generally includes low-density residential and some commercial use. Most of this route passes through rolling forested countryside, agricultural areas, and lowlands where it is adjacent to various waterways.



### Current Function

State Route 6 is the primary link between the southwest Washington coastal cities of Raymond and South Bend and the I-5 corridor in Lewis County. This corridor encompasses all of SR 6. This corridor is a vital economic and community link serving regional and local traffic for timber, farming, and recreation industries, and providing primary access to Pe Ell, Menlo, LeBam, and Adna. Although SR 6 does support commute trips, it is primarily not a commuter route. The corridor serves as a main street for some of the small communities such as the town of Pe Ell. SR 6 provides a connection to numerous coastal recreation areas and is designated as a Scenic and Recreational Highway. The Willapa Hills Trail runs parallel to and, in some areas, immediately adjacent to SR 6. There are sidewalks within Pe Ell and shoulders are available along most of the corridor for pedestrian and cyclist use.

### 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 6 is a two-lane, undivided highway which expands to include turn lanes at major intersections. The only signalized stop on the corridor is at the I-5 junction in Chehalis. The annual average daily traffic on this corridor is highest at the I-5 interchange in Chehalis and lowest near Pe Ell.

### What's working well?

- About 99% of surveyed pavements on the corridor are in fair or better condition.
- Over 99% of the corridor does not experience congestion on a regular basis.
- WSDOT has corrected a fish passage barrier on this corridor.
- The corridor offers sidewalks in Pe Ell and a shared-use trail for pedestrian and cyclist mobility.

### What needs to change?

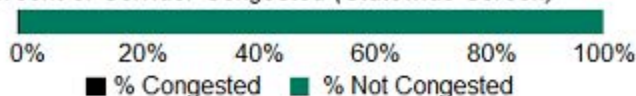
- There are seven bridge preservation needs on the corridor, including four seismic retrofits.
- Sections of the corridor have a high climate change vulnerability rating due to landslides and flooding.
- There are habitat connectivity issues along the corridor.
- There are multiple fish passage barriers remaining on the corridor.

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

High	Low	
11,974	1,511	Annual Average Daily Traffic (AADT)
15.6%	7.1%	Bus/Truck Percent
102.74		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$42,556,000		Corridor Investments (2005-2016)

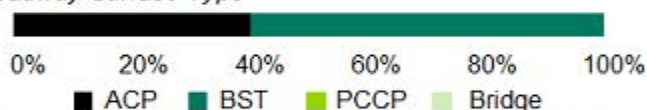
### Mobility

Percent of Corridor Congested (Statewide Screen)

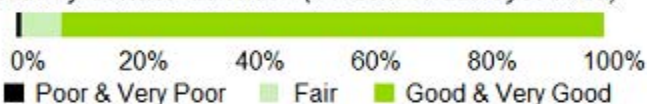


### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	44.4% Passable	55.6% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	1 Structures in Place	10 High Priority Miles
Stormwater Treatment	3 BMPs	Retrofit Prioritization in progress
92.1	% of Corridor with high potential for increased Climate Impacts	
1	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:

- A concern about the lack of shoulders on the rural portions of the highway and the effects on pedestrian and cyclist mobility.
- Concern over the effects of roadway shifts due to wet weather in areas of the corridor.
- Desire to possibly change the geometry of the road in sections where the corridor enters a bridge at a right angle.
- A desire to take measures to decrease the congestion that occurs along the corridor on a seasonal basis.
- Concern about the narrow width of several existing bridges, particularly the Chehalis River Bridge in Chehalis.
- Partners would like to explore measures to address the regular congestion at the I-5 junction in Chehalis.
- Support for correcting fish passage barriers on the corridor and addressing wildlife crossing areas.
- Interest in designating the Willapa Hills Trail as part of the US Bicycle Route system.

## 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>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, vegetation control, and pavement repair.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 95% 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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#### 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:

### Michael Williams

Southwest Region Planning Office

Planning Manager

360-905-2082

[william@wsdot.wa.gov](mailto:william@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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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.

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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](mailto: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.

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