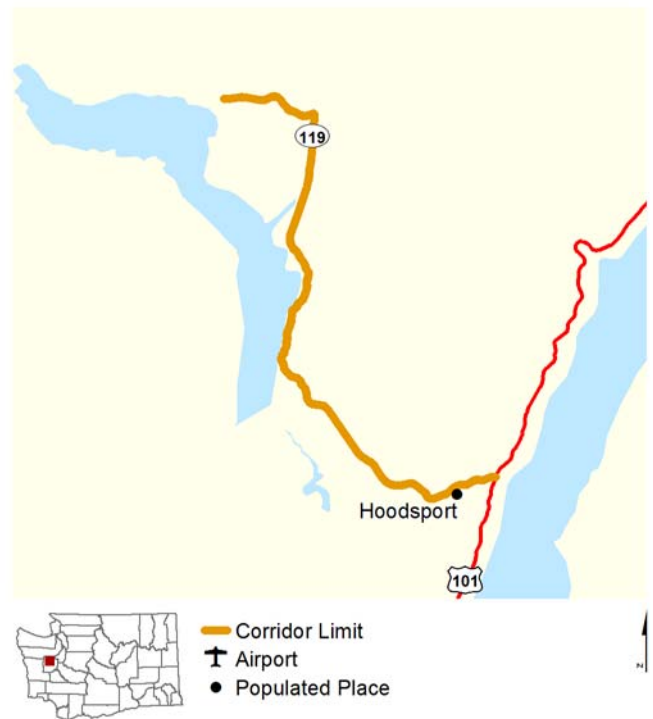


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 119: US 101 Jct (Hoodsport) to Lake Cushman

This 11-mile long north-south corridor is located on the Olympic Peninsula in Washington. The corridor runs between the US Route 101 junction in the community of Hoodsport, roughly following the northeast side of Lake Cushman. The entire corridor is located within the Olympic National Park and Forest. The character of the corridor changes from suburban at the southern end to rural, forestland from the halfway point until reaching its northern end. Land uses at the southern end of the corridor include residential developments and commercial. Additionally, the Olympic National Forest and Visitor Center, a post office, and commercial retail stores are located within Hoodsport. All other land uses along the corridor include forestland. Multiple campgrounds and parks including Skokomish Park at Lake Cushman, Big Creek Campground, Sunrise Resorts Campground are located near the corridor. Mount Ellinor Lower Trailhead is also located near the corridor to the north. In addition to Lake Cushman, the corridor parallels Lake Kokanee. The corridor travels along rolling terrain as it runs through the low hills of the Olympic mountain range.



Current Function

State Route 119 is a state highway located entirely in Mason County. This corridor is primarily a rural residential and recreational corridor, providing access to traffic moving northwest-southeast. The corridor is known locally as Lake Cushman Road. The corridor serves the Lake Cushman community and recreational area, as well as providing access into the Olympic National Forest. The corridor also provides access to the multiple campgrounds surrounding the route. The Hoodsport Visitors Center near the US 101/SR 119 intersection is a key transit stop. Bicycle and pedestrian use is permitted along the corridor.

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 119 is a two-lane, undivided highway with narrow shoulders throughout. The annual average daily traffic on this corridor is highest at the corridor’s junction with US 101 and lowest just south of Lake Cushman Park.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.

What needs to change?

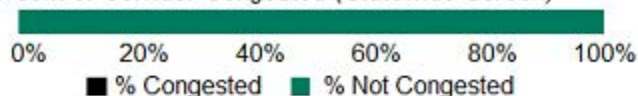
- The corridor has a moderate rating for climate vulnerability impacts due to slides.
- Fish passage barriers are present on the corridor.

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

High	Low	
3,222	452	Annual Average Daily Traffic (AADT)
6.8%	4.9%	Bus/Truck Percent
21.86		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$1,248,000		Corridor Investments (2005-2016)

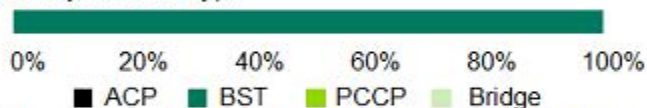
Mobility

Percent of Corridor Congested (Statewide Screen)

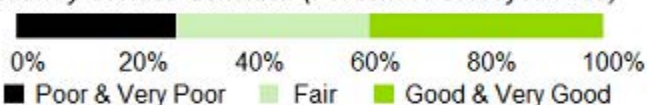


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	10% Passable	90% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
63.7	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	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:

- The corridor’s surrounding area has a large aging and retirement population which rely on public transportation.
- Concern expressed over transit. Skokomish Tribe needs assistance with transit and the elderly have requested more service along the corridor.
- Interest in regular striping between Lake Cushman Resort and US 101 to increase visibility.
- One partner expressed concern about SR 119 having quick turns where road grades drop.
- Desire for transit stops at entrances to existing developments.
- There is a desire to chip seal the last four miles where SR 119 ends at the National Park.

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>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, pavement repair, and vegetation control.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 66% 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:

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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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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Información del Acta (ADA) de Estadounidense con Discapacidad

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 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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