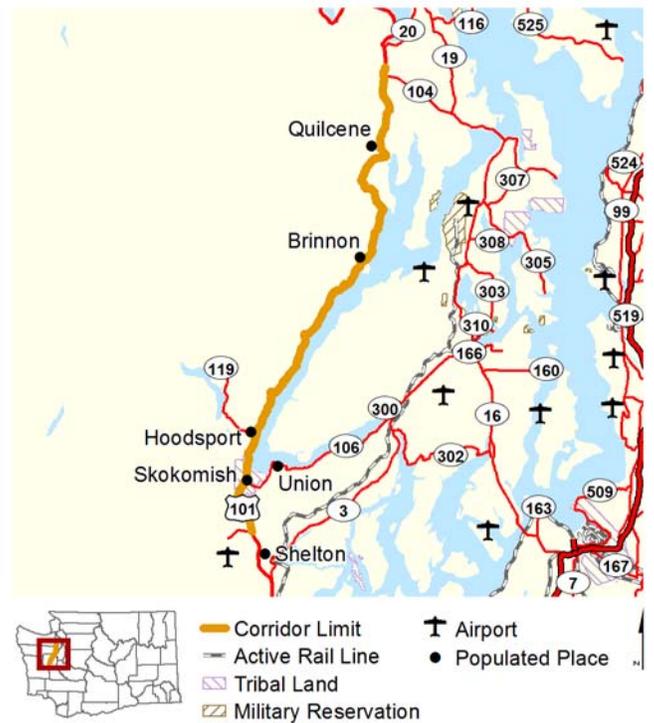


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 101: SR 104 Jct (Port Ludlow vicinity) to SR 102 Jct (Shelton)

This 59-mile north-south corridor runs between the State Route 102 junction in Shelton and the SR 104 junction in the Port Ludlow vicinity. The corridor is located along the Olympic foothills, immediately adjacent to the Hood Canal. The corridor passes through rural areas, providing the only reasonable access to both regional destinations and local communities on the Olympic Peninsula, and plays a vital role in the corridor's economic and commercial prosperity. The primary land use along the corridor is undeveloped forestland. Businesses along the corridor are primarily recreational aquaculture (oyster, geoduck, etc.) related. Within Shelton, the character of the route is suburban and predominantly made up of single-family residences. The corridor traverses rolling terrain as it passes through the small communities of Skokomish, Potlatch, Quilcene, Brinnon, Eldon, Lilliwaup, and Hoodspport, as well as Potlatch State Park and the Skokomish Indian Reservation. The corridor passes the Olympic National Park and the Olympic National Forest, and crosses over numerous creeks that empty into the Hood Canal.



Current Function

US Route 101 runs along the Pacific coast through the states of Washington, Oregon, and California linking Tumwater and Los Angeles, California. The section of US 101 that the corridor runs along is the sole north-south route on the east side of the Olympic Peninsula serving mainly recreation users as the Olympic National Forest trails and the Olympic National Park are accessible off of the corridor. The corridor functions as a gateway to the Olympic Peninsula and provides access to the Skokomish Indian Reservation and Lucky Dog Casino. Due to the rural location of the corridor, it is the primary route for accessing both regional destinations such as Potlatch State Park and local communities on the Olympic Peninsula. Additionally, the corridor plays a vital role in the surrounding area's economic prosperity; major trip attractors include seasonal tourists, recreation, logging, and local residents. Both Mason Transit Authority and Jefferson Transit provide service on the corridor, as does Dial-a-Ride. Walking and bicycling are both permitted on corridor shoulders, with significant bicyclist use during the summer months.

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 101 is a two-lane, undivided, unsignalized highway with multiple auxiliary lanes. At various points on the corridor, it expands to include passing and center turn lanes and slow vehicle turnouts. The annual average daily traffic on this corridor is highest at the SR 102 junction in Shelton and lowest at the Jefferson-Mason county line.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Over 99% of surveyed pavements on the corridor are in fair or better condition.
- There are three fixed-route transit services with a planned transit center on the corridor.
- There are no habitat connectivity sites on the corridor.

What needs to change?

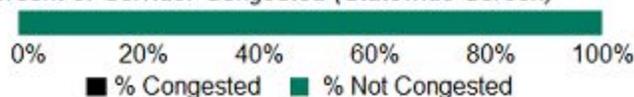
- There are six bridge preservation needs on the corridor, including three bridge repairs.
- The corridor is susceptible to extreme weather closures, the result of flooding and rockslides.
- The corridor's shoulders are often too narrow for bicyclists to comfortably use them.
- There are multiple fish passage barriers on the corridor.

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

High	Low	
11,794	2,036	Annual Average Daily Traffic (AADT)
21.8%	6.5%	Bus/Truck Percent
124.72		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$38,261,000		Corridor Investments (2005-2016)

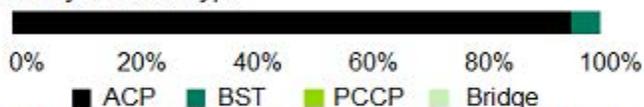
Mobility

Percent of Corridor Congested (Statewide Screen)

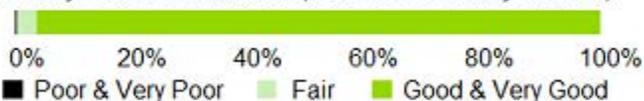


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	25% Passable	75% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	4 High Priority Miles
Stormwater Treatment	3 BMPs	Retrofit Prioritization in progress
37.4	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
5	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:

- Concerns about shoulder width on the corridor impeding the mobility of bicyclists, freight, and buses.
- Two partners expressed concern about the posted speed limits near the SR 106 junction in Skokomish and the Quilcene School District in Quilcene.
- A desire to see increased motorized mobility and more facilities for pedestrians, bicyclists, and transit service in Skokomish near the SR 106 junction.
- One partner would like to ensure the continued mobility of freight on the corridor, mainly by reducing or removing weight restrictions on bridges.
- Several partners emphasized the importance of the Duckabush River Estuary Project and its possible impact on the corridor's current layout.
- There is a concern about access into the Quilcene National Fish Hatchery at US 101/Fish Hatchery Road intersection (Milepost 296.62).

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 two Pavement actions in the next six years encompassing 37% of the corridor.</i>
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Structures	<i>WSDOT has identified three Structures 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 17% 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

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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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