

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: Hoquiam to SR 112 Jct (Lower Elwha vicinity)

This 151-mile long north-south corridor is located on the western half of the Olympic Peninsula. The southern limit is at Hoquiam and the northern limit is located at the State Route 112 junction between Elwha and Port Angeles. Over its length, the corridor traverses rolling terrain through timberlands and the rural communities of Neilton, Amanda Park, Kalaloch and Forks. The corridor is primarily rural in character with exceptions in Hoquiam and Forks, which have a higher population density, varied land uses including commercial and grid-like residential areas. Land uses adjacent to the corridor are primarily forestland with views of the Olympic Mountains and Pacific Ocean. The corridor travels around Olympic National Park, partially through the Quinault Indian Nation. The corridor crosses numerous rivers including Elwha, Hoh, Queets, Quinault, and Humptulips. Several regional airports are located near or along the corridor, including Bowerman Field in Hoquiam, Forks Municipal in Forks, and Quillayute Airport near Forks.



Current Function

US Route 101 runs along the Pacific Coast through the states of Washington, Oregon, and California, linking Olympia and Los Angeles, California. This corridor provides the sole north-south route on the west side of the Olympic Peninsula. The corridor serves freight, primarily logging trucks, and recreational traffic that passes through Grays Harbor, Jefferson, and Clallam counties. Logging trucks use the corridor to move goods from the surrounding areas across the region. It also serves recreational travelers going to the Olympic National Park and nearby campgrounds. There are resort and camping facilities in Amanda Park, Kalaloch, Sol Duc Hot Springs, Lake Crescent, and two state parks. The corridor provides connections to the Quinault, Hoh, Quileute, Makah, and Lower Elwha Klallam Tribes. The corridor also functions as the city of Fork's "main street". Grays Harbor Transit, Jefferson Transit, and Clallam Transit all serve this corridor, and there are five park and rides along this route. Grays Harbor, Jefferson, and Clallam counties have designated US 101 as a bike route with significant 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 section of US 101 is a two-lane, undivided, unsignalized highway with auxiliary lanes throughout its course. At various points, it includes center and right turn, passing, and truck climbing lanes. In addition, the corridor offers many scenic turnouts along the south side of Lake Crescent. The annual average daily traffic on this corridor is highest near Division Street in Forks and lowest at the Jefferson-Grays Harbor county line.

What's working well?

- Approximately 99% of surveyed pavements on the corridor are in fair or better condition.
- The entire corridor operates above WSDOT's congestion threshold.
- There are multiple fixed-route transit services that provide coordinated coverage of the whole corridor.
- There are no habitat connectivity sites on the corridor.

What needs to change?

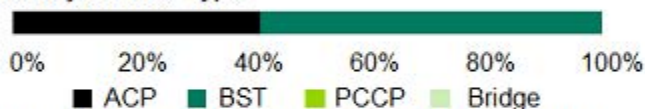
- There are 20 bridge preservation needs on the corridor, including 11 seismic retrofits.
- There are multiple fish passage barriers present on the corridor, mainly in the reservation and park areas.
- One part of the corridor has a high climate change vulnerability rating.
- The width of the corridor's shoulders are too narrow to accommodate pedestrians and cyclists in various locations.

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

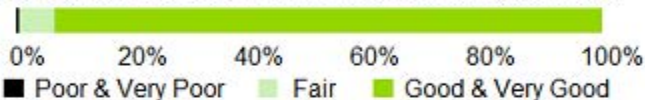
High	Low	
6,711	908	Annual Average Daily Traffic (AADT)
20.7%	8.6%	Bus/Truck Percent
302.78		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$55,683,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

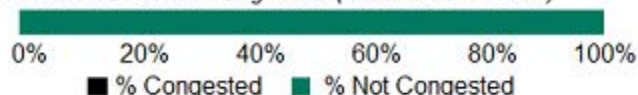


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	28.4% Passable	71.6% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	37.5% Resolved	62.5% Unresolved
Wildlife Connectivity	0 Structures in Place	26 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
20.8	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
2	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

- A desire to remedy the narrow shoulders in the Lake Crescent vicinity by creating a parallel shared-use trail for pedestrians and cyclists.
- Several partners would like to see improved informational signage marking the corridor's many trailheads.
- Concerns over the narrow width of the Hoh River Bridge, and its effects on bus and freight mobility.
- One partner emphasized that the corridor experiences infrequent congestion related to events such as the Fourth of July, Forever Twilight in Forks, and Lavender Festival.
- A desire for more vehicle pullouts on the corridor segment parallel to the Hoh River due to the high amount of logging freight.
- The Hoh Tribe recommended improvements (realignment and channelization) at US 101/Lower Hoh Road intersection. They also referenced a US 101/Hoh Highlands development access.

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 three Pavement actions in the next six years encompassing 36% 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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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a single location on 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:

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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.

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