

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 110: US 101 Jct (Forks) to La Push/Mora (Access to Quileute Indian Reservation)

This 14-mile long east-west corridor is located on the northwestern portion of the Olympic Peninsula. The route travels between the US Route 101 junction in the city of Forks and the community of La Push/Mora. The corridor also includes a short three-mile long Mora Spur, traveling between the Mora Road/La Push Road intersection, located by the Quillayute River County Park, and Rialto Beach. The corridor is predominantly rural in character as it travels the level landscape. Land use along the corridor consists of commercial forest, rural residential homes, industrial and a small pocket of commercial establishments within La Push as well as the Quileute Marina. Other land uses located along the route are the Quileute Reservation, the Quillayute Needles National Wildlife Park, the Quillayute River County Park, and Rialto Beach. Two airports, Forks Municipal and Quillayute State, are located at each corridor end point. The corridor parallels several rivers that include Quillayute, Sol Duc, Bogachiel, and Calawah. A portion of the corridor travels through the Sol Duc Valley.



Current Function

State Route 110 is a state highway serving the Olympic National Park and the Quileute Indian Reservation within Clallam County. The corridor serves as an economic and tribal community link for area residents providing access between Forks, La Push, and Rialto Beach, for both residents and recreational users. The corridor also serves as a tsunami evacuation route and a tourist and recreational route to the natural and scenic resources of the Olympic Peninsula. Recreational and tourist attractions include whale watching in the spring, surfing, fishing, and hiking in the summer, and storm watching in the fall and winter. Other recreational destinations along the corridor include the the Quillayute River, Quileute Oceanside Resort, Mora Campground, and the Quillayute Needles National Wildlife Refuge. Clallam Transit provides both fixed route service and paratransit. The route provides access to one park and ride located in Forks. The future Olympic Discovery Trail may generally parallel this route (Trail alignment may use USFS and Rayonier right-of-way from US 101 to Mora Spur with shoulder use along remaining SR 110).

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

The SR 110 mainline and Mora Spur are both two-lane, undivided highways. The annual average daily traffic on this corridor is highest at the junction with US 101 and lowest on the Mora Spur.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Recreational and tourism corridor for those who come for whale watching in the spring; surfing, fishing, and hiking in the summer and storm watching in the fall and winter.
- Quileute Tribe received funding to relocate tribe's critical facilities outside of tsunami and flood zone.

What needs to change?

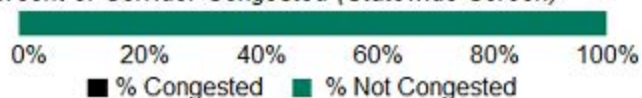
- Two bridge preservation needs have been identified on the corridor
- The corridor has a medium rating for climate vulnerability impacts due to flooding.

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

High	Low	
2,109	669	Annual Average Daily Traffic (AADT)
12.8%	4.2%	Bus/Truck Percent
27.54		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$5,108,000		Corridor Investments (2005-2016)

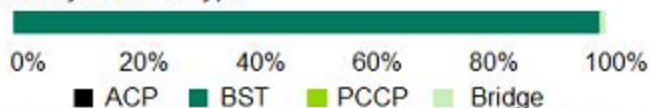
Mobility

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	100% Passable	0% 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
	79.9 % 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:

- Floods on a portion of SR 110 near Quillayute River prevent access to tribe properties.
- Narrow shoulders on SR 110 are a safety concern for bicyclists. Interest in WSDOT right of way to create a separated shared-use trail (Olympic Discovery Trail).

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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Structures	<i>WSDOT has identified one Structures 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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