

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 112/113: Port Angeles to Neah Bay

This 71-mile long, primarily east-west corridor, runs along the Olympic Peninsula's north coast hugging the Strait of Juan de Fuca. The corridor is comprised of two highways, State Route 112 that runs east-west between Port Angeles and the Makah Indian Reservation, and SR 113 that runs north-south between SR 112 in the north near Clallam Bay/Sekiu and US Route 101 in the south. The corridor's character is mainly rural. SR 113 is surrounded by timberlands on both sides with some residences on the north and south ends. Most of SR 112 also traverses through heavily forested areas with some agricultural and large lot residential use on the east end near Port Angeles. Several small rural towns, such as Neah Bay at the northwest end, are located throughout the corridor with residential development and a small amount of commercial business. Port Angeles is a more densely populated area with residential, agricultural, and industrial land use. The corridor provides scenic views of the Strait of Juan de Fuca as it runs adjacent to it with constant elevation changes. Two airports are located along the corridor, Sekiu Airport in Sekiu, and William R. Fairchild International near Port Angeles.



### Current Function

Both SR 112 and SR 113 serve as an economic and community link for area residents, and as a recreational route to destinations such as Cape Flattery at the northwestern end of Washington. The corridor serves the Makah Indian Reservation and several communities including, Neah Bay, Sekiu, Clallam Bay, and other small pockets of residences along the route. Recreational destinations include the Olympic National Park, beaches south of Cape Flattery, Neah Bay, and Joyce Days and Clallam Bay Festival during the summer. SR 112 is the only regional route connecting communities in the Western Straits area with other regions in the county and is also designated a Tsunami evacuation route with logging roads leading to higher ground. Clallam Transit provides bus service and paratransit on portions of this corridor near Joyce, Port Angeles, Clallam Bay, Sekiu, and Neah Bay. The Makah Public Transit System also connects with Clallam Transit three times daily Monday through Friday in Neah Bay. One park and ride is located in Sappho at the junction of SR 113 and US 101. Sidewalks are intermittent along the corridor but walking and bicycling is permitted on shoulders.

### 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 112 and SR 113 are both two-lane, undivided, unsignalized highways. SR 112 includes occasional vehicle turnouts while SR 113 has no special facilities. There are stop-controlled intersections at the SR 112/SR 113, SR 112/US 101, and SR 113/US 101 junctions. The annual average daily traffic on this corridor is highest at the SR 112/US 101 junction near Port Angeles and lowest at SR 112's western terminus in Neah Bay.

### What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- The SR 112 section of the corridor has complete fixed-route transit and paratransit coverage.
- There are three park and ride lots on the corridor.
- The corridor has no habitat connectivity sites.

### What needs to change?

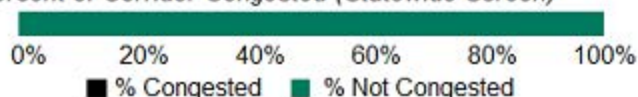
- Approximately 13% of surveyed pavements on the corridor are in poor to very poor condition.
- One segment has a high climate change vulnerability rating and is prone to slides and river/coastal flooding.
- The corridor has narrow shoulders with no link to parallel shared-use facilities.
- There are multiple fish passage barriers present on the corridor.

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

High	Low	
4,198	956	Annual Average Daily Traffic (AADT)
25.0%	9.1%	Bus/Truck Percent
142.58		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$31,681,000		Corridor Investments (2005-2016)

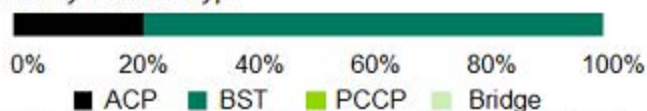
### Mobility

Percent of Corridor Congested (Statewide Screen)

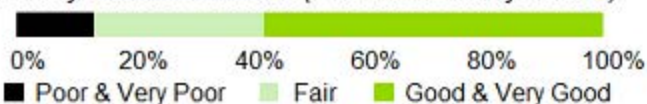


### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)



#### Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	32.3% Passable	67.7% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	33.3% Resolved	66.7% Unresolved
Wildlife Connectivity	0 Structures in Place	3 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
77.6	% 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:

- Partners would like to see facilities added to the corridor that accommodate left-turning freight traffic on SR 112 in the vicinity of Dan Kelly Road and Elwha River Road.
- A desire for increased support for additional shared-use trail projects on the corridor.
- Concerns about the impact of roadway icing in winter months, river and coastal flooding, and landslides on SR 112 that restrict access to the Makah Tribal Reservation.
- Emphasis on decreasing the effects of planned housing projects on the Makah Tribal Reservation on an existing conflict between the corridor's commuter and freight traffic.
- One partner expressed concern about recreational vehicles parking on scenic turnouts in Sekiu in order to avoid parking/campground fees.
- Shared use "sister trails" from Joyce and Pysht connecting into the Olympic Discovery Trail and a shared use recreational trail between the Clallam Bay and Sekiu communities is identified in a management plan for the SR 112 corridor.

## 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>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 86% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years encompassing 5% of the corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 29% 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:

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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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