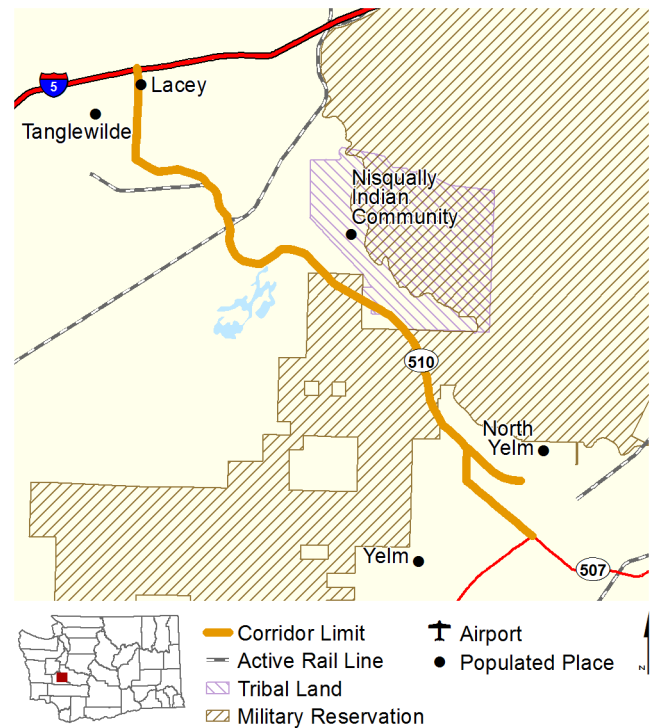


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 510: I-5 Jct to SR 507 (Yelm)

This 14-mile east-west corridor is located in Thurston County and runs between the Interstate 5 interchange in the city of Lacey and the State Route 507 intersection in the city of Yelm. The corridor also includes a short one-mile long spur in Yelm. This corridor's character varies along its length. Through Lacey, the character of the corridor is dense suburban, lessening in density and becoming rural as it nears the Nisqually Indian Tribe Community. The area south of the Nisqually Indian Tribe Community remains forested and relatively undeveloped. Closer to the SR 507 junction, the corridor becomes more urban with commercial and residential uses. The corridor passes through Joint Base Lewis-McChord, a major military installation and employer in the region, the Nisqually Indian Tribe Reservation, and past the Red Wind Casino. The corridor's terrain is level within the cities and rolling in between Lacey and Yelm. Vegetation consists of tall conifers lining the roadway.



Current Function

SR 510 is a state highway that connects I-5 in east Lacey to the SR 507 junction in Yelm. This corridor encompasses the entire length of SR 510 and primarily carries urban and rural commuter traffic heading to I-5 and beyond. This corridor travels south by the Hawks Prairie Village Mall and Hawks Prairie Center, attracting commercial users to the corridor. The corridor also hosts freight and recreational traffic, with the corridor being designated as an Agricultural Tourism Route from Reservation Road to the SR 507 junction. There are two rail lines which cross under the corridor. Sidewalks are available in both Lacey and Yelm with walking permitted along the shoulders between the two cities. The Yelm to Tenino Trail is located near the corridor for both bicycle and pedestrian use, and bike lanes are available from the I-5 interchange to Pacific Ave in Lacey and within parts of Yelm.

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 510 is primarily a two-lane, undivided highway. The corridor expands to four lanes between I-5 and the intersection of Pacific Avenue and Marvin Road in the city of Lacey. The annual average daily traffic along this corridor is highest within the city of Lacey and lowest at the Yelm Spur.

What's working well?

- Roughly 9% of the corridor experiences congestion on a regular basis.
- Approximately 94% of surveyed pavements on the corridor are in good to very good condition.
- The Reservation Road and Yelm Highway roundabouts work well.
- The Yelm to Tenino Trail provides active transportation in Yelm.

What needs to change?

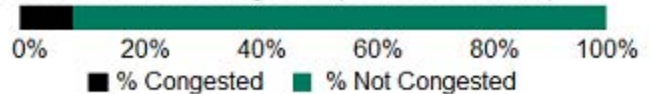
- Two seismic retrofit projects have been identified on this corridor.
- There are pedestrian and bicyclist connectivity issues along the corridor.
- Fish passage barriers are present on this corridor.

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

High	Low	
28,100	4,507	Annual Average Daily Traffic (AADT)
7.0%	3.3%	Bus/Truck Percent
32.89		Number of Lane Miles
14		# of Signalized/Stop Controlled Intersections
\$36,345,000		Corridor Investments (2005-2016)

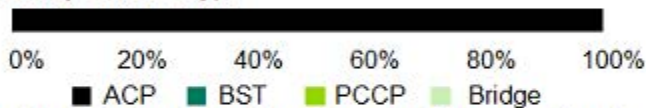
Mobility

Percent of Corridor Congested (Statewide Screen)

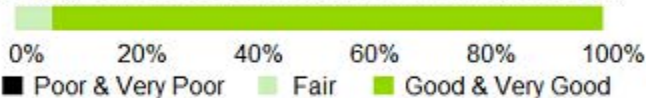


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	None	100% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	13 High Priority Miles
Stormwater Treatment	10 BMPs	Retrofit Prioritization in progress
Zero	% 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:

- Concerns about the lack of sidewalks in Lacey, specifically on Pacific Avenue heading toward Yelm from the Marvin/Pacific Roundabout to Seaton Court SE vicinity and in Yelm between the roundabout and Yelm High School.
- Strong interest in the completion of the Yelm bypass.
- Desire to improve the walkability on Martin Way and Marvin Road.
- Concerns about increased future congestion and housing as a result of nearby JBLM.
- The Nisqually Indian Tribe has expressed interest in non-motorized pedestrian crossings and/or shared use trail connections.

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>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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>

Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</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 rest areas.</i>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 80% of the corridor.</i>

Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 80% 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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It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

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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