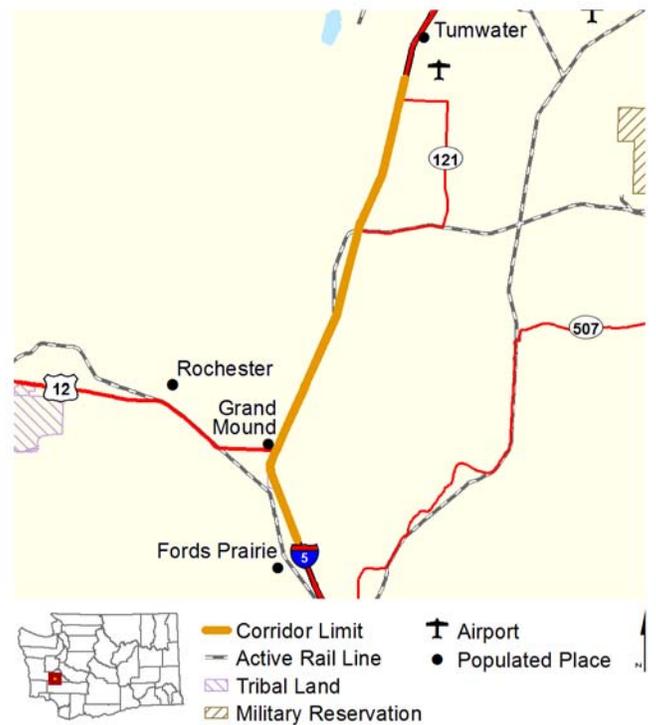


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

### *I-5: Thurston Co Line to SR 121 Jct (Tumwater)*

This 14-mile long north-south corridor is located in western Washington, south of Olympia, and runs between the Lewis/Thurston County Line and the State Route 121/93rd Avenue SW interchange in Tumwater, near the south city limits. The corridor passes through Grand Mound and into Tumwater. Terrain throughout the entire corridor is rolling, and the corridor's character is a mix of rural outside of the Grand Mound urban growth area and urban within the city of Tumwater. Land use on the corridor consists of agricultural and heavily forested areas between the county line and Tumwater. Land uses within the urban and suburban areas include rural resource industrial, commercial and retail, and residential. Great Wolf Lodge, a large family indoor water park resort, is located in Grand Mound, situated adjacent to the corridor. This route also passes by Millersylvania State Park and wildlife recreation areas. The corridor runs adjacent to the Tacoma Rail Mountain Division line. The Port of Olympia owned Olympia Regional airport is located northeast of the corridor.



### Current Function

Interstate 5 is the major north-south route along the US west coast connecting most major cities between Canada and Mexico. The corridor provides local, regional, and domestic transportation access to cities and communities to both the north and south, such as Portland and Seattle. This section of I-5 is a heavily used freight route and connects with local and regional highways, including US Route 12 and SR 121. The corridor serves a variety of trip purposes; commuter, freight, recreational, and provides access to numerous regional educational, health care, and retail facilities. Though many local trips use the corridor, I-5 is a regional and interstate corridor connecting metropolitan areas within, as well as outside of Washington. Major employers on the corridor include governmental agencies on the east side of I-5 and commercial retail on the west side. The Thurston Regional Planning Council's Rural & Tribal Transportation system connects to the I-5/Old Highway 99 SW Grand Mound Park and Ride lot. Walking and bicycling is permitted on corridor 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

This segment of I-5 is a six-lane, divided, unsignalized highway which includes acceleration and deceleration lanes at three separate points. The annual average daily traffic on the corridor is highest at the SR 121 junction in Tumwater and lowest at the US 12 interchange at Grand Mound.

### What's working well?

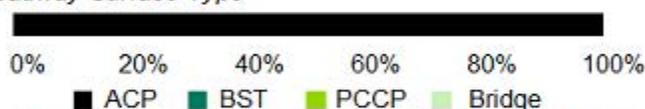
- The entire corridor operates above WSDOT's congestion threshold.
- Approximately 98% of surveyed pavements on the corridor are in fair or better condition.
- Freight and passenger rail services are available throughout the whole corridor.
- The new corridor width and rebuilt Grand Mound interchange have improved corridor mobility.

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

High	Low	
66,922	55,508	Annual Average Daily Traffic (AADT)
16.6%	16.2%	Bus/Truck Percent
105.72		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$171,681,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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



#### Corridor Bridge Preservation Needs

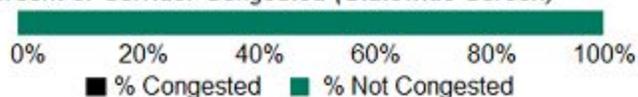


### What needs to change?

- There are two bridges on the corridor with performance gaps for seismic retrofit.
- The corridor's fixed-route transit service is incomplete.
- There are no active traffic management strategies in use on the corridor, such as ramp metering, other than traffic cameras along I-5.
- The corridor's drainage system is inadequate and frequently blocked by vegetation during the fall.

### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	69.2% Passable	30.8% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	12 High Priority Miles
Stormwater Treatment	34 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
4	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:

- One partner would like to see preservation and capacity improvements made to the Grand Mound Park and Ride lot after addressing possible drainage issues.
- Concerns about commercial and residential development on the northeast side of Old Highway 99 and its impact on the I-5/SR 12/Old Highway 99 interchanges.
- A desire to increase fixed-route transit frequency and route length in order to cover more of the corridor and provide service to a greater number of passengers.
- The Maytown Safety Rest Area (Southbound) and the Scatter Creek Safety Rest Area (Northbound) should have adequate facilities to handle existing and future transportation needs (e.g. additional car and truck stalls at Maytown rest area with consideration of recreational vehicle dump stations).
- The Statewide Intelligent Transportation Plan includes strategies such as fiber optic, conduits and data stations, surveillance and driver information with cameras and message signs, and on ramp meters from Maytown to Tumwater.

## 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 rest areas.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 29% of the corridor.</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:

### Dennis Engel

Olympic Region Planning Office

Planning Manager

360-357-2651

[engeld@wsdot.wa.gov](mailto: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.

#### **Americans with Disabilities Act (ADA) Information**

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](mailto: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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