

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 121: I-5 Jct (Maytown) to I-5 Jct (Tumwater Vic)

This eight-mile corridor is located south of Olympia, and runs between the Interstate 5 junction near Maytown and the I-5 junction at 93rd Avenue SW, near the city of Tumwater. The corridor is predominantly rural in character with recreational and residential land uses along the route. Homes dot both sides of the corridor and at the southeastern corner of the corridor is Deep Lake and Millersylvania State Park. The corridor crosses over both Beaver Creek and Salmon Creek. There are also agricultural fields and farmland along the route. Additionally, there are light industrial areas located near both I-5 interchanges and the city limits of Tumwater including a concentrated section of commercial businesses. At the northeastern corner of the corridor is the Olympia Regional Airport. There is a truck service center located near the I-5/93rd Avenue SW interchange. The southernmost portion of this corridor runs alongside the Tacoma Rail Mountain Division railroad. The corridor's terrain is flat with a mix of thick conifer and deciduous forests and open farmland.



Current Function

SR 121 is a state highway located entirely in Thurston County, and forms a loop off of I-5. The corridor primarily serves as a rural collector road, connecting residential, agricultural, and recreational facilities to I-5. The corridor carries regional and domestic freight travel and accommodates truck drivers stopping at the one remaining truck stop. The northern portion of the corridor primarily serves commuters of Tumwater and functions as a link to cities and towns beyond the corridor. The corridor also provides connections to the Olympia Regional Airport and nearby industrial facilities. At the southern portion of the corridor, the route links I-5 to Millersylvania State Park and other outdoor facilities. The Thurston Regional Planning Council's Rural & Tribal Transportation travels on 93rd Avenue and is the only public transportation available on this route. Bicyclists heavily use this corridor during summer months, and pedestrians are able to utilize the shoulder.

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 121 is a two-lane, undivided, unsignalized highway that includes a center turn lane at the I-5 interchange in Tumwater. The annual average daily traffic on this corridor is highest at the I-5 interchange in Tumwater and lowest at the Reeder Road SW intersection in Maytown.

What's working well?

- The corridor operates above WSDOT's congestion threshold.
- Approximately 96% of surveyed pavements are in good to very good condition.
- There are no habitat connectivity sites on the corridor.
- There are no chronic environmental deficiency sites on the corridor.

What needs to change?

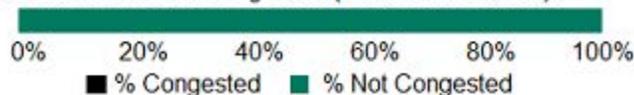
- There is one bridge on the corridor requiring seismic retrofit.
- The corridor has no designated pedestrian or bicyclist facilities.
- The corridor has a medium climate change vulnerability rating due to high winds and flooding.
- There are fish passage barriers present on the corridor.

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

High	Low	
9,741	1,420	Annual Average Daily Traffic (AADT)
8.6%	4.8%	Bus/Truck Percent
15.34		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$4,154,000		Corridor Investments (2005-2016)

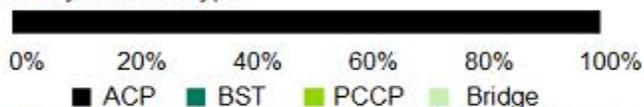
Mobility

Percent of Corridor Congested (Statewide Screen)

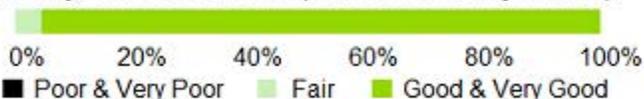


Preservation

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	2 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
100.0	% 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

- Concerns about the mobility of several intersections on the corridor, including those at Case Road, Kimmie Street, and Tilley Road.
- Partners would like to explore options to improve sight distance at the McCorkle Road/113th Avenue and Tilley Road intersection.
- A desire to extend existing bike trails in the vicinity of Millersylvania State Park to cover most the corridor and make improvements in other segments to increase pedestrian and cyclist mobility.
- A willingness to find new ways to decrease motorized recreational and commuter traffic on the corridor.
- One partner expressed concern about snow and ice treatment on the corridor segment between the Tumwater I-5 junction and the Olympia Regional Airport.
- A desire to widen SR 121 between Kimmie Street SW and the Pilot Truck Center.

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 rest areas.</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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