

# Appendix P

## Regional Project List Detail

Appendix P provides more information about the Regional Project List in Chapter 2: Recommendations. Each page includes a description, map, specific location, and other project details.

Please note that these projects change over time and TRPC will make them current in future updates, revisions, or amendments to the RTP.

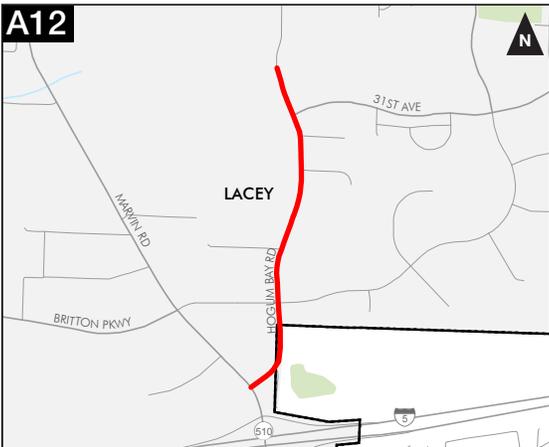
# A Guide to Project Pages

A consistent format organizes information about each individual entry on the Regional Project List.

## Hogum Bay Truck Route



▲ Photo: 2011 – Hogum Bay Road NE looking southbound approaching Willamette Drive NE. The project will add a center left turn lane and address structural loading for freight between Marvin Road NE and 31st Avenue NE. [Google Image October 2011]



◀ Map: 2015 – Vicinity map of project A12 Hogum Bay Road Truck Route. [TRPC Map July 2015]

A12

**Sponsor**  
City of Lacey

**Location**  
Hogum Bay Road, from Marvin Road NE to 31<sup>st</sup> Avenue NE

**Description**  
Widen to 2/3 lanes, addressing structural loading for freight, with a roundabout at Willamette Drive NE.

**Estimated Cost**  
\$8,500,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Underway

- Design: Completed
- Environmental: Completed
- Right-of-Way: Active
- Construction: Not Underway

**Notes**  
Estimated cost is for construction. At the time of the RTP update, design is completed and right-of-way acquisition is underway. Construction funding is the amount addressed in the financial forecast.

Updated February 2016
RS/MPO

**Project ID**  
A unique identifier for each RTP project.

**Sponsor, Location, & Description**  
The who, what, and where of a project.

**Estimated Cost & Programming**  
Planning level estimate for financial constraint (see Chapter 5).

**Status**  
How the project is progressing — from planned to done.

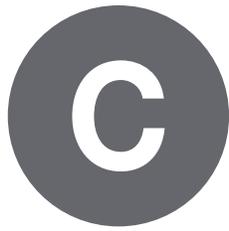
**Other Information**  
Notes and relationship to other RTP projects (as available).

**Updated**  
Documents when changes are made to the project information.

**Vicinity Map**  
Projects may also be seen grouped together on maps at the end of Chapter 2 and using an [online interactive map](#).

**Classification**  
Information on the federal categorization of projects.

- MPO: Inside the Metropolitan Planning Organization boundary
- RTPO: Regional Transportation Planning Organization outside the MPO boundary
- RS: Regional Transportation Model can show a change in capacity.
- NRS: Regional transportation model can't show a substantial change.



## Capacity Projects including Multimodal Improvements

The Capacity Projects including Multimodal Improvements fulfill a variety of needs and support a variety of modes. They improve system mobility and circulation by adding vehicle capacity to existing streets, roads, and bridges that are part of the regional transportation system. These projects also include general-purpose travel lanes, continuous two-way left turn lanes, corridor access management (such as a system of medians and roundabouts), and freeway interchange reconstruction. In urban areas, they upgrade streets and roads to communities' design standards and usually include sidewalks, bicycle lanes, landscaping, and lighting. Rural projects in this category typically widen shoulders, serving people who walk and bike. Both urban and rural projects upgrade stormwater infrastructure.

Highway and freeway projects sponsored by local agencies, and not yet part of a state facilities plan, are included in the Multimodal Capacity Improvement category, and are financially constrained in this RTP.

Although not described in the RTP, every construction project must meet a variety of requirements before building begins – complying with local, state, and federal requirements for design, environmental review, and right-of-way acquisition.

See Map 2-1 for a comprehensive look at Capacity Projects including Multimodal Improvements, or use the [online interactive map](#).

# Elderberry Road Upgrade



▲ Photo: 2013 – Elderberry Road SW looking southbound near 197th Avenue SW. The project will widen the roadway. [Google Image July 2013]

**Sponsor**

Thurston County

**Location**

Elderberry Road, SR 12 to 196th Avenue

**Description**

Widen Elderberry Road to 4/5 lanes, urban improvements, access management, intersection improvements at 196th and SR12, and improved transitions to adjoining roadways.

**Estimated Cost**

\$2,000,000 Public

**Programming**

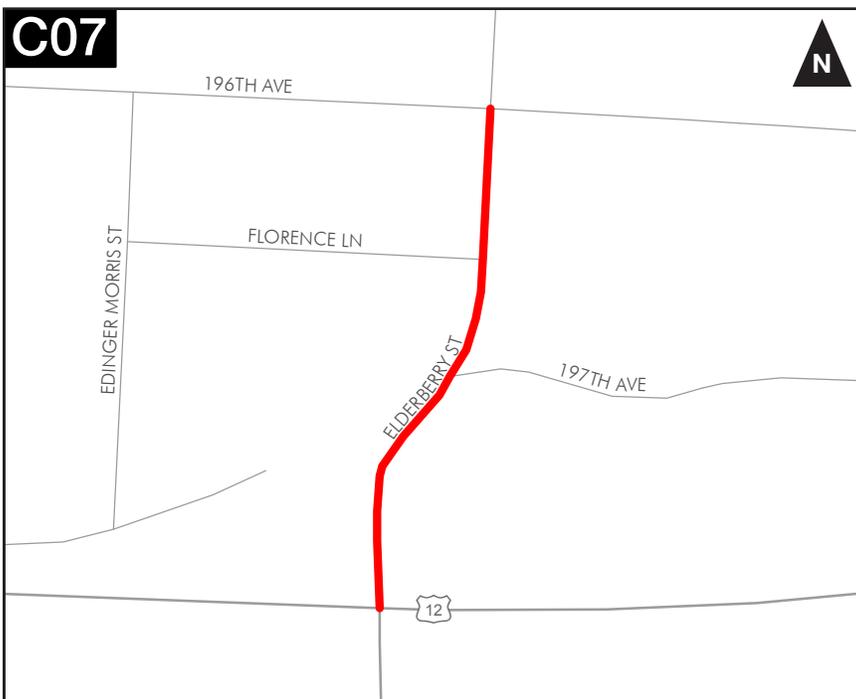
Constrained (Streets, Roads & Bridges)

**Status**

Planned

**Related Projects**

C22 Old Highway 99 SW Capacity Project



◀ Map: 2015 – Vicinity map of project C7 Elderberry Road Upgrade. [TRPC Map July 2015]

Updated February 2016

RS/RTPO

# Carpenter Road Improvements from Pacific Avenue to Shady Lane



**Sponsor**  
City of Lacey

**Location**  
Carpenter Road SE, Pacific Avenue SE to Shady Lane SE

**Description**  
Widen Carpenter Road to a 4/5 lane roadway from Pacific Avenue to Diamond Loop Road, 3/4 lane roadway (two lanes northbound/one lane southbound) from Diamond Loop Road to 14th Avenue SE, including the realignment at 14th Avenue, and widening to a 2/3 lane roadway and auxiliary turn lanes from 14th Avenue SE to Shady Lane. The roadway includes bike lanes, planter strips, and sidewalks for the entire project limits.

**Estimated Cost**  
\$3,500,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

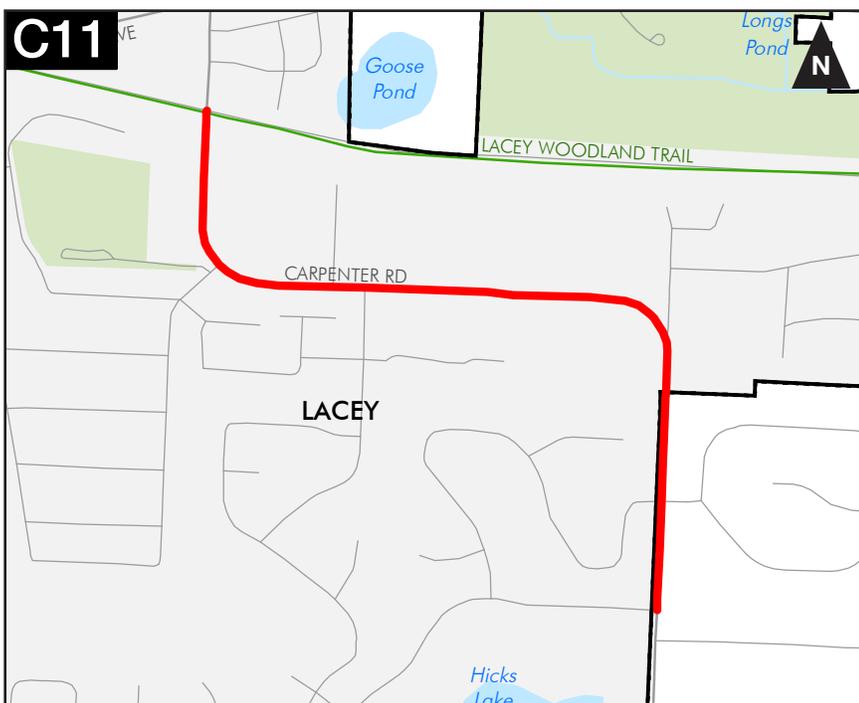
**Status**  
Planned

**Notes**  
This improvement is expected to be continued to Mullen Road.

**Related Projects**  
S27 14th Avenue SE Extension Study

◀ Map: 2015 – Vicinity map of project C11 Carpenter Road Improvements from Pacific Avenue to Shady Lane. [TRPC Map July 2015]

▲ Photo: 2011 – Carpenter Road SE looking northbound in the vicinity of Shady Lane SE. The project will transition from a 5 lane road near Pacific Avenue SE to a 3 lane road near Shady Lane SE (this includes turn lanes). [Google Image September 2011]



# Marvin Road Widening



▲ Photo: 2011 – Marvin Road NE looking southbound in the vicinity of 32nd Avenue NE. The project will widen Marvin Road NE to 4 lanes between Britton Parkway NE and Hawks Prairie Road NE, keeping a two lane configuration with medians north to Columbia Way NE. [Google Image October 2011]

**Sponsor**

City of Lacey

**Location**

Marvin Road NE, Britton Parkway NE to Columbia Way NE

**Description**

This project involves the widening of Marvin Road to 4 lanes with medians and auxiliary turn lanes from Britton Parkway to Hawks Prairie Road, and 2 lanes with medians and auxiliary turn lanes from Hawks Prairie Road to Columbia Way NE. The project includes bike lanes, planter strips, and sidewalks. A center median will need to be incorporated with strict access control to maintain level of service. The single lane roundabout at Hawks Prairie Road will need to be converted into a multi-lane roundabout.

**Estimated Cost**

\$12,400,000 Public

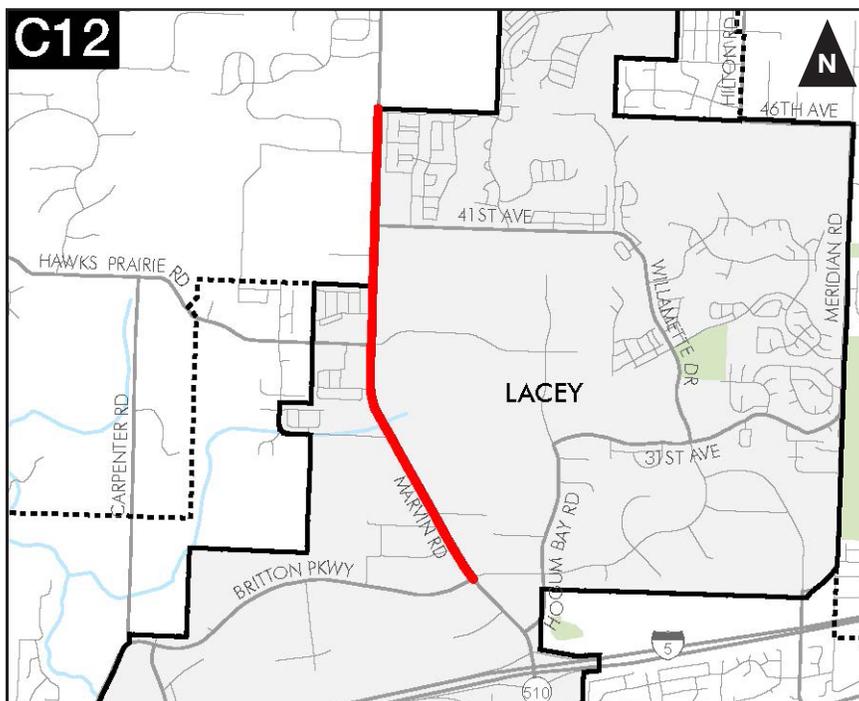
**Programming**

Constrained (Streets, Roads & Bridges)

**Status**

Underway

- Design: Active
- Environmental: Active
- Right-of-Way: Active
- Construction: Active



◀ Map: 2015 – Vicinity map of project C12 Marvin Road Widening. [TRPC Map July 2015]

# Rainier Road Widening



**Sponsor**  
City of Lacey

**Location**  
Rainier Road, Yelm Highway to Lacey's South Urban Growth Boundary (vicinity of 62nd Avenue)

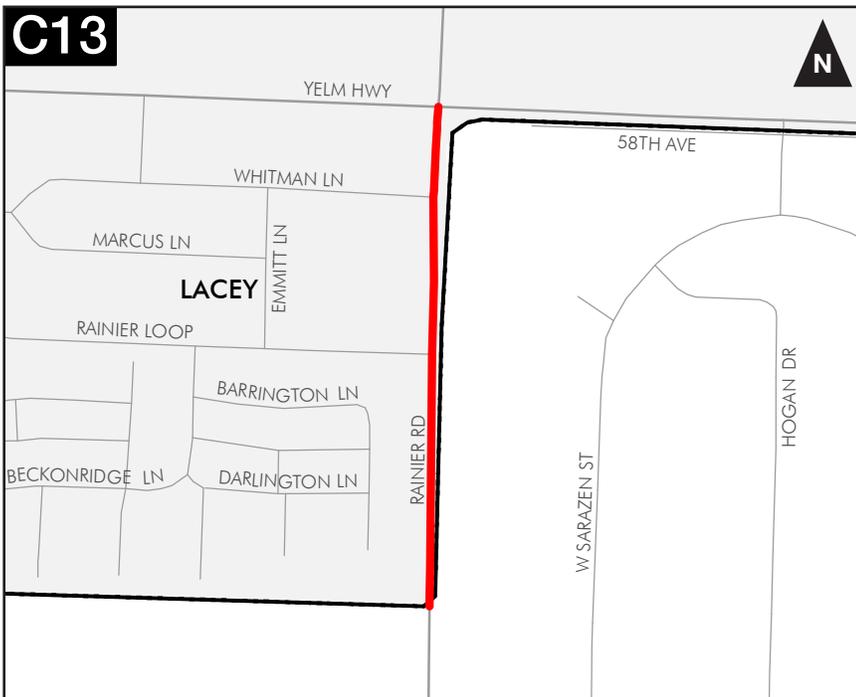
**Description**  
Widen Rainier Road to 4/5 lane arterial from Yelm Highway to the old south city limits near 62nd Avenue SE. The project includes bike lanes, planter strips, and sidewalks for the length of the project limits.

**Estimated Cost**  
\$2,300,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

▲ Photo: 2011 – Rainier Road SE looking northbound in the vicinity of 62nd Avenue SE. The project will widen Rainier Road SE to 5 lanes on the northern section and 3 lanes on the southern section. [Google Image October 2011]



◀ Map: 2015 – Vicinity map of project C13 Rainier Road Widening. [TRPC Map July 2015]

# Yelm Highway Widening (Lacey)



▲ Photo: 2011 – Yelm Highway SE looking northbound in the vicinity of 61st Avenue SE. The project will widen Yelm Highway. [Google Image October 2011]

**Sponsor**  
City of Lacey

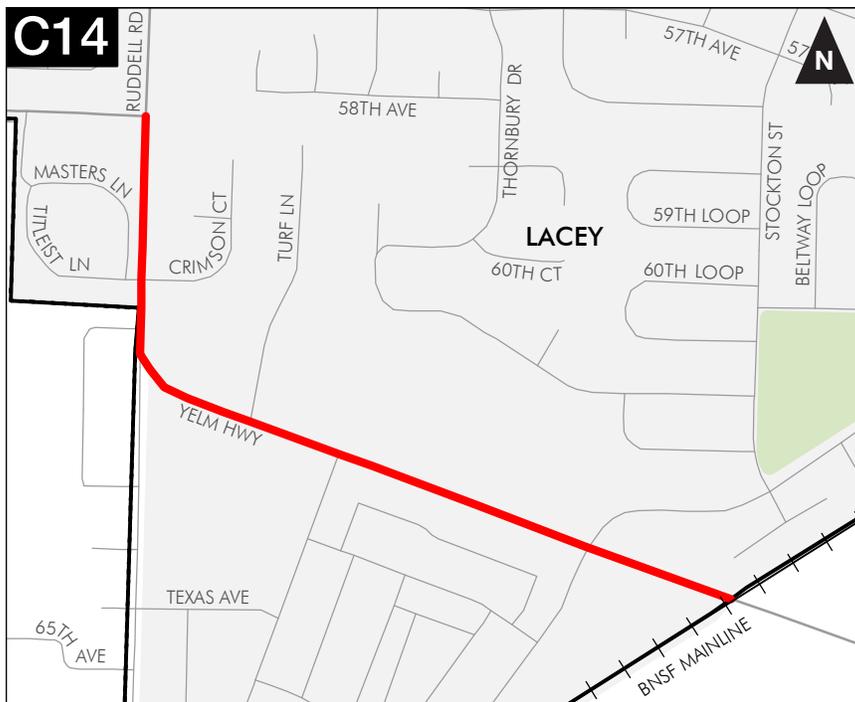
**Location**  
Yelm Highway, Ruddell Road to Lacey City Limits (Burlington Northern Santa Fe (BNSF) Railroad tracks)

**Description**  
Widen Yelm Highway to 4/5 lanes with medians and auxiliary turn lanes, bike lanes, planter strips, and sidewalks.

**Estimated Cost**  
\$4,000,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned



◀ Map: 2015 – Vicinity map of project C14 Yelm Highway Widening (Lacey). [TRPC Map July 2015]

Updated February 2016

RS/MPO

# Fones Road Widening



**Sponsor**  
City of Olympia

**Location**  
Fones Road, from Pacific Avenue to 18th Avenue

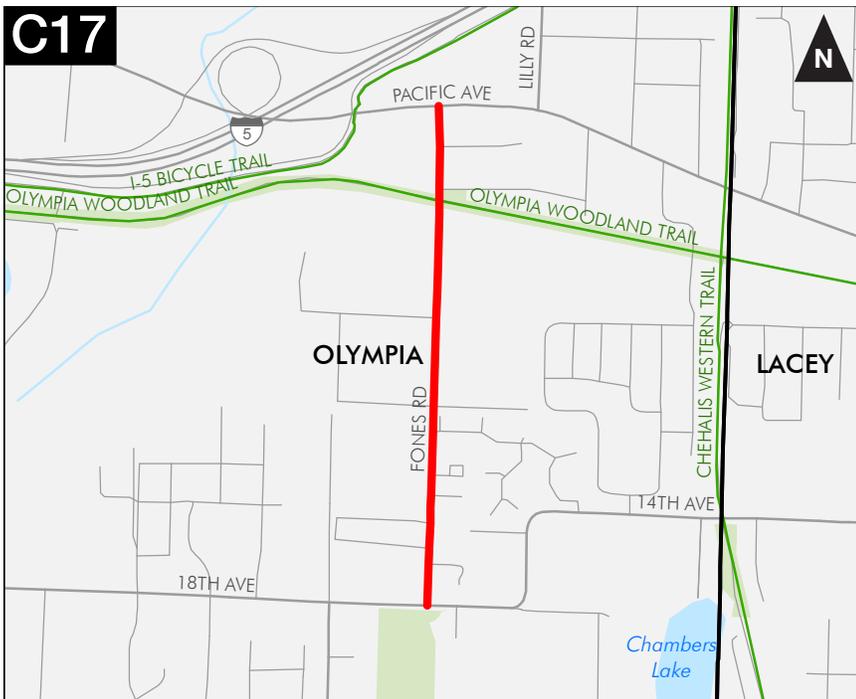
**Description**  
Widen Fones Road to 3/5 lanes with roundabout. Bicycle lanes, continuous sidewalks, and planter strips with street lighting will be provided.

**Estimated Cost**  
\$16,400,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

▲ Photo: 2011 – Fones Road SE looking northbound in the vicinity of 17th Way SE. The project widens Fones Road between Pacific Avenue SE and 18th Avenue SE. [Google Image October 2011]



◀ Map: 2015 – Vicinity map of project C17 Fones Road Widening. [TRPC Map July 2015]

# Old Highway 99 Improvements



▲ Photo: 2011 – Old Highway 99 SE looking southbound near 84th Avenue SE. The project will widen the road and add urban amenities. [Google Image October 2011]

**Sponsor**

City of Tumwater

**Location**

Old Highway 99 SE, from 73<sup>rd</sup> Avenue to 88<sup>th</sup> Avenue

**Description**

Widen Old Highway 99 to 4/5 lanes, provide bicycle lanes, sidewalks, street lighting and stormwater drainage.

**Estimated Cost**

\$22,000,000 Public

**Programming**

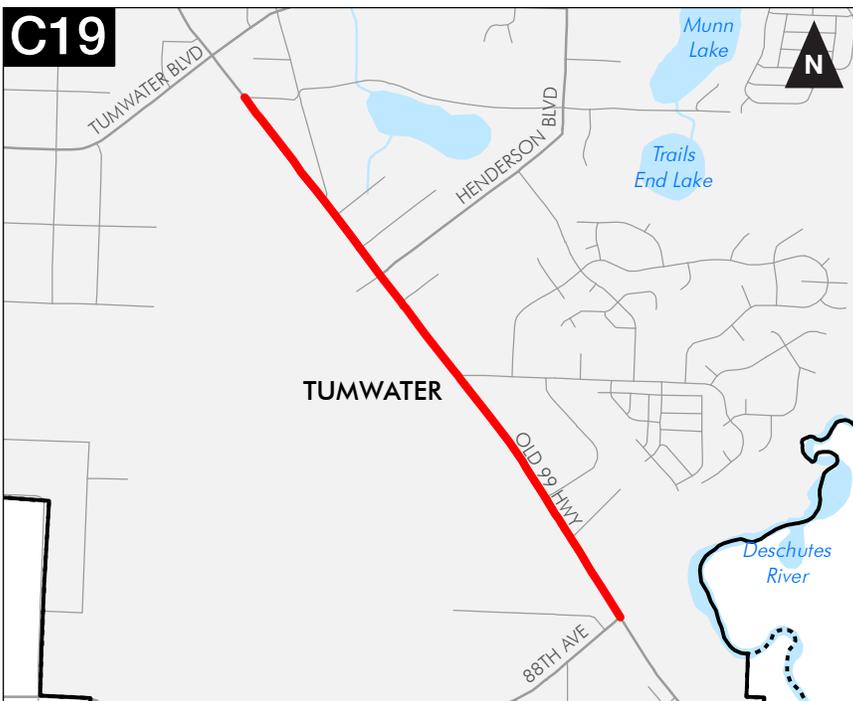
Constrained (Streets, Roads & Bridges)

**Status**

Planned

**Notes**

This project will be built in phases.



◀ Map: 2015 – Vicinity map of project C19 Old Highway 99 Improvements (Tumwater). [TRPC Map July 2015]

# Old Highway 99 SW Capacity Project



**Sponsor**  
Thurston County

**Location**  
Old Highway 99, SR12 to South Grand Mound UGA Boundary (vicinity Old Highway 9 SW)

**Description**  
Widen Road to 4/5 lanes, urban improvements, access management, and intersection improvements.

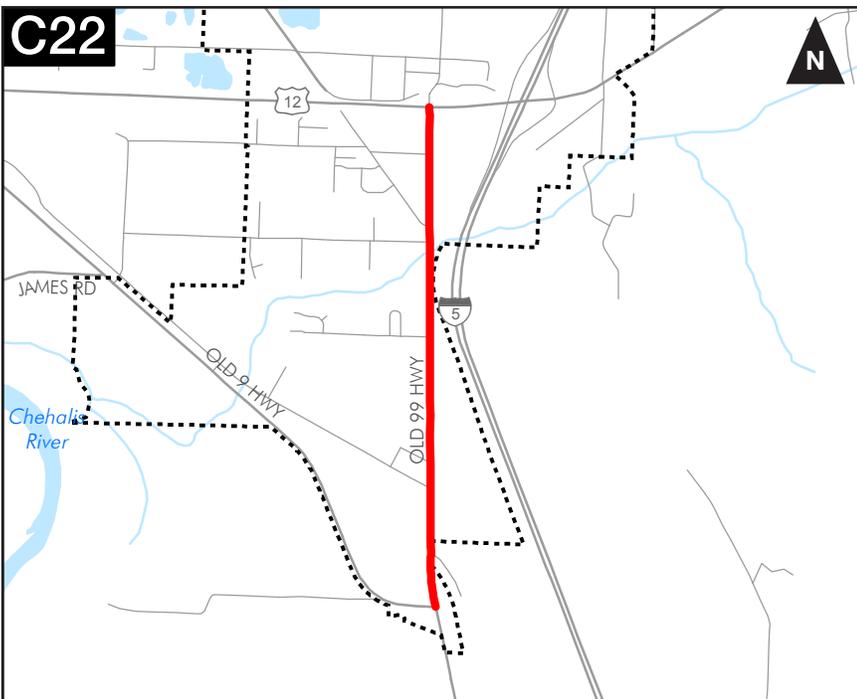
**Estimated Cost**  
\$11,000,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Related Projects**  
C7 Elderberry Road Upgrade

▲ Photo: 2013 – Old Highway 99 SW looking northbound in the vicinity of Old Highway 9 SW. The project will widen Old Highway 99. [Google Image July 2013]



◀ Map: 2015 – Vicinity map of project C22 Old Highway 99 SW Capacity Project. [TRPC Map September 2015]

# Pacific Avenue Capacity Project



▲ Photo: 2011 – Pacific Avenue SE looking eastbound near Skyridge Street SE. The project will widen Pacific Avenue to 5 lanes with center turn lanes, medians, bike lanes, sidewalks and landscaping. [Google Image October 2011]

**Sponsor**  
Thurston County

**Location**  
Pacific Avenue, Union Mills Road to Marvin Road

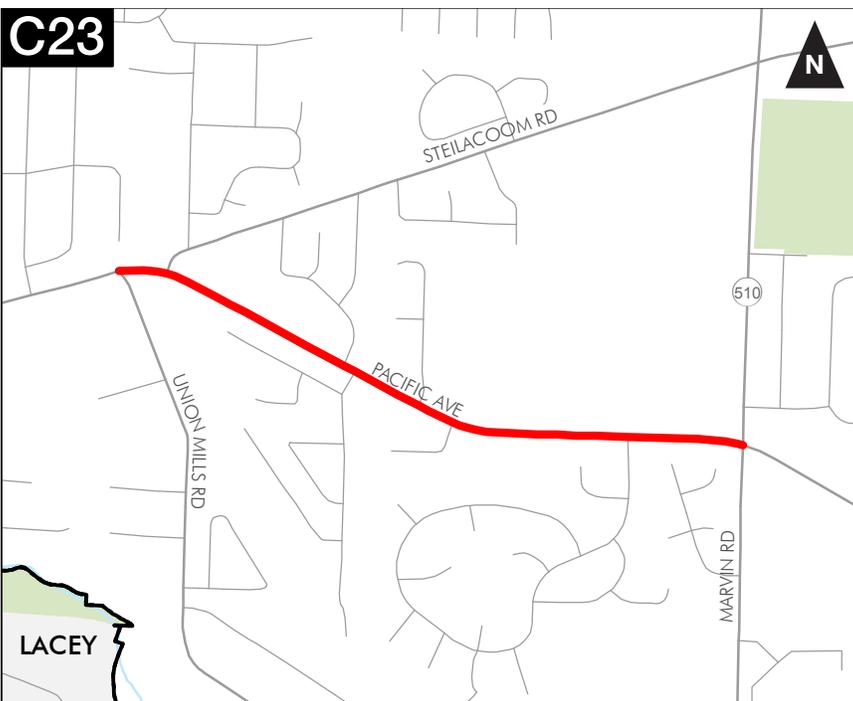
**Description**  
Widen to 4/5 lanes, with urban features and intersection improvements.

**Estimated Cost**  
\$15,000,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Notes**  
The project will be phased. The first phase is for a 2/3 lane configuration, including urban improvements and right-of-way preservation. This is the basis of the cost estimate.



◀ Map: 2015 – Vicinity map of project C23 Pacific Avenue Capacity Project. [TRPC Map September 2015]

Updated February 2016

RS/MPO

# Rich Road Capacity Project



▲ Photo: 2011 – Rich Road SE looking northbound near Haig Drive SE. The project will widen Rich Road SE. [Google Image October 2011]

**Sponsor**

Thurston County

**Location**

Rich Road SE, Yelm Highway SE to 60th Avenue SE

**Description**

Widen Rich Road from 2 lanes to 3/5 lanes with urban improvements.

**Estimated Cost**

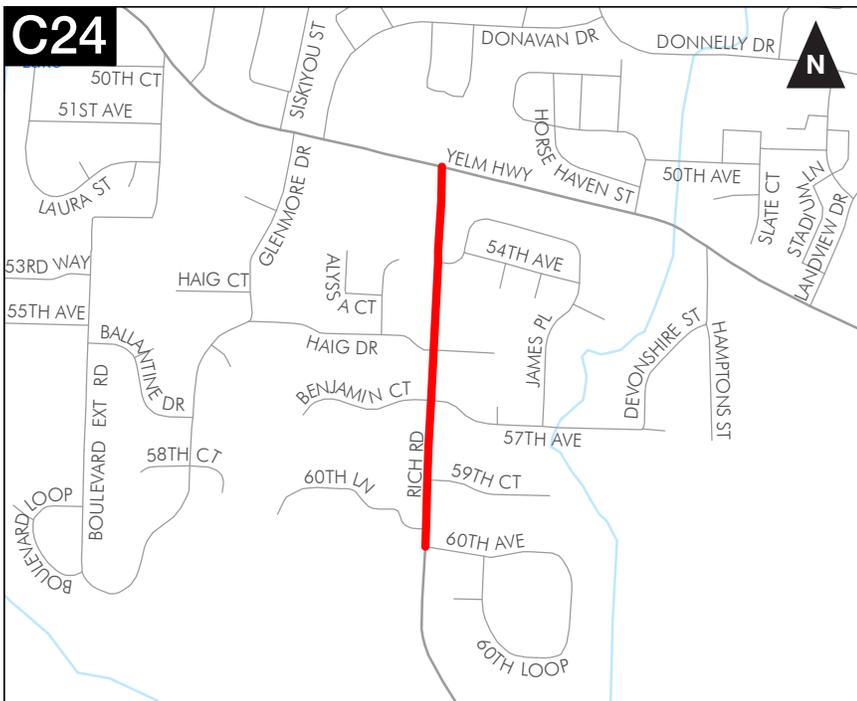
\$3,700,000 Public

**Programming**

Constrained (Streets, Roads & Bridges)

**Status**

Planned



◀ Map: 2015 – Vicinity map of project C24 Rich Road Capacity Project. [TRPC Map September 2015]

# Britton Parkway



▲ Photo: 2011 – Britton Parkway NE looking eastbound midway between Carpenter Road NE and Gateway Boulevard NE. The project will widen Britton Parkway NE. [Google Image October 2011]

**Sponsor**  
City of Lacey

**Location**  
Britton Parkway, Gateway Boulevard to Carpenter Road

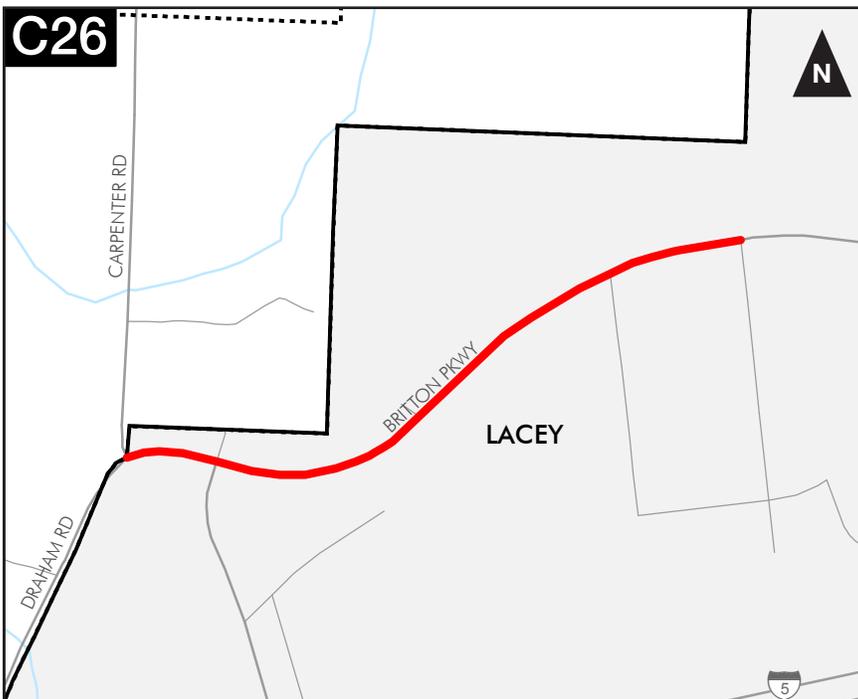
**Description**  
Add one general purpose lane in each direction.

**Estimated Cost**  
\$2,000,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Underway with development

- Design: Active
- Environmental: Complete
- Right-of-Way: Not Underway
- Construction: Not Underway



◀ Map: 2015 – Vicinity map of project C26 Britton Parkway. [TRPC Map September 2015]

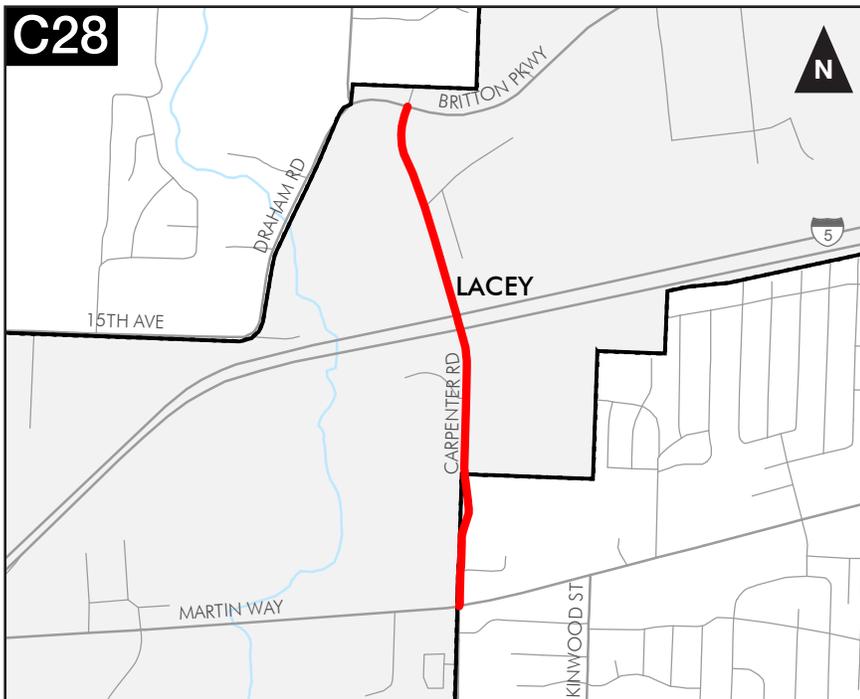
Updated February 2016

RS/MPO

# Carpenter Road Widening from Martin Way to Britton Parkway



▲ Photo: 2011 – Carpenter Road NE looking southbound in the vicinity of I-5. The project will widen Carpenter Road NE. [Google Image October 2011]



Updated February 2016

**Sponsor**  
City of Lacey

**Location**  
Carpenter Road, Martin Way to Britton Parkway

**Description**  
Widen Carpenter Road to 4/5 lanes with medians, bicycle lanes, planter strips and sidewalks. Improve horizontal and vertical deficiencies of the roadway.

**Estimated Cost**  
\$15,000,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Notes**  
The City of Lacey will work with WSDOT on replacement of the bridge over I-5.

◀ Map: 2015 – Vicinity map of project C28 Carpenter Road Widening from Martin Way to Britton Parkway. [TRPC Map July 2015]

RS/MPO

# Tumwater Boulevard Interchange



▲ Photo: 2015 – Tumwater Boulevard looking westbound at the northbound ramps of I-5. This photo shows existing condition of the interchange before construction of project C29. [Google Image July 2015]

**Sponsor**  
City of Tumwater

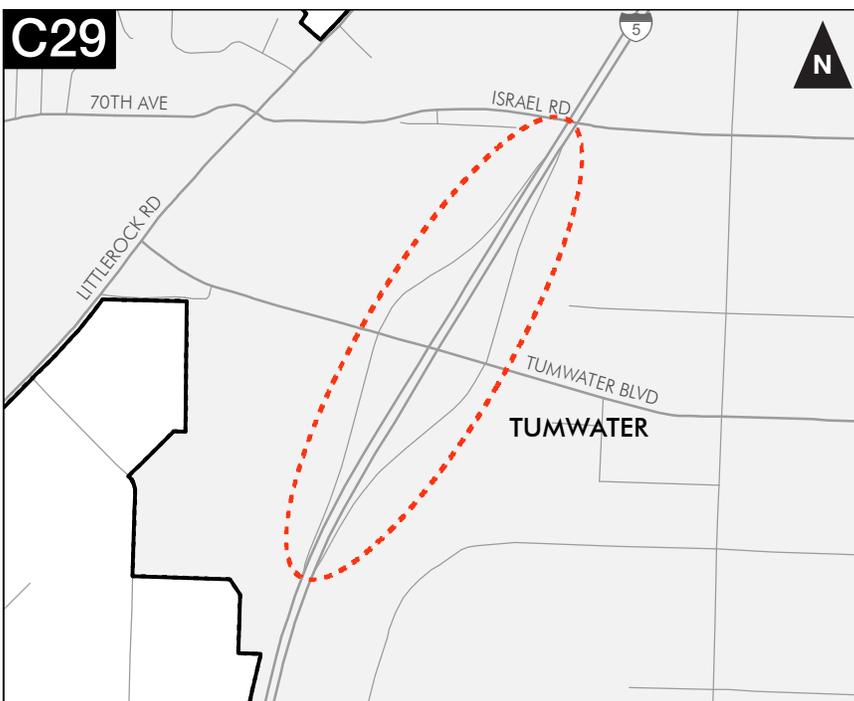
**Location**  
Tumwater Boulevard at I-5

**Description**  
Realign and rebuild ramps, and extend Tumwater Boulevard to match points beyond ramps. Increase travel lanes from 3 to 4 lanes on Tumwater Boulevard and bridge over I-5, install 2 roundabouts at the ramp connections and modify and improve ramps to freeway.

**Estimated Cost**  
\$23,000,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned



◀ Map: 2015 – Vicinity map of project C29 Tumwater Boulevard Interchange.

# Boulevard Road Corridor Project



**Sponsor**  
City of Olympia

**Location**  
Boulevard Road, between  
Morse-Merryman Road and  
Log Cabin Road (4th leg)

**Description**  
At Morse-Merryman Road, add roundabout, bike lanes, sidewalks, and other urban design features to improve multi-modal safety, efficiency, and mobility. At Log Cabin Road, add the 4th leg to the existing roundabout.

**Estimated Cost**  
\$7,400,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

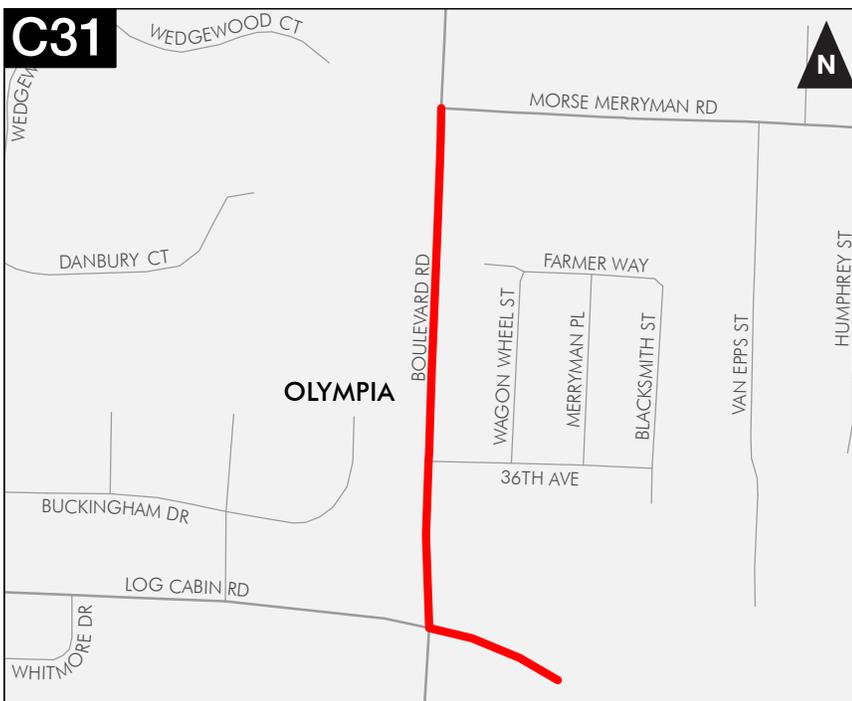
**Status**  
Planned

**Notes**  
Project recommendations result from the Boulevard Road Corridor Study.

**Related RTP Projects**  
C35 Boulevard Road Corridor Project -  
Other Improvements  
A4 Log Cabin Road Extension

◀ Map:2015 – Vicinity map of project C31 Boulevard Road Corridor Project. [TRPC Map July 2015]

▲ Photo: 2011 – Roundabout intersection of Boulevard Road SE and Log Cabin Road SE looking eastbound. The project completes the fourth (east) leg of the roundabout where project A4 Log Cabin Road Extension will connect Boulevard Road SE with Wiggins Road SE. [Google Image September 2011]



# 15<sup>th</sup> Avenue NE and Draham Road NE



▲ Photo: 2011 – 15th Avenue NE looking eastbound in the vicinity of Enterprise Drive NE. The project will widen 15th Avenue NE/Draham Road NE to 5 lanes with center left turn lanes, medians, bike lanes, sidewalks, and planter strips. [Google Image September 2011]

**Sponsor**

Thurston County

**Location**

Draham Road and 15th Avenue, Olympia City Limits [Sleater Kinney Road] to Carpenter Road

**Description**

Widen to 4/5 lanes, with urban features and intersection improvements.

**Estimated Cost**

\$18,000,000 Public

**Programming**

Constrained (Streets, Roads & Bridges)

**Status**

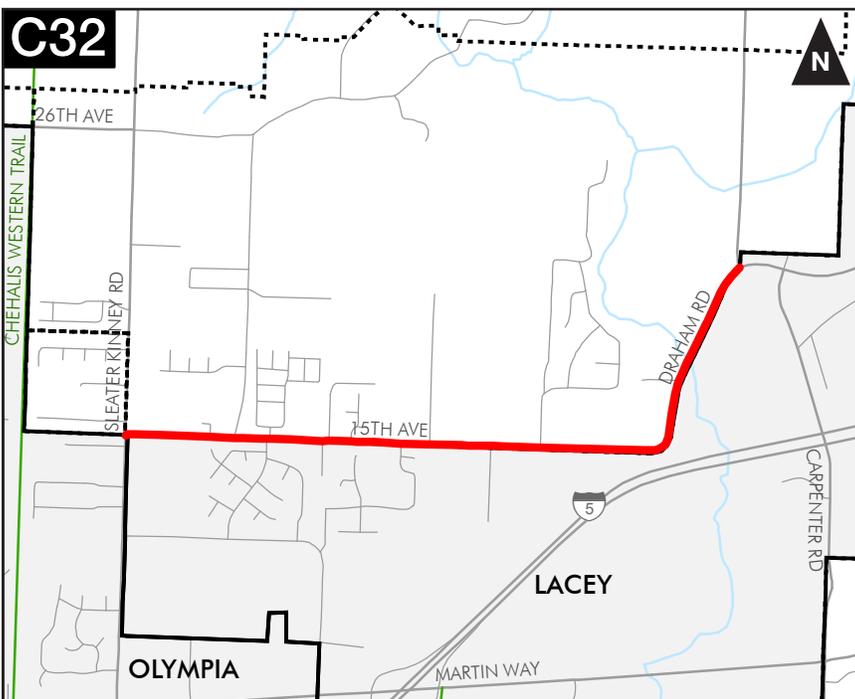
Planned

**Notes**

This project will be phased. The first phase is a 2/3 lane configuration, including urban improvements and right-of-way preservation. This is the basis of the cost estimate.

**Related RTP Projects**

- A24 12th/15th Avenue Connection
- C26 Britton Parkway



◀ Map: 2015 – Vicinity map of project C32 15th Ave NE and Draham Road NE. [TRPC Map September 2015]

# Boulevard Road Corridor Project – Other Improvements



**Sponsor**

City of Olympia

**Location**

Boulevard Road SE, from Pacific Avenue to Yelm Highway

**Description**

Widen to 3 lanes, add bike lanes, sidewalks and other urban design features to improve multi-modal safety, efficiency, and mobility.

**Estimated Cost**

\$29,600,000 Public

**Programming**

Constrained (Streets, Roads & Bridges)

**Status**

Planned

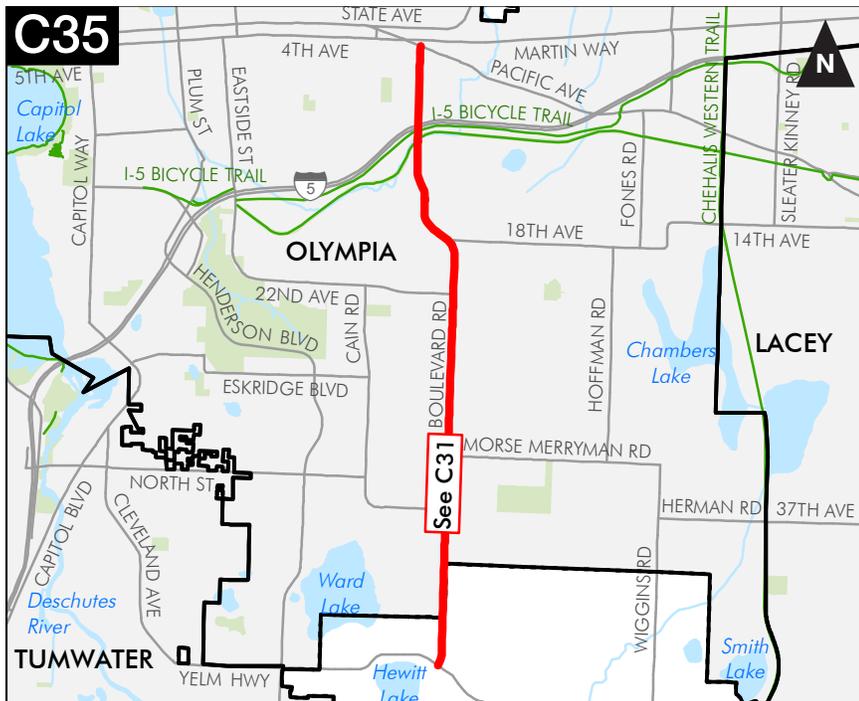
**Notes**

Project recommendations result from the Boulevard Road Corridor Study.

**Related RTP Projects**

C31 Boulevard Road Corridor Project  
A4 Log Cabin Road Extension

▲ Photo: 2011 – Boulevard Road SE looking northbound at Briar Lea Loop SE. The project will add a center left turn lane, continuous sidewalks, and bike lanes to Boulevard Road SE between Pacific Avenue and Yelm Highway. This project is part of a series of projects on the corridor, many completed. C31 is a related project. [Google Image September 2011]



◀ Map: 2015 – Vicinity map of project C35 Boulevard Road Corridor Project – Other Improvements. [TRPC Map July 2015]

# Harrison Avenue Widening Phase 4



▲ Photo: 2011 – Looking westbound on Harrison Avenue NW to the west of Kaiser Road NW. The project will add a second eastbound general purpose lane. [Google Image September 2011]

**Sponsor**

City of Olympia

**Location**

Harrison Avenue between Kaiser Road NW and Evergreen Parkway

**Description**

Widen to 5 lanes to add a second eastbound general purpose lane; add sidewalk, street lights, and other urban design features to improve multi-modal safety, efficiency, and mobility.

**Estimated Cost**

\$7,400,000 Public

**Programming**

Constrained (Streets, Roads & Bridges)

**Status**

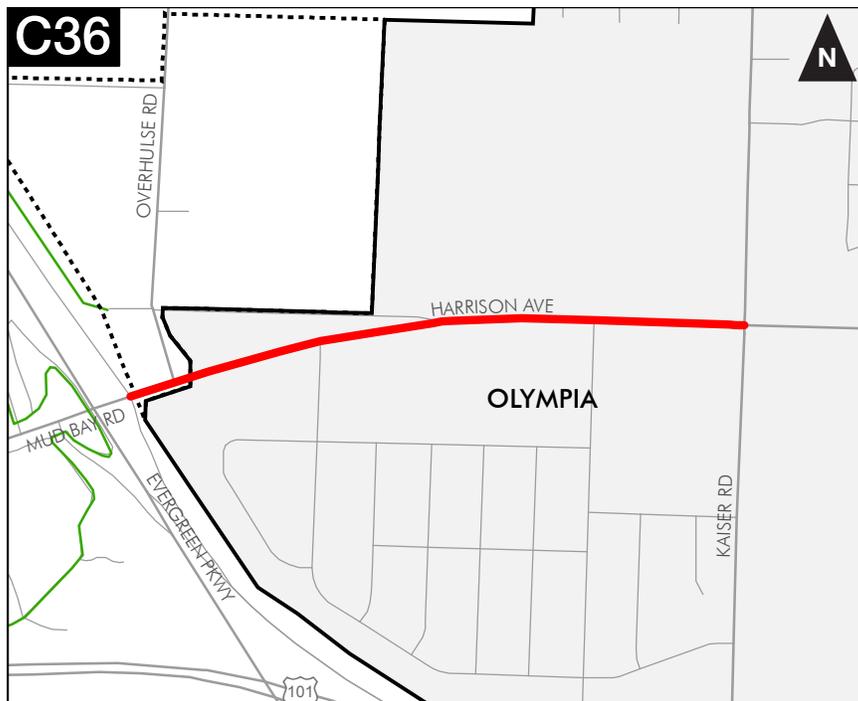
Planned

**Notes**

Project identified in the Olympia Comprehensive Plan, Transportation 2030 Map.

**Related RTP Projects**

A21 US 101/West Olympia Access Project



◀ Map: 2015 – Vicinity map of project C36 Harrison Avenue Widening Phase 4.

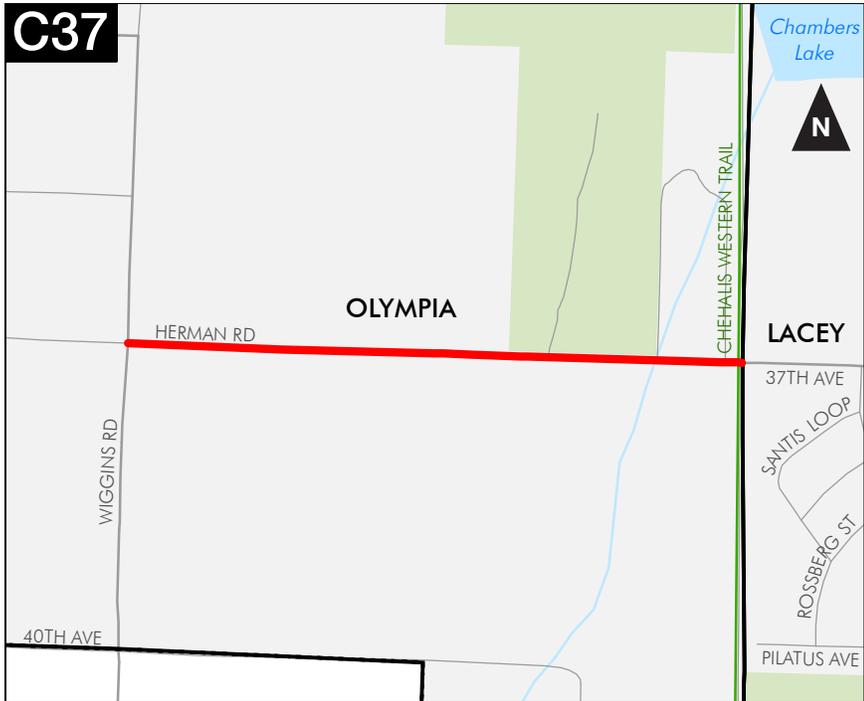
Updated February 2016

RS/MPO

# 37<sup>th</sup> Avenue/Herman Road Widening/Median



▲ Photo: 2011 – Herman Road SE looking eastbound, midway between Wiggins Road SE and the Chehalis Western Trail. [Google Image October 2011]



Updated February 2016

**Sponsor**  
City of Olympia

**Location**  
37<sup>th</sup> Avenue/Herman Road SE, from Wiggins Road to East City Limits (Chehalis Western Trail)

**Description**  
Widen 37<sup>th</sup> Avenue/Herman Road with a 2/3 lane major collector with median.

**Estimated Cost**  
\$32,400,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Related RTP Projects**  
A4 Log Cabin Road Extension

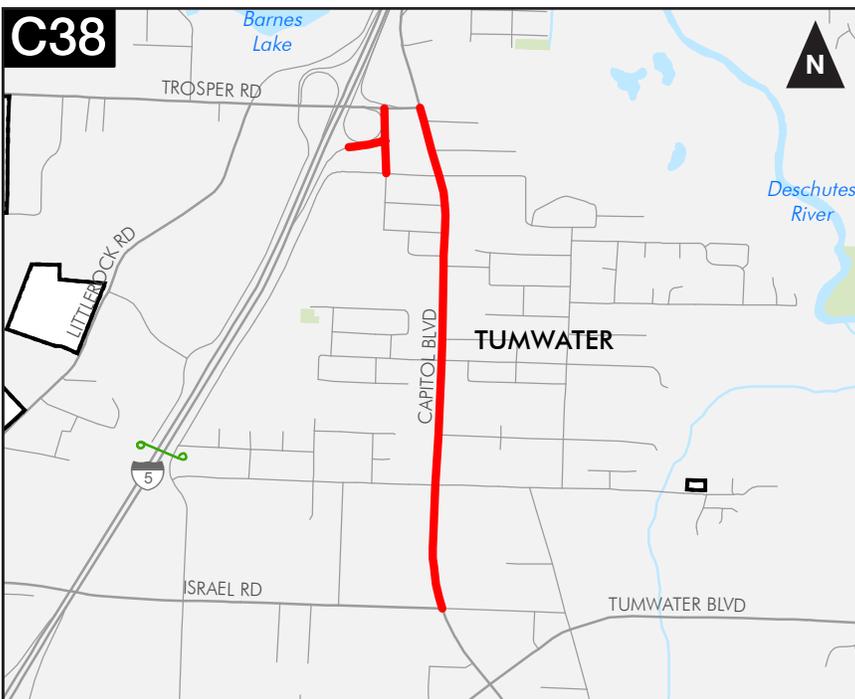
◀ Map: 2015 – Vicinity map of project C37 37th Avenue/Herman Road Widening/Median. [TRPC Map July 2015]

RS/MPO

# Capitol Boulevard – Trospers Road to Israel Road



▲ Photo: 2011 – Capitol Boulevard SE looking southbound at the intersection of Trospers Road SW. The project will manage access using medians and roundabouts on Capitol Boulevard SE, adding bike lanes and replacing sidewalks. A new collector, 6th Avenue SW, will be constructed and the I-5 northbound exit will be relocated from Trospers Road SW to 6th Avenue SW. [Google Image October 2011]



**Sponsor**

City of Tumwater

**Location**

Capitol Boulevard, Trospers Road to Israel Road

**Description**

Roundabouts on Capitol Boulevard at Trospers Road, T Street, X Street, and Dennis Street; replace the center turn lane with a median; and add bike lanes, new sidewalks, storm drainage, and street lighting. Bus stops will be relocated to improve accessibility. Construct a new collector, 6th Avenue, between Trospers Road and Lee Street; re-locate the I-5 northbound ramp terminus to 6th Avenue and construct a roundabout there.

**Estimated Cost**

\$27,000,000 Public

**Programming**

Constrained (Streets, Roads & Bridges)

**Status**

Planned

**Notes**

This project will be phased.

◀ Map: 2015 – Vicinity map of project C38 Capitol Boulevard – Trospers Road to Israel Road. [TRPC Map July 2015]

# Brewery District Transportation Project



**Sponsor**  
City of Tumwater

**Location**  
Capitol Boulevard, Custer Way, and Cleveland Avenue, Capitol/Custer to Custer/Cleveland to Cleveland/Capitol

**Description**  
Build 5 roundabouts: Custer at Boston, Custer at Capitol, Custer at Cleveland, Capitol at Carlyon, and Capitol at Cleveland. Reconfigure the roadway sections between the roundabouts. Add bike lanes, sidewalks, medians, landscaping, and other urban amenities.

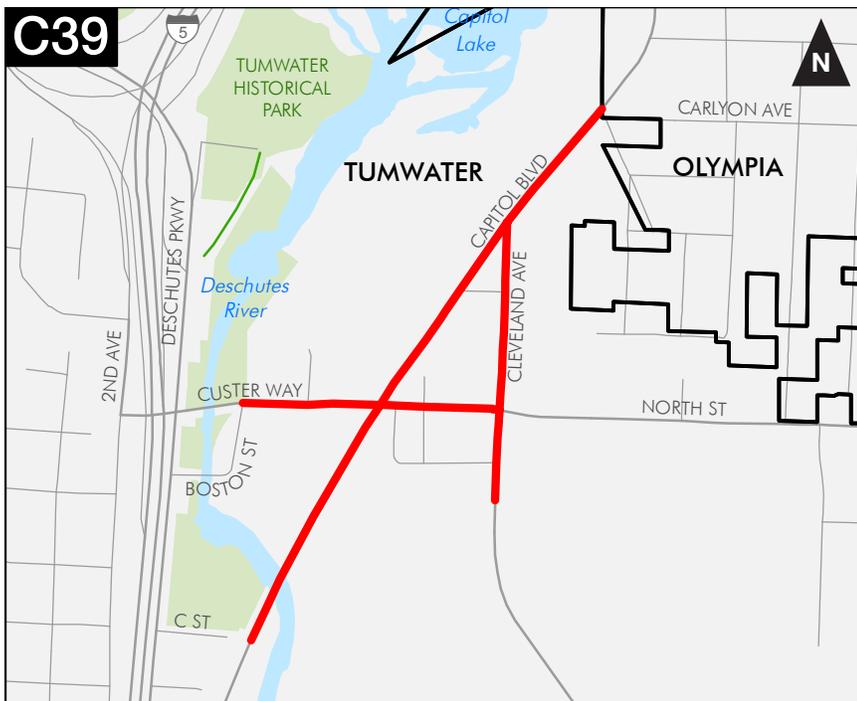
**Estimated Cost**  
\$18,750,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Related Projects**  
A20 E Street Extension

▲ Photo: 2011 – Capitol Boulevard SE looking southbound at the intersection of Custer Way SE. The project will construct 5 roundabouts in the vicinity to improve traffic flow. [Google Image October 2011]



◀ Map: Vicinity map of project C39 Brewery District Transportation Project. [TRPC map February 2016]

# Martin Way/I-5 Interchange Project



▲ Photo: 2014 – Martin Way E looking eastbound at I-5. The project will reconstruct the freeway interchange to a partial cloverleaf design. [Google Image September 2014]

**Sponsor**  
City of Lacey

**Location**  
Martin Way/I-5 Interchange, I-5 at Martin Way

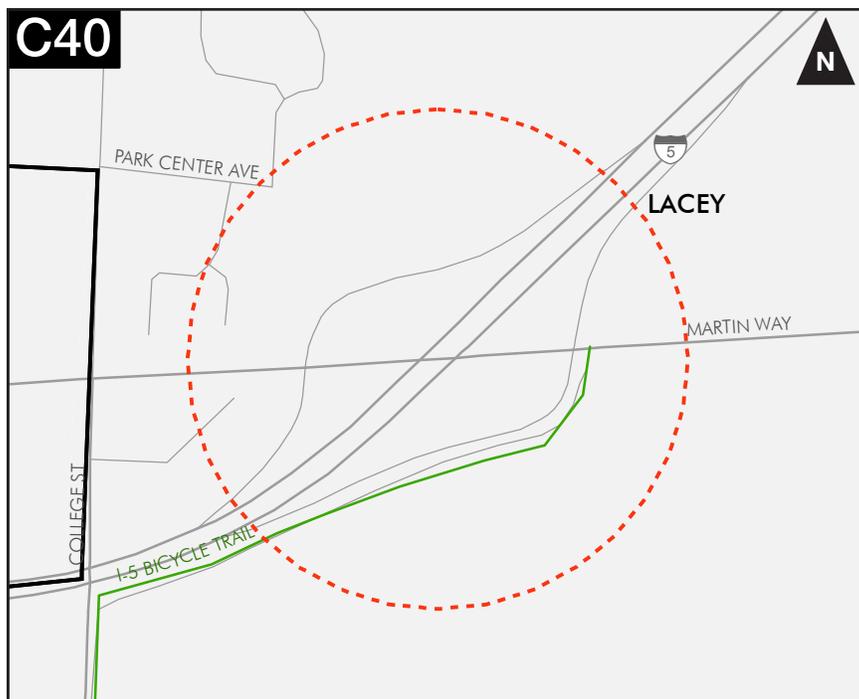
**Description**  
Major reconstruction of the Martin Way interchange to a partial cloverleaf interchange.

**Estimated Cost**  
\$40,000,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Related Projects**  
S25 Martin Way Interchange Analysis (IJR)



◀ Map: 2015 – Vicinity map of project C40 Martin Way/I-5 Interchange Project. [TRPC Map July 2015]

Updated February 2016

RS/MPO

# College Street Corridor Improvements



**Sponsor**  
City of Lacey

**Location**  
College Street, Lacey Boulevard to 37<sup>th</sup> Avenue/Mullen Road

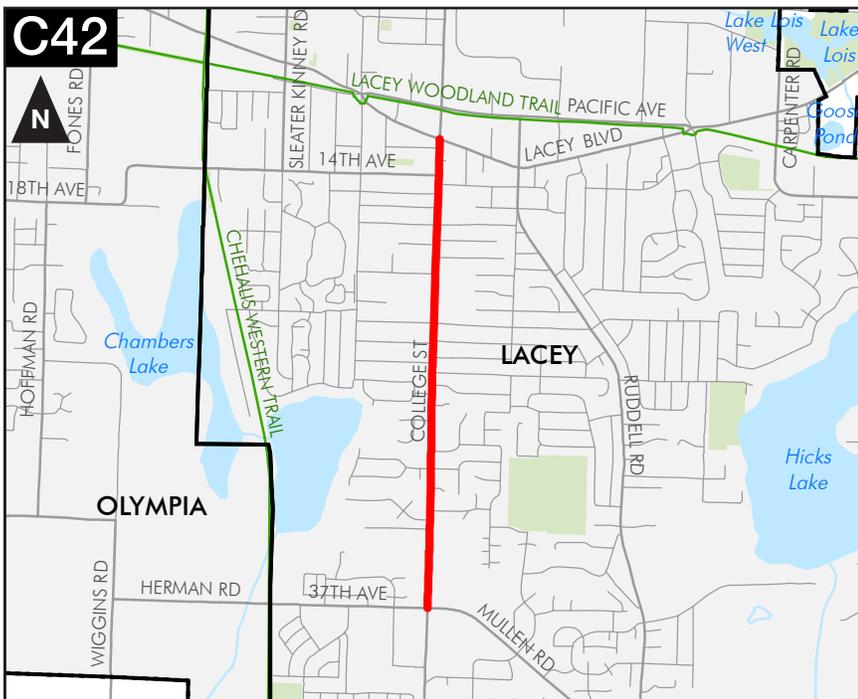
**Description**  
Construct 3 new roundabouts at 16<sup>th</sup> Avenue, 22<sup>nd</sup> Avenue, and 29<sup>th</sup> Avenue. Widen to 4 lanes with center medians between roundabouts. Add sidewalks and other urban amenities.

**Estimated Cost**  
\$30,000,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

▲ Photo: 2011 – College Street SE looking southbound in the vicinity of 31st Avenue SE. The project will construct roundabouts and add medians, sidewalks and planter strips. [Google Image October 2011]



◀ Map: 2015 – Vicinity map of project C42 College Street Corridor Improvements. [TRPC Map July 2015]

# Marvin Road Widening



▲ Photo: 2015 – Marvin Road SE looking southbound at Scarlet Oak Drive SE. The project will widen Marvin Road. [Google Image September 2015]

**Sponsor**  
Thurston County

**Location**  
Marvin Road, SR 510 to Mullen Road

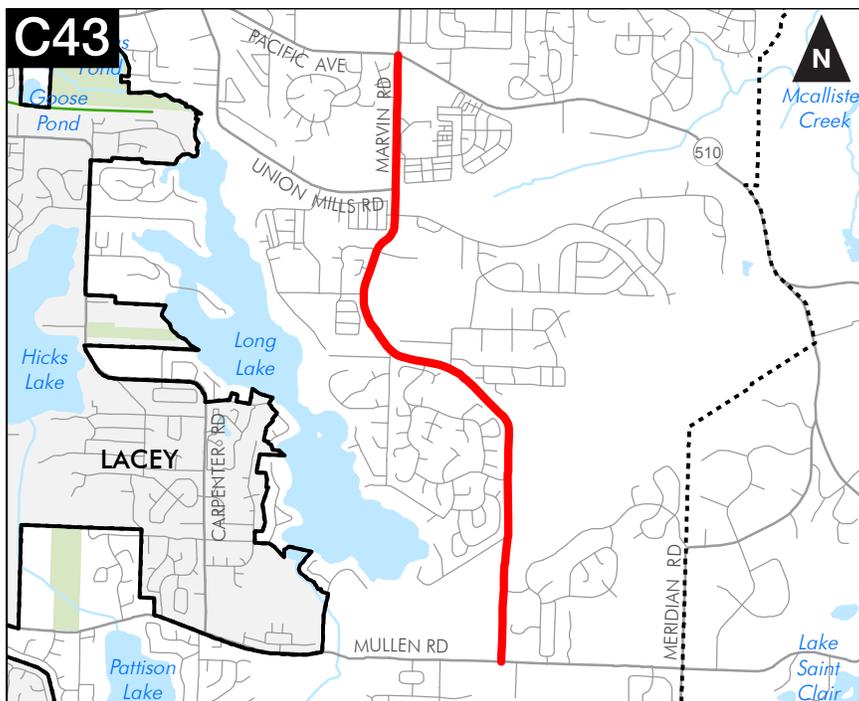
**Description**  
Widen to 4/5 lanes with urban features and intersection improvements.

**Estimated Cost**  
\$28,000,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Notes**  
This project will be phased. The first phase is a 2/3 lane configuration with urban improvements and right-of-way preservation. This is the basis of the cost estimate.



◀ Map: 2015 – Vicinity map of project C43 Marvin Road Widening. [TRPC Map February 2016]

Updated February 2016

RS/MPO

# A New Connections and Alignments

The New Connections and Alignments on the Regional Project List add new roads, connect existing roads, and/or relocate existing roads that are part of the regional transportation system – collectors, arterials, highways, and freeways. Projects for these types of facilities change capacity that we can model in the regional transportation model.

Every construction project must meet a variety of requirements before building begins. They must comply with local, state, and federal requirements for design, environmental review, and right-of-way acquisition. The Regional Project List does not describe these requirements, which are prerequisite to construction.

This list does not include projects such as new local roads in a subdivision or basic re-alignments at existing intersections. These projects are essential for access to homes and businesses, and to the safe and efficient operation of the transportation system. In the RTP, however, they are accounted for in the overall Goals and Policies, and in the local construction, preservation, maintenance, and operation expenditures in the financial forecast.

See Map 2-2 for a comprehensive look at New Connections and Alignments, or use the [online interactive map](#).

# College Street NE Extension from Martin Way to 15th Avenue NE



▲ Photo: 2011 – College Street NE looking northbound, north of Park Center Avenue NE. The project will extend College Street to 15th Avenue NE. [Google Image September 2011]

**Sponsor**  
City of Lacey

**Location**  
College Street NE, from Martin Way to 15<sup>th</sup> Avenue NE

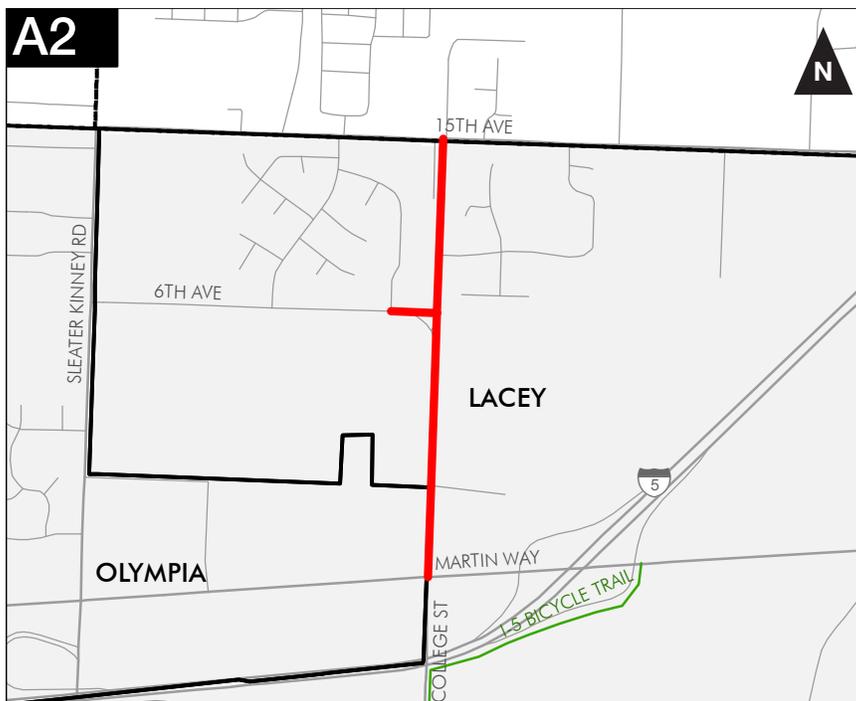
**Description**  
Extend College Street north from 6<sup>th</sup> Avenue NE to 15<sup>th</sup> Avenue NE, with significant re-channelization from Martin Way to 6<sup>th</sup> Avenue. The improvements will include bicycle lanes and sidewalks.

**Estimated Cost**  
\$2,600,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Underway

- Design: Active
- Environmental: Not Underway
- Right-of-Way: Not Underway
- Construction: Not Underway

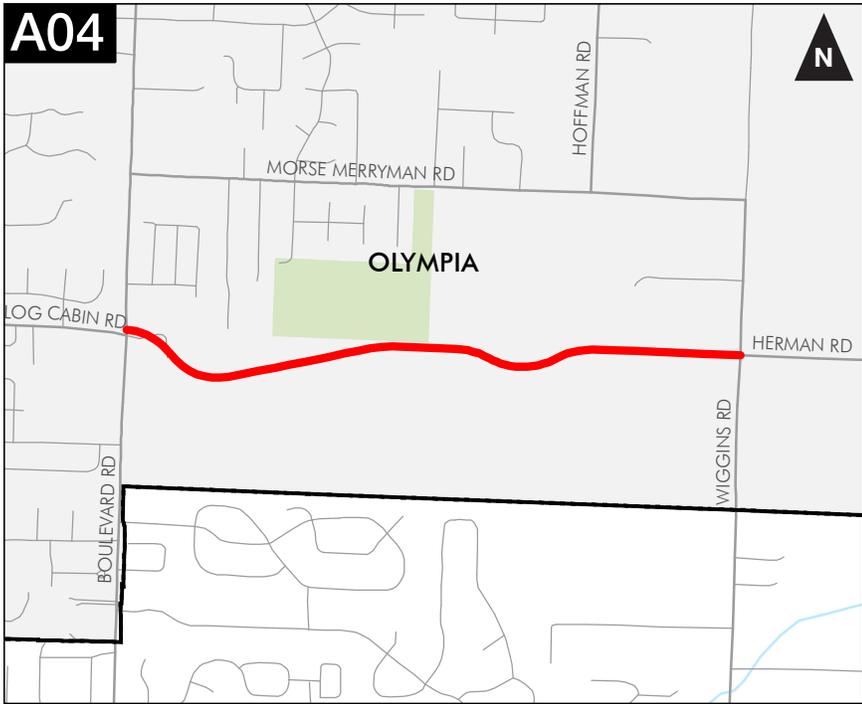


◀ Map: 2015 – Vicinity map of project A2 College Street NE Extension from Martin Way to 15th Avenue NE. [TRPC Map July 2015]

# Log Cabin Road Extension



▲ Photo: 2011 – Roundabout at Log Cabin Road SE and Boulevard Road SE, looking eastbound, where the new connection would begin. The project will extend Log Cabin Road SE from Boulevard Road SE to Wiggins Road SE via a connection with 37th Avenue SE. [Google Image September 2011]



Updated February 2016

**Sponsor**  
City of Olympia

**Location**  
Log Cabin Road, from Boulevard Road to Wiggins Road, connecting at 37th Avenue/Herman Road

**Description**  
Extend Log Cabin Road from Boulevard Road to Wiggins Road with a 2 lane major collector boulevard. Construct a roundabout at Wiggins Road and 37th Avenue.

**Estimated Cost**  
\$11,700,000 Public  
\$17,000,000 Private

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Related RTP Projects**  
A23 Hoffman Road Extension  
C31 Boulevard Road Corridor Project  
C35 Boulevard Road Corridor Project - Other Improvements  
C37 37th Avenue/Herman Road Widening/Median

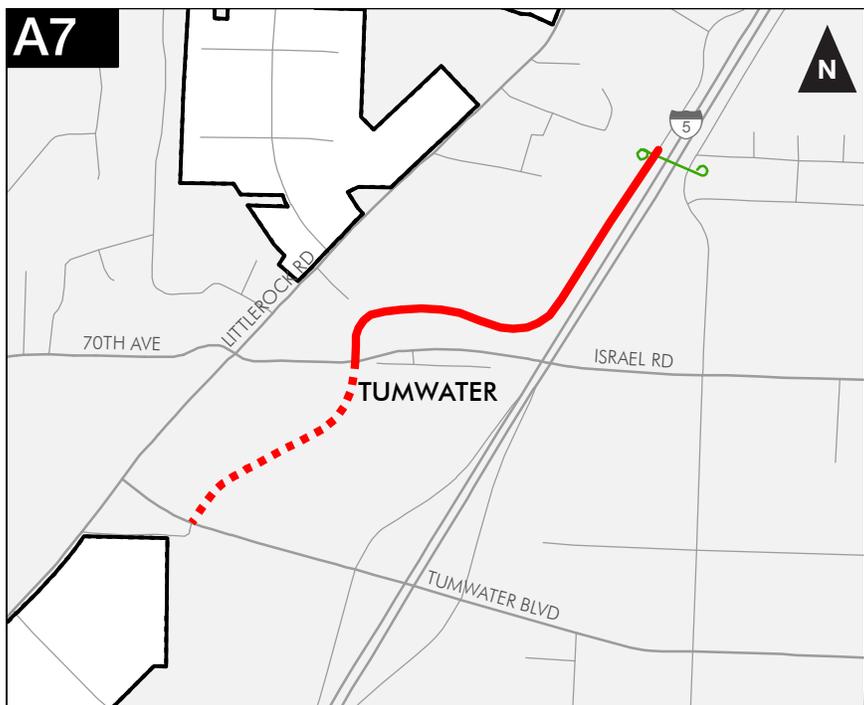
◀ Map: 2015 – Vicinity Map of project A4 Log Cabin Road Extension. [TRPC Map July 2015]

RS/MPO

# Tyee Drive Extension



▲ Photo: 2011 – Tyee Drive looking southbound in the vicinity of the I-5 pedestrian overcrossing (south of Kingswood Drive). The project will extend Tyee Drive south from Kingswood Drive to Tumwater Boulevard. [Google Image October 2011]



**Sponsor**

City of Tumwater

**Location**

Tyee Drive, Near Kingswood Drive to Tumwater Boulevard

**Description**

Provide new roadway with traffic lanes, bicycle lanes, sidewalk, street lights, and stormwater drainage improvements.

**Estimated Cost**

\$4,900,000 Public  
\$5,850,000 Private

**Programming**

Constrained (Streets, Roads & Bridges)

**Status**

Underway: Phase 1

- Design: Completed
- Environmental: Completed
- Right-of-Way: Active
- Construction: Not Underway

Planned: Phase 2

**Notes**

This project will be built in phases as development occurs.

Phase 1 (vicinity Kingswood Drive to Israel Road) is underway, with completion expected in 2016.

Phase 2 (Israel Road to Tumwater Boulevard) is planned.

◀ Map: 2015 – Vicinity map of project A7 Tyee Drive Extension. [TRPC Map July 2015]

# Hogum Bay Truck Route



**Sponsor**  
City of Lacey

**Location**  
Hogum Bay Road, from Marvin Road NE to 31<sup>st</sup> Avenue NE

**Description**  
Widen to 2/3 lanes, addressing structural loading for freight, with a roundabout at Willamette Drive NE.

**Estimated Cost**  
\$8,500,000 Public

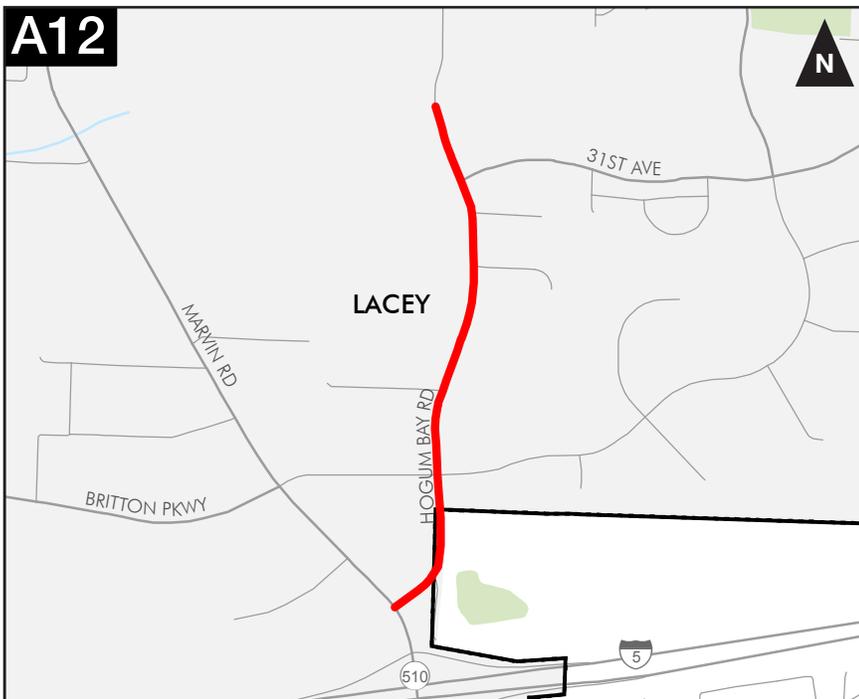
**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Underway

- Design: Completed
- Environmental: Completed
- Right-of-Way: Active
- Construction: Not Underway

**Notes**  
Estimated cost is for construction. At the time of the RTP update, design is completed and right-of-way acquisition is underway. Construction funding is the amount addressed in the financial forecast.

▲ Photo: 2011 – Hogum Bay Road NE looking southbound approaching Willamette Drive NE. The project will add a center left turn lane and address structural loading for freight between Marvin Road NE and 31st Avenue NE. [Google Image October 2011]



Updated February 2016

◀ Map: 2015 – Vicinity map of project A12 Hogum Bay Road Truck Route. [TRPC Map July 2015]

RS/MPO

# Kaiser Road Connection



▲ Photo: 2011 – Kaiser Road SW looking southbound at 13th Avenue SW. The project will extend Kaiser Road SW from 16th Avenue SW to Black Lake Blvd SW. [Google Image September 2011.]

**Sponsor**  
City of Olympia

**Location**  
Kaiser Road, from 16th Avenue SW to Black Lake Boulevard

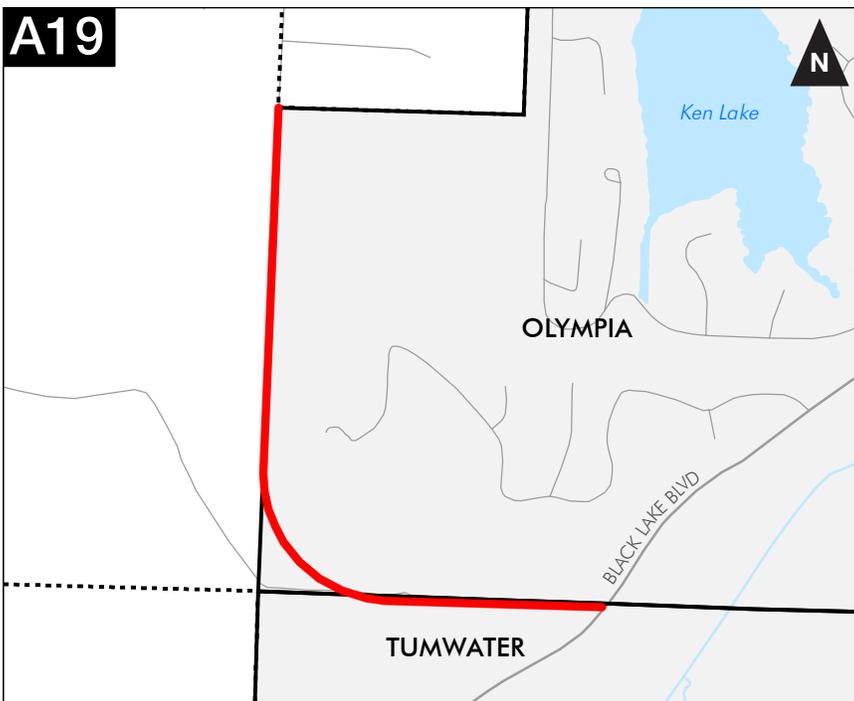
**Description**  
Extend Kaiser Road south and east to Black Lake Boulevard.

**Estimated Cost**  
\$17,200,000 Private

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Notes**  
Project has been in Olympia’s long-range plan, and will provide additional connectivity in the southwest part of the city and its urban growth area.



◀ Map: 2015 – Vicinity map of project A19 Kaiser Road Connection. [TRPC Map July 2015]

# E Street Extension



**Sponsor**

City of Tumwater

**Location**

Cleveland Avenue and Capitol Boulevard

**Description**

Construct a new multiple lane roadway with bicycle lanes, street lighting, and stormwater drainage facilities.

**Estimated Cost**

\$38,000,000 Public

**Programming**

Constrained (Streets, Roads & Bridges)

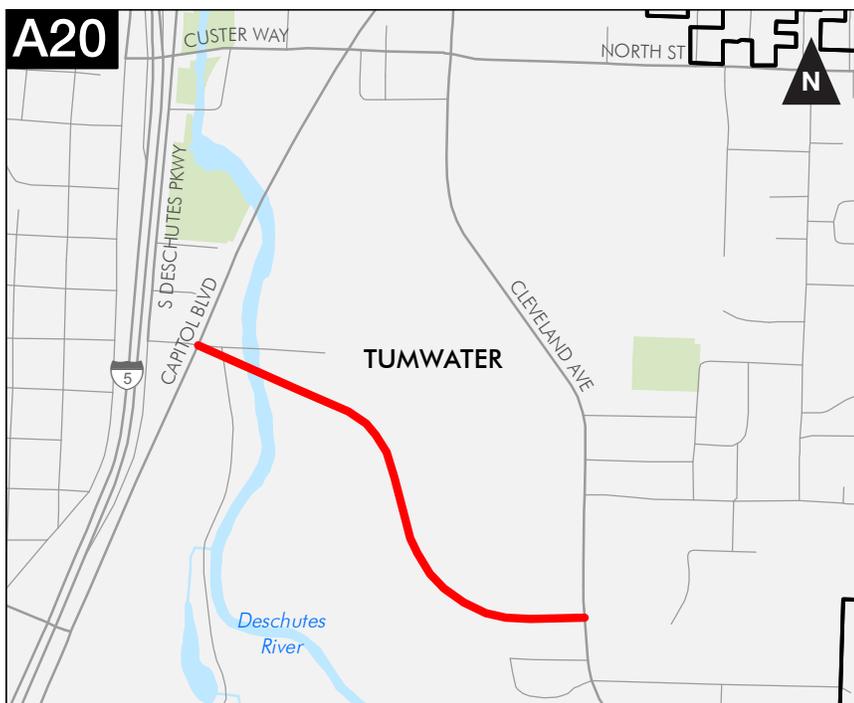
**Status**

Planned

**Notes**

A feasibility and preliminary engineering study is underway.

▲ Photo: 2011 – E Street looking eastbound toward Capitol Boulevard. The project will extend E Street across the Deschutes Valley to Cleveland Avenue. [Google Image October 2011.]



◀ Map: 2015 – Vicinity map of project A20 E Street Extension. [TRPC Map July 2015]

# US 101/West Olympia Access Project



▲ Photo: 2011 – US 101 southbound approaching Kaiser Road overpass (this is an easterly compass direction). The project will add a new on-ramp from Kaiser Road (just beyond the overpass) onto US 101. A lane on US 101 will continue to the Black Lake Boulevard interchange. [Google Image October 2011]

**Sponsor**  
City of Olympia

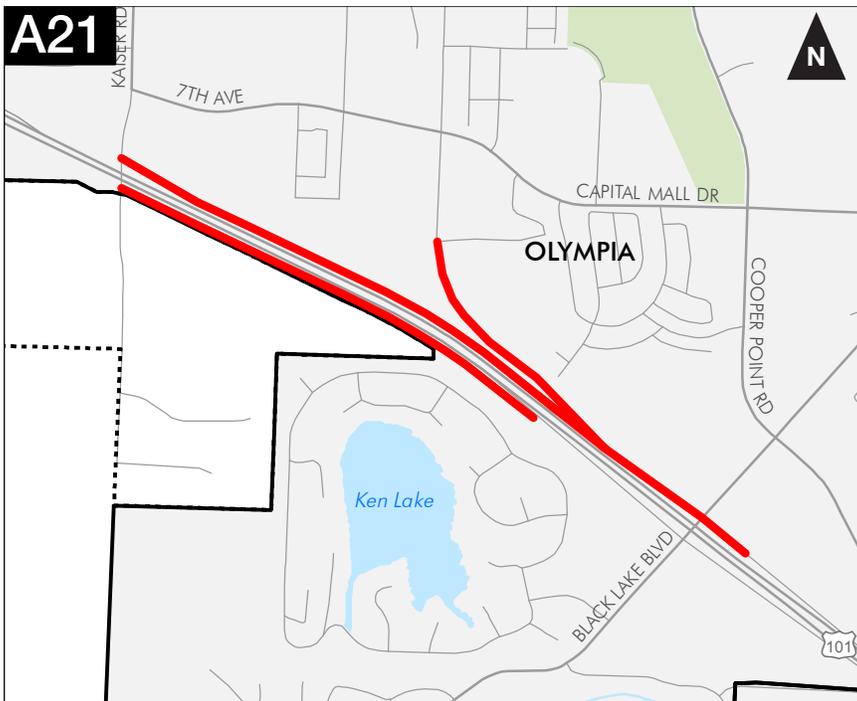
**Location**  
US 101 and Kaiser Road; Yauger Way, between Kaiser Road and Yauger Way in the vicinity of US 101

**Description**  
Add a westbound off-ramp and eastbound on-ramp from US 101 to Kaiser Road. Widen the Kaiser Road bridge to accommodate a 3 lane section. Add westbound ramp to Yauger Way from Black Lake Boulevard Interchange.

**Estimated Cost**  
\$40,000,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned



◀ Map: 2015 – Vicinity map of project A21 US 101/West Olympia Access Project. [TRPC Map July 2015]

# Mosman Avenue



▲ Photo: 2012 – Mosman Avenue SW looking southeastbound in the vicinity of Solberg Street SW. The project will extend Mosman Avenue SW northwest to Longmire Street SE. [Google Image July 2012]

**Sponsor**

City of Yelm

**Location**

Mosman Avenue, from Railroad Street to Longmire Street

**Description**

Construct a new collector connection between Longmire Street and Mosman Avenue. Add bike lanes, sidewalks, street lighting, and stormwater improvements.

**Estimated Cost**

\$2,164,000 Public

**Programming**

Constrained (Streets, Roads & Bridges)

**Status**

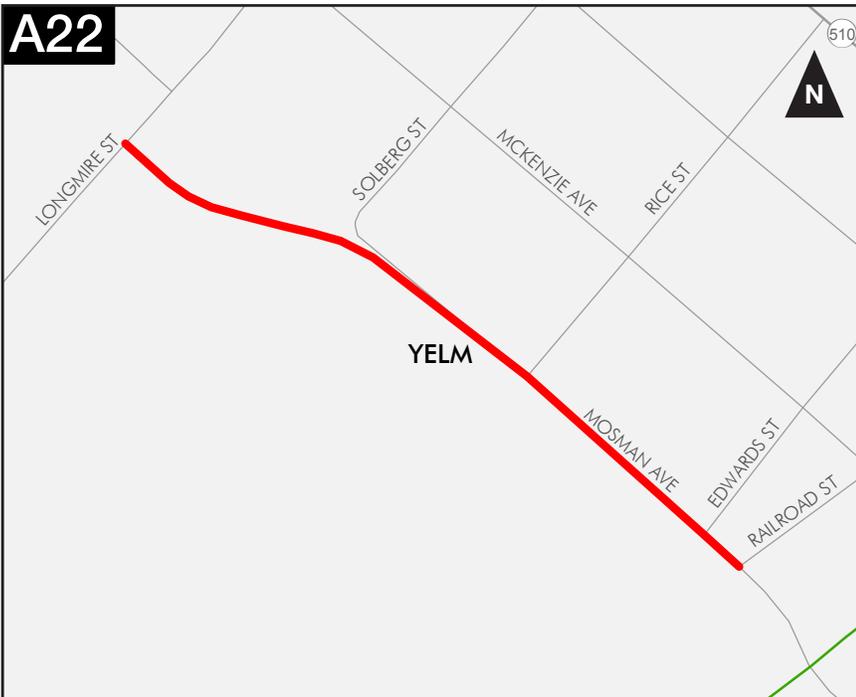
Underway

- Design: Active
- Environmental: Active
- Right-of-Way: Not Underway
- Construction: Not Underway

**Notes**

This project includes the Y8A, (as referred to in the Yelm Comprehensive Plan) a new connection from Solberg Street to Longmire Street; and part of Y8C reconstruction of Mosman Avenue (the portion included is between Solberg Street and Railroad Street). [Yelm Transportation Plan]

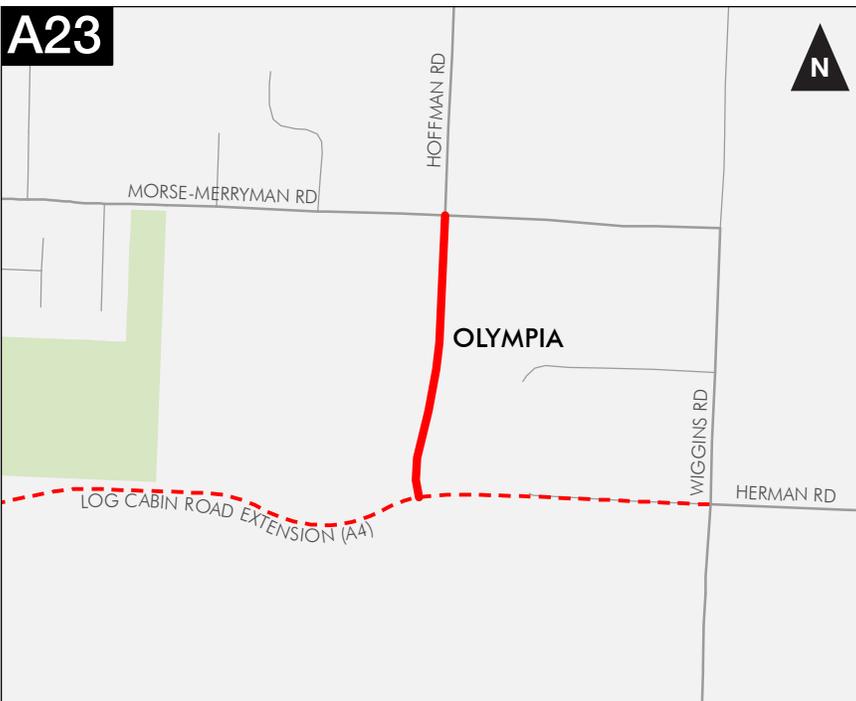
◀ Map: 2015 – Vicinity Map of project A22 Mosman Avenue. [TRPC Map July 2015]



# Hoffman Road Extension



▲ Photo: 2011 – Hoffman Road SE looking southbound at Morse-Merryman Road SE. The project will continue Hoffman Road south to connect with an extension of Log Cabin Road SE (see project A4). [Google Image October 2011]



**Sponsor**  
City of Olympia

**Location**  
Hoffman Road, from Morse-Merryman Road to the Log Cabin Road Extension

**Description**  
Extend Hoffman Road from Morse-Merryman Road to the Log Cabin Road Extension with a 2/3 lane major collector.

**Estimated Cost**  
\$4,700,000 Private

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Notes**  
Project identified in the 2030 Olympia Comprehensive Plan.

**Related RTP Projects**  
A4 Log Cabin Road Extension

◀ Map: 2015 – Vicinity map of project A23 Hoffman Road Extension. [TRPC Map July 2015]

# 12th/15th Avenue Connection



**Sponsor**  
City of Olympia

**Location**  
12th/15th Avenue NW, from Lilly Road to Sleater Kinney Road

**Description**  
Extend 12th Avenue from Lilly Road to Sleater Kinney Road with a 2/3 lane major collector.

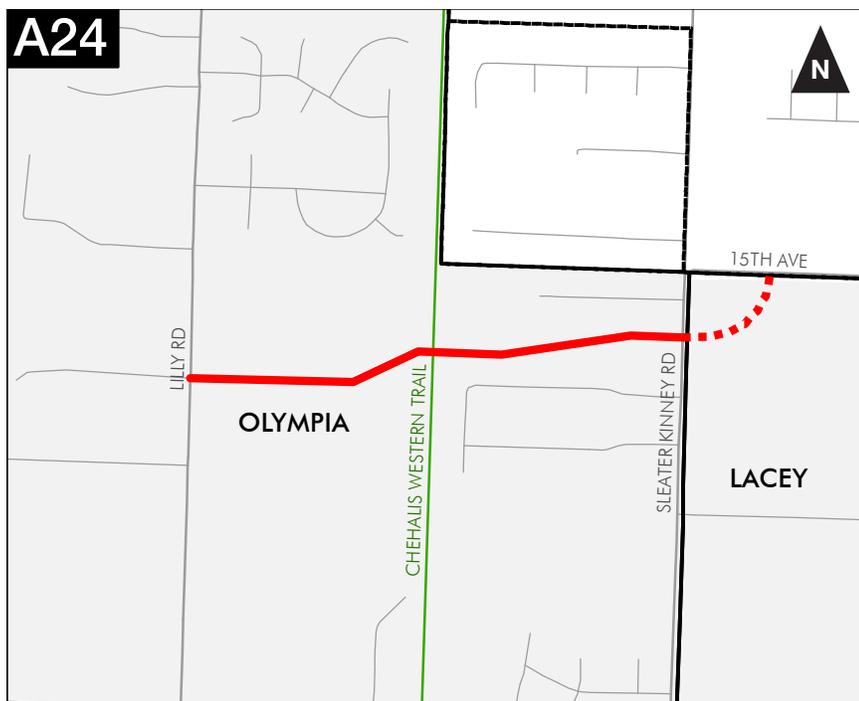
**Estimated Cost**  
\$13,500,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Notes**  
Project has been in Olympia’s long-range plan, and will provide additional connectivity in the northwest part of Olympia and the City of Lacey.

▲ Photo: 2011 – 12th Avenue NE looking eastbound at Lilly Road NE. The project will extend 12th Avenue east to Sleater Kinney Road NE in the vicinity of 15th Avenue NE. [Google Image September 2011]



Updated February 2016

RS/MPO

◀ Map: 2015 – Vicinity map of project A24 12th/15th Avenue Connection. [TRPC Map July 2015]

# Ensign Road Connection



▲ Photo: 2011 – Ensign Road NE looking southbound at Martin Way E. The project will extend Ensign Road NE south from Martin Way E to Pacific Avenue SE. [Google Image September 2011]

**Sponsor**  
City of Olympia

**Location**  
Ensign Road, from Martin Way to Pacific Avenue SE

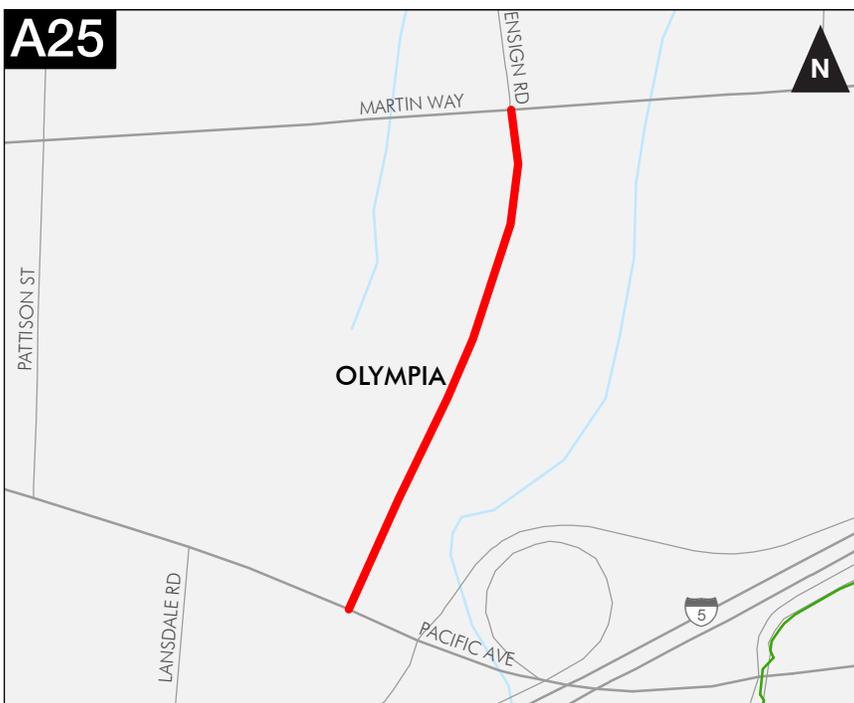
**Description**  
Construct new 2/3 lane major collector connection between Martin Way (at Ensign) and Pacific Avenue (west of I-5 southbound off-ramps).

**Estimated Cost**  
\$7,400,000 Private

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Notes**  
Long-range regional analysis suggests this connection can provide improved mobility for the Fones Road/Pacific Avenue intersection, Pacific Avenue/Lilly Road intersection, and Lilly Road/Martin Way intersection.



◀ Map: 2015 – Vicinity map of project A25 Ensign Road Connection. [TRPC Map July 2015]

# Tahoma Boulevard Extension - South



**Sponsor**

City of Yelm

**Location**

Dotson Street SE to SR 507 (at the south City limit between Koeppen Road SE and Shaw Road SE)

**Description**

Extend the 4/5 major arterial from Dotson Street SE to SR 507. Include medians, bike lanes, sidewalks, street lighting, and stormwater improvements.

**Estimated Cost**

\$1,600,000 Public  
\$6,400,000 Private

**Programming**

Constrained (Streets, Roads & Bridges)

**Status**

Planned

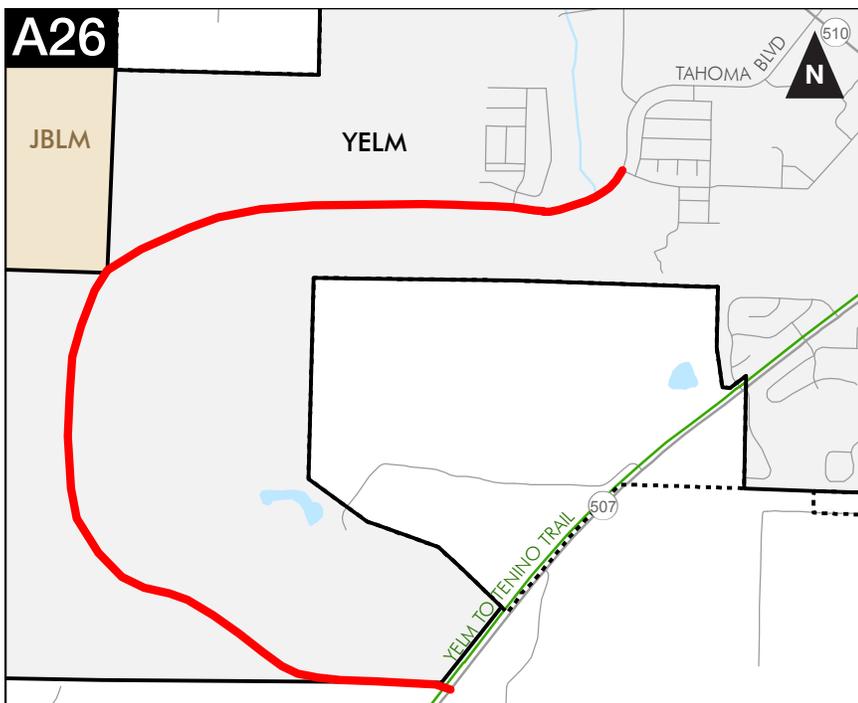
**Notes**

The Tahoma Boulevard Extension is referred to as Y1 in the Yelm Comprehensive Plan. A portion of Y1 was completed by the Tahoma Highlands developer. Two portions of Y1 remain to be built, including projects A26 and A27.

**Related RTP Projects**

A27 Tahoma Boulevard Extension - North

▲ Photo: 2012 – Tahoma Boulevard SE looking westbound in the vicinity of Dotson Street SE. The project will extend Tahoma Boulevard in a loop, connecting to SR 507. [Google Image July 2012]



◀ Map: 2015 – Vicinity Map of project A26 Tahoma Boulevard Extension - South. [TRPC Map July 2015]

# Tahoma Boulevard Extension - North



▲ Photo: 2012 – 93rd Avenue SE looking eastbound in the vicinity of Rathbun Road SE. The project will create a new connection for Tahoma Boulevard Extension from 93rd Avenue SE (connecting between Rathbun Road SE and SR 510/Yelm Highway SE) to A26 Tahoma Boulevard Extension to the south. [Google Image June 2012]

**Sponsor**  
City of Yelm

**Location**  
93rd Avenue SE to A26 Tahoma Boulevard Extension - South

**Description**  
New connection is a 4/5 major arterial between 93rd Avenue SE and the southern portion of Tahoma Boulevard Extension. The project includes medians, bike lanes, sidewalks, street lighting, and stormwater improvements.

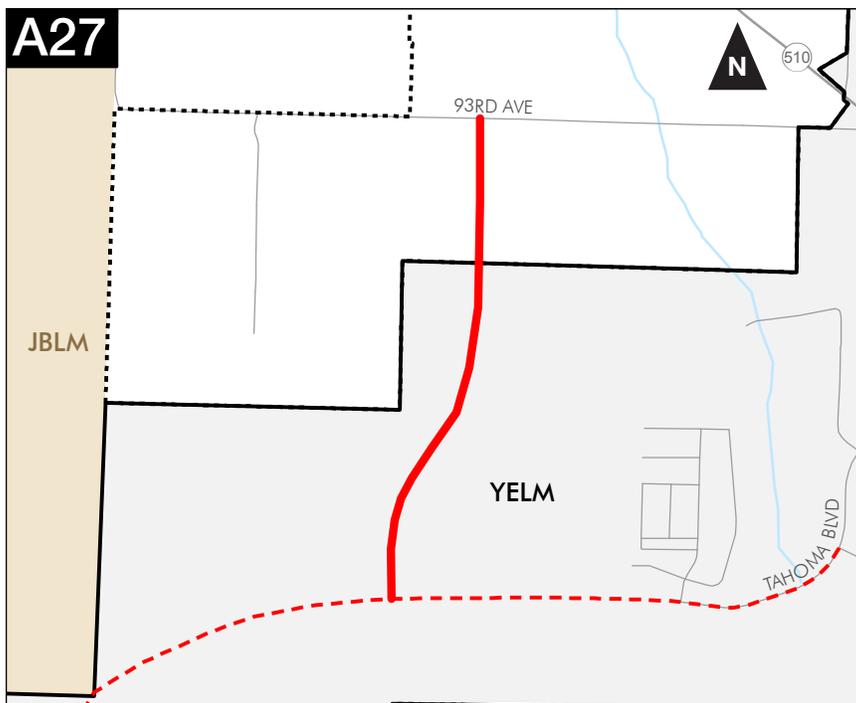
**Estimated Cost**  
\$565,000 Public  
\$2,258,000 Private

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Notes**  
The Tahoma Boulevard Extension is referred to as Y1 in the Yelm Comprehensive Plan. A portion of Y1 was completed by the Tahoma Highlands developer. Two portions of Y1 remain to be built, including projects A26 and A27.

**Related RTP Projects**  
A26 Tahoma Boulevard Extension - South



◀ Map: 2015 – Vicinity Map of project A27 Tahoma Boulevard Extension - North. [TRPC Map July 2015]

# Coates Avenue Extension



**Sponsor**  
City of Yelm

**Location**  
Coates Avenue SW, from  
Cullen Road NW to Killion Road SE

**Description**  
New commercial collector connection with  
2 lanes and a left turn lane at the  
Coates/Killion intersection.

**Estimated Cost**  
\$2,608,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Notes**  
The Coates Avenue extension is referred to  
as Y4A in the Yelm Comprehensive Plan. It  
is part of the Y4 Northern Mini Loop.

▲ Photo: 2012 – Coates Avenue SW looking westbound at the intersection with Cullen Road NW. The project will extend Coates Avenue between Cullen Road and Killion Road. [Google Image June 2012]



◀ Map: 2015 – Vicinity Map of project A28 Coates Avenue Extension. [TRPC Map July 2015]

# Mosman Avenue SE



▲ Photo: 2012 – Mosman Avenue SE looking southeast toward 3rd Road SE. The projects will reconstruct the existing part of Mosman and extend it to Clark Road SE. [Google Image July 2012]

**Sponsor**  
City of Yelm

**Location**  
Mosman Avenue SE, from 2nd Street SE to Clark Road SE

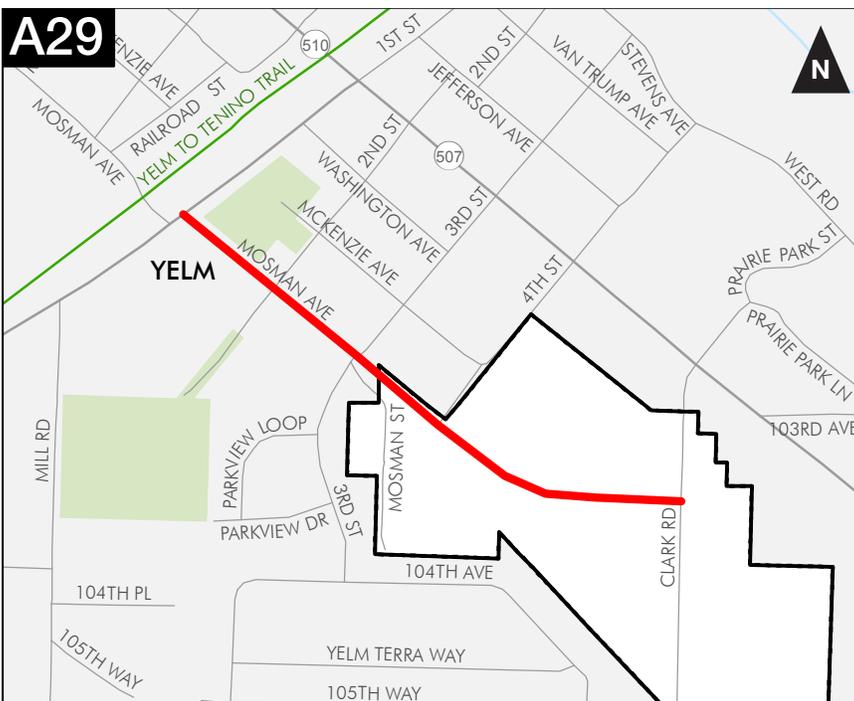
**Description**  
Reconstruct 2 lane Mosman Avenue SE from 2nd Street SE to 4th Street SE, and extend Mosman from 4th Street SE to Clark Road SE. Add bike lanes, sidewalks, street lighting, and stormwater improvements.

**Estimated Cost**  
\$4,900,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Notes**  
This project is referred to as Y8E and Y8F in the Yelm Comprehensive Plan.



◀ Map: 2016 – Vicinity Map of project A29 Mosman Avenue SE [TRPC Map February 2016]

Updated February 2016

RS/RTPO



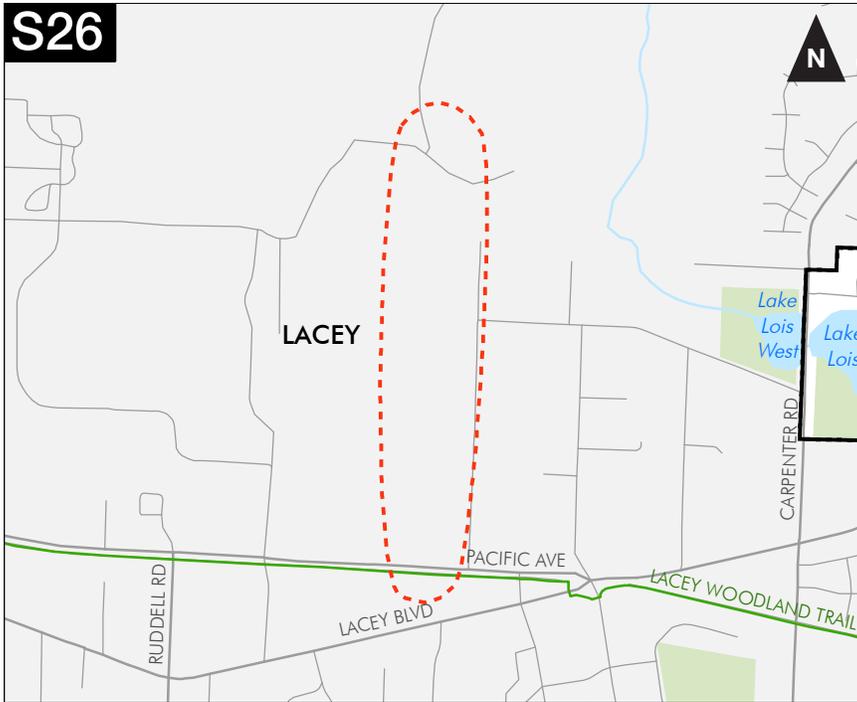
# Corridor Studies and Sub-Area Plans

The RTP Regional Project List includes studies and planning efforts that explore options to improve mobility, and define features supporting access, safety, and efficiency of the regional transportation network. Studies specific to Streets, Roads, and Bridges are included in this category for Corridor Studies and Sub-Area Plans.

The studies and plans may, or may not, result in adding or modifying projects on the regional project list. As cities and the county complete these studies, the outcomes will be evaluated for how they fit into the RTP.

See Map 2-3 for a comprehensive look at Corridor Studies and Sub-Area Plans, or use the [online interactive map](#).

# Desmond Drive Extension Study



▲ Map: 2016 – Vicinity map of project S26 Desmond Drive Extension Study. [TRPC Map February 2016]

**Sponsor**

City of Lacey

**Location**

Desmond Drive, from Martin Way to Pacific Avenue

**Description**

Corridor study to develop a route for a new 2/3 collector with medians, bike lanes, planter strips and sidewalks. The study should address connectivity to the planned Lebanon Street extension.

**Estimated Cost**

\$50,000 Public

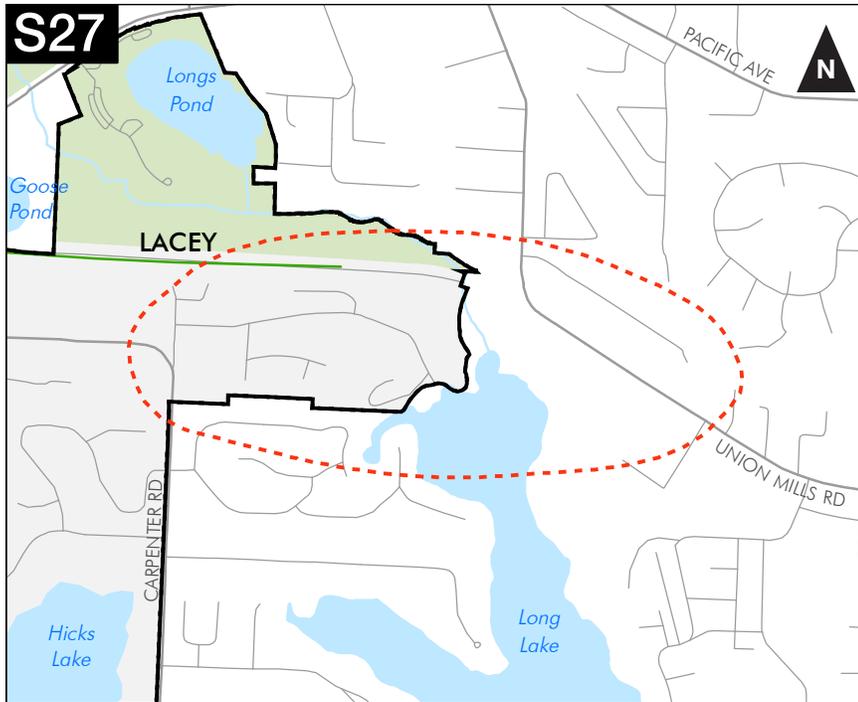
**Programming**

Constrained (Streets, Roads & Bridges)

**Status**

Planned

# 14th Avenue SE Extension Study



▲ Map: 2016 – Vicinity map of project S27 14th Avenue SE Extension Study. [TRPC Map February 2016]

**Sponsor**  
City of Lacey

**Location**  
14th Avenue SE, from Carpenter Road to Union Mills Road

**Description**  
Feasibility study to assess the environmental impacts of extending 14th Avenue SE from Carpenter Road to Union Mills Road as a residential collector to relieve pressure on the intersection of Carpenter Road and Pacific Avenue.

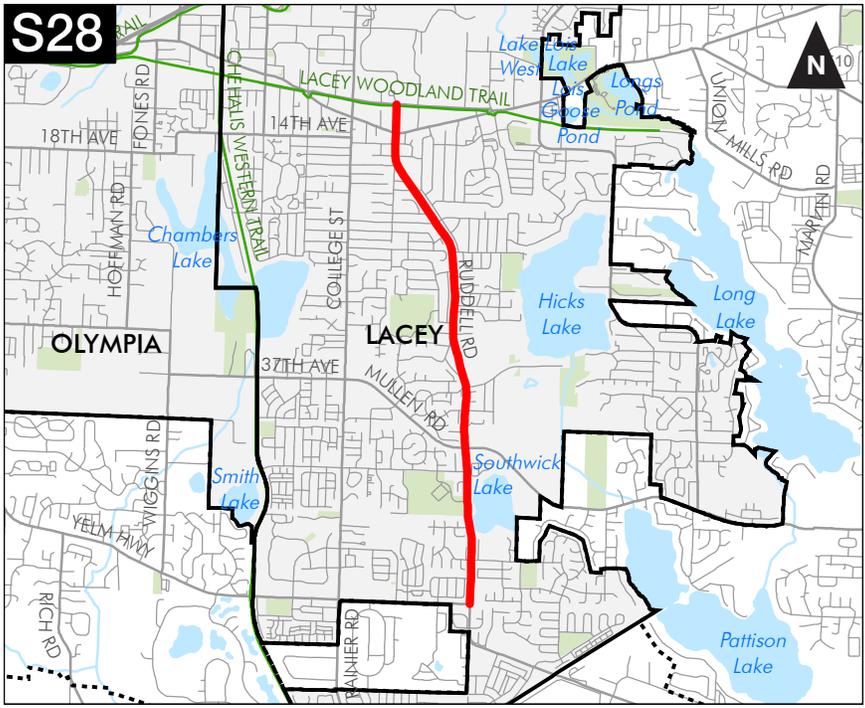
**Estimated Cost**  
\$150,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Related RTP Projects**  
C11 Carpenter Road Improvements from Pacific Avenue to Shady Lane

# Ruddell Road Corridor Study



▲ Map: 2016 – Vicinity map of project S28 Ruddell Road Corridor Study. [TRPC Map February 2016]

**Sponsor**

City of Lacey

**Location**

Ruddell Road, from Pacific Avenue to Yelm Highway

**Description**

Develop a long-range plan for Ruddell Road for a 4 lane boulevard with auxiliary turn lanes, strict access control, bike lanes, pedestrian refuge islands, planter strips, medians, and sidewalks.

**Estimated Cost**

\$200,000 Public

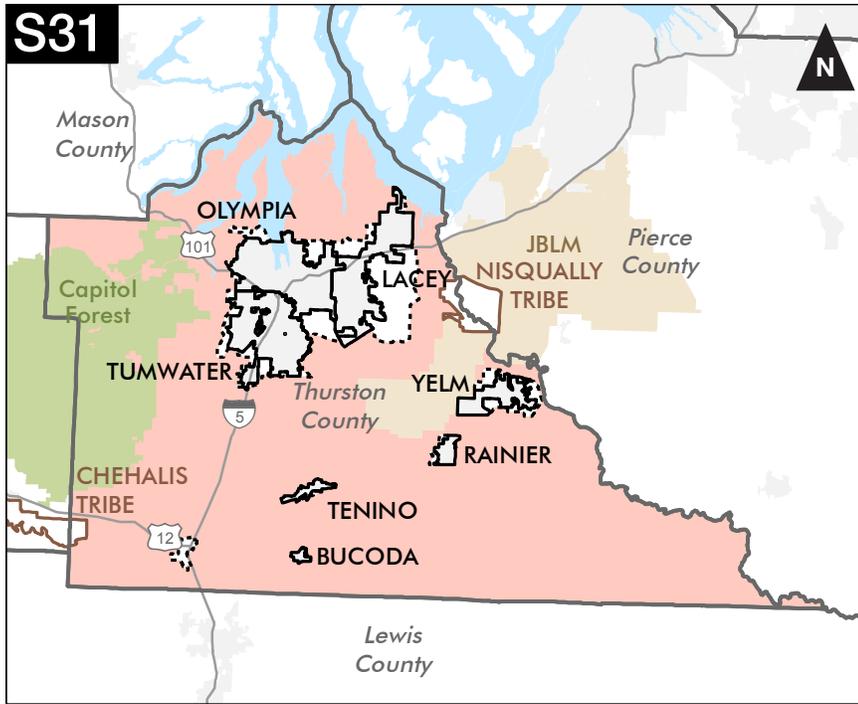
**Programming**

Constrained (Streets, Roads & Bridges)

**Status**

Planned

# Rural Mobility Study



▲ Map:2016 – Vicinity Map of project S31 Rural Mobility Study. [TRPC Map February 2016]

**Sponsor**  
Thurston County

**Location**  
County roadways outside the Urban Growth Boundary

**Description**  
Address future transportation needs on the rural road system. The study will result in a rural mobility strategy. The strategy will acknowledge environmental and financial constraints.

**Estimated Cost**  
\$250,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

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# L Assessment Areas

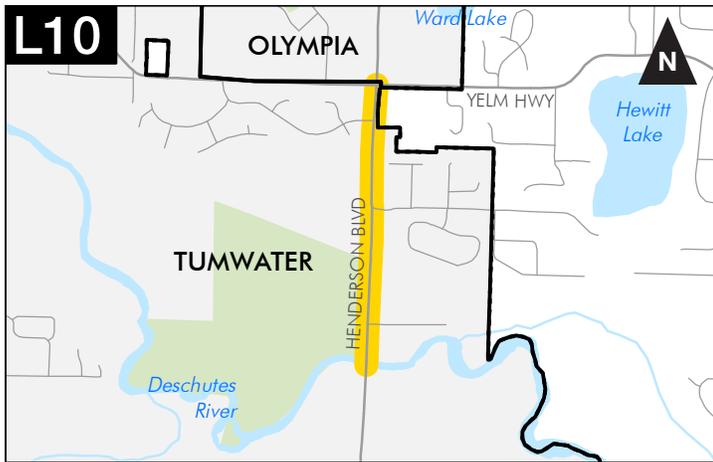
Assessment Areas are identified for portions of the regional transportation street, road, and bridge network where future congestion or mobility issues may emerge. Typically, they represent places where the regional transportation model indicates future traffic may not be moving quite as expected. The region's transportation engineers and planners have flagged these locations to monitor. The reasons for monitoring these areas could range from the need to refine the model in a particular neighborhood to the need for a study to define a new project or strategy. At this time, however, the need to take action is unclear, and it is prudent to monitor these areas.

No cost is associated with the Assessment Areas. Monitoring them is part of the regional and local work programs. If a study or project becomes needed, these would be evaluated to determine if they belong on the regional project list, or if the solution is part of local construction, preservation, maintenance, and operation.

See Map 2-4 for a comprehensive look at Assessment Areas, or use the [online interactive map](#).

## South Henderson Boulevard

L10



**Sponsor**  
City of Tumwater

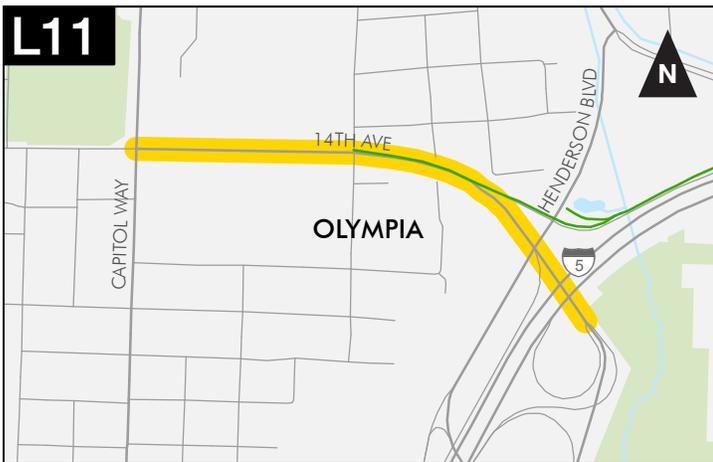
**Area**  
Henderson Boulevard (south of Yelm Highway)

**Issue**  
The forecast suggests minor capacity issues in future. Monitor this corridor to address issues if warranted. Additional refinements, such as modeling auxiliary turn lane impacts, may alleviate the forecast issue.

▲ Map: Vicinity map of assessment area L10 South Henderson Boulevard. [TRPC Map February 2016]

## 14th Avenue Access to I-5

L11



**Sponsor**  
City of Olympia

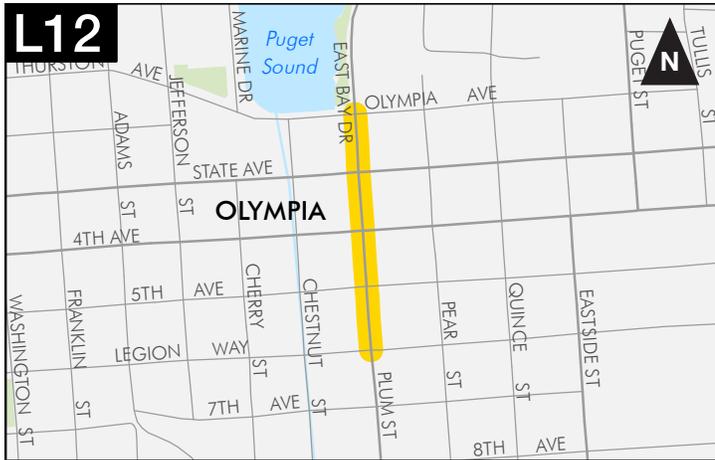
**Area**  
14th Avenue (vicinity of I-5 and the State Capitol Campus)

**Issue**  
Local operational analysis is needed to determine the nature of issues at this highway loading point and appropriate measures to address any issues.

▲ Map: Vicinity map of assessment area L11 14th Avenue Access to I-5. [TRPC Map February 2016]

## Plum Street

L12



L12

**Sponsor**  
City of Olympia

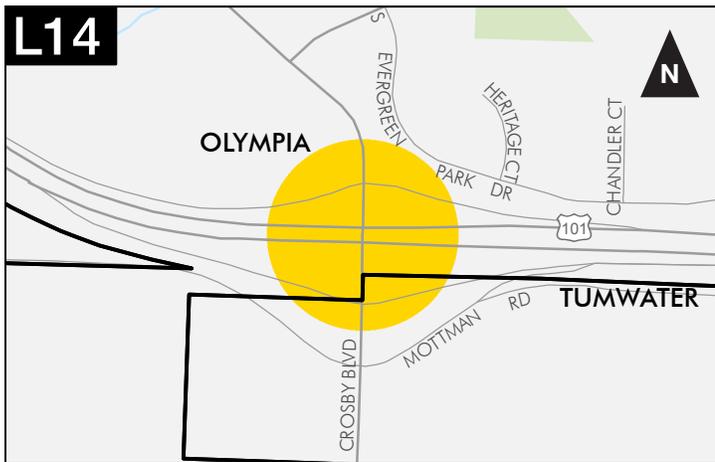
**Area**  
Plum Street (Legion Way to Olympia Avenue)

**Issue**  
Local operational analysis is needed to determine the nature of issues and appropriate strategies for addressing them.

▲ Map: Vicinity map of assessment area L12 Plum Street. [TRPC Map February 2016]

## Crosby Boulevard/US 101 Interchange

L14



L14

**Sponsors**  
Cities of Tumwater and Olympia

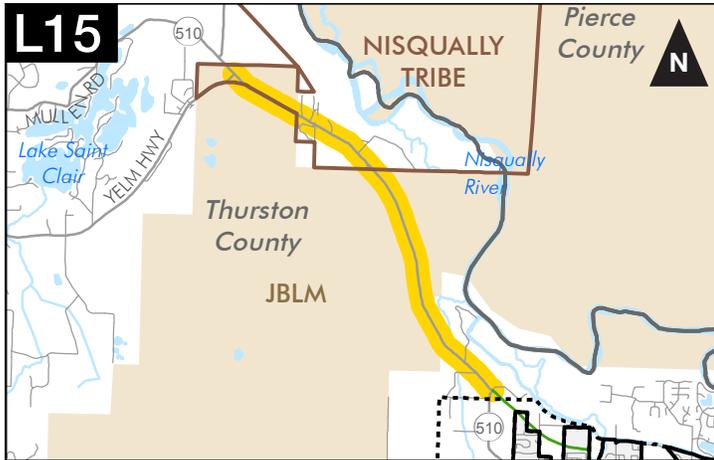
**Area**  
Crosby Boulevard (vicinity of the US 101 Interchange)

**Issue**  
The West Olympia Access project is expected to improve conditions at the Crosby Boulevard/US 101 Interchange, however, capacity issues may still exist. More detailed local analysis may be warranted to better understand the nature of future issues.

▲ Map: Vicinity map of assessment area L14 Crosby Boulevard/US 101 Interchange. [TRPC Map February 2016]

# SR 510

# L15



**Sponsors**

WSDOT and Thurston County

**Area**

SR 510 (Yelm Highway to Yelm)

**Issue**

More detailed analysis is needed to better understand forecasted mobility issues associated with this corridor. Issues may be related to broader questions of rural level of service, or methodology for estimating capacity on rural roads serving more suburban uses.

▲ Map: Vicinity map of assessment area L15 SR 510. [TRPC Map February 2016]

# Mud Bay Assessment Area

# L17



**Sponsor**

Thurston County

**Area**

Mud Bay Road (Evergreen Parkway to US 101)

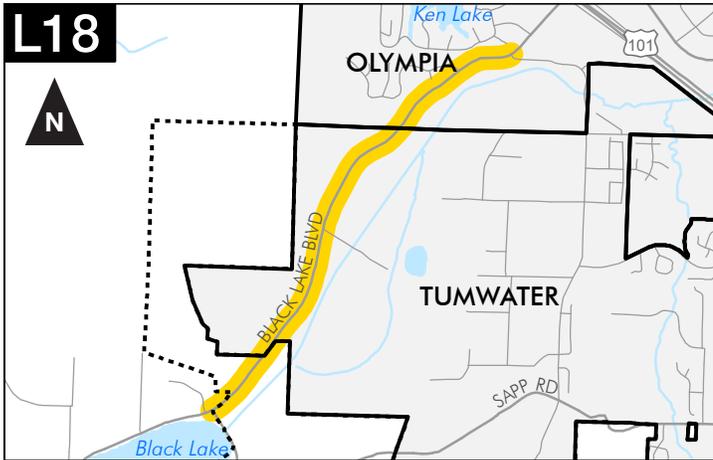
**Issue**

Evaluate and monitor issues associated with the segment of Mud Bay Road between Evergreen Parkway and US 101.

▲ Map: Vicinity map of assessment area L17 Mud Bay Assessment Area. [TRPC Map February 2016]

## Black Lake Boulevard

L18



**Sponsors**

Cities of Tumwater and Olympia

**Area**

Black Lake Boulevard (21st Avenue to Black Lake-Belmore Road)

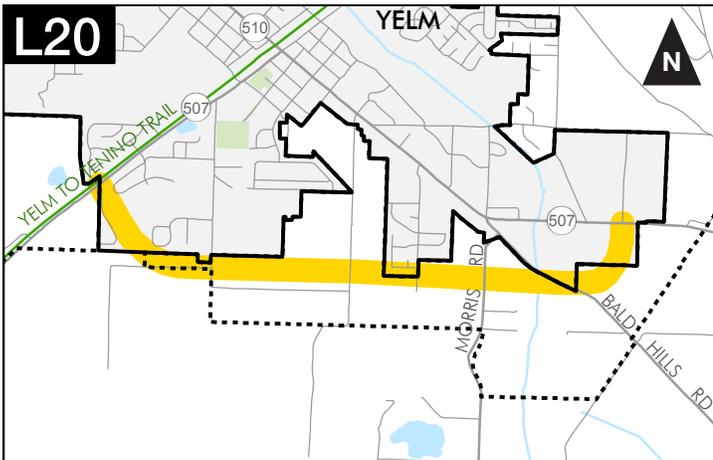
**Issue**

The regional transportation model suggests some future congestion may occur. Monitor this road section to determine if future additional capacity is warranted.

▲ Map: Vicinity map of assessment area L18 Black Lake Boulevard. [TRPC Map February 2016]

## 510/507 Loop – South Section (Y2)

L20



**Sponsors**

WSDOT and City of Yelm

**Area**

Proposed new connection south of Yelm (Walmart Boulevard to vicinity of Palisades Street)

**Issue**

Reassess the need for this new southern connection (Y2) after the northern connection (Y3) is completed. WSDOT constructed a portion of the northern connection (Y3) between SR 510/Mud Run Road and Cullen Street. The RTP includes a WSDOT project to complete this connection, from Cullen Street to Walmart Boulevard. Once this connection is completed, WSDOT would like to evaluate the system's performance and expected benefits from continuing the new connection south of Yelm (Y3) between Walmart Boulevard and SR 507 in the vicinity of Palisades Street. The prior draft environmental assessment was completed in April 1999, and an updated traffic impact analysis is needed. [The project is also included in the RTP as O11.]

▲ Map: Vicinity map of assessment area L20 510/507 Loop - South Section (Y2). [TRPC Map February 2016]

# Dutterow Road

L21



▲ Map: Vicinity map of assessment area L21 Dutterow Road. [TRPC Map February 2016]

**Sponsor**  
Thurston County

**Area**  
Dutterow Road from Martin Way to Steilacoom Road

**Issue**  
The roadway is currently built to urban standards, and no widening is planned during the RTP planning horizon. Develop strategies to address any issues that may emerge, as warranted, including a review of the transportation model inputs. Dutterow Road may potentially be identified as a future strategy corridor.

# B Trail Projects

This section of the Regional Project List focuses on shared-use trails (Class 1) – typically 8-12 foot wide, paved trails located on their own right-of-way, shared by bicyclists, pedestrians, joggers, skaters, wheelchair users, and equestrians (note, electric wheelchairs and other electric personal mobility devices to assist people with disabilities are permitted). These shared-use trails are signed, like roadways, and are used for both transportation and recreational uses.

The *Regional Trails Plan* identifies a system of Class 1 trails that form the backbone of a bicycle and pedestrian transportation system in the Thurston region.

Category B of the Regional Project List may include both shared-use trail projects and studies to further define the specific routes or construction needs for each trail. This list is financially constrained as part of the Streets, Roads, and Bridges expenditure forecast for regional projects.

Every trail construction project must meet a variety of requirements before construction begins. They must comply with local, state, and federal requirements for design, environmental review, and right-of-way acquisition. The Regional Project List does not describe these requirements, which are prerequisite to construction.

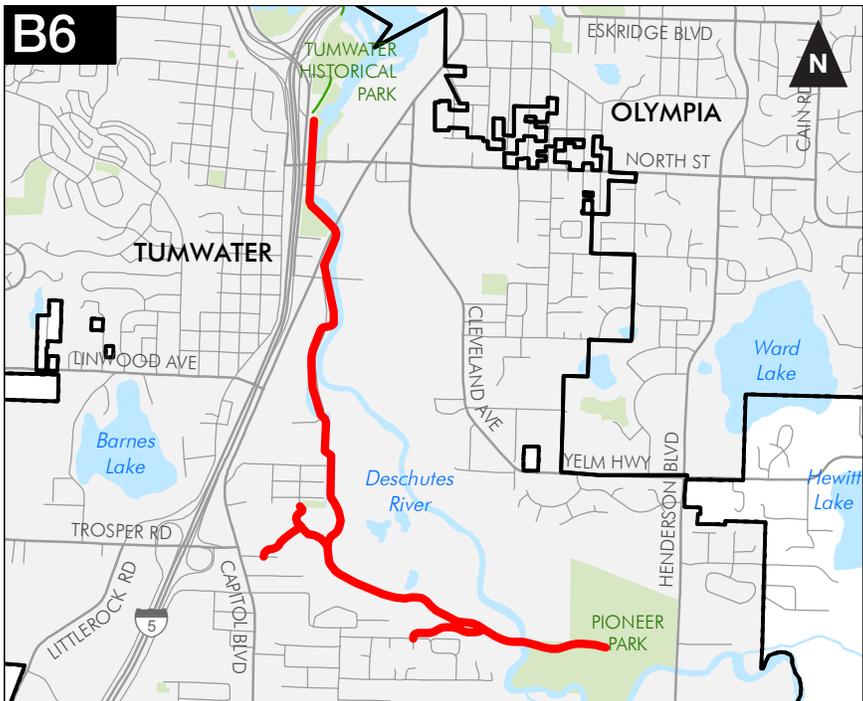
The list does not include projects such as sidewalks, bicycle lanes, or neighborhood paths. These projects are essential to the safe and efficient operation of the transportation system, however, in the RTP they are accounted for in the overall Goals and Policies, and in the local construction, preservation, maintenance, and operation expenditures in the financial forecast.

See Map 2-5 for a comprehensive look at Trail Projects, or use the [online interactive map](#).

# Deschutes Valley Trail



▲ Photo: 2011 – Looking southbound at Tumwater Valley Drive SE from E Street SE. A portion of the trail will parallel Tumwater Valley Drive SE. [Google Image September 2011]



**Sponsor**  
City of Tumwater

**Location**  
Deschutes Valley Trail, from Pioneer Park (vicinity of Henderson Boulevard) to Tumwater Historical Park (Deschutes Parkway)

**Description**  
Build a shared-use Class I trail.

**Estimated Cost**  
\$6,250,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

- Status**
- Underway
  - Design: Active
  - Environmental: Active
  - Right-of-Way: Completed
  - Construction: Not Underway

**Notes**  
Construction of this trail will be phased.

◀ Map: 2015 – Vicinity map of project B6 Deschutes Valley Trail. [TRPC Map July 2015]

# Gate-Belmore Trail



**Sponsor**  
Thurston County

**Location**  
Gate-Belmore Trail, Confederated Tribes of the Chehalis Reservation/Gate to 66th Ave SW

**Description**  
Construct a shared-use Class I trail on existing county-owned rail corridor right-of-way.

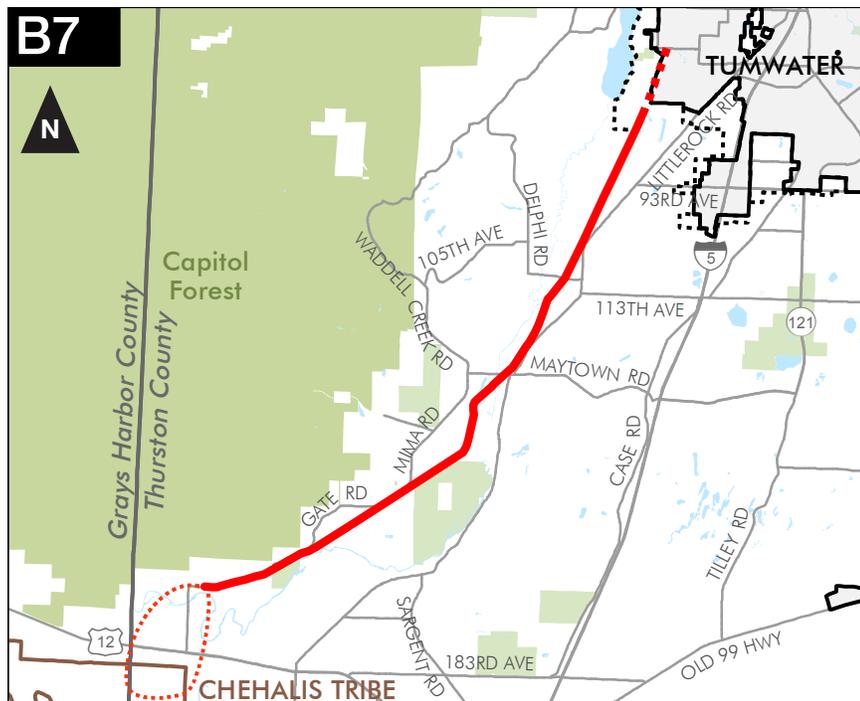
**Estimated Cost**  
\$8,000,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned

**Notes**  
This project will be phased. The first phase is from 81st Avenue to Gate, the basis of the cost estimate.

▲ Photo: Bridge on the unused rail line referred to as Gate Belmore. Thurston County acquired the railroad right-of-way for a regional trail. When developed, the trail will extend from 66<sup>th</sup> Avenue near Kennedell Park (also known as Belmore) south to the vicinity of US 12 and the Confederated Tribes of the Chehalis Reservation (near an area historically known as Gate). [Thurston County Image]



◀ Map: 2015 – Vicinity Map of project B7 Gate Belmore Trail. [TRPC Map July 2015]

# Yelm Prairie Line Trail



▲ Photo: 2016 – Yelm Prairie Line Trail, in the vicinity of 91st Avenue SE, looking northeast toward the Nisqually River. The project will extend the trail to Roy. [City of Yelm Image February 2016]

**Sponsor**  
City of Yelm

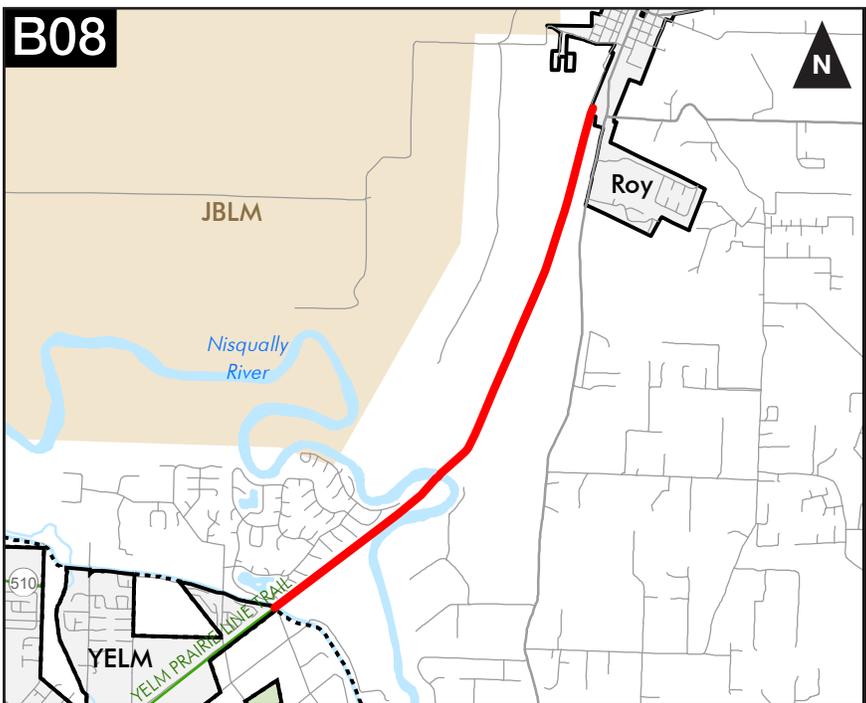
**Location**  
Yelm Prairie Line Trail from Canal Road to Roy (vicinity 288<sup>th</sup> Street S)

**Description**  
Construct a shared-use Class I trail on existing city-owned rail corridor right-of-way. Phase 1, extending from East Yelm Avenue to Canal Road, is complete. Subsequent phases will extend the trail to the rail corridor terminus at Roy, resulting in this region’s first inter-regional trail, and first shared-use corridor.

**Estimated Cost**  
\$10,281,000 Public

**Programming**  
Constrained (Streets, Roads & Bridges)

**Status**  
Planned



◀ Map: 2015 – Vicinity Map of project B8 Yelm Prairie Line Trail. [TRPC Map July 2015]

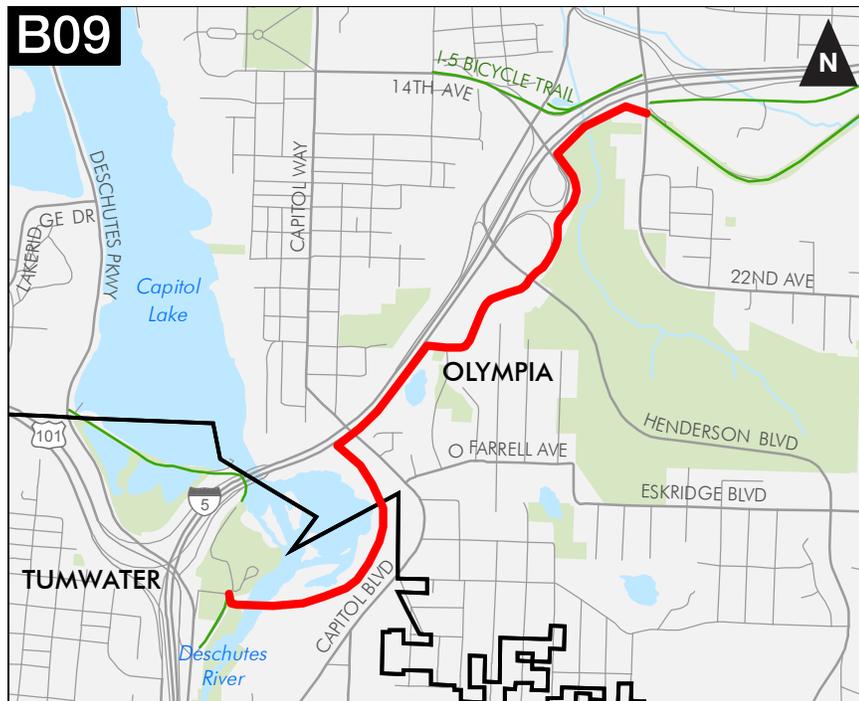
Updated February 2016

NRS/RTPO

# Olympia Woodland Trail Phases 3 and 4



▲ Photo: 2011 – Looking southwest at the Olympia Woodland Trailhead at Eastside Street SE and Wheeler Avenue SE. The project will extend the Woodland Trail south and west to Tumwater Historical Park, where it will eventually be connected to the Deschutes Valley Trail (see project B6). [Google Image October 2011]



Updated February 2016

**Sponsor**

City of Olympia

**Location**

Olympia Woodland Trail, from Eastside Street to Tumwater Historical Park

**Description**

Design and construct a shared-use Class I trail. Phase 3 is from Henderson Boulevard to Eastside Street, through Watershed Park and portions within I-5 right-of-way. Cost for Phase 3 is from the Olympia Woodland Trail Feasibility Study in 1999 and has been inflated to 2015 dollars. Phase 4 is from Henderson Boulevard to Tumwater Historical Park. This route also goes along portions of I-5 right-of-way, under Capital Boulevard and over the Deschutes River, requiring major structures. The cost for this section is \$20,000,000 and was developed in a 2014 study.

**Estimated Cost**

\$24,500,000 Public

**Programming**

Constrained (Streets, Roads & Bridges)

**Status**

Planned

**Related RTP Projects**

B6 Deschutes Valley Trail

◀ Map: 2015 – Vicinity map of project B9 Olympia Woodland Trail Phases 3 and 4. [TRPC Map July 2015]

NRS/MPO

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# Public Transportation Projects and Studies

The Public Transportation Projects and Studies include projects, studies, and services that will expand public transit service by the regional transit service provider.

Intercity Transit is the primary regional transit service provider in the Thurston region. Their service area is defined by the Public Transportation Benefit Area (PTBA), approximately the urban growth areas of Lacey, Olympia, and Tumwater, with a connecting corridor to Yelm. Expansion of Intercity Transit services will occur within this boundary.

TRPC provides a supplementary regional bus transit service, Rural & Tribal Transportation (RT), outside the PTBA in rural and tribal portions of the region, making connections to Intercity Transit and other public, private, and non-profit service providers.

Category T of the Regional Project List includes projects and studies for Intercity Transit's expanding regional transit services.

Washington State Department of Transportation (WSDOT) also provides park-and-ride facilities, however, the state facilities are accounted for in the next Category O of WSDOT projects and studies.

See Map 2-6 for a comprehensive look at Public Transportation Projects and Studies, or use the [online interactive map](#).

# Expansion of Urban Transit Services



▲ Photo: 2016 - Intercity Transit Vanpool van, Dial-a-Lift paratransit bus, and standard route bus. The project will increase services provided by Intercity Transit. [Intercity Transit Image February 2016]

**Sponsor**

Intercity Transit

**Location**

Intercity Transit Service Area

**Description**

Increase fixed route (local and express), Dial-a-Lift, and vanpool service. Increase frequency on local routes (15 minute service on major corridors, 30 minute peak hour service on all routes). Increase evening, weekend, and holiday span of service. Expand express service. Add new local routes.

**Estimated Cost**

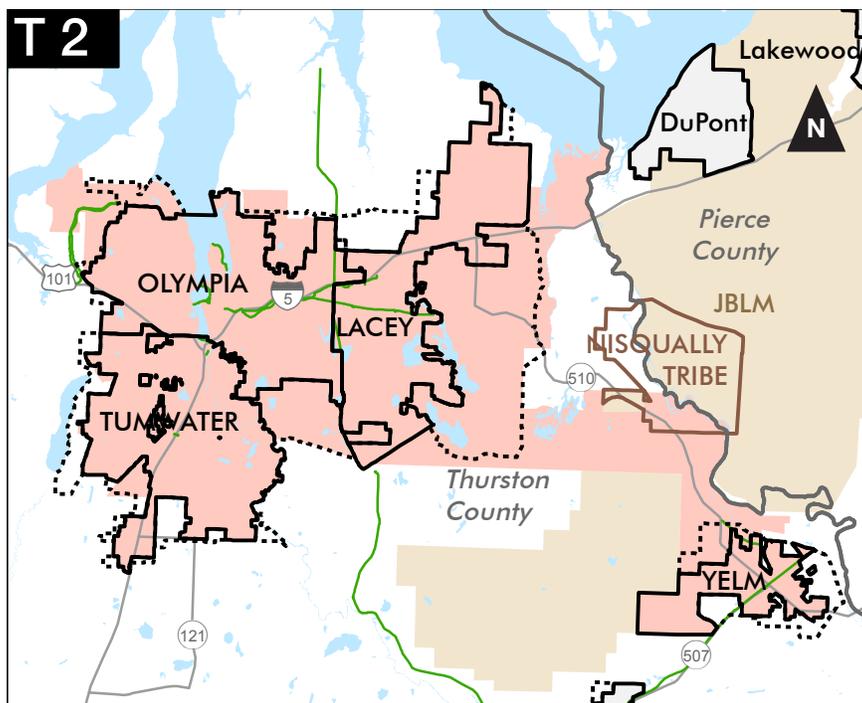
\$34,400,000 Public

**Programming**

Constrained (Public Transportation)

**Status**

Planned

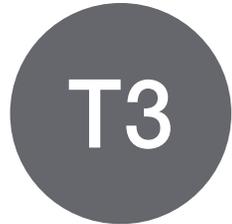


◀ Map: 2016 – Thurston County Public Transportation Benefit Area where project T2 Expansion of Urban Transit Services will occur. [TRPC Map January 2016]

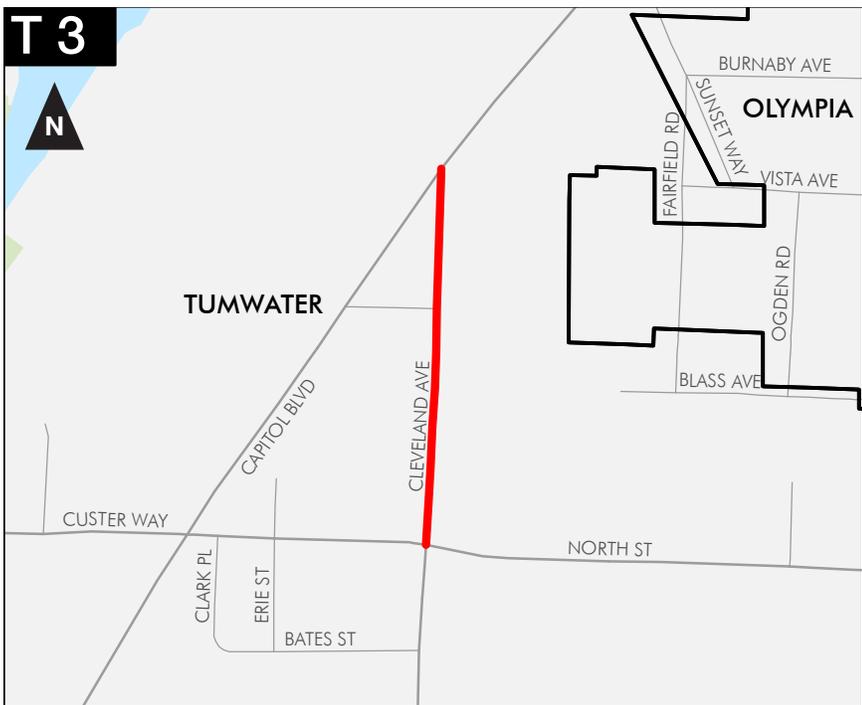
Updated February 2016

RS/MPO

# Transit Transfer Station Expansion



▲ Photo: 2011 – Buses waiting to get to the Transfer Station in Tumwater. Four routes serve this station and typically arrive at the same time or within a few minutes of each other. Route 13 (pictured here) provides 15 minute service in both directions between state offices in Tumwater and downtown Olympia. The project will expand and reconfigure the transfer station. [Intercity Transit Image April 2015]



Updated February 2016

**Sponsor**  
Intercity Transit

**Location**  
Cleveland Avenue between  
Capitol Boulevard SE and  
Custer Way SE/North Street SE

**Description**  
Expand and reconfigure the existing transit transfer center in Tumwater, located in the Tumwater Brewery District.

**Estimated Cost**  
\$230,000 Public

**Programming**  
Constrained (Public Transportation)

**Status**  
Underway

- Design: Active
- Environmental: Complete
- Right-of-Way: Not Underway
- Construction: Not Underway

**Related RTP Projects**  
C39 Brewery District Transportation Project

◀ Map: 2016 - Vacinity map of project T3 Tumwater Transit Transfer Station Expansion underway. [TRPC Map February 2016]

NRS/MPO

# Regional “Park-and-Pool” Plan and Implementation Strategy



▲ Photo: 2010 - Intercity Transit vanpool van. The project will develop a plan for “park-and-pool” lots to support trip reduction efforts. [Intercity Transit Image July 2010]

**Sponsor**

Intercity Transit

**Location**

Intercity Transit Service Area

**Description**

Develop a plan and implementation strategy for a regional network of smaller-sized “park-and-pool” lots to support fixed route service, carpool, vanpool, and other trip reduction efforts.

**Estimated Cost**

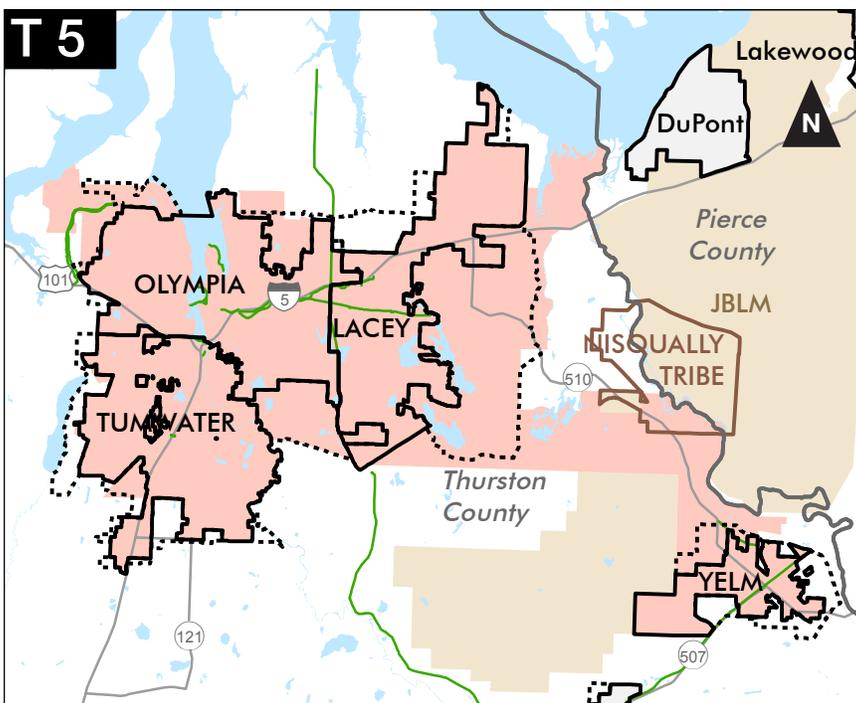
\$75,000 Public

**Programming**

Constrained (Public Transportation)

**Status**

Planned

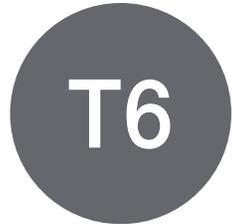


◀ Map: 2016 – Thurston County Public Transportation Benefit Area where project T5 Regional “Park-and-Pool” Plan and Implementation Strategy will be implemented. [TRPC Map January 2016]

Updated February 2016

NRS/MPO

# Lacey/Olympia/Tumwater/Yelm Intra-County Express Corridor Plan and Implementation Strategy



**Sponsor**

Intercity Transit

**Location**

Intercity Transit Service Area

**Description**

Develop a plan and implementation strategy for connections between the city centers of Lacey, Olympia, Tumwater, and Yelm with limited-stop express transit service.

**Estimated Cost**

\$1,000,000 Public

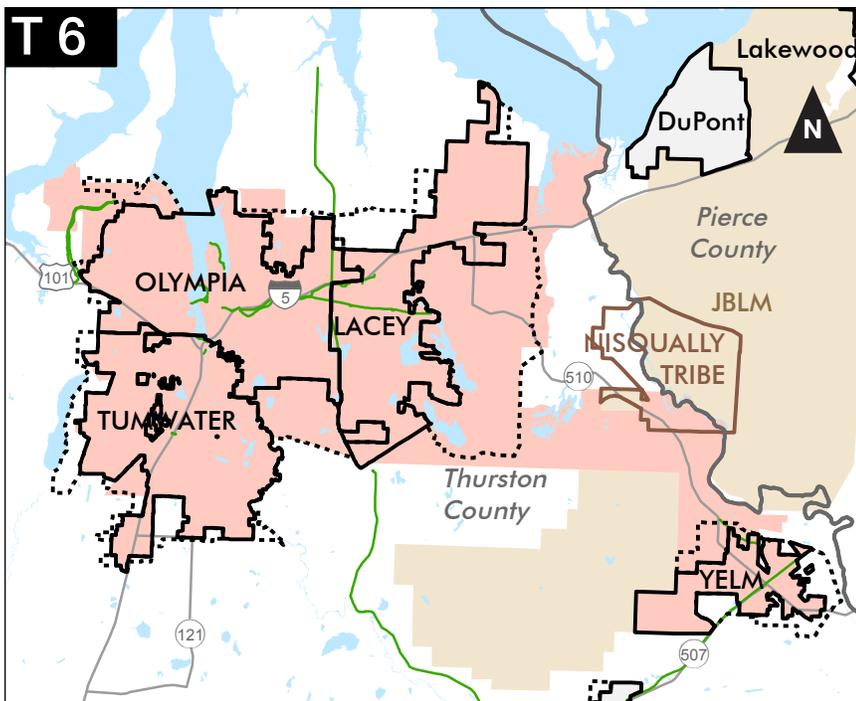
**Programming**

Constrained (Public Transportation)

**Status**

Planned

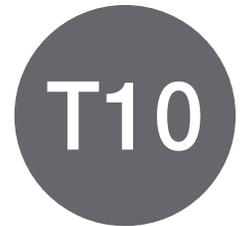
▲ Photo: 2014 - Intercity Transit bus. The project will develop a plan for express transit services between Lacey, Olympia, Tumwater, and Yelm. [Intercity Transit Image February 2014]



Updated February 2016

◀ Map: 2016 - Thurston County Public Transportation Benefit Area where project T6 Lacey/Olympia/Tumwater/Yelm Intra-County Express Corridor Plan and Implementation Strategy will be implemented. [TRPC Map January 2016]

# Olympia Transit Center Expansion



▲ Image: 2015 - Proposed addition of a service and administration building on Olympia Avenue/Franklin Street at Intercity Transit’s regional transportation hub. Service providers currently include Intercity Transit, Mason Transit, Grays Harbor Transit, and Sound Transit. Addition of Greyhound interstate bus service is expected as well. [Intercity Transit]

**Sponsor**

Intercity Transit

**Facility**

Olympia Transit Center Regional Transportation Hub for Fixed Route Service

**Location**

Olympia Avenue between Washington Street and Franklin Street

**Description**

Expand facility.

**Estimated Cost**

\$4,000,000 Public

**Programming**

Constrained (Public Transportation)

**Status**

Underway

- Design: Completed
- Environmental: Completed
- Right-of-Way: Not Applicable
- Construction: Not Applicable

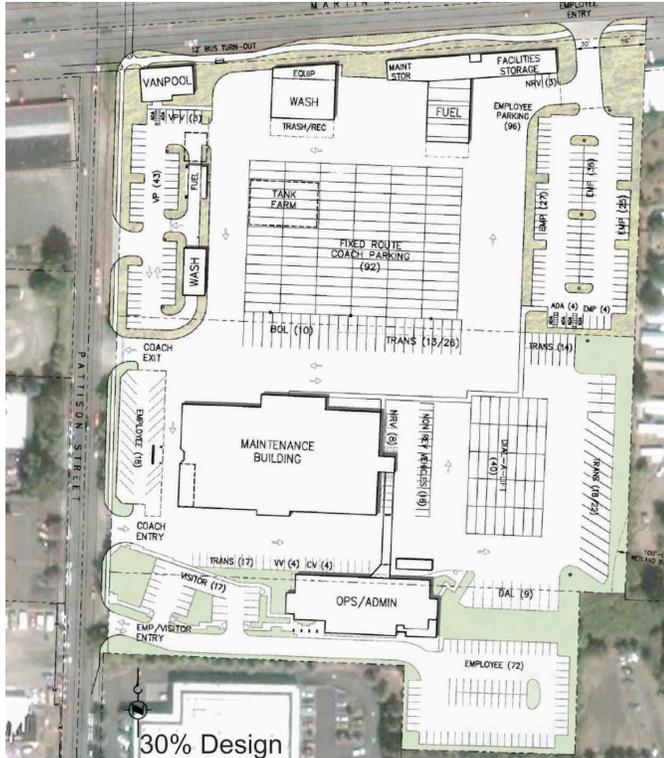
**Notes**

Provide adequate operating capacity for Intercity Transit and other connecting regional transit systems that currently utilize the facility. Provide space for a private intercity bus company to operate on the premises. Add bus bays, customer and administrative space, security features, and multimodal amenities to meet growing public use. Incorporate sustainable features, meeting or exceeding LEED Silver design.



◀ Map: 2016 – Vicinity Map of project T10 Olympia Transit Center Expansion. [TRPC Map January 2016]

# Intercity Transit Rehabilitation and Expansion of Operations Base



◀ Image: 2016 – Intercity Transit preliminary 30% design site plan of operating base. The project will rehabilitate and expand base. [Intercity Transit Image February 2016]

**Sponsor**

Intercity Transit

**Facility**

Intercity Transit Headquarters Operations and Maintenance Facilities

**Location**

Pattison Street and Martin Way

**Description**

Rehabilitate and expand the operations base to meet environmental, maintenance, and operational facilities needs and support expansion of future transit service.

**Estimated Cost**

\$26,000,000 Public

**Programming**

Constrained (Public Transportation)

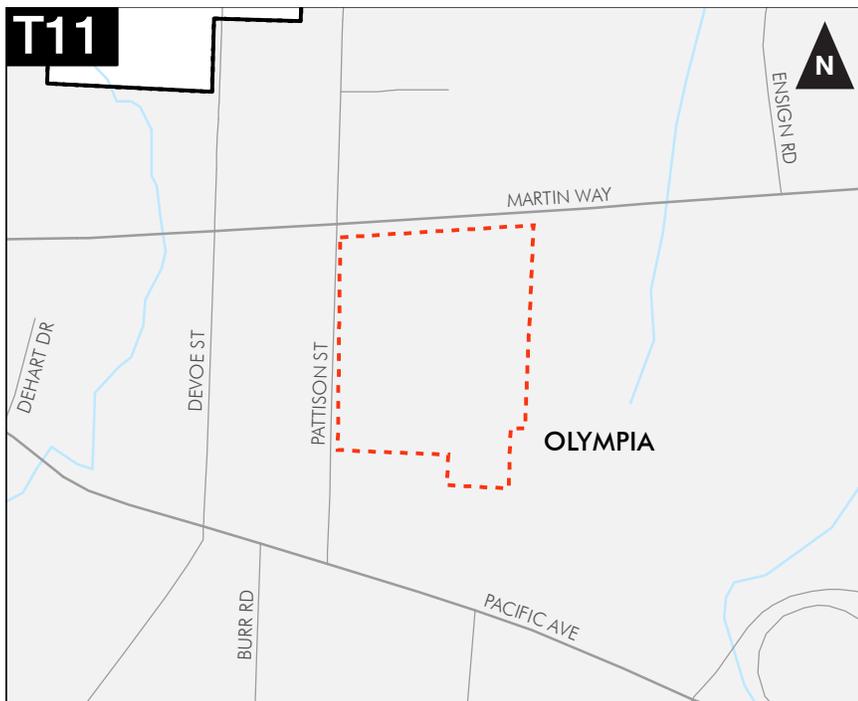
**Status**

Underway

- Design: Active
- Environmental: Completed
- Right-of-Way: Not Underway
- Construction: Not Underway

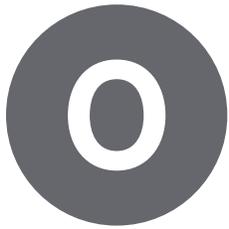
**Notes**

Underground storage tanks are being relocated. Remaining construction is pending.



◀ Map: 2016 - Vicinity Map of project T11 Intercity Transit Rehabilitation and Expansion of Operations Base. [TRPC Map January 2016]

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# Washington State Department of Transportation (WSDOT) Projects and Studies

Category O includes highway and freeway projects and studies sponsored by WSDOT. These projects meet regional air quality conformity requirements, and are developed as part of the region's collaborative, coordinated, comprehensive, and continuous planning approach for major intermodal and multi-modal facilities and services.

WSDOT projects must follow an additional statewide process that differs from the other regional projects and are not financially constrained by TRPC's RTP.

See Map 2-7 for a comprehensive look at WSDOT Projects and Studies, or use the [online interactive map](#).

# US 101/SR 8 Interchange Improvements



▲ Image: 2015 – US 101 looking northbound at the interchange with SR 8. The project will create two-lane ramps onto and off of US 101 at SR 8. [Google Image October 2015]

**Sponsor**  
WSDOT

**Location**  
US 101 from Shaker Church Road to Perry Creek Bridge (Milepost 360.96 to Milepost 362.11 Vicinity)

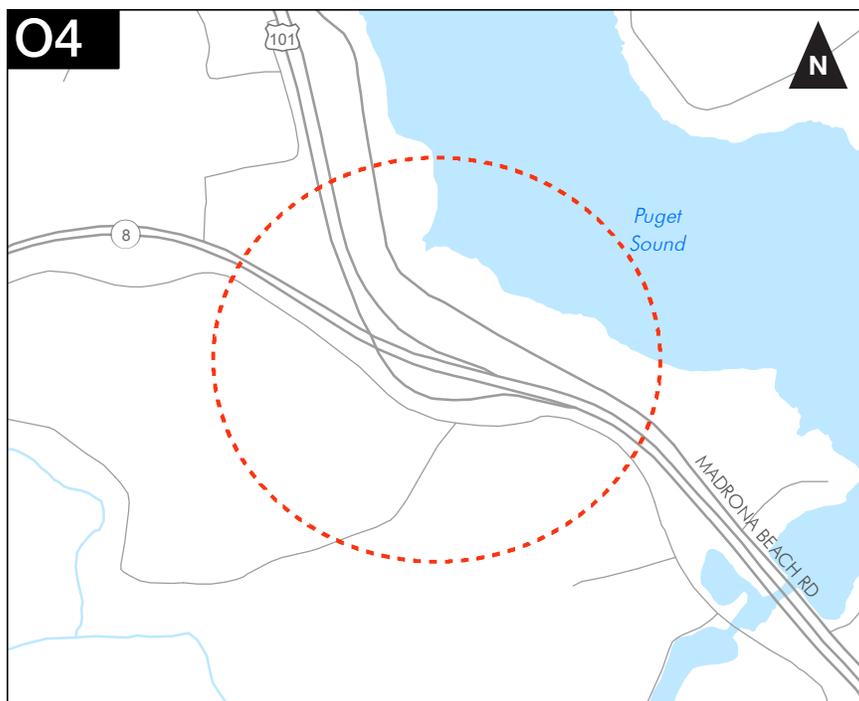
**Description**  
Widen the US 101 one-lane freeway-to-freeway connections to two lanes by rebuilding shoulder and restriping as identified in the US 101/SR 8 Technical Traffic Operations Analysis report dated September 2013.

**Estimated Cost**  
\$4,807,000 Public

**Programming**  
WSDOT

**Status**  
Planned

**Related RTP Projects**  
09 Freeway Management System (Intelligent Transportation Systems)



◀ Map: 2016 – Vicinity map of project O4 US 101/SR 8 Interchange Improvements. [TRPC Map February 2016]

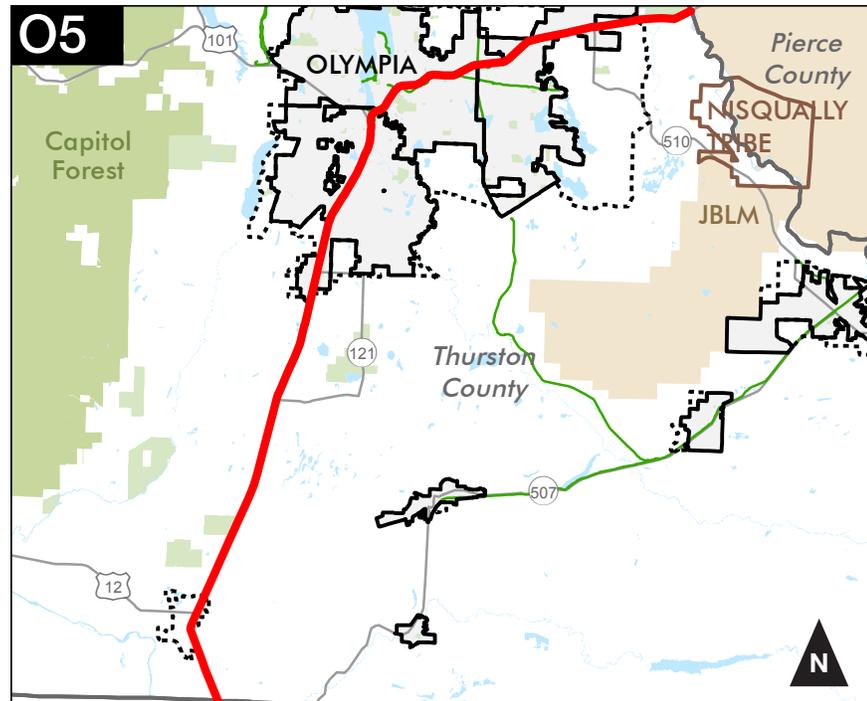
Updated February 2016

RS/MPO

# I-5 Corridor Mobility Strategy



▲ Photo: 1999 – US 101/I-5 interchange looking northbound at I-5. The study will develop a master corridor plan for I-5 through Thurston County. [TRPC Image 1999]



Updated February 2016

**Sponsor**  
WSDOT

**Location**  
I-5 from the Lewis County line to Steilacoom-DuPont Road Interchange (Milepost 85.51 to Milepost 119.01 Vicinity)

**Description**  
Evaluate multi-modal mobility needs and develop a master corridor plan. The plan will establish a vision and goals for the corridor, and develop a variety of conceptual solutions to achieve the desired system performance targets. Consideration will be given to safety and capacity strategies to include High Occupancy Vehicle (HOV) lanes, other mobility strategies, and travel demand strategies. Look for appropriate interim steps that can be implemented in the short- and medium-terms.

**Estimated Cost**  
\$4,000,000 Public

**Programming**  
WSDOT

**Status**  
Planned

**Notes**  
Project is not funded and is not currently included in a financially constrained state plan.

WSDOT investment policy directs that any widening of I-5 recommended as part of this study effort would not occur until planned widening in Pierce County is completed.

**Related RTP Projects**  
O9 Freeway Management System (Intelligent Transportation Systems)

◀ Map: 2016 – Vicinity map of project O5 I-5 Corridor Mobility Strategy. [TRPC Map February 2016]

NRS/MPO

# SR 507 Corridor Study, SR 510/SR 507 (Yelm) to SR 7 and/or Tenino to SR 510



**Sponsor**  
WSDOT

**Location**  
SR 507 from SR 510/SR 507 to SR 7 (Milepost 28.24 to Milepost 43.57 Vicinity) and/or SR 507 from Tenino to SR 510 (Milepost 13.32 to Milepost 28.24)

**Description**  
Evaluate operational, mobility, access, and rural community issues, and mitigation options. Special focus is needed on the relationship between state route needs and the “Main Street” needs of Yelm, Rainer, and Tenino. Inter-regional coordination is warranted to understand and address factors associated with demands emanating from Pierce County.

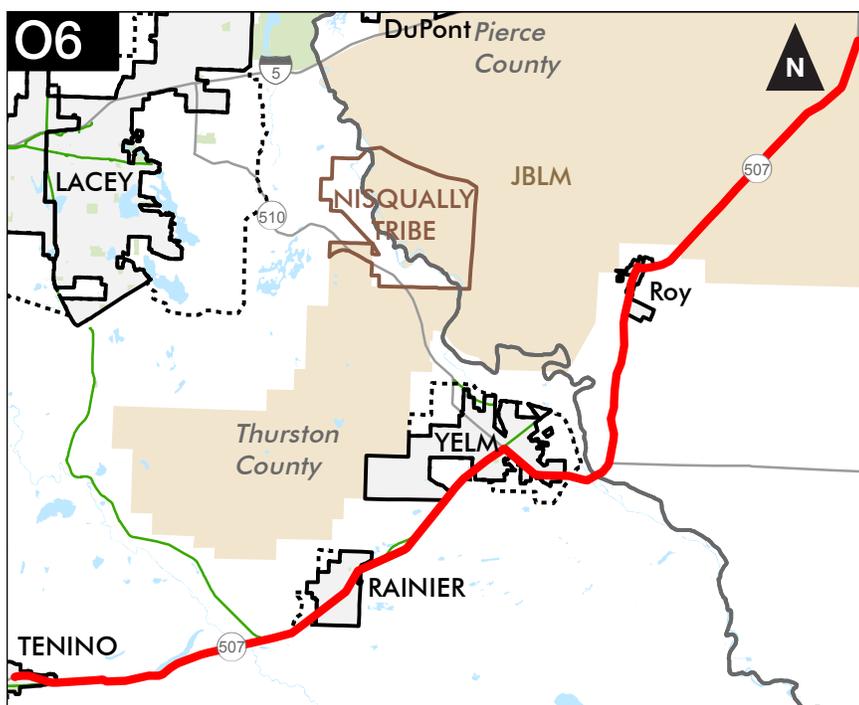
**Estimated Cost**  
\$1,000,000 Public

**Programming**  
WSDOT

**Status**  
Planned

**Notes**  
The study is not funded and is not currently included in a financially constrained state plan.

▲ Image: 2015 – SR 507 looking eastbound at 106th Avenue SE in Yelm. The study will evaluate options for improving mobility along the corridor. [Google Image July 2015]



◀ Map: 2015 – Vicinity map of project O6 SR 507 Corridor Study, SR 510/SR 507 (Yelm) to SR 7 and/or Tenino to SR 510. [TRPC Map February 2016]

# Regional Park-and-Ride Investments

07



**Sponsor**  
WSDOT

**Location**  
Park-and-ride lots. Various locations throughout Thurston County on or adjacent to the State System.

**Description**  
Rehabilitate and construct appropriately-sized park-and-ride (or park-and-pool) lots on or adjacent to the state system to support public transportation/system efficiency goals. WSDOT-owned lots are at I-5/Grand Mound, SR 8/Summit Lake Road, and US 101/Madrona Beach Road.

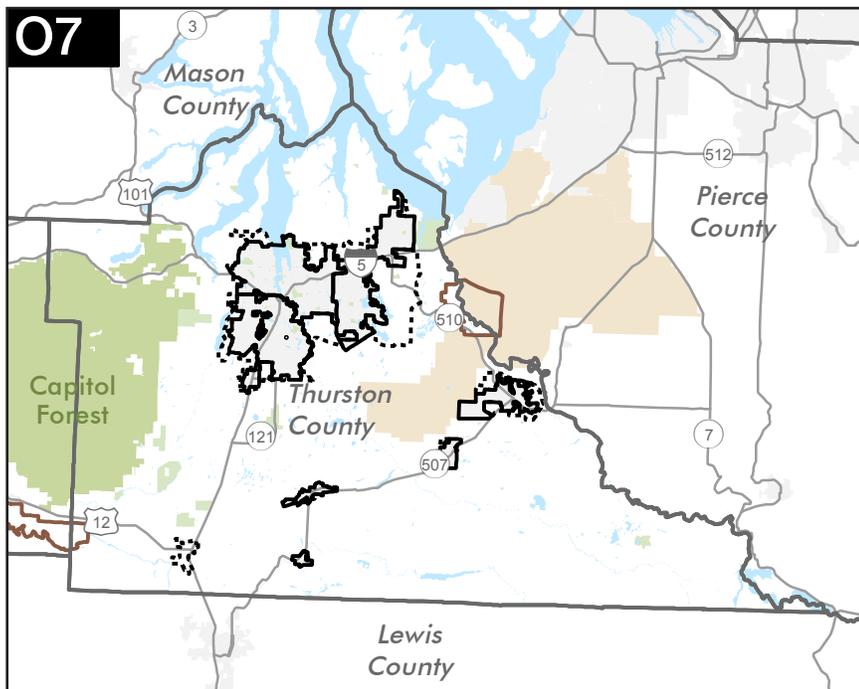
**Estimated Cost**  
\$3,051,000 Public

**Programming**  
WSDOT

**Status**  
Planned

**Notes**  
Project is not funded and is not currently included in a financially constrained state plan.

▲ Photo: 2010 – Vehicles using the Martin Way/I-5 Park-and-Ride lot. The project will rehabilitate and construct park-and-ride lots in Thurston County. [TRPC Image 2010]



# Freeway Management System



▲ Image: 2016 – WSDOT traffic camera image of I-5 looking southbound at Carpenter Road. The project will use technology, such as cameras, electronic message signs, weather stations, and ramp meters, to improve traffic operations on I-5 and US 101. [WSDOT Image February 2016]

**Sponsor**  
WSDOT

**Location**  
I-5 from Lewis County Line to Mounts Road (Milepost 85.51 to Milepost 116.80) and US 101 from Shelton to I-5 (Milepost 345.10 to Milepost 367.41)

**Description**  
Expand and enhance the freeway management system through improved freeway surveillance, flow management, and traveler information using technologies such as traffic cameras, variable message signs, road and weather information stations, highway advisory radios, flow detection equipment, and ramp meters.

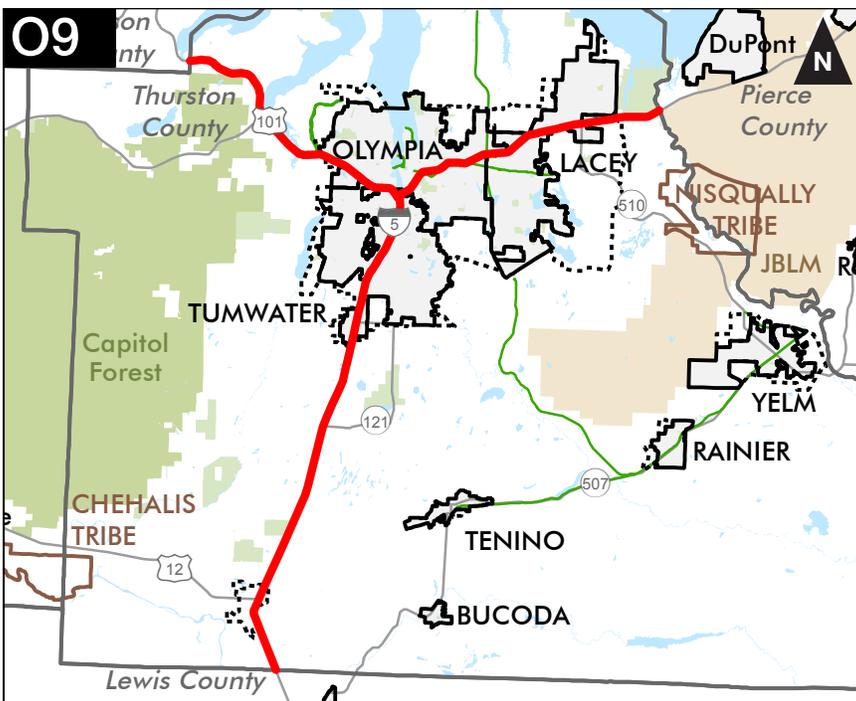
**Estimated Cost**  
\$40,480,000 Public

**Programming**  
WSDOT

**Status**  
Planned

**Notes**  
While select elements of this project have been funded, the overall project is not funded and is not currently in a financially-constrained state plan.

**Related RTP Projects**  
O5 I-5 Corridor Mobility Strategy



◀ Map: 2016 – Vicinity map of project O9 Freeway Management System. [TRPC Map February 2016]

# 510/507 Loop – South Section (Y2)



**Sponsor**

WSDOT

**Location**

SR 507 Spur-Yelm Loop from vicinity of 105th Avenue SE-Palisades Street (Milepost 27.39) to Walmart Boulevard SE (Milepost 29.72)

**Description**

Construct a new 2/3 lane, limited access route in the southeast portion of Yelm providing an alternate route for through traffic.

**Estimated Cost**

\$100,000,000 Public

**Programming**

WSDOT

**Status**

Planned

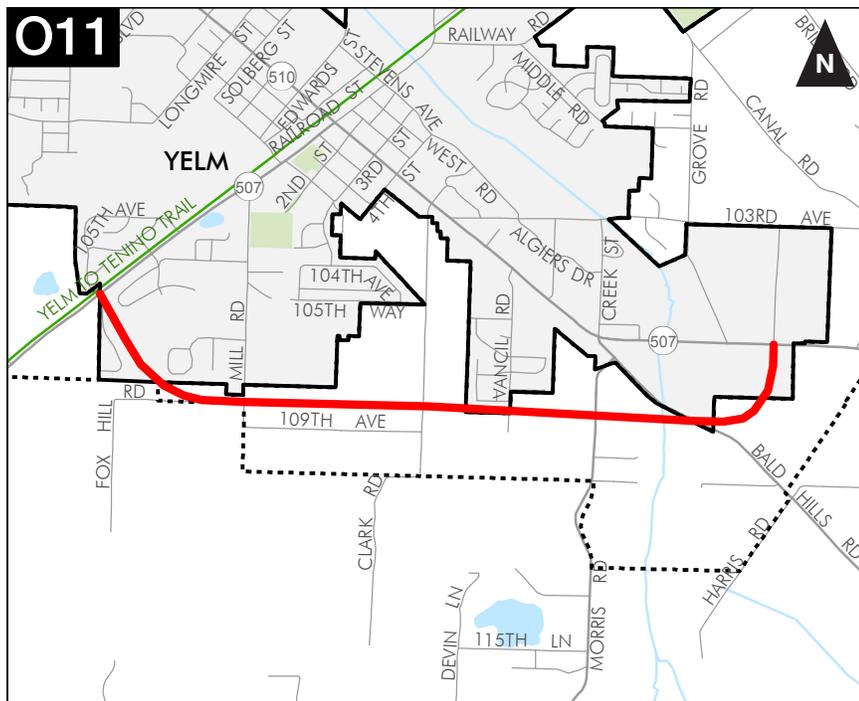
**Notes**

Confirm the need for this project (Y2) after the SR 510 Yelm Loop North Section (Y3) Stage 2 is completed. The limits include Yelm projects Y2, Y2A, Y2B, and Y2C, as shown in the Yelm Comprehensive Plan.

**Related RTP Projects**

- O13 SR 510-Yelm Loop North Section (Y3) Stage 2
- L20 510/507 Loop - South Section (Y2)

▲ Photo: 2012 – SR 507 looking northbound in the vicinity of Palisades Street SE. Project O11, the south section of the SR 510/SR 507 loop, is planned to connect with SR 507 in this area. [Google Image July 2012]



◀ Map: 2016 – Vicinity map of project O11 510/507 Loop – South Section (Y2). [TRPC Map February 2016]

# SR 510 Yelm Loop – North Section (Y3) Stage 2



**Sponsor**  
WSDOT

**Location**  
SR 510 Spur Yelm Loop – Cullen Road SE to SR 507 at Walmart Boulevard Intersection (SR 510 Spur Milepost 14.70 and SR 507 Milepost 29.72)

**Description**  
Complete the extension of a new 2/3 lane, limited access route north of Yelm providing freight access to the city and an alternate route for through-traffic.

**Estimated Cost**  
\$58,500,000 Public

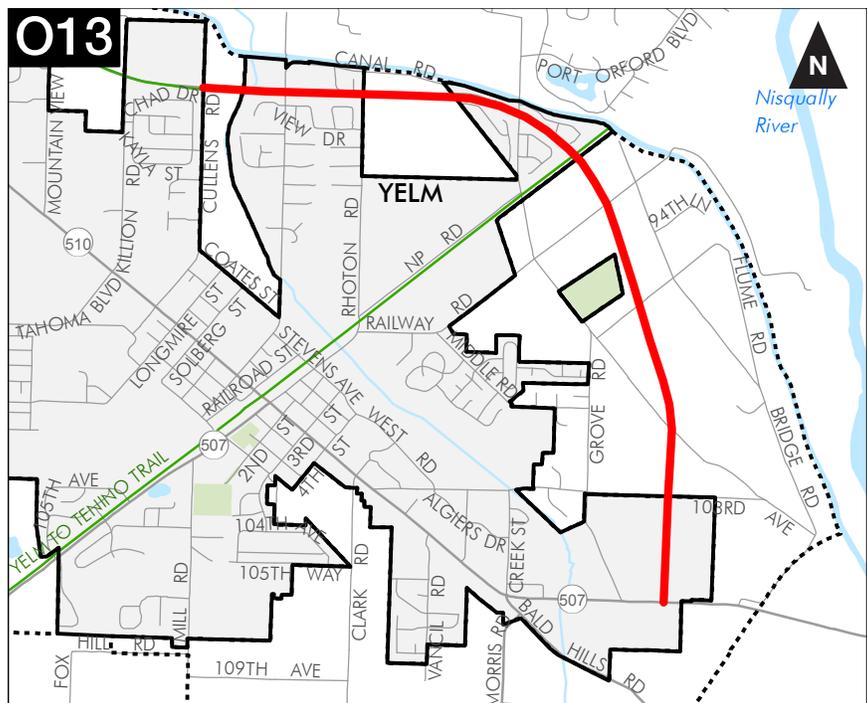
**Programming**  
WSDOT

**Status**  
Planned

**Notes**  
Stage 1 completed the section from SR 510 at Mud Run Road SE to Cullen Road SE. Project is expected to be completed between 2019 and 2025.

**Related RTP Projects**  
011 510/507 Loop-South Section (Y2)

▲ Image: 2012 – SR 507 Spur Yelm Loop looking eastbound at Cullen Road SE. The project will extend the Alternate route east and south to the Walmart Boulevard intersection with SR 507. [Google Image July 2012]



◀ Map: 2015 – Vicinity map of project 013 SR 510 Yelm Loop (Y3) Stage 2. [TRPC Map February 2016]

# Study – Add 4th Lane to I-5



**Sponsor**  
WSDOT

**Location**  
I-5 from approximately Exit 108 to Exit 116  
(Milepost 108.39 to Milepost 116.70 Vicinity)

**Description**  
Plan for the future addition of a 4th travel lane in both directions on I-5 between Exit 108 (Sleater Kinney/College Street) and Exit 116 (Mounts Road). While the specific facility configuration is to be determined, the additional capacity will improve system efficiency. This may be a High Occupancy Vehicle (HOV) lane, a High Occupancy Toll (HOT) lane, time-of-day or 24/7 shoulder use, or a combination of new facility and congestion pricing mechanisms. Details for the lane configuration and its integration into the existing infrastructure in both Thurston and Pierce counties will be guided by “Moving Washington” value-planning outcomes and subsequent analysis by WSDOT, TRPC, PSRC, local jurisdictions, and I-5 stakeholders.

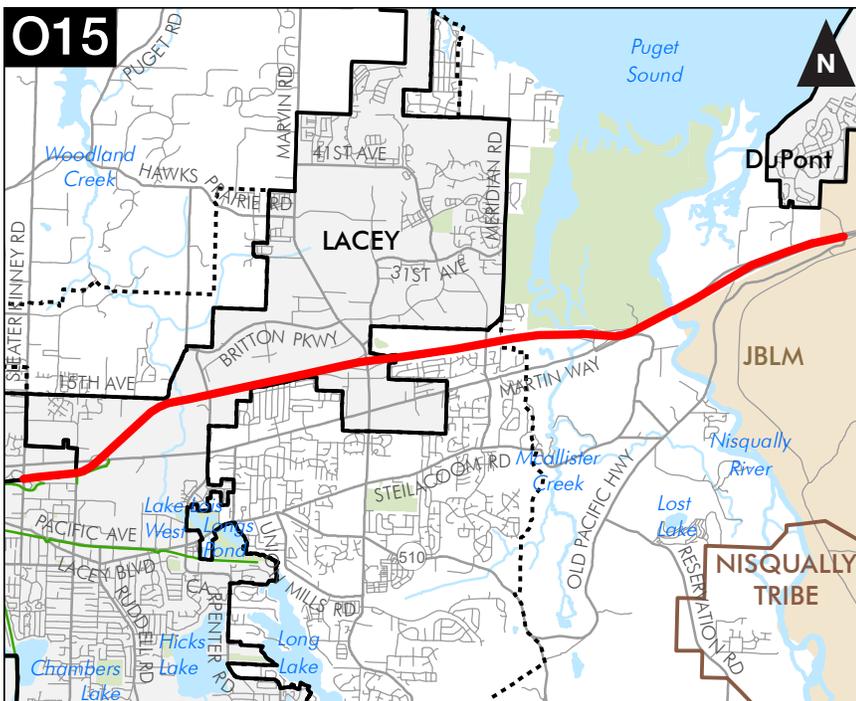
▲ Photo: 2015 – I-5 looking northbound in the vicinity of the Sleater Kinney interchange. The study evaluates an option for improving access along the corridor. [Google Image October 2015]

**Estimated Cost**  
\$1,000,000 Public

**Programming**  
WSDOT

**Status**  
Planned

**Related RTP Projects**  
05 I-5 Corridor Mobility Strategy  
09 Freeway Management System (Intelligent Transportation Systems)



◀ Map: 2016 – Vicinity map of project O15 Study – Add 4th Lane to I-5. [TRPC Map February 2016]

# Marvin Road/I-5 Urban Interchange Improvements



**Sponsor**  
WSDOT

**Location**  
I-5 at Marvin Road

**Description**  
Reconstruct the urban interchange.

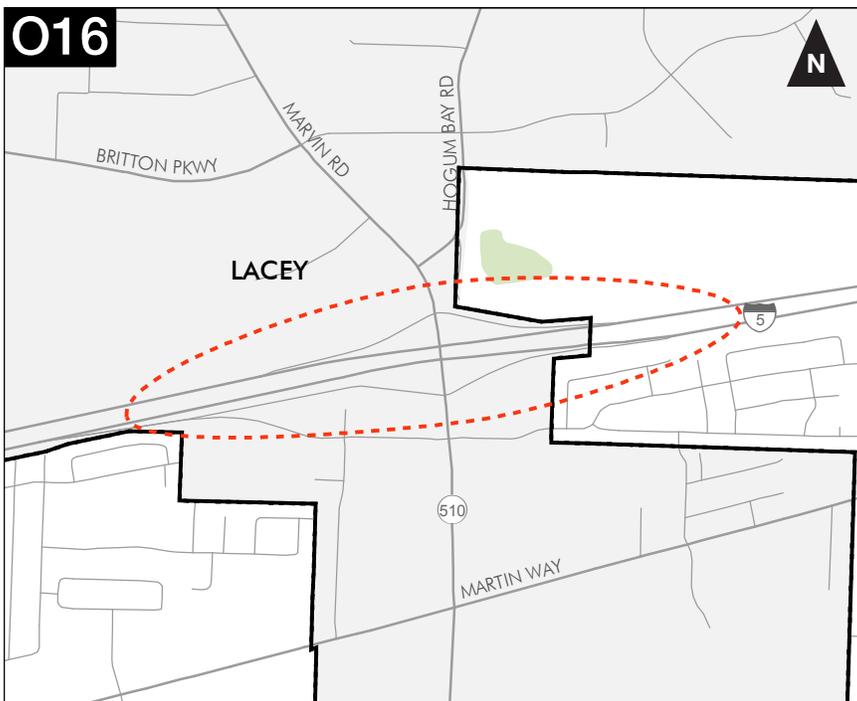
**Estimated Cost**  
\$72,000,000 Public

**Programming**  
WSDOT

**Status**  
Planned

- RTP Related Projects
- 5 I-5 Corridor Mobility Strategy
  - 9 Freeway Management System (Intelligent Transportation Systems)
  - 15 Study - Add 4th Lane to I-5

▲ Image: 2015 – Marvin Road/SR 510 looking southbound at the interchange with I-5. The project will reconfigure the interchange. [Google Image July 2015]



◀ Map: 2015 – Vicinity map of project 016 Marvin Road/I-5 Urban Interchange Improvements. [TRPC Map July 2015]

Updated February 2016

RS/MPO