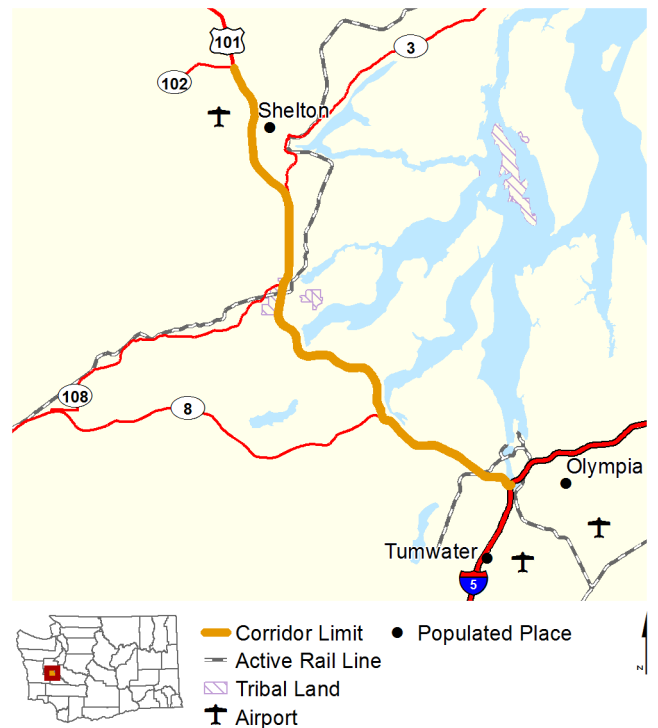


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 101: SR 102 Jct (Shelton) to I-5 Jct (Tumwater/Olympia)

This 23-mile long north-south corridor travels along US Route 101, between Sanderson Airfield just north of the city of Shelton at State Route 102, and the Interstate 5 junction in Tumwater/Olympia. The corridor passes along several inlets of Puget Sound including Hammersley, Little Skookum, Totten, and Eld. The character of the corridor is generally rural with the exception of the areas near Olympia and Shelton. There are small pockets of commercial and residential development dispersed throughout the corridor. At the southern end of the corridor, the character becomes denser as it reaches Olympia and Tumwater. Land uses near Olympia and Tumwater include significant residential and commercial developments including Capital Mall, Auto Mall, and large public institutions including South Puget Sound Community College and Evergreen State College, Capital Medical Center, and state government offices. The corridor passes through several natural areas, including Kennedy Creek Natural Area. Terrain on the corridor is rolling, with forests surrounding developed areas.



Current Function

US 101 is a major north-south route, connecting communities along the west coast of the United States between Olympia and Los Angeles, California and is an alternate route to I-5. This section of US 101 links Mason and Thurston counties, connecting the Olympic peninsula with the urban centers of Shelton and Olympia/Tumwater as well as the rest of the state through its I-5 connection. This corridor is one of the few north-south routes along the east side of the Olympic Peninsula and intersects SR 102, SR 3, SR 108, SR 8, and I-5. Both commuters accessing jobs and recreational traffic heading towards the Olympic National Forest, Hood Canal, Olympic National Park, and several state parks use the corridor. The largest traffic generator on the corridor is the Olympia/Tumwater area. The corridor is also part of the Washington Coastal Corridor highway, Pacific Coast Scenic Byway, a designated scenic and recreation highway, and accommodates significant weekend and seasonal recreational traffic. The Squaxin Island Tribe is also located along the corridor. Intercity Transit, Mason Transit, and the Travel Washington Dungeness Line provide service along the corridor.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

This portion of US 101 is a two-lane, undivided highway with a center turn lane in Shelton. The route becomes a divided highway south of the SR 3 junction. The highway expands to six lanes when it nears the I-5 junction. At several points, it also includes extended right turn auxiliary lanes. The annual average daily traffic on this corridor is highest at the I-5 junction between Olympia and Tumwater and lowest at the SR 102 junction in Shelton.

What's working well?

- Roughly 99% of surveyed pavements on the corridor are in fair or better condition.
- There are three fixed-route transit services on the corridor; one also provides ADA-specialized transit.
- The corridor includes several shared-use trails, which are heavily utilized during the summer.
- There are no chronic environmental deficiencies or habitat connectivity issues in the corridor.

What needs to change?

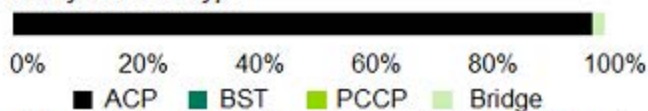
- Roughly 13% of the corridor experiences significant congestion on a regular basis.
- Missing links in shared-use facilities and certain interchanges impede pedestrian/bicycle mobility.
- There are seven bridges with preservation needs on the corridor, including five seismic retrofits.
- There are fish passage barriers present on the corridor.

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

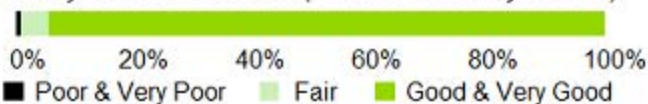
High	Low	
99,003	11,794	Annual Average Daily Traffic (AADT)
8.2%	4.1%	Bus/Truck Percent
83.36		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$24,237,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

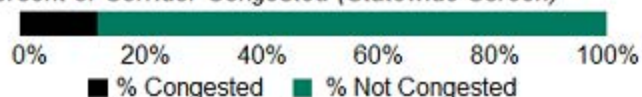


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	44.4% Passable	55.6% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	17 High Priority Miles
Stormwater Treatment	57 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- Interest expressed for shared-use facilities in Olympia in order to increase bicycle tourism and the mobility of the area's college students.
- Desire for fixed-route transit near the Little Creek Casino and a connecting route between college campuses.
- Geometric concerns at US 101 off-ramp to SR 3 South, Evergreen Parkway NW eastbound on-ramp, Old Olympic Highway on-ramps, and I-5/Crosby interchange.
- Interest in evaluating US 101/Wallace Kneeland Boulevard interchange improvements (west side of US 101) and tourism opportunities in Shelton.
- Interest to evaluate a separated grade crossing near US 101 and Lynch Road.
- Desire to evaluate City of Olympia West Olympia Access improvements (US 101/Kaiser and Yauger Vicinity).

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>

Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and vegetation control.</i>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 36% of the corridor.</i>
Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i>

Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 12% of the corridor.</i>
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Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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This segment of US 101 is an urban recreational, freight, and commuter route and is within a portion of the city of Shelton and its Urban Growth Area.

This segment experiences mainline delay on one lane in the southbound direction, particularly during weekends for one hour in 2015.

Corridor Segment Characteristics

- US 101 is an urban, three-lane facility with two lanes northbound and one lane southbound.
- The speed limit on this segment is 60 mph and passes through rolling terrain.
- The Freight and Goods Transportation designation on the segment was T-2 with an annual tonnage of roughly 5,040,000 and 1,200 daily trucks in 2015.
- The average daily traffic before the Shelton-Matlock Road ramp was 17,000 vehicles in 2016. Trucks accounted for 7.5% of traffic in 2015.

Contributing Factors

- High traffic volumes on one lane in the southbound direction increase delays, particularly on weekends.

Mobility Strategies:

Operational Improvements

- Implement advanced warning signage to reduce delays.

Demand Management

- Evaluate separated multi-use trail/path for non-motorized use to encourage mode shift.

Further Study

- Develop options to reduce queuing at interchange.
- Evaluate methods to reduce congestion on this segment.

Acceptance

- WSDOT considers the current performance of this corridor segment acceptable.
- WSDOT anticipates that a future Shelton Hills Development on the west side of US 101 will mitigate impacts to Wallace Kneeland Boulevard interchange.



This segment of US 101 is an urban recreational, freight, and commuter route. This segment is located southwest of the city of Shelton

This segment experiences mainline delay in both directions all week for up to 15 hours at US 101/SR 3 overcrossing in 2015.

Corridor Segment Characteristics

- US 101 is typically a rural two-lane undivided facility with a posted speed of 60 mph passing through rolling terrain.
- The Freight and Goods Transportation designation on the segment was T-2 with approximately 5,040,000 in annual tonnage with 1,200 daily trucks in 2015.
- The average daily traffic on the segment ranged from a high of 19,000 vehicles between the US 101/Shelton-Matlock interchange and US 101/SR 3 interchange to a low of 16,000 vehicles at the SR 3 bridge in 2016. Trucks accounted for 7.5% of traffic in 2015.

Contributing Factors

- High volumes on a two-lane facility cause mainline delays.
- Trucks may be using SR 3 to access the Port of Shelton instead of Railroad Ave via US 101/Shelton-Matlock Road interchange resulting in delay.

Mobility Strategies: Operational Improvements

- Reduce posted speed between the US 101/Shelton-Matlock interchange and US 101/SR 3 interchange to reduce the number of slowing vehicles at ramps.
- Implement advance warning signage to reduce delays.

Demand Management

- Implement separated multi-use trail/path for non-motorized use to encourage mode shift.

Further Study

- Research effects of SR 3 southbound off ramp configuration on traffic speeds between the Shelton-Matlock interchange southbound on ramp and US 101/SR 3 interchange off ramp.
- Consider ways to reduce queuing behind slow trucks and recreational vehicles to improve efficiency.
- Evaluate ways to reduce US 101/SR 3 interchange congestion at Cloquallum Rd interchange to improve efficiency.
- Using a Practical Solutions approach, explore options to reduce congestion on this segment.



This segment of US 101 is an urban commuter, recreational, and freight route. The nearby US 12/Shaker Church Road NW at-grade intersection is used as an alternate route for vehicles heading westbound to SR 8.

This segment experienced high traffic volumes traveling on one lane ramps and mainline at/near the US 101/SR 8 interchange for three hours in the southeast direction on weekdays and one hour on weekends. The northwest direction is two hours on weekends in 2015.

Corridor Segment Characteristics

- US 101 is an urban, divided facility with one lane going southbound and a 40 mph advisory speed warning and one lane transitioning into two lanes in the northbound direction with a posted speed of 60 mph in rolling terrain.
- The Freight and Goods Transportation designation on the segment was T-2 with an annual tonnage 7,970,000 with 1,800 daily trucks in 2015.
- The average daily traffic volumes on the segment was 31,000 vehicles in 2016, with trucks accounting for 4% of traffic.

Contributing Factors

- High traffic volumes on the one-lane on and off ramps and transitions into and out of the ramps are congested during peak periods.
- Trucks have difficulty making the sharp turns and at times have had to back out on Shaker Church Road causing delays.

Mobility Strategies:

Operational Improvements

- Install signage for southbound zipper merging in the morning peak hour to reduce queuing.
- Implement statewide Intelligent Transportation Systems to reduce delays.
- Consider creating specific merging lanes with signs and lighting to reduce queuing.
- Develop options for increasing ramp throughput and reduce queuing at the US 101/SR 8 interchange.

Further Study

- Coordinate with Thurston County on their consideration of truck restrictions on Shaker Church Road to increase corridor efficiency.
- Evaluate options developed in a prior US 101/SR 8 Technical Traffic Operations Analysis Report, dated September 2013 in order to improve corridor mobility.
- Evaluate options to reduce congestion and reduce queuing at US 101/SR 8 interchange.



The Black Lake Boulevard interchange and Crosby-Cooper Point Road SW interchange on US 101 provide indirect access to the Capital Mall, Capitol Village Shopping Center, Capital Medical Center, Olympia Auto Mall, South Puget Sound Community College, Thurston County District Court, and the Mottman Industrial Area. The I-5/US 101 interchange is a major regional interchange.

This segment includes high mainline traffic volumes with closely spaced urban interchanges in both directions for one hour every weekend and for one hour in the eastbound direction all week between Cooper Point-Crosby interchange and I-5 in 2015.

Corridor Segment Characteristics

- This section of US 101 is an urban, divided, six-lane facility with a 60 mph posted speed between Black Lake Boulevard interchange and Crosby-Cooper Point Road SW interchange and 45 mph posted speed between Crosby-Cooper Point Road SW interchange to I-5.
- The segment passes through rolling terrain.
- The Freight and Goods Transportation designation on the segment was T-1 with an annual tonnage of 9,880,000 and 2,400 daily trucks in 2015.
- Average daily traffic volumes on the segment were 78,000 vehicles from Black Lake Boulevard interchange to Crosby-Cooper Point Road SW interchange and 100,000 vehicles from Cooper Point Road SW interchange to I-5/US 101 interchange in 2016. Trucks accounted for 4.9% of traffic in 2016.

Contributing Factors

- High traffic volumes on mainline with merge, diverge, and weaving at the on and off ramps reduce capacity.

Mobility Strategies:

Operational Improvements

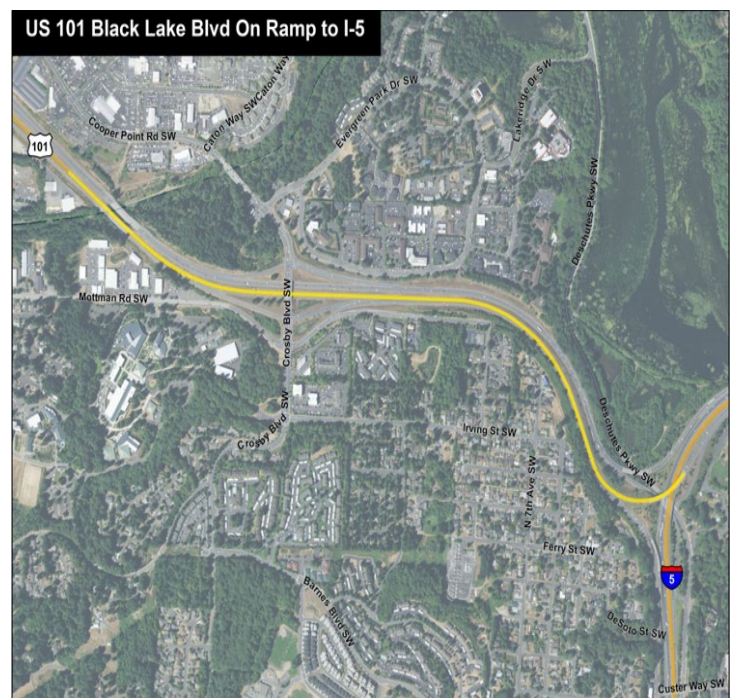
- Implement Intelligent Transportation Systems to reduce delays.
- Improve signage for I-5 northbound and southbound near Cooper Point-Crosby interchange.

Demand Management

- Implement separated multiuse trail for non-motorized use to encourage mode shift.

Further Study

- Work with City of Olympia on the US 101/Kaiser Road SW undercrossing park and ride Lot which would be served by transit and reduce vehicle trips.
- Study methods to reduce on-ramp confusion on the Crosby-Cooper Point Road SW interchange's eastbound ramps.
- Review existing studies including the West Olympia Access Study, Interchange Justification Report, and technical memorandum dated March 21, 2013 using a Practical Solutions lens in order to identify strategies to improve mobility on the corridor.



For more information

To find out more information about this corridor or how to get involved, please contact:

Dennis Engel

Olympic Region Planning Office

Planning Manager

360-357-2651

engeld@wsdot.wa.gov

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

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