

Project ID		Project Information – CAPACITY PROJECTS		
C1	<p>One-Way Couplet Project Convert Pacific Avenue and Lacey Boulevard to a one-way couplet with roundabouts at either end. Agency: Lacey Limits: Sleater-Kinney Road to east city limits Estimated Cost (\$1,000): \$5,400 Notes: Project is fully funded and underway.</p>	Locally-adopted TIP or CFP	2020 RTP	New Project
	Project status:	*	*	
C2	<p>Sleater-Kinney Road/6th Avenue Realignment Realign the Sleater-Kinney Road and 6th Avenue intersection, and reconfigure the travel lanes on 6th Avenue to yield two through lanes and auxiliary turn lanes. Overlay Sleater-Kinney Road from I-5 to Pacific Avenue. Agency: Lacey Limits: Sleater-Kinney Road to College Street (6th Avenue) and from I-5 to Pacific Avenue (Sleater-Kinney Road) Estimated Cost (\$1,000): \$2,102 Notes: Project is fully funded and underway.</p>	Locally-adopted TIP or CFP	2020 RTP	New Project
	Project status:	*	*	
C3	<p>Yelm Highway Widening Reconstruct Yelm Highway and widen from 2/3 lanes to 4/5 lanes, using medians for access management. Agency: Lacey Limits: College Street to Ruddell Road Estimated Cost (\$1,000): \$3,250 Notes: Project is fully funded and underway.</p>	Locally-adopted TIP or CFP	2020 RTP	New Project
	Project status:	*	*	
C4	<p>4th / 5th Avenue Corridor and Bridge Project Reconstruct the 4th Avenue Bridge, widening it to three lanes. Project includes retrofit of 4th and 5th Avenue corridors to accommodate bridge reconfiguration, as well as Olympic Way and Harrison Avenue. Uphill side of bridge includes two two-lane roundabouts. Agency: Olympia Limits: Water Street to West Bay Drive Estimated Cost (\$1,000): \$20,170 Notes: Project is fully funded and underway. Significant revenue for this project was secured prior to 2000 with a balance of \$20,170 received after 2000.</p>	Locally-adopted TIP or CFP	2020 RTP	New Project
	Project status:	*	*	

Project ID		Project Information – CAPACITY PROJECTS		
C5	<p>Tumwater Boulevard (Airdustrial Way) Widening Widen Tumwater Boulevard from 2/3 lanes to 4/5 lanes with roundabouts. Agency: <i>Tumwater</i> Limits: <i>Capitol Boulevard to I-5</i> Estimated Cost (\$1,000): \$4,400 Notes: <i>Project is fully funded and underway.</i></p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
		*	*	
C6	<p>Little Rock Road Widening Widen Little Rock Road from 2 lanes to 2/3 lanes from the south city limits to BPA power lines, and to 4 lanes from the BPA power lines to Trosper Road. Project includes signalization at Costco and a roundabout at Tumwater Boulevard. Agency: <i>Tumwater</i> Limits: <i>73rd Avenue to Trosper Road</i> Estimated Cost (\$1,000): \$4,230 Notes: <i>Project is fully funded and underway.</i></p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
		*	*	
C7	<p>Elderberry Road Upgrade Widen Elderberry Road from 2 lanes to 4/5 lanes. Agency: <i>County</i> Limits: <i>SR 12 to 196th Avenue</i> Estimated Cost (\$1,000): \$167 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
		*	*	
C8	<p>Mud Bay Road Capacity Project 1 Widen Mud Bay Road from 2 lanes to 4/5 lanes, with signalization. Agency: <i>County</i> Limits: <i>Evergreen Parkway to Kaiser Road</i> Estimated Cost (\$1,000): \$3,312 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
		*	*	

Project ID		Project Information – CAPACITY PROJECTS		
C9	<p>Harrison Avenue (Mud Bay Road) Widening, Phase II Widen Harrison Avenue/Mud Bay Road from 2 lanes to 4/5 lanes, with channelization and signalization. Agency: Olympia Limits: Yauger Way to Kaiser Road Estimated Cost (\$1,000): \$4,975 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
		*	*	
C10	<p>Yelm Highway Capacity Project 1 Widen Yelm Highway from 2 lanes to 4/5 lanes between Henderson Boulevard and Boulevard Road, and add second eastbound through lane between Boulevard Road and Rich Road. Bring entire segment up to urban arterial standards. Agency: County & Olympia Limits: Henderson Boulevard to Rich Road Estimated Cost (\$1,000): \$6,500 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
		*	*	
C11	<p>Carpenter Road Capacity and Safety Project Widen Carpenter Road and realign intersections at Alanna Drive and 14th Avenue to true "T" intersections. Agency: Lacey Limits: Pacific Avenue to Shady Lane Estimated Cost (\$1,000): \$2,073 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
		*	*	
C12	<p>Marvin Road Widening Widen Marvin Road from 2 lanes to 2 lanes with auxiliary lanes, reserving sufficient ROW for ultimate 5 lane configuration to Willamette Drive. Agency: Lacey Limits: Britton Parkway to north city limit Estimated Cost (\$1,000): \$1,792 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
		*	*	

Project ID		Project Information – CAPACITY PROJECTS		
C13	Rainier Road Widening Inside UGA Widen Rainier Road from 2 lanes to 4/5 lanes. Agency: Lacey Limits: Yelm Highway to Rainier Loop Estimated Cost (\$1,000): \$1,347 Notes:			
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *	New Project
C14	Yelm Highway Capacity Project 3 Widen Yelm Highway from 2 lanes to 4/5 lanes, with a center median as appropriate to manage access and capacity. Agency: Lacey Limits: Ruddell Road to east city limits Estimated Cost (\$1,000): \$2,332 Notes:			
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *	New Project
C15	Martin Way and I-5 Interchange Improvements, Phase 1 Widen Martin Way to provide for future dual left turn lanes. Agency: Lacey & WSDOT Limits: Martin Way at I-5 (Exit 109), from southbound off-ramps to northbound off-ramps Estimated Cost (\$1,000): \$1,600 Notes: Project phase funded through WSDOT.			
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *	New Project
C16	Martin Way and I-5 Interchange Improvements, Phase 2 Widen I-5 off-ramps to provide for dual left turn lanes on Martin Way. Agency: Lacey & WSDOT Limits: I-5 at Martin Way (Exit 109), southbound and northbound off-ramps Estimated Cost (\$1,000): \$3,109 Notes:			
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *	New Project

Project ID		Project Information – CAPACITY PROJECTS		
C17	Fones Road Widening, Phase 1 Widen Fones Road from 2 lanes to 4/5 lanes. Agency: Olympia Limits: Pacific Avenue to 18th Avenue Estimated Cost (\$1,000): \$4,930 Notes: Funding is secured for the engineering and design phase of this project.			
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *	New Project
C18	18th Avenue (Fones Road) Widening, Phase 2 Widen 18th Avenue to provide 2 left turn lanes. Agency: Olympia Limits: Fones Road (at signal) to Hoffman Road Estimated Cost (\$1,000): \$1,307 Notes:			
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *	New Project
C19	Old Highway 99 Widening 1 Widen Old Highway 99 from 2 lanes to 4/5 lanes. Agency: Tumwater Limits: Henderson Boulevard to 79th Avenue Estimated Cost (\$1,000): \$1,300 Notes:			
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *	New Project
C20	Old Highway 99 Widening 2 Widen Old Highway 99 from 2 lanes to 4/5 lanes. Agency: Tumwater Limits: 73rd Avenue to Henderson Boulevard Estimated Cost (\$1,000): \$2,000 Notes:			
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *	New Project
C21	Yelm Avenue West Widening Widen to adopted urban arterial standards. Agency: Yelm Limits: SR 510/SR 507 to Solberg Estimated Cost (\$1,000): \$1,020 Notes:			
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *	New Project

Project ID		Project Information – CAPACITY PROJECTS		
C22	<p>Old Hwy 99 Rural Capacity Project Widen Old Hwy 99 from 2 lanes to 4/5 lanes. Agency: County Limits: SR 12 to Grand Mound's south Urban Growth Boundary line Estimated Cost (\$1,000): \$2,130 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
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C23	<p>Pacific Avenue Capacity Project Widen Pacific Avenue from 2 lanes to 4/5 lanes. Agency: County Limits: Union Mills Road to Marvin Road Estimated Cost (\$1,000): \$5,802 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
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C24	<p>Rich Road Capacity Project Widen Rich Road from 2 lanes to 4 lanes. Agency: County Limits: Yelm Highway to Rixie Road Estimated Cost (\$1,000): \$1,846 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
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C25	<p>Yelm Highway Capacity Project 4 Widen Yelm Highway from 2 lanes to 4/5 lanes. Agency: County Limits: East Lacey city limits to vicinity of the terminus under consideration in the Marvin Road Extension corridor study (S8) Estimated Cost (\$1,000): \$10,127 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
			*	

Project ID		Project Information – CAPACITY PROJECTS		
C26	<p>Britton Parkway, Phase II Add one more through lane in each direction of Britton Parkway as needed to accommodate growth, based on original corridor design. Agency: Lacey Limits: Marvin Road to West Carpenter Extension Estimated Cost (\$1,000): \$2,100 Notes: Project will be privately funded as a condition of development approval.</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
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C27	<p>Black Lake Boulevard Widening Widen Black Lake Boulevard from 2 lanes to 4 lanes. Agency: Tumwater & Olympia Limits: Mottman Road to Black Lake-Belmore Road SW Estimated Cost (\$1,000): \$5,781 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
			*	

Project Information			
Project ID	CONSTRUCTION OF NEW CONNECTIONS OR ALIGNMENTS		
A1	Mullen Road Extension Construction of new major collector. Agency: Lacey Limits: College Street to Ruddell Road Estimated Cost (\$1,000): \$3,627 Notes: Right-of-way has already been secured.		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
A2	College Street NE Extension Extend College Street NE to 15th Avenue NE. Agency: Lacey Limits: 6th Avenue NE to 15th Avenue NE Estimated Cost (\$1,000): \$1,554 Notes:		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
A3	Decatur Street Connection Connect Decatur Street to Caton Way with a 2 lane facility. Agency: Olympia Limits: South end of Decatur Street to Carriage Street / Caton Way Estimated Cost (\$1,000): \$1,107 Notes: Outstanding issues for this project will be resolved by City of Olympia in coordination with TRPC to ensure consistency is maintained between local and regional plans. Any changes will be reflected in plan updates or amendments, as appropriate.		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
A4	Log Cabin Road Extension Extend Log Cabin Road from Boulevard Road to 37th Avenue with a 2 lane major collector boulevard. Agency: Olympia Limits: Boulevard Road at Log Cabin Road, to 37th Avenue Estimated Cost (\$1,000): \$2,950 Notes: Costs identified reflect only City of Olympia costs, estimated over a 12-year period. The majority of the project will be privately funded.		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *

Project Information			
Project ID	CONSTRUCTION OF NEW CONNECTIONS OR ALIGNMENTS		
A5	<p>Olympia Avenue Extension Add new connection between Thurston Avenue and East Bay Drive via Marine Drive as identified in the North Downtown EIS. Agency: Olympia & Port of Olympia Limits: East Bay Drive to Thurston Avenue Estimated Cost (\$1,000): \$1,014 Notes:</p>		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
A6	<p>Runway 17/35 Roadway Modifications Modify roadway alignments south of airport to accommodate extension of Runway 17/35. Realignment will be made to 88th Avenue, Case Road, and Tilley Road. Agency: Port of Olympia, Tumwater, County, & WSDOT Limits: Vicinity 93rd Avenue to 88th Avenue Estimated Cost (\$1,000): \$2,923 Notes: Project to be funded with FAA revenue.</p>		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP
A7	<p>Tyee Drive Extension Extend Tyee Drive south, from Home Depot to Israel Road. The extent of this frontage road was determined as part of the Trospen Road Sub-Area Study. Agency: Tumwater Limits: Home Depot to Israel Road Estimated Cost (\$1,000): \$1,300 Notes: Project will be privately funded. This project is part of a larger frontage road project identified in the 2020 RTP as extending all the way to Tumwater Boulevard.</p>		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
A8	<p>Trospen Road/I-5 Interchange Improvements Construct interchange improvements as determined by study. Agency: Tumwater Limits: Vicinity of Trospen Road at I-5 Estimated Cost (\$1,000): \$2,400 Notes: Work is underway with Tumwater's Capitol Boulevard Sub-Area Transportation Study to identify an effective way of improving traffic flow on Trospen Road at I-5. Construction project will reflect the outcome of that study. Cost estimate is likely to change.</p>		
	Project status:	Locally-adopted TIP or CFP	2020 RTP

Project Information			
Project ID	CONSTRUCTION OF NEW CONNECTIONS OR ALIGNMENTS		
A9	<p>510/507 Loop - North Section (Y3) Construct new 2/3 lane, limited access route north of the city providing freight access to the city's industrial area and an alternate route for through-traffic. Agency: Yelm & WSDOT Limits: SR 510 near Mud Run Road to SR 507 near McKenna Road Estimated Cost (\$1,000): \$14,300 Notes: Preliminary engineering and environmental assessment are complete. This project is also included as part of (O11) on the WSDOT list.</p>		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
A10	<p>510/507 Loop-South Section (Y2) Construct new 2/3 lane, limited access route south of the city to provide an alternate route for through-traffic. Agency: Yelm & WSDOT Limits: SR 507 near George Road to SR 507 near Grove Road Estimated Cost (\$1,000): \$8,800 Notes: Preliminary engineering and environmental assessment are complete. This project is also included as part of (O11) on the WSDOT list.</p>		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
A11	<p>Yauger Way Extension Extend Yauger Way as described in the US 101/Croby Boulevard Value Engineering Study, with final limits and design based on results of the West Olympia Access Study. This is a 2 lane roadway to provide egress / access to US 101 in the vicinity of Black Lake Boulevard and Cooper Point Road, enabling local through traffic to by-pass that intersection in getting from or to US 101 and improving overall access to the West Olympia area. Agency: Olympia & WSDOT Limits: US 101 vicinity of Capital Mall Drive Estimated Cost (\$1,000): \$10,000 Notes: Initial needs assessment for this project was conducted as part of the value engineering study for the US 101/Crosby Boulevard interchange widening project. The detailed Access Study is identified as a prerequisite project need in the studies section (S4). This project is also included as part of (O10) on the WSDOT list.</p>		
	Project status:	Locally-adopted TIP or CFP	2020 RTP *

Project Information				
Project ID	CONSTRUCTION OF NEW CONNECTIONS OR ALIGNMENTS			
A12	<p>Hogum Bay Road Truck Route New collector, completing the connection that provides freight access to the Target Distribution Center. Agency: Lacey Limits: Willamette Drive to Hawks Prairie Road Extension Estimated Cost (\$1,000): \$2,400 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
				*
A13	<p>Hawks Prairie Road Extension New collector, part of the Hawks Prairie collector grid. Agency: Lacey Limits: Hogum Bay Road to Willamette Drive Estimated Cost (\$1,000): \$1,250 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
				*
A14	<p>New South Tumwater Connector Construct new frontage road connector between Israel Road and Black Hills Village, as identified in the Southwest Tumwater sub-area plan. Alignment has not yet been determined. Agency: Tumwater Limits: Israel Road to Black Hills Village Estimated Cost (\$1,000): \$7,800 Notes: Project will be privately funded. Connection relies on the smaller, neighborhood connections also identified in the sub-area plan to function as intended.</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
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A15	<p>Evergreen Parkway Repair and Upgrade Intersection control at McCann Plaza and at Overhulse, with evaluation of lane configuration options for the corridor. Agency: The Evergreen State College Limits: Campus entrance at McCann Plaza to the County line. Estimated Cost (\$1,000): \$1,350 Notes: Project is fully funded by The Evergreen State College.</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
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Project Information			
Project ID	CORRIDOR STUDIES & SUB-AREA PLANS		
S1	Carpenter Road Corridor Study Feasibility assessment for improving mobility on Carpenter Road, between Martin Way and Pacific Avenue. Agency: Lacey Estimated Cost (\$1,000): \$1,000 Notes: Study is fully funded and underway.		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
S2	Boulevard Road Corridor Study Develop a mobility strategy for Boulevard Road emphasizing intersection projects and access management to improve through movement while maintaining neighborhood access character of road. Agency: Olympia Estimated Cost (\$1,000): \$52 Notes: Study is fully funded.		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
S3	Carpenter Road Interchange Feasibility Study Feasibility study for adding a new interstate highway interchange at Carpenter Road and I-5. Agency: Lacey & WSDOT Estimated Cost (\$1,000): \$500 Notes: This project is also included as part of (O12) on the WSDOT list.		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
S4	West Olympia Access Study (Yauger Way Extension, Phase I) Strategy and pre-plan for routing through-traffic around Black Lake / Cooper Point intersection between US 101 and Yauger Way. Agency: Olympia & WSDOT Estimated Cost (\$1,000): \$460 Notes: This study is a prerequisite for the Yauger Way Extension project (A11). This study is also included in (O10) on the WSDOT list.		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
S5	Grand Mound Transportation Study Identify short- and long-term freight mobility needs and access issues between the industrial areas of Grand Mound, I-5 and SR 12. Agency: County Estimated Cost (\$1,000): \$250 Notes:		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *

Project Information				
Project ID	CORRIDOR STUDIES & SUB-AREA PLANS			
S6	Custer Way Strategy Area Plan Evaluate options for improving mobility on Custer Way within the restricted urban segment between Capitol Boulevard and Cleveland Avenue. Agency: <i>Tumwater</i> Estimated Cost (\$1,000): \$250 Notes:			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
		*	*	
S7	26th Avenue/31st Avenue Extension - Connection Study Feasibility study for extending 26th Avenue from Sleater-Kinney Road to 31st Avenue, and 31st Avenue west to Carpenter Road and Marvin Road, including identification of approximate alignments needed to preserve the corridor for future connection if warranted. Agency: <i>Lacey and County</i> Estimated Cost (\$1,000): \$250 Notes:			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
			*	
S8	Marvin Road Extension - Connection Study Feasibility study for extending Marvin Road south to Yelm Highway, including identification of approximate alignments needed to preserve the corridor for future connection if warranted. Agency: <i>Lacey & County</i> Estimated Cost (\$1,000): \$250 Notes:			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
			*	
S9	Draham/15th Avenue/12th Avenue Extension Feasibility Study Feasibility study to determine benefits to Martin Way and Lilly Road mobility by building a new connection between Lilly Road and Carpenter Road, identifying the alignment and design appropriate for such a connection if it is feasible. Agency: <i>Lacey, Olympia, & County</i> Estimated Cost (\$1,000): \$250 Notes:			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
			*	

Project Information			
Project ID	CORRIDOR STUDIES & SUB-AREA PLANS		
S10	12th/15th Avenue Corridor Study Feasibility study to determine benefits to Martin Way and Lilly Road mobility of building a new connection between Ensign Road and Lilly Road, identifying the alignment and design appropriate for such a connection if it is feasible. Agency: Olympia & County Estimated Cost (\$1,000): \$250 Notes:		
	Project status:	Locally-adopted TIP or CFP	2020 RTP
S11	Rainier Road Extension - Connection Study Explore feasibility of extending Rainier Road from 138 th Street to SR 507 with a new 2 lane connection to the intersection with Vail Cut-off Road, identifying approximate alignments needed to preserve the corridor for future connection if it is warranted. Agency: County & Rainier Estimated Cost (\$1,000): \$250 Notes: Long-range regional analysis suggests this connection can provide significant relief to mobility issues throughout the western parts of the City of Rainier.		
	Project status:	Locally-adopted TIP or CFP	2020 RTP
S12	Ensign Connector / Hospital Access Study Study to assess feasibility and costs/benefits of a new 2 lane minor arterial connection between Martin Way (at Ensign) and Pacific Avenue (west of I-5 southbound off-ramps). Agency: Olympia Estimated Cost (\$1,000): \$250 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.		
	Project status:	Locally-adopted TIP or CFP	2020 RTP

Project Information				
Project ID	CORRIDOR STUDIES & SUB-AREA PLANS			
S13	<p>Southwest Urban Area Sub-Area Plan</p> <p>Identify issues and an implementation strategy for improving connectivity in the southwest urban area, including portions of Tumwater, unincorporated Thurston County, and Olympia. Intent is to identify ways of improving access and mobility on local streets to reduce reliance on Interstate 5 and US 101, and to minimize impact on local travel as congestion on those two highways increases. Initial focus area is between I-5, US 101, and Black Lake.</p> <p>Agency: Tumwater, County, & Olympia</p> <p>Estimated Cost (\$1,000): \$250</p> <p>Notes: Long-range regional analysis suggests that future capacity constraints on I-5 and US 101 will generate more pressure on local streets in this quadrant of the urban area and that a coordinated strategy for improving connectivity in this area will benefit regional mobility.</p>			
		Locally-adopted TIP or CFP	2020 RTP	New Project
	Project status:			*
S14	<p>Airport South Sub-Area Plan</p> <p>Evaluate issues and options associated with airport runway extension and roadway realignment and land use in the area south of the airport, to at least 93rd Avenue, and roughly between I-5 and Old Highway 99.</p> <p>Agency: Tumwater, County, Port of Olympia & WSDOT</p> <p>Estimated Cost (\$1,000): \$250</p> <p>Notes: Recent revisions to the Port's Airport Layout Plan will result in changes to the street network south of the airport. The sub-area plan will assess the impacts of those changes on current and future land use to validate established planning and growth assumptions for the whole urban area south of the airport.</p>			
		Locally-adopted TIP or CFP	2020 RTP	New Project
	Project status:			*

Project Information	
Project ID	ASSESSMENT AREAS
L1	<p>Rainier Road</p> <p>Evaluate issues with rural capacities, rural LOS, rural TAZ structure, relation between rural roads and rural land use expectations.</p> <p>Agency: County</p> <p>Limits: Rainier Road, from Lacey city limits south to Military Road</p> <p>Notes: This is a priority regional follow-up corridor. Long-range regional analysis suggests a combination of factors may be responsible for what appears to be significant corridor congestion in the future. Some factors may relate to the forecast and modeling process itself, while others may reflect actual projected volumes resulting from land use and growth patterns. The latter factors need to be reconciled with regional expectations for mobility and congestion levels on this essential north-south rural corridor.</p>
L2	<p>Rural Corridor Strategy</p> <p>Evaluate mobility issues associated with rural corridors, including LOS standards and expectations, design capacities, maximum street width, and associated issues like cost, environmental impact, and safety.</p> <p>Agency: County</p> <p>Limits: Various</p> <p>Notes: As noted in (L1), long-range regional analysis suggests the potential for significant rural corridor congestion in the future, although additional local analysis of specific factors is needed to validate this indication. Similar forecast conditions were identified on Meridian Road, Old Pacific Highway, Old Highway 99, and Tilley Road, with the worst conditions on Rainier Road. Focus on Rainier Road as a pilot project for this study, in conjunction with the Rainier Road Capacity Issues study. However, outcome of this effort will have implications for other rural roads with forecasted future congestion issues.</p>
L3	<p>Yelm Highway at Meridian Road</p> <p>More detailed local analysis is needed to determine whether the forecasted problem is an intersection capacity issue or a problem with model zone structure and loading points.</p> <p>Agency: County</p> <p>Limits: Vicinity of Yelm Highway and Meridian Road</p> <p>Notes:</p>
L4	<p>Northeast Marvin Road</p> <p>Forecast suggests examining the northeast section of Marvin Road to determine whether model zone structure and loading points are correct, local connections are improving operations beyond what the regional model can capture, or additional investment in capacity is warranted.</p> <p>Agency: Lacey</p> <p>Limits: Marvin Road, between Hawks Prairie Road and Britton Parkway in the southbound direction</p> <p>Notes:</p>

Project Information	
Project ID	ASSESSMENT AREAS
L5	<p>Southeast Marvin Road</p> <p>More detailed local analysis is needed to determine whether the issue is one of capacity, zone structure, or the need for additional connections.</p> <p>Agency: Lacey & County</p> <p>Limits: Marvin Road south of Pacific Avenue</p> <p>Notes:</p>
L6	<p>College Street NE</p> <p>Forecast indicates the need for a closer look, especially eastbound. Local operational analysis will help determine whether the forecast is pointing to issues with model zone structure or loading points, the role of local connections, or additional capacity needs.</p> <p>Agency: Lacey</p> <p>Limits: College Street NE at 15th Avenue</p> <p>Notes:</p>
L7	<p>Sleater-Kinney Road</p> <p>Forecast suggests that more detailed local analysis is needed. Including more local connections in regional model may address forecasted issues.</p> <p>Agency: Lacey</p> <p>Limits: Sleater-Kinney Road, from Pacific Avenue to 14th Avenue</p> <p>Notes:</p>
L8	<p>Mullen Road / Log Cabin Extension</p> <p>Evaluate regional through movement and relationship to key north-south connections to determine appropriate southeast urban mobility strategy. Modeling issues, such as model zone structure or a lack of local street connections, may be influencing the forecast.</p> <p>Agency: Lacey & Olympia</p> <p>Limits: Mullen Road / Log Cabin corridor, from Ruddell Road to Boulevard Road</p> <p>Notes: Long-range regional analysis including this new corridor indicates that travel patterns throughout the south urban area will shift dramatically with its completion. Additional local analysis is needed to factor in the effects of the local connected street network and intersection treatments, and to validate whether the existing zone structure is appropriate after the new connection is added.</p>
L9	<p>North Henderson Boulevard</p> <p>More detailed local analysis may reveal issue is not one of capacity but more a function of model zone structure, loading points, or limitations in the regional model to reflect local street connections.</p> <p>Agency: Olympia</p> <p>Limits: Henderson Boulevard, from Plum Street to Yelm Highway</p> <p>Notes:</p>

Project Information ASSESSMENT AREAS	
Project ID	
L10	<p>South Henderson Boulevard Forecast suggests minor capacity issues in future. Suggest watching this corridor and addressing if warranted in 2030 RTP. Additional refinements such as modeling auxiliary turn lane impacts may alleviate the forecast issue.</p> <p>Agency: <i>Tumwater</i> Limits: <i>Henderson Boulevard, south of Yelm Highway</i> Notes:</p>
L11	<p>14th Avenue Access to I-5 Local operational analysis needed to determine nature of issues at this highway loading point and appropriate measures to address any issues.</p> <p>Agency: <i>Olympia</i> Limits: <i>14th Avenue to I-5, at the Capitol</i> Notes:</p>
L12	<p>Plum Street Local operational analysis needed to determine nature of issues and appropriate strategies for addressing them.</p> <p>Agency: <i>Olympia</i> Limits: <i>Plum Street, from Union Avenue to Marine Drive</i> Notes:</p>
L13	<p>Hoffman Road / 18th Avenue / 14th Avenue Additional local analysis is needed to determine appropriate solution to mobility issues in this restricted corridor. Work is currently underway.</p> <p>Agency: <i>Olympia & Lacey</i> Limits: <i>Hoffman Road / Fones Road / 18th Avenue / 14th Avenue vicinity</i> Notes: <i>14th Avenue in this vicinity was identified as a strategy corridor in the 2020 RTP. It has been removed from that designation pending results of this detailed local operational analysis to determine whether opportunities exist for optimizing traffic flow in conjunction with the Fones Road widening project (Olympia) and the One-Way Couplet project (Lacey). Movement on this corridor will also be influenced by the addition of the Log Cabin / Mullen Road connection, which will be factored into the local analysis.</i></p>
L14	<p>Crosby Boulevard / US 101 Interchange More detailed local analysis is warranted to better understand the nature of future issues.</p> <p>Agency: <i>Tumwater, Olympia, WSDOT</i> Limits: <i>Crosby Boulevard / US 101 / Cooper Point Road Vicinity</i> Notes: <i>Operational issues with this intersection are likely related to the Yauger Way / West Olympia Access project.</i></p>

Project Information	
Project ID	ASSESSMENT AREAS
L15	<p>SR 510</p> <p>More detailed analysis is needed to better understand forecasted mobility issues associated with this corridor.</p> <p>Agency: WSDOT & County</p> <p>Limits: SR 510, between Yelm Highway and Yelm</p> <p>Notes: Long-range regional analysis suggests that widening this facility does not alleviate future congestion issues although it does demonstrate improvement. Issues may be related to broader questions of rural level of service, methodology for estimating capacity on rural roads serving more suburban uses, or model zone structure.</p>
L16	<p>510/507 Loop - North Section (Y3)</p> <p>Forecast suggests minor capacity problems on the new corridor by 2025, although it is still drawing traffic from SR 510/507 as intended. Monitor this corridor, modeling additional analysis of Pierce County impacts and potential benefits from increasing connections on local streets.</p> <p>Agency: Yelm</p> <p>Limits: 510/507 Loop - North Section (Y3)</p> <p>Notes: Forecasted issues associated with this corridor appear to be linked to the SR 510 corridor. Impacts of proposed Cross Base Highway in Pierce County should also be evaluated, since it is likely that project will affect travel patterns in southeast Thurston County.</p>

Project Information			
Project ID	PUBLIC TRANSPORTATION		
T1	<p>Restore Services to 1997-1998 Service Levels and Maintain Them Over Time</p> <p>Restore urban fixed-route and Dial-a-Lift services that were lost with the service reductions starting in 2000. This is about 206,000 vehicle service hours for fixed-route service per year, and about 61,500 vehicle service hours annually for Dial-a-Lift service.</p> <p>Agency: Intercity Transit Estimated Cost (\$1,000): \$500,000 Notes: To distinguish between existing service levels and capacity, the Plan assumes that restoration of services to pre-2000 levels and the cost of maintaining those services over time constitute costs of the "existing system," restoration and maintenance of which is a regionally significant need.</p>		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
T2	<p>Expansion of Urban Transit Services</p> <p>Increase I.T.'s urban transit services commensurate with the goals and policies adopted in the long-range transit system plan and the 2025 RTP. This includes fixed-route and Dial-a-Lift services as well as the vanpool program and inter-regional express service.</p> <p>Agency: Intercity Transit Estimated Cost (\$1,000): \$53,000 Notes: To distinguish between existing service levels and new capacity, the Plan assumes that expansion of services includes those increments of sustained growth over the levels at the time of service reduction. This includes not just the initial cost of providing the increased service but the cost over time of maintaining it. Growth in various program types will not happen concurrently, as expansion is already underway in the vanpool program but still in the restoration stage for fixed-route service.</p>		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
T3	<p>New Transit Facilities</p> <p>Construct two new regional transit centers, one in Hawks Prairie and the other in West Olympia, and smaller transit transfer centers in Tumwater, Yelm, and the Little Prairie area of Lacey.</p> <p>Agency: Intercity Transit Estimated Cost (\$1,000): \$9,200 Notes:</p>		
	Project status:	Locally-adopted TIP or CFP	2020 RTP *
T4	<p>Regional Park-and-Ride Lots</p> <p>Construct two new regional park-and-ride lots. Each lot will contain about 500-stalls.</p> <p>Agency: Intercity Transit Estimated Cost (\$1,000): \$7,000 Notes: This is considered a "new" project because the 2020 RTP included policy support, but not project-specific recommendations for park-and-ride.</p>		
	Project status:	Locally-adopted TIP or CFP	2020 RTP

Project Information				
Project ID	PUBLIC TRANSPORTATION			
T5	Regional "Park-and-Pool" Plan and Implementation Strategy Develop a plan and implementation strategy for a regional network of smaller-sized "park-and-pool" lots to support carpool, vanpool and other trip reduction efforts. Agency: <i>Intercity Transit</i> Estimated Cost (\$1,000): \$250 Notes:			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
				*
T6	Express Corridor Plan and Implementation Strategy Develop a plan and implementation strategy for connections between the city centers of Lacey, Olympia, and Tumwater with high frequency, express transit service. Agency: <i>Intercity Transit</i> Estimated Cost (\$1,000): \$250 Notes:			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
				*
T7	Rural Life-line Transportation Services Continue to identify and implement innovative rural transportation services to at-risk rural populations that offer at a minimum, affordable life-line services through public, private, and not-for-profit partnerships. Agency: <i>TRPC, various</i> Estimated Cost (\$1,000): \$ - (unknown) Notes: <i>Several programs are currently underway. Intent is to find ways to maintain these programs and to identify new opportunities.</i>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
				*

Project ID		Project Information NON-MOTORIZED FACILITIES		
B1	<p>Chehalis-Western “Bridging the Gap” Project</p> <p>Construct a connection between the Chehalis-Western Trail segments north and south of I-5 with a series of bridges that provide a direct north/south route for non-motorized travel.</p> <p>Agency: Thurston County, Lacey, Olympia, WSDOT Olympic Region, and TRPC Limits: Chehalis-Western Trail alignment, between Martin Way and Pacific Avenue Estimated Cost (\$1,000) - \$8,200</p> <p>Notes: State, local, and regional funds are secured for this project. Federal funds are pending. Project is a partnership between state, local, and regional agencies with responsibilities divided as appropriate between the various partners. Project is also listed on WSDOT list as a state project (O8) since WSDOT was awarded funding for this project by the 2003 Legislature.</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
		*	*	
B2	<p>Olympia Woodland Trail</p> <p>Construct the Olympia Woodland Trail and provide appropriate access to on-street facilities as called for in the Olympia Woodland Trail Master Plan.</p> <p>Agency: City of Olympia Limits: From Georgia Pacific Plant at Fones Road to Capitol Lake Estimated Cost (\$1,000): \$12,000</p> <p>Notes: This 3.8-mile trail is the western half of the region’s principle east-west urban bike corridor. It links directly to the Lacey St. Clair Trail and the Chehalis-Western Trail at its eastern terminus. The city has completed a Master Plan for the trail and acquired the right-of-way for the segment between Eastside Street and the eastern terminus. Project costs are taken from the Olympia Woodland Trail Master Plan.</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
		*		
B3	<p>Lacey St. Clair Trail</p> <p>Complete right-of-way acquisition, design, and construct the Lacey St. Clair Trail, providing appropriate access to on-street facilities.</p> <p>Agency: Lacey Limits: From Georgia Pacific Plant at Fones Road to Weyerhauser Box Plant at Union Mills Road Estimated Cost (\$1,000): \$1,000</p> <p>Notes: This 4.3-mile trail is the eastern half of the region’s principle east-west urban bike corridor. It links directly to the Olympia Woodland Trail and the Chehalis-Western Trail at its western terminus. The city is currently in the process of acquiring the right-of-way from Burlington Northern Sante Fe. Planning level costs assume \$1,000/mile for construction and \$600,000 for right-of-way and access locations.</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
				*

Project Information			
Project ID	NON-MOTORIZED FACILITIES		
B4	<p>Regional Trails Plan and Implementation Strategy</p> <p>Revisit the 1993 Urban Trails Plan and extend it region-wide. Develop a coordinated plan and implementation strategy for linking the region's various Class I bike facilities, providing thorough coverage to the region's urban and rural communities. Identify appropriate measures for integrating the region's Class I / Off-road trail system with its on-road facilities for bicyclists and pedestrians.</p> <p>Agency: TRPC Estimated Cost (\$1,000): \$75 Notes:</p>		
	Project status:	Locally-adopted TIP or CFP	2020 RTP
			*
B5	<p>Integration of Capitol-to-Capitol Trail into the Regional Trails Plan</p> <p>Identify ways of integrating WSDOT's work on the Capitol-to-Capitol Trails Plan into the broader Regional Trails Plan and Implementation Strategy.</p> <p>Agency: TRPC, WSDOT, Thurston County, Tumwater, and Olympia Estimated Cost (\$1,000): \$50 Notes:</p>		
	Project status:	Locally-adopted TIP or CFP	2020 RTP
			*

Project Information			
Project ID	TRANSPORTATION TECHNOLOGIES		
F1	<p>Expand and Enhance the Freeway Management System Expand and enhance the freeway management system through improved freeway surveillance, flow management, and traveler information by using technologies such as traffic cameras, variable message signs, road and weather information stations, highway advisory radios, flow detection equipment, and ramp meters.</p> <p>Agency: WSDOT Olympic Region, local agencies, and TRPC Limits: I-5 and US 101, including access points and non-state facilities as appropriate Estimated Cost (\$1,000) - \$1,650 Notes: While select elements of this project have been funded, the overall project is not funded and is not currently included in a financially-constrained state plan. Project is listed on the WSDOT list as a state project (O9).</p>		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP *
F2	<p>Implementation of Public Transportation System Strategic Deployment Plan Implement the tasks and strategies outlined in the Public Transportation Strategic Deployment Plan, including improvements in communications, fare box upgrades and electronic payment, computer-aided dispatch, real time information for customers, security enhancements, and improvements to and coordination of demand-response service.</p> <p>Agency: Intercity Transit Limits: Intercity Transit service area Estimated Cost (\$1,000): \$6,300 Notes: Aspects of this project are included in Intercity Transit's 2004-2009 Transit Development Plan. The Regional ITS Architecture developed costs for the public transportation strategic deployment plan.</p>		
	Project status:	Locally-adopted TIP or CFP *	2020 RTP
F3	<p>Traveler Information Resource Develop a one-stop regional, multi-modal web-based resource for travelers in Thurston County to find information on information such as traffic, road conditions, weather, and transportation resources.</p> <p>Agency: TRPC, state, and local agencies Limits: Information specific to the Thurston region and key inter-regional or state connections Estimated Cost (\$1,000): \$50 Notes: Effort to be coordinated with other regional and statewide web, telephone, and media sources; including WSDOT's Bi-State Trip Planner project.</p>		
	Project status:	Locally-adopted TIP or CFP	2020 RTP

Project Information				
Project ID	TRANSPORTATION TECHNOLOGIES			
F4	<p>Feasibility Study for Improved Coordination of Traffic & Incident Management</p> <p>Explore various concepts for coordinating regional traffic and incident management, such as coordinating corridor signal timing schemes between jurisdictions, or coordinating system surveillance with incident management functions. Many models may be explored, from creating a virtual but decentralized operations center to integrating select operations functions into a single management facility.</p> <p>Agency: TRPC, state, and local agencies Limits: The Thurston region Estimated Cost (\$1,000): \$75 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
				*
F5	<p>Strategy and Implementation Plan for Improving Regional Communications</p> <p>Continue improvement in intra- and inter-regional transportation and emergency service communications. Explore opportunities to create dedicated regional public sector infrastructure for voice and data transmission that will continue operations during incidents and be used to share real time transportation information.</p> <p>Agency: TRPC, state, and local agencies Limits: The Thurston region and appropriate areas within western Washington Estimated Cost (\$1,000): \$250 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
				*
F6	<p>Feasibility Study for Enhancing the Arterial Management System</p> <p>Explore ways of transferring the use of transportation technology applications from the freeway management system to the local arterial system and other trouble spots. Potential opportunities include creating information and surveillance equipment pools, improving traveler information along local roadways, installing fog and ice warning systems, improving railroad grade crossing controls, and expanding the networks of road and weather information stations.</p> <p>Agency: TRPC, state, and local agencies Limits: The Thurston region Estimated Cost (\$1,000): \$250 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
				*

Project Information				
Project ID	TRANSPORTATION TECHNOLOGIES			
F7	<p>Feasibility Study for a Regional Data Management System</p> <p>Evaluate ways in which transportation data are collected, used, and stored. Explore the feasibility of a regional data management system for information that is commonly shared between agencies and of establishing a system for conveniently and cost-effectively archiving such data.</p> <p>Agency: TRPC Limits: The Thurston region Estimated Cost (\$1,000): \$50 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
				*
F8	<p>Strategy for Improving Public Agency Fleet Management</p> <p>Explore technology-based strategies for improving public agency fleet management. Consider the use of advanced vehicle location, computer-aided dispatch, and other transportation technologies in public agency fleets throughout the Thurston region. Look at opportunities for not only pool cars and vans, but maintenance and service vehicles and equipment.</p> <p>Agency: TRPC Limits: The Thurston region Estimated Cost (\$1,000): \$75 Notes:</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
				*

Project ID		Project Information WSDOT PROJECTS		
01	<p>I-5 Widening From Lewis County to Maytown Widen I-5 from 4 lanes to 6 lanes Agency: WSDOT Olympic Region Limits: Lewis/Thurston County line to Maytown Estimated Cost (\$1,000) - > \$73,200 (see note) Notes: Project is fully funded through the 2003 "Nickel Gas Tax" package. The segment south of SR 12 extends to Chehalis/Centralia and is included as a WSDOT Southwest Region project. Costs for the Thurston County segment of that project have not yet been determined, but should be included to the total project cost when known.</p>	Locally-adopted TIP or CFP	2020 RTP	New Project
	Project status:	*	*	
02	<p>SR 510 Widening Widen SR 510 from 2 lanes to 4 lanes. Agency: WSDOT Olympic Region Limits: Old Pacific Highway to Mud Run Road (approximate terminus of the future Y-3 by-pass) Estimated Cost (\$1,000) - \$26,000 Notes: Project is not funded and is not currently included in a financially-constrained state plan.</p>	Locally-adopted TIP or CFP	2020 RTP	New Project
	Project status:		*	
03	<p>Steamboat Island Interchange, Stage 2 Complete Steamboat Island Interchange Stage 2 ramp construction and frontage road(s). Agency: WSDOT Olympic Region Limits: US 101 at Steamboat Island Road Estimated Cost (\$1,000) - \$12,000 Notes: Project is not funded and is not currently included in a financially-constrained state plan. Some questions still exist as to the full extent of work that would be completed if the project is included in a financially-constrained plan due to low benefit-to-cost ratios for certain project aspects. If project is included in a constrained plan, scope will need to be refined to ensure adequate benefit commensurate with the investment.</p>	Locally-adopted TIP or CFP	2020 RTP	New Project
	Project status:		*	
04	<p>US 101/SR 8 Interchange Retrofit Retrofit and expansion of the interchange to improve mobility and enhance safety, including expansion of on/off ramps from one lane to two, and bridge replacement. Agency: WSDOT Olympic Region Limits: US 101 at SR 8 Estimated Cost (\$1,000) - \$17,000 Notes: Project is not funded and is not currently included in a financially-constrained state plan. This is one of the most congested highway intersections in the Thurston region and is a WSDOT priority.</p>	Locally-adopted TIP or CFP	2020 RTP	New Project
	Project status:		*	

Project ID		Project Information WSDOT PROJECTS		
05	<p>I-5 Corridor Mobility Strategy</p> <p>Evaluate mobility needs and strategies through this constrained corridor. Consider widening I-5 from 6 to 8 lanes to accommodate HOV, dedicated freight lanes, high capacity transit or other mobility strategies. Look for appropriate interim steps that can be implemented in the short- and medium-terms.</p> <p>Agency: WSDOT Olympic Region</p> <p>Limits: Lewis County line to Pierce County line (Mounts Road)</p> <p>Estimated Cost (\$1,000) - \$4,000</p> <p>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, currently anticipated for some time in the 2020-2025 time horizon.</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
			*	
06	<p>SR 507 Route Development Plan Update</p> <p>Revisit the SR 507 Route Development Plan. Evaluate mobility, access, rural community issues, and mitigation options associated with SR 507. Special focus is needed on the relationship between state route mobility needs and the "Main Street" needs of Bucoda, Rainier, Tenino, and Yelm. Inter-regional coordination is warranted to understand and address factors associated with demands emanating from Pierce and Lewis Counties.</p> <p>Agency: WSDOT Olympic Region</p> <p>Limits: Lewis County line to Pierce County line</p> <p>Estimated Cost (\$1,000) - \$1,000</p> <p>Notes: Project is not funded and is not currently included in a financially-constrained state plan.</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
			*	
07	<p>Regional Park-and-Ride Investments</p> <p>Construct appropriately-sized park-and-ride (or park-and-pool) lots throughout the region on the state system to support public transportation/system efficiency goals.</p> <p>Agency: WSDOT Olympic Region</p> <p>Limits: Various throughout the Thurston region, including potential for facilities on I-5, SR 12, US 101, SR 8, SR 507, SR 510, and SR 121</p> <p>Estimated Cost (\$1,000) - \$25,000</p> <p>Notes: Project is not funded and is not currently included in a financially-constrained state plan.</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
			*	

Project ID		Project Information WSDOT PROJECTS			
O08	<p>Chehalis-Western Trail “Bridging the Gap” Project Construct a connection between the Chehalis-Western Trail segments north and south of I-5 with a series of bridges that provide a direct north/south route for non-motorized travel.</p> <p>Agency: WSDOT Olympic Region, Thurston County, Lacey, Olympia, and TRPC Limits: Chehalis-Western Trail alignment, between Martin Way and Pacific Avenue Estimated Cost (\$1,000) - \$8,200</p> <p>Notes: State, local, and regional funds are secured for this project. Federal funds are pending. Project is a partnership between state, local, and regional agencies with responsibilities divided as appropriate between the various partners. This project is also included on the Non-motorized facilities list as (B1).</p>	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
			*	*	
O09	<p>Freeway Management System 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.</p> <p>Agency: WSDOT Olympic Region, local agencies, TRPC Limits: I-5 and US 101, including access points and non-state facilities as appropriate Estimated Cost (\$1,000) - \$1,650</p> <p>Notes: While select elements of this project have been funded, the overall project is not funded and is not currently included in a financially-constrained state plan. Project is listed on the Transportation Technologies List as (F1).</p>	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
			*	*	
O10	<p>West Olympia Access Study and Follow-Up Project Develop a strategy to improve through traffic movement around the Black Lake Boulevard/Cooper Point Road intersection between U.S. 101 and the area of Yauger Way. Implement the resulting recommendation.</p> <p>Agency: WSDOT & Olympia Limits: The area of Black Lake Boulevard/Cooper Point Road intersection between U.S. 101 and the Yauger Way vicinity. Estimated Cost (\$1,000) - \$10,460</p> <p>Notes: An initial assessment was conducted as part of the value engineering study for the U.S. 101/Crosby Boulevard interchange widening project. This project combines two projects also included on the Corridor Studies and Sub-Area Plans list as (S4) and the New Connections or Alignments list as (A11). Project costs may change as a recommendation is developed.</p>	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
				*	

Project ID		Project Information WSDOT PROJECTS		
O11	<p>Y2/Y3 - Yelm By Pass Projects Construct a new 2/3 lane, limited access route north and south of the city providing an alternate route for through traffic.</p> <p>Agency: WSDOT & Yelm Limits: The vicinity of George Road SE to Mud Run Road Estimated Cost (\$1,000) - \$23,100 Notes: Preliminary engineering and environmental assessment are complete. This project combines two projects also included in the New Connections or Alignments List as (A9) and (A10).</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
		*	*	
O12	<p>NE Lacey Access Study Develop an economic incentives strategy to address mobility issues along I-5 between the Martin Way and Nisqually interchanges.</p> <p>Agency: WSDOT & Lacey Limits: I-5 between the Martin Way and Nisqually interchanges. Estimated Cost (\$1,000) - \$500 Notes: This project is also included on the Corridor Studies and Sub-Area Plans list as (S4). It will take a broader look at mobility issues and does not point to any particular solution before completing the study.</p>			
	Project status:	Locally-adopted TIP or CFP	2020 RTP	New Project
			*	