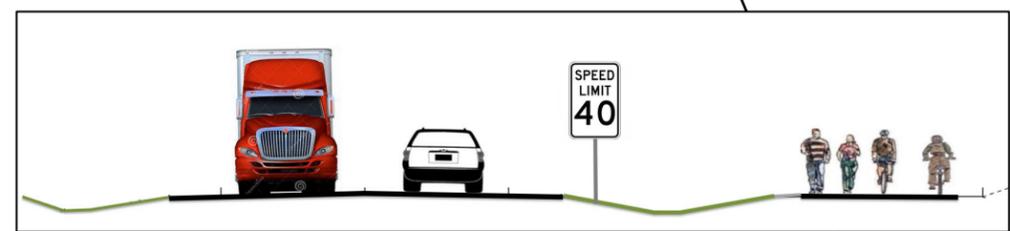
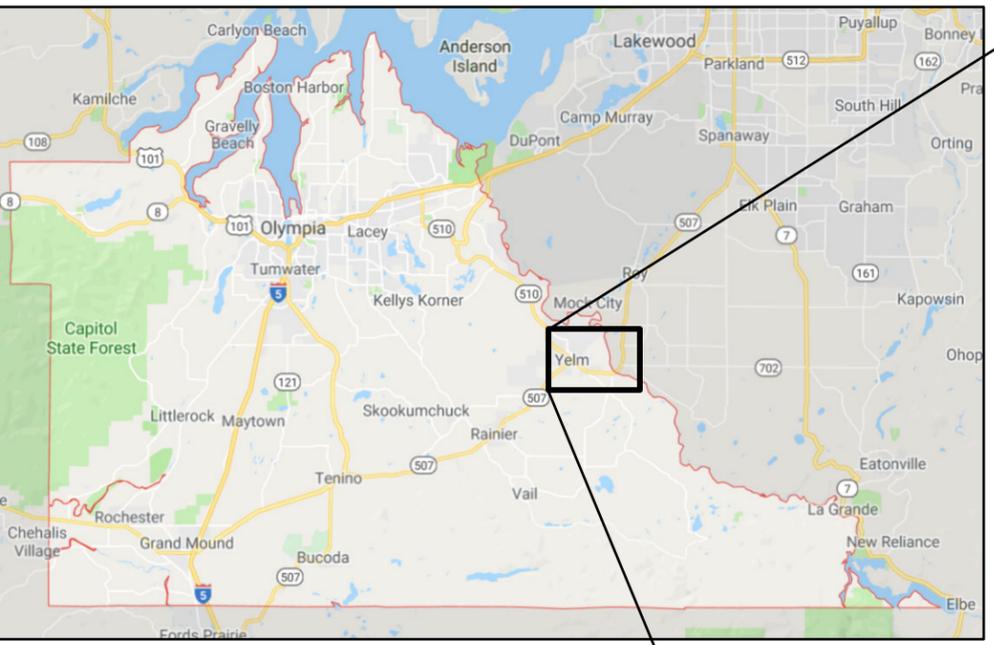




SR 510, Yelm Loop - Phase 2





SR 510, Yelm Loop - Phase 2

2021	2022	2023	2024	2025
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Supplemental Environmental Assessment

Complete Purchasing Right of Way

'21-'23 Budget **◆** Passed

Final Design & Contract Plan Preparation

Permitting

Advertise **◆** for Bids

Contract Bid Period

Construction





SR 510, Yelm Loop Phase 2

1.4 WHY IS THE PROJECT NEEDED?

SR 510 connects I-5 in Lacey and SR 507 in eastern Thurston County through the downtown core of Yelm. In the City of Yelm, SR 510 is known as Yelm Avenue, and is the primary arterial within the City's business district. Yelm Avenue is characterized by traditional downtown development, with buildings immediately adjacent to sidewalks and closely spaced driveways supporting commercial areas.

1.4.1 Transportation Demand

Over the past two decades, the City of Yelm's population grew from 2,700 to over 9,100. Traffic levels during this same time increased by roughly 50% on Yelm Avenue in the center of town. Local traffic uses Yelm Avenue to access businesses and residential areas. Regional traffic uses the same corridor to travel through Yelm to destinations and job centers in Thurston and Pierce Counties. Local traffic competes with regional commuter traffic traveling through the City. During peak periods, congested traffic on Yelm Avenue is characterized by stop-and-go conditions, while many have difficulty entering and exiting commercial establishments along the corridor. The traffic congestion also contributes to collisions along Yelm Avenue with over 520 crashes in the last five years, 322 of which were rear-end crashes (61%).



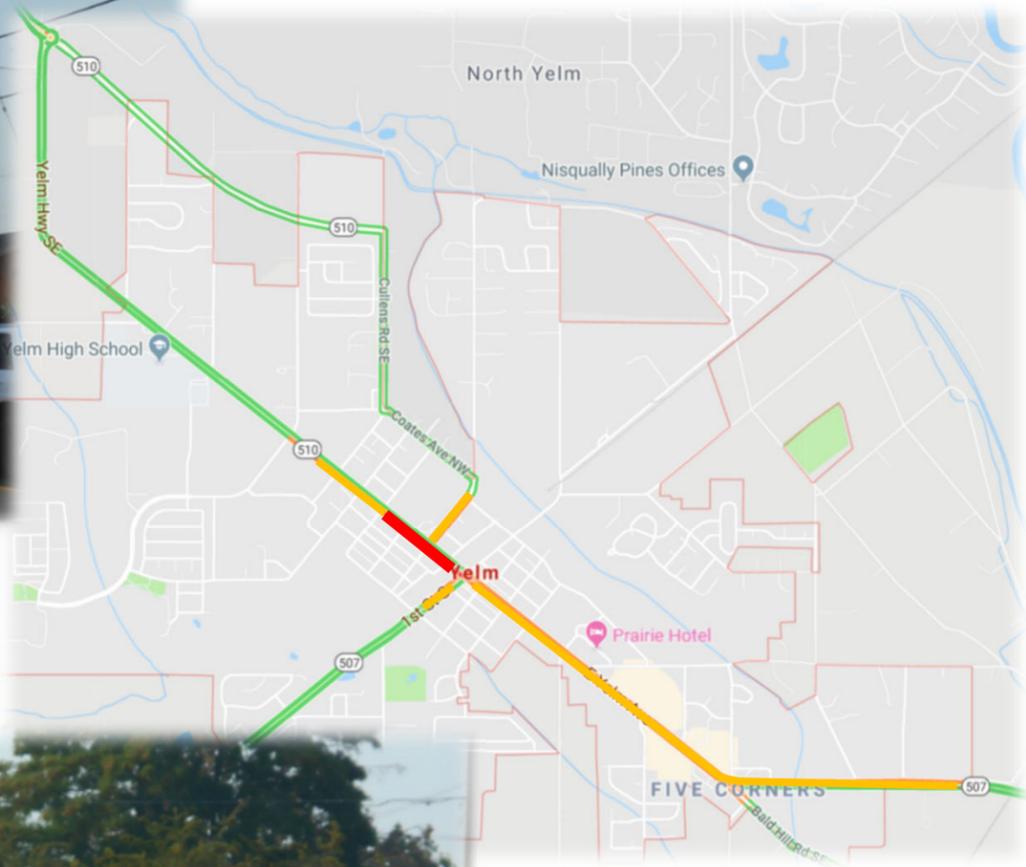
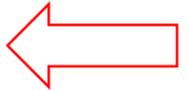
1.4.2 Community Goals

Addressing the congestion caused by heavy regional traffic in the business district is a high priority for the City. The 2017 *Comprehensive Plan and Joint Plan with Thurston County* contains numerous transportation goals and policies identifying the need to disperse traffic throughout the community rather than concentrating it in the urban core. These policies identify the need for enhanced regional transportation corridors, expanded multimodal transportation choices, and the desire to preserve the character of Yelm's business district. Preservation of the rural community character is important to those living in Yelm. Shifting regional traffic out of the downtown core will help to retain Yelm's rural, small town identity.



1.4.3 System Efficiency

In 1992, Yelm adopted a transportation plan that identified future roadways to provide congestion relief to Yelm Avenue and 1st Street (SR 510 and SR 507), including a limited access bypass route (SR 510 Yelm Loop) for regional traffic traveling on the SR 510/SR 507 corridor. The first phase of a bypass route (SR 510 Yelm Loop) was constructed in 2010 between Mud Run Road and Cullens Road, and most of the right of way was purchased for the completion of the second phase. Extension of the bypass route (SR 510 Yelm Loop) around downtown would allow regional traffic destined for locations outside the city to travel efficiently, avoiding the city's commercial core. The bypass route would also enhance resiliency of the regional transportation system by providing additional capacity on one of the region's few alternative routes to I-5.





SR 510, Yelm Loop Phase 2

1.5 WHAT IS THE PURPOSE OF THE PROJECT?

The project would reduce chronic congestion on Yelm Avenue by providing an alternate route for regional traffic, while maintaining access to the business district of Yelm for residents and business patrons. The primary purpose of the proposed action is to address existing traffic congestion on Yelm Avenue in the City of Yelm. The proposed Build Alternative would provide a limited access bypass route (SR 510 Yelm Loop) around the City of Yelm to reduce congestion in the business district, and improve the transportation system for commuters, freight, transit, and active transportation. The construction of the Build Alternative would have transportation benefits, support local planning efforts, and improve system efficiency, as detailed below:

» Transportation Demand

- › Reduce congestion on Yelm Avenue.
- › Reduce travel times within the business district.
- › Improve traffic safety on Yelm Avenue by reducing congestion.
- › Reduce travel times for regional traffic and freight traffic through the City of Yelm.
- › Provide multimodal facilities and improve transit reliability by addressing congestion.

The primary purpose of the proposed action is to address existing traffic congestion on Yelm Avenue in the City of Yelm.

» Community Goals

- › Reduce traffic demand on Yelm Avenue to levels consistent with the character of the city's business district and supportive of multimodal transportation options.
- › Enhance economic development opportunities in the business district associated with improved access.

» System Efficiency

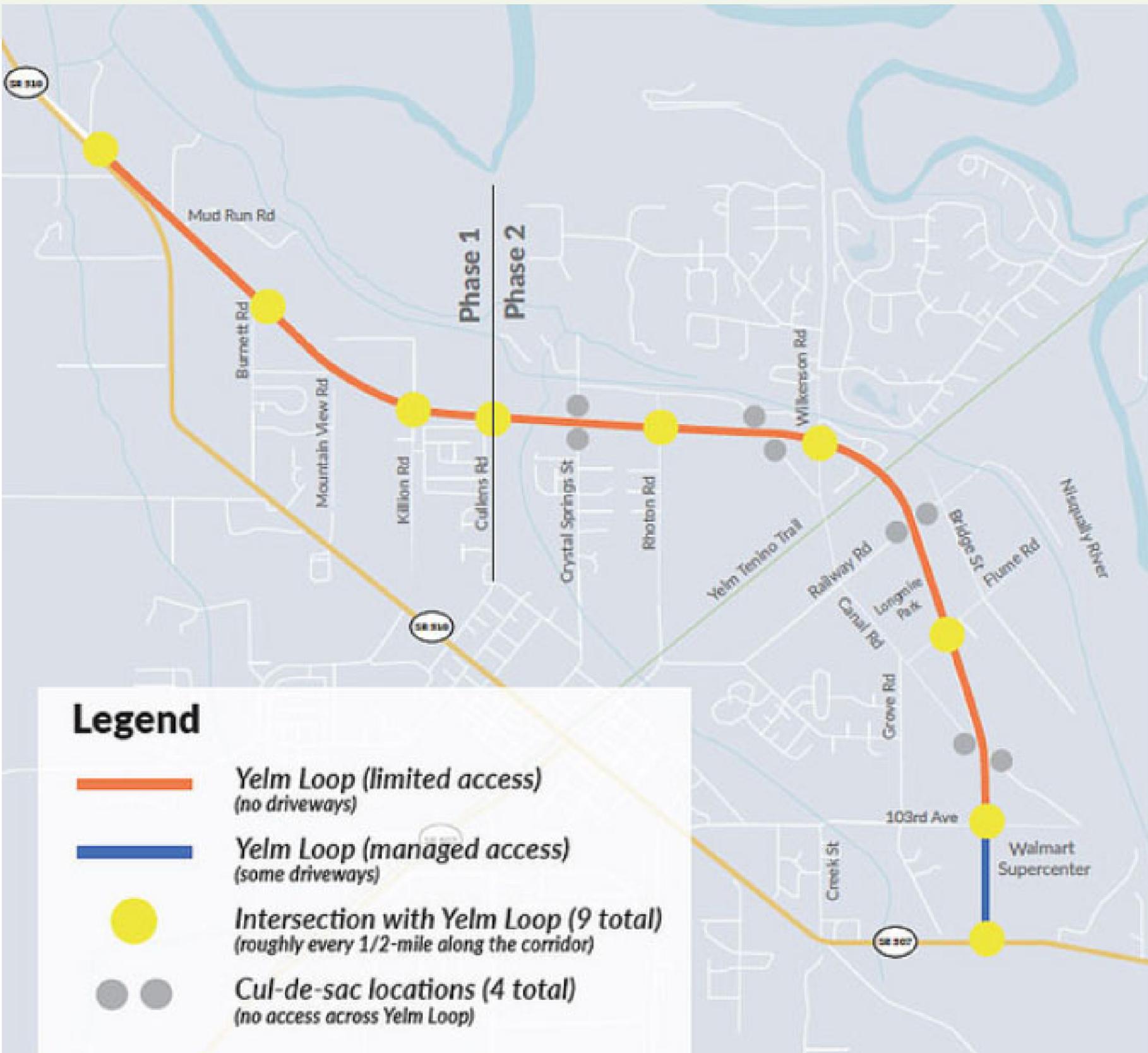
- › Improve local and regional transportation system efficiency and connectivity.
- › Capitalize on previous transportation investment through establishment of a continuous bypass route around the Yelm business district.
- › Expand system resiliency to mitigate loss of capacity on Interstate 5 (I-5) through the Joint Base Lewis-McChord (JBLM) area due to catastrophic events.



SR 510, Yelm Loop – New Alignment



SR 510, Yelm Loop New Alignment Limited Access Corridor



In 2006, WSDOT established most of the SR 510 Yelm Loop as a limited access corridor through a public process and purchase of access rights.

Limited access corridors reduce the number of intersections and eliminate driveways, which benefits through travelers by:

- Shortening travel times
- Reducing collisions
- Increasing roadway capacity



SR 510, Yelm Loop New Alignment Phase 2





SR 510, Yelm Loop – New Alignment

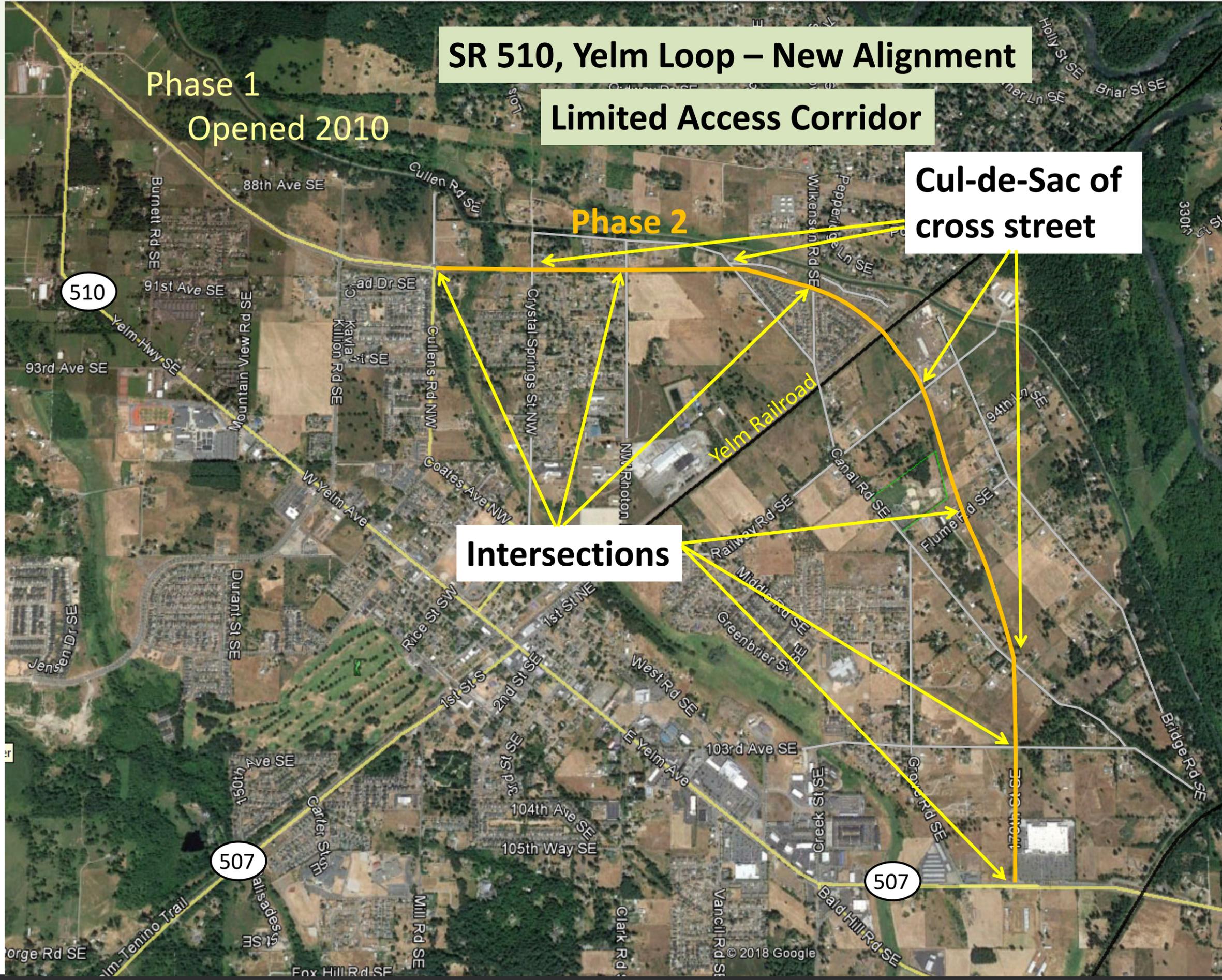
Phase 1
Opened 2010

Limited Access Corridor

Cul-de-Sac of
cross street

Phase 2

Intersections

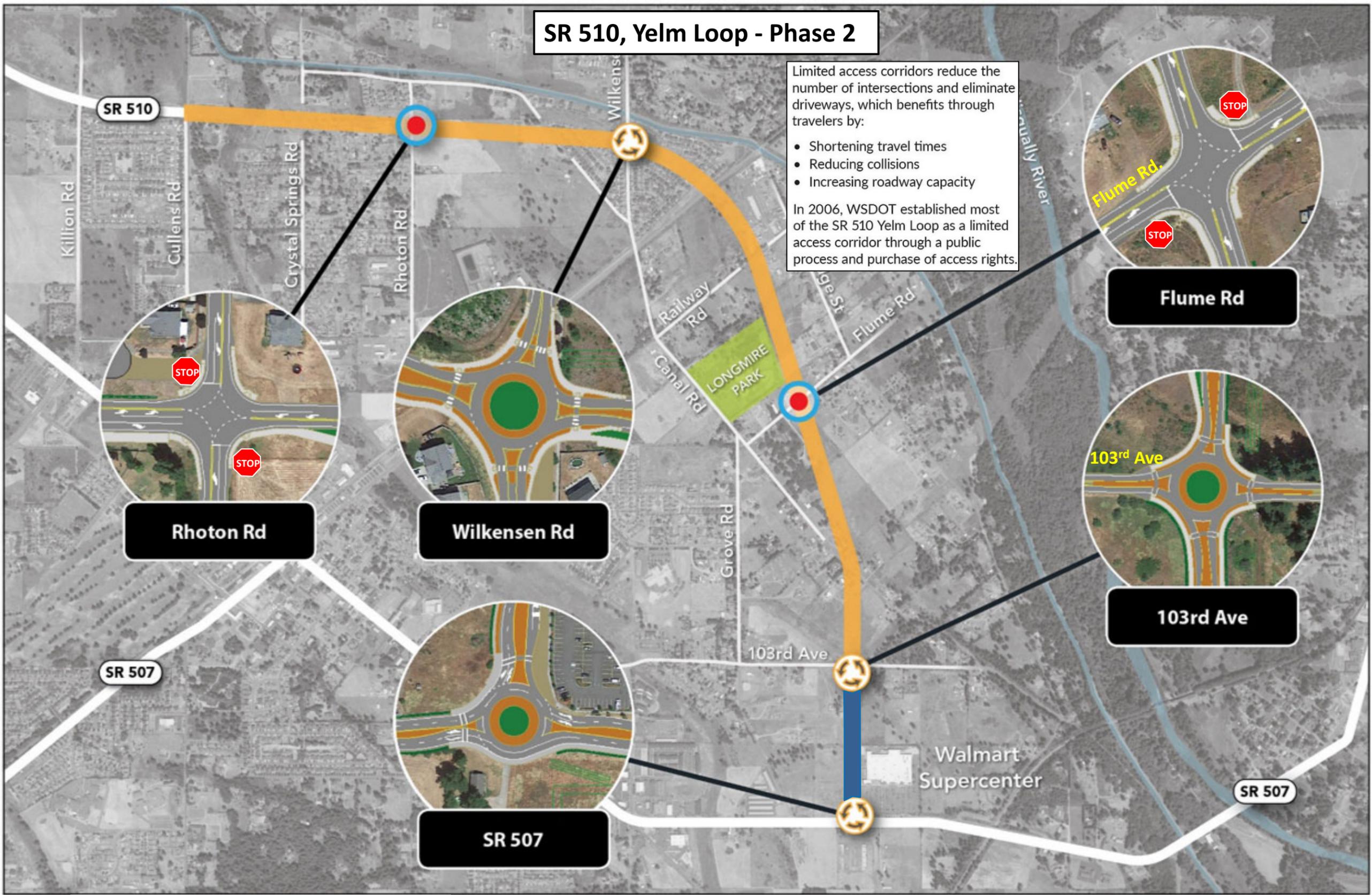


SR 510, Yelm Loop - Phase 2

Limited access corridors reduce the number of intersections and eliminate driveways, which benefits through travelers by:

- Shortening travel times
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- Increasing roadway capacity

In 2006, WSDOT established most of the SR 510 Yelm Loop as a limited access corridor through a public process and purchase of access rights.



- Limited Access
- Proposed Roundabout
- Proposed Stop Controlled Intersection
- Managed Access – Class 2

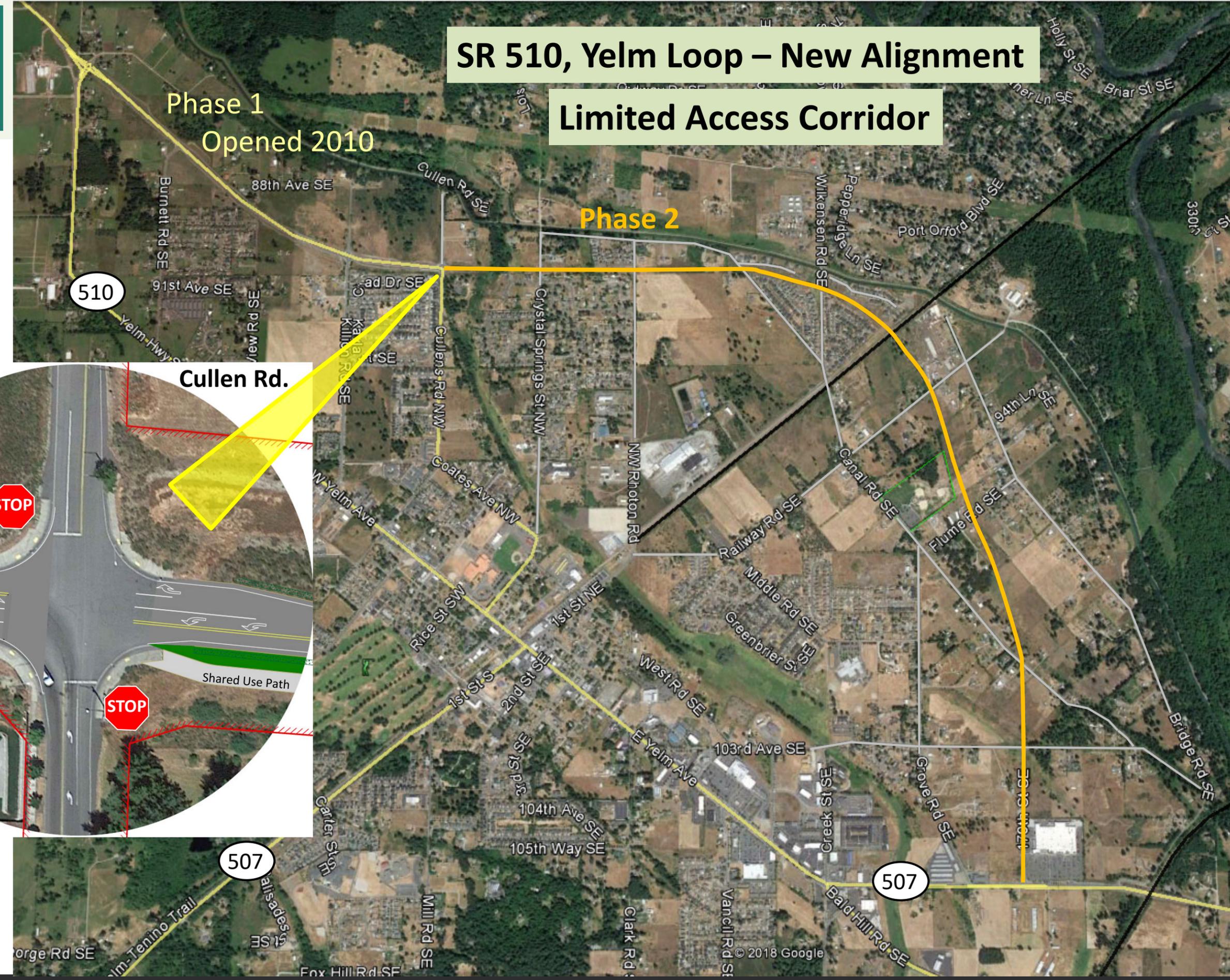
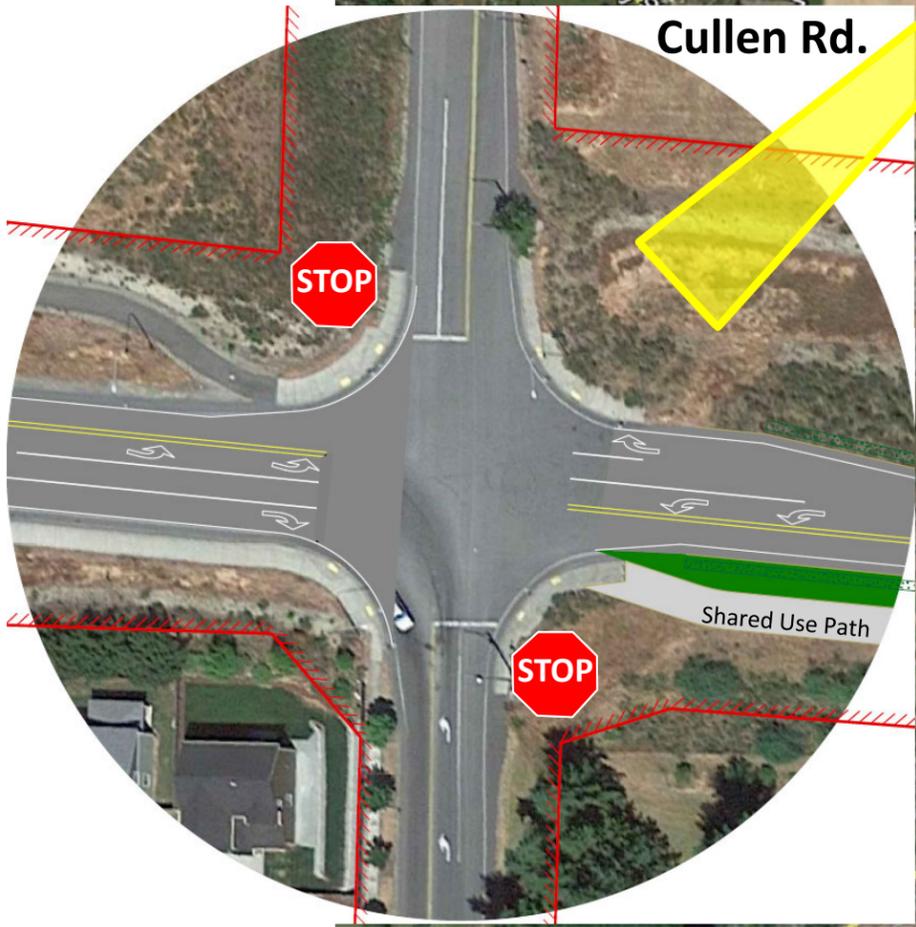


SR 510, Yelm Loop – New Alignment

Limited Access Corridor

Phase 1
Opened 2010

Phase 2





SR 510, Yelm Loop – New Alignment

Limited Access Corridor

Phase 1
Opened 2010

Phase 2



Yelm Creek

Shared Use Path

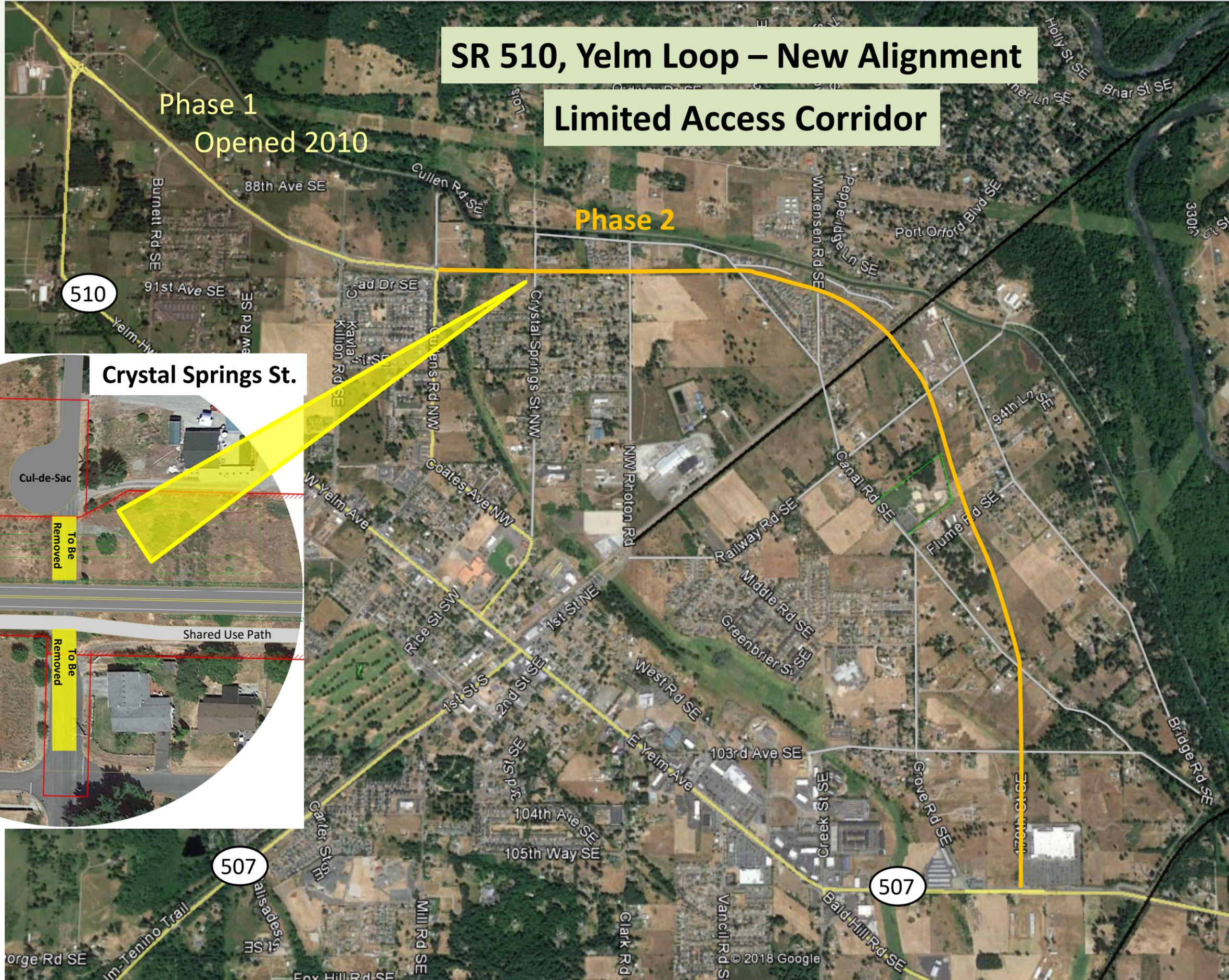


SR 510, Yelm Loop – New Alignment

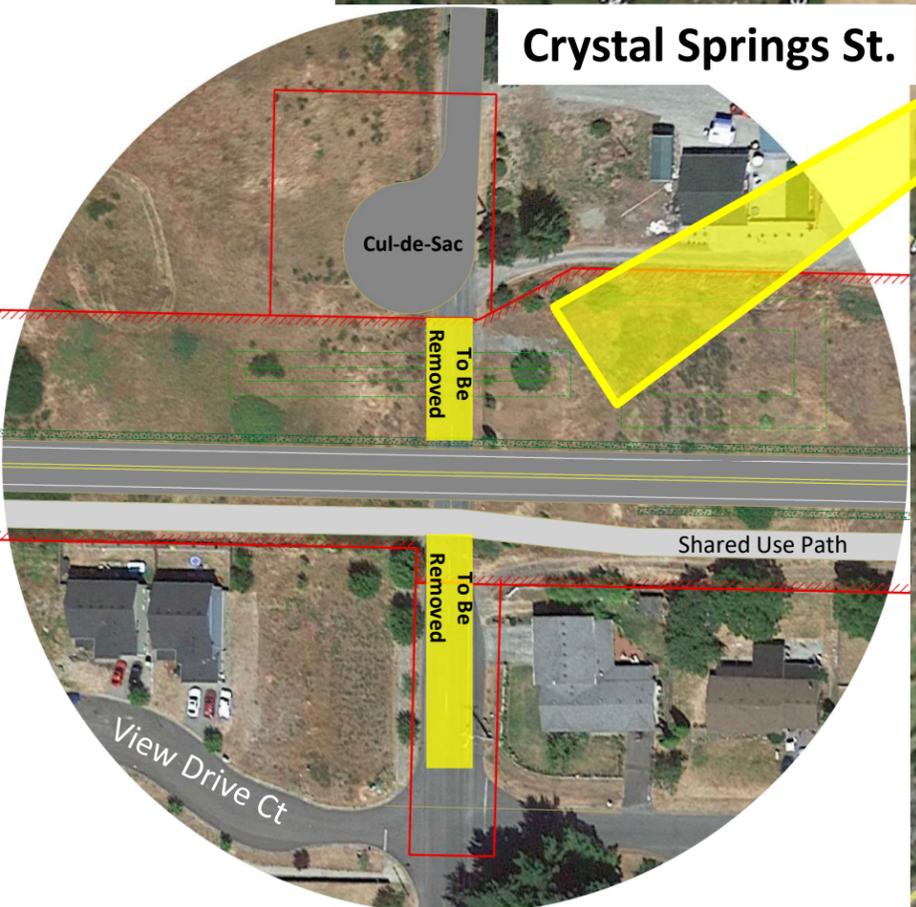
Limited Access Corridor

Phase 1
Opened 2010

Phase 2



Crystal Springs St.



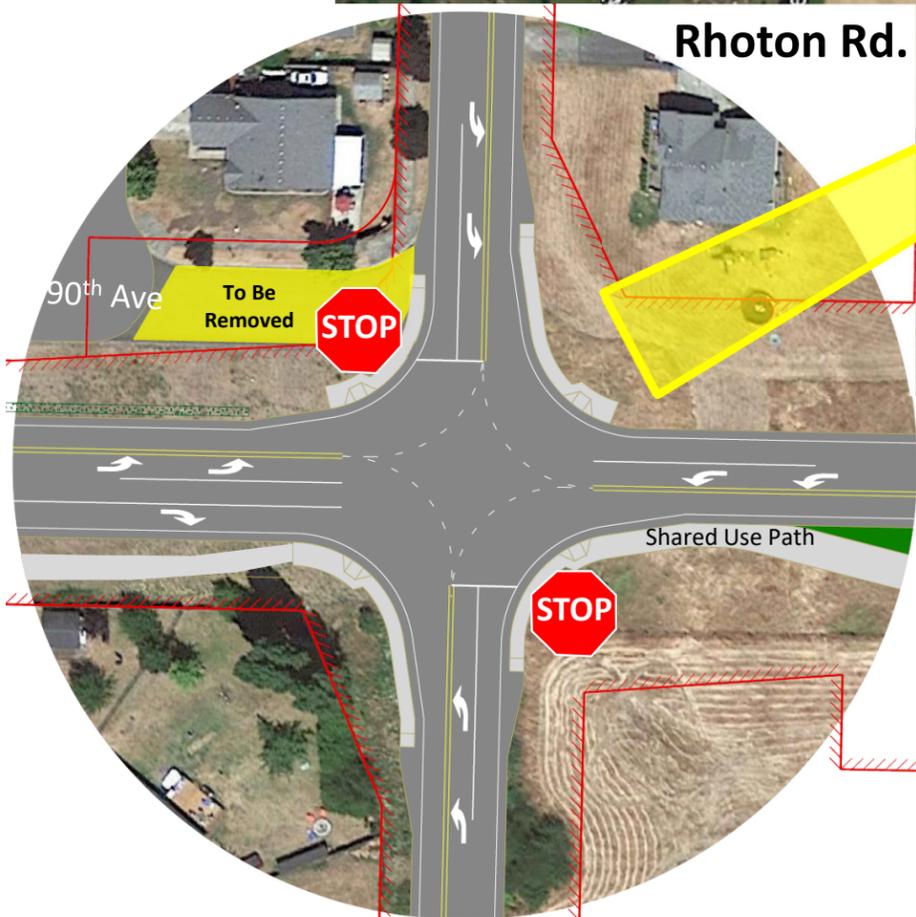
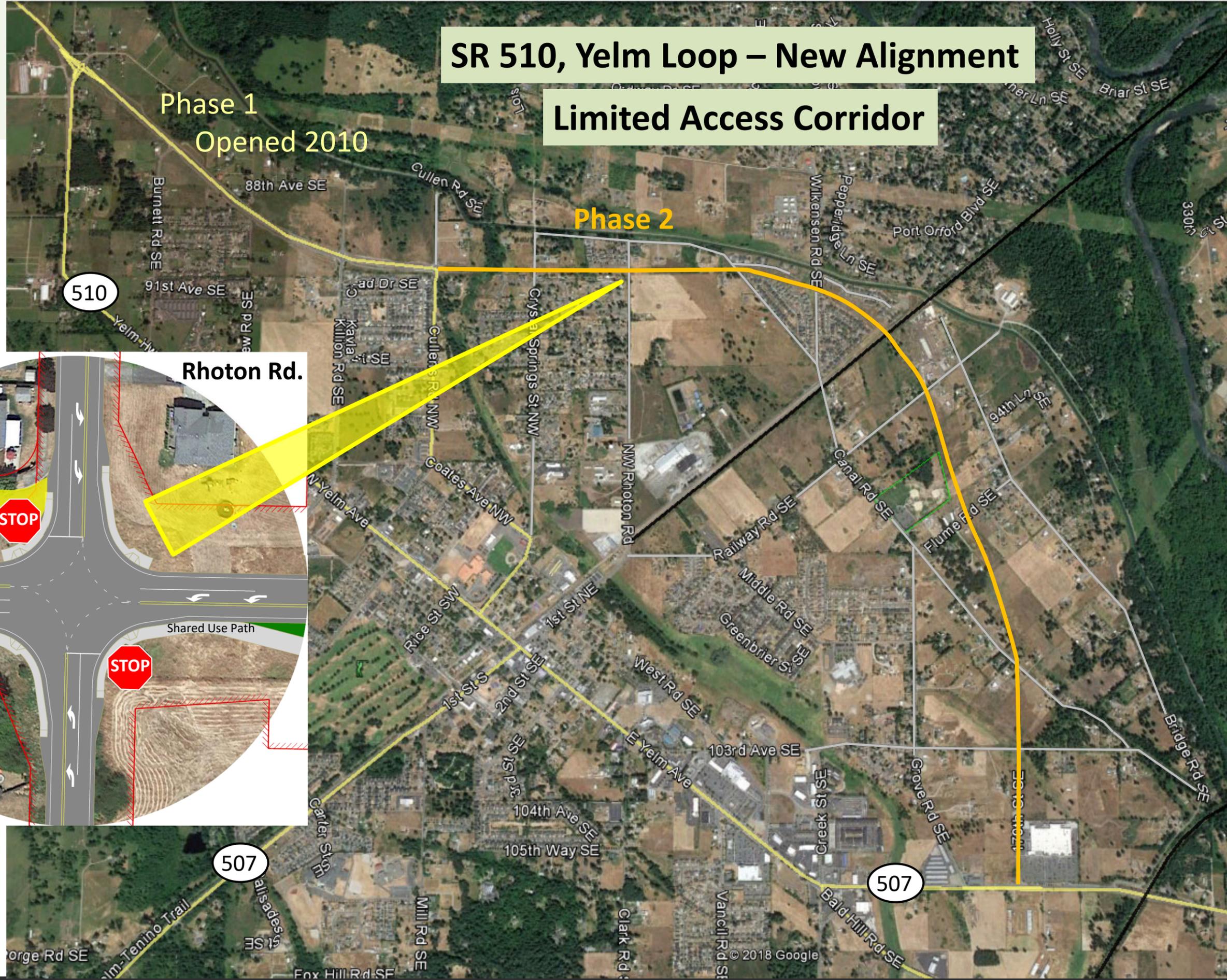


SR 510, Yelm Loop – New Alignment

Limited Access Corridor

Phase 1
Opened 2010

Phase 2



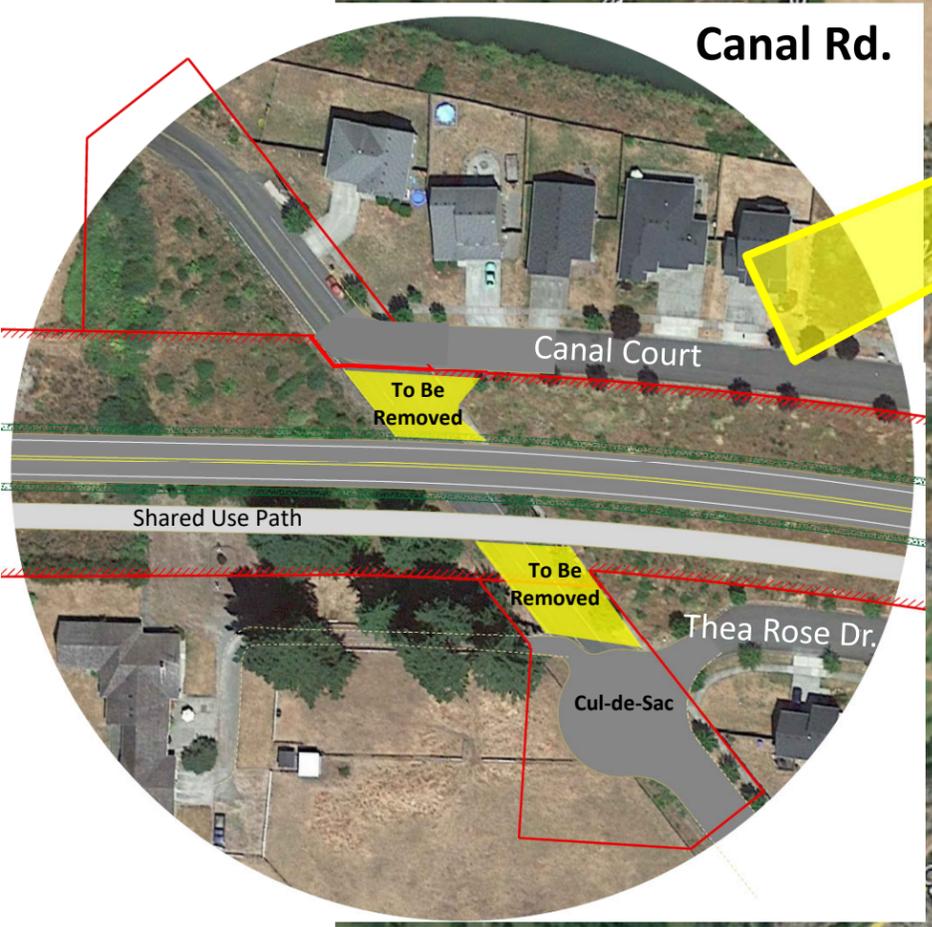
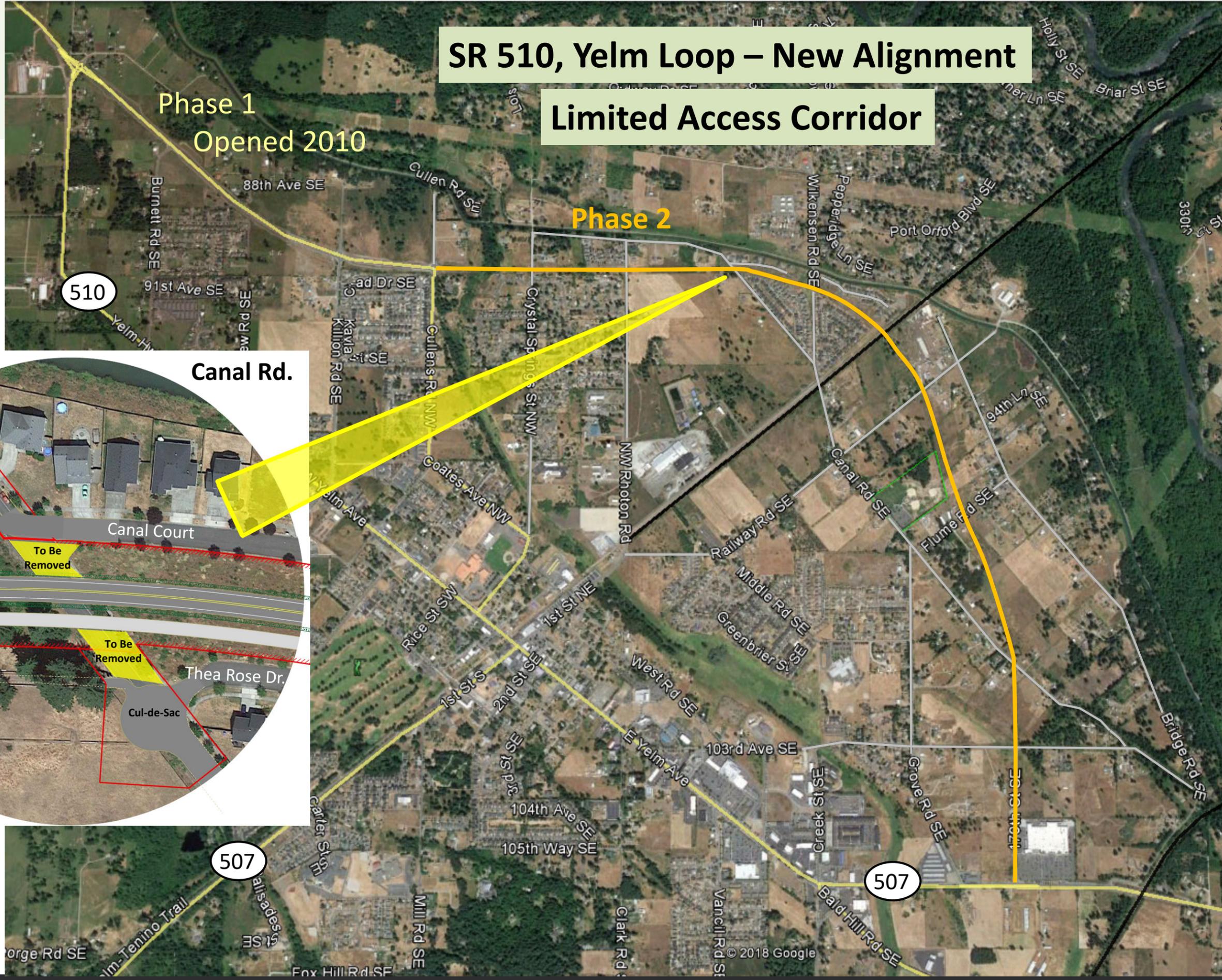


SR 510, Yelm Loop – New Alignment

Limited Access Corridor

Phase 1
Opened 2010

Phase 2



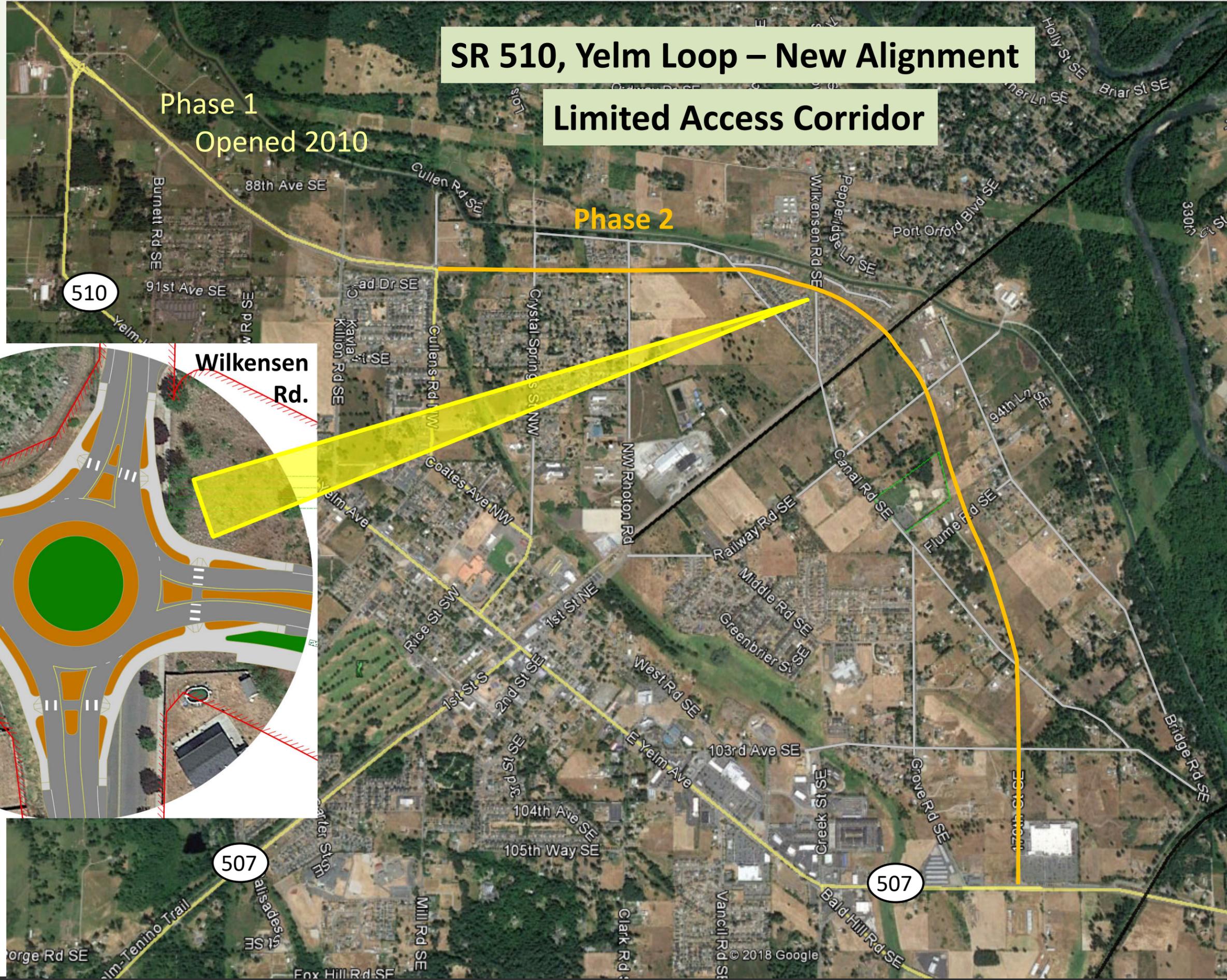
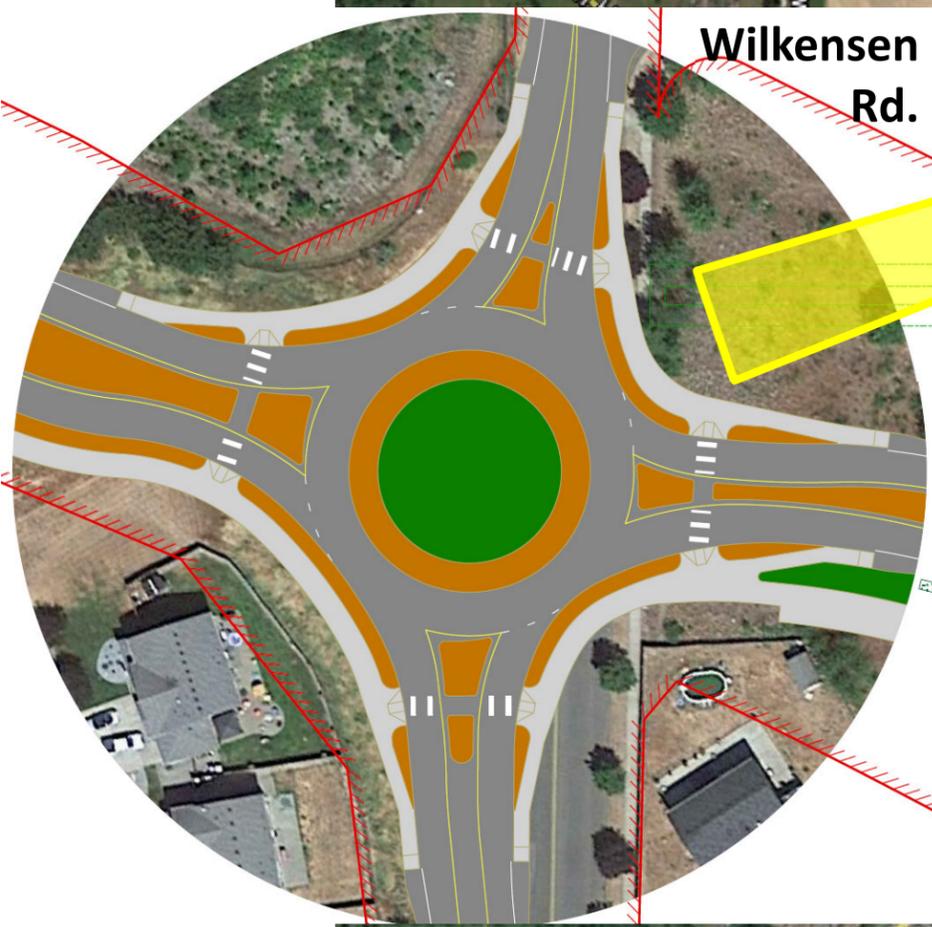


SR 510, Yelm Loop – New Alignment

Limited Access Corridor

Phase 1
Opened 2010

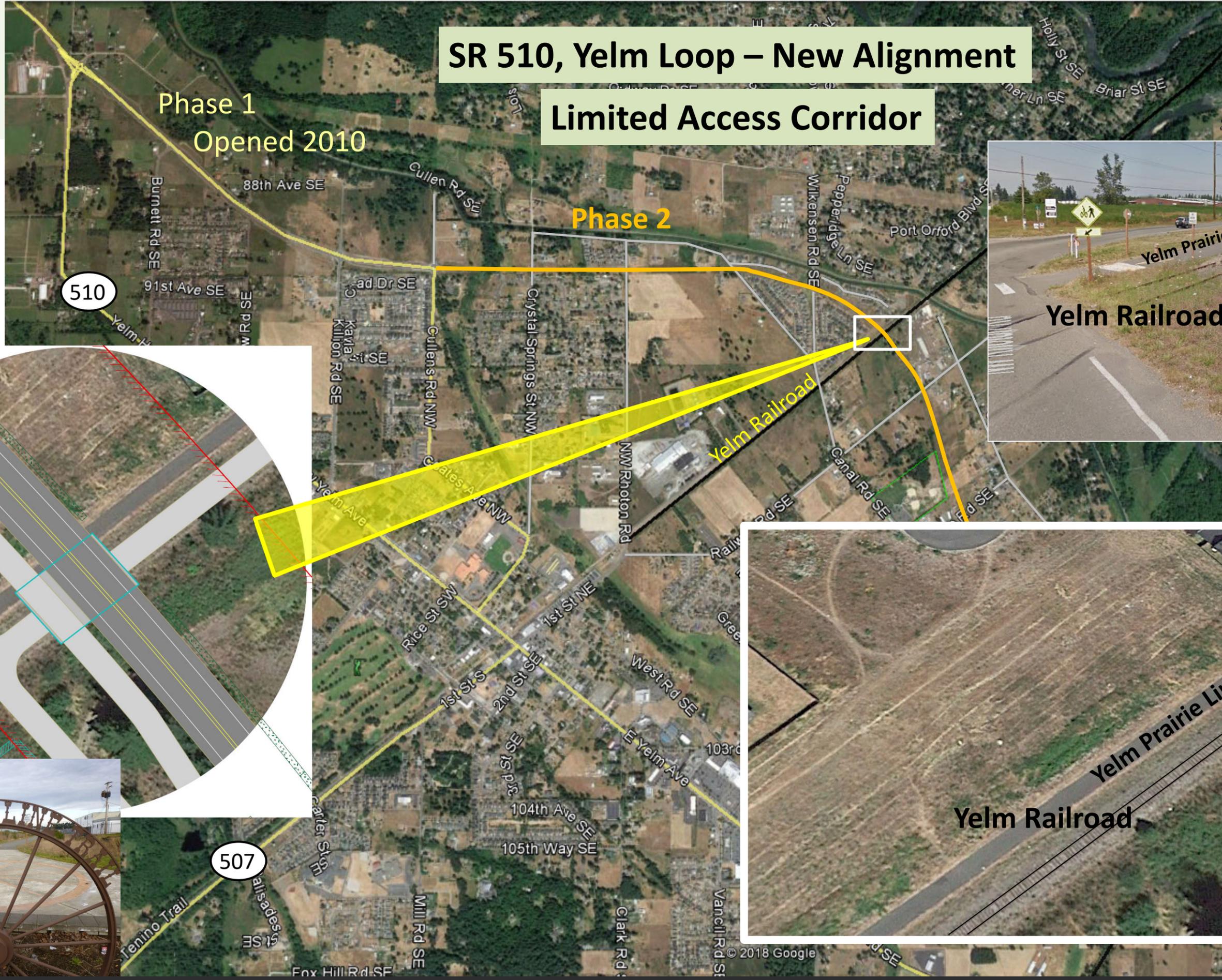
Phase 2





SR 510, Yelm Loop – New Alignment

Limited Access Corridor

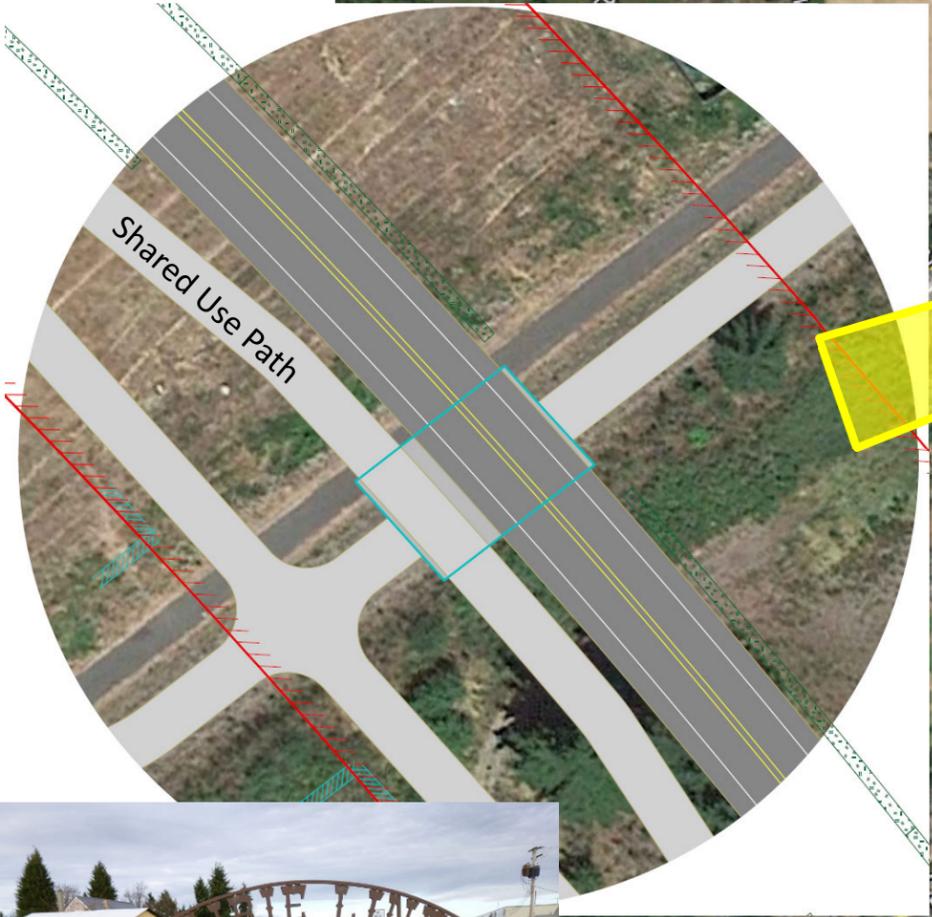


Phase 1
Opened 2010

Phase 2



Yelm Railroad



Yelm Railroad





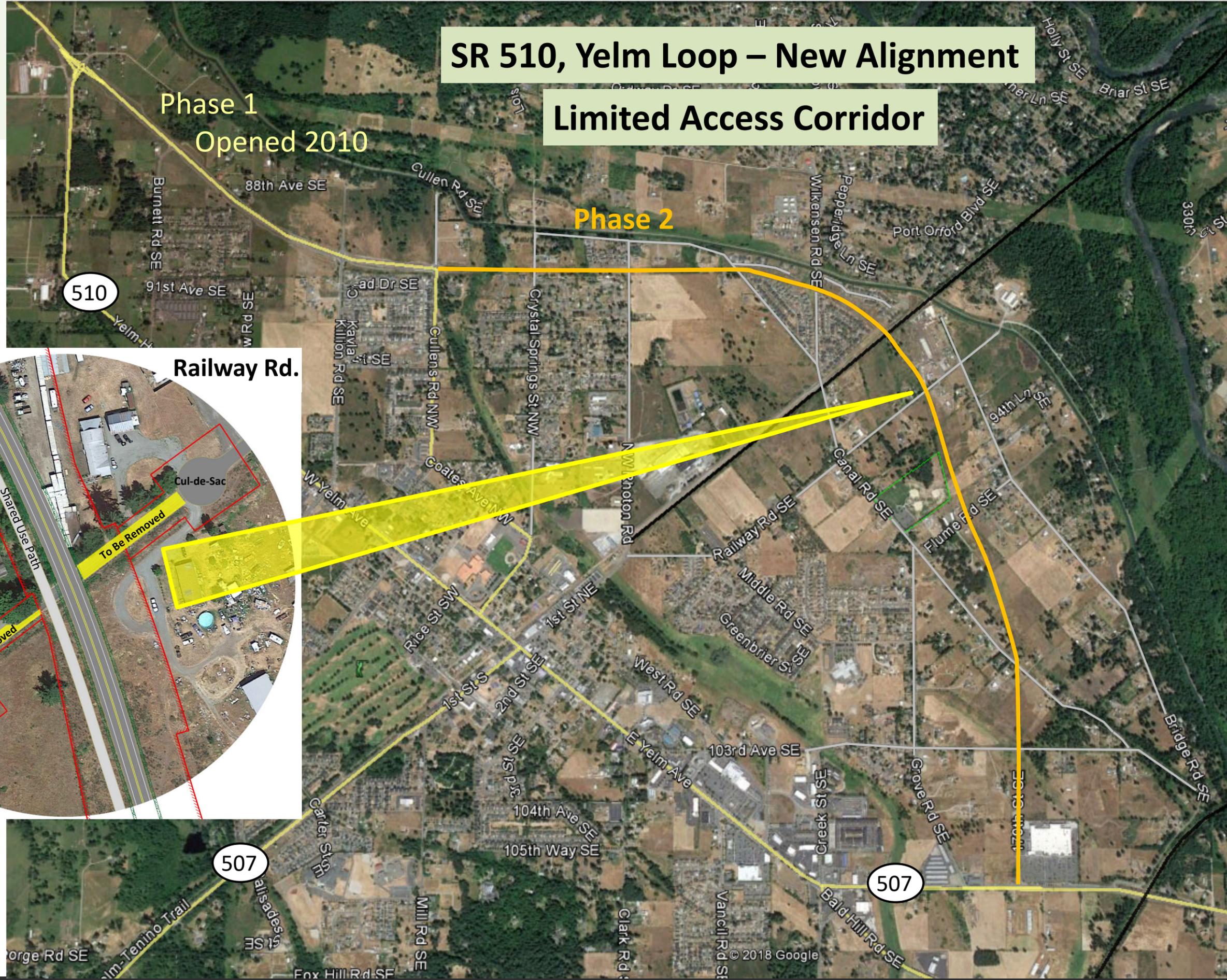


SR 510, Yelm Loop – New Alignment

Limited Access Corridor

Phase 1
Opened 2010

Phase 2



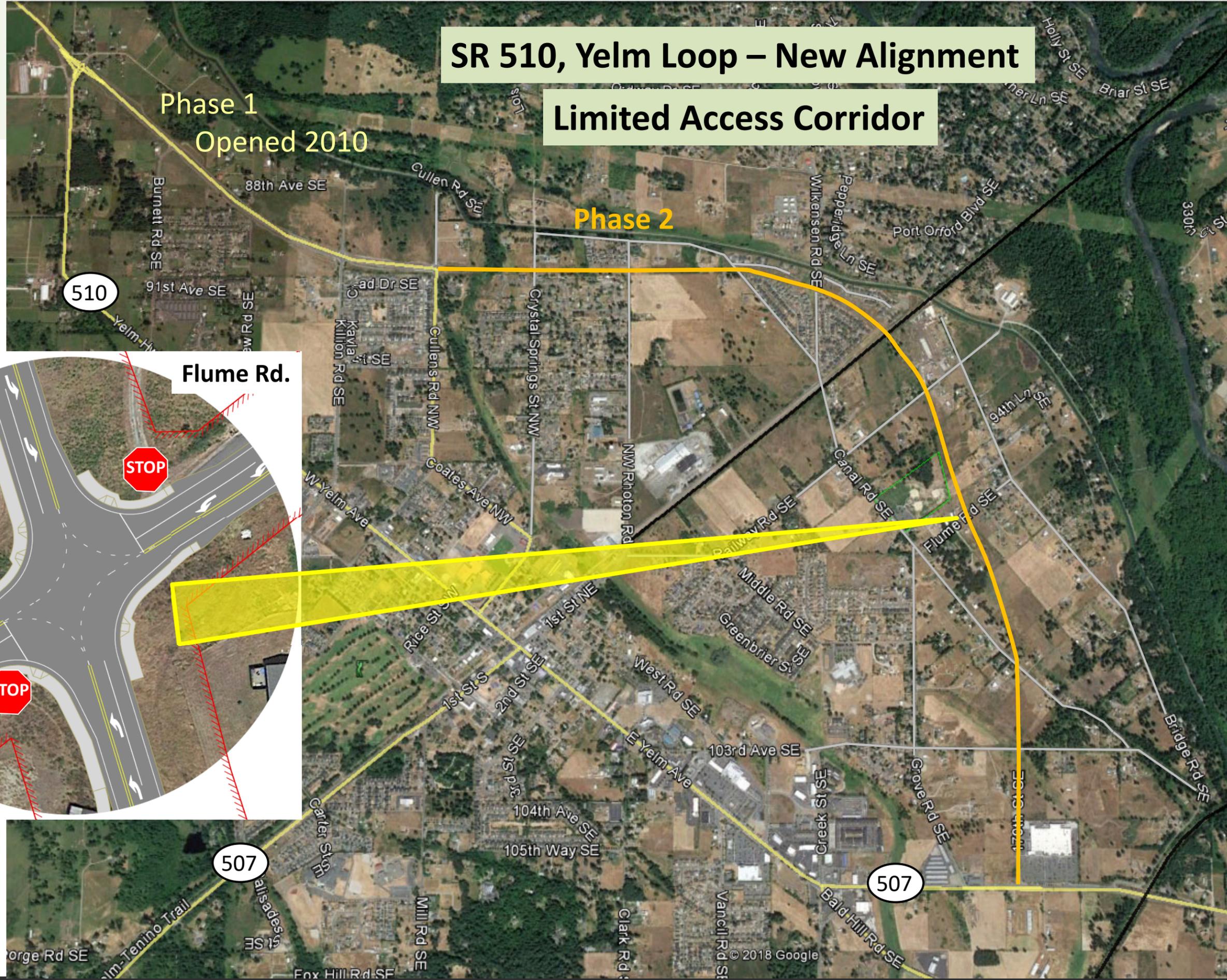


SR 510, Yelm Loop – New Alignment

Limited Access Corridor

Phase 1
Opened 2010

Phase 2



Flume Rd.



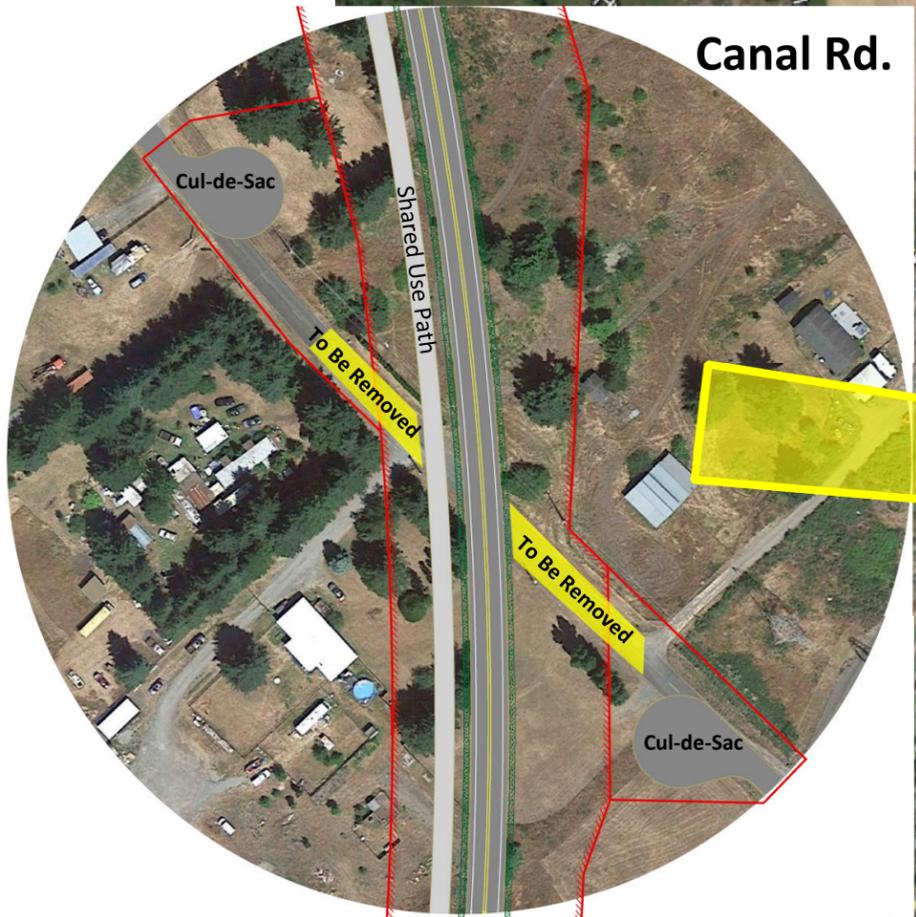
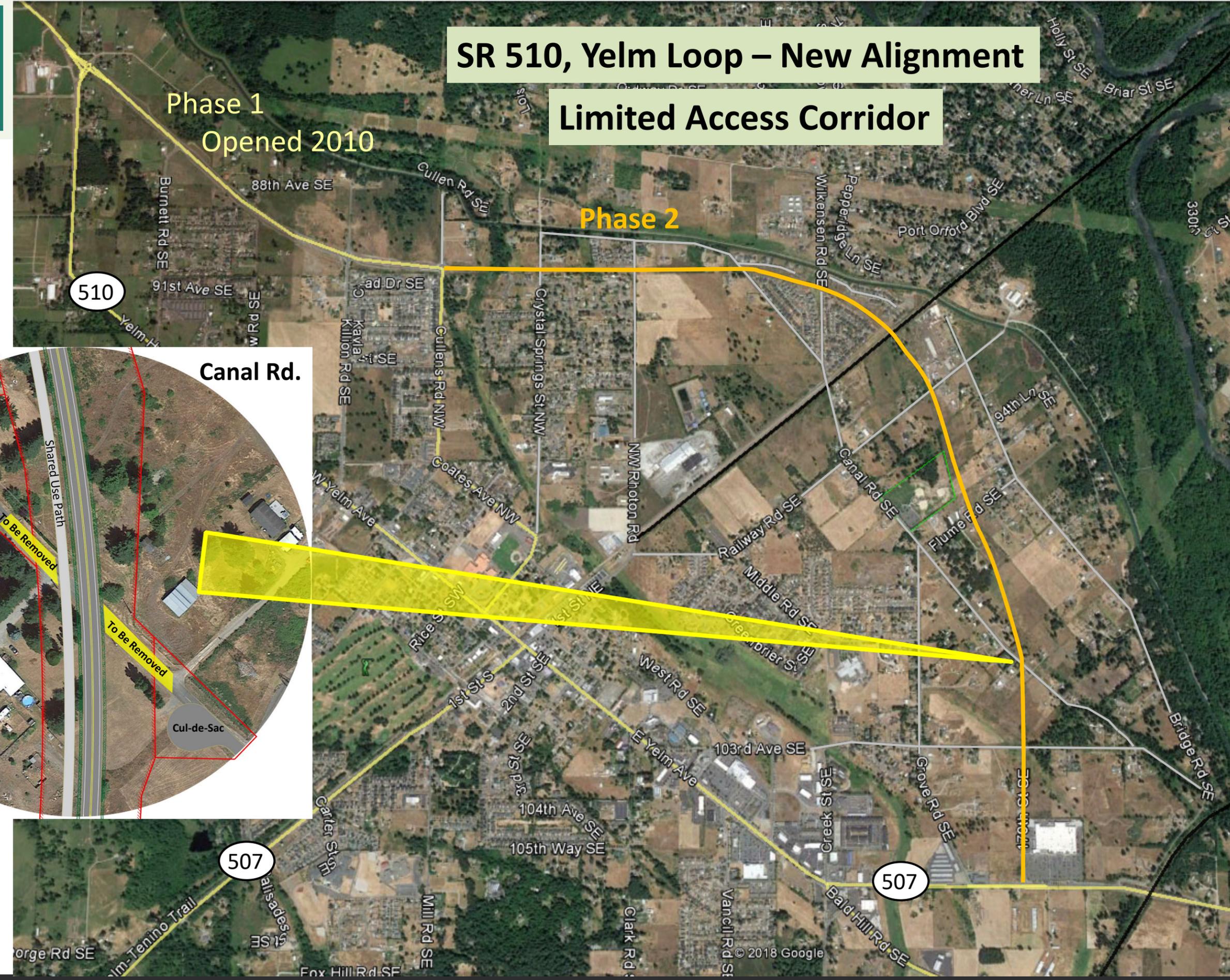


SR 510, Yelm Loop – New Alignment

Limited Access Corridor

Phase 1
Opened 2010

Phase 2



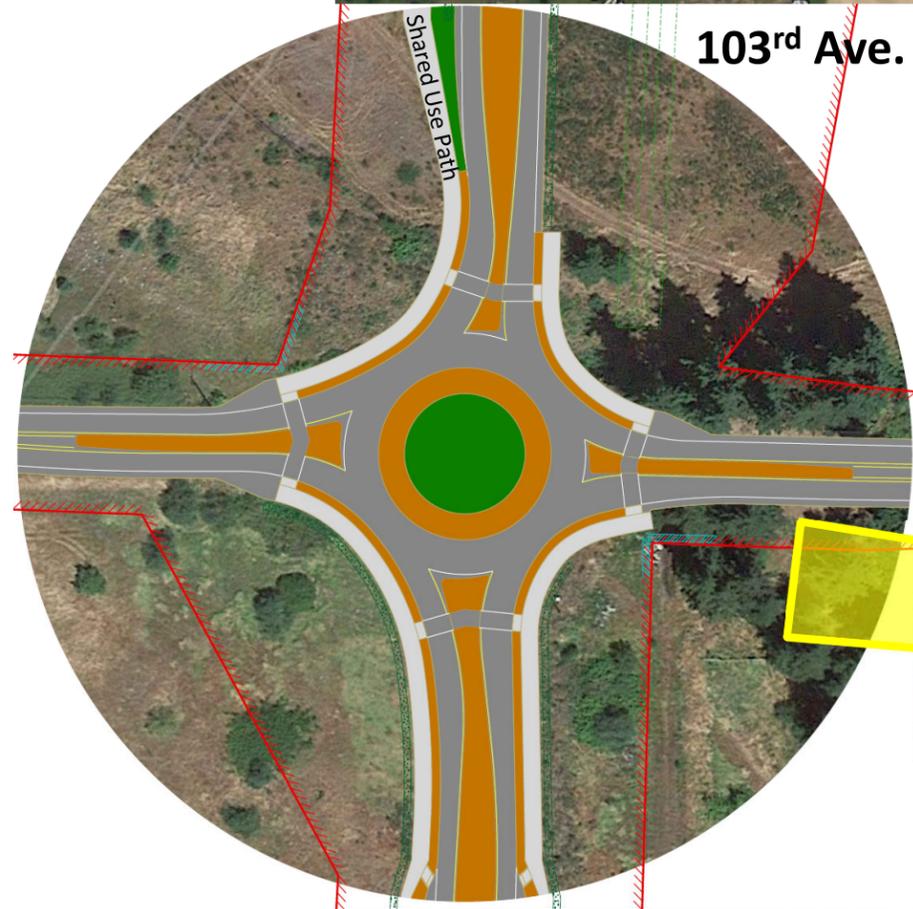
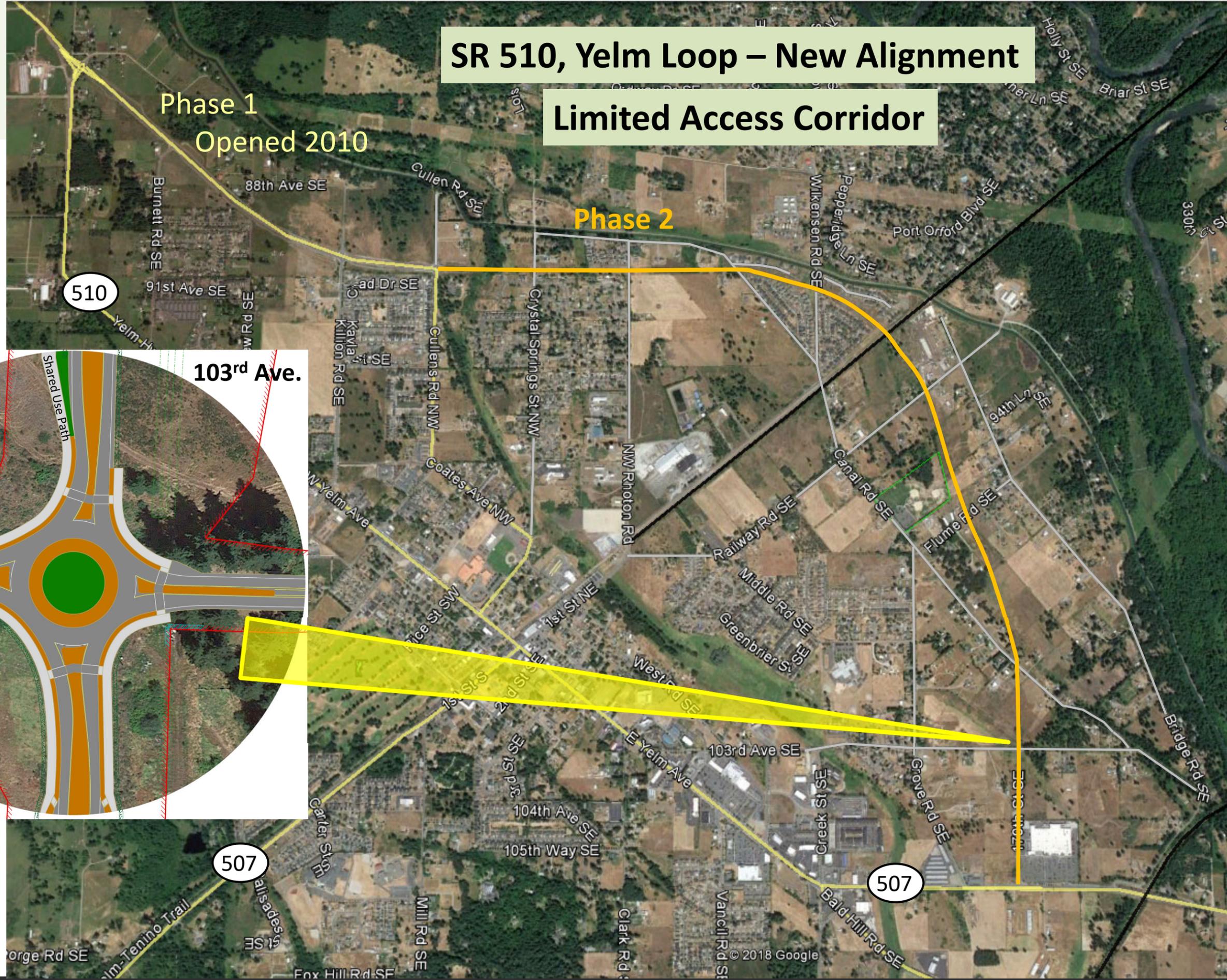


SR 510, Yelm Loop – New Alignment

Limited Access Corridor

Phase 1
Opened 2010

Phase 2



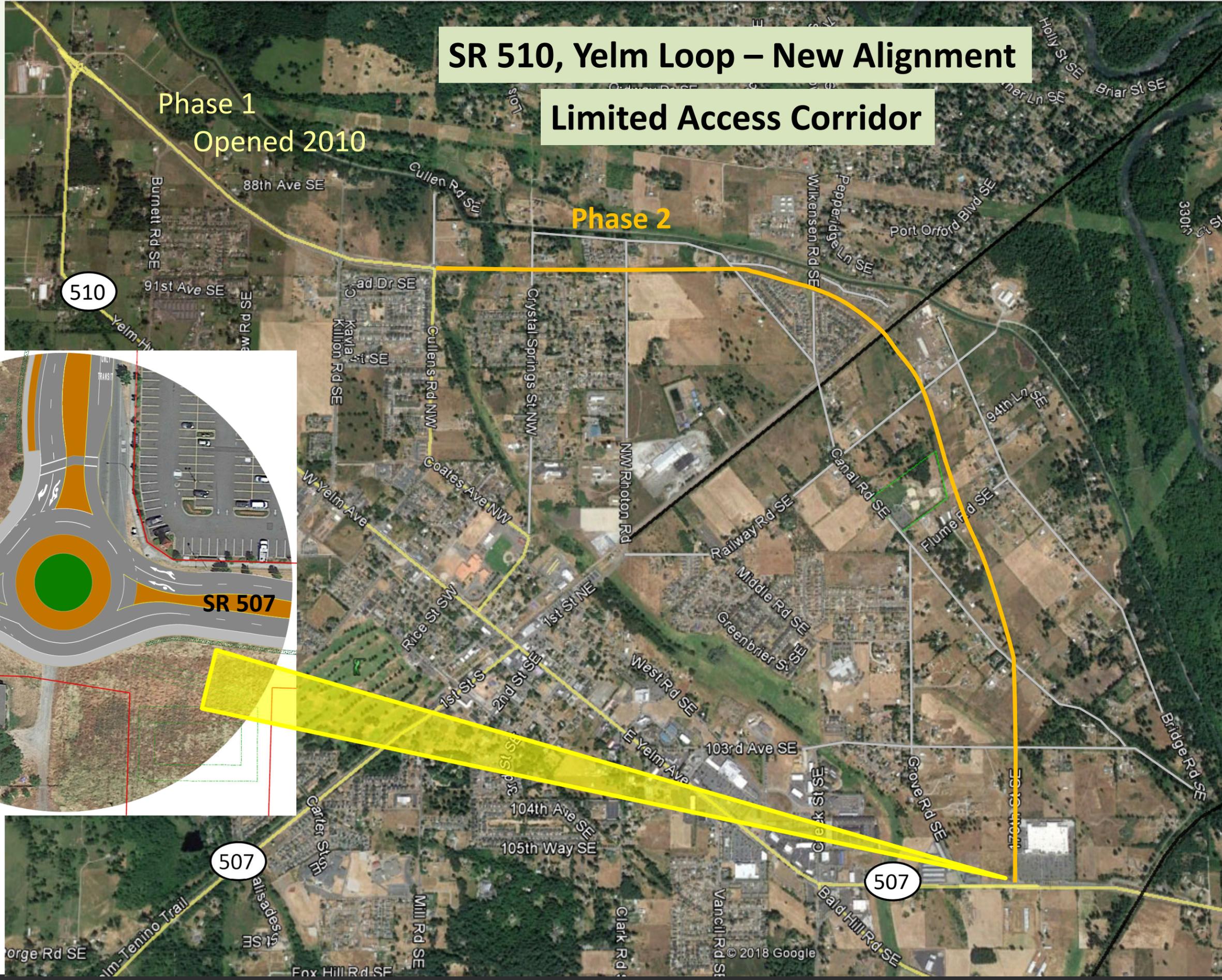
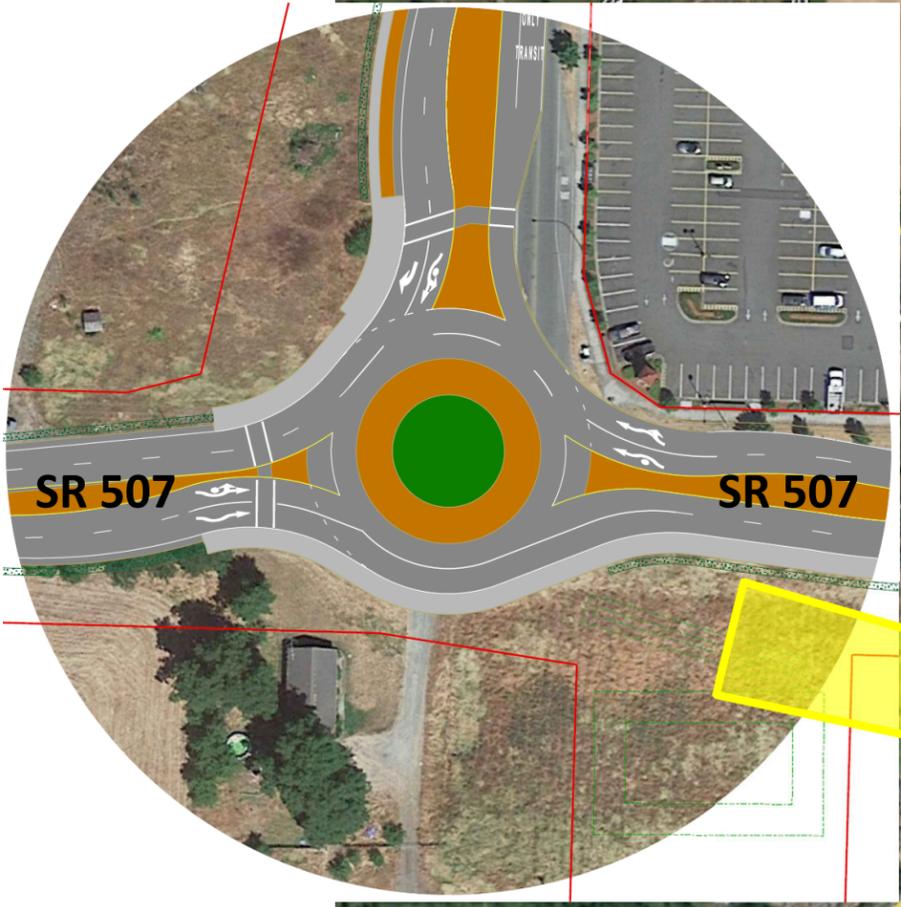


SR 510, Yelm Loop – New Alignment

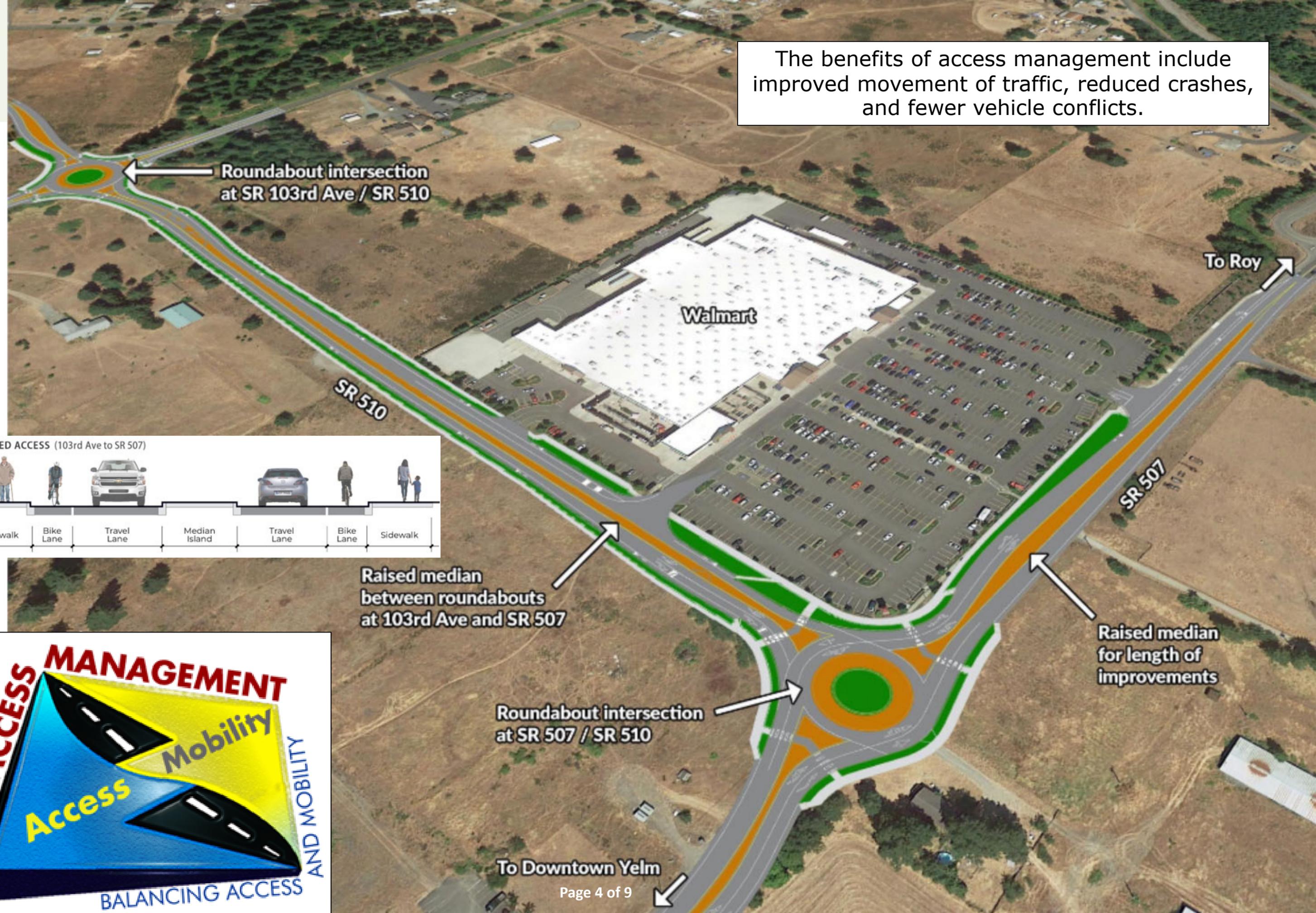
Limited Access Corridor

Phase 1
Opened 2010

Phase 2



The benefits of access management include improved movement of traffic, reduced crashes, and fewer vehicle conflicts.



Roundabout intersection at SR 103rd Ave / SR 510

Walmart

To Roy

SR 510

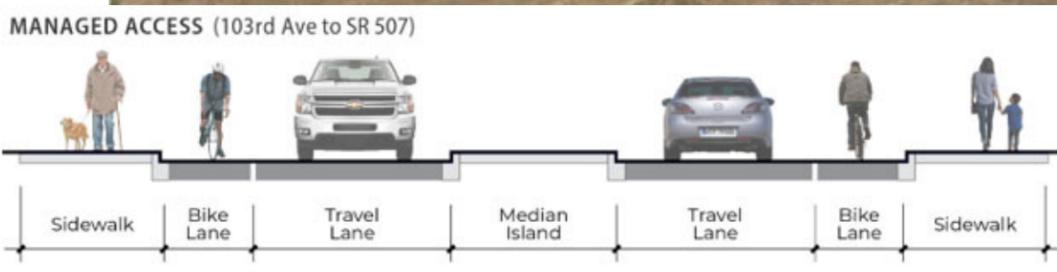
SR 507

Raised median between roundabouts at 103rd Ave and SR 507

Raised median for length of improvements

Roundabout intersection at SR 507 / SR 510

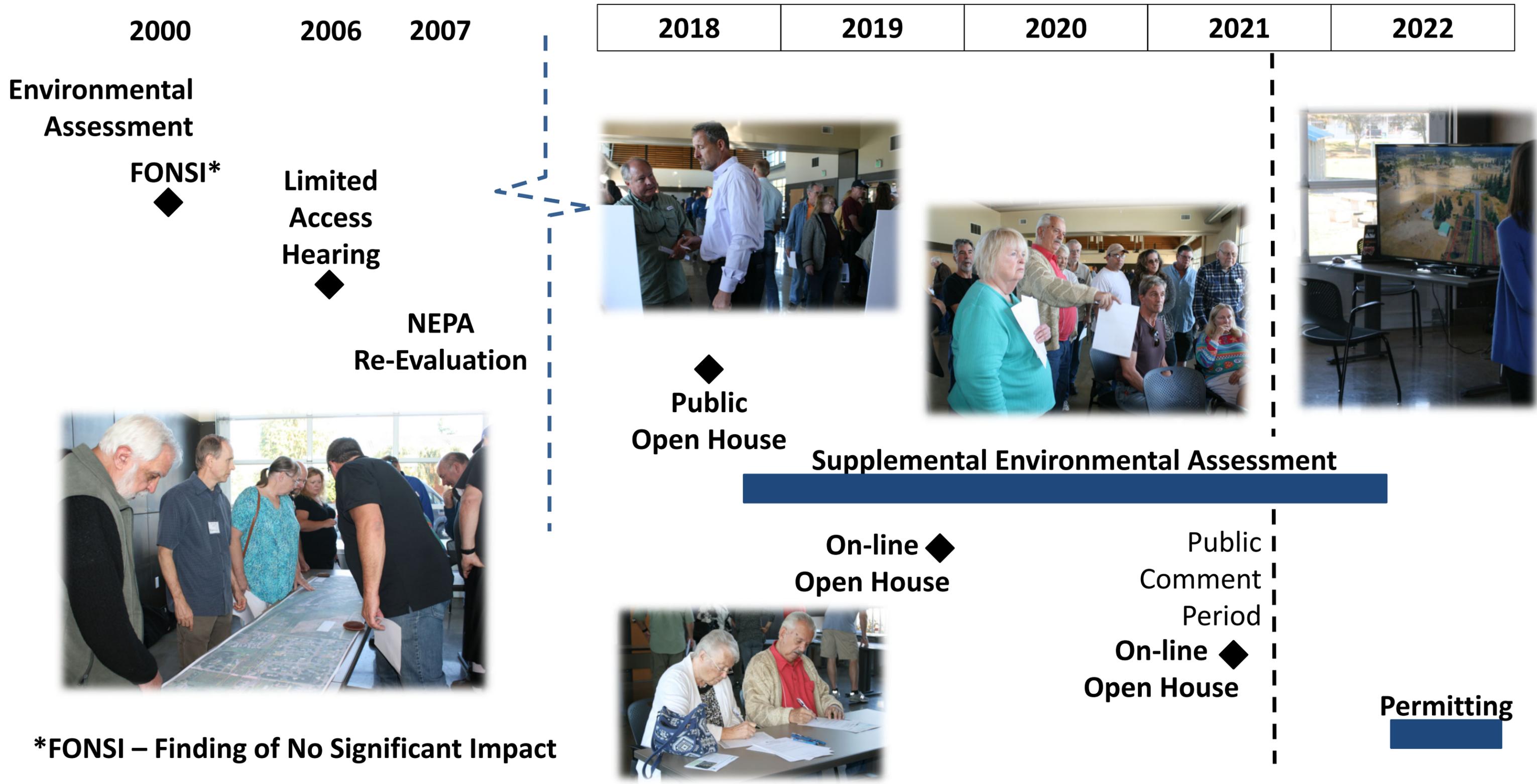
To Downtown Yelm





SR 510, Yelm Loop – Phase 2

Community Engagement & Environmental Studies/Documentation



*FONSI – Finding of No Significant Impact

SR 510 Yelm Loop Phase 2
Improvement Project

SR 510 Yelm Loop – New Alignment Phase 2

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

May 2021

- » Transportation
- » Air Quality
- » Noise
- » Water Resources
- » Wetlands
- » Vegetation, Fish, and Wildlife
- » Hazardous Materials
- » Visual Quality
- » Archaeological and Historic Resources
- » Section 4(f) and 6(f) Resources
- » Social and Community Effects
- » Land Use
- » Utilities





SR 510, Yelm Loop - Phase 2

2021	2022	2023	2024	2025
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Supplemental Environmental Assessment



Complete Purchasing Right of Way



'21-'23 Budget **◆** Passed

Final Design & Contract Plan Preparation



Permitting

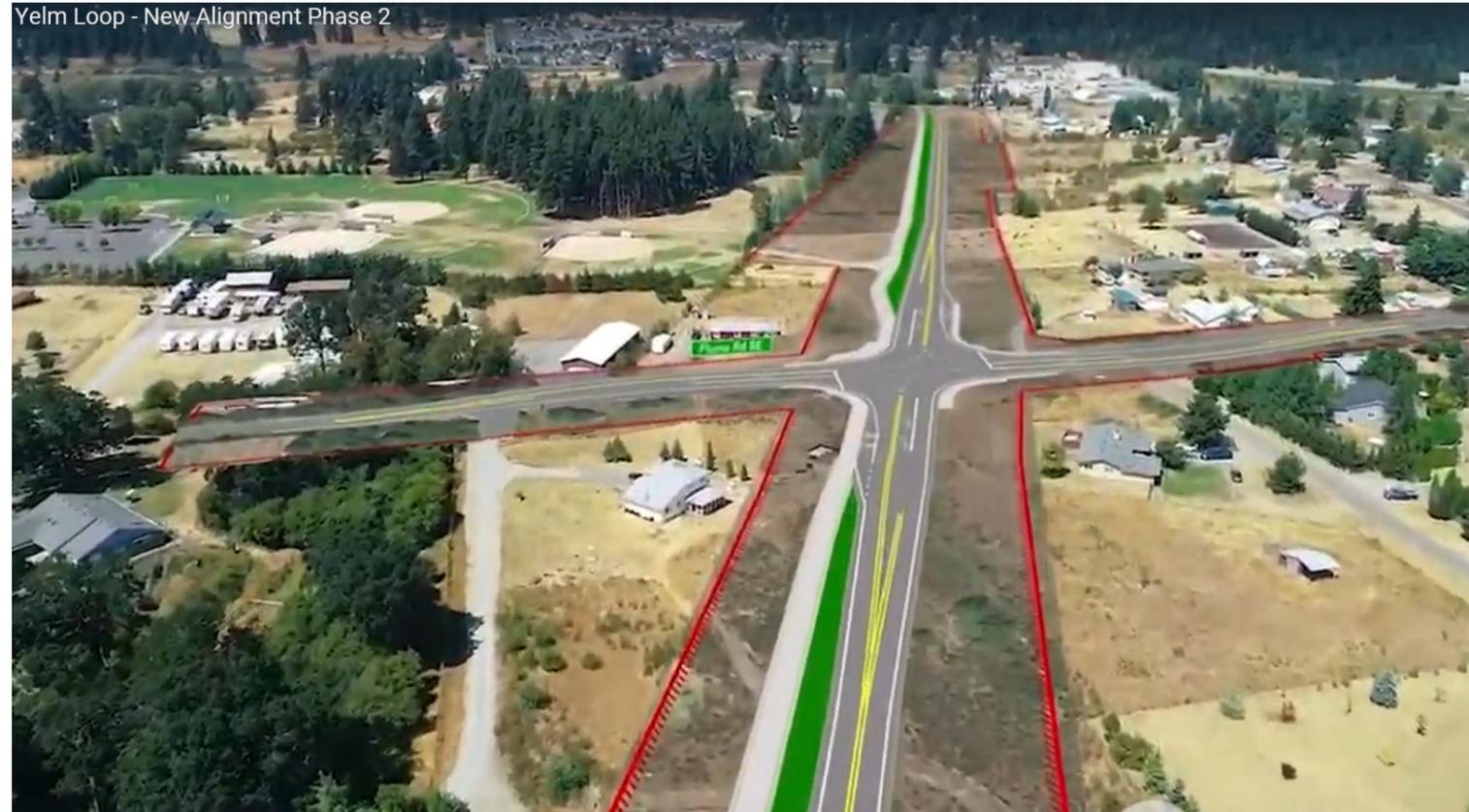


Advertise **◆** for Bids

Contract Bid Period



Construction



Questions?

SR 510, Yelm Loop – Phase 2

Purpose:

- Address transportation issues, including:
 - Reduce congestion on Yelm Avenue.
 - Reduce travel times within the business district.
 - Improve traffic safety on Yelm Avenue by reducing congestion.
 - Reduce travel times for regional and freight traffic through the City of Yelm.
 - Provide multimodal facilities and improve transit reliability by addressing congestion.
- Support community goals, particularly by enhancing development opportunities in the business district associated with improved access.
- Improve system efficiency by improving connectivity, capitalizing on previous investments in Phase 1 of the Yelm Loop, and expanding resiliency to mitigate the loss of capacity on I-5 through JBLM during catastrophic events.

