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Washington State
Department of Transportation

SR 510: Intersection Improvements Ribbon-Cutting Ceremony

Project Highlights

- Result of coordinated study between Thurston County and Nisqually Tribe.
- Extraordinary collaboration led to accelerated design, with construction starting a year ahead of schedule.
- Project uses unique stormwater management system design using compost-amended vegetation filtered strips (CAVFS). Vegetation strips reduce the project footprint by eliminating the need for a retaining pond and a piped drainage system.
- Project incorporated an innovative roundabout curb design to complement CAVFS drainage system.
- Project incorporated landscaping design that highlights native environment and natural surroundings.
- Project maintains eight resident access points by reusing existing highway, replaces direct access with a more favorable bypass road that eases congestion and increases safety.
- The two-lane roundabout design accommodates future roadway capacity, area development and better access to JBLM.

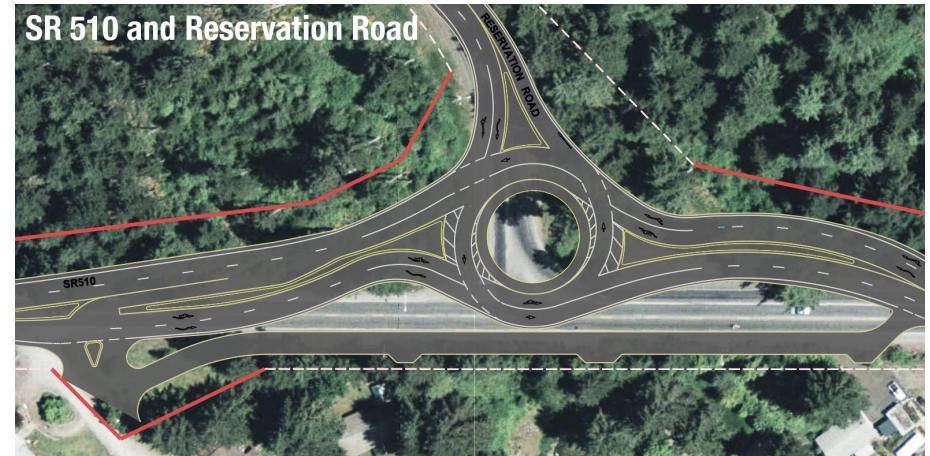
Safety Highlights

Roundabouts promote a continuous, one-way flow of traffic and have fewer points of conflict than a traditional intersection. In fact, when comparing roundabouts to traditional intersections, Federal Highway Administration and Insurance Institute for Highway Safety studies show that roundabouts typically result in:

- 37 percent reduction in overall collisions
- 75 percent reduction in injury collisions
- 90 percent reduction in fatality collisions
- 40 percent reduction in pedestrian collisions
- 75 percent fewer conflict points

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Where: SE corner of SR 510 and Yelm Highway

When: Monday, June 16, 2014

Time: 1:30 p.m.

Agenda

- Welcome
Kevin Dayton, WSDOT Region Administrator
- Tribal Blessing
Nisqually Tribal Elder
- Speakers
Cynthia Iyall, Nisqually Tribal Council Chair
Lynn Peterson, WSDOT Secretary
Sandra Romero, Thurston County Commissioner
Aiesh Ragih, KLB Construction Project Manager
- Closing remarks, invitation to cut ribbons
Kevin Dayton, WSDOT Region Administrator
- Multiple ribbon-cuttings and photo opportunities
Speakers
Nisqually Council, Tribal Members and Staff
WSDOT Construction Office
KLB Project Manager, WSDOT PEs
Other interested parties

Partnerships

This project is an intergovernmental and interagency collaborative success story. Everyone involved had a “project first” philosophy that allowed WSDOT to expedite project funding, permitting, design and construction.

Thank you to project contributors:

- Nisqually Tribal Council, members and staff
- Thurston County Commissioners and staff
- Community members
- Parametrix
- WSDOT staff

Project Benefits

Safety

- Slows speeds, reduces severity of collisions
- Cars enter intersection at an angle and travel the same direction
- Nearly eliminates t-bone and head-on collisions at intersections

Traffic

- Promotes continuous flow of traffic
- Eliminates stop signs
- Allows more drivers to get through intersection
- Increases traffic capacity by 30 to 50 percent

Environmental

- Reduces vehicle emissions and fuel consumption up to 30 percent
- Uniquely manages stormwater
- Incorporates landscaping compatible with native surroundings

Cost

- Requires little maintenance, results in savings up to \$5,000 annually when compared to traditional intersections
- Lowers maintenance and energy costs when compared to traffic signals
- Saves costs related to stormwater management

Project Timeline

2011

Nisqually Tribe and Thurston County conduct Intersection Alternatives Study.

2012

Design work begin, project receive federal funds for preliminary engineering.

Summer 2013

Design work is completed.

Fall 2013

Project opens in temporary configuration to traffic.

Spring 2014

Project is completed.