

I-5 JBLM Congestion Relief Project

Tillicum/Woodbrook Community Meeting

- Sign In
- Comment Sheets
- Sign Up to Stay in Touch



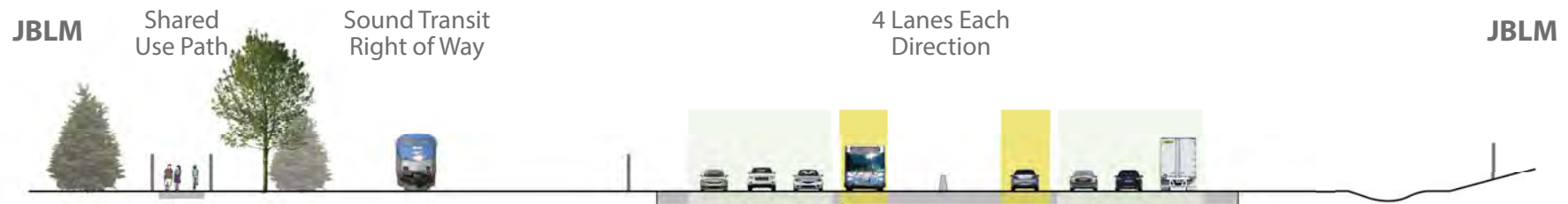
I-5 JBLM Vicinity Congestion Relief Focus Interchanges



Proposed I-5 Widening



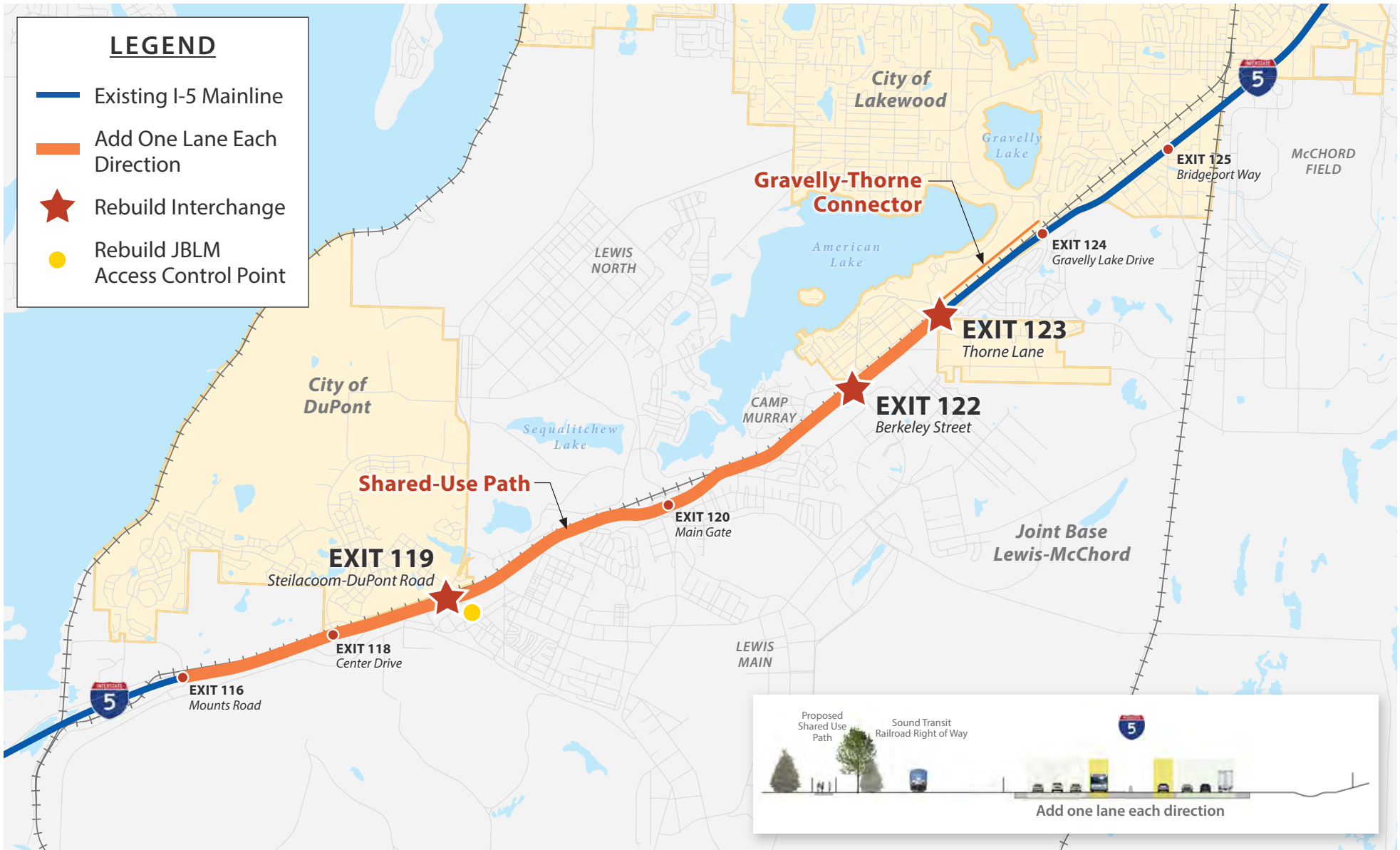
EXISTING



PROPOSED

1. Add one lane to each direction of I-5 from Thorne Lane to Steilacoom-DuPont Road
2. Rebuild Thorne Lane interchange
3. Rebuild Berkeley Street interchange
4. Add shared use path along I-5 corridor
5. Add Gravelly to Thorne Connector
6. Rebuild Steilacoom-DuPont interchange and rebuild DuPont Access Control Point to JBLM

Proposed I-5 Improvements



Obsolete Overpasses in Study Area

EXIT 119

Steilacoom
DuPont Rd ↗



EXIT 122

Berkeley St
↗



EXIT 123

Thorne
Lane ↗



Interstate requirement is 16.5 feet of vertical clearance

Interchange Design Visualization Berkeley Street



Looking from
Madigan
Gate toward
Tillicum

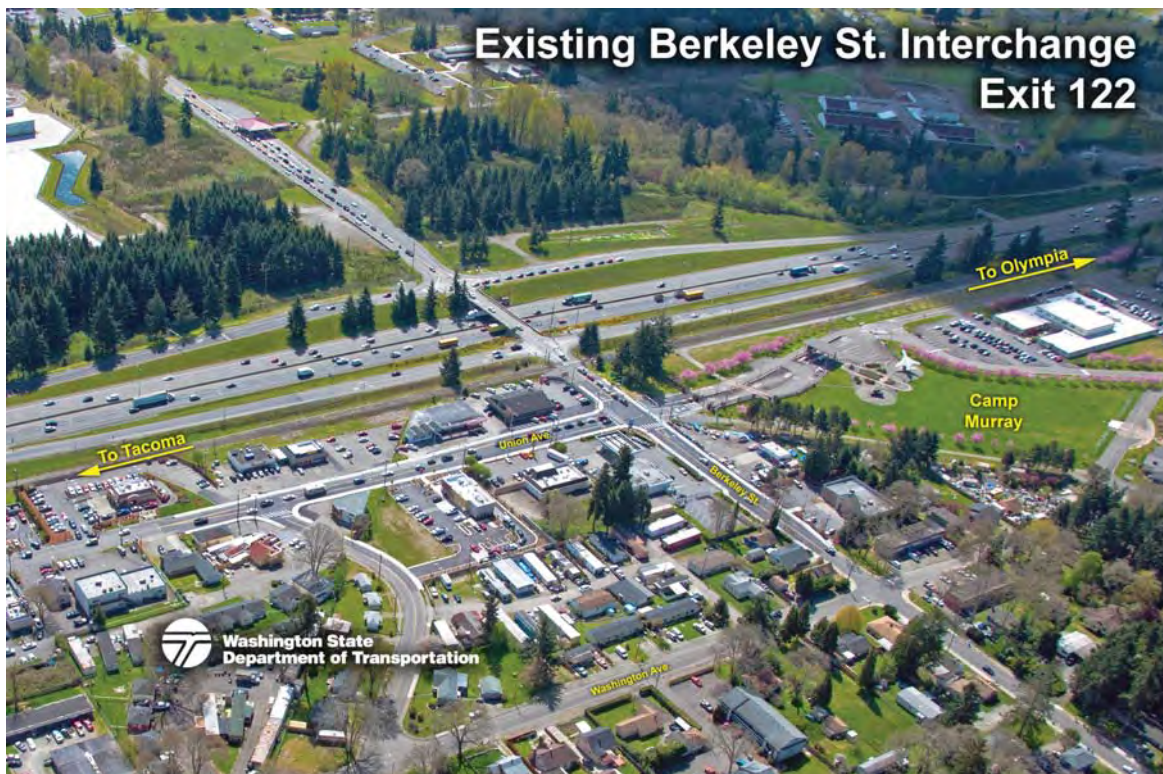


Visualizations of proposed interchanges help us see them in the context of their location. While under serious consideration, the layout shown is not necessarily the final design. Public input along with the upcoming environmental studies may result in adjustments to this layout.

Interchange Design Visualization Berkeley Street

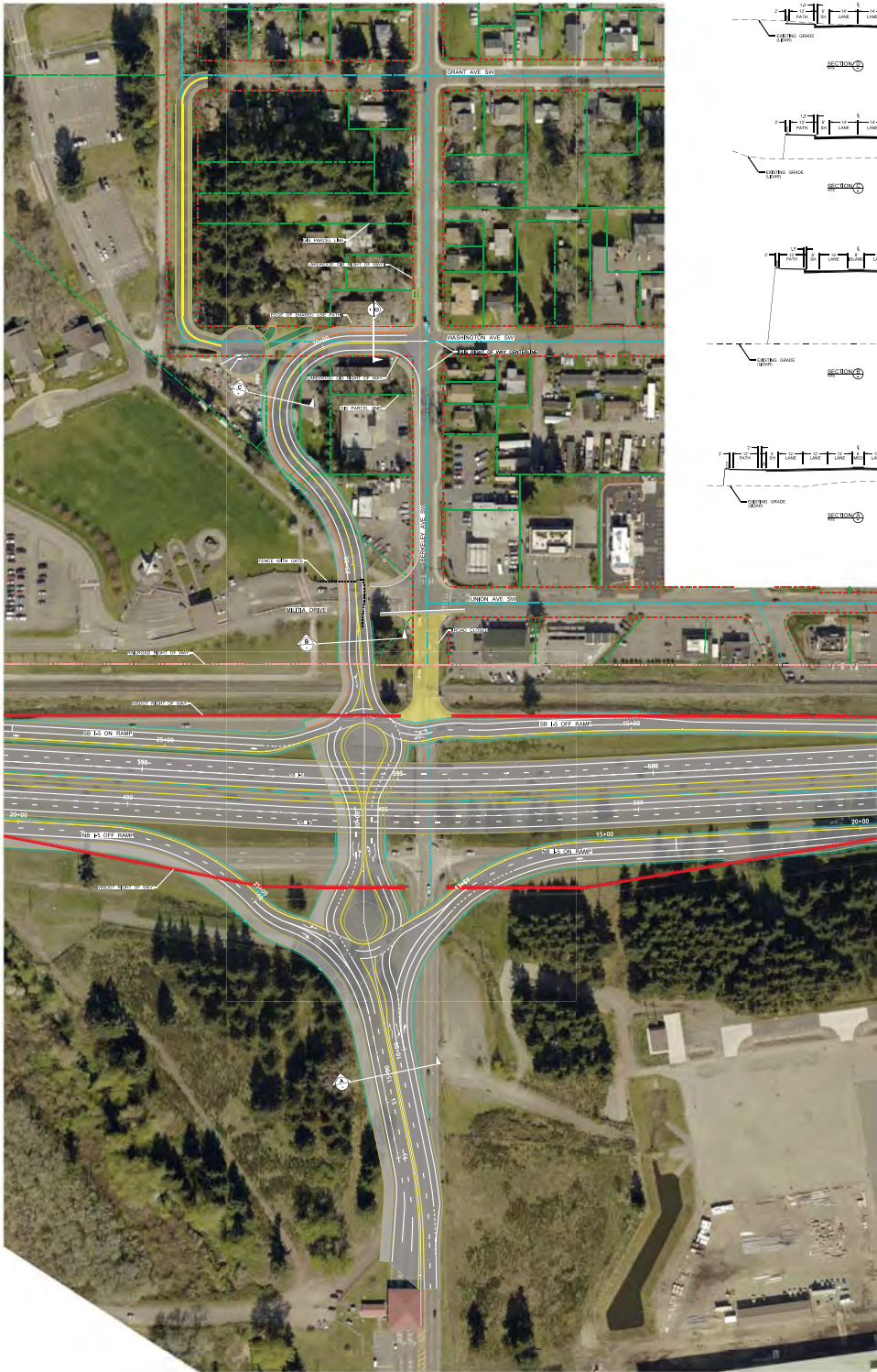


Looking
from Tillicum
toward
Madigan Gate

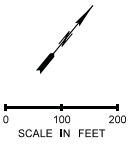


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Berkeley Interchange Plan



- LEGEND**
- RIGHT OF WAY CENTERLINE (FROM PERCE COUNTY GIS)
 - - - TAX PARCEL BOUNDARY (FROM PERCE COUNTY GIS)
 - - - RIGHT OF WAY (FROM PERCE COUNTY GIS)
 - VSDOT RIGHT OF WAY
 - - - RAILROAD RIGHT OF WAY (100' OFFSET FROM VSDOT ROW)
 - PROPOSED RETAINING WALL
 - SIDEWALK / SHARED USE PATH
 - ROADWAY
 - DRIVEWAY
 - EXISTING ROAD TO CLOSE

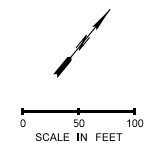


Berkeley/Washington Intersection Plan



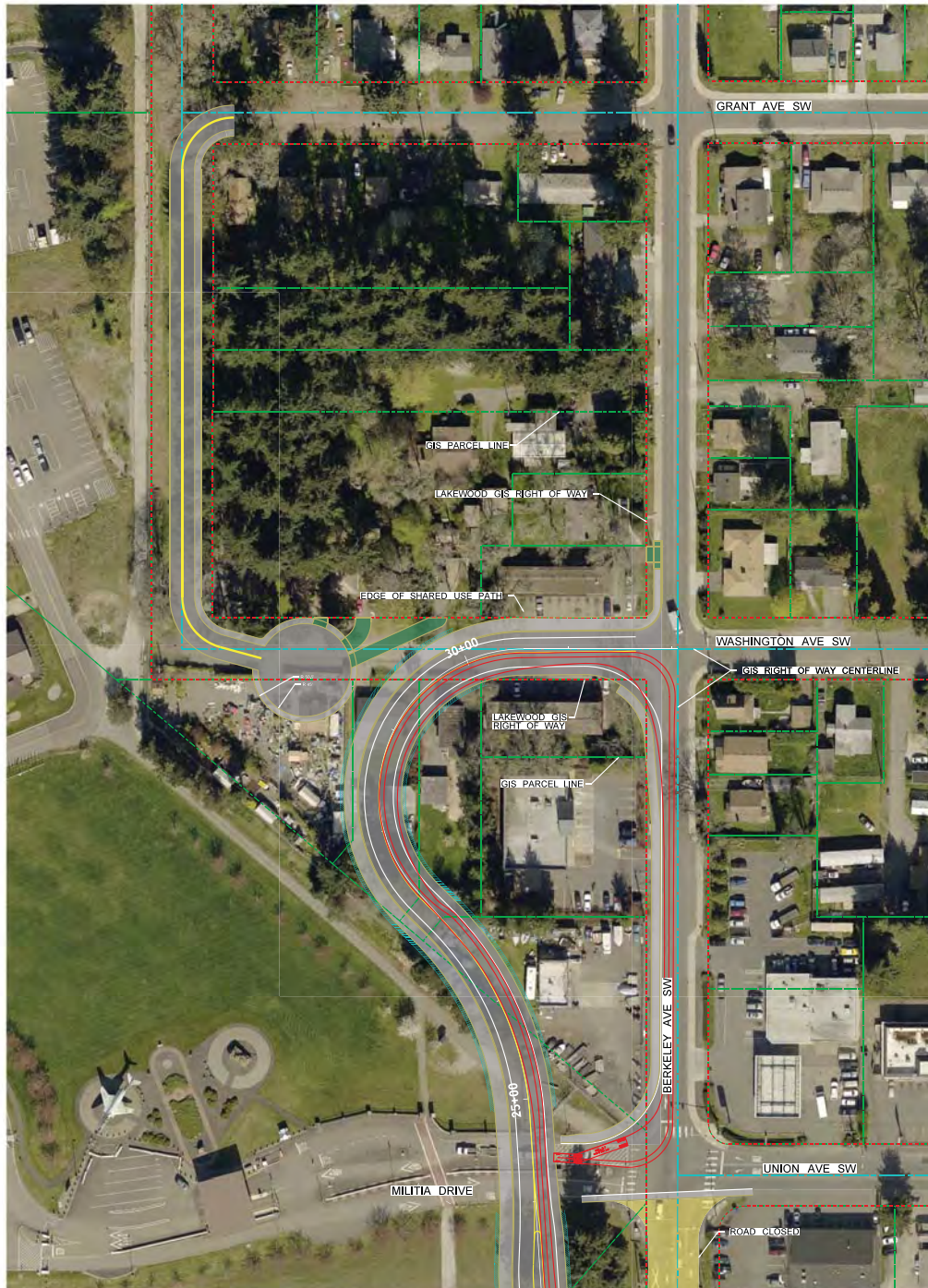
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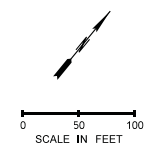
Berkeley/Washington Intersection Plan

Turning Movement



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Interchange Design Visualization Thorne Lane



Looking
from Tillicum
toward JBLM/
Murray Road



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Interchange Design Visualization Thorne Lane

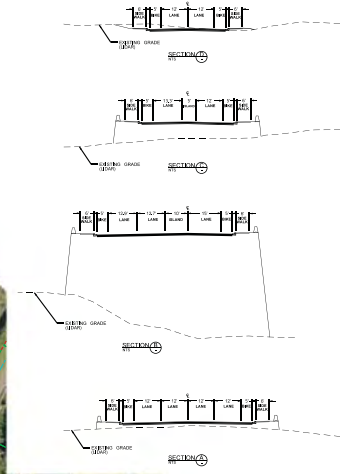
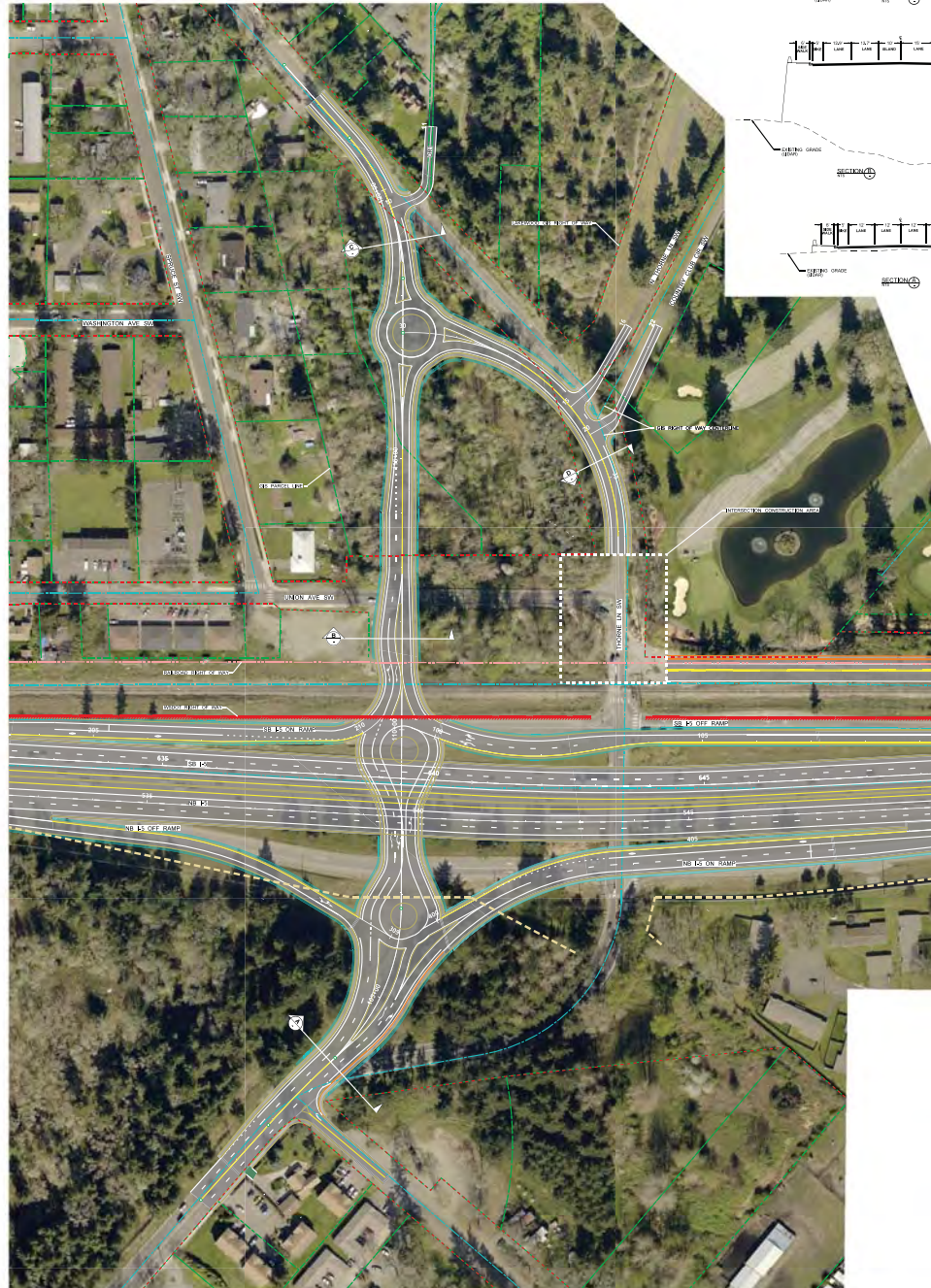


Looking from
JBLM/Murray
Road toward
Tillicum

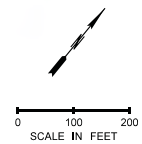


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Thorne Interchange Plan



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Why Are Roundabouts Effective?

Reduce Delay – Improve Traffic Flow

Roundabouts move traffic through an intersection more quickly, and with less congestion on approaching roads. Roundabouts promote a continuous flow of traffic. Unlike intersections with traffic signals, drivers don't have to wait for a green light at a roundabout to get through the intersection. Traffic is not required to stop – only yield – so the intersection can handle more traffic in the same amount of time.

Reduction in Collisions

Roundabouts reduced injury crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS). Studies by the IIHS and Federal Highway Administration have shown that roundabouts typically achieve:

- A 37 percent reduction in overall collisions
- A 75 percent reduction in injury collisions
- A 90 percent reduction in fatality collisions
- A 40 percent reduction in pedestrian collisions



SR 16 interchange at Burnham Drive
Gig Harbor, WA

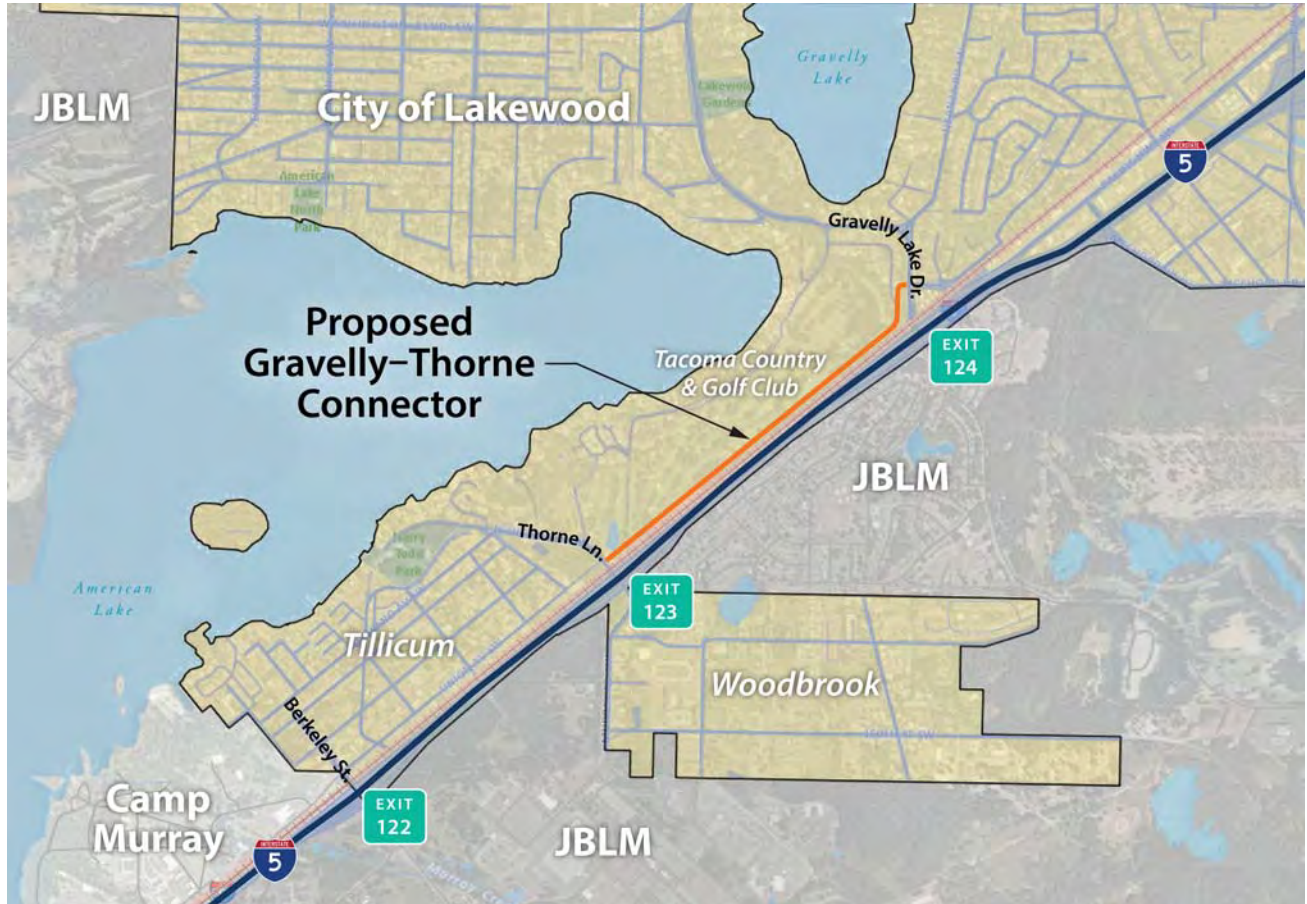
Reasons Why Roundabouts Help Reduce the Likelihood and Severity of Collisions

- **Low travel speeds.** Drivers must slow down and yield to traffic before entering a roundabout. Speeds in the roundabout are typically between 15 and 20 miles per hour. The few collisions that occur in roundabouts are typically minor and cause few injuries since they occur at such low speeds.
- **No light to beat.** Roundabouts are designed to promote a continuous, circular flow of traffic. Drivers need only yield to traffic before entering a roundabout; if there is no traffic in the roundabout, drivers are not required to stop. Because traffic is constantly flowing through the intersection, drivers don't have the incentive to speed up to try and "beat the light," like they might at a traditional intersection.
- **One-way travel.** Roads entering a roundabout are gently curved to direct drivers into the intersection and help them travel counterclockwise around the roundabout. The curved roads and one-way travel around the roundabout eliminate the possibility for T-bone and head-on collisions.

Gravelly-Thorne Connector

Purpose: To provide a facility for local traffic between the Tillicum and Woodbrook neighborhoods and the rest of Lakewood without needing to use I-5.

Overview

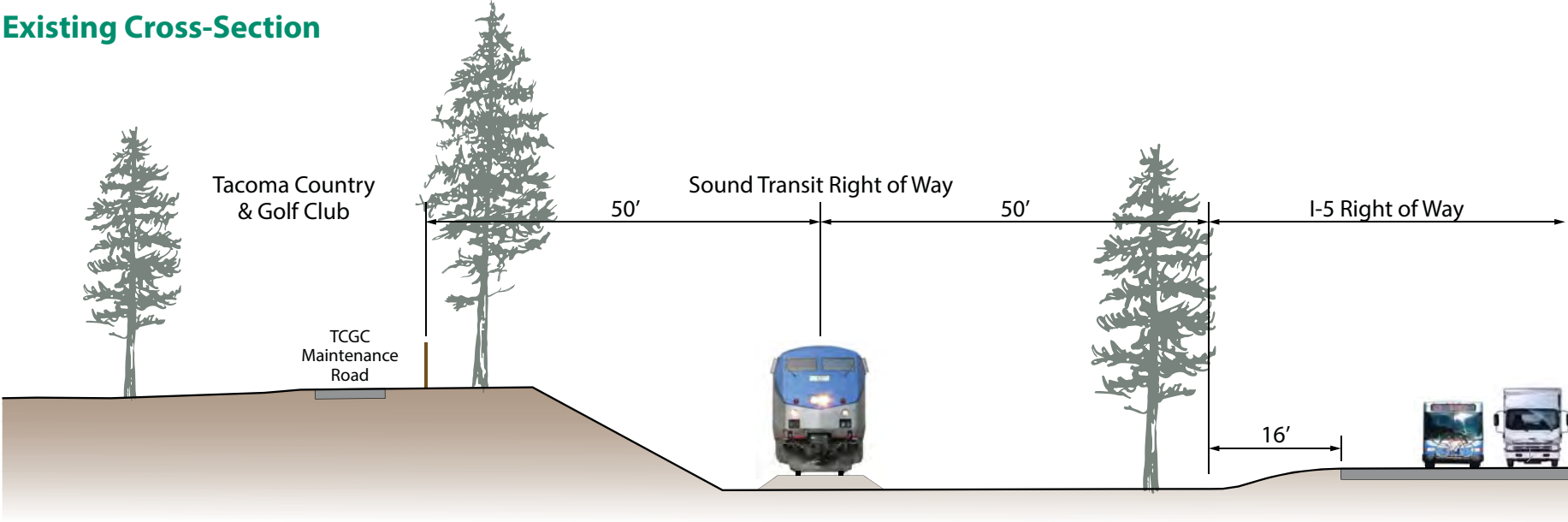


Detail

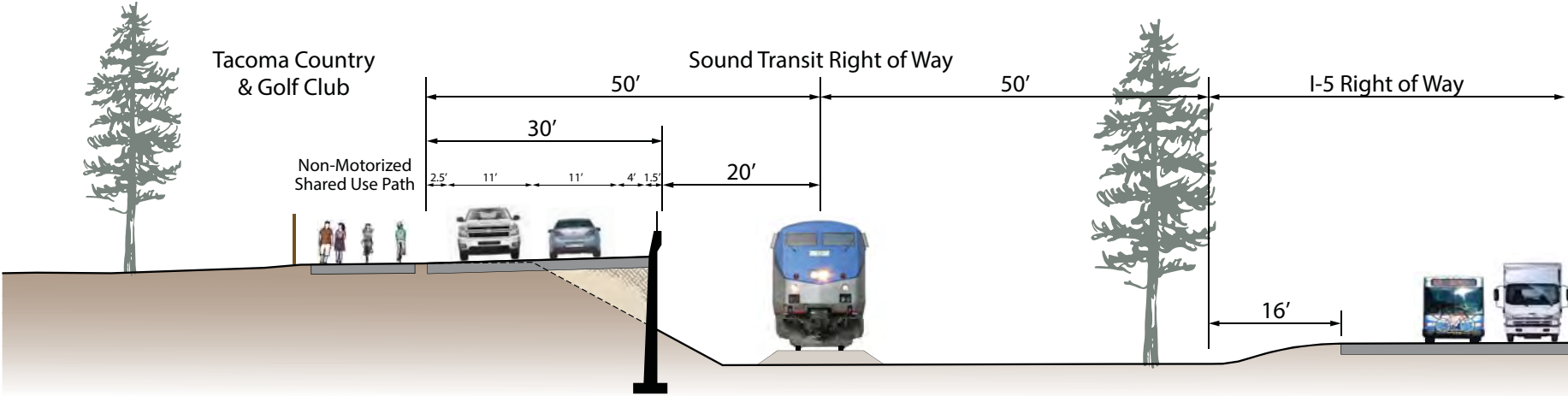


Gravelly-Thorne Connector

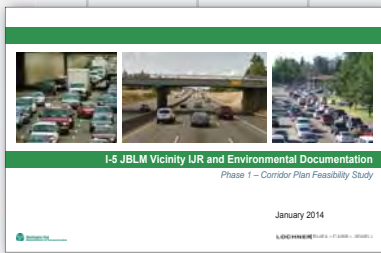
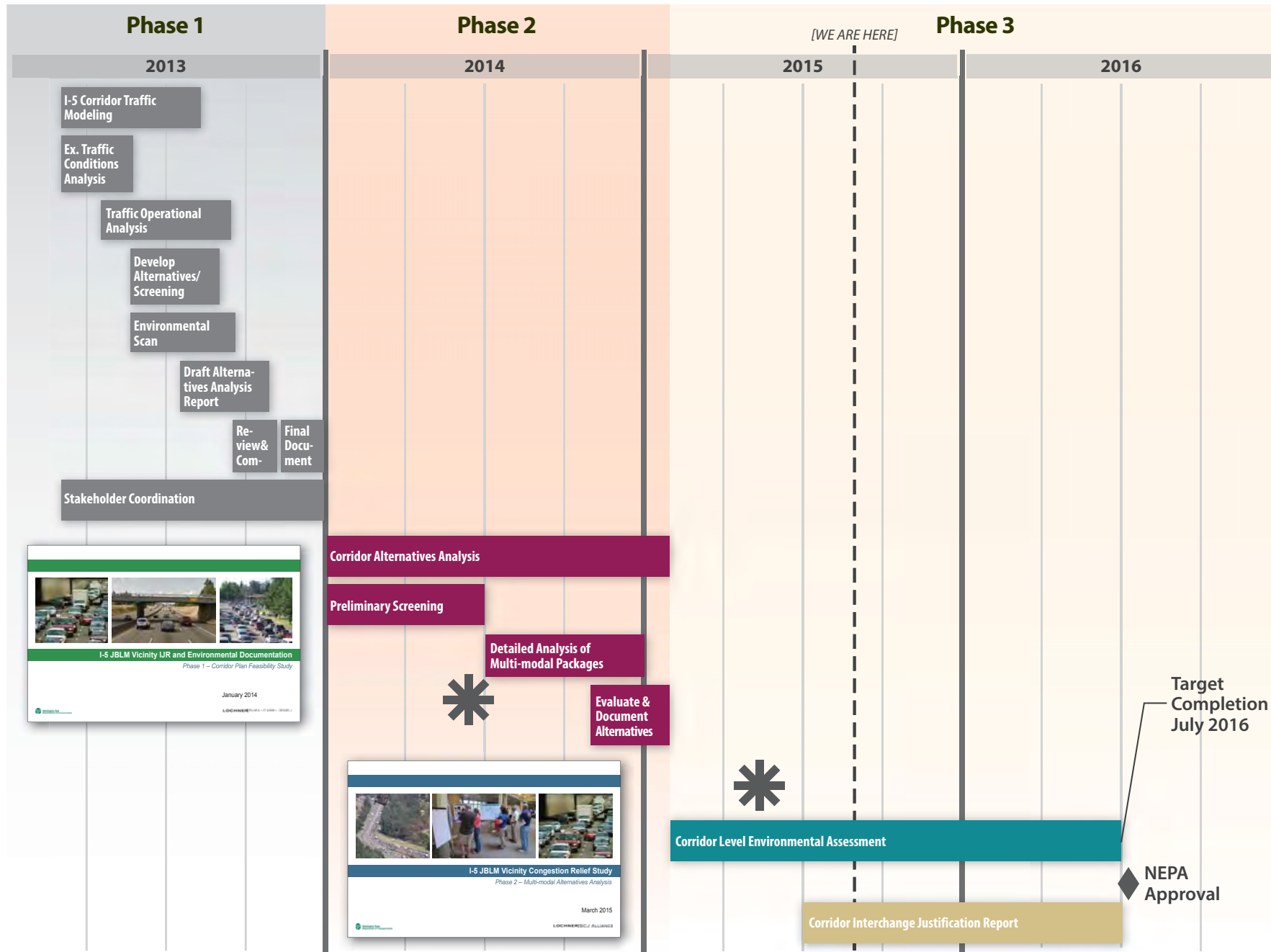
Existing Cross-Section



Proposed Gravelly-Thorne Connector with Two-Direction Traffic and Non-Motorized Shared Use Path



Project Timeline



Madigan Access Improvements

Project Information

This City of Lakewood-led project improves access to Madigan Army Medical Center by providing double left-turn lanes from southbound I-5 to Berkeley Street and another lane across the Berkeley Street overpass (Freedom Bridge).

WSDOT is administering the project for the City of Lakewood.

The End Result

Construction will add one travel lane to the I-5 Berkeley Street overpass, also known as the Freedom Bridge. The southbound I-5 exit to Berkeley Street will be widened to create a second left turn lane. Union Avenue will also be widened.

When complete, the bridge will have a new roadway surface and improved pedestrian access with enhanced sidewalks.



Project Benefits

- Widened overpass and added left turn lane will help prevent exiting traffic from backing onto mainline southbound I-5, which will increase driver safety, improve access to the Madigan area, and improve traffic flow on southbound I-5.
- Project complements previous WSDOT work to create an auxiliary lane on southbound Interstate 5 between Thorne Lane and Berkeley Avenue, giving drivers more room to merge on and off I-5 along this busy stretch of highway.