

Project Funding

Prior to 2013 (Planning)	2013-2015 (Planning)	2015-2017 (Environmental Studies & Purchasing Right of Way)	2017-2019 (Preliminary Engineering, Right of way procurement, construction)	2019-2021 (construction)	2021-2023 (construction)	2023-2025 (construction)
\$356,618	State MVA \$5.5M	Connecting Washington Account \$26M	Connecting Washington Account \$138.4M	Connecting Washington Account \$165M	Connecting Washington Account \$115M	Connecting Washington Account \$50M

The above chart shows the projected schedule to complete the work in this project. WSDOT is currently in the environmental process, which is scheduled to continue through mid-June, 2016. WSDOT proposes to divide the project into two stages. The first stage would include rebuilding the I-5 interchanges at Thorne Lane and Berkeley Street, adding a fourth lane on both northbound and southbound I-5 between Thorne Lane and

JBLM's Main Gate, and building the Gravelly-Thorne Connector (local road separate from I-5). Design and construction for the first stage would occur between mid-2017 and mid-2020.

Work in the second stage, which would occur between early 2020 and early 2023, would include the fourth I-5 lane in the southbound direction from JBLM's Main Gate to Steilacoom-DuPont Road, the

fourth I-5 northbound lane between Mounts Road and JBLM's Main Gate, rebuilding the Main Gate entrance, and rebuilding the I-5/Steilacoom-DuPont interchange.

MORE INFORMATION

Bill Elliott

WSDOT Project Manager

360-357-2735

[elliottb@wsdot.wa.gov](mailto:elliottb@wsdot.wa.gov)

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I-5 Improvements through JBLM

MOUNTS ROAD EXIT 116 TO THORNE LANE EXIT 123

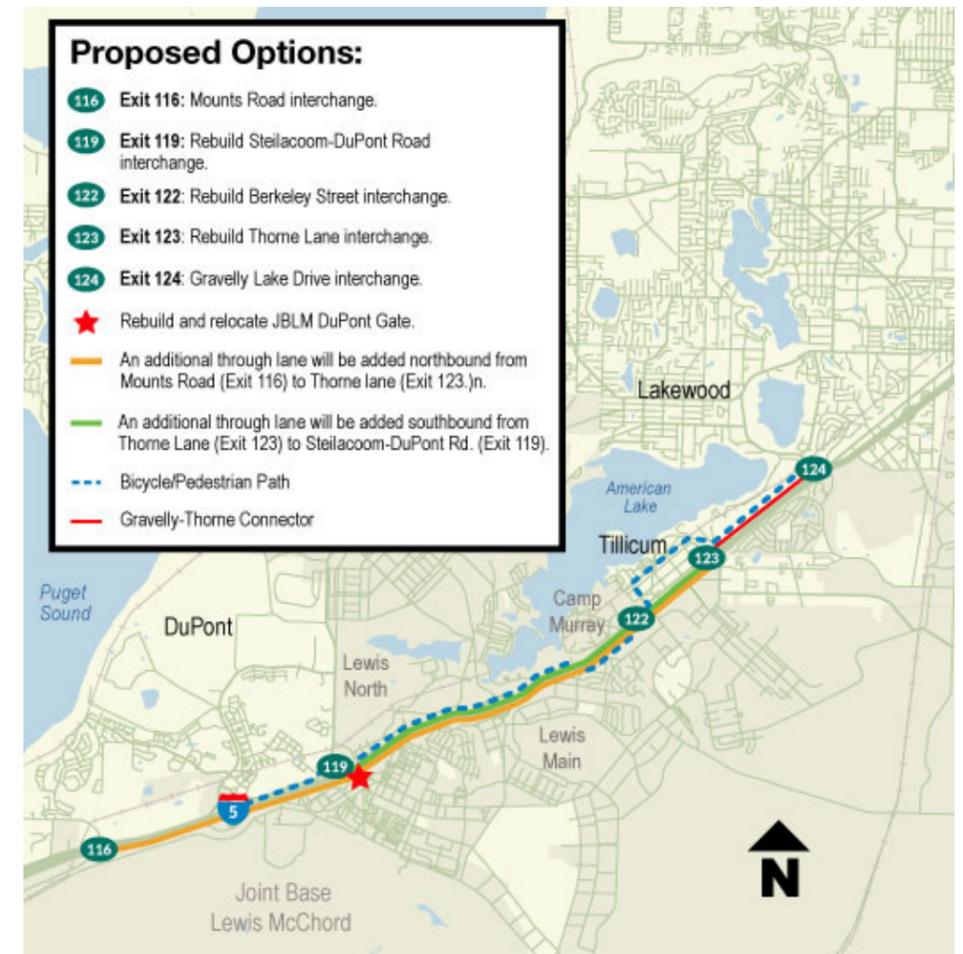
Improving transportation through a vital corridor

Originally built in the 1950s, Interstate 5 is a national highway of strategic importance. It moves goods and people between Canada and Mexico, and links major cities. It is a critical corridor for military use. Over the past few decades, traffic has increased along the entire I-5 corridor, and nowhere has that increase been more noticeable than in south Pierce County along the Joint Base Lewis-McChord (JBLM) base. Motorists traveling through the area routinely experience daily heavy peak-hour congestion.

In 2013, multi-agency planning study analyzed options to improve transportation through the JBLM vicinity, including considering local road improvements, transit services, and improvements to mainline I-5 and interchanges. Several phases of this study took place throughout 2013 and 2014. This document explains the options chosen to advance through environmental review, which include the following elements (see adjacent map):

- Add one northbound lane from Mounts Road to Thorne Lane.
- Add one southbound lane from Thorne Lane to Steilacoom-DuPont Road.
- Rebuild three interchanges using roundabouts at Thorne Lane, Berkeley Street and Steilacoom-DuPont Road
- Build a new local connector road between Gravelly Lake Drive and Thorne Lane.
- Build a bicycle/pedestrian path along the I-5 corridor.
- Build a new DuPont Gate to JBLM at the new Steilacoom-DuPont Road interchange.

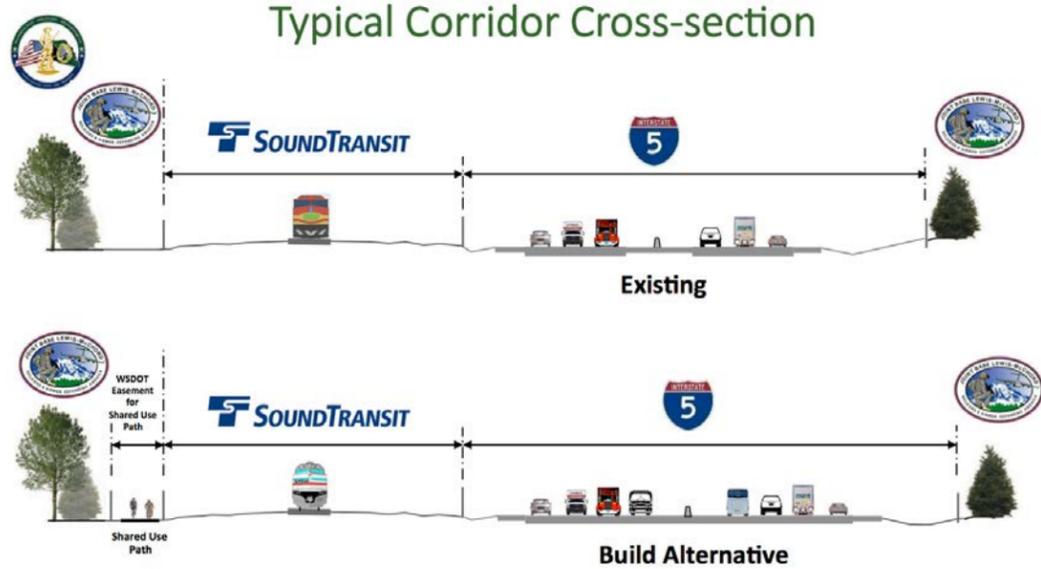
In July 2015, the Washington State Legislature included \$495 million to fund the I-5 - Mounts Road to Thorne Lane Interchange - Corridor Improvements project, as part of the Connecting Washington transportation revenue package. The project is funded through a 10-year period, from 2015-2025.



This map shows the area of proposed improvements moving through the environmental process through JBLM. It includes three interchanges and eight miles of I-5.

## PROJECT GOALS

1. Maximize use of existing facilities and strategically add new improvements or Transportation Demand Management strategies to enhance efficiency while reducing the impact of "local" traffic on the freeway.
2. Achieve measurable improvement over baseline operations for transportation reliability, person throughput and freight movement in 2020 (opening year) and 2040. Baseline for the 2020 evaluation will be 2014. Baseline for the 2040 evaluation will be the 2040 no action condition.
3. Improve attractiveness of HOV travel through the corridor (including vanpools, carpools, transit and other high occupancy vehicle modes).
4. Maximize stewardship of limited public resources by identifying solutions that reduce travel demand in peak periods and/or relieve congestion, can be constructed in phases, and are cost effective.
5. Avoid or minimize environmental impacts.



## Highway footprint

The above graphic shows how the proposal for the I-5 improvements would affect the width of the highway. The top graphic represents the current layout of the highway and rail line. The railroad right of way is approximately 100 feet wide and existing I-5 lanes are about 114 feet wide from pavement edge to pavement edge.

The lower graphic represents the proposed widened I-5 layout that would accommodate one added lane in each direction. The new layout

would widen I-5 about 24 feet more, to about 138 feet, from pavement edge to pavement edge. In addition, WSDOT proposes to build a shared-use path that would require 14 feet for the 10-foot-wide path. To build this scenario, WSDOT would need to acquire additional easements from JBLM.

## Gravelly-Thorne Connector

What is not shown in the above cross-section graphic is a proposed new roadway parallel to,

but separate from, I-5, that that would connect Gravelly Lake Drive and Thorne Lane. The local road would require acquiring about 40 more feet of additional right of way west of I-5.

## STAKEHOLDERS

- Cities of DuPont, Lakewood, Steilacoom, Yelm and Lacey
- Intercity Transit, Pierce Transit, Sound Transit
- Pierce County
- Puget Sound Regional Council, Thurston Regional Planning Council
- Nisqually Indian Tribe
- Federal Highway Administration
- Joint Base Lewis McChord
- Washington National Guard
- Washington State Department of Transportation

## INTERCHANGE PROPOSALS

WSDOT proposes to rebuild the three I-5 interchanges at Thorne Lane, Berkeley Street and Steilacoom-DuPont Road. All three interchanges have existing overpasses that are too narrow to accommodate more lanes on I-5.

Below are design-visualizations of how the interchanges would look after being rebuilt. The yellow areas show the existing overpasses and road network that would be demolished.

The proposed new design at all three locations is a "dogbone" interchange, so named because of its shape. A dogbone interchange uses two partial roundabouts instead of signals to manage traffic. Motorists yield to traffic already circling the roundabouts and then continue. Dogbone interchanges reduce driver delays, reduce traffic conflicts and the potential for collisions, and reduce maintenance costs.

### Thorne Lane Interchange

At Thorne Lane, the new interchange would be built slightly south of its existing location. Moving the interchange south would allow WSDOT to build the new interchange before demolishing the old one, reducing impacts to traffic. It would span the railroad, and a new road segment would be built east of I-5 to connect the interchange to Murray Road. A new roundabout west of I-5 would connect Thorne Lane to Union Avenue.



### Berkeley Street Interchange

The proposed Berkeley Street interchange would be built just south of the existing overpass. It would span the railroad tracks, Militia Drive (the freight entrance to Camp Murray), and would join the local roadway network at Washington Avenue in Tillicum.



### Steilacoom-DuPont Interchange

The proposed interchange at Steilacoom-DuPont Road would be built a thousand feet north of the existing overpass. The new location would allow WSDOT to avoid an existing business park while still spanning the railroad. WSDOT would build a new road segment to connect the interchange with Steilacoom DuPont Road. The DuPont Gate into JBLM would also move north in a new design that would accommodate more vehicles and add security features. Another roundabout would be built on JBLM to connect the new gate with Pendleton Avenue.

