

# **Point Defiance Bypass Project**

## ***Technical Advisory Group***

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Project Delivery Manager

**Larry Mattson**

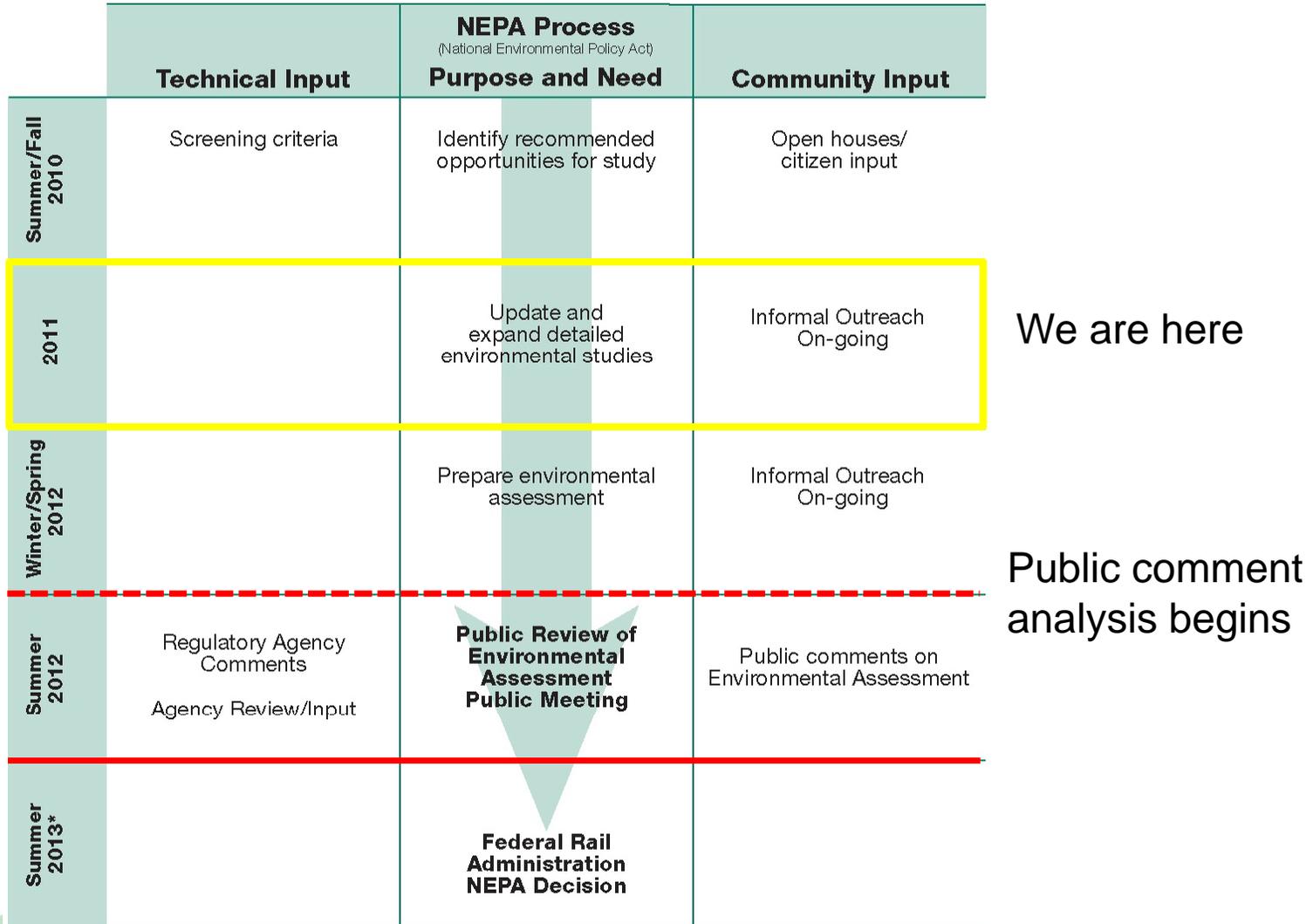
Cascades High Speed Rail  
Environmental Engineer

**January 20, 2011**



**Washington State  
Department of Transportation**

# Environmental Assessment Process

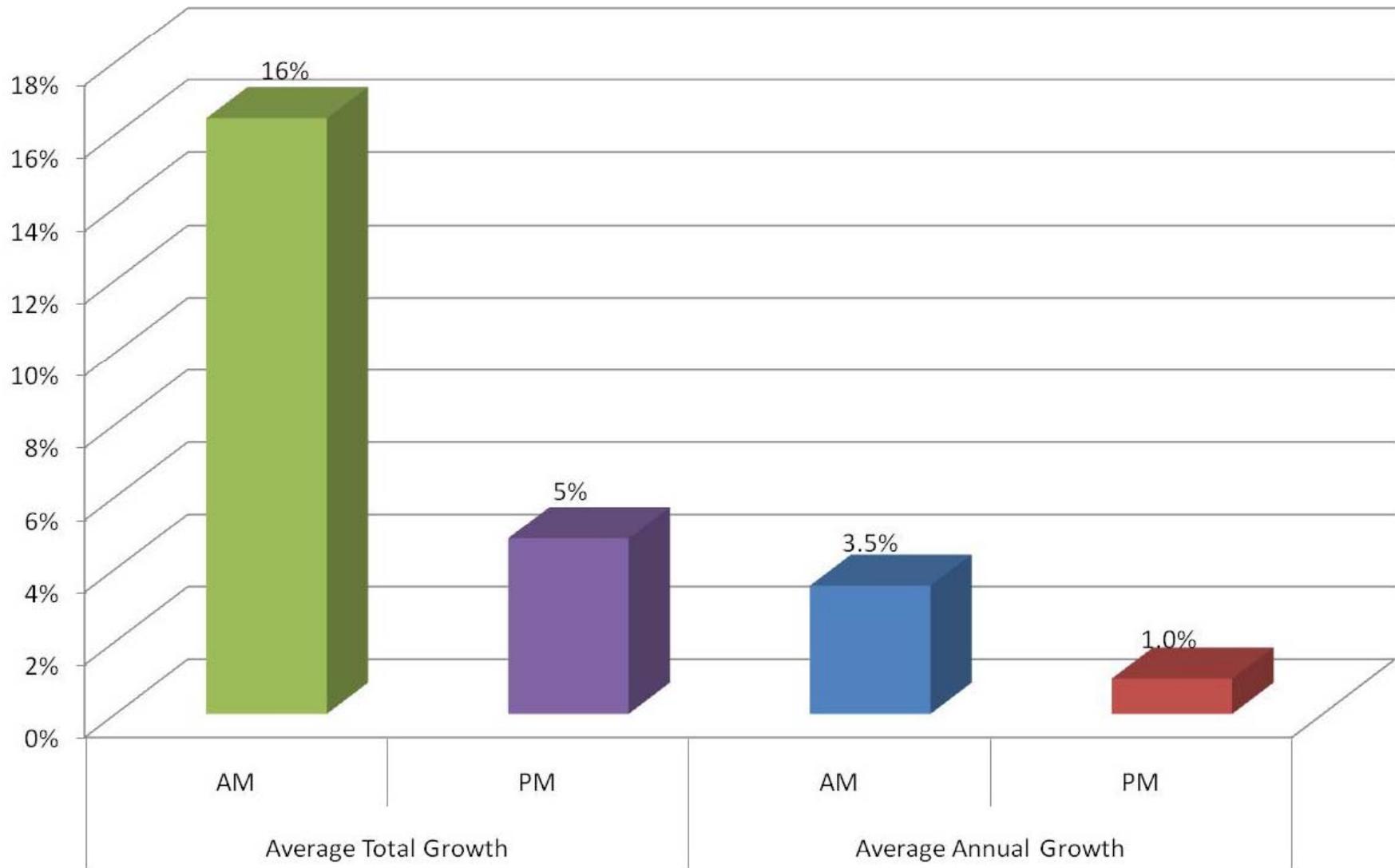


# Traffic Analysis Timeline

- Count analysis & 2030 projections – winter 2011
- Traffic modeling – winter/spring 2011
- Publish Technical Report – spring 2011

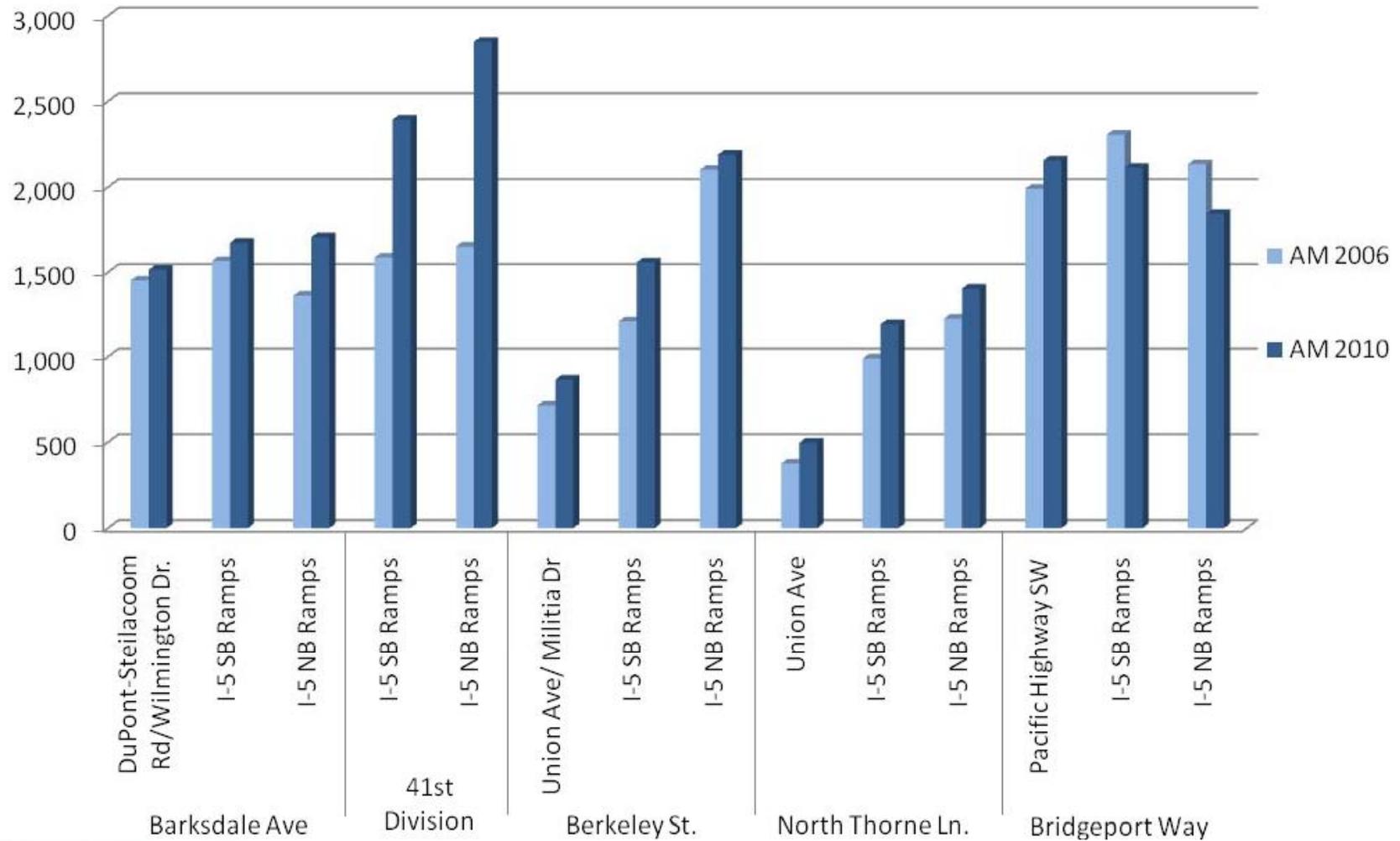
## Peak Hour Traffic Growth 2006 to 2010

Barksdale, 41st Division, Berkeley, Thorne, Bridgeport, 108th, 100th, Steilacoom, & 74th



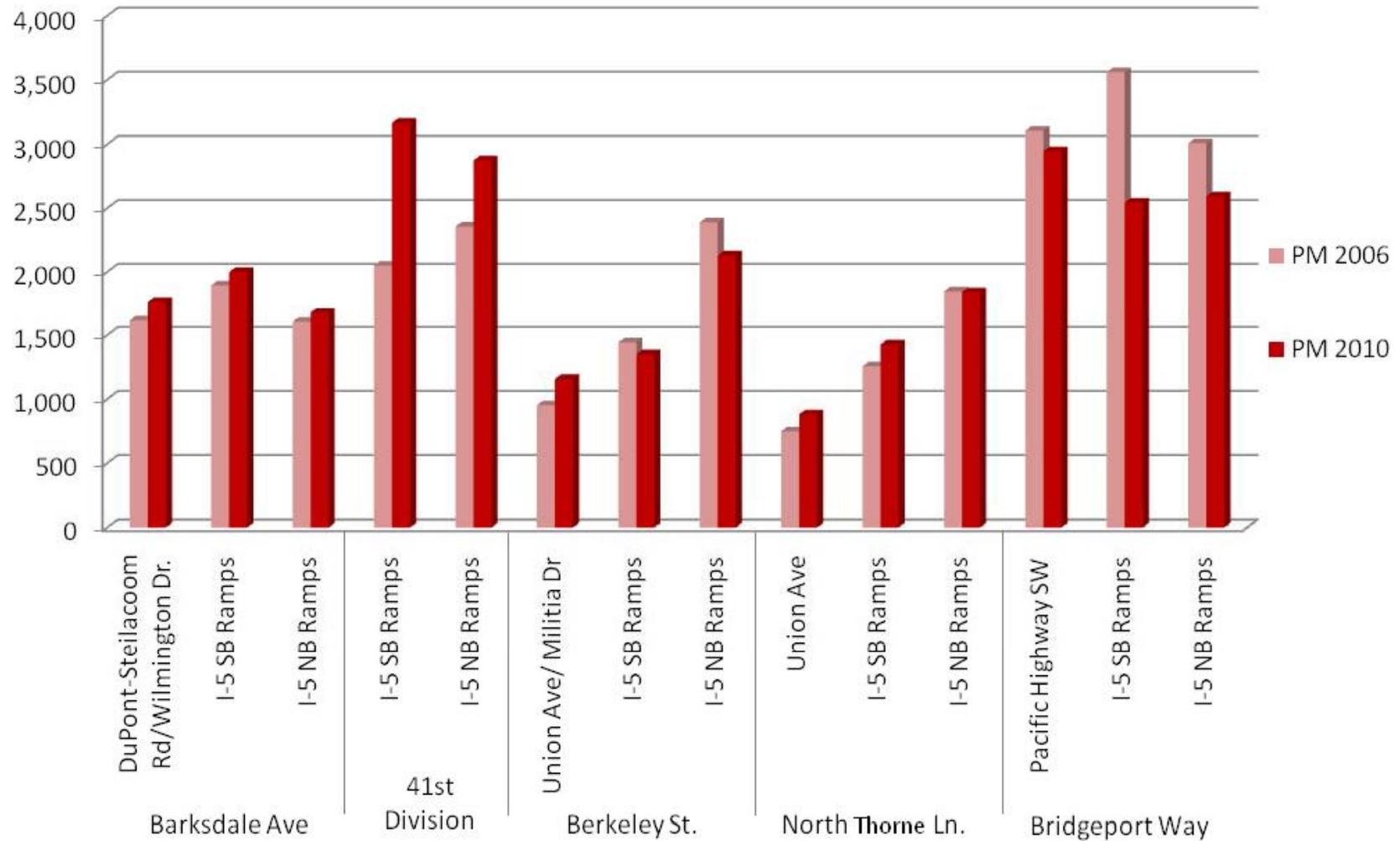
## AM Peak Hour Traffic Volumes 2006 vs. 2010

### Intersections at I-5 Interchanges



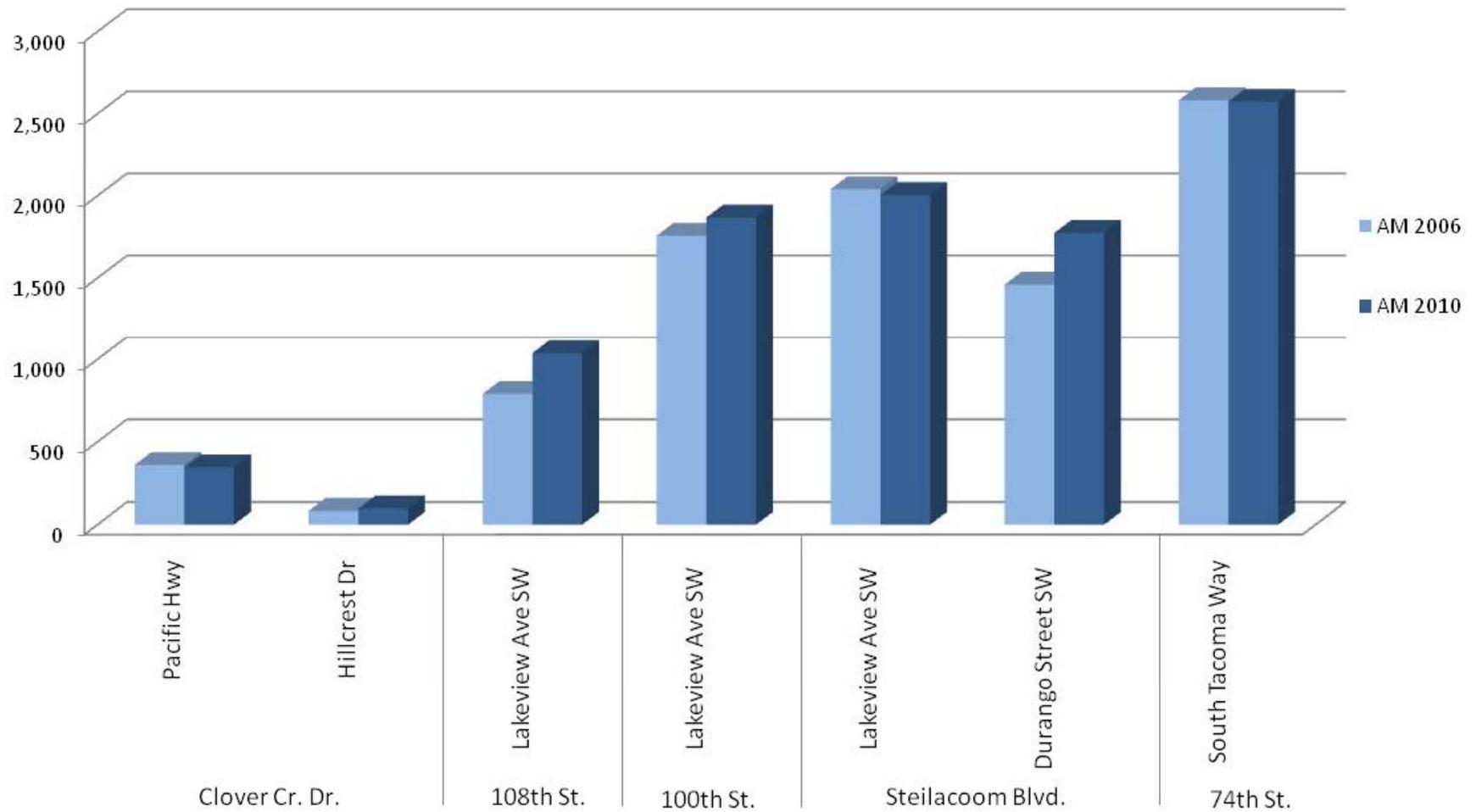
## PM Peak Hour Traffic Volumes 2006 vs. 2010

### Intersections at I-5 Interchanges



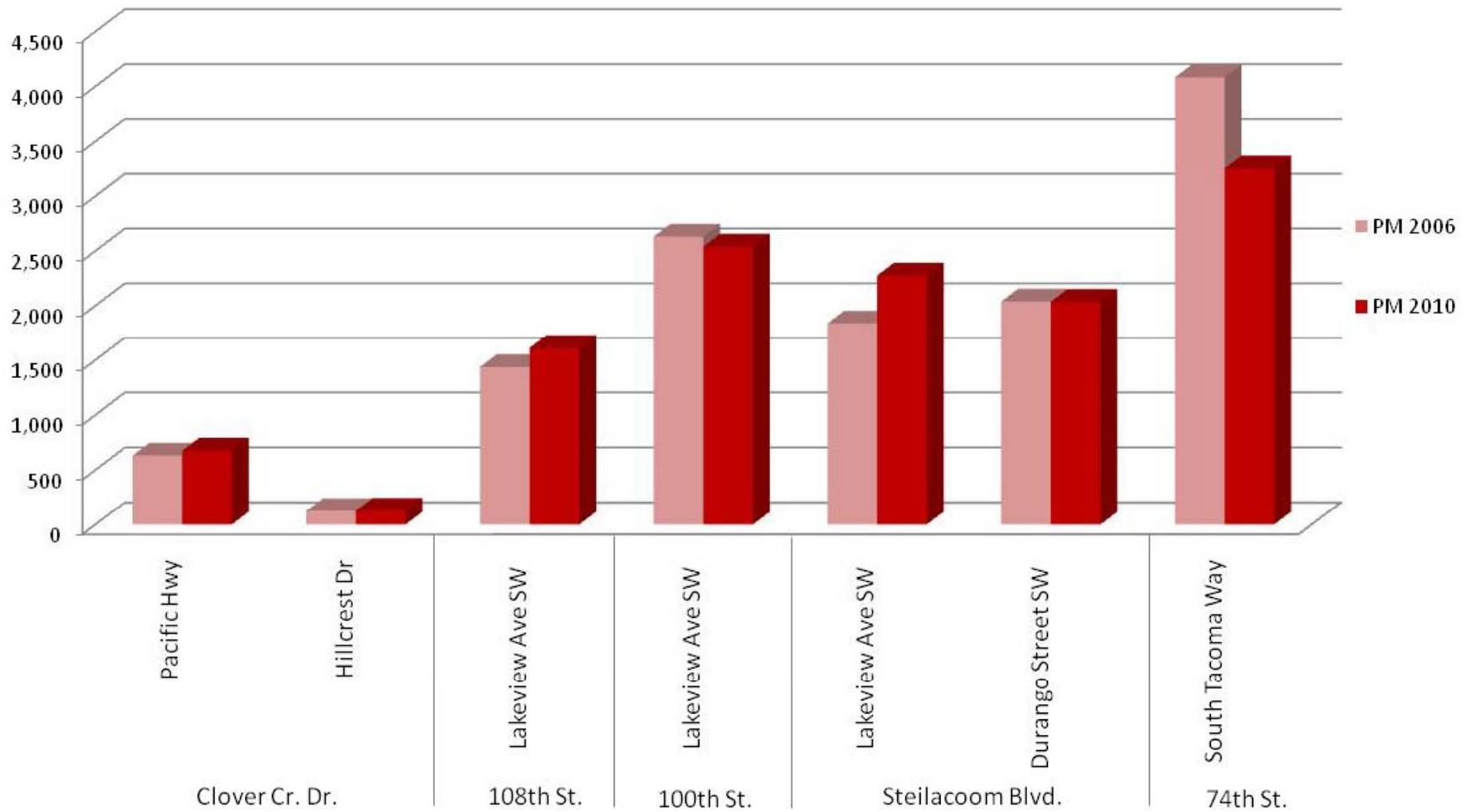
## AM Peak Hour Traffic Volumes 2006 vs. 2010

Intersections away from I-5 Interchanges



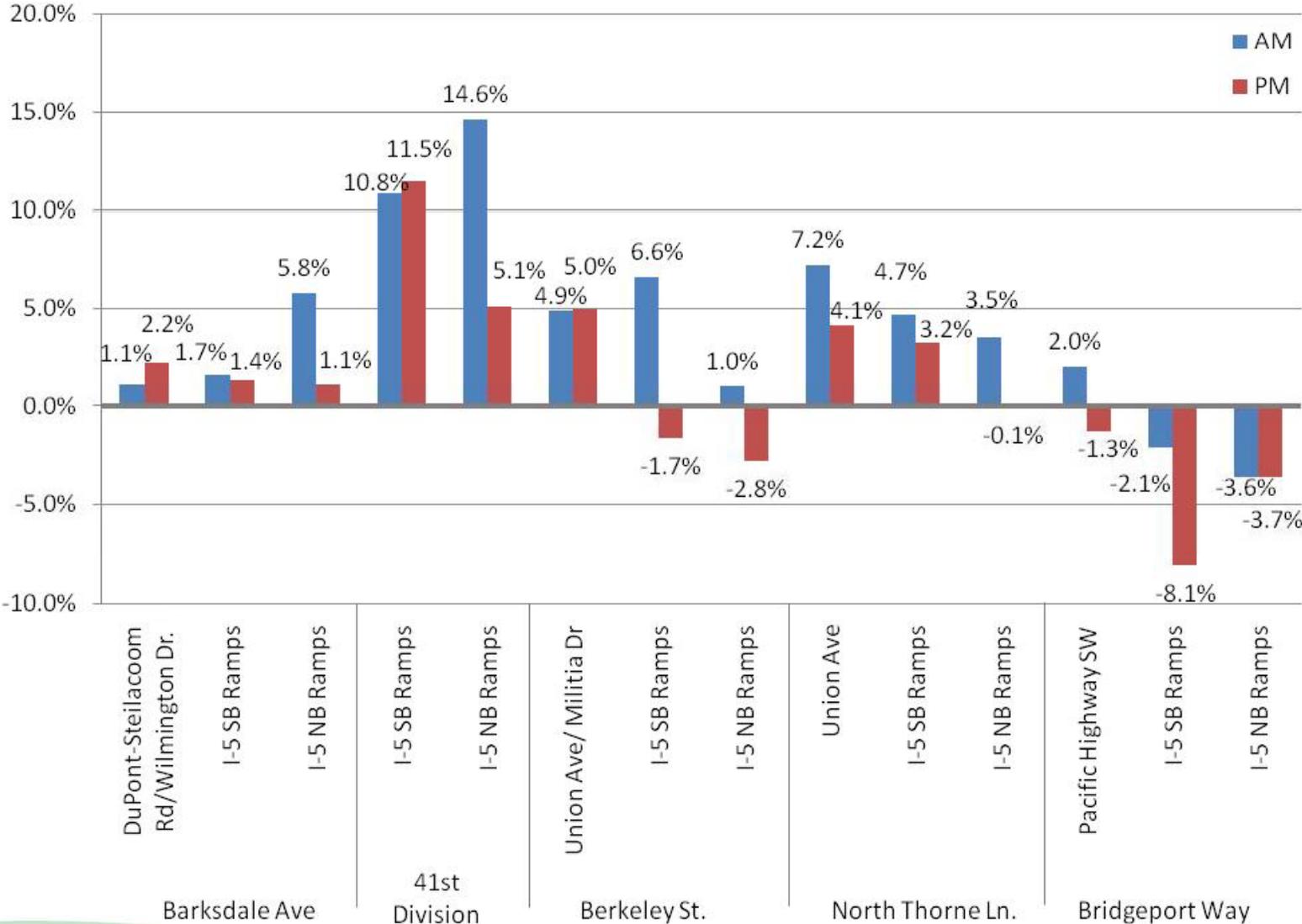
## PM Peak Hour Traffic Volumes 2006 vs. 2010

Intersections away from I-5 Interchanges



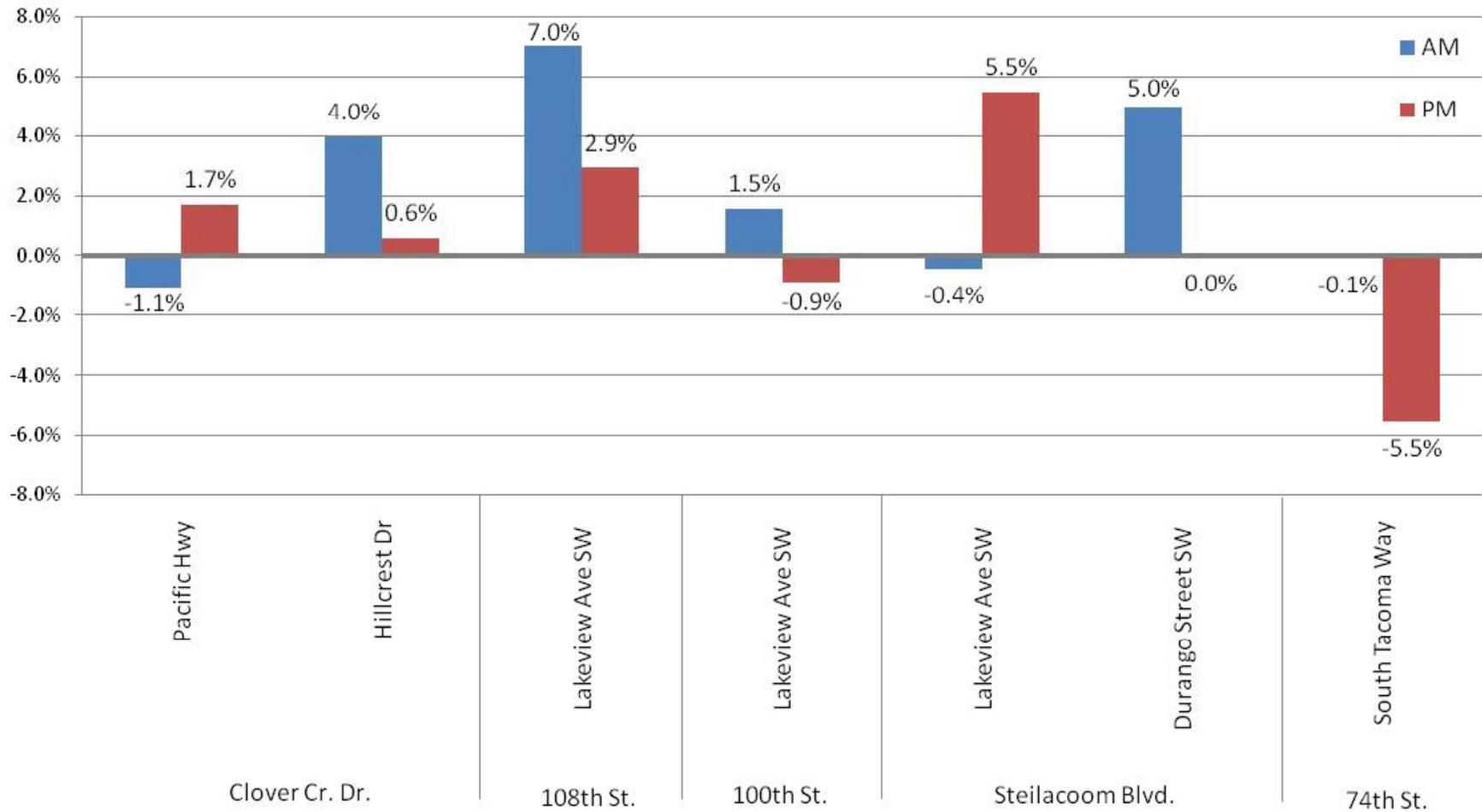
# Annual Traffic Growth 2006 to 2010

## Intersections at I-5 Interchanges



## Annual Traffic Growth 2006 to 2010

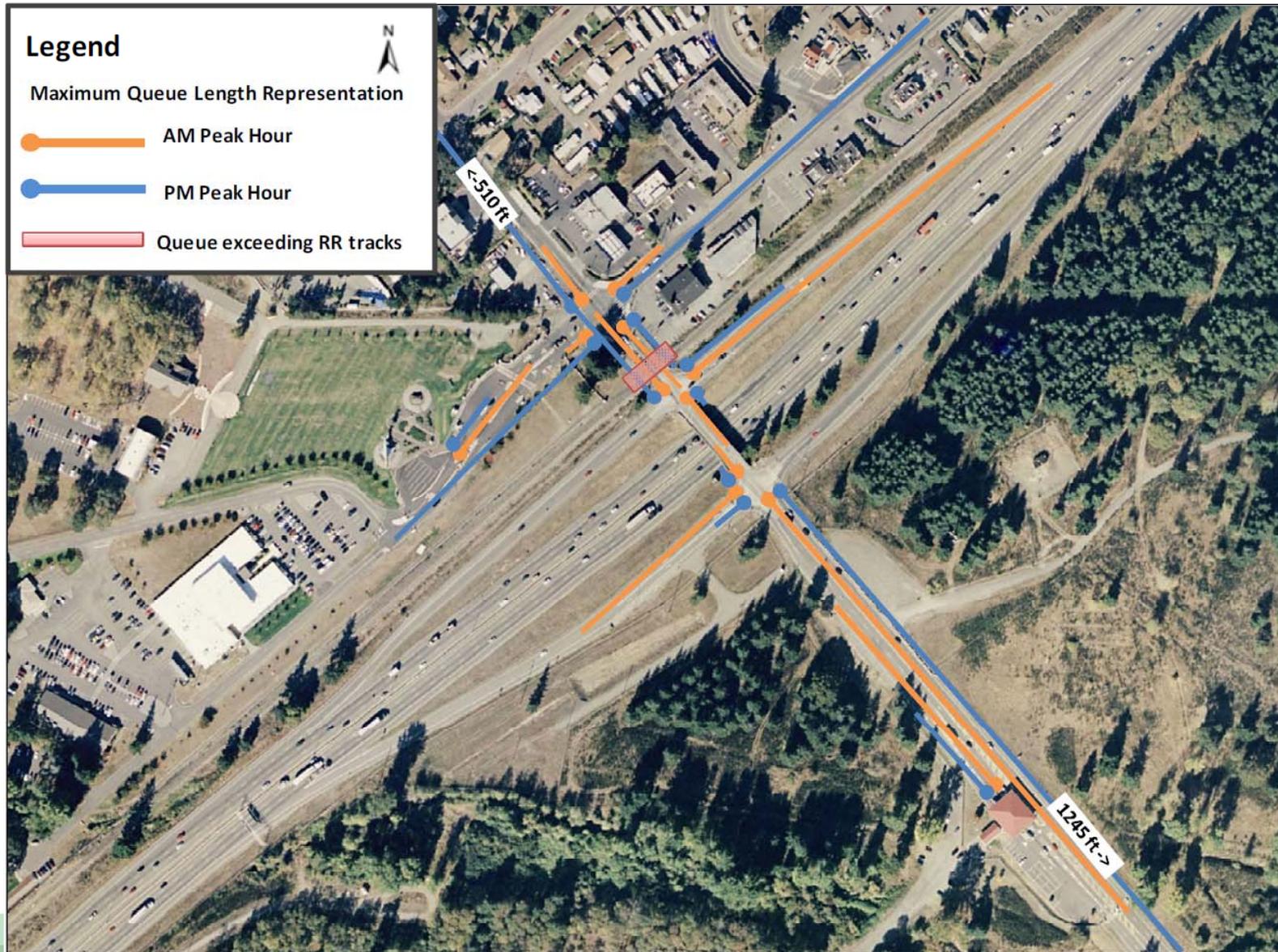
### Intersections away from I-5 Interchanges



# 2030 Traffic Assumptions

- Assumptions consistent with I-5 study and Tillicum Neighborhood Plan
  - SR 704 Cross Base Hwy – includes grade separation at Thorne Lane
  - Camp Murray Gate move

# Berkeley Street - Existing AM and PM Peak Hour Maximum Queue Length



# Greenfield Technical Memo

- Evaluate the Greenfield Alternative's ability to meet project purpose & need
- 6 options
  - Rainier Route
  - Fredrickson Route
  - Spanaway Route
  - Lakewood South Route
  - Lakewood to Tacoma Tunnel Route
  - I-5 Median Route

# For more information

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Washington State  
Department of Transportation