



TACOMA/PIERCE COUNTY HOV PROGRAM

Annual Mega-Project Report

September 2013

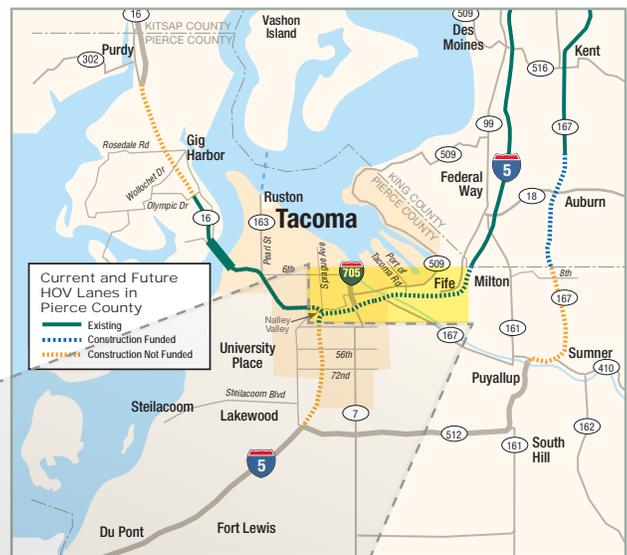
Purpose of this report

The financial and schedule information in this document is intended to assist the Office of Financial Management in meeting its legislative reporting obligations for mega-projects pertaining to Section 604 of Engrossed Substitute House Bill 1094.

Program Description

The Tacoma/Pierce County HOV Program (T/PC HOV) encompasses numerous projects to build 70 lane miles of high-occupancy-vehicle (HOV) lanes and make other improvements on state highways in Pierce County. As part of this program, in 2007 WSDOT opened its first HOV lanes on State Route 16, and in 2010, WSDOT opened the first I-5 HOV lanes in Pierce County. In addition, WSDOT has already completed several projects to prepare for future HOV construction on I-5 and SR 16.

The map below shows the current focus of the Tacoma/Pierce County HOV Program. These seven projects add 18 of the 70 miles of HOV lanes to I-5 and SR 16, and connect to WSDOT's HOV system north of Pierce County. Projects #1 and #2 have been constructed. Project #3 is currently under construction, and construction on Projects #4 and #5 will begin in 2014. The schedule on the following page illustrates the program's construction timelines. The projects represent a \$1.6 billion investment in Pierce County highways.

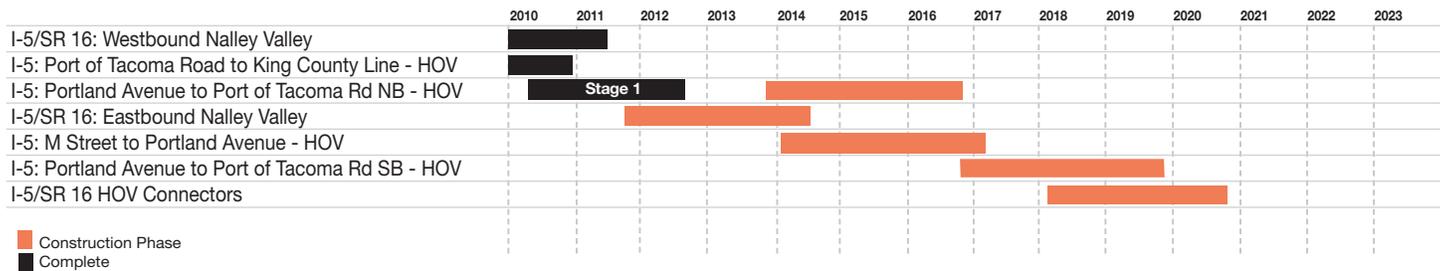


HOV Active Projects Map



- 1 I-5/SR 16: Westbound Nalley Valley (complete)
- 2 I-5: Port of Tacoma Rd to King County – HOV (complete)
- 3 I-5/SR 16: Eastbound Nalley Valley (under construction)
- 4 I-5: Portland Avenue to Port of Tacoma Road - Northbound HOV (construction pending ROW and permits)
- 5 I-5: M Street to Portland Ave – HOV (design under way)
- 6 I-5: Portland Avenue to Port of Tacoma Road – Southbound HOV (design under way)
- 7 I-5/SR 16: HOV Connectors (design to begin in 2016)

Active Project Schedule and Construction Progress



The above timeline highlights the construction schedules for the funded projects within the Tacoma/Pierce County HOV Program.



This photo shows the current status of the I-5/SR 16: Eastbound Nalley Valley project. In the foreground, eastbound SR 16 traffic drives on a temporary eastbound bridge while the permanent eastbound viaduct is under construction in the background. Most of the temporary eastbound bridge will be demolished when the project is complete; one segment, however, is permanent and will become an HOV facility in a later project. Building the permanent section now saves taxpayers money in the future.

In November, 2011, contractor Mowat Construction began work on the new Eastbound Nalley Valley project. The second of three stages of improvements to the I-5/SR 16 interchange, this project builds a new eastbound viaduct and demolished the original Nalley Valley viaduct. Work began on the heels of the Westbound Nalley Valley project, in which crews built and opened to traffic a new westbound SR 16 viaduct and several ramps in June 2011.

In addition to a new eastbound viaduct, motorists will also see new ramps at the SR 16/Sprague Avenue interchange.

The complete interchange will provide two new ramps from Sprague Avenue to I-5, one to northbound I-5 and the other to southbound I-5. The two dedicated ramps will eliminate the need for Sprague Avenue drivers to change lanes to reach their intended ramps.

Both the new eastbound and westbound viaducts are designed with a complete, three-staged interchange in mind. When the new eastbound viaduct opens, motorists will see sections of ramps that end abruptly. Those ramps will be completed in a third and final phase of work scheduled for construction in 2018.

I-5/SR 16: Eastbound Nalley Valley Construction Began 11/11

- Average Daily Traffic**

1971 - 40,000
2012 - 131,000

- Construction facts**

Bridges - 6 (1 temporary)
Steel - 5 million pounds
Concrete - 35,000 cubic yards
Walls - 24
Bridge deck - 475,000 sq feet
Storm drainage - 3.5 miles
Roadway excavation - 300,000 cubic yards

- Contractor**

Contractor - Mowat Const. Co.

- Total funding**

Nickel funds: \$53 m
Partnership funds: \$54.1 m
Federal stimulus funds: \$6.2 m
Other agency funds - \$1.8 m
Total funding - \$115.1 m

- Construction timing**

Nov. 2011 - Spring 2014

New Construction - I-5: M Street to Portland Avenue - HOV



The ramp in the foreground is the closed southbound I-5 exit to SR 7. Behind the ramp and outlined with orange fencing is the light-gray concrete lid of one of two concrete vaults that will be excavated. Crews will use heavy equipment to break through the vault ceiling and dispose of both the concrete itself and its contents.



This newly-built asphalt pad is used as a cleaning area to wash off any soil clinging to the tires of the trucks used to haul away material. Cleaning the trucks accomplishes two goals: 1) it keeps the highway clean beyond the project site; and 2) it contains contaminated soils within the project site. On the asphalt cleaning pad are three blue storage tanks that store wastewater generated on site. The wastewater is tested for contaminants and disposed of accordingly.

It is not uncommon for WSDOT to encounter contaminated soils in the course of highway construction, especially in urban environments. The oily-silty sand contained in these vaults is similar to what might be found at any leaking underground storage tank or gasoline station site. When encountered, WSDOT requires contractors to take special steps to separate contaminated material to protect worker health and the environment. On this project, WSDOT knew the composition of the contaminants and where they were located. As such, all necessary arrangements were made in advance to properly excavate and dispose of the material.

The \$2.5 million project is being undertaken by Mid-Mountain Contractors, Inc. of Kirkland, Washington. All work is scheduled to be complete by October 31, 2013.

Preliminary work for the I-5: M Street to Portland Avenue - HOV project started in the summer of 2013 with a smaller project (I-5: M Street Vault Removal) in which crews are excavating two concrete-lined vaults filled with contaminated soil left from original Interstate 705 construction. The vaults contain 14,500 cubic yards of oily-silty sand encountered in an area that was home to the Tacoma Coal-Gasification plant as well as several underground storage tanks containing petroleum products. The vaults were built on highway right of way to contain the sand after it was determined not to pose a health danger.

When the vaults were constructed in the 1980s, they were a unique and creative solution between WSDOT, the Department of Ecology and the Tacoma-Pierce County Health Department, to manage the oily material. Waste disposal landfills designed to handle dangerous waste would not accept the material because it was not deemed hazardous enough. By encapsulating and burying the soil, WSDOT eliminated costs associated with disposing it at the closest approved site, which was in Oregon.

At the time, no one envisioned the need for that land to be used for another highway purpose. The land has since been identified as an ideal place to construct permanent stormwater detention ponds to treat stormwater runoff generated by the larger I-5: M Street to Portland Avenue - HOV project. WSDOT is removing the vaults and disposing of the material at a landfill regulated by the Tacoma-Pierce County Health Department in the same manner as other solid waste.



This long-term ramp closure and detour allows construction crews to excavate 14,500 cubic yards of contaminated soil left from original Interstate 705 construction and another 10,000 cubic yards of the concrete liners encapsulating the soil. The excavated site will be used for stormwater detention purposes in the larger I-5: M Street to Portland Avenue - HOV project scheduled for construction between 2014 and 2017.

Future Unfunded Projects

The previous pages have highlighted constructed projects and current active projects within the Tacoma/Pierce County HOV Program. WSDOT's Puget Sound Freeway HOV System also includes four additional projects within the Tacoma/Pierce County HOV Program that are as yet unfunded for either design or construction. These four projects, and their benefits, are described below.

A *SR 16 - Olympic Drive Interchange to Purdy - HOV Lanes*

Would extend HOV lanes north from Olympic Drive interchange to Purdy. Would widen SR 16 to provide HOV lanes.

B *I-5/SR 512 Interchange to SR 16 Interchange - Core HOV*

Would complete the I-5 Core HOV lanes to the SR 512 interchange. Would complete ultimate configuration of 38th Street interchange. Would reconstruct 56th Street interchange and replace 48th Street bridge. Would replace 72nd Street and 84th Street bridges, and reconstruct 72nd Street and 84th Street interchanges.

C *SR 167: SR 512 Vicinity to 15th Street SW - HOV Lanes*

Would improve and widen SR 167, extend SR 167 HOV lanes south to Puyallup.

D *I-5: SR 512 Interchange*

Would improve I-5/SR 512 interchange, widen 96th Street bridges and replace Steele Street Bridge. Would prepare for HOV lanes on I-5 in the area.



More than HOV Lanes

Along with HOV lanes, projects in the Tacoma/Pierce County HOV Program provide other improvements:

- **Safety** – More merge lanes, wider shoulders, improved ramp alignment and curves, and improved lighting.
- **Traffic and Operations** – Improved mobility - more highway capacity, better roadway alignments, relocating ramps.
- **Environmental Stewardship** – Enhanced and/or expanded wetlands, improved methods to treat storm water runoff
- **Intelligent Transportation Systems (ITS)** - New traffic cameras, electronic highway signs, highway advisory radio, traffic data collectors that help WSDOT monitor traffic and provide traffic information to the traveling public.

For more information: www.tacomatraffic.com

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