

# Project facts

Construction timeline:  
**January 2009 - Fall 2011**

Funding: **\$183.7 million**

Nickel funding: **\$162.7 million**

Contractor:  
**Guy F. Atkinson Construction, Renton**

Contract amount: **\$119.9 million**

Avg. daily viaduct traffic in 1973:  
**40,000**

Avg. daily viaduct traffic today:  
**131,000**

Estimated collision reduction:  
**60 percent, about 16 per year**

Number of bridges: **10**

Number of piers: **57**

Estimated steel:  
**10.4 million pounds**

Estimated concrete:  
**48,000 cubic yards**

Apprentices on this job: **25**

Hourly construction employees:  
**200**

Depth of piers (range):  
**50 to 70 feet**

Height of piers (range):  
**40 to 84 feet**

Height of current Westbound  
Nalley Valley: **64 feet**

Height of new Westbound  
Nalley Valley: **94 feet**

Sq. feet of bridge deck: **332,457**

Acres of bridge deck: **7.63**

Miles of storm drainage: **3.14**

## Americans with Disabilities Act (ADA) Information

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## Title VI Statement to Public

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# I-5/SR 16 Westbound Nalley Valley

## Groundbreaking Ceremony

Wednesday, Jan. 7, 2009

Tacoma, Washington



Existing structure



New westbound Nalley Valley viaduct

# Agenda

Paula Hammond,  
Master of Ceremonies  
Secretary of Transportation,  
WSDOT

Featured Speakers:  
Kevin Dayton  
Region Administrator,  
WSDOT Olympic Region

Mayor Bill Baarsma  
City of Tacoma

Bob Adams  
Vice President of Atkinson  
Construction

# Timeline

Construction begins in  
January 2009 and is  
scheduled to take about three  
years to complete.

## Closures

**January 2009 to 2013**  
Sprague Avenue to eastbound  
SR 16

**January 2009 to 2011**  
Eastbound SR 16 to  
Sprague Avenue

**Fall 2009 to 2011**  
Sprague Avenue to westbound  
SR 16

**Fall 2009 to 2011**  
Westbound SR 16 to  
Sprague Avenue

In addition to the Sprague  
Avenue ramp closures, there  
will be occasional single-lane  
closures on South Tacoma  
Way and South Center Street.

## How will drivers benefit?

The project eliminates one  
of the worst bottlenecks in  
Pierce County.

Backups develop due to the  
weave between southbound I-5  
vehicles and northbound  
I-5 vehicles entering westbound  
SR 16 and exiting at  
Sprague Avenue.

Separating these groups of  
vehicles on dedicated  
bridges with their own ramps to  
Sprague Avenue eliminates the  
conflicting movements,  
increases safety and  
relieves congestion.

## What should drivers do?

- Use alternate routes during the Sprague Avenue ramp closures.
- Plan ahead for possible delays on SR 16 during construction.
- Stay informed about the project progress and traffic impacts at [www.tacomatraffic.com](http://www.tacomatraffic.com).



Excerpt from the Tacoma News Tribune,  
June 21, 1970



Excerpt from the Tacoma News Tribune,  
April 26, 1970

