

## What we're doing to keep traffic moving

We are working to get the project done quickly while keeping traffic moving. To achieve these goals, we:

- Accelerated project construction to complete the new lanes by mid-2008; more than three years sooner than originally projected.
- Chose the design-build project delivery method, which means that parts of the project are designed and built simultaneously, saving time and reducing traffic delays.
- Phased construction to allow us to open the new HOV lanes and other improvements to traffic as soon as they are complete.
- Plan construction to keep all lanes and ramps open during rush hours.

- Provide roving trucks to quickly clear incidents, help drivers and contact Washington State Patrol Troopers.
- Install several temporary cameras to allow you to go online and check traffic flow: [www.wsdot.wa.gov/traffic/seattle](http://www.wsdot.wa.gov/traffic/seattle).
- Minimize lane and traffic changes to keep detour routes convenient and easy-to-follow.
- Maintain a toll-free construction hotline at **877-241-0770** so you can get the most up-to-date project information.
- Provide traffic information on the toll-free **511** phone line.
- Coordinate closely with local businesses and organizers of large events to distribute construction and traffic information.
- Coordinate with other projects on I-5, SR 9, SR 529 and with the City of Everett and Snohomish County to prevent unnecessary delays.
- Maintain an aggressive construction schedule to open new lanes as soon as possible.

### Project timeline

<b>2005</b>	<b>May:</b> WSDOT selects Atkinson – CH2M Hill to construct the project. <b>June:</b> First contract working day. Design begins. <b>September:</b> Construction begins. <b>December:</b> 41st St. interchange added to project.
<b>2006</b>	<b>January:</b> First girders placed at Broadway Flyover bridge. <b>April:</b> First noise wall panels placed at Pinehurst neighborhood. Detour implemented at 41st St. <b>June:</b> Broadway Flyover ramp opens to traffic. Left-hand exit closed.
<b>2007</b>	<b>February:</b> 41st St. reopened to traffic <b>Summer:</b> Repave I-5 between SR 526 and 41st Street. <b>Winter:</b> Northbound HOV lane between SR 526 and Marine View Drive opens to traffic
<b>2008</b>	<b>June:</b> Project complete

**American with Disabilities Act (ADA):** Individuals requiring reasonable accommodation may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting Dawn McIntosh at WSDOT, 206.440.4957, usually two weeks before the meeting date. Persons with hearing impairments may call Washington State Telecommunications Relay Service (TTY) at 800.833.6388, Tele-Braille at 800.833.6385, or Voice at 800.833.6384, and ask to be connected to 206.440.4528.

**Title VI Notice to Public:** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at 360.705.7098.

### Contact Information

**Ryan Bianchi**  
Phone: 425.405.1785  
bianchr@wsdot.wa.gov

**Connie Lewis**  
Phone: 425.405.1796  
lewisc@wsdot.wa.gov

**Address:**  
2802 Wetmore Avenue  
Suite 500  
Everett, WA 98201

**More information:**  
[www.wsdot.wa.gov/Projects/I5/HOVSr526toUS2/](http://www.wsdot.wa.gov/Projects/I5/HOVSr526toUS2/)

**IT'S YOUR NICKEL.  
WATCH IT WORK.**

**MAKING EVERY  
DOLLAR COUNT.**



## I-5 - Everett HOV Freeway Expansion Project

November 2007



On September 9, 2005, WSDOT and the Atkinson-CH2M Hill design-build team broke ground on this \$263 million project to expand I-5 through Everett. WSDOT is a nationwide leader in the innovative design-build approach that delivers the project more quickly to the public.

Crews are building an HOV lane northbound from Highway 526 to US 2 and southbound from Marine View Drive to Highway 526. WSDOT is also adding a new lane in each direction between 41st Street and US 2, reconstructing the 41st Street interchange, widening or replacing 23 bridges, improving on-ramps and exits, adding noise walls at some locations and providing storm water treatment facilities.

#### Safety improvements:

- additional lanes for easier and safer merging
- fewer backups, which result in fewer rear-end and sideswipe collisions
- better lighting, signing and striping

#### Traffic flow improvements:

- smoother exiting and entering
- reduced exit and on-ramp backups decreased congestion
- improved drive times

### Project Milestones: New Lane, Exit Ramp

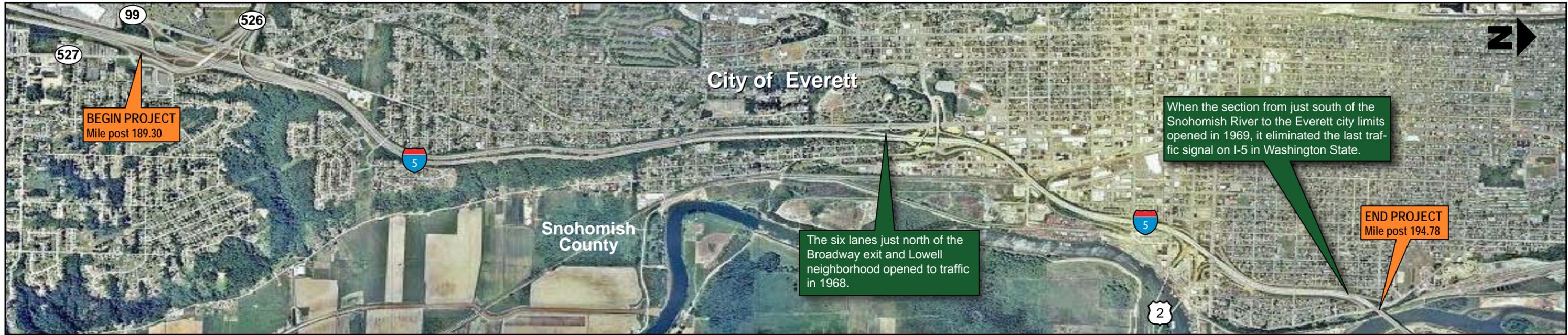


#### This Summer Northbound Drivers Had Two New Improvements to Drive On

- WSDOT and Atkinson-CH2M Hill opened a new northbound I-5 lane that runs from 41st Street to US 2. The lane reduces the weaving of cars entering the freeway from 41st Street and those getting ready to exit at Pacific and US 2.
- The northbound I-5 exit to 41st Street is now in its permanent location. Drivers now exit at the same place as Broadway. Drivers can then choose the right lane to take the flyover ramp to Broadway or the left lane to get to 41st Street.

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I-5 is a lifeline for businesses, communities, residents and travelers on the west coast between Mexico and Canada.

In 2004, the State Legislature accelerated the timeline to improve this area by adding HOV lanes north and southbound, extra merge lanes and other improvements in its 2004 supplemental transportation budget. This project is under construction and crews expect to open the new lanes to drivers by June 2008, three years earlier than originally scheduled. The accelerated schedule will boost the local economy, Boeing 787 Dreamliner Program and 2010 Vancouver Olympics tourism.

### Design-build advantage

WSDOT is building this project through a process called design-build. WSDOT selected the team of Atkinson-CH2M Hill, JV, through a competitive process to design and build the entire project. This innovative approach is used with great success elsewhere in the U.S., though it is relatively new for Washington State highway projects.

WSDOT typically uses the design-bid-build process. We complete a project-design, acquire needed land, and obtain required environmental permits and local agency and utility agreements. We then invite contractors to competitively bid and build the project. This clear, linear approach works well for many projects.

However, it can prove costly and time consuming if design changes are needed during construction. When we use design-build for the right project with the right quality controls, we can deliver

a quality product in a shorter time. For the I-5 Everett HOV Project, design-build will save time by allowing our contractors to simultaneously complete the project design while construction is already under way. WSDOT and Federal Highway Administration staff are closely overseeing the work.



### Noise pollution

I-5 at today's traffic volumes is a noisy neighbor, night and day, for hundreds of families. Using federal guidelines, sites for new noise walls have been selected for several sections of the project.

Noise walls will mean at least some improvement in the residential neighborhoods of Lowell, Pinehurst, Glacier View, Valley View and Riverside, long burdened by traffic noise.



### What WSDOT will do for the environment

WSDOT is committed to protecting the environment. As part of this project, crews will install six storm water detention ponds and wetlands at strategic sites along I-5. These facilities will make water cleaner, improve the river's health, provide recreational opportunities and create new space for wildlife. Overall, crews will improve storm water flowing from 280 acres of pavement, medians and slopes in the area.



WSDOT added I-5 in Everett to the state highway system in the 1940s to bypass the original US 99 in south Everett. It had only two paved lanes until the late 1950s, when it was expanded to four lanes.

WSDOT upgraded these four lanes to the present eight lanes around 1969. Most of the over and under crossings were built in the late 1960s.