Washington State Department of Transportation

I-5/SR 161/SR 18 - Interchange Improvements

Project Information

PIN: 800502K
As of Date: June 2017
Region: Northwest
Regional Admin: L. Eng
State Route: I-5
Current Status: Completed
Legislative Districts: 30

Project Description

The interchange will be modified to eliminate the current weaves between ramps on I-5 both southbound & northbound & on SR 18 both westbound & eastbound. This project will rebuild the I-5 & SR 18 inter -change by replacing the northwest & southeast cloverleaf ramps with a westbound SR-18 to southbound I-5 "flyover" ramp & an eastbound SR-18 to northbound I-5 "flyover" ramp. It will also build a new direct connection from westbound SR 18 to SR 161 in the vicinity of S 359th St, realignment of the eastbound SR-18 to southbound I-5 at-grade access ramp & associated elements. This is Phase 1 of an overall project that reduces congestion at the I-5/SR-18/SR-161 interchange & improves safety. Additional funding is needed for a future Phase that will build a new southbound I-5 collector-distributor to connect with SR 161 at S 356th St. and S 359th St, & realign other ramps.

Contractor: 008457 - Tucci & Sons - $265,123 - 4/30/13 ~
007936 - Mowat Construction Company - $50,778,923 - 6/21/10

Gray Notebook Text

1113Q5 GNB 47 (September 2012) This project rebuilt the I-5 and SR 18 interchange by replacing the northwest and southeast cloverleaf ramps with a westbound SR 18 to southbound I-5 flyover ramp and an eastbound SR 18 to northbound I-5 flyover ramp. It also constructed a new, direct connection from westbound SR 18 to SR 161. Project benefits: The project improves safety, reduces congestion and benefits the environment by eliminating weaving vehicle movements through the removal of two cloverleaf loop ramps, increasing traffic flow at this busy interchange, and managing runoff by adding detention ponds to protect 22 wetland sites. Highlights/challenges: The scope of the project was increased in 2005, putting the project four percent over the original budget of $112.8 million. WSDOT also incurred unexpected costs associated with the installation of fish passages, but these expenses were offset by the construction contract, which came in 21.3 percent ($14 million) under the engineer's estimate. Budget performance: The project budget at time of completion was $109.5 million, $3.3 million less than the original 2006 budget of $112.8 million. It is anticipated that when the project reaches final closure, the actual cost will be approximately $90.4 million. Schedule performance: The project was originally scheduled to be operationally complete in June 2013, but was finished in July 2012 – almost one year early. The July completion put it on target with the last approved schedule.

Project Milestones

Milestone	Original Date	Current Date	Status
Project Definition Complete		Q4 2006	
Preliminary Engineering Start		Q4 2005	
Environmental Complete		Q3 2007	
Right of Way Complete		Q1 2010	
Contract Advertisement		Q2 2010	
Operationally Complete		Q3 2012	

Project Cost Summary ($ in Thousands)

Project Status	Leg. Initial Budget	Current Leg. Budget	Current Approved Cost
Preliminary Engineering	$0	$0	$13,177
Right of Way	$0	$0	$4,860
Construction	$0	$0	$70,537
Total	$0	$0	$88,574

Project Funding Summary - Current Approved Cost ($ in Thousands)

Project Phase	Nickel	TPA	Pre-Existing Funds	CWA	Other	Total
Prelim Engineering	$1,051	$3,849	$8,277	$0		$13,177
Right of Way	$0	$4,860	$0	$0		$4,860
Construction	$0	$70,383	$154	$0		$70,537
Total	$1,051	$79,093	$8,431	$0		$88,574

Project Web Site: http://www.wsdot.wa.gov/Projects/I5/sr18sr161ic/