Point Defiance Bypass Project

Technical Advisory Group

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Program Update

- Recovery Act Funding
  - WSDOT and FRA secure $590 million in federal ARRA passenger rail funding
  - Work continues on obligating the remaining $161m of Recovery Act rail funding
  - WSDOT will pursue additional federal funding
- Next steps
  - Finalize Stakeholder Agreements
  - Finalize scopes & schedules – spring 2011
  - Start construction on select projects – fall 2011

Public Outreach

- Fall 2010
  - Lakewood City Council
  - Tacoma Farmer’s Market
  - Lakewood United
  - DuPont City Council
  - S. Tacoma Neighborhood Council

Project staff at a community meeting

- Winter 2011
  - Tacoma City Council
  - Tillicum/Woodbrook Neighborhood Association
  - Regional Access Mobility Partnership (RAMP)
  - Steilacoom Town Council
  - Pierce County Building & Construction Trades Council

EA Schedule

- Traffic count modeling – winter 2010-2011
- Discipline report reviews – summer 2011
  - Transportation
  - Noise/vibration
  - Socio-economic
- Publish EA – Fall 2012

Greenfield Technical Memo

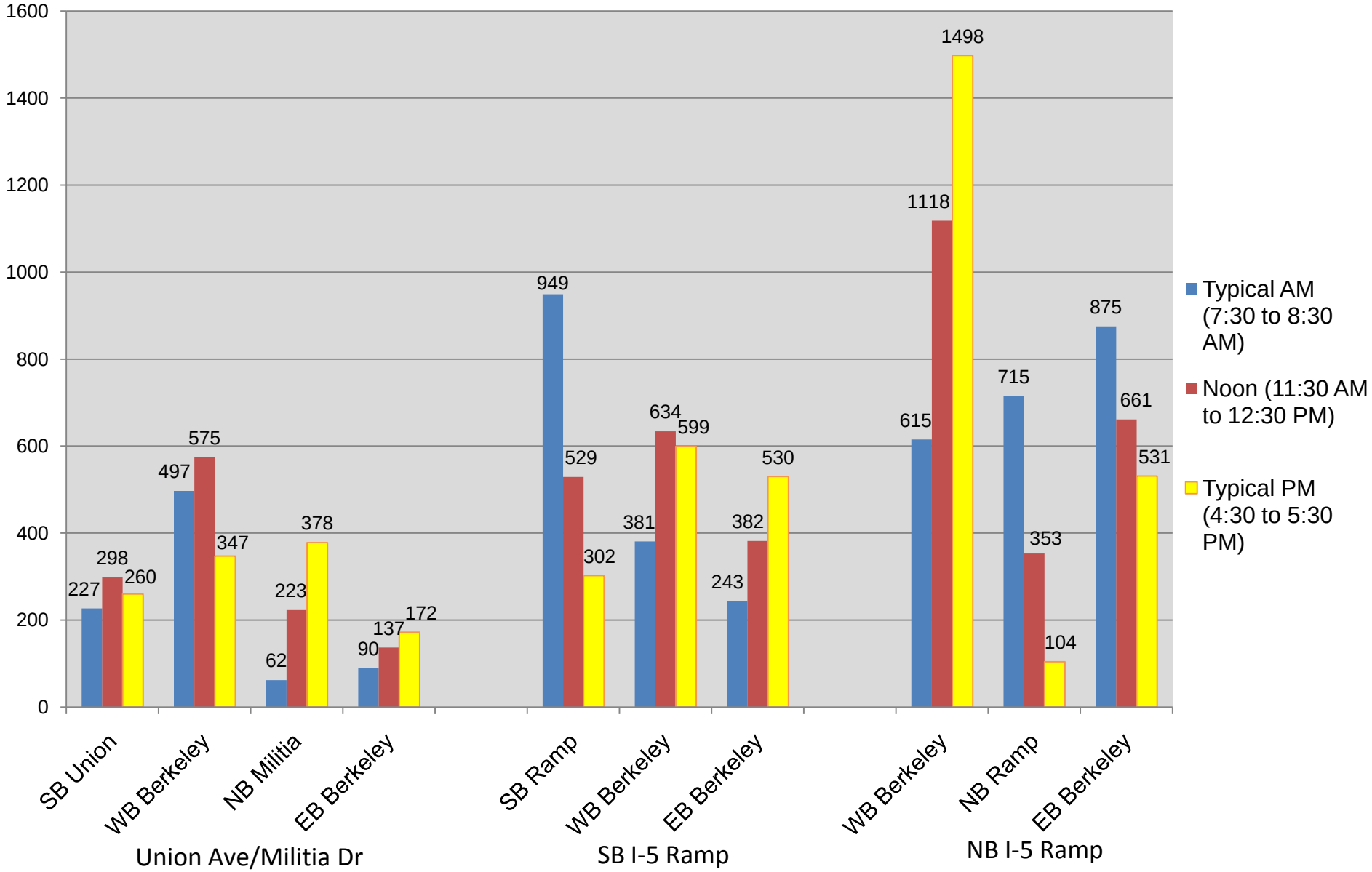
- Engineering considerations
  - Right-of-Way acquisitions
  - Number of at-grade crossings
  - Cost
- Environmental considerations
  - Wetland impacts and mitigation costs
  - Historic/cultural properties
  - 4(f) properties
  - Environmental justice: Minority and/or low-income communities

2010 Traffic Study questions

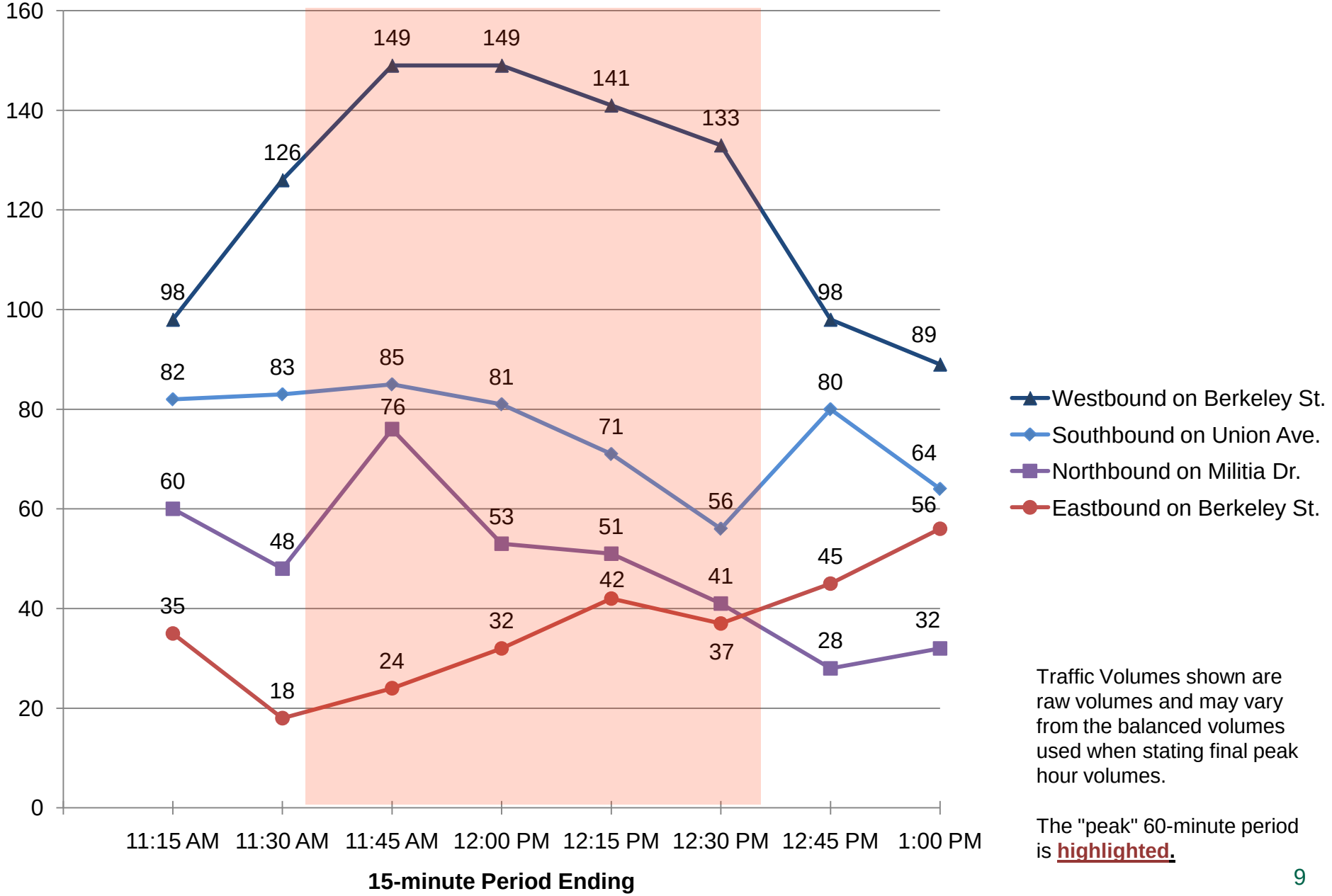
- Why not analyze the noon peak volumes at Berkeley?

- Should we include Cross-base Hwy in the 2030 forecast model?

Berkeley Street
2010 Traffic Volumes in Typical AM, Noon, and Typical PM Peak Hours



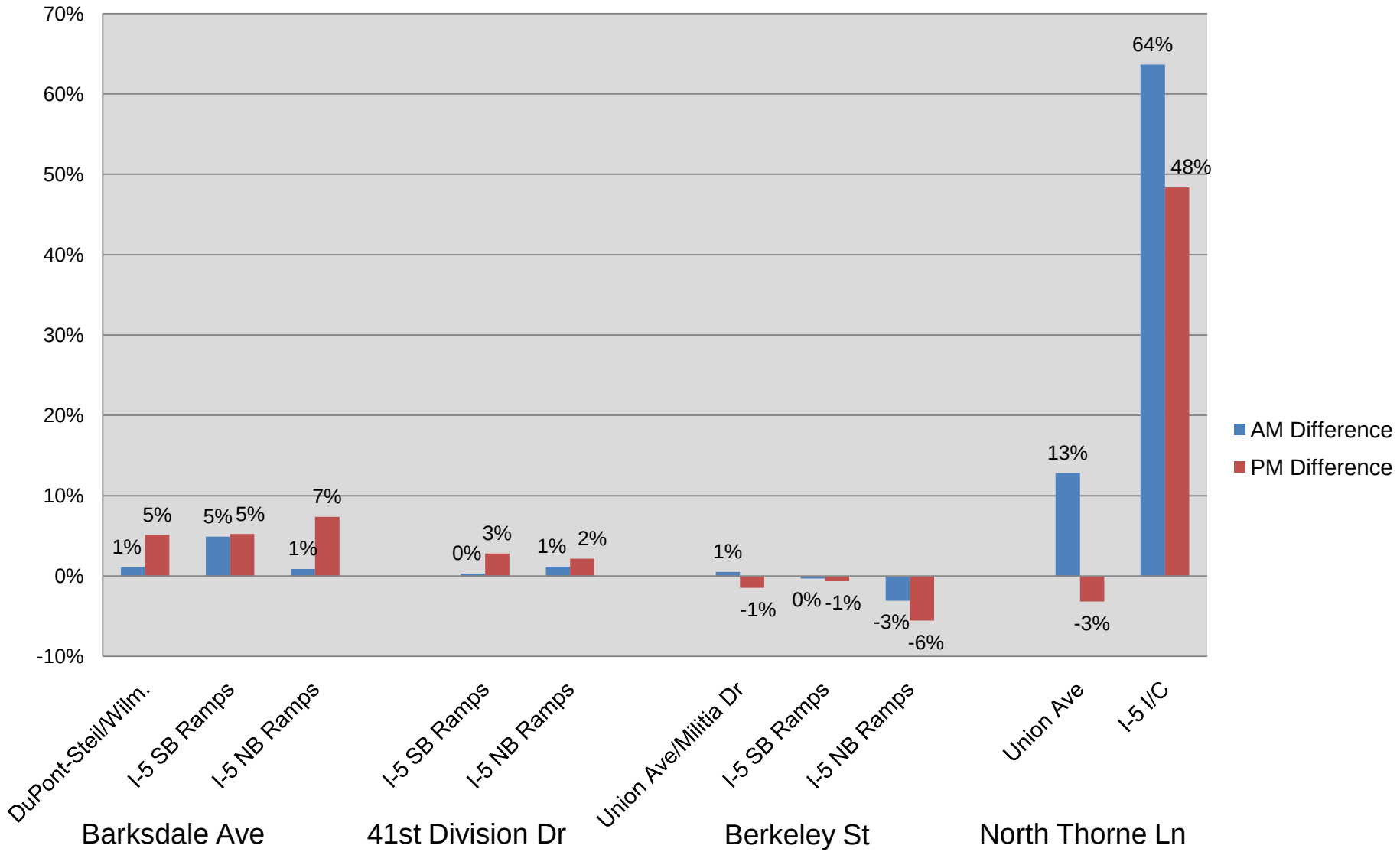
Berkeley Street
2010 Traffic Volumes by Direction During "Noon" Peak



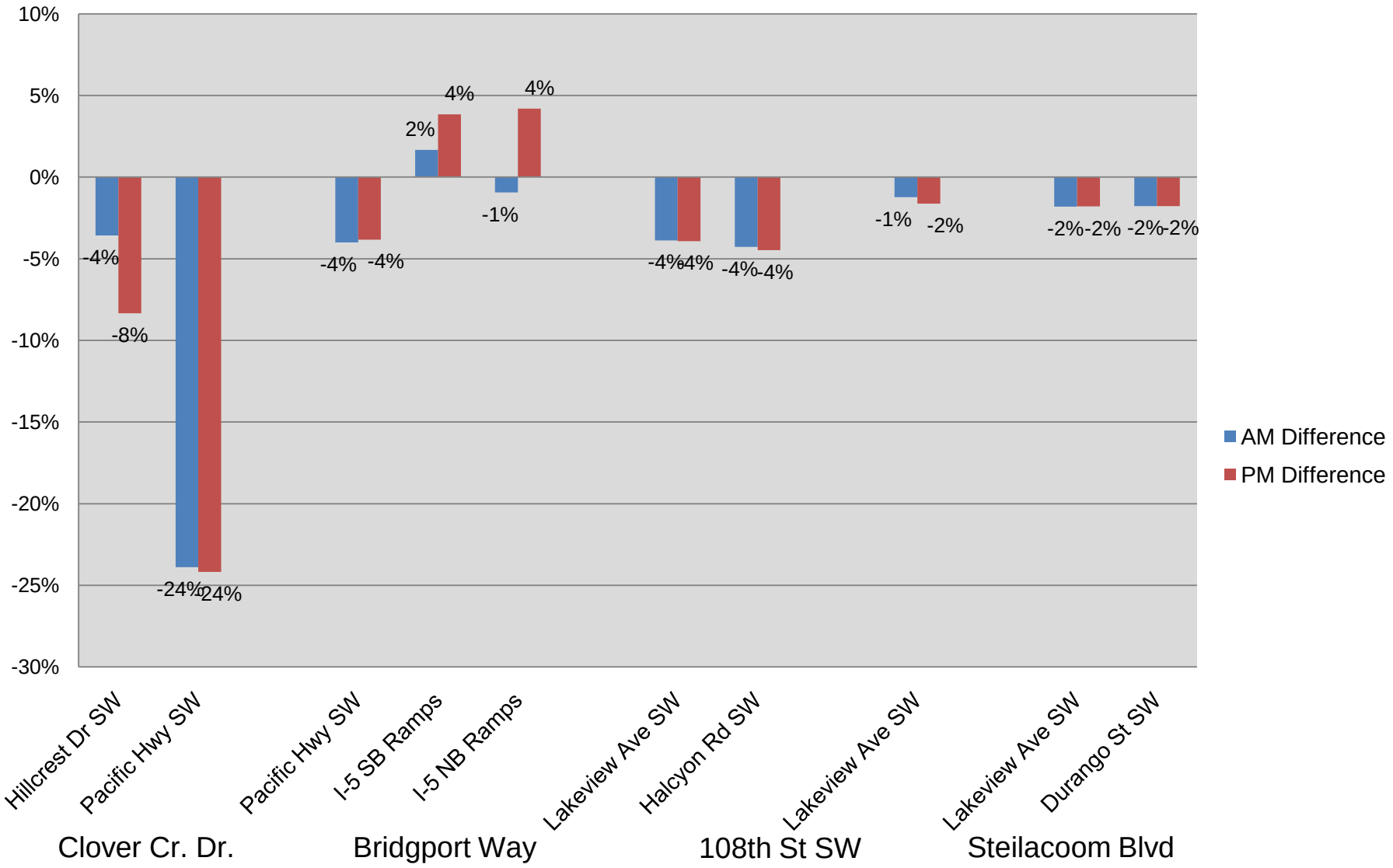
Traffic Volumes shown are raw volumes and may vary from the balanced volumes used when stating final peak hour volumes.

The "peak" 60-minute period is **highlighted**.

2030 Forecast Traffic Volumes With Cross-Base Highway Compared to Without - Barksdale to Thorne



2030 Forecast Traffic Volumes With Cross-Base Highway Compared to Without - Clover Cr. to Steilacoom



Traffic Memos (2010 Data)

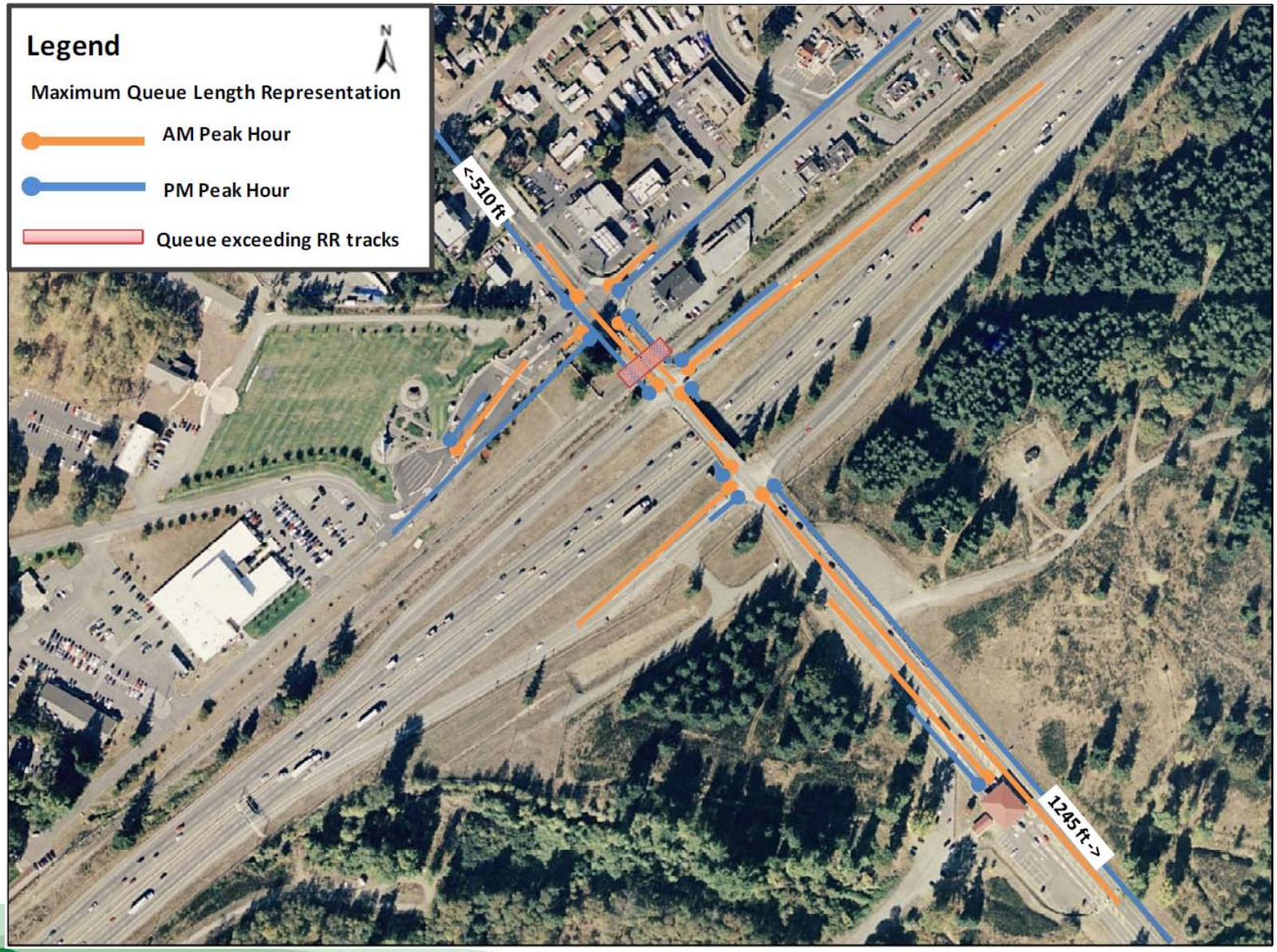
Content

- Models well aligned to actual traffic conditions
- LOS in some cases are better than perceived
- The memos document existing delay and queuing conditions, and how well the models are calibrated to observed traffic

Process

- These models will be used to predict delay and queuing conditions for 2010 and 2030 volumes
- Delay and queuing will be analyzed in transportation discipline report and others to asses potential affects

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



For more information

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