Source, Author/Date	Objective	Study Area	Related Findings	Related Recommendations	Additional Notes
I-5/Fort Lewis Congestion Study WSDOT (Dec. 2005)	• Analysis of existing congestion on I-5 in the vicinity of Fort Lewis.	I-5 interchanges from Barksdale/ DuPont to Thorne.	• Future demand growth may make anything more than short-term solutions impossible. • Extending use of existing network is most effective for the short-term.	• Installation of ramp meters. • Auxiliary lane between Berkeley & Thorne interchanges.	• Interchanges identified as overcapacity for Fort Lewis commute movements (Barksdale to/from the South, Berkeley to/from the North). • Study assumes Cross-Base Highway will be constructed.
Fort Lewis/McChord Crash Analysis Gannet Flemming (2007)	• "Does Fort Lewis or McChord traffic on I-5 increase collision rates?"	I-5 mainline from Lacey to downtown Tacoma.	• Linear increase in NB collision approaching Tacoma & vice versa for SB. • Fort Lewis/McChord increase the collision rate, but not above the overall average for the area. • Access Control Points (ACP) congestion may increase collisions.	• Study of ACPs due to congestion relation collisions at adjacent interchanges.	• None
Pierce Transit Park & Ride Study Fehr & Peers/Mirai (Dec. 2008)	• Identify P&R needs within Pierce Transit's service area & prioritize locations for future P&R expansion.	Throughout Pierce County.	• Does not identify any new P&Rs • Inventories previously planned P&R expansions incl. Lakewood Station. • Fort Lewis shows relatively low growth in planning model person-trips (2015). • Enhance transit service (increased Sounder & bus services) increase P&R demand.	• Enhanced transit service would increase DuPont P&R by +175 stalls.	• None
East-West Corridor Study Parametrix/Thurston County (July 1998)	• Investigate the best way to increase East-West mobility between Lacey, Tumwater, & Yelm. • Congestion relief on Yelm Highway.	Tumwater-Lacey-Yelm & unincorp. Thurston County in between.	• None	• None	• None
2007-2026 Highway System Plan WSDOT (Dec. 2007)	• Identifies current & forecast needs & ways to address needs.	Statewide	• Provides general overview of statewide highway needs. • No specific information related to study area.	• None	• None
Cross-Base Highway Final EIS: Transportation Discipline Report WSDOT (Sept. 2003)	• Document impacts of proposed highway & any necessary mitigation.	Bound by I-5, SR 512, SR 7, & Fort Lewis.	• Baseline assumption: widen Center Dr to 6 lanes. • SPUI[1] at Thorn Ln interchange. • I-5 frontage road to north between Thorne Ln & Gravelly Lake Dr. • TDM/TSM alternative does not satisfy needs.	• SPUI & frontage road included in action.	• None

[1] SPUI = single-point urban interchange

Source, Author/Date	Objective	Study Area	Related Findings	Related Recommendations	Additional Notes
Point Defiance Bypass Project: Traffic & Transportation Discipline Report WSDOT/HDR Engineering (Mar. 2008)	• Improve passenger rail service.	Intersections along South Tacoma Way, Pacific Hwy, & I-5 ramp intersections (DuPont, 41st Div., Berkeley, Thorn, & Bridgeport).	• Currently 3 roundtrip freight trains per week use bypass rail alignment (1,000 ft long, 10 mph). • Sounder service will be provided to Lakewood w/o bypass project. • Future: 1 Amtrak train during AM & PM peak hours, remaining off-peak. • Average queues will spill back .through adjacent study intersections at Bridgeport, Thorne, Berkeley, & Barksdale.	• Interconnect at all signals. • Turn-pocket improvements for trucks at Union/Thorne & Berkeley. • Install/activate signals at Union/Thorne & Union/ Berkeley.	• None
Final Comprehensive Traffic Study at McChord Air Force Base CH2M Hill (Aug. 2006)	• Analyzed ability of current infrastructure to support existing & 2016 demands.	On-base & extending to Thorne Ln interchange.	• Poor operations at Thorne interchange.	• Signal optimization at Thorne interchange until I-5 widening or Cross-Base Highway occurs.	• None
Freeway Access Report – Interstate 5 at DuPont, Washington CH2M Hill (Oct. 1995)	• Documents the need for DuPont freeway access improvements including the new Center Dr interchange.	I-5 mainline and interchanges from Mounts Rd through DuPont/Barksdale.	• Fort Lewis relocates DuPont gate to Center Dr; Pendleton gate open. • DuPont underpass does not meet vertical clearance standards. • Alternatives considered: o Minor improvements to Barksdale interchange o Reconstruct Mounts & DuPont (diamond) interchanges o Eliminate Mounts, construct Center Dr, reconstruct DuPont (trumpet) o Construct Center Dr, reconstruct DuPont (trumpet) o Frontage roads to Center, reconstruct DuPont (trumpet) o Construct Center, reconstruct DuPont (diamond)	• Reconstruct DuPont interchange (diamond). • Construct Center Dr interchange o Ultimate configuration includes half diamond for NB I-5, diamond for SB and access to Fort Lewis Center Dr gate. • Retain Mounts Rd interchange.	• If inter-city rail is implemented, substantial alignment & grade separation improvements would be necessary.