I-5 JBLM Congestion Relief Project
Tillicum/Woodbrook Community Meeting

• Sign In
• Comment Sheets
• Sign Up to Stay in Touch
I-5 JBLM Vicinity Congestion Relief
Focus Interchanges
1. Add one lane to each direction of I-5 from Thorne Lane to Steilacoom-DuPont Road
2. Rebuild Thorne Lane interchange
3. Rebuild Berkeley Street interchange
4. Add shared use path along I-5 corridor
5. Add Gravelly to Thorne Connector
6. Rebuild Steilacoom-DuPont interchange and rebuild DuPont Access Control Point to JBLM
Proposed I-5 Improvements

LEGEND
- Existing I-5 Mainline
- Add One Lane Each Direction
- Rebuild Interchange
- Rebuild JBLM
- Access Control Point

Shared-Use Path

Existing I-5 Mainline
Add One Lane Each Direction
Rebuild Interchange
Rebuild JBLM
Access Control Point

Add one lane each direction
Obsolete Overpasses in Study Area

EXIT 119
Steilacoom
DuPont Rd

3 Lanes
3 Lanes
Built 1957
Functionally Obsolete
Vertical Clearance – 14’ 09”

EXIT 122
Berkeley St

3 Lanes
3 Lanes
Built 1954
Functionally Obsolete
Vertical Clearance – 15’ 03”

EXIT 123
Thorne
Lane

3 Lanes
3 Lanes
Built 1954
Functionally Obsolete
Vertical Clearance – 14’ 07”

Interstate requirement is 16.5 feet of vertical clearance
Visualizations of proposed interchanges help us see them in the context of their location. While under serious consideration, the layout shown is not necessarily the final design. Public input along with the upcoming environmental studies may result in adjustments to this layout.
Visualizations of proposed interchanges help us see them in the context of their location. While under serious consideration, the layout shown is not necessarily the final design. Public input along with the upcoming environmental studies may result in adjustments to this layout.
Berkeley/Washington Intersection Plan
Visualizations of proposed interchanges help us see them in the context of their location. While under serious consideration, the layout shown is not necessarily the final design. Public input along with the upcoming environmental studies may result in adjustments to this layout.
Visualizations of proposed interchanges help us see them in the context of their location. While under serious consideration, the layout shown is not necessarily the final design. Public input along with the upcoming environmental studies may result in adjustments to this layout.
Thorne Interchange Plan
Why Are Roundabouts Effective?

Reduce Delay – Improve Traffic Flow
Roundabouts move traffic through an intersection more quickly, and with less congestion on approaching roads. Roundabouts promote a continuous flow of traffic. Unlike intersections with traffic signals, drivers don’t have to wait for a green light at a roundabout to get through the intersection. Traffic is not required to stop – only yield – so the intersection can handle more traffic in the same amount of time.

Reduction in Collisions
Roundabouts reduced injury crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS). Studies by the IIHS and Federal Highway Administration have shown that roundabouts typically achieve:

- A 37 percent reduction in overall collisions
- A 75 percent reduction in injury collisions
- A 90 percent reduction in fatality collisions
- A 40 percent reduction in pedestrian collisions

Reasons Why Roundabouts Help Reduce the Likelihood and Severity of Collisions

- **Low travel speeds.** Drivers must slow down and yield to traffic before entering a roundabout. Speeds in the roundabout are typically between 15 and 20 miles per hour. The few collisions that occur in roundabouts are typically minor and cause few injuries since they occur at such low speeds.

- **No light to beat.** Roundabouts are designed to promote a continuous, circular flow of traffic. Drivers need only yield to traffic before entering a roundabout; if there is no traffic in the roundabout, drivers are not required to stop. Because traffic is constantly flowing through the intersection, drivers don’t have the incentive to speed up to try and “beat the light,” like they might at a traditional intersection.

- **One-way travel.** Roads entering a roundabout are gently curved to direct drivers into the intersection and help them travel counterclockwise around the roundabout. The curved roads and one-way travel around the roundabout eliminate the possibility for T-bone and head-on collisions.
Gravelly–Thorne Connector

**Purpose:** To provide a facility for local traffic between the Tillicum and Woodbrook neighborhoods and the rest of Lakewood without needing to use I-5.

**Overview**

![Map showing Gravelly–Thorne Connector]

**Detail**

![Detailed map of the proposed Gravelly–Thorne Connector]
Gravelly–Thorne Connector

**Existing Cross-Section**

- Tacoma Country & Golf Club
- Sound Transit Right of Way
- I-5 Right of Way

**Proposed Gravelly–Thorne Connector with Two-Direction Traffic and Non-Motorized Shared Use Path**

- Tacoma Country & Golf Club
- Non-Motorized Shared Use Path
- Sound Transit Right of Way
- I-5 Right of Way

Project Timeline

Phase 1
- 2013
  - I-5 Corridor Traffic Modeling
  - Ex Traffic Conditions Analysis
  - Traffic Operational Analysis
  - Develop Alternatives/Screening
  - Environmental Scan
  - Stakeholder Coordination

Phase 2
- 2014
  - Corridor Alternatives Analysis
  - Preliminary Screening
  - Detailed Analysis of Multi-modal Packages
  - Evaluate & Document Alternatives

Phase 3
- 2015
  - Corridor Level Environmental Assessment
  - Corridor Interchange Justification Report

2016
- NEPA Approval
- Target Completion July 2016

- Open House
Madigan Access Improvements

**Project Information**

This City of Lakewood-led project improves access to Madigan Army Medical Center by providing double left-turn lanes from southbound I-5 to Berkeley Street and another lane across the Berkeley Street overpass (Freedom Bridge).

WSDOT is administering the project for the City of Lakewood.

**The End Result**

Construction will add one travel lane to the I-5 Berkeley Street overpass, also known as the Freedom Bridge. The southbound I-5 exit to Berkeley Street will be widened to create a second left turn lane. Union Avenue will also be widened.

When complete, the bridge will have a new roadway surface and improved pedestrian access with enhanced sidewalks.

**Project Benefits**

- Widened overpass and added left turn lane will help prevent exiting traffic from backing onto mainline southbound I-5, which will increase driver safety, improve access to the Madigan area, and improve traffic flow on southbound I-5.

- Project complements previous WSDOT work to create an auxiliary lane on southbound Interstate 5 between Thorne Lane and Berkeley Avenue, giving drivers more room to merge on and off I-5 along this busy stretch of highway.