

I-5/116th Street NE Interchange Project
Improves Mobility, Safety, Economic Development, Environment and Jobs
Sponsor: Tulalip Tribes
Located: Tulalip, WA
Snohomish County

HISTORY:

As leaders in this regional development over the past decade, the Tulalip Tribes are seeking funding to construct the final phase to replace the existing diamond interchange with a Single Point Urban Interchange (SPUI). When constructed, this project will reduce congestion, increase safety and support economic development in Snohomish County and in the vicinity of the Tulalip Tribes and the City of Marysville. This is a regional interchange project that is critical to WSDOT/FHWA, Snohomish County, the City of Marysville, Arlington and the Tulalip Tribes.

The Tulalip Tribes have completed 3 phases of the 116th NE Interchange on Interstate 5 (I-5). The 3rd phase of the bridge deck & ramps will add more thru lanes, turn lanes, reduce the two signals to one, widen all ramps with additional lanes, adds HOV lanes and ramp metering, and provide safer pedestrian and bike connections across the interchange.

Regional Support This project is strongly supported by the public, FHWA, BIA, WSDOT, Snohomish County, Community Transit and the City of Marysville.

Gridlock Without this project the interchange off-ramp backups on to I-5 mainline will be longer and more severe. 25,000 cars a day use the interchange and over 100,000 cars a day travel on I-5.

Freight Mobility 46 million tons of freight and 11,000 trucks travel through this interchange daily. I-5 is a crucial freight corridor between the major ports of Seattle and Tacoma, and the Canadian market. Donna's Truck Stop, located at the 116th Interchange, is the **second busiest truck stop on I-5 between Seattle and Canada**. Congestion at the interchange increases the cost of moving goods in and out of the region.



Benefit / Cost The benefit-cost ratio for this final phase alone is over 2.18 to 1 at a 7 percent discount rate and over 4.12 to 1 at a 3 percent discount rate. These benefits derive from significant reductions in congestion delay, collisions, user operating costs, and greenhouse gas emissions.

Economy and jobs The direct impacts of this project consist of **7,000 direct jobs**, all in Snohomish County including; 1,338 jobs - retail sector, 3,321 jobs - manufacturing sector, and 2,314 jobs - transportation and warehousing sector. These direct jobs correspond to **\$1.7 billion in economic output**. **Direct income to workers is \$532million per year.**

Transportation Choices The project includes design elements that enhance Community Transit bus service, upgrade and **complete missing ADA compliant pedestrian facilities** across I-5, establish new **HOV bypasses** on the on ramps, and **ramp metering**. These improvements are integrated with and empower WSDOT's recent ITS system improvements along I-5 for regional transportation management.

Project Readiness The planning, preliminary design, alternatives analysis, and environmental documentation have been completed for all phases of the 116th Interchange project. A NEPA compliant EA and FONSI were completed and issued for the entire project, and the preferred alternative was selected (2006). EA Update was completed in March 2012. Final design and engineering is underway and it will be shovel ready in March 2013. Right of Way is secure.

Permit Status Required Permits for this phase of the project are: EPA NPDES, WA Ecology NPDES, Corps Section 404 (completed), WSDOT General Permit, City of Marysville Right of Way Use Permit, and Tulalip Tribes Grading permit. These permits are being submitted and will be obtained prior to construction.

We are requesting \$34.7M to complete the final phase of the 116th Interchange Project. This regional project is in its final phase of improvements and the Bridge Deck and Ramps will complete this regionally significant project. We seek your support to complete this regional interchange.