

Construction of the North End and South End segments will proceed only after property rights and permits are acquired.

**Project Funding**

Prior to 2013 (Planning)	2013-2015 (Planning)	2015-2017 (Environmental Studies & Purchasing Right of Way) Design and construct NB I-5 Aux Lane	2017-2019 (Preliminary Engineering, Right of way procurement, construction)	2019-2021 (construction)	2021-2023 (construction)	2023-2025 (construction)
\$356,618	State MVA \$5.5M	Connecting Washington Account \$12M (actual expenditure)	Connecting Washington Account \$138M	Connecting Washington Account \$164M	Connecting Washington Account \$124M	Connecting Washington Account \$56M

**MORE INFORMATION**

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<http://www.wsdot.wa.gov/Projects/I5/JBLMImprovements/default.htm>

<http://www.wsdot.wa.gov/Projects/I5/MountsRdThorneLn/default.htm>

[www.wsdot.wa.gov/Projects/I5/steilacoombdupontrdthornelnimprove/](http://www.wsdot.wa.gov/Projects/I5/steilacoombdupontrdthornelnimprove/)

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# I-5 Improvements through JBLM

## MOUNTS ROAD EXIT 116 TO THORNE LANE EXIT 123

### Improving transportation through a vital corridor

The Interstate 5 corridor through Joint Base Lewis McChord (JBLM) is a strategic stretch of highway that moves goods, people, and the US military. Traffic congestion has steadily increased through the corridor, reflecting steady population growth and economic development in the region. Currently, motorists traveling through the corridor routinely experience daily congestion.

The corridor improvements between Mounts Rd. (Exit 116) and Gravelly Lake Dr. (Exit 124) will be built in three main stages of construction.

- Mounts Rd. to Center Dr. – Construction 2017**
  - Northbound Auxiliary Lane Extension
  - Add a northbound auxiliary lane between Berkeley St. and Thorne Lane
- Steilacoom-DuPont Rd. to Thorne Lane – Construction 2018–2021**
  - Rebuild Thorne Lane (Exit 123) interchange
  - Rebuild Berkeley Street (Exit 122) interchange
  - Widen I-5
  - Add one through lane each direction from Thorne Lane to Steilacoom-DuPont Rd.
- Mounts Rd. to Steilacoom-DuPont Rd. – Construction 2021–2024**
  - Rebuild Steilacoom-DuPont Rd. (Exit 119) interchange
  - Build a bicycle/pedestrian path between Berkeley St. and Steilacoom-DuPont Rd.
  - Build the Gravelly-Thorne Connector local roadway.



### I-5, Mounts Rd. to Center Dr. – Auxiliary Lane Extension



Construction began in Feb. 2017 to widen northbound I-5 between Mounts Road and Center Drive. Once complete, the added lane will operate as an auxiliary lane until later stages are complete.

# NORTH END INTERCHANGE REDESIGNS

WSDOT will rebuild the I-5 interchanges at Thorne Lane and Berkeley Street. Both interchanges have existing overpasses that are too narrow to accommodate more lanes on I-5.

The design-visualizations of how the interchanges would look after being rebuilt are shown. The yellow areas show the existing overpasses and road network that would be demolished.

The proposed new design at all locations is a “dogbone” interchange, so named because of its shape. A dogbone interchange uses two partial roundabouts instead of signals to manage traffic. Motorists yield to traffic already circling the roundabouts and then continue. Dogbone interchanges reduce driver delays, reduce traffic conflicts and the potential for collisions, and reduce maintenance costs.

## Thorne Lane Interchange

At Thorne Lane, the new interchange would be built slightly south of its existing location. Moving the interchange south allows WSDOT to build the new interchange before demolishing the old one, reducing impacts to traffic. It would span the railroad, and a new road segment would be built east of I-5 to connect the interchange to Murray Road. A new roundabout west of I-5 would connect Thorne Lane to Union Avenue.



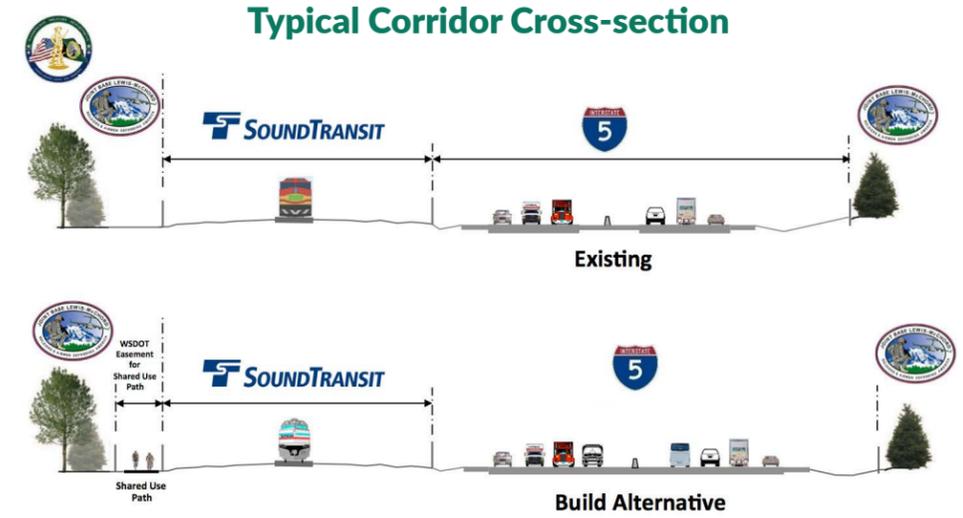
## Berkeley Street Interchange

The new Berkeley Street interchange will be built just south of the existing overpass. It would span the railroad tracks, Militia Drive (the freight entrance to Camp Murray), and would join the local roadway network near Washington Avenue in Tillicum.

## Highway Configuration

The graphic at right shows how the proposal for the I-5 improvements would compare with the existing highway. The top graphic represents the current layout of the highway and rail line.

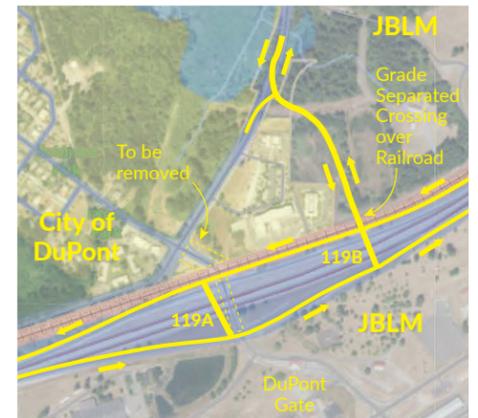
The lower graphic represents the proposed widened I-5 layout that would accommodate one added lane in each direction. The lanes will be designed to operate as general purpose lanes when completed and converted to high occupancy vehicle lanes (HOV) when connection to the Interstate 5 HOV system that currently terminates in Tacoma is available.



## SOUTH END

### Steilacoom-DuPont Rd. Interchange

Working with project stakeholders, a Feasibility Study was initiated to evaluate options for reconfiguring the I-5, Steilacoom-DuPont Rd. (Exit 119) interchange. The shown build alternative is being advanced for more evaluation including public input and a full range of environmental studies. The proposed build alternative includes grade separation of the roadway over the railroad. Construction in this portion of the corridor is not intended to begin until 2022.



Concept reconfiguration I-5, Exit 119 Steilacoom-DuPont Rd. Interchange

## Gravelly-Thorne Connector

The Gravelly-Thorne Connector is a proposed new city street parallel to, but separate from, I-5, that would connect Gravelly Lake Drive and Thorne Lane. This local road would include one vehicle lane going southbound from Gravelly Lake Drive to Thorne Lane. A path for pedestrians and bicycles would also be included. About 30 feet of additional right of way will be necessary for this roadway.

For northbound motor vehicle traffic from Thorne Lane to Gravelly Lake Drive, a new auxiliary lane will be added along northbound I-5 between these interchanges.

Right of way must be acquired from various property owners before the proposed Gravelly-Thorne Connector can be built.

## STAKEHOLDERS

- Cities of DuPont, Lakewood, Steilacoom, Yelm and Lacey
- Intercity Transit, Pierce Transit, Sound Transit
- Pierce County
- Puget Sound Regional Council, Thurston Regional Planning Council
- Nisqually Indian Tribe
- Federal Highway Administration
- Joint Base Lewis McChord
- Washington National Guard
- Washington State Department of Transportation