Presentation Outline

- Project Overview
- Traffic Volumes/Growth Trends
- Safety Analysis
- Interchange Screening Process
- Next Steps
Study Area
Mounts Road (Exit 116) to SR 512 (Exit 127)
Project Overview

- Office of Economic Adjustment (Dept. of Defense) funded
- Project Team
  - City of Lakewood – lead
  - Transpo Group
  - WSDOT
- Technical Review Committee
  - 18 agencies represented
  - Provide guidance and input to Project Team
  - Keep their respective agency informed on progress and findings
  - Three meetings held, next meeting scheduled for November 12
Modeling Efforts

- City of Lakewood Travel Demand Model
- Incorporated Existing Military Travel Patterns
  - Regional trip distribution and assignment to access control points
- Year 2030 Forecast Conditions
  - Includes Cross Base Highway
  - Includes anticipated military growth initiatives
I-5 Traffic Volumes/Growth Trends

- Average Daily Traffic Volumes (2008)
  - Mounts Road – 109,000
  - SR 512 – 143,000

- PM Peak Hour Volumes (2008)
  - Mounts Road – 9,000 vehicles (dual direction)
  - SR 512 (south) – 11,000 vehicles (dual direction)

- I-5 Mainline Volumes increased by 6.4% from 2002 - 2008
Hourly Profile of Base Traffic

Average Weekday Traffic Volumes Near Gates

# of Vehicles vs Time of Day

- PT (Morning)
- AM (Mid-Morning)
- Mid-day
- PM (Evening)

- Liberty
- Madigan
- D Street
- Dupont
### Military Growth compared to Regional Growth

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2009</th>
<th>Net Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ft. Lewis</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Military</td>
<td>19,089</td>
<td>30,800</td>
<td>11,711</td>
<td>61.3%</td>
</tr>
<tr>
<td>Dependents</td>
<td>29,015</td>
<td>46,816</td>
<td>17,801</td>
<td>61.3%</td>
</tr>
<tr>
<td>Totals</td>
<td>48,104</td>
<td>77,616</td>
<td>29,512</td>
<td>61.3%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Counties (including cities)</strong></th>
<th>2000</th>
<th>2009</th>
<th>Net Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pierce County</td>
<td>700,820</td>
<td>813,600</td>
<td>112,780</td>
<td>16.1%</td>
</tr>
<tr>
<td>Thurston County</td>
<td>207,355</td>
<td>249,800</td>
<td>42,445</td>
<td>20.5%</td>
</tr>
<tr>
<td>Totals</td>
<td>908,175</td>
<td>1,063,400</td>
<td>155,225</td>
<td>17.1%</td>
</tr>
</tbody>
</table>

Source: Adapted from April 9, 2009 presentation by Tom Knight, Ft. Lewis Deputy Garrison Commander

- Total Collisions = 2,956
  - 2002 = 331 collisions
  - 2008 = 507 collisions
  - 53 percent increase
- Two fatalities
- Majority of accidents are rear-end, single vehicle, and sideswipe
- Indicative of increased congestion
- Highest accident locations; SR 512, Bridgeport Way, and Thorne Lane
Interchange Screening Process

- **Project Purpose & Need**
  - April 2009

- **Level I**
  - Identify Area of Focus
    - August 2009

- **Level II**
  - Fatal Flaw Screening
    - November 2009

- **Level III**
  - Evaluation of Improvement Options
    - March 2010

- **Preferred Alternatives**
  - May 2010

- **Final Report**
  - June 2010

Completed
Level 1 Screening

- Reduce 9 study area interchanges to 4 for detailed concept development
- Criteria evaluated
  - military impact (percent of total traffic)
  - safety issues
  - operational issues
Focused Study Area
Next Steps

- Complete Tier 2 Screening of preliminary interchange improvement concepts
- Finalize baseline documentation
- Refine operational analysis
  - include a simulation component for the four selected interchanges
- TRC Meeting #3 – Scheduled for November 12