

WELCOME!

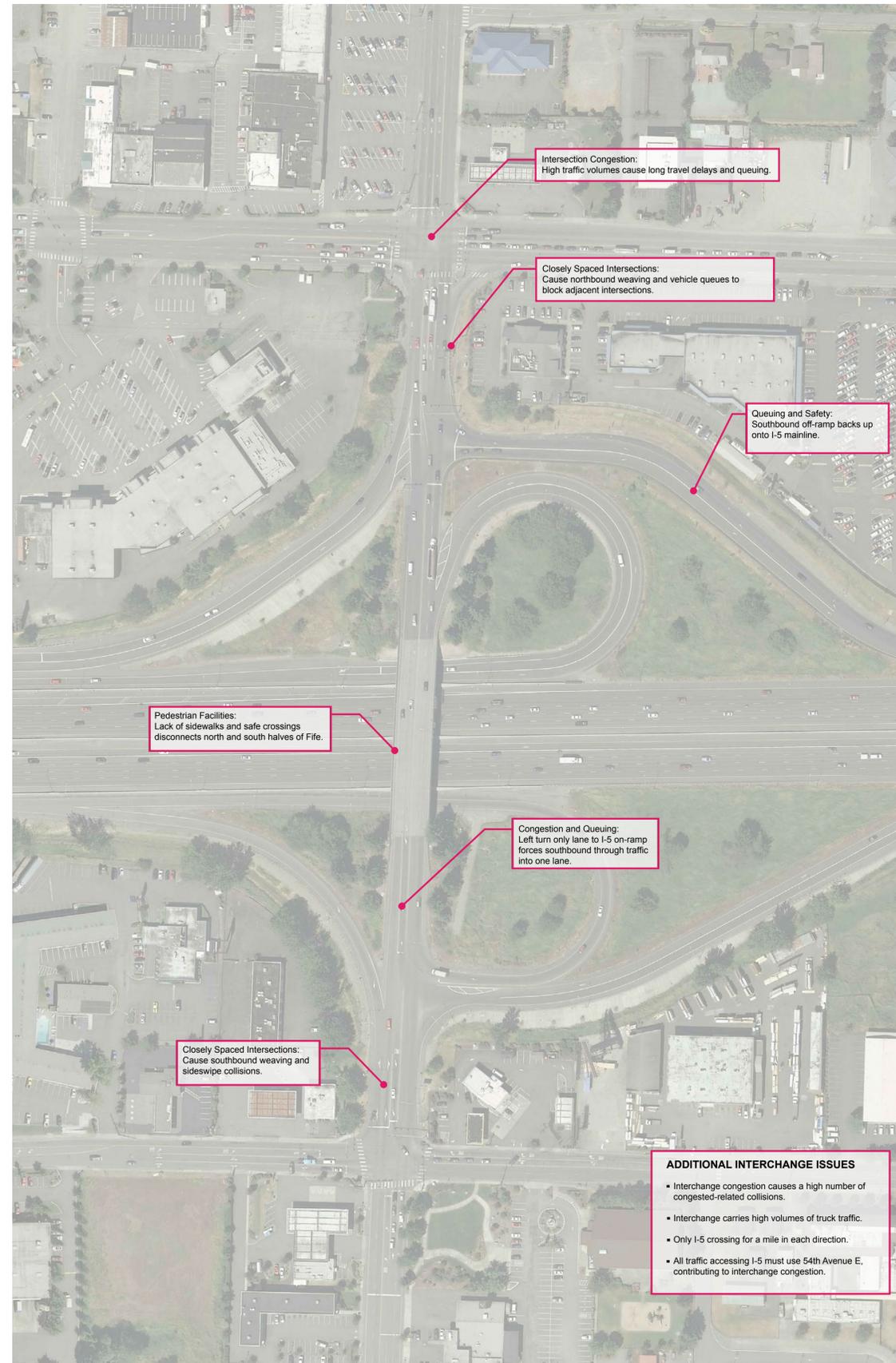
I-5 and 54th Avenue E Interchange

OPEN HOUSE

Project Background

- The I-5 and 54th Avenue E interchange experiences significant congestion and vehicle queuing, lacks non-motorized facilities, and has a high number of vehicle collisions.
- As part of the Transportation Plan Update and City Center Visioning Project, the City began evaluating improvements for the interchange.
- In 2013, the City of Fife started working with WSDOT, Federal Highway Administration, Port of Tacoma, Puyallup Tribe of Indians, and other stakeholders to analyze improvement alternatives for the interchange.

EXISTING INTERCHANGE ISSUES



I-5/54th Avenue E Interchange Improvement Project's Purpose and Need Statement

Purpose

The purpose of this project is to improve the efficiency of the Interstate 5 (I-5) Interchange with 54th Avenue E in Fife, Washington. Additionally, the project will improve safety, interchange reliability, and circulation of the local street network for motorized and non-motorized traffic, while balancing community and environmental impacts. The project should support the City of Fife planned development patterns and land use changes, and improve community connectivity.

Need

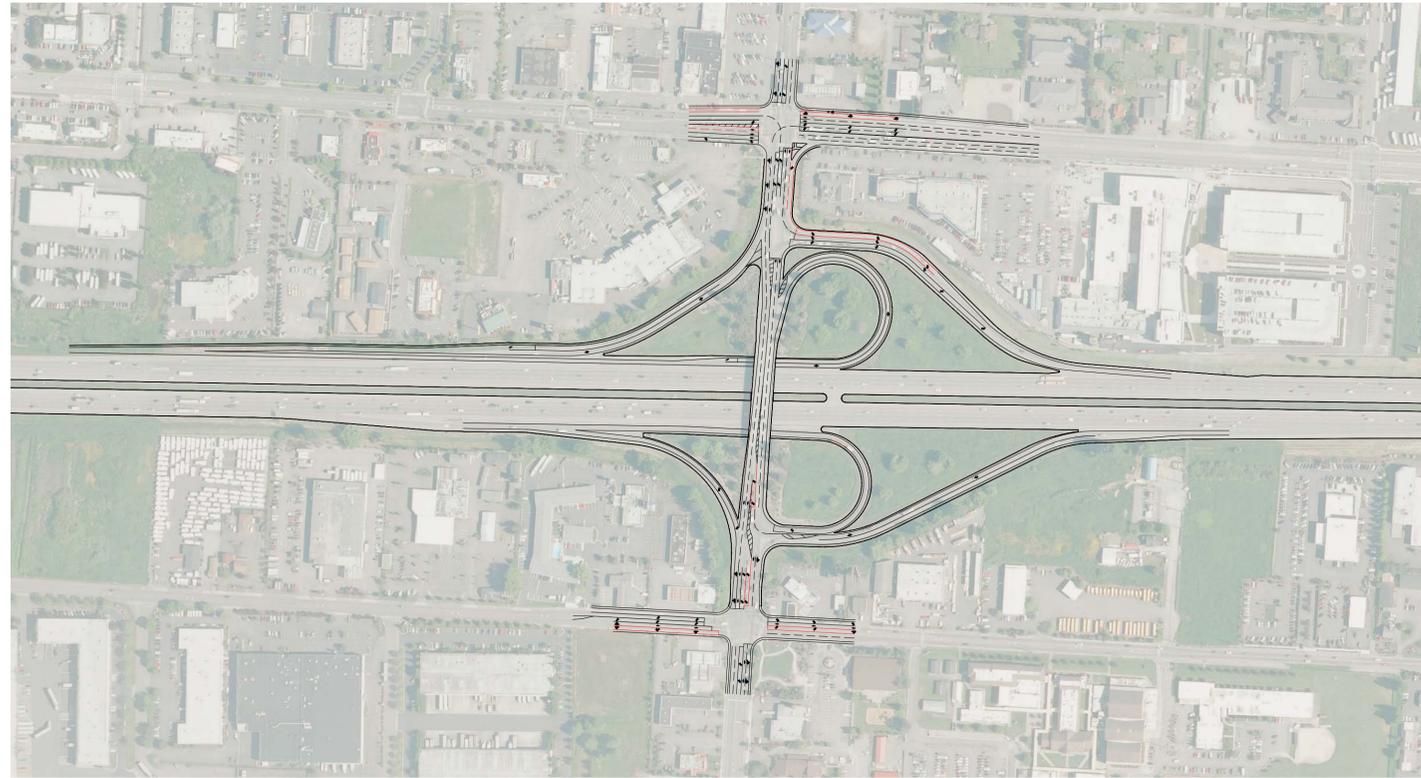
The I-5 interchange with 54th Avenue E experiences congestion for a significant portion of the day due to the concentration of traffic accessing from, and exiting I-5 to, the City of Fife, the Port of Tacoma, and nearby destinations, as well as inter-local traffic crossing from one side of I-5 to the other. The interchange is congested for multiple hours each weekday, and it is common for ramp congestion to impact through traffic on the I-5 mainline.

Interchange capacity improvement is necessary for inter-local traffic to cross I-5, improved movement of traffic accessing I-5 from the surface system, and leaving I-5 to access the surface system to better serve the City of Fife, the Port of Tacoma, other nearby destinations, and all users of I-5

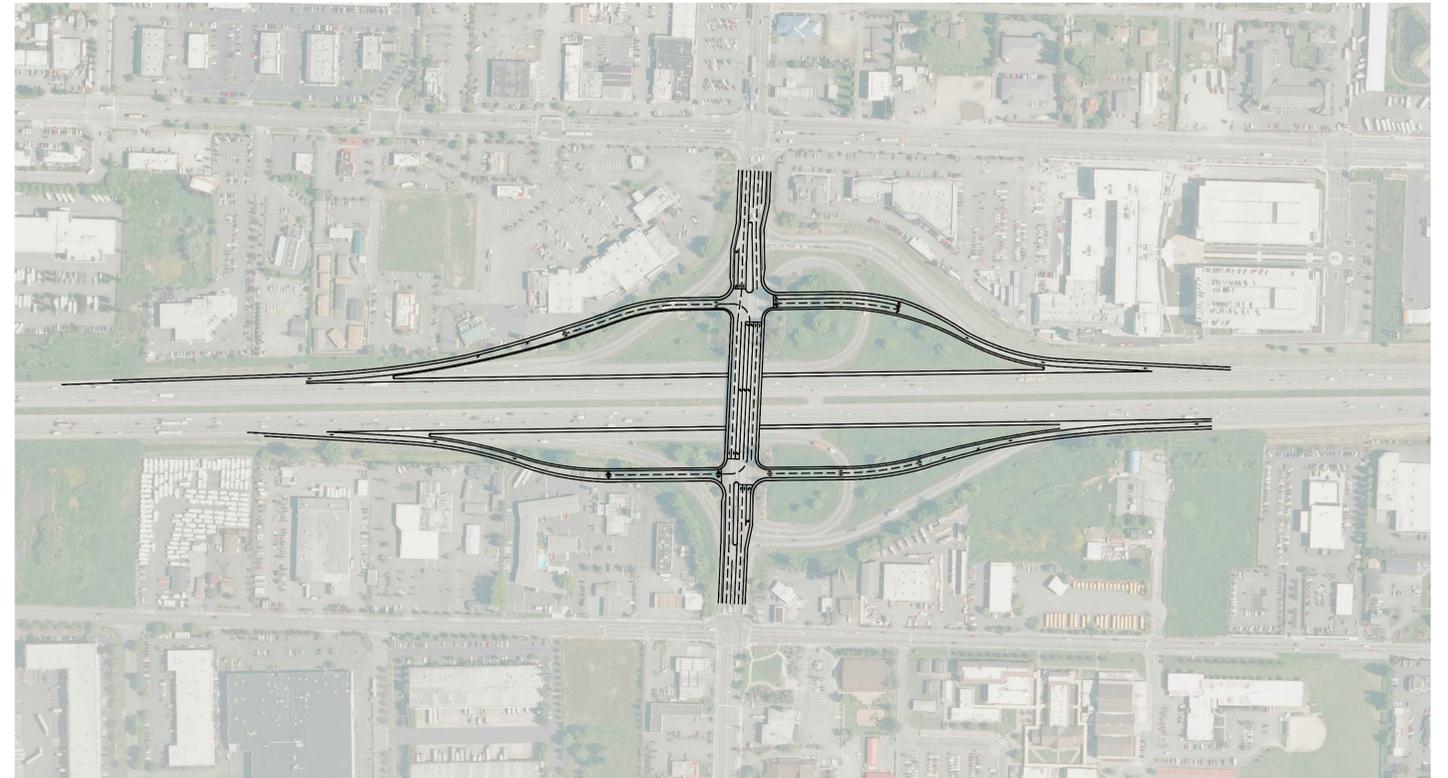
Alternatives Screening Analysis

- A screening analysis identified nine improvement alternatives as having the potential to meet the project's Purpose and Need Statement.
- The alternatives were evaluated based a set of criteria that included transportation operations, safety, community and environmental impacts, cost, constructability and potential for constructing the project in phases.
- Five alternatives ranked the highest and will be evaluated in greater detail with the goal of selecting a preferred alternative for the interchange.

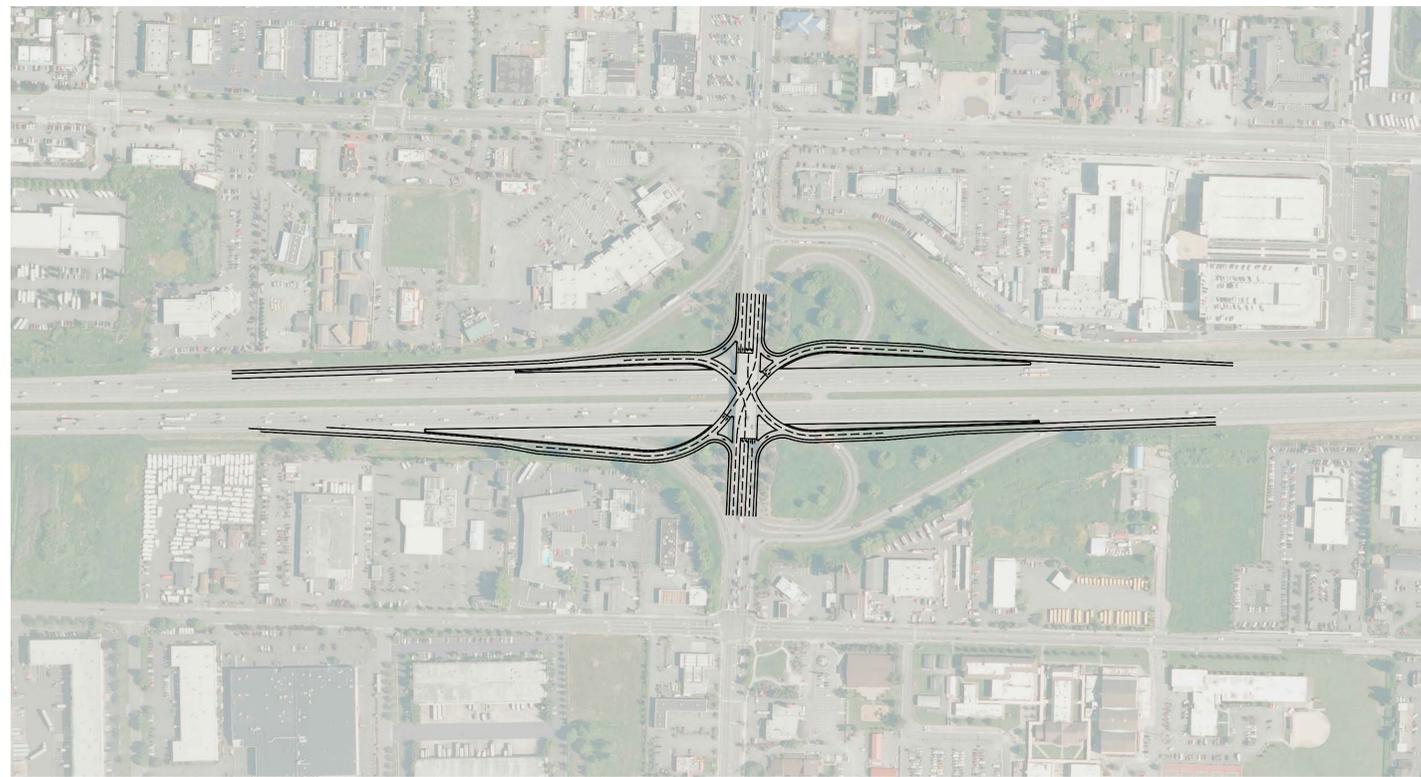
ALTERNATIVES CONSIDERED BUT NOT SELECTED FOR FURTHER ANALYSIS



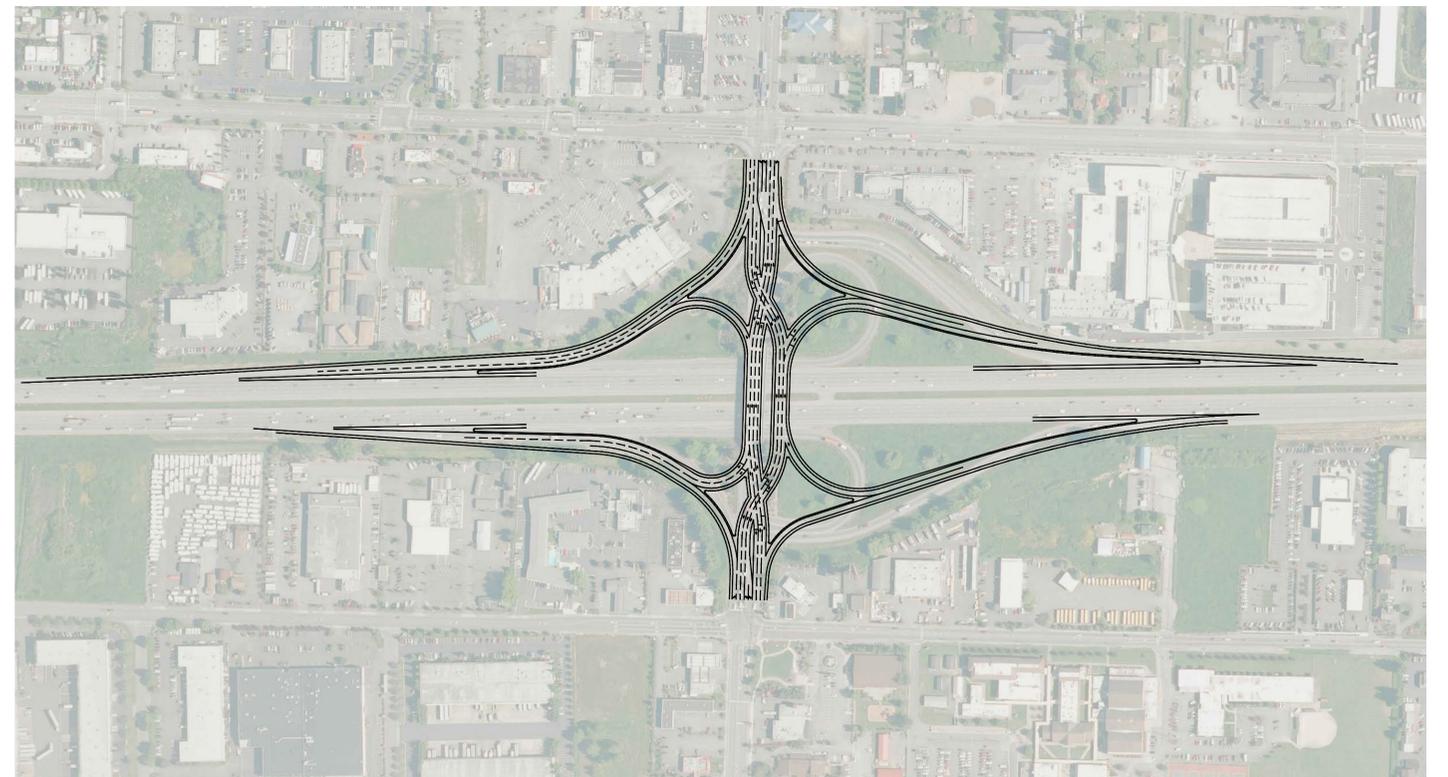
ENHANCE EXISTING CONDITIONS



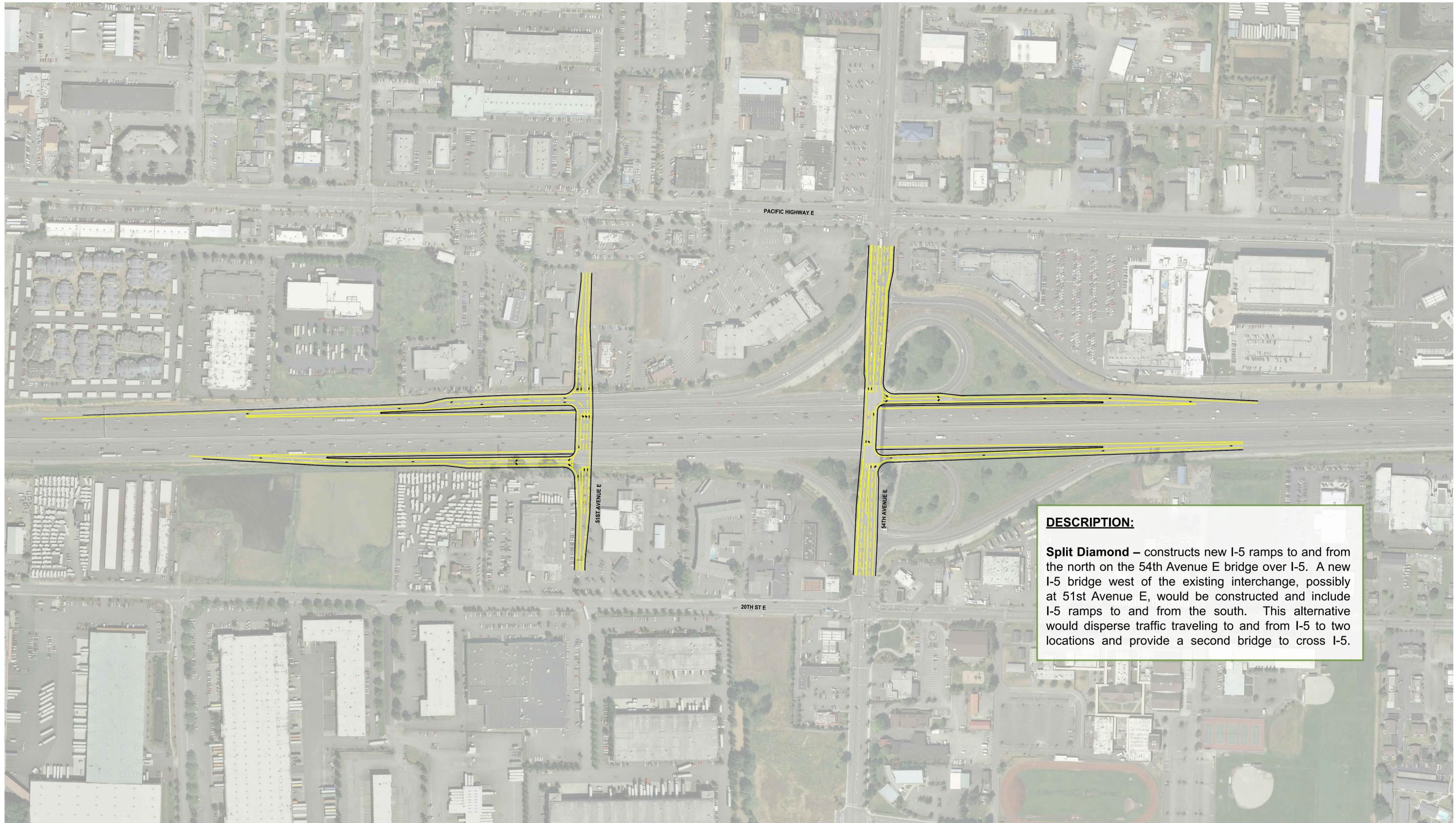
DIAMOND INTERCHANGE



SINGLE POINT URBAN INTERCHANGE



DIVERGING DIAMOND INTERCHANGE



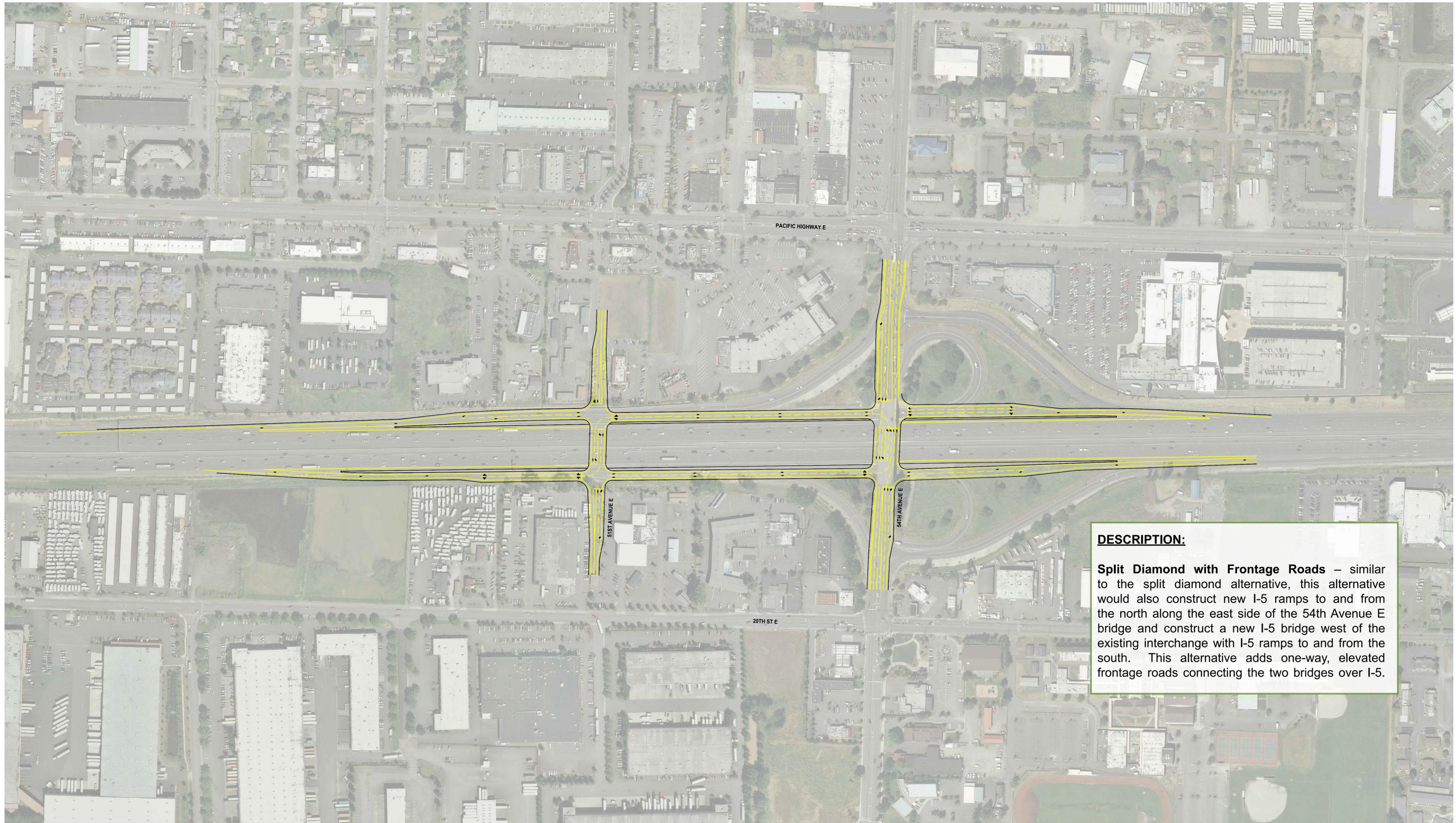
DESCRIPTION:
Split Diamond – constructs new I-5 ramps to and from the north on the 54th Avenue E bridge over I-5. A new I-5 bridge west of the existing interchange, possibly at 51st Avenue E, would be constructed and include I-5 ramps to and from the south. This alternative would disperse traffic traveling to and from I-5 to two locations and provide a second bridge to cross I-5.

54TH AVENUE E / I-5 INTERCHANGE



SPLIT DIAMOND

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DESCRIPTION:
Split Diamond with Frontage Roads – similar to the split diamond alternative, this alternative would also construct new I-5 ramps to and from the north along the east side of the 54th Avenue E bridge and construct a new I-5 bridge west of the existing interchange with I-5 ramps to and from the south. This alternative adds one-way, elevated frontage roads connecting the two bridges over I-5.

54TH AVENUE E / I-5 INTERCHANGE

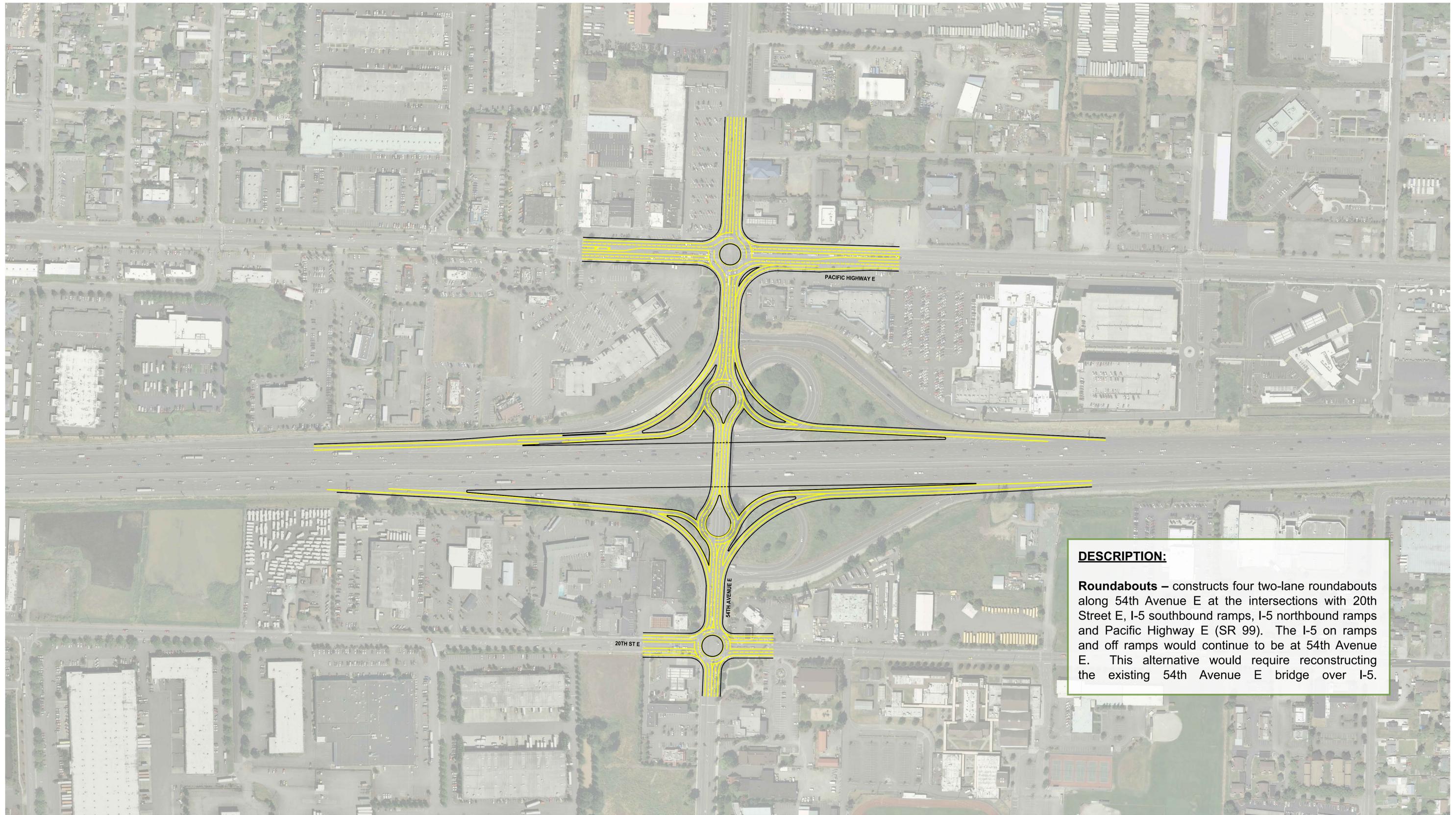


SPLIT DIAMOND WITH FRONTAGE ROADS

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I-5 and 54th Avenue E Interchange Improvement Project



DESCRIPTION:

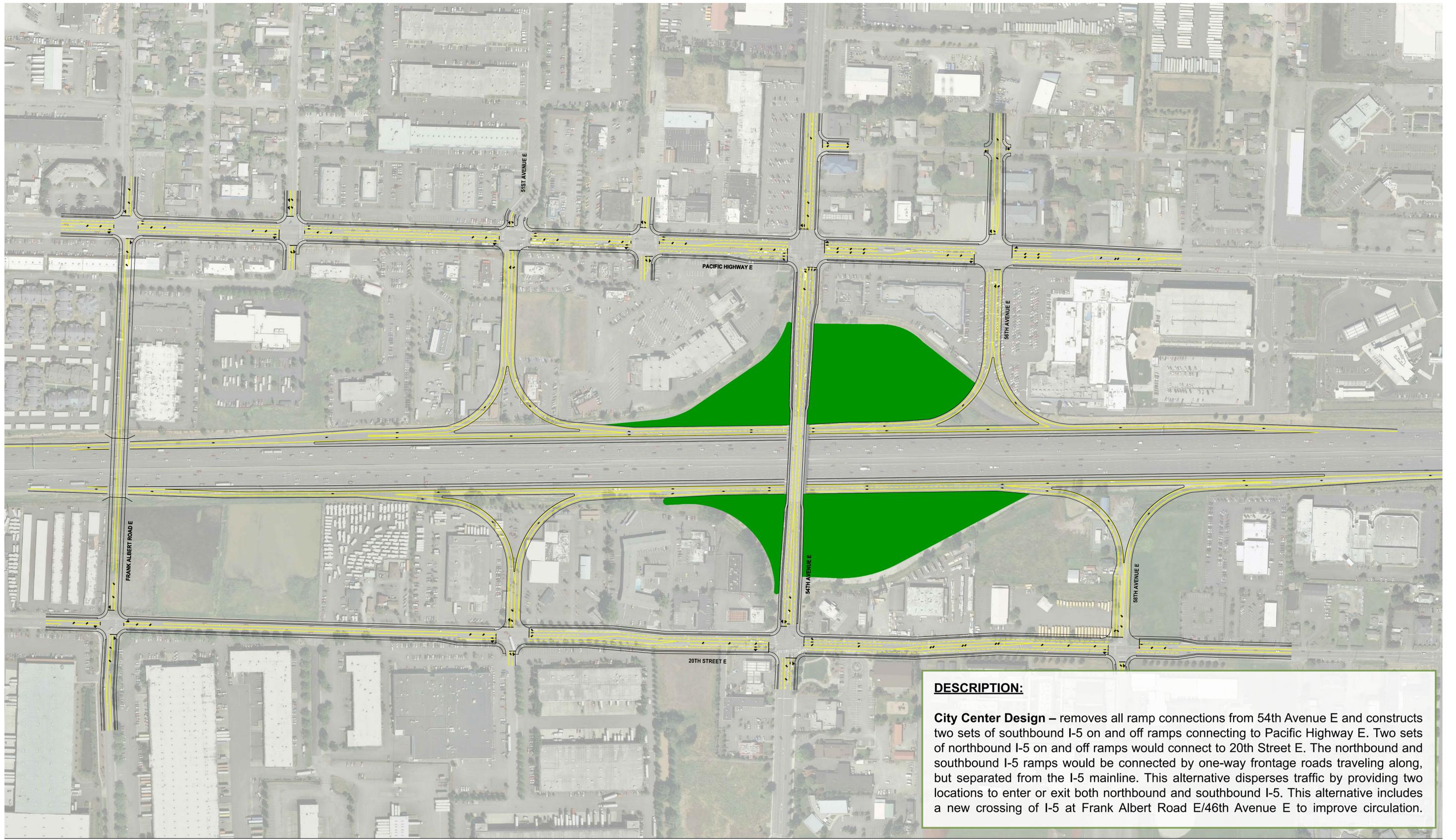
Roundabouts – constructs four two-lane roundabouts along 54th Avenue E at the intersections with 20th Street E, I-5 southbound ramps, I-5 northbound ramps and Pacific Highway E (SR 99). The I-5 on ramps and off ramps would continue to be at 54th Avenue E. This alternative would require reconstructing the existing 54th Avenue E bridge over I-5.

54TH AVENUE E / I-5 INTERCHANGE



TEARDROP ROUNDABOUT

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DESCRIPTION:

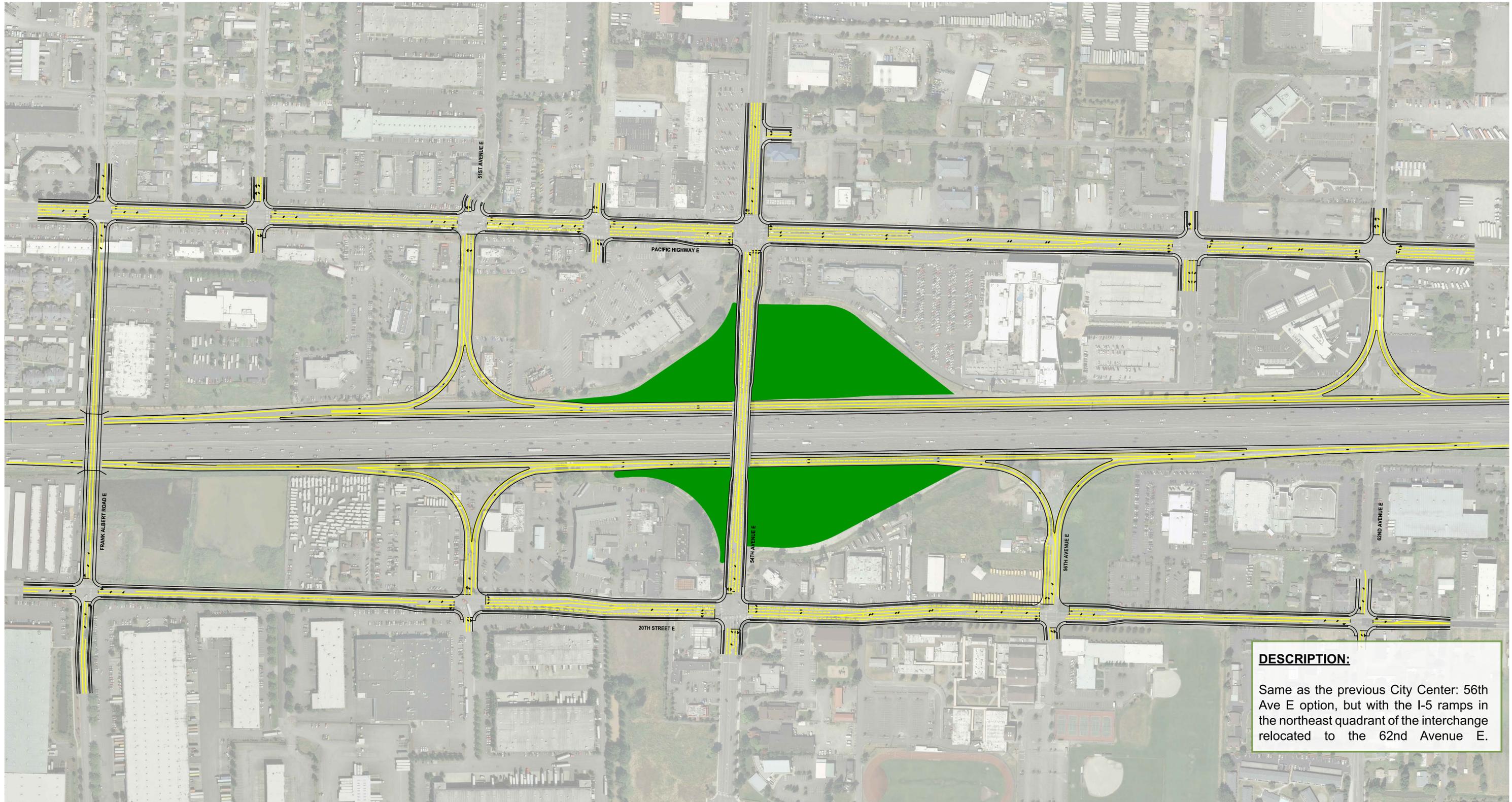
City Center Design – removes all ramp connections from 54th Avenue E and constructs two sets of southbound I-5 on and off ramps connecting to Pacific Highway E. Two sets of northbound I-5 on and off ramps would connect to 20th Street E. The northbound and southbound I-5 ramps would be connected by one-way frontage roads traveling along, but separated from the I-5 mainline. This alternative disperses traffic by providing two locations to enter or exit both northbound and southbound I-5. This alternative includes a new crossing of I-5 at Frank Albert Road E/46th Avenue E to improve circulation.

54TH AVENUE E / I-5 INTERCHANGE



CITY CENTER - 56TH AVE E OPTION

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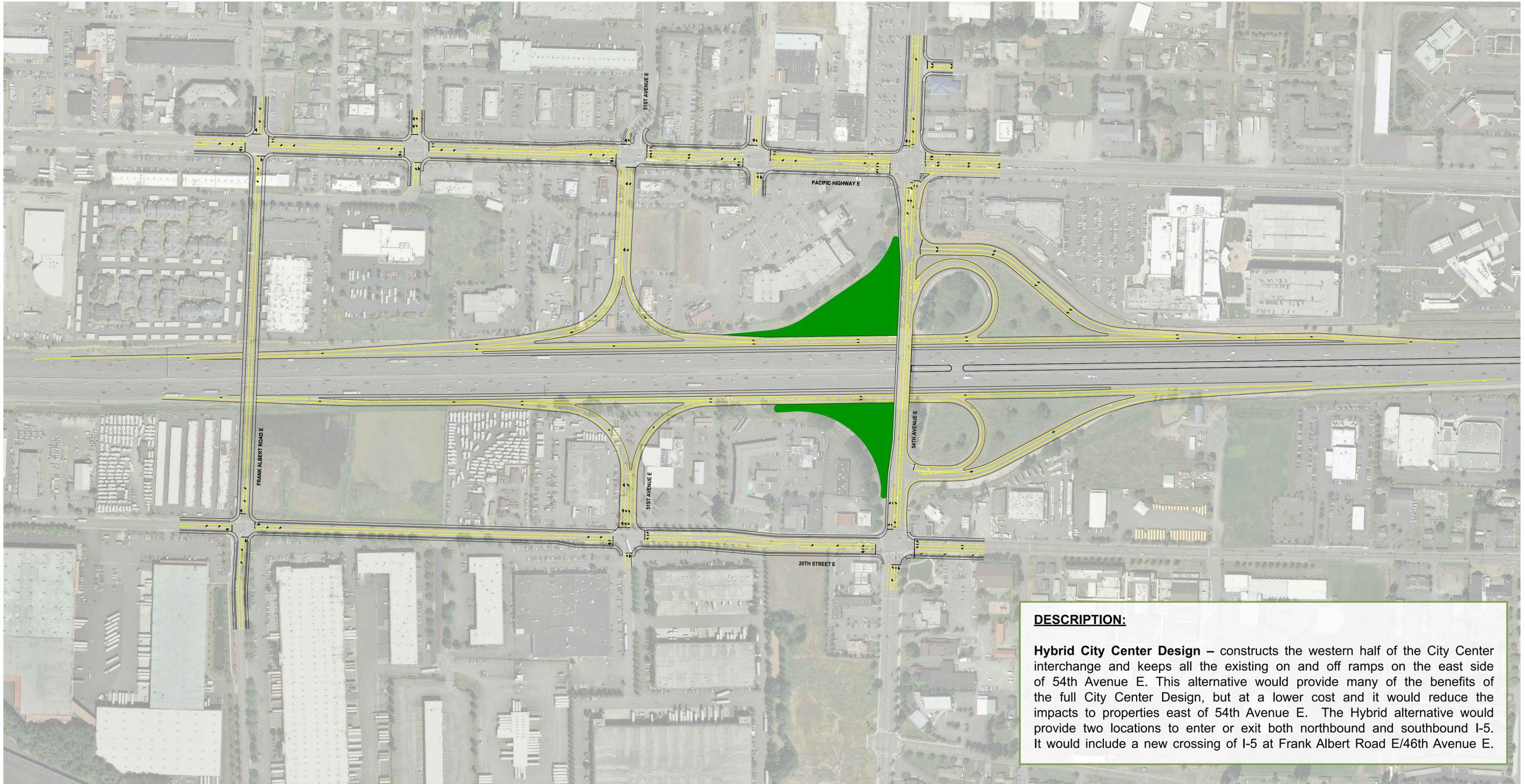
DESCRIPTION:
Same as the previous City Center: 56th Ave E option, but with the I-5 ramps in the northeast quadrant of the interchange relocated to the 62nd Avenue E.

54TH AVENUE E / I-5 INTERCHANGE



CITY CENTER: 62ND AVENUE OPTION

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DESCRIPTION:

Hybrid City Center Design – constructs the western half of the City Center interchange and keeps all the existing on and off ramps on the east side of 54th Avenue E. This alternative would provide many of the benefits of the full City Center Design, but at a lower cost and it would reduce the impacts to properties east of 54th Avenue E. The Hybrid alternative would provide two locations to enter or exit both northbound and southbound I-5. It would include a new crossing of I-5 at Frank Albert Road E/46th Avenue E.

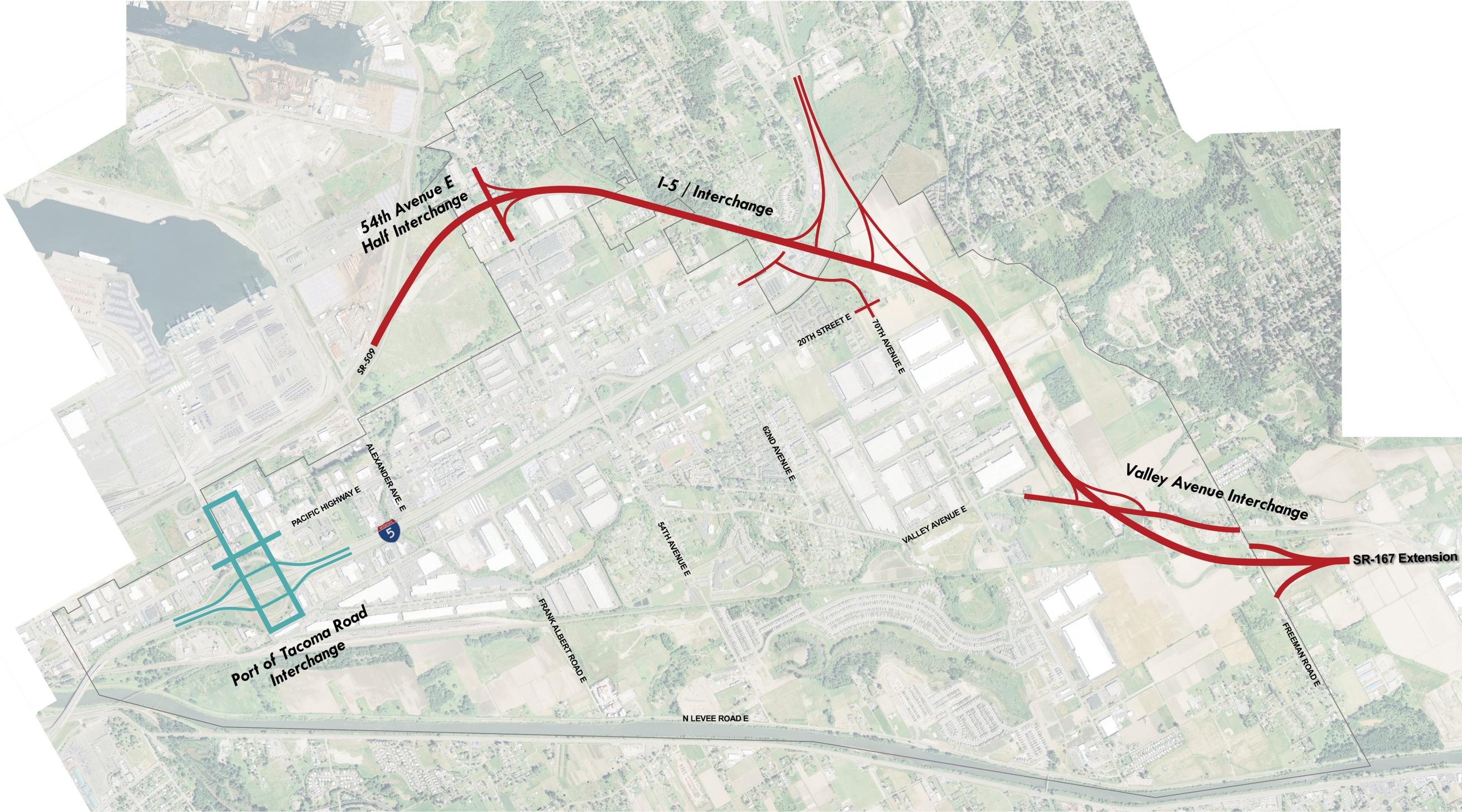
54TH AVENUE E / I-5 INTERCHANGE



CITY CENTER: HYBRID OPTION



SR-167 EXTENTION & PORT OF TACOMA ROAD INTERCHANGE PROJECT



Next Steps

- Conduct a more in depth analysis of the five remaining alternatives that will lead to the selection of a preferred alternative. This includes a NEPA environmental review of wetlands, air and water quality, noise, cultural and historic properties, and community cohesion for each alternative.
- Conduct another open house to share preferred alternative and receive community feedback.
- Complete an the appropriate NEPA documentation for the preferred alternative in accordance with FHWA guidelines.
- Complete an Interchange Justification Report for the preferred alternative to refine design and operations.
- Secure funding to construct the interchange improvements.