

Project Description

The project will rebuild the western half of the interchange, and maintain the eastern half of the interchange and the existing 54th Avenue E bridge over I-5. The project will better distribute traffic volumes by providing two locations to enter and exit both northbound and southbound I-5. Improvements include new southbound I-5 on and off ramps at approximately 51st Avenue E and Pacific Highway E, and new northbound I-5 on and off ramps at approximately 51st Avenue E and 20th Street E. The project will add an uninterrupted sidewalk along the west side of 54th Avenue E between Pacific Highway E and 20th Street E. The project will add a new I-5 overcrossing at Frank Albert Road E that will include pedestrian and bicycle facilities.

Overall, the project will improve safety, access to I-5, freight mobility, and connectivity for vehicle and non-motorized travel. The project is anticipated to be constructed in phases with the north half of the interchange being the first phase.

Recent Developments

A preliminary recommended configuration has been selected for the interchange (see drawing to the right). The project is currently working on the NEPA documentation and Interchange Justification Report, and coordinating with stakeholders. Improvements to the intersection of 54th Avenue East and Pacific Highway East are under construction, with funding assistance from the Puyallup Tribe, FMSIB, and the Port of Tacoma. That contract includes other work, east of 54th, which is not part of the interchange.

Project Justification

The 54th Avenue E interchange is the primary I-5 access for the City of Fife and the only I-5 crossing for a mile in each direction. The interchange experiences severe congestion, a high number of collisions, and lacks adequate pedestrian facilities. The current interchange concentrates all vehicles onto 54th Avenue E, which causes significant congestion, impacting I-5 access, local circulation, and leads to off-ramp queues that extend back onto mainline I-5. Traffic analyses demonstrate that the interchange will continue to operate at a failing level of service after the completion of the SR 167 Extension.

Proposed Interchange Design



Interchange Justification Report	
City of Fife	\$1.5 M
Phased Design, Right of Way & Construction - Future Funding	
City of Fife	\$2.5 M
Puyallup Tribe of Indians	\$0.7M
Freight Mobility Strategic Investment Board (FMSIB)	\$2.0M
Port of Tacoma	\$0.3M
To Be Determined	\$93.7 M
Total	\$100.0M

TASK	2010's	2020's
Interchange Justification Report	██████	
Phased Design, Right of Way & Construction		██████

