SR 509/East D Street Slip Ramps Project
City of Tacoma City Council

Presented to
City Council
Environment and Public Works Committee
Tacoma, Washington

25 July 2012
Meeting Agenda

• Project History
• Project Process
• Project Mission Statement
• Alternatives Developed
• Top Alternatives
• Next Steps
• Schedule
Project History

- Full Interchange was considered at Portland Avenue and East D Street during the construction of SR 509
- Tideflats Area Transportation Study *(June 2011)*
  - City of Tacoma
  - Pierce County
  - Port of Tacoma
  - City of Fife
  - Freight Mobility Strategic Investment Board (FMSIB)
Project Benefits

1. Transportation

- Completes important link between SR 509 & Thea Foss Waterway Development Area & the Tacoma Dome District
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- Completes important link between SR 509 & Thea Foss Waterway Development Area & the Tacoma Dome District
- Reduced transport time of overland freight to markets
- Creates redundant emergency access for I-5 & SR 99
- Unobstructed access to Thea Foss Peninsula
2. **Facilitates Development**
   - Intermodal Yard at an existing Burlington Northern Santa Fe (BNSF) Main Yard at D Street
   - Increases access & capacity to serve future developments

3. **Leverages Previous Investments**
   - Leverages $24 M investment of D Street Overpass
   - Enhances competitive position of the Port of Tacoma

4. **Environmental Benefits**
   - Air Quality benefits from reduced truck start/stop cycles in Non-Attainment Area
Project Agreements & Collaboration

- Right of Way commitment by BNSF for ramps
- Puyallup Tribe/SSA Marine and City contribution for Interchange Justification Report (IJR) Phase 1
- Private Contributions of $3.5M
- FMSIB $6M grant pending Interchange Justification Report approval
Project Process

- New Interchange Alternatives Identification & Selection
- Interchange Justification Report (IJR)
- National Environmental Policy Act (NEPA) Documentation
- Design & Permitting
- Right of Way Acquisition
- Construction
Project Stakeholders

- City of Tacoma
  - Planning
  - Traffic
  - Real Property Services
- Tacoma Rail / Tacoma Public Utilities
- Foss Waterway Development Authority (FWDA)
- East Foss Peninsula/Port of Tacoma
- Dome District
- Mac Millan Piper
- Tacoma/Pierce County Chamber of Commerce
Technical Advisory Committee

• City of Tacoma
• Pierce County Dept. Public Works
• Washington State Department Of Transportation (WSDOT)
  • Assistant State Design Engineer
  • WSDOT Access and Hearings
  • WSDOT Olympic Region Traffic
  • WSDOT Headquarters
• Freight Mobility Strategic Investment Board (FMSIB)
• Federal Highway Administration (FHWA)
• SSA Marine
• Marine View Ventures
• Port of Tacoma
Project Mission Statement

• To determine the viability of a new interchange on SR 509 at East D Street that will complete necessary links between SR 509, the Thea Foss Waterway Development Area, the Tacoma Dome District, the Tideflats area and the BNSF Intermodal yard especially for freight and trucks; and improve reliability of access, mobility and safety while maintaining adequate operations on the adjoining local, State and Federal facilities

• To create enhanced redundant emergency access to and from the Tideflats area for I-5 and SR 99
Starting Point Alternative – Half Single Point Urban Interchange Slip Ramps
Alternatives Development

Alternatives
• Starting Point Alternative
• Alternatives Developed by Design Team
• Alternatives Developed by Technical Advisory Committee
• Total of 20 Alternatives

Alternatives Screening Process
• Two-tiered Process
  • Level 1 - Fatal flaw identification and consolidation
  • Level 2 – Detailed evaluation
Additional Alternatives – Flawed or Rejected
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Additional Alternatives - Flawed or Rejected
Remaining Alternatives
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Performance Criteria

1. Improved Connectivity - Freight and Trucks
2. Improved Connectivity - General Traffic
3. Maintain Operations - Local, State, Federal
4. Minimal/Reasonable Right of Way Impacts
5. Minimal or Mitigatable Environmental Impacts
6. Construction Complexity and Business Access
Alternative 3 – Half Diamond

• Ranking = #3
Alternative 1 – Half Single Point Urban Interchange Slip Ramps

• Ranking = #2
Alternative 10 – Eastbound Undercrossing

• Ranking = #1 – Top Alternative
Next Steps

• Meeting with BNSF (9 July 2012)
• Additional Stakeholder Input (25 July 2012)
• Public Input – Open House (14 August 2012)
• Traffic Modeling
• Preferred Alternative Ratification
• Interchange Justification Report
• NEPA Documentation
Schedule

**PROJECT TIMELINE**

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- **Begin Project** – March 2012
- **Stakeholder Meetings** – July 25, 2012
- **Alternative Selection** – September 2012
- **Open House** – August 14, 2012
- **Environmental Documentation** – March 2013
- **Design** – March 2014
- **Begin Project** – Summer 2014