



Transportation Building  
310 Maple Park Avenue S.E.  
P.O. Box 47300  
Olympia, WA 98504-7300  
360-705-7000  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

December 5, 2016

Director David Schumacher  
Office of Financial Management  
P.O. Box 43113  
Olympia, WA 98504-3113

Senator Curtis King, Chair  
Senate Transportation Committee  
P.O. Box 40414  
Olympia WA 98504-0414

Representative Judy Clibborn, Chair  
House Transportation Committee  
P.O. Box 40600  
Olympia WA 98504-0600

RE: Implementing Practical Design Connecting Washington Project Title and  
Scope Change Request

The Washington State Department of Transportation requests legislative approval for scope changes for the two projects identified below consistent with the process outlined in RCW 47.01.480 (1)(a). Practical design-related changes to the scope of a Connecting Washington project may be proposed by the department for legislative approval, "... if the projects intended performance is substantially unchanged and the local governments and interested stakeholders impacted by the project have been consulted and have reviewed the proposed changes."

Consistent with the process established by the Office of Financial Management and the Legislature, the Washington State Department of Transportation is submitting the required documentation for review and approval.

**LEAP Document 2016-1**

<b>Project Title</b>	<b>Dollars</b>	<b>Summary of WSDOT request</b>
SR 14/Camas Slough Bridge	\$25 million	Defer improvements on the SR 14 West Camas Slough Bridge and shifts funding to address congestion from SR 14/I-205 Interchange to SE 164 <sup>th</sup> Avenue.

Director Schumacher, Senator King, Representative Clibborn  
December 5, 2016

Project Title	Dollars	Summary of WSDOT request
I-5/Marvin Road/SR 510 Interchange	\$72 million	Remove the "specific interchange configuration (SPUI)" from the project description.

Additional justification and information is attached for each project.

Please contact me at (360) 705-7121 or alexanja@wsdot.wa.gov if you have questions or need additional information.

Sincerely,



Jay Alexander  
Director, Capital Program Development and Management Office  
Washington State Department of Transportation

JA:tpn

Cc:  
Jay Balasbas, OFM  
Kelly Simpson, Senate Transportation Committee  
Mark Matteson, House Transportation Committee

Attachments:  
SR 14/Camas Slough Bridge change request  
I-5/Marvin Road/SR 510 Interchange change request

# Connecting Washington Project Scope/Title Change Request

Type of Change:    ✓    Title                    ✓    Scope

**Project Title:**            SR 14/Camas Slough Bridge

**Project Number:**       L2000102

**Program:**                Improvement

**WSDOT Region:**       Southwest

**County:**                Clark

**Leg. District:**         18



## Project Description from LEAP Document 2016-1:

Congestion along this section of SR 14 has caused mobility levels below the service objective. This project will improve mobility and safety in the corridor. It will also increase capacity and reduce travel time on SR 14 to accommodate expected residential, commercial and industrial growth.

## Proposed Project Title:

SR 14/I-205 to SE 164<sup>th</sup> Avenue

## Proposed Project Description:

This segment of SR 14 between I-205 and SE 164<sup>th</sup> Avenue is experiencing congestion associated with the high volumes of entering and exiting traffic. Constructing auxiliary lanes both directions between the interchanges and modifying the I-205 ramps to SR 14 will reduce delays and improve safety.

## Justification of Need:

1. **What is the requested change to this project description?** *(Describe specifically the requested change).*

This request defers improvements on the SR 14 West Camas Slough Bridge and shifts the funding to another project in the SR 14 Corridor. Funding will go towards addressing congestion on SR 14 from the SR 14/I-205 interchange to SE 164<sup>th</sup> Avenue.

Initial concepts for the project include constructing auxiliary lanes in both directions between the interchanges and modifying the ramp configuration from I-205 to eastbound SR 14. Community engagement and practical solution implementation will further refine the scope and operational elements of the project.

**2. Why is this change requested and does it impact the intended performance of the legislative scope? Describe the change.**

Legislative intent in supporting the West Camas Slough Bridge project was to alleviate congestion as part of an overall SR 14 corridor plan. A TPA project completed in 2012 has already provided significant benefit on this segment of SR 14. Looking at the planning horizon given growth anticipated along this segment, the reductions in delay don't justify the cost of doing the project at this time. Based on bridge analysis, the replacement bridge will cost more than the Connecting Washington budget.

Alleviating minimal congestion at the West Camas Slough Bridge provides minimal benefit to drivers from this area especially because they experience greater congestion and travel impacts along their path into the Portland-Vancouver metropolitan area.

Given the legislative intent to alleviate congestion for drivers from this area, investing in improvements at a location of greater need will address the original intent as well as improve safety and traffic flow, thereby reducing congestion, for many more travelers.

This request will shift funds to construct improvements for congestion relief on SR 14 between I-205 and SE 164<sup>th</sup> Avenue and their connections. This segment currently experiences daily stop and go traffic in the AM and PM peaks, westbound and eastbound respectively. PM traffic on the highly congested I-205 Glenn Jackson Bridge can benefit from ramp modifications to eastbound SR 14.

There is minimal impact to the intended performance of the legislative scope because the travelers that use the West Camas Slough Bridge to and from the Portland-Vancouver metropolitan region also travel through the new proposed location on their path. If the location is not changed, intended benefits from the project will, for many intended beneficiaries, be constrained by delay at this nearby location. Currently, there are no programmed projects for SR 14 from I-205 to SE 164<sup>th</sup> Avenue.

**3. Have the impacted local governments and stakeholders been consulted and reviewed the proposed change? What are the reactions to the requested change?**

The cities of Vancouver, Camas and Washougal as well as the Port of Camas/Washougal support this proposed change and are committed to working with WSDOT as we identify the best application of these funds to reduce delay along SR 14. WSDOT staff in the region have had limited conversations with local legislators and they are supportive of the proposal.

**Connecting Washington  
Project Scope/Title Change Request**

**Type of Change:** Title                      ✓ Scope

**Project Title:** I-5/Marvin Road/SR 510 Interchange

**Project Number:** L1100110

**Program:** Improvement

**WSDOT Region:** Olympic

**County:** Thurston

**Leg. District:** 22



**Project Description from LEAP Document 2016-1:**

Funding is provided for a Single-Point Urban Interchange (SPUI), with a southbound I-5 slip-ramp to the Hawks Prairie Business District.

**Proposed Project Title:**

I-5/SR 510 Interchange – Reconstruct Interchange

**Proposed Project Description:**

Reconstruct the interchange to accommodate planned growth in the vicinity of the interchange.

**Justification of Need:**

**1. What is the requested change to this project description?**

*(Describe specifically the requested change)*

Remove the specific interchange configuration (SPUI).

**2. Why is this change requested?**

The funding provided is not sufficient to construct a SPUI. Additionally, traffic modeling indicates that a Diverging Diamond Interchange (DDI) performs better, at a significantly reduced project cost.

**3. Does this project change impact the intended performance of the legislative scope?**

This change improves the intended performance of the legislative scope, which is to accommodate planned regional growth adjacent to the interchange.

**4. Have the impacted local governments and stakeholders been consulted and reviewed the proposed change? What are the reactions to the requested change?**

Yes. The lead project proponent, the City of Lacey, was part of the value engineering workshop that recommended the proposed change. The City Council is in full support of the construction of a Diverging Diamond Interchange. The proposal addresses the majority of concerns raised by the extensive public engagement process.