



Bureau of Indian Affairs



Washington State
Department of Transportation



U.S. Department of Transportation
Federal Highway
Administration



PROJECT NEWSLETTER
Interstate 5 – 116TH Street NE Interchange Improvements Project
August 2003
Selection of Preferred Alternative

Project Description:

The 116th Street NE interchange project will provide additional capacity for traffic exiting and entering I-5 at 116th Street, as well as local arterial traffic crossing I-5. In addition to the No Action alternative, three build alternatives were considered for discussion in the Environmental Assessment (see figures on other side). These alternatives were 1) Single Point Urban Interchange (SPUI), with dual left turn lanes to and from all ramps; 2) Expanded Diamond Interchange; and 3) Expanded Diamond Interchange with loop ramps to the northeast and to the northwest.

Public Input:

Input from the local community was solicited at a well-attended public meeting on June 10, 2003. Participants at the meeting expressed a clear preference for a design alternative that minimizes impacts to surrounding neighborhoods. Numerous letters and e-mails have been received since the meeting, reiterating the concern about neighborhood impacts and stressing the need to preserve transit mobility at the interchange.

Selection of Preferred Alternative:

Based on review of public input and technical information, the Washington State Department of Transportation (WSDOT), the Federal Highway Administration (FHWA), and the Bureau of Indian Affairs (BIA), together with the Tulalip Tribes, have selected the **Single Point Urban Interchange** as the preferred alternative. Elimination of the other two design alternatives was based on a variety of factors, including concern with the impacts on neighborhoods and sensitive areas. These agencies plan to prepare a NEPA Environmental Assessment (EA) for the preferred alternative, which will be circulated for public comments.

Design work is continuing on options to preserve convenient access to the park and ride lot. This design work is being coordinated with Community Transit.

Next Steps:

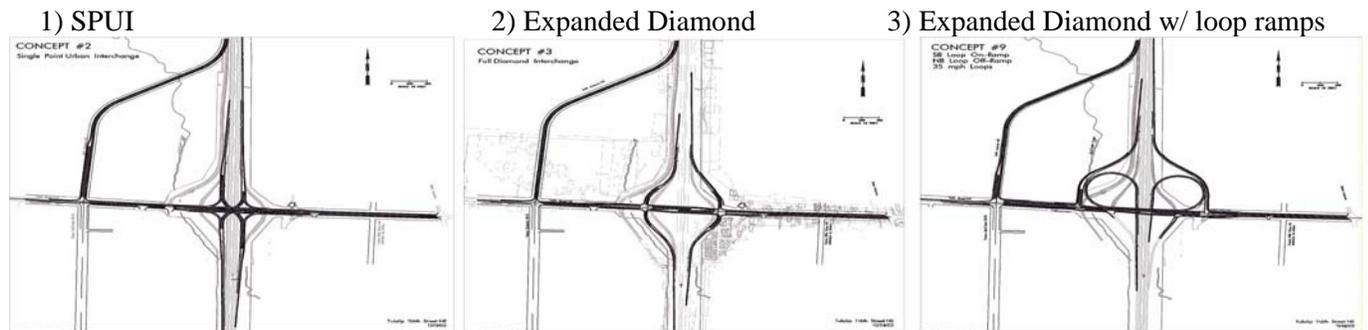
Environmental investigations on the expected impacts of the proposed design will be performed over the next few months. An Environmental Assessment that details the results of these investigations will be circulated early in 2004. A second public meeting will be scheduled to receive comments on the EA.

Schedule:

Construction of the interchange improvements is dependent on the availability of funding. The Tulalip Tribes, who are funding current preliminary design efforts, are actively seeking federal funding for the construction. Should funding become available, construction could begin as early as next year, with completion of the interchange improvements by the end of 2005.

Questions:

Questions on the project should be sent to Methqal Abu-Najem, P.E.; Mail Stop 137; Washington State Department of Transportation; PO Box 330310; Seattle, WA 98133-9710.



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