



## Transportation Funding Request

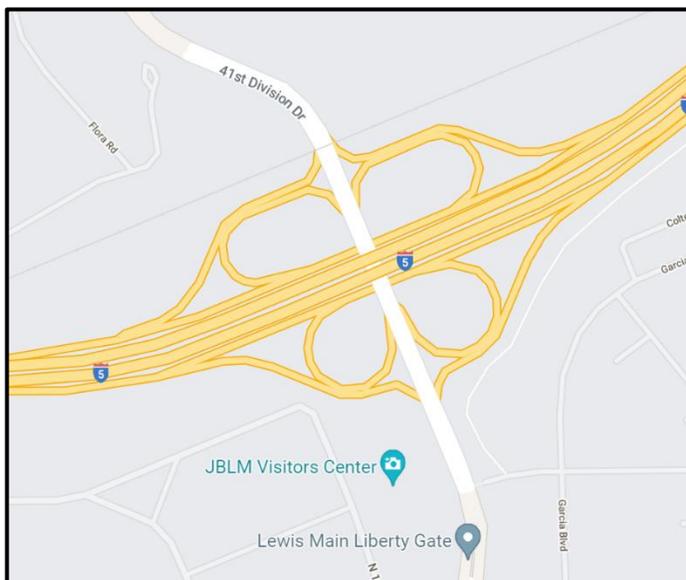
# Main Gate Interchange

As part of the current I-5 JBLM Corridor Improvements, WSDOT identified the Main Gate Interchange reconfiguration as a necessary future improvement. This Interchange serves as the primary access to Lewis Main on the east side of I-5 and to Lewis North on the west side. Currently, the proximity of the at grade rail crossing to the Lewis North gate is a safety concern and creates backups on I-5 during peak periods. Reconstructing this interchange is key to addressing congestion on I-5 and improving the quality of life for Lakewood residents and business owners.

**Request:** As the Legislature considers a transportation revenue package, the City of Lakewood requests \$225 million be allocated to reconfigure the Main Gate Interchange (Exit 120) to improve mobility, increase safety and improve base operations.

**Background:** In the planning stages of the current I-5 JBLM Corridor Improvements, WSDOT identified four interchanges that needed to be reconfigured. Three of the four interchanges were funded in the Connecting Washington package: Steilacoom-DuPont Road, Berkley Street and Thorne Lane. The fourth interchange, Main Gate/41<sup>st</sup> Division, was set aside for future funding.

**Benefits:** Reconfiguration of the Main Gate Interchange will improve mobility along the I-5 corridor by reducing the queuing that occurs in the southbound direction during peak periods. Additionally, many Clover Park School District buses use this at grade crossing to access the installation. Grade separation will eliminate the conflict between vehicles and trains which will be increasingly important when the Amtrak Cascades rail line resumes service along this route. This will be similar to the grade separation that has occurred, or will occur, at the other three interchanges along the corridor. Finally, the reconfiguration will improve base operations by connecting Lewis Main and Lewis North, allowing service members to access both sides of the base without going through a second gate.



Current Configuration at Exit 120



An alternative configuration at Exit 120

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