

# **WSDOT's Chehalis Basin Approach**

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# Chehalis River Floods





# What has been done so far?

## *2011 legislative study*



“WSDOT was tasked with evaluating alternatives that could be used to protect I-5 from flooding”

Alternative	Impacts to Buildings**				Protect Airport & SW Chehalis	Ability to Meet Future I-5 Capacity Needs	Cost of Alternative (A)	Cost of Future I-5 Widening After Alternative is Constructed (B)	Total Cost of Alternative Plus Cost to Meet Future I-5 Capacity Needs (C) A + B = C
	100 Year Flood Event		2007 Flood Event						
	Positive	Negative	Positive	Negative					
1. I-5 Walls and Levees, Raise Airport Levee, New Chehalis Levee	510	140	1030	140	Y	Future widening required. Allows for widening.	\$80 to 100 Million	\$225 to 330 Million	\$305 to 430 Million
2. I-5 Raise and Widen Only	430	240	840	300	N*	Provides widening of I-5.	\$450 to 550 Million	\$0	\$450 to 550 Million
3. I-5 Express Lanes	390	180	890	170	N*	Provides capacity, future widening unnecessary.	\$120 to 150 Million****	\$0	\$120 to 150 Million
4. I-5 Temporary Bypass	400	150	900	170	N*	Future widening required. Allows for widening.	\$70 to 90 Million****	\$250 to 350 Million	\$320 to 440 Million
5. I-5 Viaduct	***	***	***	***	N*	Replaces I-5 with new facility with sufficient capacity.	Greater than \$1.5 Billion	\$0	Greater than \$1.5 Billion
6. I-5 Relocation	***	***	***	***	N*	Replaces I-5 with new facility with sufficient capacity.	Greater than \$2 Billion	\$0	Greater than \$2 Billion

# What has been done so far?

## *2013 legislative study*

“Model results show that a dam would significantly reduce flood levels and shorten the duration of I-5 closures during major flood events.”

“If the State moves forward with the process to construct a dam as it is anticipated to, WSDOT will not pursue a separate full-flood-protection project for I-5.”

“...any project to widen this stretch of highway will include minor enhancements to promote flood resistance... but would not incorporate the significant investment required to ensure robust and reliable flood proofing.”



# What is WSDOT doing today?



# What are the next steps?

- Decision on overall basin flood control strategy
- Update hydraulic modelling
- Assess impacts to WSDOT routes
- Develop construction packages



And of course...



WSDOT needs funding/direction.



# Comments & Thoughts?



Photo Credit: The Chronicle, March 10, 2021