

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/Completion Fully Funded (Y/N)
Spokane	Eastern	600229S	US 2/Colbert Rd Intersection - Improvements	A number of severe collisions have occurred at the intersection of Colbert Road and US 2. Intersection improvements will be constructed to enhance safety by reducing the number and severity of collisions at this intersection.	Medium	Improves safety and reduces delay on freight corridor.			T-2	1,400	Future Construction Start		TPA	\$ 1.05				\$ 1.05	Y
Spokane	Eastern	600230C	US 2/N Glen-Elk Chattaroy Rd Intersection - Improvements	A number of severe collisions have occurred at the intersection of US 2 and North Glen-Elk Chattaroy Road. Intersection improvements will be constructed to enhance safety by reducing the number and severity of collisions at this intersection.	Medium	Improves safety and reduces delay on freight corridor.			T-2	1,400	Future Construction Start		TPA	\$ 1.05				\$ 1.05	Y
Spokane	Eastern	600001A	US 395/NSC-Francis Ave to Farwell Rd - New Alignment	Spokane lacks adequate capacity for North/South traffic through Spokane from I-90 north. Constructing two lanes between Farwell Road and Francis Avenue and completing the grading between US 2 and Wandermere will increase capacity and reduce travel time and delays on this section of the new North Spokane Corridor (NSC). Individual sections of the corridor will be designed and constructed under separate projects.	High	Improves safety, increases capacity, and reduces congestion on a major freight corridor. Builds limited access highway with direct connection to I-90, to replace existing US 395 which is a local arterial.	Yes	Yes - Identified in HSP and WTP regional interviews.	T-2	1,100 to 1,400	Under Construction	http://www.wsdot.wa.gov/Projects/US395/NorthSpokaneCorridor/Francis_Farwell/	Nickel	\$ 181.70		\$ 8.60	\$ 0.19	\$ 190.49	N
Spokane	Eastern	600003A	US 395/NSC-US 2 to Wandermere and US 2 Lowering - New Alignment	Spokane lacks adequate capacity for North/South traffic from I-90 north through Spokane. Construct a four-lane divided roadway from US 2 to Wandermere to include structures at Wandermere and US 2 and lowering US 2. Capacity will be increased and travel time will be reduced. Other facilities will include a park and ride lot east of the North Spokane Corridor (NSC) on Farwell Road and a pedestrian/bike path from US 2 to Wandermere.	High	Improves safety, increases capacity, and reduces congestion on a major freight corridor. Builds limited access highway with direct connection to I-90, to replace existing US 395 which is a local arterial.	Yes	Yes - Identified in HSP and WTP regional interviews.	T-2	1,100	Future Construction Start	http://www.wsdot.wa.gov/Projects/US395/NorthSpokaneCorridor/Francis_Farwell/	Nickel	\$ 105.36		\$ 28.43	\$ 0.50	\$ 134.29	N
Spokane	Eastern	600010A	NSC-North Spokane Corridor Design and Right of Way - New Alignment	Spokane lacks adequate capacity for North/South traffic from I-90 north through Spokane. Design and purchases of Right of Way will be advanced under this project for the new North Spokane Corridor (NSC) on US 395. Individual sections of the corridor will be designed and constructed under separate projects. The North Spokane Corridor will increase capacity and reduce travel time and delays.	High	Improves safety, increases capacity, and reduces congestion on a major freight corridor. Builds limited access highway with direct connection to I-90, to replace existing US 395 which is a local arterial.	Yes	Yes - Identified in HSP and WTP regional interviews.	T-2 / T-1	1,100 to 1,400	Future Construction Start	http://www.wsdot.wa.gov/projects/US395/NorthSpokaneCorridor/	TPA	\$ 64.02		\$ 82.21	\$ 5.65	\$ 151.88	N

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Spokane	Eastern	690201C	SR 902/Medical Lake Interchange - Intersection Improvements	The area around this interchange is becoming highly commercialized. Intersection improvements will be made to enhance safety by reducing the potential increase in collisions at these intersections due to growth.	Medium	Improves safety and reduces congestion on a connector serving a major freight corridor (I-90). Extends right-turn lane to provide more capacity for larger vehicles on the westbound off-ramp. Improves the turning radius on the north intersection provides for improved truck turns. Reduces congestion on I-90 caused by merge/ weave conflicts.			T-3 (SR 902) T-1 (I-90)	280 (SR 902) 8,700 (I-90)	Under Construction	http://www.wsdot.wa.gov/Projects/SR902/MedicalLakeInterchange/	TPA	\$ 0.64		\$ 0.10	\$ 0.74	N	
Adams	North Central	201701G	SR 17/Adams Co Line - Access Control	This section of highway lacks control on road approaches. Purchase the rights to construct road approaches on US 2. Controlling road approaches will reduce potential collisions.	Medium	Improves safety and reduces delay on freight corridor.			T-1	1,700	Future		TPA	\$ 0.08			\$ 0.08	Y	
Adams	North Central	202601I	SR 26/W of Othello - Add Passing Lane	Numerous passing related collisions have occurred at this location. Construct a passing lane for eastbound SR 26 traffic. This will reduce the risk of head-on collisions.	Medium	Improves safety on freight corridor and builds passing lane.			T-2	900	Design		TPA	\$ 1.68			\$ 1.68	Y	
Chelan	North Central	200201K	US 2/Wenatchee River Bridge - Replace Bridge	The existing roadway across the bridge is narrow. Project will replace the existing bridge with a new bridge designed to current standards. The added width will increase the safety for the traveling public.	Medium	Replaces bridge so that it is wider and higher, providing for movement of large trucks on secondary freight route.			T-3	650	Design	http://www.wsdot.wa.gov/Projects/US2/WenatcheeRiverBridge/	TPA	\$ 0.59		\$ 11.63	\$ 12.22	Y	
Chelan	North Central	200201L	US 2/Chiwaukum Creek - Replace Bridge	The existing roadway across the bridge is narrow. Project will replace the existing bridge with a new bridge designed to current standards. The added width will increase the safety for the traveling public.	Medium	Replaces bridge so that it is wider, providing for movement of large trucks on secondary freight route.			T-3	650	Design	http://www.wsdot.wa.gov/Projects/US2/ChiwaukumCreek/	TPA	\$ 0.46		\$ 6.59	\$ 7.05	Y	
Chelan	North Central	228500A	SR 285/George Sellar Bridge - Additional EB Lane	Eastbound traffic is congested on each end of the George Sellar Bridge, partly caused by the two lanes on the bridge acting as a pinch point of the traffic flow. An additional eastbound lane will be added to the bridge. This will increase flow on and off of the George Sellar Bridge to minimize travel time and associated congestion related collisions.	Medium	Improves safety, increases capacity, and reduces congestion by adding another eastbound lane to the SR 285 Senator George Sellar Bridge in Wenatchee.	Yes - identified by regional industries in HSP interviews.		T-2	1,600 to 2,100	Design	http://www.wsdot.wa.gov/Projects/SR285/EastGeorgeSellarBridge/	TPA	\$ 13.49			\$ 13.49	Y	
Chelan	North Central	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements	The current intersection is a major bottleneck to traffic. The intersection of SR 285 and Mission St. will be modified. This will increase the flow through the intersection, reducing travel time and congestion related collisions on SR 285 and the local roadway network.	Medium	Improves safety, increases capacity, and reduces congestion on the SR 285 Senator George Sellar Bridge in Wenatchee.	Yes - identified by regional industries in HSP interviews.		T-2 and T-3	590 to 2,100	Design	http://www.wsdot.wa.gov/Projects/SR285/WestSellarBridgeIntersection/	TPA	\$ 12.69		\$ 3.49	\$ 16.18	Y	
Chelan	North Central	200201E	US 2/US 97 Peshastin E - New Interchange	The current intersection of US 2 and US 97 has been both a High Accident Location and part of a High Accident Corridor. Construct a new interchange at the junction of US 2 and US 97. This interchange will provide a safer intersection of the two highways.	Medium	Improves safety, reduces congestion, and provides better access between secondary freight route and freight corridor. Fruit shipments from the Wenatchee area headed to Central Puget Sound ports and customers move through this intersection.			T-2 & T-3 (US 2) T-2 (US 97)	1,100 to 1,900 (SR 2) 1,000 (SR 97)	Under Construction	http://www.wsdot.wa.gov/Projects/US2/97_PeshastinEast_I/	Nickel	\$ 21.87		\$ 0.07	\$ 21.93	Y	

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Douglas	North Central	200201H	US 2/S of Orondo - Add Passing Lane	Numerous passing related collisions have occurred at this location. Construct a passing lane for eastbound US 2 traffic. This will reduce the risk of head-on collisions.	Medium	Improves safety on freight corridor and builds passing lane.			T-2	1,700	Design	http://www.wsdot.wa.gov/Projects/US2/SouthOrondoPassingLane/	TPA	\$ 3.36			\$ 3.36	Y	
Douglas	North Central	200201J	US 2/East Wenatchee N - Access Control	This section of highway lacks control on road approaches. Purchase the rights to restrict access onto US 2. Controlling road approaches will reduce potential collisions.	Medium	Improves safety and reduces delay on freight corridor.			T-2	1,700	Future		TPA	\$ 0.36			\$ 0.36	Y	
Douglas	North Central	202800D	SR 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Alignment	SR 28 is heavily congested mainly due to local traffic connecting to the intersection of US 2/97 and SR 28. This stage will extend Eastmont Ave to the intersection of US 2/97 and SR 28 and constructs needed improvements at the intersection. This will reduce congestion on SR 28 and the congestion related collisions.	High	Improves safety, provides additional capacity and access, improves pavement condition, and reduces congestion on freight corridor. Extends Eastmont Avenue to provide alternative corridor to SR 28, improves the SR 28 and US 2/97 intersection. This segment of SR 28 serves East Wenatchee, connecting bridges over the Columbia River on US 2/97 to the north and SR 285 to the south, providing access to the City of Wenatchee. SR 28 also serves as the truck route to US 97.	Yes - Identified by local industries during HSP interviews.	T-1	2,100	Design	http://www.wsdot.wa.gov/Projects/SR28/JctUS2_97to9thStStage1/	TPA	\$ 53.91			\$ 53.91	N		
Douglas	North Central	202801J	SR 28/E Wenatchee - Access Control	This section of highway lacks control on road approaches. Purchase the rights to construct road approaches on SR 28. Controlling road approaches will reduce potential collisions.	Medium	Improves safety and reduces delay on freight corridor.			T-2	1,400 to 2,100	Future		TPA	\$ 3.04			\$ 3.04	Y	
Douglas	North Central	209703F	US 97/S of Chelan Falls - Add Passing Lane	Numerous passing related collisions have occurred at this location. Construct a passing lane for northbound US 97 traffic. This will reduce the risk of head-on collisions.	Medium	Improves safety and reduces congestion on freight corridor by building passing lane.			T-2	1,000	Future Construction Start		TPA	\$ 1.37			\$ 1.37	Y	
Grant	North Central	201700C	SR 17/Moses Lake to Ephrata - Widening	SR 17 is a two-lane roadway between Moses Lake and Ephrata. Initial scoping and environmental processes for widening additional sections of SR 17, including between Ephrata and Moses Lake will be completed. Planning and estimates will be determined for future construction.	Medium	Improves safety and increases capacity on secondary freight route. The proposed four lanes would increase highway freight capacity and increase freight mobility between Ephrata, Moses Lake, and I-90, including the Ephrata and Moses Lake Airports.			T-3	610 to 1,100	Design	http://www.wsdot.wa.gov/Projects/SR17/Widening/	TPA	\$ 5.00			\$ 5.00	N	
Grant	North Central	201701E	SR 17/N of Moses Lake - Add Passing Lane	Numerous passing related collisions have occurred at this location. Construct a passing lane for northbound SR 17 traffic. This will reduce the risk of head-on collisions.	Medium	Improves safety on secondary freight route by building a passing lane, part of SR 17 Moses Lake to Ephrata widening.			T-3	1,100	Design	http://www.wsdot.wa.gov/Projects/SR17/NorthMosesLakePassingLane/	TPA	\$ 1.31			\$ 1.31	N	
Kittitas	North Central	209703E	US 97/Blewett Pass - Add Passing Lane	Numerous passing related collisions have occurred at this location. Construct a passing lane for northbound US 97 traffic. This will reduce the risk of head-on collisions.	High	Improves safety and reduces delay on freight corridor by building truck climbing lanes.			T-2	2,200	Future Construction Start		TPA	\$ 2.31			\$ 2.31	Y	

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Island	Northwest	153209G	SR 532/Sunrise Blvd to Davis Slough - Improve Safety	Improve traffic flow and enhance motorist safety traveling the SR 532 corridor from Camano Island to I-5. The project will improve several intersection choke points and improve and consolidate driveways. The full corridor project includes safety improvements from Sunrise Blvd to 12th Ave NW. The General Mark W. Clark Memorial Bridge will be replaced to meet current design standards, with new widened highway connections.	Medium	Improves safety and reduces travel time on secondary freight route. SR 532 provides the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I-5 for the city of Stanwood and surrounding rural northwest Snohomish County. Project includes a number of improvements on corridor, such as building a wider bridge to replace the General Mark Clark bridge, adding new turn lanes and truck climbing lanes, and reducing pedestrian/ vehicle conflicts.			T-3	1,200	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR532/	TPA	\$ 4.75				\$ 4.75	N
King	Northwest	109956C	SR 99/Aurora Ave N Corridor - Add HOV Lanes	This project will construct northbound and southbound SR 99 transit lanes on the outside of the roadway and a right turn lane from N. 145th through N. 165th Street intersections. Transit stops along the corridor will be upgraded to support the transit signal priority improvements. The project will create a landscaped center median/ safety lane with left and U-turn pockets. Other improvements include restriping, possible shoulder reconstruction, landscaping, lighting and sidewalks. This is the WSDOT contribution to the city of Shoreline SR 99 improvement project.	Medium	Improves safety and decreases congestion on freight corridor. Adding transit lanes and right turn lanes will reduce congestion on general purpose lanes.		Yes - SR 99 congestion north of Seattle identified in regional industry interviews for HSP and WTP. Problem identified was more specific to unsynchronized lights.	T-2	1,300	Under Construction	http://www.wsdot.wa.gov/projects/SR99/Shoreline_NCTH_OV/	Nickel/TPA	\$ 10.03	\$ 10.00			\$ 20.03	Y
King	Northwest	116927B	SR 169/140th Way SE to SR 900 - Add Lanes	This project will provide queue jumps, HOV bypass lanes and transit priority traffic signal improvements at Maple Valley Highway (SR 169), and NE 140th Way between the I-405 SB and NB freeway ramps, as well as an acceleration lane from the I-405 ramp to eastbound SR 169.	Medium	Improve safety and provides congestion relief on a major freight corridor. Resolves weave and merge issues created when transit attempts to merge with general purpose traffic.			T-1	4,200	Under Construction	http://rentonwa.gov/living/default.aspx?id=7934	TPA	\$ 2.50	\$ 0.32			\$ 2.82	Y
King	Northwest	151505B	SR 515/SE 182nd St to SE 176th St Vic - Construct Traffic Island	Construct a raised traffic island replacing the existing two way left turn lane. A left turn pocket will be built at the entrance to the Fred Meyer parking lot. Existing traffic signals will be relocated and signal timing adjusted to allow a phase for the U-turn movement. These improvements increase motorist safety by reducing collisions.	Medium	Improves safety and reduces congestion on freight corridor.			T-2	770	Under Construction	http://www.wsdot.wa.gov/Projects/SR515/SE192ndBensonRoadAccess/	TPA	\$ 1.41	\$ 0.26	\$ 0.04		\$ 1.70	Y
King	Northwest	152040A	SR 520/W Lake Sammamish Parkway to SR 202, Stage 3 - Widening	SR 520 at SR 202 is severely congested due to heavy traffic volumes, especially during the morning peak period for traffic westbound on SR 202 to westbound SR 520. The eastern end of SR 520 near SR 202 has been identified as a high accident location.	Medium	Improves safety and reduces congestion on freight corridor, and improves connection between two freight corridors. Widens SR 520 in Redmond to four lanes in each direction and builds a new, metered flyover ramp from westbound SR 202 to westbound 520.			T-2 (SR 520 and 202)	1,700 (SR 520) 2,000 (SR 202)	Under Construction	http://www.wsdot.wa.gov/Projects/SR520/WLakeSamPk_SR202/	Nickel	\$ 105.01			\$ 0.04	\$ 105.05	Y

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King	Northwest	190098U	SR 900/SE 78th St Vic to I-90 Vic - Widening and HOV	This section of SR 900 in Issaquah is severely congested due to heavy traffic volumes and major commercial development in the surrounding area. During morning and afternoon peak periods traffic backs up onto the I-90 off ramp and nearby city streets.	Medium	Improve safety and reduces congestion on a secondary freight corridor.			T-2	2,100	Under Construction		Nickel	\$ 27.29		\$ 6.21	\$ 12.44	\$ 45.94	Y
King	Northwest	152219A	SR 522/University of Washington Bothell - Build Interchange	Constructs a new interchange on SR 522 to provide access to the new University of Washington Bothell/Cascadia Community College joint campus. Provides a signalized intersection approximately 1/2 mile west of the I-405 interchange where a new public street would be constructed from the campus to align with the existing tee intersection of Woodinville Drive at Brackett's Landing. A new bridge over this intersection will allow traffic from I-405 to continue to Bothell. Also widens the southbound I-405 off-ramp to westbound SR 522 to provide two lanes. This project will improve motorist safety and address increased traffic volumes. Will reduce congestion on I 405, strategic freight corridor.	High	Improves safety, increases capacity, and reduces congestion on freight corridor. Project also reduces weave issues at I-405/ SR 522 merge. Will reduce congestion on I 405, a major freight corridor.	Yes, I 405 congestion	Yes - congestion on I 405 identified in WTP and HSP interviews, and in WTP Freight recommendations.	T-2 (SR 522) T-1 (I 405)	2,000 (SR 522) 3,900 (SR 405)	Under Construction	http://www.wsdot.wa.gov/Projects/SR522/UW/	Nickel/TPA	\$ 31.63	\$ 10.13		\$ 5.36	\$ 47.13	Y
Skagit	Northwest	101100F	SR 11/I-5 Interchange- Josh Wilson Rd - Rebuild Interchange	Upgrade interchange design and realign Josh Wilson Rd. to SR 11. This project will reduce congestion and accidents within the interchange and connecting streets.	Medium	Improves safety and reduces congestion on a secondary freight route connector to a major freight corridor (I-5). Supports movement of port related traffic.			T-3	700	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/SR11InterchangeJoshWilsonRoad/	TPA		\$ 12.00			\$ 12.00	Y
Skagit	Northwest	102023I	SR 20/Ducken Rd to Rosario Rd - Add Turn Lanes	This project will improve turning movements at Ducken Road by constructing a southbound left turn lane and a northbound right turn lane. Guardrail will be updated and illumination will be provided.	Medium	Improves safety and reduces delay on freight corridor.			T-2	1,600	Under Construction		Nickel	\$ 4.60		\$ 1.15	\$ 2.76	\$ 8.50	Y
Skagit	Northwest	102027C	SR 20/Quiet Cove Rd Vicinity to SR 20 Spur - Widening	This project widens SR 20 to 12 foot lanes and 4 foot shoulders. It will close the intersection of SR 20 at Deception Rd, provide a left turn lane at the Lunz Rd intersection, improve fish passage at Meadow Creek by replacing a culvert with a bridge, provide a right turn pocket at South Campbell Lake Rd, provide grating at Miller Rd for emergency vehicles only, and provide a left turn lane at the Miller Rd/Gibraltar Rd intersection. The project will also provide vertical and horizontal geometric improvements within the project limits.	Medium	Improves safety and reduces congestion on freight corridor that provides only direct land access to the City of Oak Harbor, the Whidbey Island Naval Air Station, and Whidbey Island.			T-2	1,600	Under Construction	http://www.wsdot.wa.gov/projects/sr20/quietcove_sr20spur	Nickel	\$ 22.81		\$ 0.21	\$ 9.28	\$ 32.29	Y
Skagit	Northwest	102029S	SR 20/Sharpes Corner Vicinity - New Interchange	This project will reduce the risk of collisions and provide relief at the Sharpes Corner and Fidalgo Bay Road intersections. Multiple options will be considered.	High	Improves safety and reduces congestion on freight corridor that provides only direct land access to the City of Oak Harbor, the Whidbey Island Naval Air Station, and Whidbey Island.			T-2	1,600	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR20/SharpesCornerInterchange/	TPA		\$ 23.37			\$ 23.37	Y

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Skagit	Northwest	102039A	SR 20/Fredonia to I-5 - Add Lanes	This project will construct two lanes south of the existing SR 20 for eastbound traffic. The existing two lane roadway will be widened and resurfaced to serve as the new westbound lanes. Improvements will be constructed in two stages. Stage 1 constructs improvements from west of SR 536 to east of Higgens Airport Way, and includes three new structures, one bridge replacement, bridge widening at Higgens Slough, signal revision at the SR 536 and SR 20 intersection, and a new signal at Higgens Airport Way. Stage 2 constructs improvements from east of Higgens Airport Way to the I-5 interchange, including a new structure on SR 20, signal revisions at Avon Allen Road, a new signal at Pulver Road, northbound I-5 ramp modifications, and new elevated southbound I-5 ramps. Stage 2 incorporates City of Burlington street improvements extending Nevitt Road south for local access and a new signal on SR 20	High	Improves safety, increases capacity, and reduces congestion on freight corridor. Project widens approximately 5 miles of SR 20 in Burlington, and improves the on and off ramps at the SR 20/I-5 interchange.			T-1 and T-2	2,400 to 5,500	Under Construction	http://www.wsdot.wa.gov/projects/sr20/sr536fredonia	Nickel	\$ 107.21		\$ 5.09	\$ 5.87	\$ 118.16	Y
Snohomish	Northwest	100536D	I-5/SR 525 Interchange Phase	This project will construct a southbound ramp from SR 525 to I-5 to eliminate traffic weaving between the existing on-ramp to I-5 and the off-ramp to 196th Street SW. This ramp design will improve operations and reduce collisions.	High	Improves safety and reduces congestion on a freight corridor and connection to major freight corridor (I-5). Decreases merge and weave bottleneck on I-5.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-2 (SR 525) T-1 (I-5)	1,500 (SR 525) 11,000 (I-5)	Future Construction Start		TPA	\$ 20.00				\$ 20.00	Y
Snohomish	Northwest	100537B	I-5/196th St (SR 524) Interchange - Build Ramps	This project will improve Lynnwood City center access from collector distributor systems on I-5. The project will improve access and traffic flow within the city. Project is in early stages of development.	Medium	Improves safety and reduces congestion on a connector to a major freight corridor (I-5).			T-1 (I-5) T-2 (SR 524)	11,000 (I-5) 1,700 (SR 524)	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/196thIC/BraidedRamp/	TPA	\$ 54.99				\$ 54.99	Y

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Snohomish	Northwest	100543M	I-5/SR 526 to Marine View Drive - Add HOV Lanes	This section of I-5 experiences congestion and mobility problems due to high traffic volumes and is part of the Puget Sound Core HOV program. To relieve congestion, increase capacity and mobility, and provide a travel time advantage to transit and HOV traffic, this project will design and construct northbound and southbound HOV lanes on I-5 between SR 526 and US 2 in the city of Everett. Existing I-5 will be widened asymmetrically with both median and outside widening. The Broadway Interchange off-ramp will be moved to the right side to increase safety and reduce congestion. Up to 20 bridges will be widened. Design and construction of several noise walls and retaining walls and a full storm water system retrofit is anticipated. Intelligent Transportation System (ITS) monitoring equipment will be installed. Investigation of the Lowell Road slide area is included.	High	Improves safety, reduces congestion and adds capacity to a major freight corridor. Adding HOV lanes will provide additional capacity on general purpose lane. Project will also reduce merge and weave issues, and widen existing roadway.	Yes -	Yes. Central Puget Sound congestion in general and I-5 congestion in particular were both identified WTP Freight Recommendation and high priority in WTP and HSP interviews.	T-1	11,000	Under Construction	http://www.wsdot.wa.gov/Projects/I5/HOVS526toUS2/	Nickel	\$ 214.75	\$ 1.90	\$ 3.93	\$ 220.57	Y	
Snohomish	Northwest	100544G	I-5/41st St Interchange - Widening and Rebuild Ramps	Improve the 41st Street interchange by widening the 41st Street under crossing and reconstructing the interchange ramps.	High	Improves safety and reduces congestion on a connector to a major freight corridor (I-5). Decreases merge and weave bottleneck on I-5.	Yes	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1 (I-5)	11,000 (I-5)	Under Construction	http://www.wsdot.wa.gov/Projects/I5/HOVS526toUS2/	TPA	\$ 42.84			\$ 42.84	Y	
Snohomish	Northwest	100552A	I-5/116th St Interchange - Interchange Improvements	WSDOT contribution to the Tulalip Tribe's project which will make improvements to the I-5/116th Street interchange project.	Medium	Improves access to Tulalip Tribe's retail and hospitality properties from major freight corridor.			T-1	11,000	N/A		TPA	\$ 0.90			\$ 0.90	Y	
Snohomish	Northwest	100553N	I-5/172nd St NE (SR 531) Interchange - Rebuild Interchange	This project will widen 172nd St. NE to four 12' lanes, a 12' left turn lane, a 12' right turn lane, and two 6' bicycle lanes. This project will also widen the I-5 over crossing and connect a westbound 172nd to southbound I-5 loop ramp. All ramp terminals will be signalized. This project when complete will reduce congestion and accidents within the interchange and connecting streets. It will improve the performance of SR 531.	Medium	Improves safety, increases capacity, and relieves congestion on freight corridor (SR 531).			T-1	11,000	Design	http://www.wsdot.wa.gov/Projects/SR531/I5LoopRamp/Default.htm	TPA	\$ 30.23	\$ 0.19	\$ 14.19	\$ 44.61	Y	

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
Snohomish	Northwest	100900F	SR 9/212th St SE to 176th St SE, Stage 3 - Add Lanes	This section of SR 9 experiences severe congestion and operational problems due to large traffic volumes due rapid commercial and residential development. This section also falls within a High Accident Corridor (HAC) as identified in the 2000 Safety Management System. To address capacity needs, enhance traffic operations and reduce the number and severity of accidents, SR 9 will be widened from two lanes to four lanes, plus a raised median. Sidewalks will be constructed in selected locations on both sides of SR 9. Other minor work will be performed as needed. This is Stage 3 of the overall work on this corridor.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Future	http://www.wsdot.wa.gov/Projects/SR9/212thse_176thse/	Nickel	\$ 81.50			\$ 0.12	\$ 81.62	N
Snohomish	Northwest	100900V	SR 9/176th St SE Vicinity to SR 96 - Add Signal and Turn Lanes	This project will construct northbound and southbound left turn lanes on SR 9 at 188th St SE, a two way left turn lane on SR 9 at 172nd St SE, and a southbound mainline lane on SR 9 at SR 96/Lowell-Larimer Rd. A traffic signal will be installed at 164th St SE and the clear zone will be upgraded.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Under Construction		Nickel	\$ 5.33	\$ 0.03		\$ 0.87	\$ 6.23	Y
Snohomish	Northwest	100912G	SR 9/Marsh Rd Intersection - Safety Improvements	Construct intersection improvements to reduce the risk of collisions occurring at this intersection. This will include converting SR 9 to a wider, four-lane highway and adding guardrail from SR 96 to Marsh Road.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Under Construction	http://www.wsdot.wa.gov/Projects/SR9/176thtoMarsh/	TPA	\$ 9.42				\$ 9.42	Y
Snohomish	Northwest	100914G	SR 9/SR 96 to Marsh Rd - Add Lanes and Improve Intersections	This project will widen SR 9 to two lanes in each direction and add left and right turn lanes at SR 96 and Marsh Rd. Other improvements include upgrading the existing lighting and traffic signals and modifying the drainage system at each intersection. When complete this project will increase traffic flow and enhance motorist safety along the SR 9 corridor between Clearview and Arlington.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Under Construction	http://www.wsdot.wa.gov/Projects/SR9/176thtoMarsh/	TPA	\$ 36.32	\$ 0.06		\$ 1.47	\$ 37.85	Y
Snohomish	Northwest	100916G	SR 9/Lake Stevens Way to 20th St SE - Improve Intersection	This project adds NB & SB SR 9 through lanes, a right turn lane at 20th St SE, left turn lanes on SR 9, and adds a WB right turn lane onto 20th St SE (Hewitt Ave). Existing illumination, traffic signal, drainage and storm water facilities will be upgraded and environmental impacts will be mitigated.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Under Construction	http://www.wsdot.wa.gov/Projects/SR9/LakeStevensTo20th/	TPA	\$ 14.52				\$ 14.52	Y

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Snohomish	Northwest	100917G	SR 9/Lundeen Parkway to SR 92 - Add Lanes and Improve Intersections	This project adds new NB and SB SR 9 through lanes, improves or adds the left and right turn lanes on NB and SB SR 9 as needed, adds a right turn lane in both directions on Lundeen Parkway, cul-de-sacs the west leg of the 4th St SE intersection, adds a right turn lane to NB SR 9 at SR 92, widens and extends the right turn lane on SR 92, upgrades illumination and traffic signal systems at Lundeen Parkway, Soper Hill Rd, and SR 92 intersections.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Future Construction	http://www.wsdot.wa.gov/Projects/SR9/LundeenToSR92/	TPA	\$ 34.00				\$ 34.00	N
Snohomish	Northwest	100921G	SR 9/SR 528 - Improve Intersection	This project will build left turn and right turn lanes on SR 9 and SR 528 as needed. Upgrade traffic signal, illumination, drainage, stormwater, and environmental impacts will be mitigated.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	1,600	Future		TPA	\$ 17.13				\$ 17.13	Y
Snohomish	Northwest	100922G	SR 9/84th St SE - Improve Intersection	This project adds new through lanes NB and SB SR 9, extends or builds right or left turn lanes on SB and NB SR 9 as needed, builds right and left turn lanes on 84th St. SE. Existing illumination, traffic signal, drainage and stormwater facilities will be upgraded and environmental impacts will be mitigated.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	1,600	Future		TPA	\$ 14.51				\$ 14.51	Y
Snohomish	Northwest	100928G	SR 9/SR 531-172nd St NE - Improve Intersection	This project adds a new through lane NB and SB, a new right turn lane to both directions of SR 9, adds new right turn lanes to EB & WB SR531 172nd St NE. Existing illumination, traffic signal, drainage and stormwater facilities will be upgraded and environmental impacts will be mitigated.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	1,600	Future		TPA	\$ 14.64				\$ 14.64	Y
Snohomish	Northwest	100930H	SR 9/Schloman Rd to 256th St NE - New Alignment	This project will widen SR 9 to provide twelve foot lanes and four foot shoulders and realign two existing curves along this section of roadway. Slopes will be flattened and other safety features will be improved as needed.	Medium	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.			T-3	1,600	Under Construction	http://www.wsdot.wa.gov/Projects/SR9/SchlomanTo268thNE/	Nickel	\$ 12.92	\$ 1.90	\$ 1.31	\$ 16.14	Y	
Snohomish	Northwest	100930I	SR 9/252nd St NE Vicinity - Add Turn Lane	This project will widen SR 9 to provide a northbound left turn lane and four foot shoulders at the 252nd Street NE intersection. In addition, this project will include illumination, guardrail installation, relocation of utility poles, and replacement of a cross culvert.	Medium	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.			T-3	810	Under Construction		Nickel	\$ 1.46	\$ 0.12	\$ 0.15	\$ 1.73	Y	
Snohomish	Northwest	100931C	SR 9/268th St Intersection - Add Turn Lane	This project will construct left turn lanes on SR 9 at the 268th Street intersection. It will also lower a hill to provide better sight distance for drivers. This project will require wetland mitigation, illumination improvements, and hazardous waste removal.	Medium	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.			T-3	260 to 810	Under Construction		Nickel	\$ 1.75	\$ 0.47	\$ 0.61	\$ 2.83	Y	

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)			
Snohomish	Northwest	100934R	SR 9/Pilchuck Creek - Replace Bridge	This project will replace the existing bridge which is very narrow (about 17 feet wide) with a new one that will meet current design standards.	Medium	Improves safety and reduces congestion on secondary freight route. Replaces narrow bridge.			T-3	260	Future		TPA	\$	6.25			\$	6.25	N		
Snohomish	Northwest	152234E	SR 522/Snohomish River Bridge to US 2 - Add Lanes	This section of SR 522 experiences severe congestion and operational problems due to high traffic volumes. This project will improve the safety and capacity of the existing two-lane roadway by constructing two additional lanes on a separate alignment to form a four-lane divided highway from the Snohomish River Bridge to US 2 in the city of Monroe. Bridges will be constructed at High Bridge Road, Snohomish River, 164th Street, 154th Street, and US 2. The traffic signal at the US 2 westbound ramp will be modified and a roundabout will be constructed at the 164th Street westbound ramp. Right of Way will be purchased for roadway, detention pond, and wetland mitigation construction. The project also includes retaining wall, guardrail, storm sewer, fish passage, wildlife crossing, landscaping, signing, illumination, Intelligent Transportation System and paving work.	Medium	Improves safety, reduces congestion and adds capacity on freight corridor. Widens SR 522 and reduces collisions near Monroe.			T-2	2,500	Future	http://www.wsdot.wa.gov/Projects/SR522/Widen/SnoRiver_US2/	Nickel	\$	176.32		\$	0.21	\$	176.53	Y	
Snohomish	Northwest	152908E	SR 529/Ebey Slough Bridge - Replace Bridge	This project will replace the existing bridge with a new bridge designed to current standards.	Medium	Replaces bridge on secondary freight route that is alternate to major freight corridor (I-5) in Central Puget Sound. If SR 529 bridge is closed, traffic is diverted onto I-5; increasing demand on already congested corridor.			T-3	1,100	Future	http://www.wsdot.wa.gov/Projects/SR529/EbeySloughBridge/Default.htm	TPA	\$	42.44	\$	0.10	\$	1.44	\$	43.98	Y
Snohomish	Northwest	153203D	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	Replace the existing bridge with a new bridge to meet current design standards for safety and capacity. The full corridor project includes safety improvements from Sunrise Blvd to 12th Ave NW. The General Mark W. Clark Memorial Bridge will be replaced to meet current design standards, with new widened highway connections. Improves traffic flow and enhances motorist safety traveling the S 532 corridor from Camano Island to I-5.	Medium	Improves safety and reduces congestion on a secondary freight route providing the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I-5 for the city of Stanwood and surrounding rural northwest Snohomish County.			T-3	1,200	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR532/	TPA	\$	19.45			\$	19.45	N		
Snohomish	Northwest	153210G	SR 532/270th St NW to 72nd Ave NW - Improve Safety	Improve traffic flow and enhance motorist safety traveling the SR 532 corridor from Camano Island to I-5. The project will improve several intersection choke points and improve and consolidate driveways. The full corridor project includes safety improvements from Sunrise Blvd to 12th Ave NW. The General Mark W. Clark Memorial Bridge will be replaced to meet current design standards, with new widened highway connections.	Medium	Improves safety and reduces congestion on a secondary freight route providing the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I-5 for the city of Stanwood and surrounding rural northwest Snohomish County.			T-2 & T-3	1,200 to 1,400	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR532/	TPA	\$	19.55			\$	19.55	N		

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Snohomish	Northwest	153211G	SR 532/General Mark W. Clark Memorial Bridge - Improve Safety	This project will improve traffic flow and enhance motorist safety traveling the SR 532 corridor from Camano Island to I-5. Work will include widened highway connections to the new Gen. Mark W. Clark Memorial bridge. The full corridor project includes safety improvements from Sunrise Blvd to 12th Ave NW. The General Mark W. Clark Memorial Bridge will be replaced to meet current design standards, with new widened highway connections.	Medium	Improves safety and reduces congestion on a secondary freight route providing the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I-5 for the city of Stanwood and surrounding rural northwest Snohomish County.			T-3	1,200	Future	http://www.wsdot.wa.gov/Projects/SR532/	TPA	\$ 14.68				\$ 14.68	N
Snohomish	Northwest	153212G	SR 532/64th Ave NW to 12th Ave NW - Improve Safety	Improve traffic flow and enhance motorist safety traveling the SR 532 corridor from Camano Island to I-5. The project will improve several intersection choke points and improve and consolidate driveways. The full corridor project includes safety improvements from Sunrise Blvd to 12th Ave NW. The General Mark W. Clark Memorial Bridge will be replaced to meet current design standards, with new widened highway connections.	Medium	Improves safety and reduces congestion on a secondary freight route providing the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I-5 for the city of Stanwood and surrounding rural northwest Snohomish County.			T-2	1,400	Future	http://www.wsdot.wa.gov/Projects/SR532/	TPA	\$ 15.24	\$ 8.50			\$ 23.73	N
Whatcom	Northwest	100585Q / 100585Z	I-5/36th St Vicinity - Ramp Reconstruction and I-5/Downtown Bellingham On/Off Ramps - Ramp Reconstruction	Extend I-5 on and off ramps for the Lakeway Drive, Iowa Street, and SR 542 Interchanges to reduce the risk of collisions along this section of I-5. Including the widening of shoulders, bridges, and construction of retaining walls where needed. Reconstructs the I-5/Downtown Bellingham On/Off Ramps to reduce the risk of collisions. Project definition and schedule may need adjustment to coordinate with other projects within the corridor.	High	Improve safety and reduces congestion on major freight corridor. I-5 on/off ramps through Bellingham have been identified as a high priority freight problem by industry sectors. The frequency of ramps, and lack of merge space, create safety problems and impact performance of I-5 mainline. This project improves on- and off-ramps between Samish Way and Sunset Drive to reduce collisions and relieve congestion.	Yes	Yes - Identified high priority by local industries during HSP interviews. I-5 congestion through Bellingham identified problem in WTP Freight Report and by regional industries during WTP interviews.	T-1	4,400	Future	http://www.wsdot.wa.gov/Projects/I5/BellinghamOnOffRamps/	TPA	\$ 14.98	\$ 4.97	\$ 7.35		\$ 27.30	Y
Whatcom	Northwest	153910A	SR 539/Tenmile Road to SR 546 - Widening	This project will construct one additional lane in each direction from Ten Mile Rd to SR 546 near Lynden to reduce congestion and improve safety. The project includes a study to determine the best alternative to improve traffic flow: either widening SR 539 to the border; or improving SR 546 east to SR 9 at Sumas. Funds will complete the design and right of way processes and begin construction. Final costs for widening of SR 539 or SR 546 will be determined during alternative analysis.	High	Improves safety and reduces congestion on freight corridor that provides access to border crossing. Provides better access to border crossing for clearance. Crossing is alternate to Blaine commercial crossing. Freight corridor (Guide Meridian) is alternate route to I-5. Widens roadway, adds lanes, and constructs other safety/ mobility improvements.		Yes - regional industry interviews	T-2	1,700	Under Construction	http://www.wsdot.wa.gov/Projects/SR539/TenMileBorder/	Nickel	\$ 105.16	\$ 1.58			\$ 106.73	N
Whatcom	Northwest	154210B	SR 542/Woburn to McLeod - Widen to Four Lanes	City of Bellingham project that widens SR 542 from Woburn to McLeod to four lanes.	Medium	Improves safety, increases capacity, and reduces congestion on freight corridor in City of Bellingham.		Yes - identified in HSP regional industry interviews	T-2	1,300	Under Construction		TPA	\$ 1.00				\$ 1.00	Y

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Clallam	Olympic	310101F	US 101/Dawley Rd Vic to Blyn Highway - Add Climbing Lane	This section of US 101 experiences back-ups due to high truck volumes and steep grades. This project constructs a northbound truck climbing lane along this section of US 101 to reduce congestion and improve motorist safety.	High	Improves safety and reduces congestion by building truck climbing lanes on freight corridor.			T-2	2,000	Future		Nickel	\$ 2.81		\$ 0.65	\$ 0.09	\$ 3.54	N
Clallam	Olympic	310155B	US 101/Coriea Rd Vicinity to Zaccardo Rd - Slope Flattening	Roadside safety features along this section of US 101 do not meet standards. This project flattens slopes onto roadside ditches and controls the location and frequency of road approaches to reduce the severity of collisions.	Medium	Improves safety on freight corridor.			T-2	2,000	Future	http://www.wsdot.wa.gov/Projects/US101/CorieatoZaccardoSafety/	Nickel	\$ 0.35		\$ 0.61	\$ 0.41	\$ 1.37	Y
Clallam	Olympic	310166B	US 101/Blyn Vicinity - Add Passing Lanes	This section of highway is shown as backlog mobility deficient in the State Highway System Plan. This project will construct east and westbound passing lanes to relieve traffic congestion.	Medium	Improves safety and reduces congestion by building passing lanes on freight corridor.			T-2	2,000	Underway	http://www.wsdot.wa.gov/Projects/US101/BlynPassing/	Nickel	\$ 3.33		\$ 0.46	\$ 0.56	\$ 4.35	Y
Grays Harbor	Olympic	301251A	US 12/Clemons Rd Vicinity - Intersection Improvements	This intersection has been identified as a high collision corridor. This project will extend acceleration and deceleration lanes, improve sight distance and remove or protect roadside hazards. When complete, the frequency and severity of accidents will be reduced and motorist safety enhanced.	Medium	Improves safety on freight corridor.			T-1	2,400	Underway		TPA		\$ 1.45			\$ 1.45	Y
Jefferson	Olympic	310102F	US 101/Gardiner Vicinity - Add Climbing Lane	This section of US 101 experiences back-ups due to high truck volumes and steep grades. This project constructs a northbound truck climbing lane to reduce congestion and improve motorist safety.	Medium	Improves safety by adding truck climbing lane on freight corridor.			T-2	2,000	Future	http://www.wsdot.wa.gov/Projects/US101/GardinerClimbing/	Nickel	\$ 2.82		\$ 0.10		\$ 2.93	Y
Kitsap	Olympic	301632A	SR 16/Burley-Olalla Interchange - Build Interchange	The SR 16/Burley-Olalla Road intersection has been identified as a high collision location. By removing the intersection on SR 16 at the Burley-Olalla Road and constructing an interchange, the frequency and severity of collisions will be reduced.	Medium	Improves safety and reduces congestion on freight corridor. Replaces at grade intersection on SR 16.			T-1	3,900	Under Construction	http://www.wsdot.wa.gov/Projects/SR16/BurleyOlalla/	Nickel	\$ 27.14		\$ 0.11		\$ 27.25	Y
Kitsap	Olympic	316006B	SR 160/SR 16 to Longlake Rd Vicinity - Widening	This section has been identified as a High Collision Corridor and the section between milepost 1.15 and 1.57 identified as a Pedestrian Risk location. This project reconstructs and widens the existing roadway to reduce the frequency and severity of collisions.	Medium	Improves safety on highway segment that is a freight corridor and secondary freight route.			T-2/ T-3	830 to 600	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR160/SR16_LongLake/	Nickel	\$ 7.22		\$ 0.94	\$ 0.37	\$ 8.52	Y
Mason	Olympic	310124C	US 101/SR 3 On Ramp to US 101 NB - Add New Ramp	This section of roadway is on WSDOT's Bottleneck and Chokepoints list. This project constructs a new on-ramp to northbound US 101 to improve interchange efficiency and safety by reducing the severity and frequency of collisions.	Medium	Improves safety and reduces congestion on freight corridor by improving interchange and eliminating left hand turns.	Yes - safety concerns identified by regional industries.		T-2	2,500	Under Construction	http://www.wsdot.wa.gov/Projects/US101/SR3_OnRamp/	TPA		\$ 4.24			\$ 4.24	Y

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Pierce	Olympic	300504A	I-5/Port of Tacoma Rd to King Co Line - Core HOV	This segment of I-5 experiences congestion and mobility problems due to high traffic volumes and is identified as part of the core HOV program. This project completes the preliminary engineering for HOV lanes from the Port of Tacoma Road to the Pierce/King County Line.	High	Improves safety and reduces congestion on major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes of I-5.		Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/I5_PortTacomatoKing/	Nickel	\$ 2.10		\$ 0.85	\$ 4.02	\$ 6.98	Y
Pierce	Olympic	300504B	I-5/Port of Tacoma Rd to King Co Line - Add HOV Lanes	This segment of I-5 experiences congestion and mobility problems due to high traffic volumes and is identified as part of the core HOV program. This project will construct HOV lanes to relieve congestion and reduce the risk of collisions.	High	Improves safety and reduces congestion on major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes of I-5.		Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/I5_PortTacomatoKing/	Nickel	\$ 66.12			\$ 0.75	\$ 66.87	Y
Pierce	Olympic	300563A	I-5/Port of Tacoma Interchange - Rebuild Interchange	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. Rebuilding the I-5/ Port of Tacoma Road Interchange and constructing HOV lanes from the Puyallup River to the Port of Tacoma Road Interchange will reduce congestion and enhance motorist safety.	High	Improves safety and reduces congestion on major interchange for the Port of Tacoma to major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes of I-5.	Yes	Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future		TPA	\$ 56.79	\$ 0.49	\$ 0.18	\$ 57.45	Y	
Pierce	Olympic	300566A	I-5/SR 16 Interchange - Construct HOV Connections	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. This project realigns I-5 and SR 16 and builds the connections between north and southbound I-5 and east and westbound SR 16 for HOV lanes. When complete, congestion will be reduced and motorist safety enhanced.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes. Improves interchange of two major freight corridors. Reduces weave and merge issues.	Yes	Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/SR16_WBNalleyValley/	TPA	\$ 200.21	\$ 0.18	\$ 1.58	\$ 201.97	Y	
Pierce	Olympic	300567A	I-5/SR 16 Interchange - Rebuild Interchange	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. This project reconstructs the interchanges at I-5 and SR 16. This includes replacing the bridges over Nalley Valley, constructing freeway connections, reconstructing all of the ramp roadways and structures, and prepares for HOV lanes on I-5 and SR 16. When complete, congestion will be reduced and motorist safety enhanced.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor (I-5). Improves interchange of two major freight corridors.	Yes	Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/SR16_WBNalleyValley/	Nickel/TPA	\$ 248.24	\$ 13.52	\$ 32.24	\$ 13.02	\$ 307.03	Y
Pierce	Olympic	300568A	I-5/S 48th to Pacific Ave - Add HOV Lanes	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. This project widens existing bridges, constructs a northbound collector distributor and prepares for HOV lanes from South 48th St. to Pacific Ave. In addition, several retaining walls will be built to reduce right of way needs. When complete, congestion will be reduced and motorist safety enhanced.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes. Bridges on major freight corridor will be widened.		Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Under Construction	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/	Nickel	\$ 97.56		\$ 4.84	\$ 3.15	\$ 105.55	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
Pierce	Olympic	300569G	I-5/Portland Ave and SR 167 Interchanges - Rebuild Interchanges	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. This project reconstructs the I-5/Portland Avenue Interchange and the I-5/SR 167 Interchange, widens the Bay Street Bridge and the T Street sewer structure, removes and replaces the L Street Bridge and prepares for High Occupancy Vehicle (HOV) lanes. When complete, congestion will be reduced and motorist safety enhanced.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes. Improves interchange of freight connector to major freight corridor (I-5). Reduces weave and merge issues. Replaces bridges and preserves freight corridors.		Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/	TPA	\$ 135.55				\$ 135.55	Y
Pierce	Olympic	300569H	I-5/Puyallup River Bridge E and W - Add HOV Lanes	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. This project removes the existing eastbound and westbound bridges, replaces them with new structures and provides connections to a new alignment improving capacity and reducing the risk of collisions.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Builds HOV lanes to increase capacity on all lanes of I-5. Project will also replace bridges to resolve merge and weave issues that cause delay and safety concerns on I-5.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	14,000	Future Construction Start		TPA	\$ 375.83				\$ 375.83	Y
Pierce	Olympic	300576A	I-5/I-705 to Port of Tacoma Interchange - Add HOV Lanes	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. This project reconstructs SR 7/I-705 ramps, replaces the SR 7/I-705 northbound structure, widens the SR 7/I-705 southbound structure, replaces the Pacific Avenue structure, removes the 30th Street bridge, removes and replaces the McKinley Street bridge and adds HOV lanes from Pacific Avenue to the Puyallup River bridge on I-5. When complete, congestion will be reduced and motorist safety enhanced.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes. Improves interchange of freight connector to Port of Tacoma industrial area and major freight corridor. Reduces weave and merge issues. Replaces bridges and preserves freight corridors.		Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/	TPA	\$ 153.85				\$ 153.85	Y
Pierce	Olympic	316109A	SR 161/SR 167 EB Ramp - Realign Ramps	This section of roadway, MP 28.73 to MP 28.86, is classified as a high collision location. This project will realign SR 167 westbound and eastbound ramps, remove the existing signal and construct a new signal system and modify existing signal at North Levee Road intersection reducing the frequency and severity of collisions.	High	Improves safety on major freight corridor. Realigns ramps connecting two freight corridors.			T-2	1,800	Under Construction	http://www.wsdot.wa.gov/Projects/SR161/SR167_ERamp/	Nickel	\$ 2.94	\$ 0.08	\$ 0.05	\$ 3.07	Y	
Pierce	Olympic	316118A	SR 161/24th St E to Jovita - Add Lanes	This section of roadway is listed as backlog mobility deficient in the State Highway System Plan. This project widens this section of SR 161 to a 5 lane roadway with 2 lanes of travel in each direction plus a center two way left turn lane, and installs a signal at the 8th Street intersection. When complete, motorist will benefit from reduced congestion, providing for the safe, efficient movement of freight, goods and people.	Medium	Improves safety and adds capacity to freight corridor.			T-2	1,800	Future	http://www.wsdot.wa.gov/Projects/SR161/36th_Jovita/	Nickel	\$ 30.43	\$ 2.11	\$ 0.01	\$ 32.55	Y	

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/Completion Fully Funded (Y/N)
Pierce	Olympic	316118C	SR 161/36th to Vicinity 24th St E - Widen to 5 lanes	This section of roadway is listed as backlog mobility deficient in the State Highway System Plan. This project widens this section of SR 161 to a 5 lane roadway with 2 lanes of travel in each direction plus a center two way left turn lane, and installs a signal at the 8th Street intersection. When complete, motorist will benefit from reduced congestion, providing for the safe, efficient movement of freight, goods and people.	Medium	Improves safety and adds capacity to freight corridor.			T-2	1,800	Future	http://www.wsdot.wa.gov/Projects/SR161/36th_Jovita/	Nickel	\$ 9.72		\$ 11.53	\$ 10.14	\$ 31.39	Y
Pierce	Olympic	316219A	SR 162/Puyallup River Bridge - Replace Bridge	The existing bridge is structurally deficient. This project constructs a new bridge replacing the existing structurally deficient bridge, preserving the structural and functional integrity of this section of highway.	Medium	Improves safety with wider roadway on freight corridor.			T-2	1,300	Future	http://www.wsdot.wa.gov/Projects/SR162/PuyallupRiverBridge/	TPA		\$ 15.00			\$ 15.00	Y
Pierce	Olympic	316718A	SR 167/SR 509 to I-5 Stage One - New Freeway	Local streets and arterials are used to transport freight to and from the Port of Tacoma, Green River Valley and Interstate 90, creating more congestion related delays and unsafe conditions on surface streets. This project will construct a new freeway from SR 509 to I-5 in Fife improving regional mobility of freight and passenger vehicles between SR 509 and I-5.	High	Improves safety and relieves congestion on existing mainline segments by adding an alternative freight route between the Port of Tacoma, the Green River Valley, I-90, and Central Puget Sound. Completes SR 167, a major freight route, from I-5 to I-405 to improve freight mobility.	Yes	Yes - WTP Freight Recommendation and identified in industry interviews as high priority.	T-1	4,500	Design	http://www.wsdot.wa.gov/Projects/SR167/TacomaToEdgeWood/	Nickel/TPA	\$ 44.72	\$ 70.00			\$ 114.72	N
Pierce	Olympic	316718C	SR 167/I-5 to SR 161 Stage Two - New Freeway	This section of SR 167 is considered Mobility Deficient. The existing non-freeway segment of SR 167 is on surface streets and includes a circuitous route through Puyallup via Meridian Avenue and River Road. This project completes a vital component of the Puget Sound Freeway system by constructing a new freeway between I-5 and SR 161, reducing congestion and improving safety.	High	Improves safety and relieves congestion on existing mainline segments by adding an alternative freight route between the Port of Tacoma, the Green River Valley, I-90, and Central Puget Sound. Completes SR 167, a major freight route, from I-5 to I-405 to improve freight mobility.	Yes	Yes - WTP Freight Recommendation and identified in industry interviews as high priority.	T-1	4,500	Design	http://www.wsdot.wa.gov/Projects/SR167/TacomaToEdgeWood/	Nickel	\$ 17.36			\$ 8.08	\$ 25.44	N
Pierce	Olympic	341015A	SR 410/214th Ave E to 234th - Add Lanes	This section of SR 410 has been identified as mobility deficient. This project will construct 2 additional general purpose lanes, median barrier and a traffic signal to improve traffic operations and mobility.	Medium	Improves safety and reduces congestion on freight corridor.			T-1	3,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR410/234thLanes/	Nickel/TPA	\$ 8.91	\$ 17.05	\$ 2.59	\$ 0.79	\$ 29.34	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
Pierce	Olympic	370401A	SR 704/Cross Base Highway - New Alignment - Stage 1	The limited east-west access and circuitous nature of the existing routes results in poor transportation system linkage to the growing areas of mid-Pierce County and creates additional congestion on the existing east-west corridors of SR 512 north of McChord Air Force Base and SR 510 south of Fort Lewis in Thurston County. The full project will construct a new alignment between the Thorne Lane interchange at I-5 and the intersection of 176th Street and SR 7 in Spanaway to improve transportation system linkage and capacity between mid-Pierce County and destinations along the I-5 corridor for the efficient movement of people and goods. Stage 1 will complete the east end connection to SR 7. Stage 2 is not fully funded.	High	Adds a new freight corridor to relieve traffic on I-5 and SR-512. Provides a direct arterial link in the mid-Pierce County area within proximity of the Cities of Lakewood and DuPont for the movements freight and other traffic. Provides access to the truck gate at McChord AFB. Provides direct access between Fort Lewis and McChord AFB.	Yes	Yes - Identified need during regional interviews for HSP update.	Unknown, New Corridor	Unknown, New Corridor	Under Construction	http://www.wsdot.wa.gov/Projects/SR704/CrossBase/	Nickel/TPA	\$ 15.00	\$ 15.00		\$ 12.93	\$ 42.93	N
Thurston	Olympic	300581A	I-5/Grand Mound to Maytown Stage One - Add Lanes	This section of I-5 is experiencing congestion during peak hours. Add 5th and 6th lanes to Interstate 5 from south of Grand Mound interchange to north of Maytown interchange. Improve ramp connections for two interchanges and two Safety Rest Areas within the project.	High	Increases capacity, improves safety, and reduces congestion on major freight corridor. One of highest truck volumes in state, 13,000 average annual daily truck traffic. Adds additional lane to I-5 where it is currently only 2 lanes in each direction.	Yes	Yes- identified priority in HSP and WTP interviews. Identified in WTP freight report	T-1	1,300	Under Construction	http://www.wsdot.wa.gov/Projects/I5/GrandMoundtoMaytown/	Nickel	\$ 91.45		\$ 1.58	\$ 2.08	\$ 95.11	Y
Thurston	Olympic	300581B	I-5/Grand Mound to Maytown Stage Two - Replace Interchange	This section of I-5 is experiencing congestion during peak hours. Widen US 12 between Ivan St. SE and Elderberry St. SW. Replace US 12 bridge over I-5. Widen or replace US 12 bridge over the railroad. Widen ramps to increase vehicle storage. Improve ramp terminal intersections. When complete, this project will relieve congestion and reduce the risk of collisions.	High	Increases capacity, improves safety, and reduces congestion on major freight corridor. One of highest truck volumes in state, 13,000 average annual daily truck traffic. Adds additional lane to I-5 where it is currently only 2 lanes in each direction.	Yes	Yes- identified priority in HSP and WTP interviews. Identified in WTP freight report	T-1	1,300	Future	http://www.wsdot.wa.gov/Projects/I5/GrandMoundStage2/	Nickel	\$ 47.86				\$ 42.43	Y
Benton	South Central	502403I	SR 24/SR 241 to Cold Creek Rd - Add Passing Lanes	SR 24 between SR 241 and the Cold Creek Road has a history of serious collisions resulting in injuries. By constructing truck climbing/ passing lanes in each direction, this project will provide improved passing opportunities and increase motorist safety.	High	Improves safety by constructing truck climbing lanes on freight corridor.			T-2	840	Under Construction		TPA	\$ -	\$ 5.15			\$ 5.15	Y
Benton	South Central	539502L	US 395/Columbia Dr to SR 240 - Rebuild Interchange	The configuration of the US 395/SR 240 interchange south of the Blue Bridge does not allow smooth-flowing traffic movements between the two state highways. During peak periods, traffic backs up on southbound US 395 and the highway experiences a high number of collisions. This project will reconfigure the interchange to improve traffic flow between US 395 and SR 240, as well as decrease the risk of collisions.	High	Improve safety and provides congestion relief on a major freight corridor, and interchange with another freight corridor. Adds lane to increase capacity on US 395, and reconfigures interchange with SR 240 to improve safety and efficiency.			T-1 (US 395) T-2 (SR 240)	3,200 (SR 395) 2,400 (SR 240)	Future Construction Start	http://www.wsdot.wa.gov/Projects/US395/ColumbiaDrivetoSR240/	TPA		\$ 24.70			\$ 24.70	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
Kittitas	South Central	509007T	I-90/Golf Course Rd Vicinity to Easton WB - Concrete Replacement	The concrete pavement on this section of I-90 is aging and deteriorated. This project will construct new concrete pavement and asphalt shoulders.	High	Improves safety and preserves major east-west freight corridor.		Yes - I-90 pavement condition identified problem in HSP regional industry interviews.	T-1	5,800	Future Construction Start		Nickel	\$ 22.27				\$ 22.27	Y
Kittitas	South Central	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	The section of I-90 between Hyak and Lake Keechelus Dam experiences congestion due to increasing traffic volumes and closures for avalanche control. By adding lanes to this section and realigning the roadway, the project will decrease congestion, minimize closures due to avalanche control, and increase safety.	High	Improves safety, reduces congestion, prevents unpredictable closures, and increases capacity of state's major east-west freight corridor over Snoqualmie Pass.	Yes - Identified as major priority by WTA.	Yes- Identified as a major priority in the WTP Freight Recommendations and in industry interviews across the state.	T-1	5,800	Future Construction Start	http://www.wsdot.wa.gov/Projects/I90/SnoqualmiePassEast/HyaktoKeechelusDam/	TPA		\$ 594.30			\$ 594.30	Y
Walla Walla	South Central	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	The section of US 12 from the vicinity of McDonald Road to Walla Walla experiences congestion and a number of collisions. This project will construct a four lane divided highway, adding capacity and improving safety along this stretch of US 12.	Medium	Improves safety, increases capacity, and reduces congestion on freight corridor. Part of plan to widen US 12 from the Snake River Bridge (SR 124) to the City of Walla Walla. It will widen US 2 and divide highway to improve safety, and improve intersections.			T-2, T-3	890 to 1,200	Under Construction	http://www.wsdot.wa.gov/Projects/US12/FrenchtowntoWallaWalla/	Nickel/TPA	\$ 1.37	\$ 42.08	\$ 0.21	\$ 12.94	\$ 56.60	Y
Walla Walla	South Central	501212I	US 12/SR 124 Intersection - Build Interchange	The US 12/SR 124 Burbank intersection has experienced a number of collisions. This project will construct a new interchange, reducing the number of collisions and maintaining safe operation of the highway.	High	Improve safety and reduces congestion on a freight corridor, and connector to secondary freight route. Replaces two signalized intersections with grade separated structures on T-1 freight corridor. This project will construct an interchange at the junction of US 12 and SR 124 at Burbank, and construct a bridge for Humorist Road to cross over US 12. The new interchange will provide safer traffic flow between US 12 and SR 124, eliminate dangerous conflicts, and allow 60 mph travel speeds on US 12.			T-1 (US 12) T-3 (SR 124)	2,000 (US 12)	Future Construction Start	http://www.wsdot.wa.gov/Projects/US12/SR124BurbankInterchange/	TPA		\$ 29.49			\$ 29.49	Y
Yakima	South Central	501208J	US 12/Old Naches Highway - Build Interchange	This intersection has experienced a high number of collisions. By constructing a new interchange, we will separate cross-traffic and improve the overall safety and operation of the highway.	Medium	Improves safety and reduces delays caused by unexpected accidents on a secondary freight corridor.			T-2	1,200	Future Construction Start	http://www.wsdot.wa.gov/Projects/US12/OldNachesHwyInterchange/	Nickel	\$ 36.73		\$ 0.80	\$ 0.55	\$ 38.08	Y
Yakima	South Central	501213E	US 12/Naches River N of Yakima - Stabilize Slopes	The area of US 12 along the Lower Naches River experiences repetitive bank erosion and slope failures. By repairing the bank and stabilizing the slope, this project will maintain safe operation of the highway.	Medium	Improves safety and preserves freight corridor.			T-2	1,200	Under Construction	http://www.wsdot.wa.gov/Projects/US12/NachesRiver/	TPA		\$ 2.41	\$ 0.56		\$ 2.98	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/Completion Fully Funded (Y/N)
Yakima	South Central	502201U	SR 22/I-82 to Toppenish - Safety Improvements	This section of SR 22 has experienced a number of collisions. This project will improve safety by widening the roadway, flattening roadside slopes, upgrading guardrail, adding sidewalks and constructing intersection improvements on SR 22 from the Yakima River Slough Bridge to Toppenish.	Medium	Improves safety and reduces delays caused by unexpected accidents on a secondary freight corridor.			T-2	1,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR22/I82toMcDonaldRoad/	Nickel	\$ 5.29	\$ 0.01	\$ 0.14	\$ 5.45	Y	
Yakima	South Central	508201O	I-82/Valley Mall Blvd Interchange - Rebuild Interchange	The Valley Mall Boulevard Interchange suffers congestion and has experienced a number of collisions. This project will rearrange the interchange to increase safety, relieve congestion and improve traffic flow movements.	High	Improves safety, reduces congestion, and improves traffic flows on freight corridor at intersection to retail area and major truck stop on I-82 corridor.	Yes - WTA would like for congestion relief to the truck stop on Rudkin Road.		T-1	3,700	Future Construction Start	http://www.wsdot.wa.gov/Projects/I82/ValleyMall_IC/	TPA	\$ -	\$ 34.62	\$ 0.07	\$ 2.72	\$ 37.41	Y
Yakima	South Central	582301S	SR 823/Selah Vicinity - I/S Improvements and S Wenas Rd Extension	SR 823 (First Street/N Wenas Rd) experiences congestion and traffic back ups through downtown Selah during peak commuting times. This project will decrease congestion on SR 823 by providing an alternate route for through traffic and commercial trucks. WSDOT will improve and extend South Wenas Ave from the junction of SR 823 at Naches Ave to connect to SR 823 at Fifth Ave. The new facility will include a two-way left turn lane, curb, gutters and sidewalk. WSDOT will propose to use the route jurisdictional transfer process to add the new roadway to the State highway system. The project will also improve the freight infrastructure for Selah's major food processing industries by reconstructing portions of Railroad Ave. The project will improve intersections on SR 823 at North Park Dr, Fremont Ave, Naches/South Wenas Ave, Fifth Ave, as well as several intersections on S Wenas Rd.	Medium	Improves safety and reduces congestion on secondary freight route. Will route truck traffic away from city center. Project primary intent is to improve truck movements through city of Selah.			T-2 & T-3	540 to 1,300	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR823/selahvicinity/	TPA	\$ 8.57			\$ 8.57	Y	
Clark	Southwest	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	Reconstruct the NE 134th Street interchange at the junction of I-5 and I-205. The improvement is needed to maintain safety on I-5 and I-205 and to keep traffic moving at acceptable levels through the interchange area. Amount shown is the State's contribution to a partnership with Clark County. Clark County and local developers are also providing significant improvements to the local system within the interchange area.	High	Improves safety, increases capacity, and reduces congestion on I-5 and I-205 at the 134th Street Interchange.			T-1	7,600 to 13,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/ne134thi205/	Nickel	\$ 81.75			\$ 81.75	Y	
Clark	Southwest	400599R	I-5/SR 502 Interchange - Build Interchange	The 3 mile section of I-5 from NE 179th Street to NE 219th Street needs relief from congestion. By constructing a new interchange with SR 502 at 219th Street, the project will reduce congestion to improve traffic flow and provide a more direct connection between Battle Ground and I-5.	High	Improves safety, increases capacity, and reduces congestion on I-5.			T-1	13,000	Under Construction	http://www.wsdot.wa.gov/Projects/SR502/Interchange/	Nickel	\$ 51.37		\$ 0.38	\$ 51.75	Y	

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
Clark	Southwest	401408S	SR 14/Lieser Rd Interchange - Add Ramp Signal	The westbound off ramp from SR 14 to Lieser Road experiences back-ups due to high traffic volume. By constructing a traffic signal at the intersection of the off ramp with Lieser Road, the project will reduce congestion to improve traffic flow.	Medium	Improves safety and reduces congestion by installing signal on freight corridor.			T-1	5,200	Under Construction	http://www.wsdot.wa.gov/Projects/SR14/LieserRoadRampSignals/	TPA	\$ 0.97				\$ 0.97	Y
Clark	Southwest	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange	Widen SR 14 to 4 lanes from 6th Avenue to East of Union Road to relieve congestion. Included in the project will be new bridges over the East and West Camas Sloughs and an interchange will be constructed at Union Road. Reduces congestion by adding capacity to the highway.	High	Improves safety, increases capacity, and reduces congestion on freight corridor. Maintains access to industrial and commercial areas between Camas, Washougal and Vancouver.		Yes. Identified during regional interviews for HSP Update.	T-1	1,900 to 3,300	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR14/CamasWashougal/	TPA	\$ 57.00				\$ 57.00	Y
Clark	Southwest	420505A	I-205/Mill Plain Exit (112th Connector) - Build Ramp	The northbound off ramps from I-205 to Mill Plain Road and the adjacent Mill Plain Road/Chkalov Drive/ NE 112th Avenue Intersection experience back-ups due to high traffic volumes. By constructing a new ramp that connects the I-205/Mill Plain northbound off ramp directly with NE 112th Avenue, this partnership project with the City of Vancouver will reduce congestion to improve traffic flow.	High	Improves safety, increases capacity, and reduces congestion on I-205.			T-1	7,100	Under Construction	http://www.wsdot.wa.gov/Projects/i205/millplainne112/	Nickel	\$ 12.53				\$ 12.53	Y
Clark	Southwest	420508A	I-205/Mill Plain Interchange to NE 18th St - Stage 1	Construct a structure to span both the NE 112th Ave and NE 18th St off ramps as the first stage of constructing the new interchange at I-205/NE 18th St. Construct the south portion of the NE 18th St ramp as part of this stage.	High	Improves safety, increases capacity, and reduces congestion on I-205.			T-1	7,100	Under Construction	http://www.wsdot.wa.gov/Projects/i205/MillPlainto18th/	TPA	\$ 10.96				\$ 10.96	Y
Clark	Southwest	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	The section of I-205 from Mill Plain Road to NE 18th needs relief from congestion. By constructing a new northbound off ramp and southbound on ramp at NE 18th Street the project will reduce congestion to improve traffic flow.	High	Improves safety and reduces congestion on major freight corridor. New ramp will improve safety and efficiency of I-205 mainline and connector to NE 18th St/ Mill Plain Blvd. I-205 is one of highest truck volume highway segment, over 7,000 average annual daily truck volume. It is only alternate to the I-5 bridge over the Columbia River. East Clark County is a growing high tech manufacturing center.		Yes. Identified during WTP interviews and in WTP Freight Report.	T-1 (I-205) T-3 (18TH St and Mill Plain)	7,100 (I-205)	Future Construction Start	http://www.wsdot.wa.gov/Projects/i205/MillPlainto18th/	TPA	\$ 85.93				\$ 85.93	Y
Clark	Southwest	450000A	SR 500/St Johns Blvd - Build Interchange	The intersection at SR 500 and St. Johns Boulevard has been identified as a high collision location. Removing the intersection at SR 500 and St. Johns Boulevard and constructing an interchange will reduce the frequency of collisions.	High	Improves safety and reduces congestion on a freight corridor. Replaces the current signalized intersection at State Route 500 and St. Johns Boulevard in Vancouver with a freeway-style interchange.		Yes. Congestion identified problem by regional industries in HSP interviews.	T-2	2,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR500/StJohnsInterchange/	TPA	\$ 4.92	\$ 0.10	\$ 44.94	\$ 49.96	\$ 49.96	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
Clark	Southwest	450208W	SR 502/I-5 to Battle Ground - Add Lanes	Widen SR 502 to four lanes from I-5 east into the city of Battle Ground to relieve congestion. This project reduces congestion by adding capacity to the highway. The current estimate is a planning level estimate and will be refined as preliminary engineering proceeds	Medium	Improves safety and increases capacity on secondary freight route. Provides access from major freight corridor (I-5) to City of Battle Ground. Widens SR 502 from two to four lanes from I-5 east into the City of Battle Ground, and installs guardrail.			T-3	1,100	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR502/Widening/	Nickel/TPA	\$ 7.76	\$ 79.82	\$ 0.20		\$ 87.78	Y
Clark	Southwest	450393A	SR 503/Lewisville Park Vicinity - Add Climbing Lane	The 2.4 mile section of SR 503 from NW Onsdorff Boulevard to NE 132nd Avenue experiences back-ups due to high truck volumes and steep grades. By constructing a truck climbing lane, the project will reduce back-ups on this section of SR 503, increasing the flow of traffic.	Medium	Improves safety on a secondary freight route by adding climbing lanes.		Yes - identified by regional industries in HSP interviews.	T-3	1,100	Future	http://www.wsdot.wa.gov/Projects/SR503/LewisvilleClimbingLane/	TPA	\$ 7.51	\$ 0.25		\$ 7.75	Y	
Clark	Southwest	400506I	I-5/SR 501 Ridgefield Interchange - Rebuild Interchange	The 0.7 mile section of I-5 in the vicinity of the SR 501 interchange needs relief from congestion. Funding represents a state contribution to a partnership project that will construct a new bridge across I-5, reconstruct the I-5 on and off ramps, widen SR 501 between 56th Place and 65th Avenue, and improve SR 501 intersections at 56th Place and 65th Avenue. At completion, the project will reduce congestion to improve traffic flow.	Medium	Improves safety and access on a freight route that connects Ridgefield to a major freight corridor (I-5). Project improves SR 501 and interchange to I-5.			T-3 (SR 501) T-1 (I-5)	590 (SR 501) 13,000 (I-5)	Future Construction Start - Not fully funded	http://www.wsdot.wa.gov/Projects/I5/SR501Interchange/	TPA	\$ 10.00	\$ 3.00		\$ 13.00	N	
Clark	Southwest	450305B	SR 503/4th Plain/SR 500 Intersection - Add Turn Lane	The intersection of SR 503, SR 500, and 4th Plain Boulevard experiences collisions. Project will add a southbound right turn lane to improve safety.	Medium	Improves safety and reduces congestion on the SR 503/4th Plain/SR500 intersection by adding a right hand turn lane. Intersection identified as a "high accident location".			T-2 (SR 503 and SR 500)	1,500 (SR 503) 2,000 (SR 500)	Future	http://www.wsdot.wa.gov/Projects/SR503/SR500Intersection/	TPA	\$ 0.88		\$ 0.01	\$ 0.89	Y	
Cowlitz	Southwest	400411A	SR 4/Abernathy Creek Br - Replace Bridge	Replace the existing bridge with a new bridge designed to current standards and realign Cameron Creek Road at the west end of the bridge.	Medium	Improves safety on a secondary freight route. Replaces bridge to meet current standards.			T-3	780	Future		TPA	\$ 15.00			\$ 15.00	Y	
Cowlitz	Southwest	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	The I-5/SR 432 interchange has short weaves and on/off ramps. By reconstructing the two interchanges, including improving the on and off ramps, the project will improve safety by reducing the risk of collisions and reduce congestion by improving traffic flow.	High	Improves safety and reduces congestion on the I-5/Talley Road (SR 423) interchange. Both roads are major freight corridors. SR 423 services the Longview Industrial area and Talley Road (north of interchange) services the Kelso Industrial area.			T-1 (I-5 and SR 432)	10,000 (I-5) 4,300 (SR 432)	Future	http://www.wsdot.wa.gov/Projects/I5/SR432Interchange/	TPA	\$ 45.02			\$ 45.02	Y	
Lewis	Southwest	400507R	I-5/Rush Rd to 13th St - Add Lanes	The 3.7 mile section of I-5 from Rush Road to 13th Street needs relief from congestion. By constructing an additional lane in each direction and a new interchange at LaBree Road, the project will reduce congestion to improve traffic flow.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Interchange provides access to Port of Chehalis and new lanes on I-5 increases capacity.		Yes - Identified in regional industry interviews and WTP Freight Report.	T-1	11,000	Under Construction	http://www.wsdot.wa.gov/Projects/I5/RushRd13thSt/	Nickel	\$ 46.87		\$ 3.83	\$ 50.70	Y	
Lewis	Southwest	400509M	I-5/Mellen St Interchange - Interchange Improvements	Two lanes will be added beneath the existing I-5 Mellen Street bridge and improvements to the frontage road and ramp intersections. This project will improve traffic flow and operational conditions at this interchange.	High	Improves safety and reduces congestion on major freight corridor. Project builds new lanes on I-5 and improves interchange at Mellen Street.		Yes - Identified in regional industry interviews and WTP Freight Report.	T-1	11,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/MellentoGrandMound/MellenStreet/	TPA	\$ 10.37			\$ 10.37	Y	

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)			
Lewis	Southwest	400511W	I-5/ Mellen Street to Blakeslee Junction - Add Lanes, I/C Improvements	The three mile section of I-5 from Mellen Street to Blakeslee Junction in Lewis County needs relief from congestion. By widening this section of I-5 from two lanes to three lanes in each direction, this project will reduce congestion to improve traffic flow. The project will also upgrade the existing Harrison Avenue Interchange, replace the Blakeslee Junction Bridge over the railroad tracks and the Skookumchuck River bridges.	High	Improves safety and reduces congestion on major freight corridor. Project builds new lanes on I-5 and improves interchange.		Yes - Identified in regional industry interviews and WTP Freight Report.	T-1	11,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/MellentoGrandMound/Phase3/	TPA	\$	122.97			\$	122.97	Y		
Lewis	Southwest	400612A	SR 6/Rock Creek Br E - Replace Bridge	Current bridge is too narrow in width. Replacing existing bridge with a wider one that will restore the service life of the bridge by allowing wider trucks to use this bridge.	Medium	Replaces bridge on a secondary freight route that cannot currently handle wide trucks. Wider trucks will no longer have to take longer alternative route.			T-3	560	Future Construction Start		TPA	\$	6.00			\$	6.00	Y		
Lewis	Southwest	400612B	SR 6/Rock Creek Br W - Replace Bridge	Current bridge is too narrow in width. Replacing existing bridge with a wider one that will restore the service life of the bridge by allowing wider trucks to use this bridge.	Medium	Replaces bridge on a secondary freight route that cannot currently handle wide trucks. Wider trucks will no longer have to take longer alternative route.			T-3	560	Future Construction Start		TPA	\$	0.19		\$	5.81	\$	6.00	Y	
Lewis	Southwest	400694B	SR 6/S Fork Chehalis River Bridge - Replace Bridge	Current bridge can't carry the weight of larger, heavier trucks due to deterioration of the bridge support columns. Replacing existing bridge with one that can support the weight of the heavier trucks so they don't have to take a longer alternative route.	Medium	Replaces bridge on a secondary freight route that cannot currently handle heavy trucks. Trucks will no longer have to take a longer alternative route.			T-3	560	Under Construction	http://www.wsdot.wa.gov/Projects/SR6/ChehalisRiverBridge/	TPA	\$	13.74	\$	0.37	\$	0.69	\$	14.80	Y
Lewis, Thurston	Southwest	400508W	I-5/Blakeslee Junction Railroad Crossing to Grand Mound I/C - Add Lanes	The four mile section of I-5 from Blakeslee Junction in Lewis County to just south of Grand Mound Interchange in Thurston County needs relief from congestion. By widening this section of I-5 from two lanes to three lanes in each direction, this project will reduce congestion to improve traffic flow.	High	Increases capacity, improves safety, and reduces congestion on major freight corridor. One of highest truck volumes in state, 13,000 average annual daily truck traffic. Adds additional lane to I-5 where it is currently only 2 lanes in each direction.	Yes	Yes- identified priority in HSP and WTP interviews. Identified in WTP freight report	T-1	11,000 to 13,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/GrandMoundtoMaytown/	TPA	\$	63.27			\$	63.27	Y		
Pacific	Southwest	400694A	SR 6/Willapa River Br - Replace Bridge	Current bridge is too narrow in width. The curve in the roadway approaching the bridge makes it difficult for vehicles to see oncoming traffic. Replacing existing bridge with a wider one that will restore the service life of the bridge by allowing wider, taller trucks to use this bridge. Removing the curve in the roadway approaching the bridge to provide better visibility to oncoming traffic.	Medium	Replaces bridge on secondary freight route that is currently restricted for large trucks. Preserves secondary freight route and improves safety.			T-3	660	Future Construction Start		TPA	\$	6.51	\$	0.11	\$	1.56	\$	8.18	Y
Pacific	Southwest	410194A	US 101/Bone River Bridge - Replace Bridge	Current bridge is a timber bridge supported by deteriorating piling. Current bridge can't carry the weight of larger, heavier trucks due to deterioration of the bridge support piling. Replacing existing bridge with one that can support the weight of the heavier trucks so they don't have to take a longer alternative route.	Medium	Replaces bridge on secondary freight route that is currently restricted for large trucks. Preserves secondary freight route and improves safety.			T-3	680	Future Construction Start		TPA	\$	0.19	\$	0.23	\$	13.17	\$	13.60	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
Pacific	Southwest	410510A	SR 105/Smith Creek Br - Replace Bridge	Current bridge is a timber bridge supported by deteriorating timber piling. Current bridge can't carry the weight of larger, heavier trucks due to deterioration of the bridge support piling. Replacing existing bridge with one that can support the weight of the heavier trucks so they don't have to take a longer alternative route.	Medium	Replaces bridge on secondary freight route that is currently restricted for large trucks. Preserves secondary freight route and improves safety.			T-3	210	Future Construction Start		TPA	\$ 12.00				\$ 12.00	Y
Pacific	Southwest	410510B	SR 105/North River Br - Replace Bridge	Current bridge is a timber bridge supported by deteriorating timber piling. Current bridge can't carry the weight of larger, heavier trucks due to deterioration of the bridge support piling. Replacing existing bridge with one that can support the weight of the heavier trucks so they don't have to take a longer alternative route.	Medium	Replaces bridge on secondary freight route that is currently restricted for large trucks. Preserves secondary freight route and improves safety.			T-3	210	Future Construction Start		TPA	\$ 23.00				\$ 23.00	Y
King	Urban Corridors	800506C	I-5/S 272nd St Interchange Improvements	During peak hour, transit buses have to cross 4 lanes of heavily congested I-5 traffic and deal with heavy congestion on S 272nd street to get between the HOV lanes and two park and ride lots. Exclusive ramps for transit and HOV, and other major interchange improvements including widening S 272nd, will connect the HOV lanes on I-5 to S 272nd. The result will be better access to the park and ride lots, improving HOV travel times. Funding will keep design and right of way acquisition proceeding until additional funds are available. The project design will determine construction phasing options. The work will ultimately include replacing the I-5 bridges, realigning ramps and other related work on local streets.	High	Improves safety and reduces congestion on major freight corridors. Improves access between two freight corridors (I-5 and S 272nd). Reduces merge and weave issues on I-5 near Kent.	Yes	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1 (I-5) T-2 (S 272nd)	14,000 (I-5)	Construction Unfunded	http://www.wsdot.wa.gov/Projects/I5/272ndInterchange/	TPA	\$ 10.00		\$ 1.60	\$ 11.60	N	
King	Urban Corridors	109040Q	I-90/Two Way Transit - Transit and HOV Improvements - Stage 2 & 3	Stage 2 - East bound from 80th Ave SE to Bellevue Way. Provides for: new HOV lane in the east bound outer roadway, 80th Ave SE HOV ramp modification to connect to east bound HOV lane, modifications of Bellevue Way & I-405 HOV direct access from east bound HOV lane, east bound I-90 to I-405 auxiliary lane extension west to E. Mercer Way, variable speed limit system east bound from 80th Ave SE to Bellevue Way. Design for Stage 3 is also included.	Medium	Improves safety and provides congestion relief on a major freight corridor. Adding HOV lanes and direct access ramps will remove some traffic from general purpose lanes and reduce congestion. Corridor is one of highest truck volumes, 8,000 average annual daily truck traffic.		Yes. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington.	T-1	2,800 to 8,000	Future	http://www.wsdot.wa.gov/Projects/I90/TwoWayTransit/	TPA	\$ 2.66	\$ 26.17		\$ 1.50	\$ 30.33	N

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	109040T	I-90/Two Way Transit - Transit and HOV - Stage 1	Stage 1 - West Bound from Bellevue Way and 80th Ave SE. Provides for: new HOV lanes in the west bound outer roadway, a new 80th Ave SE HOV direct access ramp, modifications to the Bellevue Way HOV direct access ramp, and variable speed limit system west bound from I-405 to I-5.	Medium	Improves safety and provides congestion relief on a major freight corridor. Adding HOV lanes and direct access ramps will remove some traffic from general purpose lanes and reduce congestion. Corridor is one of highest truck volumes, 8,000 average annual daily truck traffic.		Yes. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington.	T-1	2,800 to 8,000	Under Construction	http://www.wsdot.wa.gov/Projects/190/TwoWayTransit/	Nickel/TPA	\$ 15.07	\$ 1.96		\$ 3.47	\$ 20.50	N
King	Urban Corridors	109935A	SR 99/Spokane St Bridge - Replace Bridge Approach	This project will replace the existing approach with a new structure designed to current standards to increase safety and enhance traffic flow.	High	Improves safety, increases capacity, and provides congestion relief on a major freight corridor from I-5/I-90 to the Port of Seattle and the SODO manufacturing/industrial area. Provides alternate to I-5. Will help manage traffic during Alaskan Way Viaduct construction.		Yes - Identified in WTP Freight Recommendations and in regional industry interviews.	T-1	3,300	Future Construction Start	http://www.seattle.gov/transportation/spokanastreet.htm	TPA		\$ 3.21		\$ 10.57	\$ 13.78	Y
King	Urban Corridors	809936D	SR 99/S Holgate St to S King St - Viaduct Replacement	This project will replace the viaduct from South Holgate to South King Street with a new surface roadway that connects to the existing viaduct; provide new ramps from SR 99 to Alaskan Way, improving access to downtown; create an underpass for freight coming to and from the Port of Seattle; and create paths for bicycle/pedestrian traffic.	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area. Part of Alaskan Way Viaduct replacement project.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/Projects/Viaduct/southend.htm	Nickel/TPA		\$ 472.28		\$ 67.28	\$ 539.56	Y
King	Urban Corridors	809936E	SR 99/S King St to Lenora St - Central Waterfront Viaduct Replacement	This project will replace the viaduct from South Holgate to South King Street with a new surface roadway that connects to the existing viaduct; provide new ramps from SR 99 to Alaskan Way, improving access to downtown; create an underpass for freight coming to and from the Port of Seattle; and create paths for bicycle/pedestrian traffic.	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area. Part of Alaskan Way Viaduct replacement project.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/Projects/Viaduct/southend.htm	Nickel/TPA	\$ 142.54	\$ 891.35	\$ 211.90	\$ 86.19	\$ 1,331.98	N
King	Urban Corridors	809936F	SR 99/Viaduct Project - Transit Enhancements and Other Improvements	Funds strategies to keep people and goods moving during construction of the early projects. Strategies include dynamic message and travel time signs; funding for SR 519 Phase 2; funding for the Spokane Street Viaduct Widening Project, which includes a new Fourth Avenue loop ramp; added buses and bus service during the construction period; upgraded traffic signals and dynamic message signs; and information about travel alternatives and incentives to encourage use of transit, carpool and vanpool programs.	High	Provides funds for managing traffic during construction of Alaskan Way Viaduct Replacement project. Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/projects/viaduct/	Nickel/TPA	\$ 31.24	\$ 51.81		\$ 36.00	\$ 119.05	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	809936L	SR 99/Alaskan Way Viaduct and Seawall - Replacement R/W	Provides for early purchase of property.	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/projects/viaduct/	Nickel/TPA	\$ 48.50				\$ 48.50	Y
King	Urban Corridors	809936P	SR 99/Alaskan Way Viaduct Yesler Way Vicinity - Stabilize Foundation	The Alaskan Way Viaduct was damaged during the Nisqually Earthquake on February 28, 2001. The project will stabilize the foundations of bents 93 and 94 to prevent further damage to the Alaskan Way Viaduct.	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1	3,300	Future	http://www.wsdot.wa.gov/projects/viaduct/	Nickel/TPA	\$ 0.05	\$ 0.56		\$ 3.87	\$ 4.47	Y
King	Urban Corridors	809936Z	SR 99/Alaskan Way Viaduct and Seawall - Replacement	The existing seismically vulnerable Alaskan Way Viaduct and Seawall are both at the end of their useful life and at risk of sudden and catastrophic failure in an earthquake. The viaduct will be replaced with a 6 lane facility between Spokane Street and the Battery Street Tunnel. The new facility will connect to a refurbished Battery Street Tunnel. The most likely cost to replace this seismically vulnerable structure in-kind is \$2.8billion.	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Under Construction	http://www.wsdot.wa.gov/projects/viaduct/	Nickel/TPA	\$ 261.45	\$ 1,605.00	\$ 247.40	\$ 286.82	\$ 2,400.67	Y
King	Urban Corridors	816701B	SR 167 HOT Lanes Pilot Project - Managed Lanes	The SR 167 corridor is highly congested during peak hours. A High Occupancy Toll (HOT) lane pilot program will be implemented throughout the corridor. It will provide a test of the pricing concept in the area, maximize the efficiency of the highway's capacity, improve traffic flow and preserve long-term transit reliability.	High	Improves safety and efficiency of major freight corridor that is alternate to I-5 in Central Puget Sound and serves major warehousing and distribution center. Corridor segment carries 11,000 average annual daily truck traffic.	Yes	Yes	T-1	1,900 to 11,000	Under Construction	http://www.wsdot.wa.gov/Projects/SR167/HOTLanes/	TPA		\$ 12.74		\$ 5.13	\$ 17.88	Y
King	Urban Corridors	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	The SR 167 Corridor is highly congested during peak hours. This project will construct a southbound HOT lane from where it ends currently at 37th St NW to the vicinity of 3rd Avenue SW. A drop lane will be constructed from the vicinity of 3rd Avenue SW to the 8th St E interchange. Ramp meters will be installed at the following ramps: 15th St SW SB, Ellingson Road SB, and 8th St E SB. New interim signals will be installed at the 8th St E/SR 167 SB ramps and the Ellingson Rd /SR 167 SB ramps intersections. This project will improve mobility, traffic operation, safety and reduce congestion on SR 167.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Builds HOT lanes on 167 to increase capacity on general purpose lanes. Corridor provides access to major warehousing and distribution center, and is alternative to I-5 in Central Puget Sound. Highway segment carries 11,000 trucks per day, one of the highest volumes of truck traffic in the state.	Yes	Yes - WTP Freight recommendation and high priority in industry interviews.	T-1	11,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR167/8to277/	TPA		\$ 80.00			\$ 80.00	N
King	Urban Corridors	816719A	SR 167/S 180th St to I-405 - SB Widening	SR 167 is highly congested in Renton. A southbound lane will be added to SR 167 from I-405 to the interchange at SW 41st Street. This will reduce congestion on northbound I-405 and southbound SR 167.	High	Improves safety, and reduces congestion and delay on major freight corridor.	Yes	Yes	T-1	1,900 to 11,000	Under Construction		TPA		\$ 17.38			\$ 17.38	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	840502B	I-405/SR 181 to SR 167 - Widening	I-405 is highly congested in Tukwila in the vicinity of I-5. One additional general purpose lane will be constructed northbound on I-405 from SR 181 to SR 167. The southbound HOV lane on SR 167 will be extended north to I-405. This will reduce congestion.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Corridor provides alternate route to I-5 and is high truck volume corridor, carrying 7,700 trucks per day.	Yes	Yes - WTP freight recommendation and identified priority in industry interviews (I 405 congestion and central Puget sound congestion)	T-1	7,700	Under Construction	http://www.wsdot.wa.gov/Projects/i405/I5toSR169/	Nickel/TPA	\$ 86.36	\$ 55.00		\$ 1.44	\$ 142.80	Y
King	Urban Corridors	840502E	I-405/SR 167 to SR 169 - Add new SB Lane	I-405 is highly congested at this location. One additional general purpose lane will be constructed southbound from SR 169 to SR 167. This will reduce congestion on south bound I-405.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Corridor provides alternate route to I-5 and is high truck volume corridor, carrying 7,700 trucks per day.	Yes - Congestion on Kennydale Hill is a major concern.	Yes - WTP freight recommendation and identified priority in industry interviews (I 405 congestion and central Puget sound congestion)	T-1	7,700	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/I5toSR169/	Nickel	\$ 35.64	\$ 19.83			\$ 55.46	Y
King	Urban Corridors	840503A	I-405/I-5 to SR 181 - Widening	I-405 is highly congested in Tukwila in the vicinity of I-5. One additional general purpose lane will be constructed in the northbound and southbound directions between the SR 181 and the I-5 Interchanges. This will reduce congestion on I-405.	High	Improves safety, reduces congestion and delay on major freight corridor.	Yes	Yes	T-1	7,700	Under Construction	http://www.wsdot.wa.gov/Projects/i405/I5toSR169/	TPA		\$ 19.78			\$ 19.78	Y
King	Urban Corridors	840504A	I-405/SR 167 to SR 169 - NB Widening	I-405 is highly congested at this location. One additional general purpose lane will be constructed northbound from SR 167 to SR 169. This will reduce congestion on I-405.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Corridor provides alternate route to I-5 and is high truck volume corridor, carrying 7,700 trucks per day.	Yes	Yes - WTP freight recommendation and identified priority in industry interviews (I 405 congestion and central Puget sound congestion)	T-1	7,700	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/I5toSR169/	TPA		\$ 6.77			\$ 6.77	Y
King	Urban Corridors	840505A	I-405/SR 515 - New Interchange	I-405 is highly congested in the vicinity of the I-405/SR 167 Interchange. A new half diamond interchange will be constructed on I-405 at SR 515 (Talbot Road) on the north side. This will reduce congestion and improve efficiency.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Improves access and interchange between two freight corridors (I 405 and SR 515)	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1 (I-405) T-2 (SR 515)	7,700 (I 405) 770 (SR 515)	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/SR515Interchange/	TPA		\$ 111.97		\$ 1.39	\$ 113.36	Y
King	Urban Corridors	840508A	I-405/NE 44th St to 112th Ave SE - Widening	Ultimately the SR 169 to I-90 project will include construction of two additional general purpose lanes in each direction and transit improvements including park and ride expansion and HOV direct access ramps. This section of I-405 is a major choke point on I-405 due to the existing roadway being one lane narrower than I-405 north of I-90.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Builds additional general purpose lanes on I 405 in Bellevue. Provides alternate route to I-5 and carries 7,700 truck per day (one of highest volumes of truck traffic in state).	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1	7,700	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/RentontoBellevue/NE44thto112thAveSE/	TPA		\$ 144.80	\$ 5.20		\$ 150.00	N
King	Urban Corridors	840509A	I-405/112th Ave SE to I-90 - NB Widening	I-405 is highly congested in this area. A ramp meter will be added on the northbound on-ramp from 112th Ave SE. This project will construct a northbound auxiliary lane between 112th Ave SE and I-90.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Corridor provides alternate route to I-5 and is high truck volume corridor, carrying 7,700 trucks per day.	Yes - Congestion on I-405 in downtown Bellevue is identified as a WTA priority.	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1	7,700	Under Construction		TPA		\$ 19.95			\$ 19.95	Y
King	Urban Corridors	840541F	I-405/I-90 to SE 8th St - Widening	I-405 is highly congested at this location. This project will construct one additional lane in the northbound and southbound directions between I-90 and SE 8th St. This will reduce congestion on I-405.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Adds additional lane to corridor that provides alternate route to I-5 and is high truck volume corridor, carrying 7,700 trucks per day.	Yes - Congestion on I-405 in downtown Bellevue is identified as a WTA priority.	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1	7,700	Under Construction	http://www.wsdot.wa.gov/Projects/i405/112thAvetoSE8th/	Nickel	\$ 177.25			\$ 2.35	\$ 179.59	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)		
King	Urban Corridors	840552A	I-405/NE 10th St - Bridge Crossing	It is highly congested in the vicinity of the I-405 on and off ramps in downtown Bellevue. This project will construct a new bridge crossing at NE 10th Street extending across I-405 between 112th Ave NE and 116th Ave NE. Mobility will be improved for traffic crossing I-405. This project will relieve some congestion at the NE 8th Street interchange reducing the number of accidents.	High	Improves safety, reduces congestion and delay on major freight corridor. Improves bridge over I-405 to relieve congestion at 8th street interchange.	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1	7,700	Under Construction	http://www.wsdot.wa.gov/Projects/i405/NE10thStreet/	TPA	\$	52.32		\$	11.51	\$	63.82	Y
King	Urban Corridors	840561D	I-405/SR 520 to SR 527 - Widening Stage 2	I-405 is highly congested at this location. Constructs one additional lane in the northbound direction from NE 70th Street to NE 85th Street, in the southbound direction from NE 124th Street to SR 522, and in the southbound direction from SR 520 to NE 85th Street.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Adds additional lane to corridor that provides alternate route to I-5 and is high truck volume corridor, carrying 7,700 trucks per day.	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1	7,700	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/SR520toI5/KirklandNickelStage2.htm	Nickel	\$	103.76		\$	0.68	\$	104.44	Y
King	Urban Corridors	840566E	I-405/NE 124th St to SR 522 - NB Widening	When finished this project will reduce congestion and increase safety between NE 124th Street and SR 522 by adding a northbound lane from the vicinity of NE 124th Street to vicinity of NE 160th Street. It reduces the weave north of NE 160th Street.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Build additional general purpose lanes on I 405. Provides alternate route to I-5 and carries 7,700 truck per day (one of highest volumes of truck traffic in state).	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1	3,900 to 7,700	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/SR520toI5/NE124thStSR522.htm	TPA	\$	173.92			\$	173.92	Y	
King	Urban Corridors	840567B	I-405/NE 132nd St - Bridge Replacement	This is Stage 1 construction of a new access point to and from north at NE 132nd Street. This project will replace the mainline structures This will reduce congestion and enhance mobility.	High	Improves safety and reduces congestion on major freight corridor (I 405). Reduces accidents on I 405 at NE 132nd and reduces delay and increases reliability. Improves access between secondary freight route and major freight corridor in Kirkland. Construct a new I-405 bridge over NE 132nd Street, allowing for future widening of NE 132nd Street. This project will allow for improved access and reduced traffic congestion at this and other Kirkland interchanges.	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1 (I-405) T-3 (132nd Street)	7,700 (I-405)	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/NE132ndStInterchange/	TPA	\$	27.75			\$	27.75	N	
King	Urban Corridors	840567C	I-405/NE 132nd St - New Interchange	This project will construct half-diamond interchange ramps at NE 132nd Street.	High	Improves safety, reduces congestion, and increases capacity on major freight corridor (I-405) and the connection to a secondary freight route (132nd).			T-1 (I-405) T-3 (132nd Street)	7,700 (I-405)	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/SR520toI5/NE132ndStBridge.htm	TPA	\$	48.50			\$	48.50	N	

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	850901F	SR 509/I-5 to Sea-Tac Freight & Congestion Relief	The SR 509/I-5 Freight and Congestion Relief Project will ease congestion on I-5, improve freight mobility, increase safety, lower travel times, accommodate plans for a new south-oriented access to Sea-Tac International Airport, and increase safety on south King County roadways. Construct a southbound auxiliary lane on I-5 between SR 516 and S 272nd Street with a two lane off ramp to 272nd Street. The 2003 and 2005 Legislative Funding Packages fund continued design and right-of-way acquisition, but there is no funding for project construction. The project may be constructed in phases with funding determining phasing opportunities.	High	Improves safety, reduces congestion, and increases capacity on a major freight corridor by providing an alternative route from SeaTac, the Port of Seattle, and the MIC to the southern industrial areas of King County and the industrial areas of Pierce County. If completed, SR 509 would complete one of three major north-south freight corridors in Central Puget Sound.	Yes - WTA places a high priority on congestion relief on I-5.	Yes - Identified WTP freight recommendation and high priority in industry interviews.	T-2 & T-3	640 to 1,800	Under Construction	http://www.wsdot.wa.gov/Projects/I5/SR509FreightCongestionRelief/	TPA	\$ 29.50				\$ 29.50	N
King	Urban Corridors	850902A	SR 509/I-5/SeaTac to I-5 Design and Critical R/W	Allows WSDOT to buy critical right of way along the route of the new SR 509 connection to I-5 and advance project design.	High	Improves safety, reduces congestion, and increases capacity on a major freight corridor by providing an alternative route from SeaTac, the Port of Seattle, and the MIC to the southern industrial areas of King County and the industrial areas of Pierce County.	Yes - WTA places a high priority on congestion relief on I-5.	Yes - Identified WTP freight recommendation and high priority in industry interviews.	T-2 & T-3	640 to 1,800	Underway	http://www.wsdot.wa.gov/Projects/I5/SR509FreightCongestionRelief/	Nickel	\$ 35.00				\$ 35.00	N
King	Urban Corridors	851808A	SR 518/SeaTac Airport to I-5 - Eastbound Widening	Eastbound SR 518 is heavily congested between SeaTac Airport and the I-5/I-405 Interchange. The roadway will be widened to add a 3rd eastbound lane. This will improve traffic flow and accommodate projected growth.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor serving state's major cargo airport (Sea Tac Int'l Airport). Widens SR 518 to 3 lanes from I-5 (major freight corridor) to the airport. Improves interchange at SR 518 and I-5 to improve safety, increase capacity and access on I-5 and SR 518.	Yes - WTP freight recommendation and high priority for access to state's major air cargo facility (Sea Tac Int'l Airport). Identified by air cargo dependent industries and addresses congestion on I-5 (also high priority).	Yes - WTP freight recommendation and high priority for access to state's major air cargo facility (Sea Tac Int'l Airport). Identified by air cargo dependent industries and addresses congestion on I-5 (also high priority).	T-1 & T-2	2,600 to 4,900	Under Construction	http://www.wsdot.wa.gov/Projects/SR518/SeaTac_I5_I405/	TPA	\$ 20.00		\$ 15.63	\$ 35.63	Y	
King	Urban Corridors	851902A	SR 519/ I-90 to SR 99 Intermodal Access Project - I/C Improvements	This is phase 2 of a larger project. SR 519 is an important thoroughfare for cars, freight and pedestrians in Seattle's SODO district that connects I-90 and I-5 with the Port of Seattle and Colman Ferry Dock. Roadway congestion is increased by a railroad crossing. Phase 2 will determine scope, design and construct additional improvements to reduce pedestrian, car and truck congestion and increase safety and freight mobility.	High	Improves safety, reduces congestion, and add capacity to a freight corridor that connects Port of Seattle container facilities and Seattle manufacturing/ industrial area to I-90/ I-5.	Yes - The completion of SR 519 to the water was Identified in WTP Freight Recommendations as a high priority.	Yes - The completion of SR 519 to the water was Identified in WTP Freight Recommendations as a high priority.	T-2	1,400 to 3,100	Future	http://www.wsdot.wa.gov/projects/SR519/	Nickel	\$ 62.93		\$ 4.61	\$ 6.85	\$ 74.40	Y

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County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	852003A	Special Projects Construction Site	Construction site for building large pontoons, dolphins or other items. Project currently showing funding for PE and ROW.	Medium	Increases resiliency of freight system and ability to quickly restore service if bridge were damaged. Provides site to construct and store pontoons until they were needed for a recovery effort. If the pontoons are not needed for emergency use, they would be used for the planned replacement of the SR 520 bridge.			Multiple	Multiple	Underway	http://www.wsdot.wa.gov/Projects/SR520/Pontoons/	TPA	\$ 12.09			\$ 12.09	Y	
King	Urban Corridors	800502K / 100502K	I-5/SR 161/SR 18 - Interchange Improvements	The project will modify the I-5/SR 18 interchange to eliminate weaving vehicle movements. It will improve existing and future traffic circulation, and reduce the number and severity of accidents in the vicinity of I-5, SR 161 and SR 18. The existing loop ramps are substandard and two of the loop ramps are high-accident locations. These improvements will improve traffic flow and safety at this increasingly congested interchange. Phase I is fully funded and will build flyover ramps from westbound SR 18 to southbound I-5 and from eastbound SR 18 to southbound I-5, and construct a new exit from I-5 to SR 161 at S.359th street. This will replace existing cloverleaf and related merge/ weave issues on I-5. Additional phases are not fully funded. These phases would build an eastbound SR 18 flyover ramp to northbound I-5, replacing the current cloverleaf and merge/ weave issues on I-5. Additional improvements would be made to the interchange to lengthen merges and improve freeway efficiency.	High	Improves safety and reduces congestion on major freight corridors, and improves interchange connecting three primary freight corridors. Improves interchanges where Interstate 5, SR 161 and SR 18 connect in Federal Way. Reduces merge and weave, and provides freight access.	Yes	Yes - WTP Freight recommendation and identified problem in regional interviews. Improves congestion in central Puget sound, high priority problem, on primary freight corridors.	T-1 (all)	14,000 (I-5) 9,300 (SR 18) 2,800 (SR 161)	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/sr18sr161ic/	Nickel/TPA	\$ 3.00	\$ 100.00		\$ 8.20	\$ 112.00	N
King	Urban Corridors	840551A	I-405/NE 8th St to SR 520 Braided Ramps Interchange Improvements	It is highly congested in the vicinity of downtown Bellevue and the I-405/SR 520 Interchange. On and off ramps will be constructed. Relieves congestion on northbound I-405 caused by the weave between the on ramp from NE 8th and the off ramp to SR 520. Relieves congestion in the vicinity of the I-405/SR 520 Interchange caused by the weave between the eastbound SR 520 off ramp to 124th Ave and the on ramp from northbound I-405 to eastbound SR 520. Improves vertical clearance at the NE 12th Street crossing. The reduced congestion will result in a decrease in the number of accidents.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor (I 405). Improves access between two freight corridors (I 405 and SR 520).	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1 (I-405) T-2 (SR 520)	7,700 (SR 405) 1,700 (SR 520)	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/NE8thtoSR520/	TPA	\$ 255.30			\$ 255.30	N	

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County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	850919F	SR 509/SR 518 Interchange - Signalization and Channelization	The interchange and ramp termini are within a high accident location and high accident corridor. Funding from the 2005 Transportation Partnership Account will construct a new signal and make turn lane improvements on the southbound SR 509 off ramp and make turn lane improvements on the westbound SR 518 to southbound SR 509 on ramp. The westbound SR 518 transition from freeway to city street will be planted and get lane and lighting improvements. A NEPA environmental document will identify and review unfunded additional mobility and safety improvements to the SR 509/SR518 Interchange. The number of accidents will be reduced.	High	Improves safety, reduces congestion, increases capacity, and provides access to freight corridor serving Sea-Tac International Airport.		Yes - WTP Freight recommendation and identified priority for air cargo access to state's primary air cargo facility.	T-2	1,800 (SR 509) 2,600 (SR 518)	Under Construction	http://www.wsdot.wa.gov/Projects/SR518/	TPA	\$ 3.56	\$ 0.02	\$ 2.25	\$ 5.84	Y	
King	Urban Corridors	850919G	SR 509/SR 518 Interchange - Interchange Improvements	The interchange and ramp termini are within a High Accident Location and High Accident Corridor. In addition, this area experiences congestion. Initial funding for beginning design and right of way purchases will begin to prepared for a new southbound SR 509 to eastbound SR 518 freeway-to-freeway elevated ramp. Funding will keep design and right of way acquisition proceeding until additional funds are available to complete the project.	High	Improves safety and reduces congestion at the interchange of a freight corridor between SeaTac airport and the south end of the City of Seattle. Improves interchange of two freight corridors.		Yes - Identified WTP Freight Recommendation and in industry interviews.	T-2	1,800 (SR 509) 2,600 (SR 518)	Underway	http://www.wsdot.wa.gov/Projects/SR518/SR509IC/	TPA			\$ 2.07	\$ 2.07	Y	
Snohomish	Urban Corridors	840576A	I-405/NE 195th St to SR 527 - NB Widening	I-405 is highly congested in this location. Northbound I-405 will be widened to add an auxiliary (add/drop) lane between NE 195th Street and SR 527.	High	Improves safety and reduces congestion on major freight corridor. Reduces delay and congestion on corridor that is major alternate to I-5 in Central Puget Sound.	Yes	Yes - WTP and HSP industry interviews.	T-1	3,900	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/SR520toI5/	TPA	\$ 38.74			\$ 38.74	N	
King	Urban Corridors.	852002H	SR 520 Early Right of Way	This will provide for advancing work to purchase property for the SR 520 bridge replacement project.	Medium	Improves safety and preserves freight corridor by replacing SR 520 bridge. Bridge provides east-west connection in Central Puget Sound, and there would be significant traffic impact to major freight corridors in the region if bridge failed (I-5, I-405, and I-90).			T-2	1,700	Future Construction Start	http://www.wsdot.wa.gov/projects/SR520Bridge/	Nickel	\$ 6.00			\$ 6.00	N	

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