

## US 395 - North Spokane Corridor

### Annual Mega-Project Report

September 2014

#### Project Description

When complete, the North Spokane Corridor (NSC) will be a 60-mile per hour, limited access highway connecting I-90 near downtown Spokane with US 395, 10 miles to the north. The NSC is a freight and mobility corridor providing for the efficient movement of north/south freight and passenger vehicles through the Spokane area.

Additionally, the NSC includes a separated bike/pedestrian path along its entire length and provides right of way for a future high capacity system.

#### Reporting

The North Spokane Corridor regularly reports its financial and schedule status to a variety of audiences and through

several mediums – including the Gray Notebook.



#### BENEFITS/NEED

- The US 395 corridor carries over 7.2 million tons of freight (\$13.5 billion) annually through Spokane. Between 1993 and 2003 freight shipments on US 395 have increased 58%. NAFTA created expanded freight transport among Canada, the United States, and Mexico.
- Gas savings - As a result of the NSC project, the transportation network realizes a 6.5% efficiency.
- Improves air quality by reducing regional emissions by 2.4 million pounds of carbon monoxide each year.
- Improves safety by an estimated \$22 million dollars per year in societal costs from accident reduction and removes traffic from 29 signalized intersections.
- Currently there are only two north/south freight routes through Spokane – both are on surface streets that run through neighborhoods, past schools, and parks.
- Creates or saves an estimated 10 jobs for each \$1 million spent which includes jobs on the project, jobs producing material, and other employment in the community.
- Encourages alternate transportation options by providing park and ride lots and reserving space for high capacity transit.
- Reduces travel time by an estimated 9.4 million hours each year, computing to a dollar savings of approximately \$142.3 million.
- Provides new economic growth opportunities for adjacent commercial and industrial development in northeast Spokane.

# NICKEL FUNDING

## Francis Ave to Farwell Rd

Project Complete 8-22-2009

► This project constructed two driveable lanes of the North Spokane Corridor between Francis Avenue and Farwell Road. This portion of the Corridor provides a connection between these two major roads and completed the earthwork between US 2 and Wandermere. The project resulted in the first 3.7 miles of driveable corridor and will increase capacity, facilitate freight movement, and reduce travel time. Construction started in 2004 and as of August 22, 2009, all six construction contracts, with a value of \$133.1 million, were complete.

## US 2 to Wandermere and US 2 Lowering

Project Complete 6-13-2012

► This project constructs four new driveable lanes of the North Spokane Corridor between Farwell Road and Wandermere including new interchange connections with US 395 at Wandermere, US 2, and Farwell Road. The project will increase capacity, facilitate freight movement, and reduce travel time. Construction of the first contract started in the fall of 2008 and the second in the fall of 2009. US 2 lowering was opened to traffic on November 16, 2011. US 2 to Wandermere was opened to traffic on June 13, 2012. Completion of these contracts extended a driveable link two miles north connecting to existing US 395 at Wandermere.



## North Spokane Corridor Funding

The following table reports the North Spokane Corridor funding by source. The "Expenditures" column covers expenditures through June 2014. (Thousands of Dollars)

State	Budget	Expenditures	Balance
PE	\$43,845	\$41,153	\$2,692
RW	\$176,178	\$154,828	\$21,350
CN	\$254,712	\$233,854	\$20,858
<b>Total</b>	<b>\$474,735</b>	<b>\$429,835</b>	<b>\$44,900</b>
<b>Local</b>			
PE	\$0	\$0	\$0
RW	\$0	\$0	\$0
CN	\$334	\$327	\$7
<b>Total</b>	<b>\$334</b>	<b>\$327</b>	<b>\$7</b>
<b>Federal</b>			
PE	\$4,883	\$4,683	\$200
RW	\$65,016	\$35,014	\$30,002
CN	\$70,600	\$52,033	\$18,567
<b>Total</b>	<b>\$140,499</b>	<b>\$91,730</b>	<b>\$48,769</b>
<b>Total</b>			
PE	\$48,728	\$45,836	\$2,892
RW	\$241,194	\$189,842	\$51,352
CN	\$325,646	\$286,214	\$39,432
<b>Total</b>	<b>\$615,568</b>	<b>\$521,892</b>	<b>\$93,676</b>

Budget taken from TEIS version 13DOTLFC of 7/17/14  
 Expended data from CPMS through June 2014

### Project Jobs Estimate

	Funded Portion	Unfunded Portion
Job Estimate	1,060	900
Peak Year	FY 2011	FY 2023
Peak Expenditure	\$135.2 Million	\$181.2 Million
Total Expenditure	\$616.0 Million	\$1.30 Billion

# TPA FUNDING

## NSC - Design and Right of Way

Project in Design & Right of Way Purchase Stage

### North Spokane Corridor

► Purchases the residential Right of Way, north and south of I-90, between the Liberty Park Interchange and Sprague Avenue Interchange. Over 350 of the 439 required parcels have been acquired.

## FEDERAL AND OTHER STATE FUNDING

### North Spokane Corridor Design and Right of Way

*Project in Design Stage*

#### **SR290/Trent to Francis Avenue**

► The redesign of this section is complete. A new Right of Way Plan is in review. The new design significantly reduces the cost of construction, maintains operational functionality, and allows for staged construction, providing drivable links as they are completed. An environmental reevaluation has been completed. The first construction project, the reconstruction of the Francis Avenue Bridge and the Francis/Market intersection, was completed July, 2014. Detailed design is beginning for additional projects.

#### **Southbound Lanes**

#### **Federal TIGER Grant - \$35 Million**

*Project Complete 10-19-2012*

#### **Francis/Freya to Farwell and Parksmith Interchange**

► This \$27 million project completes the southbound lanes between the Francis/Freya and Farwell Interchanges and will construct seven bridges, thus completing the ultimate six lane buildout of the section. The Francis Avenue to US 2 Southbound Lanes project was awarded with a savings of approximately \$8 million, due to the favorable bidding environment. WSDOT received approval from the USDOT to use the remainder of the TIGER Grant funding to complete the Parksmith Interchange. The interchange provides north and southbound access to and from the NSC at Parksmith Drive.



### **BNSF Railway Structures and Realignment \$10 Million 2012 Federal TIGER Grant (Construction)**

*Construction Stage Began October 2013*

#### **BNSF Railway - Francis Avenue Vicinity**

This project continues construction on the NSC south of the current interim terminus at the Francis/Freya Street Interchange to Rowan Street by:

- Relocation of 7.5 miles of BNSF Railway, mainline, spur, and switching tracks
- Construction of two freeway structures over the BNSF tracks
- Construction of two pedestrian/bicycle structures, one over Freya Street and one over mainline BNSF tracks
- Extending the previously constructed 5.5 mile Children of the Sun pedestrian/bicycle trail by over one mile into the Hillyard Neighborhood

The anticipated construction cost is \$31.5 million, including the \$10 million TIGER Grant funding.

#### **New Francis Bridge and BNSF Structures and Railway Realignment Project Looking Northeast**



# UNFUNDED PROJECTS



## LEGEND

- COMPLETE
- TIGER IV FUNDED – UNDER CONSTRUCTION
- SR290/TRENT TO FRANCIS/FREYA – CURRENT FOCUS

I-90 to Francis/Freya Interchange – Full Design	Cost to Complete \$1.3B
I-90 to Francis/Freya Interchange – Practical Design	\$750M
Operational Segments	
• SR290/Trent to Francis/Freya Interchange	\$420M
• Interim Connection at I-90 to SR290/Trent	<u>\$380M</u>
	\$750M

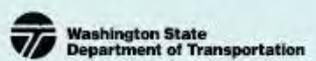
**UNFUNDED**

### For More Information:

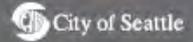
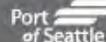
Darrel McCallum, P.E.  
 Project Engineer  
 (509) 324-6089  
[mccalld@wsdot.wa.gov](mailto:mccalld@wsdot.wa.gov)

Glenn Wagemann, P.E.  
 Eastern Region Program Manager  
 (509) 324-6025  
[wagemag@wsdot.wa.gov](mailto:wagemag@wsdot.wa.gov)

[www.nscfreeway.com](http://www.nscfreeway.com)



# Alaskan Way Viaduct REPLACEMENT PROGRAM



August 2014

## Annual Mega-Project Report

### Overview

A number of projects are replacing the SR 99 Alaskan Way Viaduct along Seattle's waterfront. The viaduct's central waterfront section is being replaced with a bored tunnel beneath downtown. This year, crews excavated more than 1,000 feet of bored tunnel. The tunnel contractor stopped tunneling after measuring increased temperatures in the tunneling machine. After further investigation, the contractor discovered damage to the machine and developed a plan to resume tunneling by March 2015. Additional work at the tunnel's portals is ongoing.

The southern mile of the viaduct, near Seattle's port and stadiums, was replaced with a new roadway that has wider lanes, meets current earthquake standards and improves mobility for people and goods in the south of downtown (SODO) area. In January 2014, crews completed the final stage of the southern mile replacement: an overpass that allows traffic to bypass frequent train blockages on South Atlantic Street.

The state's projects for the viaduct replacement were estimated to sustain more than 3,900 jobs in 2013, the peak year of expenditures.

### Reporting

WSDOT's Alaskan Way Viaduct Replacement Program provides quarterly reports to agency headquarters staff. Current information is posted at [www.AlaskanWayViaduct.org](http://www.AlaskanWayViaduct.org) and made available to the public through community briefings, monthly email updates and attendance at local festivals.

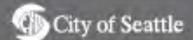
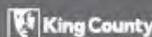
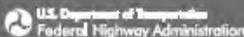
Editor's note: This Mega-Project Report highlights the state-funded projects that are part of the Alaskan Way Viaduct Replacement Program.

### This Year's Major Milestones:

- Excavated more than 1,000 feet of bored tunnel.
- Built more than 600 feet of cut-and-cover tunnel at the future tunnel portals.
- Awarded a \$44.2 million contract and started construction on a project to connect the existing lanes of SR 99 to the north entrance of the future SR 99 tunnel.
- Continued excavation of the north portal receiving pit and south portal operations building.
- Nearing completion of tunnel liner segment production in Puyallup.
- Opened the South Atlantic Street overpass to traffic in January 2014.
- Began building a pit to access and repair the tunneling machine.



*An aerial photo of construction at the future south portal of the SR 99 tunnel and the newly completed South Atlantic Street overpass.*



## Completed Projects

### Column Safety Repairs between Columbia Street and Yesler Way

*Completed April 2008*

### Electrical Line Relocation Phase I

*Completed December 2009*

### SR 99 South Holgate Street to South King Street Project – Stage 1 (utility relocation)

*Completed May 2010*

### Alaskan Way Widening Project

*Completed spring 2012*

### SR 99 South Holgate Street to South King Street Project – Stage 2 (SR 99 road and bridge construction)

*Completed fall 2012*

### South Spokane Street Viaduct Widening Project (City of Seattle)

*Completed fall 2012*

(WSDOT provided funding for the South Spokane Street Viaduct Fourth Avenue South Off-ramp, which was completed August 2010 by the Seattle Department of Transportation)

### SR 99 South Holgate Street to South King Street Project – Stage 3 (South Atlantic Street overpass)

*Opened to traffic January 2014*

- Built new overpass at South Atlantic Street and future connections between Alaskan Way South and East Marginal Way South.

### Initial Transit Enhancements and Capital Improvements

- I-5 Travel Time Signs – *Completed December 2009*
- Expanded Bus Monitoring System – *Completed June 2010*
- SR 519 Phase 2 – *Completed June 2010*
- I-5 Active Traffic Management – *Completed August 2010*
- Arterial Streets Intelligent Transportation Systems – *Completed August 2010*
- SR 99 Intelligent Transportation Systems – *Completed spring 2011*
- Automated Viaduct Closure Gate System – *Completed June 2011*



Seattle Tunnel Partners has built more than 600 feet of cut-and-cover tunnel at the future north and south portals.

## Replacing the Alaskan Way Viaduct



## Projects Under Construction

### Enhanced transit service and transportation demand management: 2010 – 2014

- The state provided funding to King County Metro for added bus service during construction of the South Holgate Street to South King Street Project.

### SR 99 Tunnel - Design-Build Project

*Construction: 2011 – 2016*

#### Progress this year:

- Crews completed more than 1,000 feet of bored tunnel before the tunneling machine overheated. The contractor is working to resume tunneling by March 2015.
- Significant construction was completed at each of the tunnel portals.
- Production of tunnel liner segments continued in Puyallup.

### North Access Project

*Contract advertisement: October 2013*

*Construction (estimated): 2014 – 2016*

- Connects the tunnel to SR 99/Aurora Avenue North at the north end of downtown.
- Builds SR 99 on- and off-ramps.
- Extends Sixth Avenue North between Harrison and Mercer streets.

## Projects in Planning and Design

### South Access Project

*Contract advertisement: November 2014*

*Construction (estimated): 2014 - 2016 (mainline SR 99)*

- Connects SR 99 to the tunnel's south portal.
- Builds SR 99 on- and off-ramps and removes SR 99 construction bypass.

### North Surface Street Connections Project

*Contract advertisement: August 2016*

*Construction (estimated): 2016 – 2017*

- Rebuilds sections of John, Thomas and Harrison streets.
- Improves Aurora Avenue North between Denny Way and Harrison Street.

## Other Program Improvements

### Alaskan Way Viaduct Removal

*Construction (estimated): 2017*

- The Alaskan Way Viaduct will be demolished after the SR 99 tunnel opens to traffic.

### Alaskan Way Surface Street

*Construction (estimated): 2017 – 2018*

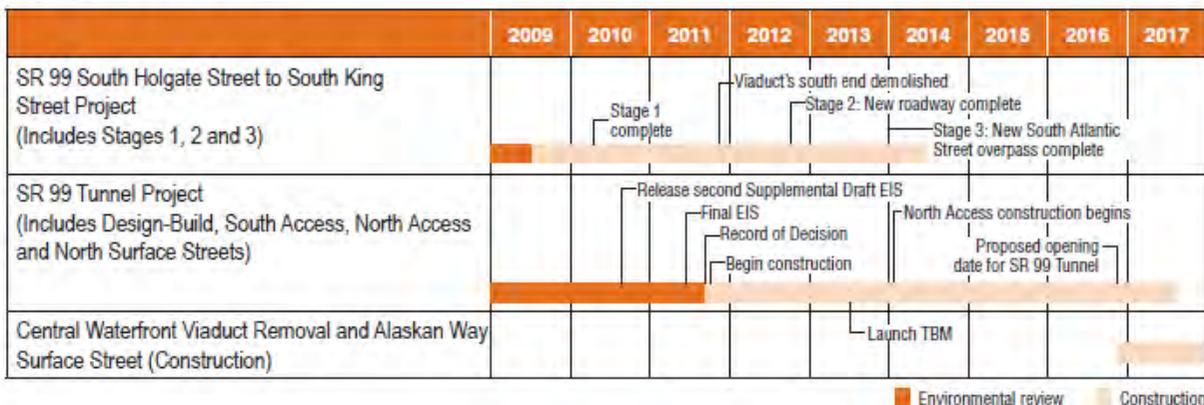
- Once the viaduct is removed, crews will build a new Alaskan Way street in its place. The street will connect to Elliott and Western avenues in the north and to SR 99 and city streets near the stadiums.

### Battery Street Tunnel Decommissioning

*Construction (estimated): 2017*

- Once the SR 99 tunnel is open, the Battery Street Tunnel will be decommissioned.

## Program Schedule



## Budget and Expenditures (\$ in millions)

State Project	Budget*	Expenditures Through June 2014	Remaining Expenditures
SR 99 Tunnel Project (Includes Design-Build, South Access, North Access and North Surface Streets)	\$2,054.7	\$1,302.5	\$752.2
SR 99 South Holgate Street to South King Street Project (Includes Stages 1, 2 and 3)	\$358.3	\$344.5	\$13.8
Central Waterfront Viaduct Removal and New Alaskan Way	\$290.0	\$6.0	\$284
Central Waterfront Construction Mitigation (parking mitigation)	\$29.7**	\$8.5	\$21.2
Other Moving Forward Projects (column safety repairs, electrical line relocation, Battery Street Tunnel repairs, south end construction mitigation)	\$173.7	\$169.1	\$4.6
Program Management	\$75.0	\$42.3	\$32.7
Prior Expenditures (environmental impact statement, right of way, design)	\$163.7	\$163.7	\$0.0
<b>Total</b>	<b>\$3,145.1</b>	<b>\$2,036.5</b>	<b>\$1,108.6</b>

\* 2014 Supplemental Budget including additional contributions from tolling, the Port of Seattle and city utility reimbursement.

\*\* \$0.3 million was transferred to Design-Build contract for Construction Mitigation scope performed in 2012. Total commitment remains at \$30 million.

## Funding (\$ in millions)

Source	Budget*	Expenditures Through June 2014	Remaining Expenditures
2005 Gas Tax (Partnership Funding)	\$1,506.0	\$1,158.3	\$347.7
2003 Gas Tax (Nickel Funding)	\$311.3	\$165.5	\$145.8
Other State	\$36.9	\$0.0	\$36.9
Federal	\$787.2	\$699.9	\$87.3
Local	\$22.8	\$12.8	\$10.0
Toll**	\$200.0	\$0.0	\$200.0
Port of Seattle***	\$281.0	\$0.0	\$281.0
<b>Total</b>	<b>\$3,145.1</b>	<b>\$2,036.5</b>	<b>\$1,108.6</b>

\* Includes 2014 Legislative Budget funding with additional contributions from tolling, the Port of Seattle and city utility reimbursement.

\*\* The 2009 Legislature stated the finance plan must include no more than \$400 million in toll funding. The budget amount was revised to \$200 million during the 2012 legislative session, and an additional \$200 million in federal funds was provided to the program.

\*\*\* The Port of Seattle has committed \$300 million to the replacement program. Governor Gregoire signed an agreement with the Port in April 2010 for this funding. To date, \$19 million of the Port's contribution has been used for program-related work.

### Americans with Disabilities Act (ADA):

Materials can be provided in alternative formats for people with disabilities by contacting Shawn Murinko at 360-705-7097 or murinko@wsdot.wa.gov. Persons who are deaf or hard of hearing may contact the Office of Equal Opportunity through the Washington Relay Service at 711.

### Title VI Information:

WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program contact Jonté Sulton at 360-705-7082 or SultonJ@wsdot.wa.gov

## For More Information:

Visit: [www.AlaskanWayViaduct.org](http://www.AlaskanWayViaduct.org)

Email: [viaduct@wsdot.wa.gov](mailto:viaduct@wsdot.wa.gov)

Call: 1-888-AWV-LINE

Follow: @BerthaDigsSR99



**Washington State**  
Department of Transportation



Washington State  
Department of Transportation

## SR 520 Bridge Replacement and HOV Program



**DRAFT**

August 2014

# Annual Mega-Project Report

### Program benefits

- Improved safety during earthquakes and windstorms with new bridges built to current design standards.
- Increased mobility with the addition of transit/HOV lanes, median transit stops and direct-access ramps across the SR 520 corridor.
- Improved water quality in Lake Washington with the addition of stormwater treatment facilities.
- Improved reliability with shoulders that allow disabled vehicles to pull out of traffic.
- Increased commute and recreation options with the addition of a new bicycle/pedestrian path.
- Reduced highway noise with the addition of noise reduction measures near neighboring communities.
- Reconnected neighborhoods with five new landscaped lids over the highway, three of which include transit facilities.

[www.wsdot.wa.gov/projects/sr520bridge](http://www.wsdot.wa.gov/projects/sr520bridge)



*A tug boat pushes a newly constructed supplemental stability pontoon towards Lake Washington.*

The SR 520 Bridge Replacement and HOV Program is a major investment in a key corridor between Seattle and the east side of Lake Washington. As one of two crossings over the lake, SR 520 connects major employment and residential centers. The SR 520 program includes three projects to replace the aging floating bridge and complete safety and mobility improvements throughout the corridor.

The projects are:

- Pontoon Construction Project
- Eastside Transit and HOV Project
- I-5 to Medina: Bridge Replacement and HOV Project

The result will be a new SR 520 with more commuting choices and better trip reliability for drivers, transit riders, bicyclists and pedestrians. The new corridor includes environmental improvements and keeps the region's economy moving forward.

### Reporting

We report the progress and schedule status of the SR 520 program to a variety of audiences through a regularly updated website, media releases, frequent email updates, and printed materials. We also provide information in person at community briefings, open houses and other local events for the public and elected officials.



Washington State  
Department of Transportation



U.S. Department of Transportation  
Federal Highway Administration

## 2014 progress update

Major construction continues along the SR 520 corridor and construction sites throughout the state.

### Pontoon Construction Project

This project is constructing 33 of the pontoons required to build the new SR 520 floating bridge. The fourth of six cycles of pontoons was floated out in April 2014. Work continues on the fifth cycle in Aberdeen, which is expected to float out in fall 2014. All pontoons are expected to be complete in spring 2015.

### Eastside Transit and HOV Project

This project is completing vital improvements on the Eastside, including a wider, safer roadway, new transit facilities, three neighborhood-connecting lids, and environmental enhancements.

#### 2014 progress to date:

- Evergreen Point Road and 92nd Avenue Northeast transit stops open to bus service
- 108th Avenue Northeast direct-access ramps open to buses
- Paving of Eastside mainline roadway complete.

All project improvements are scheduled to open in 2014.

### Completing the corridor

WSDOT is continuing its collaboration with the city of Seattle and design professionals for the remaining portions of the corridor, including the new Montlake lid and interchange, a new Portage Bay Bridge, and the south half (eastbound lanes) of the new west approach bridge.

Completing the corridor will bring a number of benefits to drivers, transit riders, bicyclists and pedestrians both on SR 520 and in the surrounding community. WSDOT continues to engage local partners to stay involved with the design as it moves forward this year.

### Floating Bridge and Landings Project

This project will build a new six-lane floating bridge across Lake Washington. Construction of bridge components is taking place across the region.

**Lake Washington:** Crews have built three piers at the east end of the bridge in Medina. They have nearly completed the south half of the transition span from the fixed piers to the easternmost pontoon, Pontoon W. Completed pontoons are also being towed to the lake with 46 currently on the lake and 21 are already joined together. Finally, construction of a temporary west connection bridge started in 2013 and is nearing completion.

**Tacoma:** 44 supplemental stability pontoons are being constructed at the Tacoma casting facility. Work is underway on the sixth and final cycle in Tacoma, which is expected to float out by early 2015.

**Kenmore:** Work continues on precast elements such as roadway sections. Anchors for the new bridge were built in Kenmore, and all new anchors are now complete and set in the lake.

### West Approach Bridge North

This project will build the north half of the west approach bridge on new, seismically safer columns. The three-lane westbound bridge will extend the new six-lane corridor from the new floating bridge to Montlake. It will also connect the regional bicycle and pedestrian path to Montlake. Bids were opened in July and the \$199.5 million contract was awarded to Flatiron West Inc. Construction is expected to begin in fall 2014.



Visualization of the new regional bicycle and pedestrian path on the future SR 520 West Approach Bridge North structure.

### SR 520 program costs and funding update

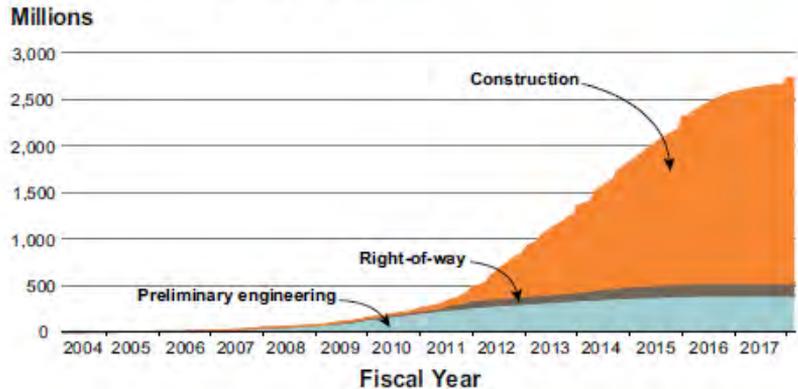
- The SR 520 program budget is \$4.65 billion, set by the Legislature in 2009.
- Of this, \$2.9 billion is currently funded, including construction of the new floating bridge, new pontoons in Aberdeen, a new Eastside corridor, and the north half of the new west approach bridge.
- A funding gap of \$1.4 billion remains to complete project elements in Seattle, based on a 2012 cost estimation (CEVP®).
- The current program cost estimate is \$4.3 billion, which is \$350 million under the legislative budget cap.
- WSDOT is continuing to work with the Legislature to identify this funding, including studying the possibility of tolling the I-90 bridge. WSDOT will continue to analyze and update the cost estimate as planning and design work continues.

### Risk reserve update

WSDOT allocates reserve funds to cover costs that arise during construction. For the SR 520 program, WSDOT has allocated \$400 million in risk reserve. Of that, WSDOT has executed change orders costing \$280 million, leaving a current total (as of July 2014) of \$120 million to cover future risks. WSDOT will continue to work with its contractors to limit risk as construction progress continues.

## Program financial status

### Program expenditure plan



### Program schedule

PROJECTS	2010	2011	2012	2013	2014	2015	2016	2017
Medina to SR 202: Eastside Transit and HOV Project	RFQ, FICIS	Award contract, Design construction	Concrete submittal		Open to traffic	Final completion		
Pontoon Construction Project	RFQ	RFQ, Design construction	Plants awarded, Fabrication, Submittal			Final completion		
I-5 to Medina: Bridge Replacement and HOV Project	RFQ, FICIS	RFQ, FICIS, Award contract	Design construction					Final completion
Floating bridge and landings	RFQ	RFQ, Award contract	Design construction				Open to traffic	Final completion
West Connection bridge				RFQ, Award contract	Design construction	Final completion		
West Approach bridge North				RFQ, Award contract	Design construction	Final completion		Six lanes open to traffic
Remaining west side projects (need \$1.4 B in additional funding)					West side design and right of way partially funded			

Updated: January 2014



View of the new West Connection Bridge under construction on Lake Washington, just north of the existing SR 520 highway.

## SR 520 program map



## Construction photos

## Pontoon Construction Project



Construction of six new SR 520 pontoons in Aberdeen.  
Photo credit: Soundview Aerial Photography

## Medina to SR 202: Eastside Transit and HOV Project



Crews pour approximately 10,000 tons of fresh asphalt for eastbound highway lanes during a July 2014 weekend closure.

## Floating Bridge and Landings Project



View of floating bridge assembly on Lake Washington, looking east, including barges and new pontoons north of the existing bridge.

## For more information

Call: 206-770-3500

E-mail:  
SR520Bridge@wsdot.wa.gov

Visit the website:  
[www.wsdot.wa.gov/Projects/SR520Bridge](http://www.wsdot.wa.gov/Projects/SR520Bridge)

Mail:  
Washington State Department of Transportation  
SR 520 Program  
999 Third Avenue, Suite 900  
Seattle, WA 98104

## Americans with Disabilities Act (ADA):

This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

## Title VI Information:

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinators, George Laue at (509) 324-6018 or Jonte Sulton at (360) 705-7082.



Washington State  
Department of Transportation



## Corridor Program

Summer 2014

# 2014 Megaproject Progress Report

### Purpose of this report

The financial and schedule information in this document will assist the Office of Financial Management in meeting its legislative reporting obligations for megaprojects.

### Critical funding gaps remain

The I-405/SR 167 team continues to build toward the I-405 Master Plan, which calls for a balanced, multimodal approach to transportation in the corridor. Although the team has delivered 13 projects successfully and continues work on two others, additional work remains to bring the master plan improvements to the public. To address the most highly congested portions of the corridor, the team has identified the next two priority projects for funding:

#### I-405 Renton to Bellevue, \$890 m

I-405 between I-90 in Bellevue and SR 169 in Renton is one of the most congested commutes in the state. By building one new lane and pairing it with the existing carpool lane, dual express toll lanes can offer a 30% more efficient system than an equivalent carpool/general purpose lane system.

Traffic analyses show that the Renton to Bellevue project will significantly reduce the hours of delay people experience on this stretch of roadway. Today, drivers experience congestion in this vicinity for up to eight hours each day, even with new improvements in the South Bellevue and Renton area. The proposed \$890 million project will add a new lane in each direction between I-90 in Bellevue and SR 169 in Renton. This new lane could be paired with the existing HOV lane to create a two-lane express toll lane system, completing a continuous 40-mile system on I-405 and SR 167.

#### I-405/SR 167 Interchange Direct Connector, \$285 m

The I-405/SR 167 interchange is one of the most heavily congested interchanges in the state. Traffic analyses show that this project will significantly reduce the hours of delay people experience at this interchange and on SR 167 and I-405. This project will build new structures to connect express toll lane and HOV lane ramps from SR 167 to I-405 and will improve traffic flow at this critical interchange.

The 2012 Legislature authorized \$40 million in I-405 corridor savings to start preliminary engineering and purchase the property needed to build the project. This work continues, and the project remains on track to be shovel ready in 2015.



Travelers on I-405 between Bellevue and Renton experience some of the state's worst traffic congestion. Future improvements will address these trouble spots.

### I-405 Master Plan Progress

Program element (including partner agency projects)	Percent complete
Park and ride expansions	80%
New transit centers	70%
Bus Rapid Transit stations	70%
Local arterial improvements	50%
Direct access ramps	45%
Transit service increase	40%
Managed lanes system	40%
Vanpool service increase	30%
Add two new lanes in each direction	30%
Bike/pedestrian improvements	25%

### For More Information:

[www.wsdot.wa.gov/projects/i405](http://www.wsdot.wa.gov/projects/i405)

Amy Danberg, I-405 Public Information  
amy.danberg-consultant@i405.wsdot.wa.gov  
425.456.8566

Lesly Chan, I-405 Business Group  
Chanle@wsdot.wa.gov  
425.456.8526

## Completing the 40-mile express toll lane system

A ten-year implementation plan will allow WSDOT to move forward with the funded (green) section of the express toll lanes now to gain valuable operation experience while establishing traffic and revenue history. The proposed, unfunded next priority projects (red) include the critical direct connector at the I-405/SR 167 interchange, the Renton to Bellevue express toll lanes project and the SR 167 HOT lanes extension. When complete, these projects will create a 40+ mile express toll lanes system.

**I-405/SR 167 Direct Connector**  
Cost: \$325 million (\$40 million in PE/RW funded)  
Benefit/cost ratio: 4.7 (including all Tukwila to Bellevue projects)  
Builds a ramp connecting the future I-405 express lanes to the SR 167 HOT lanes (as shown in rendering below).



- Legend**
- █ Funded
  - █ Unfunded
  - █ Existing/Completed
  - Direct connector (freeway to freeway connection)
  - Direct access point
  - Interchange project

**Bellevue to Lynnwood Widening and Express Toll Lanes**

Cost: \$332 million  
Builds an express toll lanes system between NE 6th Street in downtown Bellevue and I-5 in Lynnwood (as shown in visualization below). Under construction and expected to open to traffic in late 2015.



**Renton to Bellevue Widening and Express Toll Lanes**

Cost: \$890 million  
Benefit/cost ratio: 4.7 (including all Tukwila to Bellevue projects)  
Builds a dual express toll lane system between SR 167 in Renton and NE 6th Street in Bellevue.

**SR 167 Widening and HOT lane extension (Stage 4)**

Cost: \$83 million  
Extends the existing southbound HOT lane to the King/Pierce County line. This project is scheduled to go to advertisement in August 2014 and to begin construction in 2015.

**SR 167 Widening and HOT lane extension (Stage 5)**

Cost: \$35 million  
Adds a northbound HOT lane at the King/Pierce County line to 15th St SW.

## Pursuing priority

The team has identified the next group of priority projects as part of the I-405 Master Plan.

**Bothell to Lynnwood Dual Express Toll Lanes**

Cost: \$570 million  
Benefit/cost ratio: 1.7  
Provides a new direct access connection between SR 522 and I-405 express toll lanes. Adds a new express toll lane in each direction between SR 522 and

**SR 520/I-405 Interchange and SR 520/124th Ave NE Interchange**

Cost: \$550 million  
Benefit/cost ratio: 1.1  
Builds flyover ramps connecting the express toll lanes with I-405 and the HOV lane on SR 520. Rebuilds the SR 520/124th Ave NE interchange to Master Plan configuration.

- Legend**
- █ Funded
  - █ Unfunded
  - █ Existing/Completed
  - Direct connector (freeway to freeway connection)
  - Direct access point
  - Interchange project



# Key projects

ext  
art

d

-5.

Completed  
connector  
(bay connection)  
less point  
the project



**I-405/NE 132nd St. Interchange**  
Cost: \$75 million  
Benefit/cost ratio: 1.1  
Builds a new half-diamond interchange at NE 132nd St. in Kirkland.

**I-90/I-405 Interchange Direct Connectors**  
Cost: \$535 million  
Benefit/cost ratio: 1.6  
Builds two new flyover ramps connecting the express toll lanes on I-405 with the HOV lanes on I-90 to connect Bellevue and Renton to Issaquah.

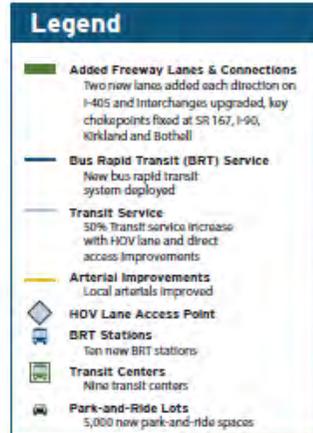
**SR 167 Stage 6**  
Cost: \$300 million  
Benefit/cost ratio: 2.5  
Extends the SR 167 HOT lanes northbound and southbound to the SR 410/SR 512 interchange.

# Progressing on the Master Plan

The I-405 Master Plan is a balanced, multimodal approach to transportation in the corridor. The Master Plan calls for two new highway lanes in each direction. Most of the interchanges in the corridor will need to be reconstructed in order to accommodate these new lanes. Express toll lanes offer the most cost effective staging approach to the ambitious Master Plan by minimizing interchange reconstruction, while creating one new through lane in each direction.

## What does the Master Plan include?

- 2 new lanes in each direction
- Managed lanes system
- Bus Rapid Transit system
- 9 new transit centers added
- 50% transit service increase
- HOV direct access ramps and flyer stops
- 5,000 new Park & Ride spaces
- 1,700 new vanpools
- Local arterial improvements
- Bicycle and pedestrian improvements
- Environmental enhancements



# We've delivered \$1.2 billion on time, under budget

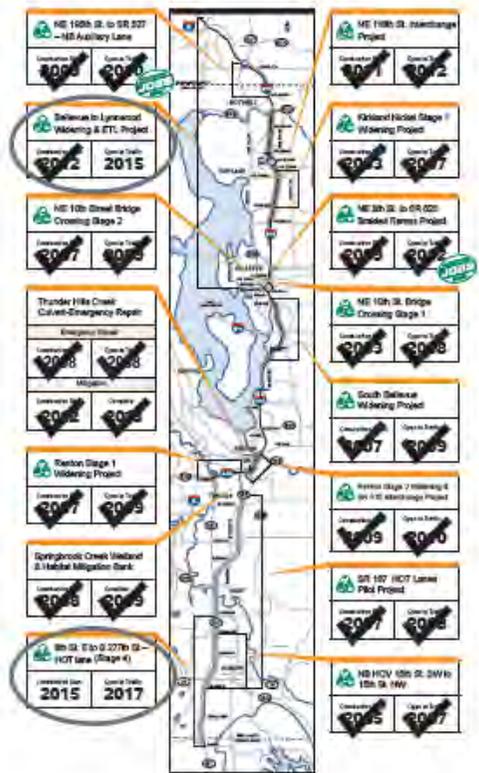
During the past decade, the I-405/SR 167 team has constructed 13 projects in this critical corridor, funded mostly from the Nickel and Transportation Partnership Account (TPA) programs. These projects have brought congestion relief, environmental enhancements, and economic benefits.

Two fully funded projects remain in the I-405 program: the Bellevue to Lynnwood Widening and Express Toll Lanes project, and the SR 167 Widening and HOT Lane Extension project (Stage 4).

\$	1.7 billion	(Nickel and TPA funding)
-	200 million	(RTID/TPA projects moved to future)
\$	1.5 billion	

\$1.2 billion already delivered on schedule, under budget

The remaining funds in the Bellevue to Lynnwood project risk reserve will be used toward the Renton to Bellevue project.



## I-405/SR 167 Corridor Project Funding

Project Name	2014 Legislative Approved Budget	Expenditures Through June 2014	Budget Remaining	Projected Savings	Future Biennia Beyond 2021-2023
SR 520 to SR 522 Stage 1 (Kirkland Nickel Stage 1)	\$ 78,636,514	\$ 78,636,514	\$ -	\$ -	\$ -
Springbrook Creek Wetland and Habitat Mitigation Bank	\$ 16,941,395	\$ 14,392,336	\$ 1,067,704	\$ 1,481,356	\$ -
112th Ave SE to SE 8th St Widening (South Bellevue)	\$ 193,071,660	\$ 193,031,106	\$ 40,554	\$ -	\$ -
I-5 to SR 169 Stage 1 Widening (Renton Stage 1 - includes SR 167 HOT Lane contribution)	\$ 186,900,752	\$ 186,824,030	\$ -	\$ 76,723	\$ (1)
NE 10th St Bridge Crossing (Stages 1 & 2)	\$ 63,300,000	\$ 63,300,000	\$ -	\$ -	\$ -
I-5 to SR 169 Stage 2 Widening and SR 515 Interchange (Renton Stage 2 - includes early utility work and reserve)	\$ 147,879,283	\$ 147,776,056	\$ 203,228	\$ -	\$ -
NE 195th St to SR 527 NB Auxiliary Lane (Bothell Project - construction only)	\$ 23,791,402	\$ 23,718,247	\$ -	\$ 73,155	\$ -
NE 8th St to SR 520 Braided Ramps (Bellevue Braids - includes reserve)	\$ 211,021,782	\$ 203,379,738	\$ 119,371	\$ 7,522,673	\$ -
NE 118th St Interchange and Street Improvements (Construction only - includes early utility work)	\$ 17,582,367	\$ 17,524,151	\$ 58,216	\$ -	\$ -
NE 6th St to I-5 Widening & ETL (Bellevue to Lynnwood - includes Toll studies, Toll Vendor contract, and risk reserve)	\$ 332,315,069	\$ 187,218,348	\$ 117,596,721	\$ 27,500,000	\$ -
Thunder Hills Creek Culvert Replacement & Mitigation	\$ 16,733,717	\$ 15,786,790	\$ 608,247	\$ 340,680	\$ -
NE 44th St to 112th Ave SE Widening (Includes Gypsy Creek)	\$ 150,000,000	\$ 5,494,889	\$ -	\$ -	\$ 144,505,111
NE 132nd St New Interchange	\$ 48,500,000	\$ -	\$ -	\$ -	\$ 48,500,000
I-405/SR 167 Direct Connector	\$ 53,816,000	\$ 10,602,716	\$ 27,397,284	\$ 2,000,000	\$ 13,816,000
Tukwila to Bellevue Widening and Express Toll Lanes (Partially funded)	\$ 15,822,000	\$ -	\$ -	\$ -	\$ 15,822,000
All other I-405 contributions (TDM, IRT, Totem Lake HOV, Willburton, I-90 Restripe, SR 169 Renton, TMC)	\$ 18,740,881	\$ 5,086,186	\$ 3,304,180	\$ 10,350,555	\$ -
SR 167/15th ST SW to 15th ST NW - Add HOV Lanes (Stage 3)	\$ 43,680,059	\$ 43,680,059	\$ -	\$ -	\$ -
SR 167 HOT Lanes Pilot Project	\$ 18,058,774	\$ 18,058,774	\$ -	\$ -	\$ -
SR 167 Improvement Projects - Analysis	\$ 7,408,000	\$ 7,408,000	\$ -	\$ -	\$ -
SR 167/8th ST E Vic to S 277th ST Vic - SB HOT Lane Extension	\$ 83,833,614	\$ 12,862,663	\$ 70,950,861	\$ -	\$ -
	\$ 1,708,131,269	\$ 1,214,798,583	\$ 221,344,436	\$ 49,345,141	\$ 222,643,110

### Project Funding Sources Based on TEIS 14LEGFN

\* 2003 Gas Tax (Nickel Funding) - \$538,544,885

\* 2005 Gas Tax (Partnership Funding) - \$998,479,978

\* State Special Category Funds - \$5,200,000

\* Other Agency Funds - \$109,806,309

\* Total Funding (All Sources) - \$1,708,131,269



Washington State  
Department of Transportation



# I-90 Snoqualmie Pass East

July 2014

## Annual Mega-Project Report

### Purpose of this Report

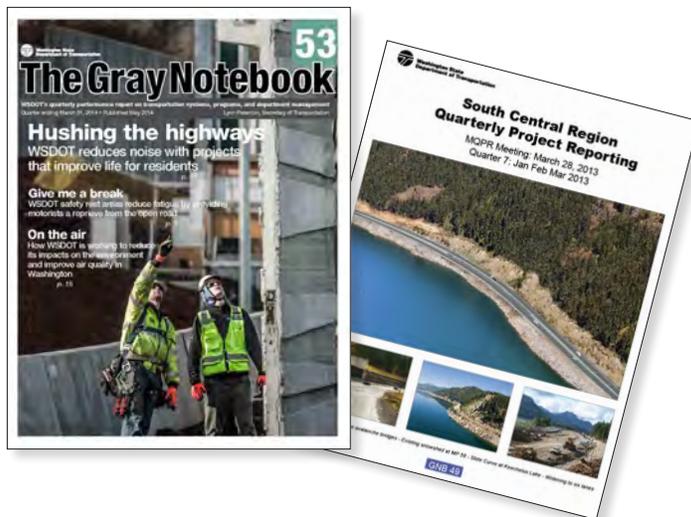
The financial and schedule information in this document will assist the Office of Financial Management in meeting its legislative reporting obligations for mega-projects, in accordance with Section 604 of Engrossed Substitute House Bill 1094.

### Program Description

Interstate 90 is a critical link connecting the large population and business centers of Puget Sound with the agricultural industries and recreational activities of eastern Washington. The I-90 Snoqualmie Pass East program covers a 15-mile-long corridor of I-90 from Hyak to Easton. The program received \$551 million to build the Hyak to Keechelus Dam section, the first 5 miles of the corridor. The program will construct six new lanes, reduce road closures due to avalanches, address unstable slopes, replace deteriorating concrete pavement, extended truck-climbing lanes, and reconstruct bridges and culverts to facilitate the movement of vehicles and wildlife.

### Reporting

The I-90 Snoqualmie Pass East program regularly reports financial and schedule information to a variety of audiences and mediums – including Quarterly Project Review, Quarterly Project Reports, and the Gray Notebook.



### Project Benefits

#### How will WSDOT improve I-90?

- Constructing a new six-lane highway will improve traffic flow and accommodate projected traffic volumes for the next 20 years.
- Replacing aging, deteriorating pavement will provide a smoother, safer ride.
- Straightening the roadway will improve sight distance and safety.

#### How will WSDOT protect the driving public?

- Reducing road closures due to avalanches will provide a more reliable and safer highway.
- Stabilizing slopes will minimize rock fall hazards and reduce road closures and improve public safety.
- Providing wildlife crossings will reduce wildlife and vehicle collisions.
- Removing low clearance bridges at interchanges will reduce risk of collisions and improve freight mobility.

# Corridor Project Status

## Phase 1

### Hyak to Keechelus Dam

Funded budget: \$443.6 million

#### Phase 1A

In 2009, KLB Construction (Mukiteo, WA) built a long-term detour bridge at Gold Creek near the west end of Keechelus Lake, which allowed for improvements to start ahead of schedule. Crews excavated over 250,000 cubic yards of material from Keechelus Lake to mitigate for future impacts on reservoir storage.



Temporary detour bridge at Gold Creek built to be used during Phase 1B construction.

#### Phase 1B

In 2010, Max J. Kunej Company (Spokane, WA) started work on the first three miles of the five-mile improvement project from Hyak to where the snowshed was removed. Crews built a new six-lane highway to address project needs. Drivers are using the new eastbound and westbound lanes and the wider, longer chain-up and -off areas. The detour bridge built in Phase 1A was removed after Phase 1B was completed. This phase of the project was completed fall 2013.



New bridges at Gold Creek.

#### Phase 1C

In 2011, Guy F. Atkinson (Renton, WA) started making improvements to the remaining two miles of the five-mile Phase 1 project. This work includes continuing to build a new six-lane highway, building new avalanche bridges, and addressing project needs.

In March 2013, the Federal Highway Administration and WSDOT approved a supplemental Environmental Impact Statement allowing the contractor, Guy F. Atkinson, to build two new bridges in place of the proposed snowshed. The snowshed was removed in April 2014 allowing construction on the avalanche bridges began. The proposed bridges will take traffic over a series of engineered avalanche paths designed to direct sliding snow, rock and debris between the bridge piers and toward Keechelus Lake. This phase of the project is scheduled to be complete fall 2018.



Demolition of the existing snowshed.

## Phase 2 Keechelus Dam to Cabin Creek Interchange

### Phase 2A

Funded budget: \$106.8 million

The 2012 Transportation Budget directed WSDOT to use \$106.8 million in project savings from Phase 1 to design and build the next two miles of I-90 near the Stampede Pass interchange. WSDOT engineers are currently designing Phase 2A, which will include the first wildlife crossing over the highway in the corridor. Construction for this phase is scheduled to begin spring 2015 and scheduled to be complete fall 2019.

### Phase 2B

Funded budget: \$1 million

Unfunded budget: \$135 million

The 2012 Transportation Budget directed WSDOT to use \$1.0 million of project savings to work on early environmental and engineering analysis for the next two and a half miles of I-90 from the Stampede Pass interchange to the Cabin Creek interchange. This future phase will widen I-90 from four to six lanes and address project needs once funding becomes available.



Design concept of wildlife crossing over I-90 east of Lake Keechelus.

## Phase 3 Cabin Creek Interchange to Easton Vicinity

Unfunded budget: \$255 million

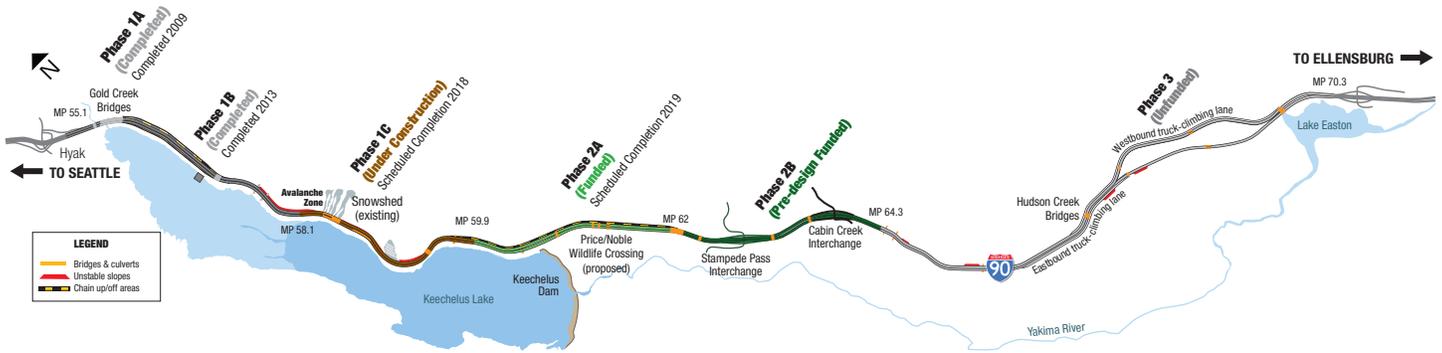
Once funding becomes available, WSDOT plans to improve the next six miles of the I-90 corridor to Easton. This future phase will continue to widen I-90 from four to six lanes, address project needs, extend truck-climbing lanes and build additional wildlife crossings over I-90.



Deteriorating pavement on I-90.

\*See project timeline for funding availability.

# I-90 Snoqualmie Pass East Phases



## Funding Summary

\$ in millions

Phase 1	Funded	Unfunded
Design and Environmental	\$ 70.1 m	
Construction	\$ 351.7 m	
Miscellaneous	\$ 21.8 m	
<b>Sub Totals</b>	<b>\$443.6 m</b>	

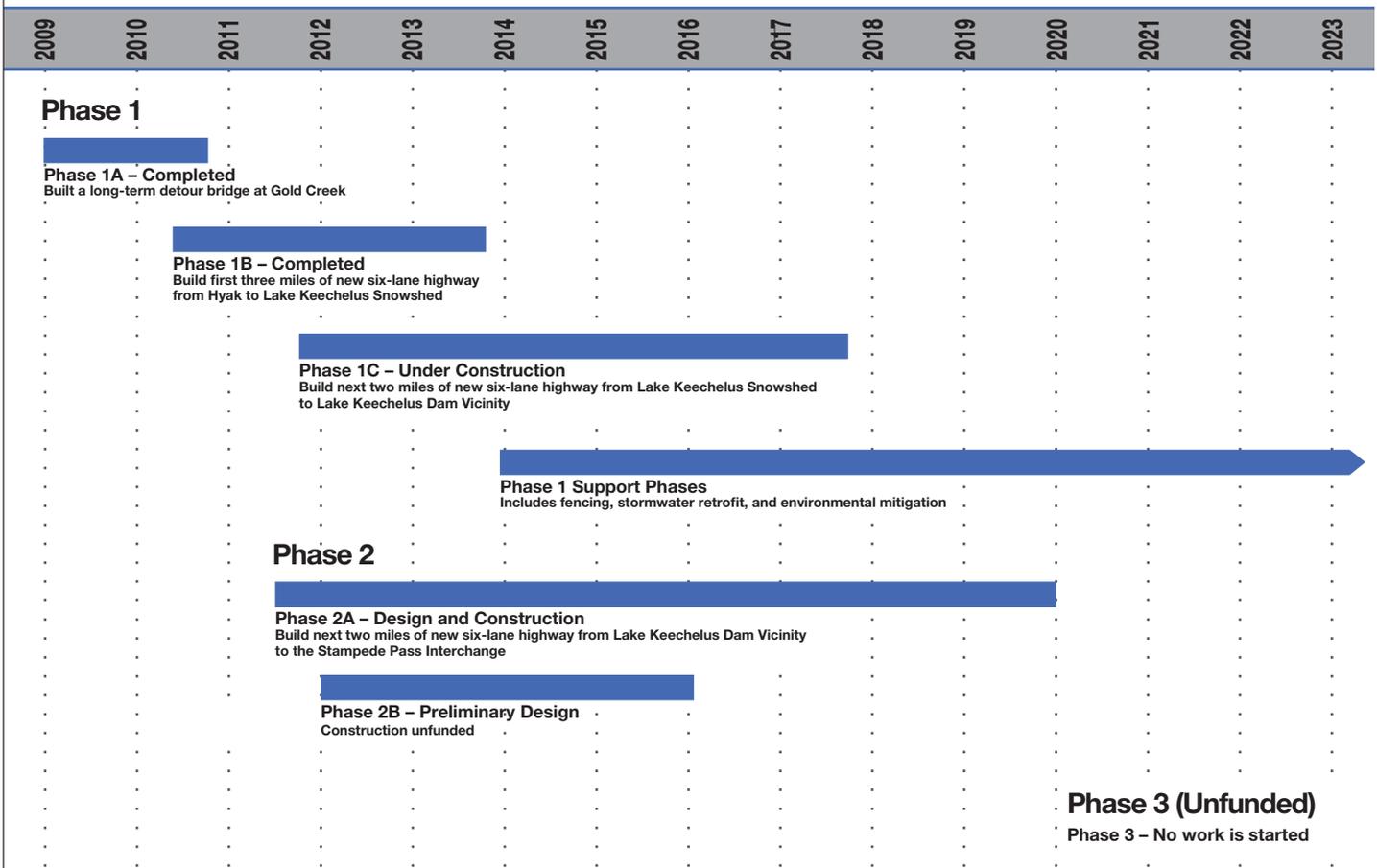
Phase 2A	Funded	Unfunded
Design, Environmental, Right of way and Construction	\$ 106.8 m	
Phase 2B	Funded	Unfunded
Early design	\$ 1.0 m	
Design, Environmental, Right of Way and Construction		\$ 135.0 m
<b>Sub Totals</b>	<b>\$107.8 m</b>	<b>\$135.0 m</b>

Phase 3	Funded	Unfunded
Design, Right of Way and Construction		\$ 255.0 m
<b>Sub Totals</b>		<b>\$255.0 m</b>

<b>Totals</b>	<b>\$551.4 m</b>	<b>\$390.0 m</b>
---------------	------------------	------------------

# I-90 – Snoqualmie Pass East Project

## Project Timeline



Funded 

WSDOT designed and delivered the first of three Phase 1 contracts for the Snoqualmie Pass East project two years ahead of schedule and on budget. The remaining Phase 1 contracts are under construction. WSDOT plans to start construction for Phase 2A in 2015. WSDOT stands ready to design and deliver Phases 2B and 3 when funding becomes available.

### For More Information:

Brian White, Assistant Regional Administrator  
for Design and I-90 Construction  
whiteb@wsdot.wa.gov  
509.577.1700

Meagan McFadden, WSDOT Communications  
mcfadm@wsdot.wa.gov  
509.577.1618

[www.wsdot.wa.gov/projects/i90/snoqualmiepasseast](http://www.wsdot.wa.gov/projects/i90/snoqualmiepasseast)



# TACOMA/PIERCE COUNTY HOV PROGRAM

## Annual Mega-Project Report

August 2014

### Purpose of this report

The financial and schedule information in this document is intended to assist the Office of Financial Management in meeting its legislative reporting obligations for mega-projects pertaining to Section 604 of Engrossed Substitute House Bill 1094.

### Program Description

The Tacoma/Pierce County HOV Program (T/PC HOV) encompasses numerous projects to build high-occupancy-vehicle (HOV) lanes and make other improvements on state highways in Pierce County. As part of this program, in 2007 WSDOT opened its first HOV lanes on State Route 16, and in 2010, WSDOT opened the first I-5 HOV lanes in Pierce County. In addition, WSDOT has already completed several projects to prepare for future HOV construction on I-5 and SR 16.

The map below shows the current focus of the Tacoma/Pierce County HOV Program. These seven projects add 18 HOV lane miles to I-5 and SR 16, and connect to WSDOT's HOV system north of Pierce County. Projects #1, #2 and #3 have been constructed. Project #5 is currently under construction, and construction on Project #4 is expected to begin in spring 2015. The schedule on the following page illustrates the program's construction timelines. These projects represent a \$1.6 billion investment in state highways within Pierce County.

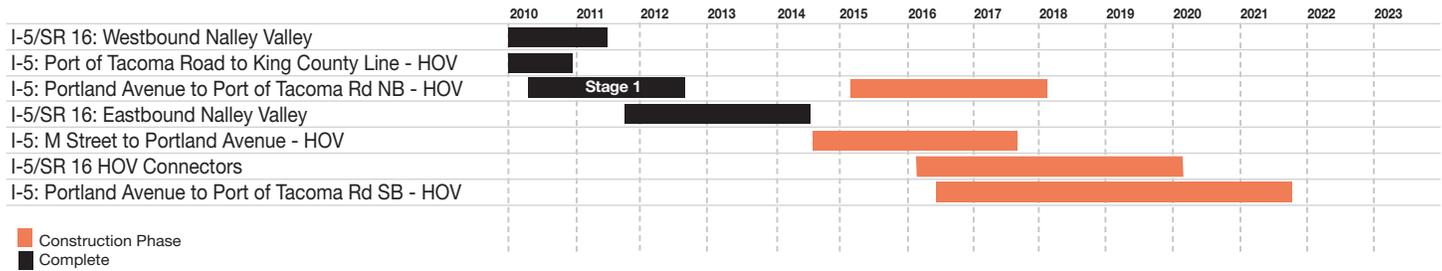


### HOV Active Projects Map



- 1 I-5/SR 16: Westbound Nalley Valley (complete)
- 2 I-5: Port of Tacoma Rd to King County – HOV (complete)
- 3 I-5/SR 16: Eastbound Nalley Valley (complete)
- 4 I-5: Portland Avenue to Port of Tacoma Road - Northbound HOV (construction pending ROW and permits)
- 5 I-5: M Street to Portland Ave – HOV (under construction)
- 6 I-5: Portland Avenue to Port of Tacoma Road – Southbound HOV
- 7 I-5/SR 16: HOV Connectors

## Active Project Schedule and Construction Progress



The above timeline highlights the construction schedules for the funded projects within the Tacoma/Pierce County HOV Program.

## I-5/SR 16: Eastbound Nalley Valley Completed in 2014



Officials gather on July 17, 2014, to celebrate the completion of the I-5/SR 16: Eastbound Nalley Valley project. From left: Andrea Roper of Senator Derek Kilmer's office; Kierra Phifer of Senator Patty Murray's office; Lauren Walker, City of Tacoma Councilwoman; Cam Gilmour, Deputy Secretary of Transportation; Pat McCarthy, Pierce County Executive; Victoria Woodards, Deputy Tacoma Mayor; John Sandstrom, Mowat Construction President; David Westbrook of Governor Inslee's office; Kevin Dayton, Olympic Region Administrator; and Charles LeBlanc, Washington State Patrol District 1 Commander.

From November, 2011, to August, 2014, contractor Mowat Construction Company built the \$114 million I-5/SR 16: Eastbound Nalley Valley project. The project is the second of three to dramatically improve the I-5/SR 16 interchange. It included building a new eastbound viaduct and two new ramps at the SR 16/Sprague Avenue interchange. Crews also demolished the original Nalley Valley viaduct.



On August 17, 2014, WSDOT opened two new ramps from S. Sprague Avenue to I-5, completing the last major phase of construction on the project.

Both the eastbound and westbound viaducts were designed with the complete, three-staged interchange in mind. The third and final phase of work will build an HOV viaduct and HOV ramps connecting I-5 HOV lanes with SR 16 HOV lanes.



Tacoma Deputy Mayor Victoria Woodards shares a laugh with Pierce County Executive Pat McCarthy and Tacoma Councilwoman Lauren Walker.

### I-5/SR 16: Eastbound Nalley Valley Project at a Glance

- Average Daily Traffic**

1971 - 40,000  
2013 - 113,000

- Construction facts**

Bridges - 6 (1 temporary)  
Steel - 5 million pounds  
Concrete - 35,000 cubic yards  
Walls - 24  
Bridge deck - 475,000 sq feet  
Storm drainage - 3.5 miles  
Roadway excavation - 300,000 cubic yards

- Contractor**

Mowat Construction Company

- Total funding**

Nickel funds: \$52 m  
Partnership funds: \$54.1 m  
Federal stimulus funds: \$6.2 m  
Other agency funds - \$1.8 m  
Total funding - \$114.1 m

## New Construction - I-5: M Street to Portland Avenue - HOV



*This aerial photograph shows the current status of I-5 through Tacoma. The overpass in the foreground is Pacific Avenue; the overpass near the Tacoma Dome is McKinley Way. Both overpasses will be demolished and rebuilt to accommodate a wider I-5.*



*This design-visual shows how I-5 will change during the I-5: M Street to Portland Avenue HOV project. Crews will build a new northbound I-5 bridge and lanes over I-705. Existing northbound I-5 lanes will be converted into northbound and southbound HOV lanes that will open to HOV traffic when adjacent projects to the north are complete.*

WSDOT recently began work on the next project in the Tacoma/Pierce County HOV line-up. The I-5: M Street to Portland Avenue - HOV project will widen I-5 from M Street to an area near L Street in Tacoma to provide room for one HOV lane in each direction.

The project will result in many other improvements for drivers, including:

- installing on-ramp meters to maximize highway traffic flow;
- resurfacing all northbound and southbound I-5 lanes within the project limits;
- building new McKinley Way and Pacific Avenue overpasses to

- accommodate the widened highway below;
- widening shoulders, improving ramp alignments and curves;
- improving lighting, stormwater collection and treatment;
- installing new high performance barrier;
- installing traffic cameras and highway advisory radio capacity;
- improving electronic signage for traveler notification; and
- installing traffic data collectors. WSDOT uses the data to manage traffic and provide traffic information to the public.

Traffic impacts will be most noticeable for two groups of drivers: mainline I-5 motorists, and residents living east of I-5 within the project limits.

Tacoma residents will experience lengthy closures of the Pacific Avenue and McKinley Way overpasses spanning I-5. Both overpasses have piers - structures that support the bridges - that conflict with the future locations of widened I-5 lanes. During the closures, which will not occur at the same time, each overpass will be demolished and rebuilt.

In October or November, 2014, work to demolish and rebuild the Pacific Avenue overpass will begin. The overpass will be closed around the clock for 11 months, and all Pacific Avenue traffic will be detoured along two routes, one for vehicular traffic and another for bicycle/pedestrian traffic.

In September or October 2015, the Pacific Avenue overpass will reopen to one lane of traffic in each direction. Two months later in November 2015, all lanes will reopen over the new Pacific Avenue overpass.

When the first two lanes open on Pacific, crews will close the McKinley Way overpass for 18 months, and will detour traffic, bicyclists and pedestrians on a single signed route.

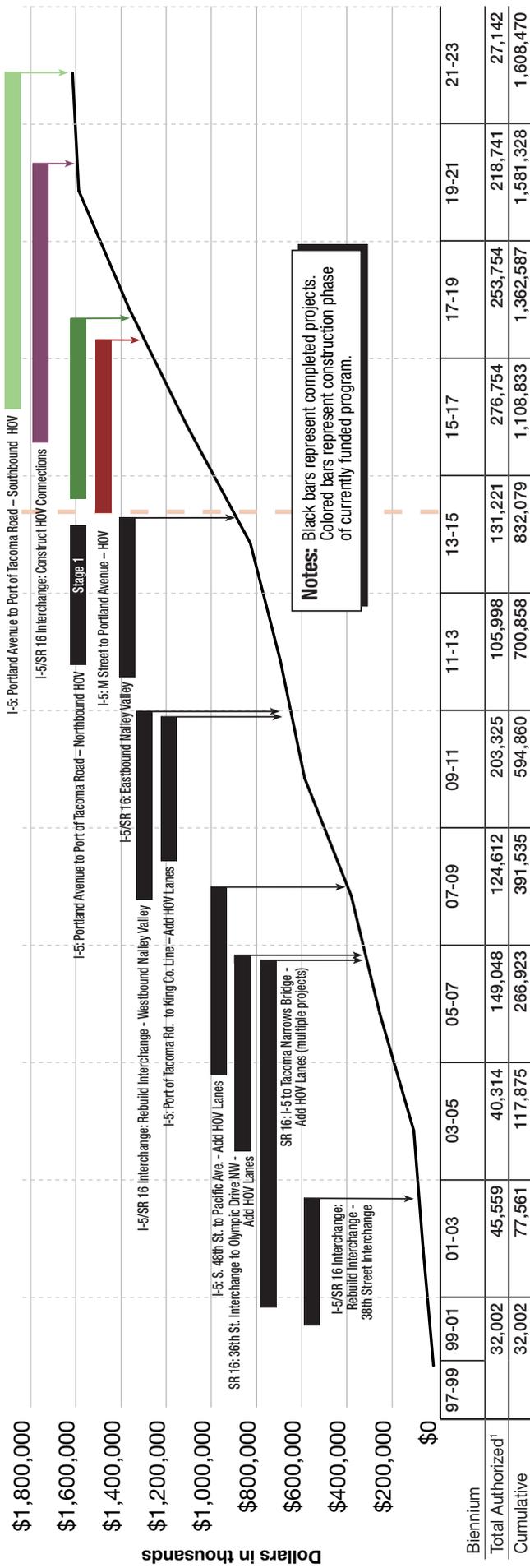
Why does McKinley Way need to be closed longer than Pacific? The longer closure is needed because I-5 under the two overpasses is different. Under Pacific Avenue, crews have room to construct the new overpass adjacent to I-5 lanes. In the case of the McKinley Way overpass, however, crews must complete some work on I-5 before the McKinley Way overpass can be completed and reopened.

The project is scheduled to open to traffic in fall 2017.

## Funded Tacoma/Pierce County HOV Program Budget

As highlighted on previous pages, the overall Tacoma/Pierce County HOV Program is composed of projects located on I-5, SR 16 and SR 167. Total funds available for the program to date are about \$1.6 billion. The funds for the HOV projects located on the I-5 corridor are managed within one overall umbrella budget identified by a "BIN," or budget item number. Within that BIN, T/PC HOV managers are responsible for managing expenses and delivering the program on time and within budget.

The chart below illustrates completed HOV projects (indicated in black) and the currently-active projects (indicated with colored bars), along with allocated and cumulative funding identified for the program. WSDOT has identified four additional HOV projects to include in the Tacoma/Pierce County HOV Program that are not yet funded. Information on those projects is on the following page.



### Active HOV Projects Listed by Ad Date<sup>1</sup>

I-5/SR 16 Interchange: Rebuild Interchange (WBVN)	7/7/08	6/25/11	\$194 million
I-5: Port of Tacoma Rd to King Co Line - Add HOV Lanes	6/1/09	5/31/11	\$58 million
I-5/SR 16: EB Nalley Valley - HOV	6/13/11	7/31/14	\$114 million
I-5: M St to Portland Ave - HOV	3/31/14	09/17	\$157 million
I-5: Portland Ave to Port of Tacoma Rd - NB HOV	09/14	09/17	\$253 million
I-5/SR 16 Interchange: Construct HOV Connections	02/16	02/20	\$217 million
I-5: Portland Ave to Port of Tacoma Rd - SB HOV*	05/16	09/21	\$288 million

<sup>1</sup>Budget numbers represent the 8/29/13 LAPR, and include preliminary engineering, right-of-way and construction. Changes to individual project totals resulted in no net changes to overall HOV Program total. \*WSDOT will apply practical design principles to the SB HOV project in an attempt to reduce costs while still meeting the intent of the project.

## Future Unfunded Projects

The previous pages have highlighted constructed projects and current active projects within the Tacoma/Pierce County HOV Program. WSDOT's Puget Sound Freeway HOV System also includes four additional projects within the Tacoma/Pierce County HOV Program that are as yet unfunded for either design or construction. These four projects, and their benefits, are described below.

**A** *SR 16 - Olympic Drive Interchange to Purdy - HOV Lanes*

Would extend HOV lanes north from Olympic Drive interchange to Purdy. Would widen SR 16 to provide HOV lanes.

**B** *I-5/SR 512 Interchange to SR 16 Interchange - Core HOV*

Would complete the I-5 Core HOV lanes to the SR 512 interchange. Would complete ultimate configuration of 38th Street interchange. Would reconstruct 56th Street interchange and replace 48th Street bridge. Would replace 72nd Street and 84th Street bridges, and reconstruct 72nd Street and 84th Street interchanges.

**C** *SR 167: SR 512 Vicinity to 15th Street SW - HOV Lanes*

Would improve and widen SR 167, extend SR 167 HOV lanes south to Puyallup.

**D** *I-5: SR 512 Interchange*

Would improve I-5/SR 512 interchange, widen 96th Street bridges and replace Steele Street Bridge. Would prepare for HOV lanes on I-5 in the area.



## More than HOV Lanes

Along with HOV lanes, projects in the Tacoma/Pierce County HOV Program provide other improvements:

- **Safety** – More merge lanes, wider shoulders, improved ramp alignment and curves, and improved lighting.
- **Traffic and Operations** – Improved mobility - more highway capacity, better roadway alignments, relocating ramps.
- **Environmental Stewardship** – Enhanced and/or expanded wetlands, improved methods to treat storm water runoff
- **Intelligent Transportation Systems (ITS)** - New traffic cameras, electronic highway signs, highway advisory radio, traffic data collectors that help WSDOT monitor traffic and provide traffic information to the traveling public.

## For more information: [www.tacomatraffic.com](http://www.tacomatraffic.com)

John Wynands, Asst. Regional Administrator, Project Development  
360-357-2658  
WynandJ@wsdot.wa.gov

Claudia Bingham Baker, Communications Manager  
360-357-2789  
BakerC@wsdot.wa.gov

**Americans with Disabilities Act (ADA) Information:** Individuals requiring reasonable accommodations may request these written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting WSDOT at 360-709-8173. Persons who are deaf or hard of hearing may contact WSDOT through the Washington Relay Service at 7-1-1.

**Title VI Statement to Public:** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.



## Overview

Planning for a complete State Route 167 began as early as the 1950s when the Department of Highways identified interchanges and freeway corridors for Interstate 5 and State Routes 167, 410 and 512. In the 1960s, the I-5/Port of Tacoma Road interchange was constructed to provide a future connection to SR 167. Active planning and construction on numerous sections of SR 167 continued through the 1980s, at which point SR 167 became a four-lane facility from Interstate 405 in Renton to Puyallup. Non-freeway arterials (North Meridian and River Road) joined Puyallup with I-5.

In the 1970s, planning efforts to complete SR 167 to I-5 slowed, pending property ownership clarifications. In 1976, WSDOT issued a study analyzing traffic congestion related to SR 167's termination at North Meridian (SR 161), and recommended a new SR 167 alignment be added to the Puget Sound Council of Governments Transportation Improvement Plan.

In 1988, the Cascade Corridor Task Force (of the Economic Development Board for Tacoma-Pierce County) recommended completing SR 167 to I-5 near Fife. In 1989, property ownership was resolved and this allowed the completion of SR 167 to move forward. In 1990, the Washington State Legislature provided funds to further analyze the potential corridor and start the Environmental Impact Statement.

Engineering, environmental analysis and land-acquisition activities geared up in 2003 with \$59.6 million in Nickel Gas Tax revenues and in 2005 with \$70.2 million in Transportation Partnership funds. Those monies have been used to complete environmental documentation, choose a preferred corridor, and secure 70% of the properties needed to complete the corridor. The preferred corridor completes four miles of SR 167 to I-5 and includes five interchanges. It also includes an almost-two-mile-long connection between I-5 and SR 509 near the Port of Tacoma.

In 2010 and 2011, the Legislature mandated that WSDOT study the feasibility of funding the corridor with tolls. Both studies are complete and results from the 2011 comprehensive study were presented to the Legislature in the 2013 session.

The table below highlights the various funding sources used by WSDOT to bring project preparation to its current status.

### Funding by Source

2003 Gas Tax (Nickel Funding)	\$59.6 million
2005 Gas Tax (Partnership Funding)	\$70.2 million
Other State Funds	\$8.5 million
Federal Funds*	\$21.7 million
Local Funds	\$0.5 million
<b>Total Funding From All Sources</b>	<b>\$160.5 million</b>

\*TEA-21 High Priority, SAFETEA-LU, National Corridors

## Major Accomplishments (2003-2013)



## Project concept

The SR 167 Completion project will build the remaining four miles of SR 167, connecting it to I-5. This new highway segment will provide two general-purpose lanes in each direction and will build five interchanges located at SR 509, 54th Avenue, I-5, Valley Avenue and SR 167.



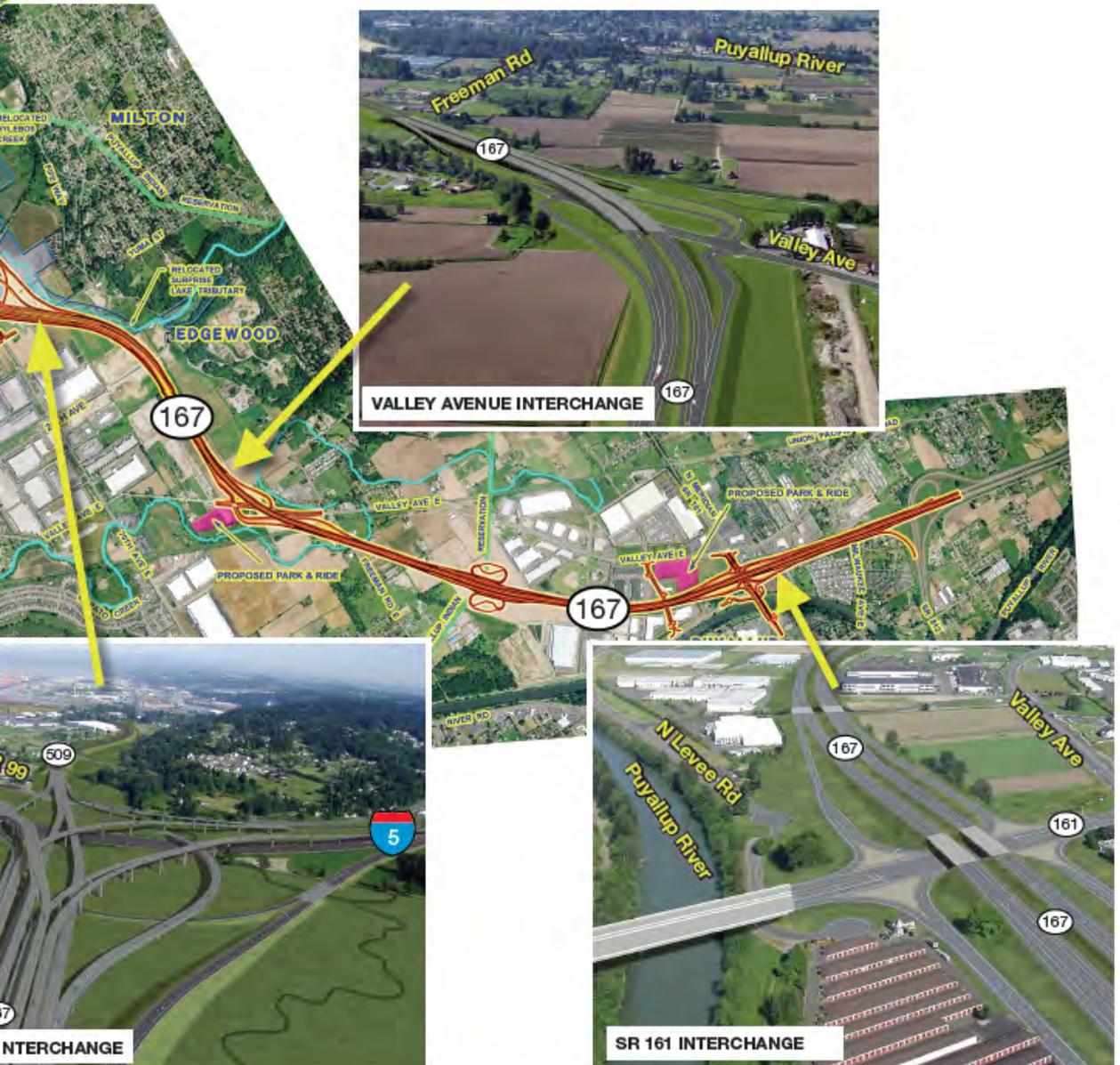
## Benefits

The highway completion would relieve congestion on local roads and other highways by providing new travel options. It would:

- add up to 79,000 long-term regional jobs\* from enhanced transportation;  
*\*An Economic Assessment of the SR 167 Extension Project, Final Report: April 5, 2007, Berk & Associates, Seattle, WA*
- add up to 4,200 short-term regional jobs supporting design and construction of highway completion;
- move freight faster, more safely and more economically;
- improve regional mobility;
- enhance surface water quality and improve stream habitat feeding into Commencement Bay;
- complete a highway segment designated as part of the National Highway System providing defense access, continuity and emergency capabilities during times of national emergency.



Completing a long-planned connection to I-5. This project also includes a new connection from SR 509 in one direction and will also include an HOV lane in each direction from I-5 to Puyallup. The project will connect to SR 161 (Meridian). Artists' renderings of the proposed interchanges are highlighted below.



## Tolling Study

In January, 2013, WSDOT completed a Comprehensive Tolling Study for the Washington State Legislature. A report summarizing the study's findings was presented to the Legislature in the 2013 session. In essence, the study reported that tolling revenues could provide up to \$65 million for initial capital investments and cover 100% of the maintenance and operating expenses for the facility once built. The report can be found at: [www.wsdot.wa.gov/projects/sr167/tacomatoedgewood](http://www.wsdot.wa.gov/projects/sr167/tacomatoedgewood).

The table below shows the funding status of preliminary engineering, right of way acquisition, and construction, and includes estimated additional funding needs. Projections for funding needs are based on 2012 dollars and include risks and inflation. WSDOT will continue purchasing right of way as funding allows.

### Funding and Expenditures

	Total Invested <sup>1</sup>	Available Funds	Additional Needed
Preliminary Engineering	\$31.8 million	\$0.1 million	\$100 million
Right of Way	\$128.8 million	\$1.9 million	\$190 million
Construction	\$0	\$0	\$1.2 billion
<b>Total</b>	<b>\$160.6 million</b>	<b>\$2.0 million</b>	<b>\$1.490 billion</b>

1. Includes expenditures through July 2013.

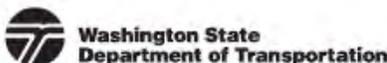
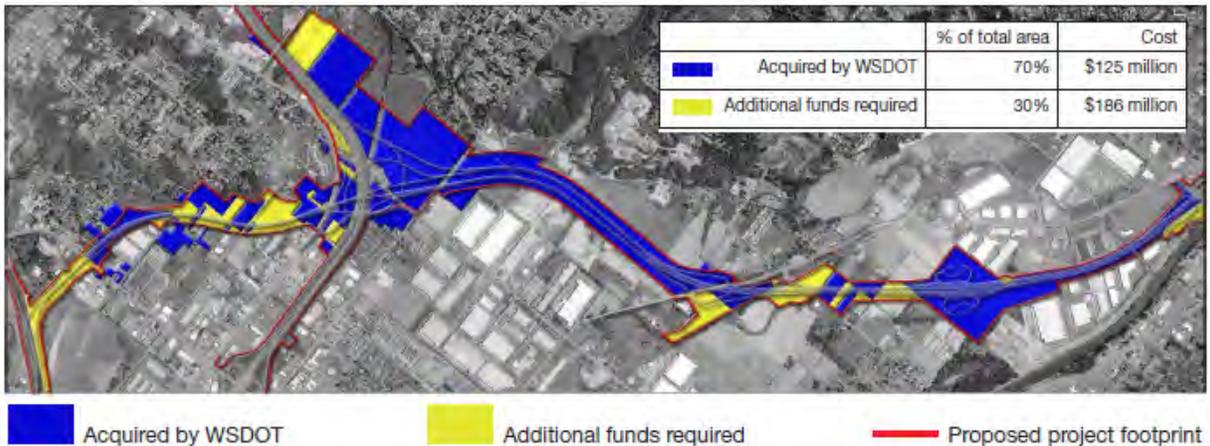
WSDOT estimates that procuring the remaining parcels, updating environmental documentation and completing highway design will take approximately three years. Constructing the project will take an additional four years.

## Next Steps

In order to complete State Route 167, WSDOT must:

- secure funding, including consideration of alternative funding sources;
- purchase remaining right of way;
- update environmental document;
- complete final highway design;
- obtain necessary permits;
- construct the project.

### Status of Right of Way Acquisition



### For more information

**Steve Fuchs, Project Manager**

360-570-6752

FuchsS@wsdot.wa.gov

[www.wsdot.wa.gov/Projects/SR167/Completion/](http://www.wsdot.wa.gov/Projects/SR167/Completion/)

**Americans with Disabilities Act (ADA) Information:** This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 1-877-382-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

**Title VI Statement to Public:** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes he/she Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinators, George Laue at (509) 334-6018 or Janet Sutton at (360) 705-7032.