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Summer 2007
Newsletter

What benefits would the I-5/SR 509 Corridor Completion & Freight Improvement Project deliver?



Less congestion on I-5, and faster travel times for all drivers

Rush-hour travel time on I-5 between Seattle and Tacoma will be shorter.



Cost savings to the public

Using this route would reduce travel time, fuel use and wear and tear on your vehicle.



A direct route for hauling freight

South King County is home to many wholesale, manufacturing and distribution businesses that move goods to and from Seattle, Tacoma and Sea-Tac Airport.



A cleaner environment

Thousands of vehicles would use SR 509 rather than local streets, resulting in less air pollution in local communities. Streams near the project are being enhanced.



Improved access to Sea-Tac International Airport from the south

Travelers driving from the south on I-5 would be able to exit onto SR 509 and take a new road to the airport.

Americans with Disabilities Act (ADA) Information: Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation ADA Accommodation Hotline collect (206) 389-2839. Persons with hearing impairments may access Washington State Telecommunications Relay Service at TTY 1-800-833-6388, Tele-Braille 1-800-833-6385, Voice 1-800-833-6384, and ask to be connected to (360) 705-7097.

Title VI Notice 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 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.

New plan is to build project in phases

Road construction costs have risen steeply over the past two years, so WSDOT has changed its plan for building the I-5/SR 509 project.

The new plan is to complete the work in several phases.

With existing funding, WSDOT will construct key parts of the project and deliver many benefits to citizens. Construction of other parts of the project would be delayed until funding is available.

What has been done so far?

The I-5/SR 509 project is ready to go. The preliminary design has been done. State and federal permits and environmental documents are complete.

WSDOT is purchasing a portion of the land needed to build the roads, and has nearly completed some environmental improvements that are part of the project.

The Washington state legislature and project partners have provided some funding, but more is needed before major construction can begin. The project partners are: the Federal Highway Administration, Port of Seattle, City of SeaTac, City of Des Moines and City of Kent.

Roads & Transit proposal is potential project funding source

Construction could begin in 2009

The Washington state legislature and project partners have provided a total of \$85 million for the I-5/SR 509 project so far. Additional funds are needed before large-scale construction can begin. The first phase of the project is expected to cost \$1,006 million.

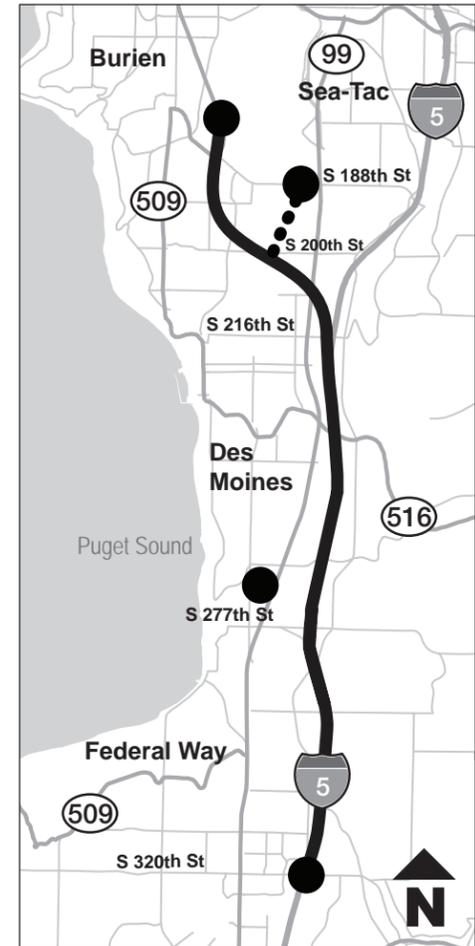
A potential source of funding is the Roads & Transit ballot measure that will be presented to voters in November 2007. This measure proposes to raise funds for road, bridge and transit improvements in Snohomish, King, and Pierce counties. The I-5/SR 509 project is included in this measure.

If funding becomes available, construction of the I-5/SR 509 project could begin in 2009.

Phase 1 of the project would take six to seven years, including two years to complete real-estate purchases and final design, and four to five years for construction. Phase 1 would be completed in 2015.

Remaining work would be completed in the future when additional funding becomes available.

The Roads & Transit proposal was planned jointly by the Regional Transportation Investment District (www.rtid.org) and Sound Transit (www.soundtransit.org).



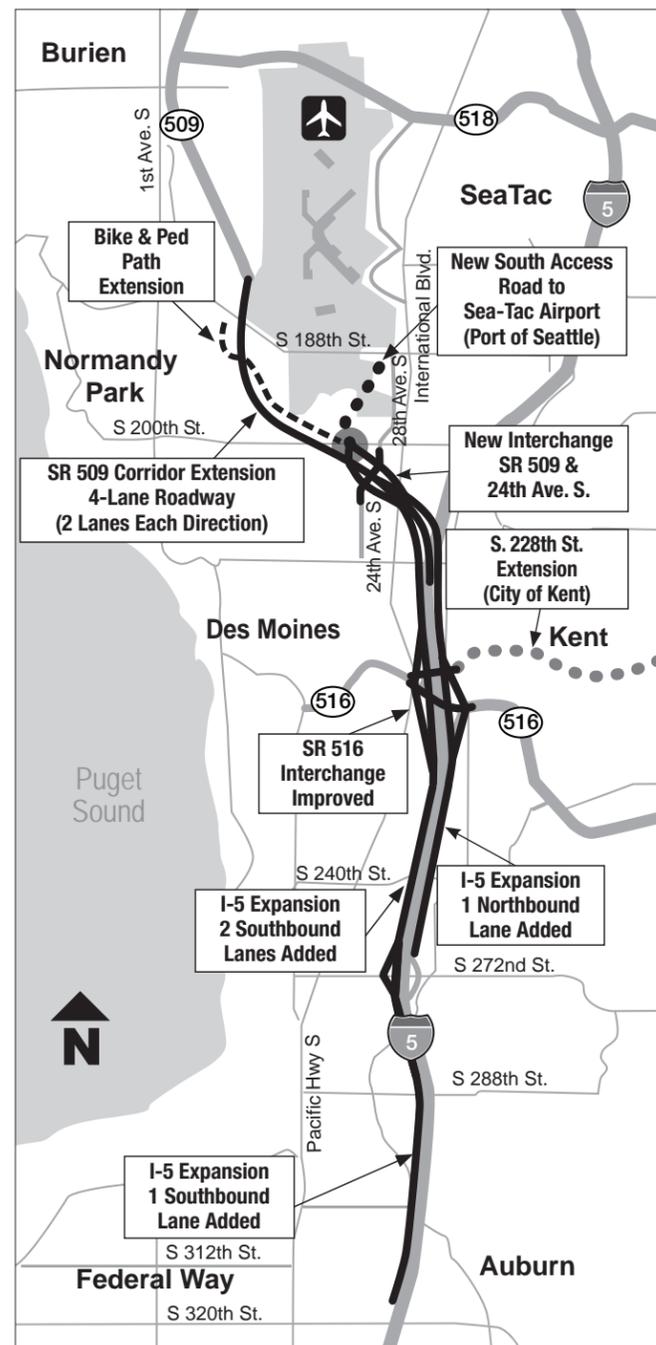
This project is part of WSDOT's strategy to improve traffic flow by reducing congestion and travel time in south King County's busy north-south corridor.

As part of this project, crews would:

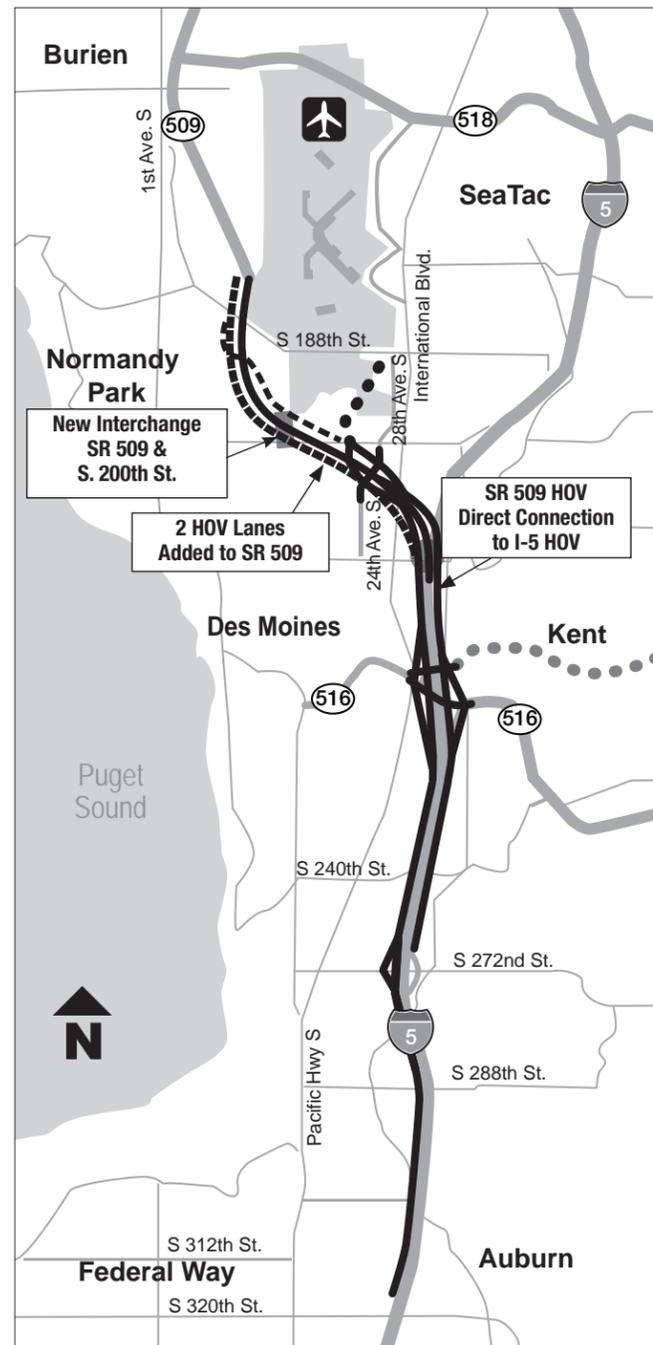
- Extend SR 509 and connect it to I-5
- Add lanes to I-5 in south King County
- Create a new south access to Sea-Tac International Airport
- Make other improvements

Project to be constructed in phases

Phase 1 Construction



Future Construction



- Projects to be built by WSDOT in Phase 1
- Projects to be built by WSDOT in the future
- Project to be built by Port of Seattle
- Project to be built by City of Kent

What will be built in Phase 1 and later?

Because the estimated cost of the I-5/SR 509 project has gone up, the current plan is to spread the costs over two construction phases. The phases are described below and illustrated on the preceding page.

Projects to be built in Phase 1

- Extend SR 509 and connect it to I-5 by building new freeway lanes, northbound and southbound.
- Connect the new SR 509 lanes to a new south access road to Sea-Tac Airport. Install a traffic signal at the intersection with South 200th.
- Improve the I-5/SR 516 interchange.
- Add two new I-5 lanes to South 272nd.
- Add one new I-5 lane from South 272nd to South 320th.

Projects to be built in the future, when funding is available

- Add HOV lanes to the new SR 509 section.
- Replace the South 200th traffic signal with a new interchange.
- Add a new interchange to SR 509 at South 200th Street.
- Add HOV direct connection from SR 509 to I-5.

Preliminary environmental projects are nearly done

- Two environmental mitigation projects that are part of the I-5/SR 509 project are nearly complete.
- A new Marine View Drive Bridge was built to improve drainage, reduce erosion and enhance fish and wildlife habitat in the Des Moines Creek watershed.
- New wetlands were created to replace wetlands that would be affected by the future extension of SR 509.



Des Moines Creek, previously in a culvert, flows under the new Marine View Drive Bridge.



The wetlands mitigation site, near S. 200th Street & 18th Avenue S, just before planting.



Why are construction costs rising?

Costs have been increasing more than expected for road construction projects across Washington and the U.S. Increasing worldwide demand for construction materials, rising crude-oil prices and other energy supply issues, and recent increases in national and international construction activity have all contributed to rising costs.

Washington is not alone as it copes with the decline of purchasing power of highway dollars. According to the American Association of State Highway and Transportation Officials, increasing construction costs and reduced competition for bids are forcing other state transportation departments to delay hundreds of projects.

For more information, see our *Trends in Highway Material Costs* web page: www.wsdot.wa.gov/biz/construction/constructioncosts.cfm

Where can you get more information?

Please visit the project web site for complete information, including frequently asked questions, maps showing where real estate will be purchased, and photos.

www.wsdot.wa.gov/Projects/I5/SR509FreightCongestionRelief

You are also welcome to contact:

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WATCH IT WORK.**

**MAKING EVERY
DOLLAR COUNT.**