

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

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)
Whitman	Eastern	619503K	US 195/Spring Flat Creek - Bridge Replacement	The bridge is structurally deficient. Replacing the existing bridge with a new bridge designed to current standards will eliminate the possibility of catastrophic failure.	Medium	Improves safety and preserves freight corridor. Prevents unpredictable closures due to flooding.			T-2	880	Future Construction Start		TPA	\$ 4.00				\$ 4.00	Y
King	Northwest	109051S	I-90/Eastside Bridges - Seismic	Seismic retrofit of 16 structures on I-90 from Bellevue east to North Bend to reduce potential damage from an earthquake.	High	Improves safety and preserves major freight corridor by retrofitting bridges.			T-1	8,000 to 10,000	Future Construction Start	<a href="http://www.wsdot.wa.gov/Projects/I90/EastsideBridgesSeismic/">http://www.wsdot.wa.gov/Projects/I90/EastsideBridgesSeismic/</a>	TPA	\$ 7.73		\$ 0.13	\$ 7.86	Y	
King	Northwest	109946S	SR 99/Aurora Ave-George Washington Memorial Bridge - Seismic	Completion of the remaining seismic retrofit work on the SR 99 Aurora Avenue-George Washington Memorial Bridge.	Medium	Improves safety and preserves freight corridor.			T-2	1,900	Future Construction Start		TPA	\$ 5.54	\$ 0.00	\$ 0.12	\$ 5.66	Y	
King	Northwest	100015S	I-405/Bridges - Seismic	Perform seismic retrofits on three bridges on I-405 at SR 900 and NE 44th Street to reduce potential damage from an earthquake.	Medium	Improves safety and preserves freight corridors by retrofitting bridges.			T-1	7,700	Under Construction	<a href="http://www.wsdot.wa.gov/Projects/I405/UnsetSeismic/">http://www.wsdot.wa.gov/Projects/I405/UnsetSeismic/</a>	TPA	\$ 1.45	\$ 0.04	\$ 0.09	\$ 1.58	Y	
King	Northwest	109004T	I-90/I-5 to 12th Ave S - Seismic Retrofit	Seismic retrofit of existing structures on I-90 in the I-5 interchange area.	High	Improves safety and preserves interchange of two major freight corridors by retrofitting structure. I-5 handles an estimated 14,000 trucks per day at this location, and I-90 carries 8,000.			T-1 (I-5 and SR 90) T-2 (SR 900)	11,000-14,000 (I-5) 2,800 (SR 90) 1,500 (SR 900)	Future Construction Start	<a href="http://www.wsdot.wa.gov/Projects/I5/SeattleSeismic/">http://www.wsdot.wa.gov/Projects/I5/SeattleSeismic/</a>	TPA	\$ 10.26	\$ 0.00	\$ 0.10	\$ 10.36	Y	
King	Northwest	100014S	Central King to South Snohomish Bridges - Seismic	Perform seismic retrofits on 29 bridges located near Southcenter, North King County, and South Snohomish County to reduce potential damage from an earthquake.	Medium	Improves safety and preserves bridges on freight corridors and secondary freight routes.			T-1 (I-5) T-2 (SR 520), T-3 (SR 523), T-3 (SR 524)	11,000-14,000 (I-5) 1,700 (SR 520) 970 (SR 523) 930 (SR 524)	Future		TPA	\$ 12.24	\$ 0.02	\$ 0.30	\$ 12.56	Y	
King	Northwest	100016S	Mercer Slough Vicinity Bridges - Seismic	Seismic retrofit of ten existing structures on I-90, I-405, SR 900, and SR 522 near Bellevue, Renton and Issaquah.	Medium	Improves safety and preserves freight corridors by retrofitting bridges.			T-1 (I-90) T-1 (I-405) T-3 (SR 900) T-1 & T-2 (SR 522)	8,000 (I-90) 7,700 (I-405) 810 (SR 900) 2,000-5-800 (SR 522)	Future		TPA			\$ 3.92	\$ 3.92	Y	
King	Northwest	100017S	South King County Bridges - Seismic	Seismic retrofit of 27 bridges in South King County on SR 99, SR 509, SR 518, SR 599.	Medium	Improves safety and preserves freight corridors by retrofitting bridges.			T-2 & T-1 (SR 99) T-2 (SR 509) T-2 (SR 518) T-1 (SR 599)	1,100-5,300 (SR 99) 1,800 (SR 509) 2,600 (SR 518) 5,100 (SR 599)	Future		TPA	\$ 9.46			\$ 9.46	Y	

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Skagit	Northwest	100549S	I-5/Snohomish County Bridges - Seismic	Perform seismic retrofits on 30 bridges in Snohomish County to reduce potential damage from an earthquake.	High	Improves safety and preserves major freight corridor. Prevents closure of major freight corridor in the event of an earthquake.			T-1	6,000 to 11,000	Future		TPA	\$ 11.48		\$ 17.90	\$ 29.38	Y	
Skagit	Northwest	153037K	SR 530/Sauk River Bank Erosion - Realign Roadway	Realign SR 530 away from the Sauk River to preserve the route and avoid impacts to fish habitat. River is eroding current roadway. Project realigns SR 530 so that it can remain open.	Medium	Preserves secondary freight route. Detour would be very lengthy for freight trucks if road is not realigned due to river erosion.			T-3	150	Future		TPA	\$ 3.70			\$ 3.70	N	
Snohomish	Northwest	100529T	I-5/236th St SW Bridge - Seismic Retrofit	Perform seismic retrofits on the 236th St. SW and 228th St. SW bridges on I-5 in South Snohomish County to reduce potential damage from an earthquake.	High	Improves safety and preserves major freight corridor. Prevents closure of major freight corridor in the event of an earthquake.			T-1	11,000	Future		TPA	\$ 0.63	\$ 0.00	\$ 0.15	\$ 0.78	Y	
Kitsap	Olympic	310407B	SR 104/Hood Canal Bridge - Replace E Half	The east half floating portion of the Hood Canal Bridge and the roadway decks of the east and west approach spans are reaching the end of their effective service life. This project will replace these sections of the bridge to preserve the structural integrity of this structure. The Department of Transportation and the contractor have signed a memorandum of understanding to re-price the current contract to a fixed fee-target cost format. This contract format provides incentives for the contractor to complete the project below budget and to achieve replacement of the floating portion by 2009.	Medium	Improves safety, reduces congestion, and preserves freight corridor.			T-2	1,700	Under Construction	<a href="http://www.wa.gov/Projects/SR104HoodCanalBridgeEast/">http://www.wa.gov/Projects/SR104HoodCanalBridgeEast/</a>	TPA	\$ 137.69	\$ 69.62	\$ 262.78	\$ 470.08	Y	
Kittitas	South Central	509007U	I-90/Yakima River to Golf Course Rd Vicinity WB - Concrete Replacement	The concrete pavement on this section of I-90 is aging and deteriorated. This project will construct new concrete pavement and new asphalt shoulders.	High	Improves safety and preserves major east-west freight corridor in Washington.	Yes - I-90 pavement condition identified problem in HSP regional industry interviews.		T-1	5,800	Future Construction Start		Nickel	\$ 16.66			\$ 16.66	Y	

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Kittitas	South Central	509007Z	I-90/Easton to Big Creek EB Concrete Replacement	The concrete panels on this section of I-90 are aging and deteriorated. This project will replace the concrete lanes and re-pave the asphalt shoulders.	High	Improves safety and preserves major east-west freight corridor in Washington.		Yes - I-90 pavement condition identified problem in HSP regional industry interviews.	T-1	5,800	Future Construction Start		Nickel	\$ 8.01	\$ 0.12	\$ 7.71	\$ 15.84	Y	
King	Urban Corridors	840541G	I-405 Bellevue Vicinity Seismic Retrofit	Seismic reinforcing and strengthening on the support structure for 2 bridges on I-405 in Bellevue to reduce potential damage from an earthquake.	Medium	Improves safety on major freight corridor.			T-1	7,700	Under Construction		TPA	\$ 0.91			\$ 0.91	Y	
King	Northwest	100501E	I-5/Boeing Access Rd Vic to King/Snohomish Co Line - Pavement Repair	The pavement has deteriorated from 40 years of heavy use. This is an interim measure that repairs and replaces the panels in worst condition until additional funding becomes available to replace the entire pavement. This will extend the life of the pavement and provide a smoother ride.	High	Improves safety and preserves major freight corridor by repairing pavement on the state's major freight corridor, I-5 from south of Seattle to Snohomish County.		Yes - Identified in CPS Manufacturing Study and in regional interviews.	T-1	11,000 to 14,000	Future Construction Start	<a href="http://www.wsdot.wa.gov/Projects/I5/Rehab/">http://www.wsdot.wa.gov/Projects/I5/Rehab/</a>	Nickel	\$ 21.00			\$ 21.00	Y	
King	Urban Corridors	800515C	I-5/S Boeing Access Rd to Northgate - Concrete Pavm't Rehab	The concrete is now 40 years old, has exceeded its lifespan and needs to be replaced. This is the first phase of a multi-phase plan to replace 16 miles of concrete on Interstate 5 from Tukwila through downtown Seattle to Northgate. The existing concrete will be removed and replaced with thicker concrete pavement reinforced with steel bars at the joints. The thicker concrete and steel bars at the joints will extend the life of I-5 at least another 40 years, and provide a smoother ride.	High	Improves safety and preserves state's major freight corridor by repaving I-5 from Tukwila to north of Seattle. Operational and lane continuity improvements improve safety, decreases congestion, and increases reliability on this congested segment of I-5.		Yes - Identified in CPS Manufacturing Study and in regional interviews.	T-1	11,000 to 14,000	Future Construction Start	<a href="http://www.wsdot.wa.gov/Projects/I5/Rehab/">http://www.wsdot.wa.gov/Projects/I5/Rehab/</a>	Nickel	\$ 114.30			\$ 114.30	N	

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King	Urban Corridors	809936A	SR 99/S Massachusetts St to Union St - Electrical Line Relocation	Relocates electrical lines that are currently attached to the lower deck of the viaduct. Relocating these utility lines now will better protect downtown's power supply in the event of an earthquake, and must be completed before we take down the viaduct south of South King Street.	High	Relocates electrical lines as necessary part 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, 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	<a href="http://www.wsdot.wa.gov/Projects/Viaduct/electrical.htm">http://www.wsdot.wa.gov/Projects/Viaduct/electrical.htm</a>	Nickel/TP A	\$ 64.44				\$ 64.44	Y
King	Urban Corridors	809936B	SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade	Upgrades the Lenora Street to Battery Street section of the viaduct. It is feasible to reinforce this section because it sits on more stable soil. Final design will depend on the solution chosen for the central waterfront section.	High	Upgrades tunnel on freight corridor and is part 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	<a href="http://www.wsdot.wa.gov/Projects/Viaduct/northend.htm">http://www.wsdot.wa.gov/Projects/Viaduct/northend.htm</a>	Nickel/TP A	\$ 12.57	\$ 35.50	\$ 7.93	\$ 56.00	Y	
King	Urban Corridors	809936C	SR 99/Battery St Tunnel - Fire and Safety Improvement	Upgrades the fire and life safety systems in the Battery Street Tunnel. This work will include installing new sprinkler pipes, fire alarm system, ventilation fan controls, and lighting; reinforcing the roof beams and add a second emergency exit stairwell in the southbound lanes; converting the short on- and off-ramps just south of the Battery Street Tunnel to emergency access ramps.	High	Upgrades tunnel on freight corridor and is part 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	<a href="http://www.wsdot.wa.gov/Projects/Viaduct/northend.htm">http://www.wsdot.wa.gov/Projects/Viaduct/northend.htm</a>	Nickel/TP A	\$ 7.37	\$ 112.00			\$ 119.37	Y

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King	Urban Corridors	852000T	SR 520/ I-5 to Bellevue - Bridge Replacement and HOV	The bridge is vulnerable to earthquakes and wind storms. The first phase will replace the floating bridge and approaches. Additional funding is assumed to come from tolling and other sources.	Yes	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).		Yes - Identified in regional industry interviews	T-2	1,700	Future Construction Start	<a href="http://www.wsdot.wa.gov/projects/SR520Bridge/">http://www.wsdot.wa.gov/projects/SR520Bridge/</a>	TPA		\$ 484.29		\$ 313.03	\$ 797.32	N
King	Urban Corridors	852030A	SR 520/I-405 Vicinity Seismic Retrofit	Seismic reinforcing and strengthening on the support structure for 7 bridges on SR 520 in Bellevue to reduce potential damage from an earthquake.	Medium	Improves safety and preserves freight corridor.			T-2	1,700	Future Construction Start		TPA	\$ 4.23			\$ 4.23	Y	
King	Urban Corridors	099950Z	Risk Pool: SR 520 Bridge Replacement & Alaskan Way Viaduct	Risk Pool reserved for the Alaskan Way Viaduct & SR 520 Bridge Replacement Projects only.	High	Provides funds that may be necessary for replacement of Alaskan Way Viaduct (major freight corridor) and SR 520 bridge (freight corridor).		Yes - Alaskan Way Viaduct replacement WTP recommendation and identified priority in regional interviews.	T-1 & T-2 (SR 99) T-2 (SR 520)	1,900-3,300 (SR 99) 1,700 (SR 520)			TPA			\$ 1,071.94	\$1,071.94	Y	

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