

## New, Low Cost Freight Project Proposals for 2009-2028 Highway System Plan

County	Region	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	Estimated Cost for Completion (Million \$)	Full Project Construction/Completion Fully Funded (Y/N)	Estimated Funding Gap (Million \$)
Statewide	All	Improved Signage for Truck Movements - All Regions in Greater Washington except for Central Puget Sound	Conduct a comprehensive review of signage issues and potential improvements, evaluate and prioritize signage improvements based on truck movement benefit, and develop a uniform design practice and protocol for truck signage. There are various locations where improved signage could reduce confusion for truck drivers that are unfamiliar with the area, and enhance safety by increasing the decision time that a truck driver needs in advance of changing lanes to follow their intended route. In addition, at some locations, the size and volume of trucks block visibility of advance guide signing for general-purpose traffic. At freeway ramps located along multi-lane arterials, truck drivers may need advance guidance to get into the appropriate access lane. In some locations, hazardous materials may be prohibited and there often is no signage on alternate routes.	High	Improves safety by improving driver guidance. Minimizes weaving and sudden lane changes by trucks and/or general-purpose traffic, excess travel time due to wrong directional decisions, and driver frustration. Provides clearer signage of alternate routes when hazardous materials are prohibited.	Yes	Yes - Identified in regional HSP industry interviews.	Multiple	Multiple	Funding Needed	\$ 0.75	N	\$ 0.75
Statewide	All	Truck Advanced Traveler Information System	Build Truck Advanced Traveler Information System. This project would expand WSDOT's existing advanced traveler information system in 2009-2011 to provide information specifically tailored to the needs of the trucking community. The information would be provided via web and phone, and could also be "pushed" out via subscription email alerts. Truck specific information that WSDOT already has in various locations on the web would be consolidated. The project would also maintain the data and add new information as needs arise. It would also develop an outreach program to educate trucking firms about the information available.	High	Improves truck mobility due to increased knowledge of construction activity, incidents, and border congestion that allows trucks to plan routes and schedule travel. Reduces local impacts with improved information about truck parking options. Improves safety due to increased compliance with weight and permitting restrictions.	Yes	Yes - WTP Freight Report and identified need in regional industry interviews across the state	Multiple	Multiple	Funding Needed	Ongoing	N	\$ 0.38
Statewide	All	Truck Parking in High Demand Locations	Improve truck parking services and ensure adequate supply of truck parking in high demand locations so that commercial truck drivers can park and rest. Current federal regulations require truck drivers to take 10-hour rest periods after 11- hours of driving in a 14-hour period. Therefore, trucks need a place to park during these 10-hour rest periods, and trucks also require short-term parking when they are waiting to make a delivery or to pick-up a load.	High	Improves safety on major freight routes. Ensures that there is safe, secure and legal places for commercial truck drivers to park and take mandatory rests.	Yes	Yes - Identified in regional industry interviews, WSDOT Truck Parking Study, and trucking surveys.	Multiple	Multiple	Preliminary planning	\$ 5.00	N	\$ 5.00

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Spokane	Eastern	US 395/ North Spokane Corridor Interim Improvements Francis Street to I-90	Minor improvements could be made in the near-term to maintain flow from Francis Street to I-90 until the full North Spokane Corridor is funded and completed. The corridor improvements have been funded from Wandermere to Francis Street, which will be completed in 2011. This project would study alternatives and design improvements that will maintain flow until the full corridor improvements are funded and completed.	High	Maintains flow on freight route until full project improvements are constructed. Provides operational improvements to improve safety, maintain capacity, and decrease congestion.	Yes	Yes - Identified in HSP and WTP regional interviews.	T-2	1,100 to 1,400	No scoping completed	\$ 2.20	N	\$ 2.20
King, Kittitas, Grant, Chelan	North Central	US 2 Stevens Pass and I-90 Snoqualmie Pass Improved Truck Traveler Information	Improvements to Intelligent Transportation Systems (ITS) on and in the vicinity of US 2 Stevens Pass and I-90 Snoqualmie Pass to increase access to information while on the road. The project would benefit general traffic as well as freight. Includes improving ITS systems on US 2 in the Stevens Pass area and adding a variable speed limit sign to actively manage traffic and provide better information on roadway conditions. Install information kiosk at the I-90 Winchester Waste Way rest areas to provide real-time information on delays and pass conditions. Add new cameras, potentially at Moses Lake, Othello, and the Vernita areas, to aide in incident management and allow for visual observation of congestion and roadway conditions. Add a Highway Advisory Radio site on I-90 to provide real-time communication of road and weather conditions. This project complements, and is adjacent to, the I-90 Snoqualmie Pass - Improved Truck Traveler Information project.	High	Improves information on road conditions and closures so that freight dependent industries and carriers can plan for trips over the state's east-west freight routes. Provides advance notification to prepare for driving conditions, choose alternate routes, and adjust delivery schedules.	Yes - Identified in HSP interviews	Yes - Identified in HSP interviews	T-3 and T-2 (US 2), T-1 (I-90)	1,900 (US 2), 5,800 (I-90)	Scoped	\$ 1.90	N	\$ 1.90

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Multiple	Northwest, Urban Corridors	Pilot Project - Ramp Meter Improvements for Heavy Trucks	Pilot project to evaluate potential benefits of ramp meter by-pass or relocation of ramp meters for heavy trucks. Locations with steep grades or short ramps where the trucks cannot obtain speed prior to merging on highway. Project will conduct up to three demonstration studies to test the operational benefits or disadvantages of either allowing trucks to bypass the ramp meter using the HOV lane or relocating the ramp meters to increase the acceleration distance. Potential ramp locations include: Corson Avenue southbound on-ramp to I-5, Northbound West Valley Highway (SR 181) on-ramp to northbound I-405, Central Avenue northbound on-ramp to SR 167, Leary Way/West Lake Sammamish Parkway westbound on-ramp to SR 520, SR 516 on-ramps to northbound and southbound SR 167. Reduces congestion by allowing trucks to gain adequate speed before merging onto mainline highway. Reduces the risk of crashes and improves safety. Improves mainline capacity for general-purpose traffic by increasing the speed that trucks can merge into traffic.	High	Improves truck mobility by improving acceleration and merge conditions. Reduces truck delay in queue at ramp meters. Reduces congestion and improves safety on major freight corridors.	Yes	Yes - Central Puget Sound congestion on major freight routes identified WTP freight recommendation and high priority problem in industry interviews. Ramp meters identified in industry interviews	T-1 (all candidate locations)	1,700 to 14,000		\$ 0.40	N	\$ 0.40
All	Northwest, Urban Corridors, Olympic	Improved Signage for Truck Movements - Central Puget Sound	Conduct a comprehensive review of signage issues and potential improvements, evaluate and prioritize signage improvements based on truck movement benefit, and develop a uniform design practice and protocol for truck signage. There are various locations where improved signage could reduce confusion for truck drivers that are unfamiliar with the area, and enhance safety by increasing the decision time that a truck driver needs in advance of changing lanes to follow their intended route. In addition, at some locations, the size and volume of trucks block visibility of advance guide signing for general-purpose traffic. At freeway ramps located along multi-lane arterials, truck drivers may need advance guidance to get into the appropriate access lane. In some locations, hazardous materials may be prohibited and there often is no signage on alternate routes.	High	Improves safety by improving driver guidance. Minimizes weaving and sudden lane changes by trucks and/or general-purpose traffic, excess travel time due to wrong directional decisions, and driver frustration. Provides clearer signage of alternate routes when hazardous materials are prohibited.	Yes	Yes - Identified in regional HSP industry interviews.	Multiple	Multiple	Funding Needed	\$ 0.75	N	\$ 0.75

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Multiple	Northwest, Urban Corridors	Geometric Improvements for Trucks at Freeway Ramps - Identify Needs and Design	Identify needs and design geometric improvements on freeway ramps to better accommodate trucks. Radius improvements so that trucks can navigate turn, lengthened ramps to allow trucks to obtain merge speed. These improvements could include widening the turning radii where the ramp connects to the local arterials; enlarging the radius of a loop ramp; or extending a ramp to increase the acceleration distance before the merge point. The following lists candidate locations where improvement needs have been identified: SR 167 15th St SW southbound; 8th St E southbound; S 212th St northbound. I-5 SR 516 southbound; Spring Street southbound. SR 99 S Cloverdale St northbound. Final design and construction cost to be determined.	High	Radius improvements enhance truck mobility and safety by reducing chance that turning trucks ride up on to a curb or fall off the pavement edge. Lengthened ramps increase truck speeds at merge points, which reduces merge-induced congestion along a freeway's mainline. Lengthened ramps improve safety by increasing distance that vehicles have to merge, and reducing the differential in speeds between the merging and mainline traffic.	Yes	Yes - Multiple locations identified in WTP Freight Report and in regional industry interviews.	Multiple	5,300 to 14,000	Funding Needed	\$ 0.50	N	\$ 0.50
King	Northwest	SR 99 Travel Time Improvements for Trucks	Work with City of Seattle to improve signal timing for trucks on SR 99 (Aurora Avenue) from north through Shoreline. Collect additional information on truck origin and destination on SR 99 to identify benefit and need. In 2006, there were over 5,500 trucks per day on Aurora Avenue N north of N 50th Street (near the Woodland Park Zoo), or about 15% of the total traffic. The percentage of trucks increased during the peak hours to over 18% of the total traffic. While this is a major highway serving Seattle, it is not often perceived as a highly used truck route.	High	Reduces delay and congestion on alternative freight route to I-5 north of Seattle. Maintains functionality of corridor to maintain flow during Alaskan Way Viaduct construction.		Yes - Identified in regional HSP industry interviews.	T-2	1,900	Scoping needed	\$ 0.20	N	\$ 0.20

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Whatcom	Northwest	SR 543 - Free and Secure Trade Program Utilization	Free and Secure Trade program (FAST). FAST allows for pre-approved trucks to quickly cross the border, much like Nexus, used by passenger vehicles. A new dedicated lane for northbound trucks using FAST was built in August 2008, partially funded through the state's 2003 Legislative Funding Package. The dedicated lane is currently underutilized. This study would survey commercial trucks at the border crossing to determine why they are not currently using FAST and what features would make FAST attractive enough to cause them to enroll. Analysis would include recommendations to increase industry enrollment in FAST. This would reduce border crossing times for commercial trucks, increase utilization of the dedicated lane recently constructed, and provide increased safety and security for US – Canadian trade.	High	Reduces delay and increases safety at the busiest commercial truck crossing on Washington - Canadian border; and fourth busiest of all US - Canadian border crossings. Identifies casual factors for FAST enrollment and identifies recommendations to increase use. FAST approved trucks receive expedited clearance and have dedicated lane recently constructed by the state.		Yes - border delays identified in WTP Freight Report, industry interviews, and highest priority in HSP regional industry interviews.	T-1	1,700	Funding Needed	\$ 0.03	N	\$ 0.03
King	Olympic	SR 167/SR 509 to SR 161 - Extension of Freeway - Interim Solutions	Identify and design strategies to maintain adequate access and improve truck routing on local roads until the SR 167/ SR 509 to SR 161 extension project can be funded and built. Local streets and arterials are used to transport freight to and from the Port of Tacoma, Green River Valley and Interstate 90, creating more congestion related delays and unsafe conditions on surface streets. The existing non-freeway segment of SR 167 is on surface streets and includes a circuitous route through Puyallup via Meridian Avenue and River Road.	High	Design and prepare project if construction funds become available. If funding, construction would reduce congestion on existing mainline segments by adding an alternative route between the Port of Tacoma , the Green River Valley, I-90, and Central Puget Sound. SR 167 serves freight warehouses in the Green River Valley.	Yes	Yes - WTP Freight Recommendation and identified in industry interviews as high priority.	T-1	4,500	Design	\$ 1.00	N	\$ 1.00

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Kittitas	South Central	I-90 Snoqualmie Pass - Improved Truck Traveler Information	Improvements to Intelligent Transportation Systems (ITS) on and in the vicinity of I-90 Snoqualmie Pass to increase access to information while on the road. The project would benefit general traffic as well as freight. Includes replacing the MIST System that controls variable speed limits and traction advisory to allow for more direct communication and accurate information. Upgrade the Highway Advisory Radio and improve coverage to provide real-time communication of road and weather conditions. Add new cameras to aid in incident management and allow for visual observation of congestion and roadway conditions. Install information kiosks at rest areas to provide advance notification of roadway and weather conditions. Add a Variable Message Sign (VMS) in I-90 Ellensburg vicinity to provide real-time information on delays. This project complements, and is adjacent to, the US 2 Stevens Pass and I-90 Snoqualmie Pass Improved Truck Traveler Information project.	High	Improves information on road conditions and closures so that freight dependent industries and carriers can plan for trips over the state's major east-west freight route. Provides advance notification to prepare for driving conditions, choose alternate routes, and adjust delivery schedules.		Yes - Identified by regional industries across the state in HSP interviews.	T-1	5,800	Initial scoping	\$ 2.00	N	\$ 2.00
Clark	Southwest	I-5 - Connectors to Port of Vancouver Analysis	A study is needed to determine how to maintain adequate access from Port of Vancouver to I-5. Port of Vancouver is a generator of truck trips, approximately 200,000 truck trips per year. Current access to the state's major freight route, I-5, is on 4th Plain and Mill Plain Boulevard. Mill Plain Boulevard currently handles 77% of daily truck traffic to and from the port's main entrance. Planned changes to this area of Vancouver, WA and the I-5 Columbia River Crossing project will impact capacity and access from I-5 to the port facilities.	High	Maintains access from state's major freight route to freight trip generator and port facilities.		Yes - Identified by regional industries in HSP interviews.	T-1 (I-5), T-1 (Mill Plain Blvd)	7,600 (I-5)	Funding Needed	\$ 0.30	N	\$ 0.30

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