2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Multiple	Eastern		Eastern Region Pavement Preservation Program	Unfunded needs in the region's prioritized pavement preservation program for state routes. Preserves pavement condition and functionality of corridor. Improves safety and provides for smoother driving conditions by replacing rutted pavement. Preserves state assets.	High	Preserves major freight routes and secondary freight routes. Improves safety and prevents product damages due to rutted pavement.		Yes - Identified in HSP interviews as high priority	Multiple	Multiple	Scoping Completed							N
Spokane	Eastern		SR 27/ 32nd Ave to I-90 I/S Improvements	Improvement management strategies for this route segment include capacity improvements at intersections as well as additional lanes. Capacity improvements at intersections will provide for improved LOS at the intersection as well as improved travel time for the route segment. Traffic impact analyses for significant commercial and residential development proposals for properties adjacent to, or in the vicinity of, this route segment all indicate failing levels of service at various intersections, and on the arterial itself, if facility improvements are not made in conjunction with build-out of development proposals.	Medium	Improves safety and decreases congestion on secondary freight route.		Yes - Identified by regional industries in HSP interviews.	T-3	700	Preliminary Scoping							N
Spokane	Eastern		I-90/US 195 interchange to Liberty Park interchange - Enhanced ITS and Incident Response Capabilities	Enhanced ITS systems in the corridor along with additional Incident Response capabilities. Additional ITS capabilities will enhance safe operations of the facility through motorist awareness of delay caused by incidents on the facility. Close ramp spacing, especially through the Viaduct portion of the route segment, creates numerous diverging and merging conflicts through the weave sections. On occasion, traffic queues resulting from congestion on the US 2 eastbound off-ramp interfere with mainline I-90 through traffic movements. The regional travel demand model predicts PM peak operating speeds at 50% of posted speed on some portions of this route segment.	High	Improves safety and decreases congestion on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	4,400	Preliminary Scoping							N
Spokane	Eastern		I-90 / I-195 Interchange Redesign	Redesign hairpin loop from westbound I-90 to southbound I-195. Currently, trucks must start slowing down on I-90 prior to interchange. This causes congestion and trucks behind them cannot maintain acceleration for 2 mile steep grade on I-90. From northbound 195 to westbound I-90, trucks do not have enough room to obtain speed to merge onto I-90. This creates a safety and congestion concern on I-90. Redesign of these interchanges could be considered when the Latah Creek Bridge needs to be replaced.	High	Improves safety and decreases congestion on major freight route and connector to freight route.		Yes - Identified by regional industries in HSP interviews.	T-1 (I-90) T-2 (I-195)	8,700 (I-90) 1,800 (I-195)	Preliminary Scoping							N
Spokane	Eastern		I-90/US 2 interchange EB Off-Ramp - Ramp and Terminal Improvements	Improved operation on the ramp, and at the ramp terminal, will eliminate mainline I-90 congestion as wel as safety issues related to the potential for ramp queuing interfering with I-90 mainline movements. Traffic congestion at ramp terminal and inadequate storage length creates queuing issues, with traffic backing up onto mainline I-90. Current interchange is not designed for trucks.	High	Improves safety and decreases congestion on major freight route and connector to Spokane International Airport.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Spokane	Eastern		I-90 Sprague Interchange to Sullivan Interchange - Construct General Purpose Lanes	Construct an additional lane, in each direction, between Sprague Ave. interchange and Sullivan Rd. interchange. Construction of an additional lane will allow the facility to operate at adequate service levels. Data from the regional travel demand model shows this segment becoming severely congested by 2030, with some segments projected to operate at well below 70% of posted speed. Volume to capacity ratios will be approaching, and exceeding, 1.00.	High	Decreases congestion and delay by increasing capacity on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/I90/SpokaneIdahoStLine/						N
Spokane	Eastern		I-90/Sprague interchange to Sullivan interchange - Enhanced ITS and Incident Response Capabilities	Continued development of ITS capabilities and enhanced Incident Response program. Provision of ITS and enhanced Incident Response will help to maintain acceptable operating conditions on this route segment prior to the construction of general purpose lanes in the longer term. High growth rates of 7 to 8 percent in traffic volumes on this route segment will absorb reserve capacity recently afforded by the construction of additional general purpose lanes. A portion of this route segment is predicted by the regional model to operate at well below 70% of posted speed by 2030.	High	Improves safety and decreases congestion on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping							N
Spokane	Eastern		I-90 - Broadway Interchange Improved Signage	New signage to clearly indicate lane to be in for right or left turn on westbound and eastbound I-90 off ramps.	High	Improves safety and reduces congestion by giving trucks enough notice to be in the correct lane.		Yes - Identified in regional industry HSP interviews.	T-1	8,700	Preliminary Scoping							N
Spokane	Eastern		I-90 Pavement from Sullivan Interchange to Idaho State Line	Repave I-90 from Sullivan Interchange to Idaho State line. Repaving is funded up to Sullivan Interchange.	High	Preserves major freight route. Improves safety and prevents product damages due to rutted pavement.		Yes - identified by regional industries in HSP interviews as high priority.	T-1	8,700	Preliminary Scoping							N
Spokane	Eastern		I-90 Sullivan Interchange to Barker Interchange - Construct General Purpose Lanes	Construction of an additional lane, in each direction, between Sullivan Rd. and Barker Rd. interchanges. Construction of additional capacity will allow travel speed to be maintained above the 70% of posted speed threshold. Sullivan I/C has been identified as a bottleneck due to an eastbound lane reduction. This route segment is also experiencing high growth rates due to continued rapid urbanization within the corridor.	High	Decreases congestion and delay by increasing capacity on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/I90/SpokaneIdahoStLine/						N
Spokane	Eastern		I-90/Sullivan interchange to Idaho State Line - Enhanced ITS and Incident Response Capabilities	Enhanced ITS and incident response capabilities within the route segment. Urbanization of the corridor, along with increased commuter traffic between Spokane and North Idaho communities, will create travel speed deficiency, with PM peak travel speeds at 60% of the posted speed limit. Improved traffic flow resulting from increased incident detection, response capabilities, and motorist advance warning.	High	Improves safety and decreases congestion on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Spokane	Eastern		I-90 Barker Interchange to Harvard Interchange - Construct General Purpose Lanes	Additional lane in each direction between Barker Rd. interchange and Harvard Rd. interchange, including the cost to reconstruct Barker and Harvard interchanges. Additional capacity will result in a reduction in delay of approximately 6% according to recent travel demand modeling done for this route segment. Eastbound I-90 PM Peak travel speeds, between Sullivan and Barker interchanges, deteriorate to below 70% of the posted speed limit in forecast years. Additionally, failing conditions at ramp merge and diverge points grow worse.	High	Decreases congestion and delay by increasing capacity on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/I90/SpokaneIdahoStLine/						N
Spokane	Eastern		I-90 Harvard Interchange to Idaho State Line - Construct General Purpose Lanes	Construction of one general purpose lane, in each direction, between the Harvard Rd. interchange and the Idaho State Line. This will provide for, at a minimum, a contiguous 3 lane section, in each direction, between Sprague Ave. interchange and the State Line. Construction of additional capacity will enable the facility to operate at acceptable service levels through the remainder of the HSP planning horizon. By the forecast year of 2030, interchange merge/diverge sections are operating at failing LOS. Mainline I-90 speeds fall to 60% of the posted speed limit by 2030.	High	Decreases congestion and delay by increasing capacity on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/I90/SpokaneIdahoStLine/						N
Spokane	Eastern		SR 195 - Passing Lanes south of Spangle	Add passing or climbing lanes on two lane segment of SR 195 south of Spangle. This segment has increasing congestion and cars will attempt to pass trucks, creating safety concerns.	High	Improves safety and decreases congestion on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,000	No scoping completed							N
Spokane	Eastern		US 395/ North Spokane Corridor Interim Improvements Francis Street to I-90	This project would build improvements identified during study proposed in 2009-2011 budget to maintain flow until the full corridor improvements are funded and completed. 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.	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 by regional industries in HSP and WTP interviews.	T-2	1,100 to 1,400	No scoping completed	http://www.wsdot.wa.gov/Projects/US395/NorthSpokaneCorridor/Francis_Farwell/						N
Spokane	Eastern	Multiple	US 395/ North Spokane Corridor	Spokane lacks adequate capacity for North/South traffic through Spokane from I-90 north. When completed, the North Spokane Corridor will be a 60-mile per hour, limited access highway with a direct connection to I-90 just west of the existing Thor/Freya Interchange. Other interchanges will be placed at locations such as Trent Avenue (SR 290), Wellesley Avenue, Francis / Freya Street, Parksmith Drive, US 2, and US 395 at Wandermere. Individual sections of the corridor will be designed and constructed under separate projects. Funded for construction from Francis to Wandermere. Unfunded from I-90 to Francis Street, with some funding for right of way along I-90.	High	Improves safety, increases capacity, and reduces congestion on a major freight corridor. Builds limited access highway with direct connection to I-90, to replace existing US 395 on local arterial Division Street. Resolves current trucking industry concerns about congestion from eastbound I-90 to northbound 395, and from westbound I-90 to southbound 395.	Yes	Yes - Identified in HSP and WTP regional interviews.	T-2	1,100 to 1,400	Under Construction	http://www.wsdot.wa.gov/Projects/US395/NorthSpokaneCorridor/Francis_Farwell/	$ 321.00	$ 152.00	$ 41.00	$ 19.21	$ 533.59	N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Spokane	Eastern	690201C	SR 902/Medical Lake Interchange - Intersection Improvements	The area around this interchange is becoming highly commercialized. Intersection improvements will be made to enhance safety by reducing the potential increase in collisions at these intersections due to growth.	Medium	Improves safety and reduces congestion on a connector serving a major freight corridor (I-90). Extends right-turn lane to provide more capacity for larger vehicles on the westbound off-ramp. Improves the turning radius on the north intersection provides for improved truck turns. Reduces congestion on I-90 caused by merge/ weave conflicts.			T-3 (SR902) T-1 (I-90)	280 (SR 902) 4,400 (I-90)	Under Construction	http://www.wsdot.wa.gov/Projects/SR902/MedicalLakeInterchange/		$ 0.64		$ 0.10	$ 0.74	N
Chelan	North Central		US 2/School St to Odabashian Bridge - Median barrier	Extend median barrier in the vicinity of School St. intersection to turn School St. intersection into a right in right out only intersection. Will provide congestion relief through better traffic flow management. This route provides one of only two crossings of the Columbia River and connects the cities of East Wenatchee and Wenatchee.	High	Reduces congestion and improves safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Chelan	North Central		US 2/School St to Odabashian Bridge W end - Grade Separation	Sunnyslope Interchange, Grade separation at Easy St., and improve connecting streets. Congestion relief by providing alternate traffic flow patterns. This route provides one of only two crossings of the Columbia River and connects the cities of East Wenatchee and Wenatchee.	High	Reduces congestion and improves safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	2,300	Preliminary Scoping							N
Chelan / Douglas	North Central		SR 285, SR 285 Couplet/E Wenatchee to US 2 - Signal management	Adaptive signal management and camera use to better manage traffic flows through the segment and better access management practices. Congestion relief through better traffic flow management. City highway is causing congestion related to volume of traffic.	High	Reduces congestion and improves safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2 & T-3	590 to 2,100	Preliminary Scoping							N
Chelan	North Central		SR 285/W end George Sellar Bridge to Chehalis St - Interchange Improvement	Improved interchange at the West end of the George Sellar Columbia River Bridge. Congestion relief with improved traffic flow patterns. City highway is causing congestion related to volume of traffic.	High	Reduces congestion and improves safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,600 to 2,100	Preliminary Scoping							N
Chelan	North Central		SR 285, SR 285 Couplet/Chehalis St to US 2 - Additional River Crossings	Additional (third) Columbia River Crossing and additional (third) Wenatchee River Crossing. Congestion relief with alternative traffic corridors for traffic entering or leaving Wenatchee to East Wenatchee or to the West. Three lane city highway is causing congestion related to volume of traffic.	High	Reduces congestion and improves safety on freight route. Provides alternative access across Columbia River in Wenatchee.		Yes - Identified by regional industries in HSP interviews.	T-2 & T-3	590 to 2,100	Preliminary Scoping							N
Chelan / Douglas	North Central		SR 285, SR 285CO/North Wenatchee Avenue - Study	Study to be conducted to clarify solutions and address access management. Congestion relief through better traffic flow management. City highway is causing congestion related to volume of traffic and poor access management.	High	Study to identify solutions that will reduce congestion and improve safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2 & T-3	590 to 2,100	Preliminary Scoping							N
Douglas	North Central		US 2/Odabashian Bridge E end to Jct SR 28 - Interchange	Cascade Avenue Vic. Interchange. Congestion relief for US 2 and SR 28 (Sunset highway) by providing alternate traffic flow patterns. This route provides one of only two crossings of the Columbia River between the cities of East Wenatchee and Wenatchee.	High	Reduces congestion and improves safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	2,300	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Douglas	North Central		US 2/Jct SR 28 to Lincoln Rock State Park - 4 Lanes	4 lane configuration. Reduced congestion by providing additional lanes. Two lane highway is causing congestion related to slow moving vehicles.	High	Reduces congestion and improves safety on freight route. Adds additional capacity to handle increased traffic demand.		Yes - Identified by regional industries in HSP interviews.	T-2	1,700	Preliminary Scoping							N
Douglas	North Central	202800D	SR 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Alignment	SR 28 is heavily congested mainly due to local traffic connecting to the intersection of US 2/97 and SR 28. Extends Eastmont Avenue to provide alternative corridor to SR 28, improves the SR 28 and US 2/97 intersection. This segment of SR 28 serves East Wenatchee, connecting bridges over the Columbia River on US 2/97 to the north and SR 285 to the south, providing access to the City of Wenatchee.	High	Improves safety, provides additional capacity and access, improves pavement condition, and reduces congestion on freight corridor. SR 28 also serves as the truck route to US 97.		Yes - Identified by regional industries in HSP interviews.	T-1 & T-2	2,300 to 1,700 (US 2) 1,900 (SR 28)	Design	http://www.wsdot.wa.gov/Projects/SR28/JctUS2_97to9thStStage1/		$ 53.91			$ 53.91	N
Douglas	North Central		SR 28/US 2 to 9th St - 4 lanes	4 lane configuration from Jct. US 2 to 9th Street (MP 3.67B). Reduced congestion by providing additional lanes. Two lane highway is causing congestion related to slow moving vehicles.	High	Reduces congestion and improves safety on freight route. Adds additional capacity to handle increased traffic demand.		Yes - Identified by regional industries in HSP interviews.	T-1	1,900	Preliminary Scoping							N
Douglas	North Central		SR 28/E Wenatchee City Limits to Rock Island Hydro Park - 4 lanes	4 lane configuration. Reduced congestion by providing additional lanes. Two lane highway is causing congestion related to slow moving vehicles.	High	Reduces congestion and improves safety on freight route. Adds additional capacity to handle increased traffic demand.		Yes - Identified by regional industries in HSP interviews.	T-2	1,400	Preliminary Scoping							N
Douglas	North Central		SR 28/9th St to E Wenatchee City Limits - Urban Interchange	Build a new urban Interchange at Grant Road. Congestion relief by providing alternate traffic flow patterns. Two lane highway is causing congestion related to slow moving vehicles	High	Reduces congestion and improves safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	2,100	Preliminary Scoping							N
Grant	North Central	201701E	SR 17/N of Moses Lake - Add Passing Lane	Numerous passing related collisions have occurred at this location. Construct a passing lane for northbound SR 17 traffic. This will reduce the risk of head-on collisions.	Medium	Improves safety on secondary freight route by building a passing lane, part of SR 17 Moses Lake to Ephrata widening.		Trucking industry confirmed project would benefit freight, but not current high priority.	T-3	1,100	Design	http://www.wsdot.wa.gov/Projects/SR17/NorthMosesLakePassingLane/		$ 1.31			$ 1.31	N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Multiple	Northwest, Urban Corridors		Pilot Project - Ramp Meter Improvements for Heavy Trucks	Ramp meter changes at additional locations after pilot project conducted in 2009-2011. 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	Funding Needed								N
King	Northwest		I-5 - South Industrial Way vicinity - HOV direct access connection to South Industrial Way/E3 bus way	HOV direct access connection to South Industrial Way/E3 bus way. HOV direct access from I-5 to the S. Industrial/ E-3 bus way will enhance transit operations and improve I-5 safety and mainline operations. I-5 experiences congestion on this segment due to weaving movements by buses trying to access the E-3 bus way ramp from the existing HOV lane.	High	Improves safety and reduces congestion on the state's major freight corridor. Reduces transit and general purpose traffic conflicts and merging to improve I-5 flow.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	14,000	Preliminary Scoping								N
King	Northwest		I-5 - I-5 at I-90 Interchange - Construct a two lane off-ramp from Northbound I-5 to Eastbound I-90	Construct a two lane off-ramp from northbound I-5 to eastbound I-90. The addition of a 2-lane off-ramp will improve vehicle flow through the I-5/I-90 Interchange, which is currently very congested. Traffic speeds on I-5 northbound near the I-5/I-90 interchange are frequently under 5 mph in the morning peak commute period, making this location the worst bottleneck in the region. The trucking association has identified that northbound I-5 to eastbound I-90 exit ramp should be 2 lanes.	High	Improves safety, reduces congestion, and adds capacity to the state's major freight corridor. Provides better access between the major north - south freight route (I-5) the major east-west freight route (I-90). Merge and weave issues at this location, as well as delay, have been identified as a high priority problem by shippers and carriers.	Yes	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	14,000 (I-5) 8,000 (I-90)	Preliminary Scoping								N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Northwest		I-5 - E Denny Way to NE 45th St. - Modify the Mercer St. Interchange, SR 520 Interchange and I 5	Modify the Mercer St. Interchange, SR 520 Interchange and I-5 to eliminate left side I-5 ramps at Mercer St. Interchange and SR 520 Interchange. This will improve I-5 mainline operations and safety. It will also help address I-5 mainline congestion deficiencies and will improve connections between I-5 and key arterials in the Seattle central business district. Very congested segment of I-5. This section of I-5 runs through the Seattle central business district and experiences considerable congestion and safety deficiencies.	High	Improves safety, reduces congestion, and add capacity to the state's major freight corridor. Improves interchanges on I-5 through downtown Seattle. Merge and weave issues at this location, as well as delay, have been identified as a high priority problem by shippers and carriers.	Yes	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews. These specific interchanges were identified problems in industry interviews.	T-1	11,000	Preliminary Scoping								N
King	Northwest		I-5 - I-5 at Lake City Way - Extend drop lane and braid the N 70th on ramp	Extend right lane that drops to Lake City Way up to the N 85th St. exit and braid the N 70th on ramp into the mainline. This will reduce backups onto I-5 freeway and will improve traffic flow on I-5 and Lake City Way/SR 522. Northbound lane drop at Lake City Way causes backups on I-5.	High	Improves safety, reduces congestion, and decreases delay on the state's major freight route. Reduces merge and weave conflict on I-5 to provide better mainline flow.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	11,000	Preliminary Scoping								N
King	Northwest		I-5 - I-5 at Snohomish County Line - Construct SB auxiliary lane (SR 104 to NE 175th)	Construct a southbound auxiliary lane on I-5 from SR 104 down to NE 175th Street. This will improve transit access to I-5 and will improve traffic flow on SR 104. Three on-ramps feed onto southbound I-5 within 1,000 yards. A longer on-ramp is needed to accommodate high volume of buses, or restrict the merge of that traffic until further south on I-5. Merging transit affects performance of mainline I-5 and causes congestion.	High	Improves safety, reduces congestion, and decreases delay on the state's major freight route. Reduces merge and weave conflict on I-5 to provide better mainline flow. Improves access between two freight routes (I-5 and SR 104).	Yes	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1 (I-5) T-2 (SR 104)	11,000 (I-5) 3,100 (SR 104)	Preliminary Scoping								N
King	Northwest	101822A and 101826A	SR 18 - Issaquah-Hobart Road to I-90 - Add Lanes and new I-90 Interchange	WSDOT is in the midst of a several-phase project to widen SR 18 to four lanes from Auburn to I-90. This effort includes many interchange projects and other details, with the aim of increasing capacity, reducing congestion and improving safety. This effort is funded up to Issaquah Hobart Road. Funding has been provided in the 2003 Legislative Funding Package for the environmental impact study, but does not fund actual construction. Work includes building additional lanes, new interchange, and rebuilding several bridges to complete widening SR 18 to four lanes. This project is a major safety, congestion relief, and freight mobility improvement in a rapidly growing area of King County. A new freeway to freeway interchange at SR 18 and I-90. This will address congestion deficiency on this section of I-90 and will improve I-90 mainline operations by eliminating backups onto the I-90 mainline.	High	Reduces congestion and delay, increases capacity, and improves safety on major freight corridor. Provides alternate route to I-5, I-405, SR 167,and I-90, and improves access to/from the Green River Valley industrial/ warehousing district to/from Central Puget Sound and Eastern Washington.	Yes	Yes - Identified WTP freight recommendation and in regional industry interviews.	T-1	3,500 (SR 18) 8,000 (I-90)	Construction Unfunded	http://www.wsdot.wa.gov/Projects/SR18/AuburntoI90/	$ 6.02	$ 0.04		$ 6.04	N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Island / Snohomish	Northwest	153209G / 153211G / 153203D / 153210G / 153212G	SR 532 - Sunrise Blvd to 12th Ave NW Corridor Improvements and General Mark W. Clark Memorial Bridge Replacement	Improve traffic flow and enhance motorist safety traveling the S 532 corridor from Camano Island to I-5. The project will improve several intersection choke points, and improve and consolidate driveways. Work will include replacing the General Mark W. Clark Memorial Bridge to meet current design standards for safety and capacity, and widened highway connections to the new bridge.	Medium	Improves safety and reduces travel time on secondary freight route. SR 532 provides the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I 5 for the city of Stanwood and surrounding rural northwest Snohomish County. Project includes a number of improvements on corridor, such as building a wider bridge to replace the General Mark Clark bridge, adding new turn lanes and truck climbing lanes, and reducing pedestrian/ vehicle conflicts.			T-2 and T-3	1,200 to 1,400	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR532/		$ 73.67	$ 8.50		$ 82.17	N
Snohomish	Northwest	I-5 - 220th St. SW to 44th Ave. W. - Construct Northbound auxiliary lane.	Construct a northbound auxiliary lane. This will improve I-5 mainline operations, help reduce congestion and improve safety on this section of I-5. Congested corridor segment of I-5. Extensive weave movements in the vicinity of the 44th Ave. W. interchange impacts performance of I-5 and cause safety concerns.	High	Improves safety, reduces congestion, and decreases delay on the state's major freight route. Reduces merge and weave conflict on I-5 to provide better mainline flow.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	11,000	Preliminary Scoping							N
Snohomish	Northwest	I-5 - SR 524 Interchange Operation and safety Interchange improvements at the SR 524 (196th St.)	Interchange improvements at the SR 524 (196th St.) interchange. This project would construct Northbound and Southbound collector distributor lanes to improve the operation and safety of the I-5 196th Street interchange. The I-5/SR 524 interchange improvements will improve I-5 mainline operations, safety and traffic flow through this interchange. There is significant congestion and safety/operational deficiencies at the I-5 / SR 524 interchange (weaves, mainline back-ups, etc.).	High	Improves safety, reduces congestion, and decreases delay on the state's major freight route. Reduces merge and weave conflict on I-5 to provide better mainline flow. Improves access between major freight route (I-5) and secondary freight route (SR 524).	Yes	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1 (I-5) T-3 (SR 524)	11,000 (I-5) (SR 524)	Preliminary Scoping							N
Snohomish	Northwest	I-5 - SR 96/128th St. SW Interchange - Construct New Interchange	Construct a new urban interchange on I-5 at SR 96th/128th Street. New interchange will be constructed to current design standards and will improve safety and traffic operations on the I-5 mainline and on connecting arterials of SR 96 / 128th SW. Current SR 96/128th SW Interchange is substandard and deficient.	High	Improves safety, reduces congestion, and decreases delay on the state's major freight route. Improves interchange to meet current design standards and improves access between two freight routes (I-5 and SR 96).		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1 (I-5) T-2 (SR 96)	11,000 (I-5) 1,800 (SR 96)	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Snohomish	Northwest		I-5 - US-2 to SR 528 - Construct HOV Lanes	Construct HOV lanes in each direction on I-5 from US 2 to SR 528 in Snohomish County. This will address the congestion deficiency on this section of I-5 and improve freeway operations. It will also enhance HOV and transit operations on I-5 to and from Everett.	High	Improves safety, reduces congestion, and adds capacity on the state's major freight route. Building HOV lanes on I-5 will move some of current traffic in general purpose lanes, increasing capacity and reducing congestion in these lanes.	Yes - Merge and interchange problems identified near US 2.	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	11,000	Preliminary Scoping								N
Snohomish	Northwest		I-5 - SR 528 to SR 531 - Widening and Reconstruct Interchanges and Ramps	Widen I-5 from three to four lanes in each direction and reconstruct interchanges and interchange ramps at 88th St NE and 116th NE. This will address congestion deficiency on I-5 through this section. Interchange ramp-reconstruction will improve I-5 operations by eliminating backups onto the I-5 mainline. Congested mainline I-5 segment - also safety and interchange deficiencies on this section of I-5.	High	Improves safety, reduces congestion, and adds capacity on the state's major freight route.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	11,000	Preliminary Scoping								N
Snohomish	Northwest	100900F	SR 9/212th St SE to 176th St SE, Stage 3 - Add Lanes	This section of SR 9 experiences severe congestion and operational problems due to large traffic volumes and rapid commercial and residential development. This section also falls within a High Accident Corridor (HAC) as identified in the 2000 Safety Management System. To address capacity needs, enhance traffic operations and reduce the number and severity of accidents, SR 9 will be widened from two lanes to four lanes, plus a raised median. Sidewalks will be constructed in selected locations on both sides of SR 9. Other minor work will be performed as needed. This is Stage 3 of the overall work on this corridor.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delay caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Future	http://www.wsdot.wa.gov/Projects/SR9/212thse_176thse/	$ 81.50			$ 0.12	$ 81.62	N
Snohomish	Northwest	100917G	SR 9/Lundeen Parkway to SR 92 - Add Lanes and Improve Intersections	This project adds new northbound and soutbound SR 9 through lanes, improves or adds the left and right turn lanes on northbound and soutbound SR 9 as needed, adds a right turn lane in both directions on Lundeen Parkway, cul-de-sacs the west leg of the 4th St SE intersection, adds a right turn lane to northbound SR 9 at SR 92, widens and extends the right turn lane on SR 92, upgrades illumination and traffic signal systems at Lundeen Parkway, Soper Hill Rd, and SR 92 intersections.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delay caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Future Construction	http://www.wsdot.wa.gov/Projects/SR9/LundeenToSR92/	$ 34.00				$ 34.00	N
Snohomish	Northwest	100934R	SR 9/Pilchuck Creek - Replace Bridge	This project will replace the existing bridge which is very narrow (about 17 feet wide) with a new one that will meet current design standards.	Medium	Improves safety and reduces congestion on secondary freight route. Replaces narrow bridge.			T-3	260	Future		$ 6.25				$ 6.25	N
Snohomish	Northwest		SR 522 - Paradise Lake Road Interchange	Replace the existing intersection at State Route 522 and Paradise Lake Road (SR 524 / Maltby Rd) with a new interchange. Current delay due to rail crossing and stop light interchange. Replaces the existing traffic signal with a freeway interchange. On-ramps and exits and a new bridge over the highway will result in smoother transitions between SR 522 and adjacent county roads. This will greatly improve traffic flow and driver safety.	High	Improves safety, reduces delay, and improves access on freight route. Addresses identified problem by industry users in growing industrial area of Snohomish county.		Yes - Identified in regional HSP industry interviews.	T-1 (SR 522) T-3 (SR 524)	4,900 (SR 522) 1,700 (SR 524)	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/SR522/Widen/ParadiseLkIC/			$ 6.23	$ 0.09	$ 6.32	N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Skagit	Northwest		I-5/George Hopper Rd Interchange - Intersection Improvements	Intersection improvements at ramp terminals on I-5 at George Hopper Road. Reduces delays at ramp terminal intersections and southbound left-turn queuing.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	6,000	Preliminary Scoping							N
Skagit	Northwest		I-5/George Hopper Rd Interchange - Ramp Improvements	Construct loop ramp in the northwest quadrant of the interchange to reduce delays at the ramp terminal intersections and reduce southbound left-turn queuing.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	6,000	Preliminary Scoping							N
Skagit	Northwest		I-5/Cook Road Ramp Terminal Improvements	Improvements at the Cook Rd/Old Highway 99 intersection and intersection improvements at I-5 Southbound ramp terminals. Reduces delays at the intersection, and reduction of queuing on ramps. Reduces delays and queuing at the intersection.	High	Improves safety, reduces congestion, and improves access on major freight corridor (I-5) and connection to secondary freight route.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	6,000	Preliminary Scoping							N
Skagit / Whatcom	Northwest		I-5/Samish River to N Lake Samish - Interstate Improvements	A truck climbing lane from the Samish River to Bow Hill Road, and a longer ramp taper at the North Lake Samish southbound on-ramp. Reduced delay and reduced congestion. Slow moving trucks and merging vehicles inhibit the movement of mainline vehicles, and reduce the capacity of the interstate.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	6,000 to 4,400	Preliminary Scoping							N
Skagit / Whatcom	Northwest		I-5/Cook Rd to Fairhaven - Interstate Improvements	Make strategic investments to improve capacity that are consistent with a long-term strategy for I-5. Conduct Interstate Master Plan to manage I-5 operations to optimize capacity and safety. The current capacity of the interstate will be inadequate to process the volumes of traffic that will occur in the future.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	6,000 to 4,400	Preliminary Scoping							N
Whatcom	Northwest		I-5/ Fairhaven to Slater Interstate Improvements	Make strategic investments to improve capacity that are consistent with a long-term strategy for I-5. Apply appropriate solutions for safety and congestion relief from Exit 250 to Exit 262, which will be determined by the findings of the interstate Master Plan and Interchange Justification Reports. The current capacity of the interstate will be inadequate to process the volumes of traffic that will occur in the future. Vehicle queuing at interstate ramp terminals have an affect on mainline operations.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	4,400	Preliminary Scoping							N
Whatcom	Northwest		I-5/Slater to Grandview Interstate Improvements	Manage I-5 operations to optimize capacity and safety. Improvements are determined by the findings of the Interstate Master Plan and Interchange Justification Reports. Existing I-5 capacity may be inadequate to process the volumes of traffic that will occur in the future. Vehicle queuing at interstate ramp terminals have an affect on mainline operations.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor. Reduces congestion and safety concerns caused by merging and weaving onto I-5.	Yes	Yes - Identified in HSP regional industry interviews.	T-1	4,400	Preliminary Scoping							

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Whatcom	Northwest		I-5/Grandview Rd to Blaine - Interstate Improvements	Make strategic investments to improve capacity that are consistent with a long-term strategy for I-5. Conduct Interstate Master Plan to manage I-5 operations to optimize capacity and safety. The current capacity of the interstate will be inadequate to process the volumes of traffic that will occur in the future.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	4,400	Preliminary Scoping							N
Whatcom	Northwest		SR 539/I-5 to Kellogg Rd - Corridor Improvements (Minimum)	Incorporating access management strategies in the corridor will help to reduce accidents and delays caused by the many driveways which exist here. Project would improve the flow of traffic using existing facilities as much as possible. Eliminating left turns out of driveways will reduce accidents. This project will help to improve safety and traffic flow without making major changes to the existing roadway.	High	Improves safety and reduces congestion on freight corridor that provides access to border crossing. Provides better access to border crossing for clearance. Crossing is alternate to Blaine commercial crossing. Freight corridor (Guide Meridian) is alternate route to I-5.		Yes - Identified in HSP regional industry interviews	T-2	1,700	Preliminary Scoping							N
Whatcom	Northwest		I-5 - Downtown Bellingham On/Off Ramps - Ramp Reconstruction	The downtown Bellingham on- and off-ramps between Samish Way and Sunset Drive were built more than 40 years ago and do not meet current state and federal design standards. The ramps are short, making it difficult for drivers to enter and exit I-5 safely, causing congestion at interchanges, and creating backups on the interstate. The ramps need to be improved so that they can carry traffic safely and efficiently. WSDOT will begin construction in 2010 at the highest-priority locations first between Samish Way and Sunset Drive using $15 million from the 2005 Legislative Funding Package. A total of forty-two geometric deficiencies exist on the on- and off-ramps in the corridor between the Fairhaven and Slater interchanges. Additional funding may be needed for future improvements once the highest priority locations are improved.	High	Improves safety and reduces congestion on major freight corridor. I-5 on/off ramps through Bellingham have been identified as a high priority freight problem by industry sectors. The frequency of ramps, and lack of merge space, create safety problems and impact performance of I-5 mainline. This project would improve on- and off-ramps through Bellingham to reduce collisions and relieve congestion.	Yes	Yes - Identified high priority by regional industries in HSP interviews	T-1	4,400	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/I5/BellinghamOnOffRamps/	$ 14.98	$ 4.97	$ 7.35	$ 27.30		N
Whatcom	Northwest		SR-539: Horton Road to Ten Mile Road – ITS Improvements	This project would implement ITS elements of a widening project on SR 539. Improvements include installation of fiber optic cable, web cameras and a variable message sign (VMS). Installation of a VMS would provide border crossing wait time information at a key decision point to help trucks select the quickest crossing. This item would enhance WSDOT's existing driver information program that provides border wait times via VMS at two locations along I-5.	High	Installation of a VMS would provide border crossing wait time information at a key decision point to help trucks select the quickest crossing.		Yes - identified in HSP regional industry interviews	T-2	1,700	Scoped							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Whatcom	Northwest	153910A	SR 539/Tenmile Road to SR 546 - Widening	This project will construct one additional lane in each direction from Ten Mile Rd to SR 546 near Lynden to reduce congestion and improve safety. The project includes a study to determine the best alternative to improve traffic flow: either widening SR 539 to the border; or improving SR 546 east to SR 9 at Sumas. Funds will complete the design and right of way processes and begin construction. Final costs for widening of SR 539 or SR 546 will be determined during alternative analysis.	High	Improves safety and reduces congestion on freight corridor that provides access to border crossing. Provides better access to border crossing for clearance. Crossing is alternate to Blaine commercial crossing. Freight corridor (Guide Meridian) is alternate route to I-5. Widens roadway, adds lanes, and constructs other safety/ mobility improvements.		Yes - Identified by regional industries in HSP interviews.	T-2	1,700	Under Construction	http://www.wsdot.wa.gov/Projects/SR539/TenMileBorder/	$ 105.16		$ 1.58		$ 106.73	N
Whatcom	Northwest		SR 539 Tenmile to Badger Stage 2	This project will construct one additional lane in each direction from Ten Mile Rd to Badger Rd to reduce congestion and improve safety. This project would complete the final segment of the SR 539 widening project extending from Horton Road in Bellingham to SR 546/ Badger Road in Lynden.	High	Improves safety and reduces congestion on freight corridor that provides access to border crossing. Provides better access to border crossing for clearance. Crossing is alternate to Blaine commercial crossing. Freight corridor (Guide Meridian) is alternate route to I-5. Widens roadway, adds lanes, and constructs other safety/ mobility improvements.		Yes - Identified by regional industries in HSP interviews.	T-2	1,700	Preliminary Scoping							N
Whatcom	Northwest		SR 539 Badger to International Boundary	This project will construct one additional lane in each direction from Ten Mile Rd to Badger Rd to reduce congestion and improve safety. This project would complete the final segment of the SR 539 widening project extending from Horton Road in Bellingham to the border crossing at Lynden.	High	Improves safety and reduces congestion on freight corridor that provides access to border crossing. Provides better access to border crossing for clearance. Crossing is alternate to Blaine commercial crossing. Freight corridor (Guide Meridian) is alternate route to I-5. Widens roadway, adds lanes, and constructs other safety/ mobility improvements.		Yes - Identified by regional industries in HSP interviews.	T-2	1,700	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Multiple	Olympic		Olympic Region Intelligent Transportation System Master Plan / 2009-2011 High Priority Solutions	Upgrade traffic management center in Tacoma, upgrade fiber optics on I-5 and SR 16, and implement phase expansion and upgrade of traffic management center's equipment/ software. Allows region to handle increased volume of traffic and still provide accurate information, active traffic management, incident response, and signal integration throughout area.	High	Improves safety, reduces unpredictable delay, and provides traveler information so that truckers can plan for reliable trip times and choose alternate routes.		Yes - Congestion and unpredictable delay on these highways identified in WTP Freight Report and regional industry interviews.	Multiple	Multiple	Scoped							N
Multiple	Olympic		Olympic Region Intelligent Transportation System Master Plan High Priority Solutions	Active traffic management, signal integration and arterial ITS, ramp metering fill-ins, traveler information travel time signs, 511, and web information at highest priority locations in Olympic region. Includes congestion warning systems on I-5 in Olympia and Fort Lewis to monitor congestion and warn motorists. Ramp meters on I-5, I-705, SR 509, SR 512, SR 167, SR 410, US 101, and SR 16. Additional technology to provide better traveler information and incident response on I-5, I705, SR 509, SR 512, SR 167, SR 410 US 101, SR 3, and SR 16.	High	Improves safety, reduces unpredictable delay, and provides traveler information so that truckers can plan for reliable trip times and choose alternate routes.		Yes - Congestion and unpredictable delay on these highways identified in WTP Freight Report and regional industry interviews.	Multiple	Multiple	Scoped							N
Clallam	Olympic	310101F	US 101/Dawley Rd Vic to Blyn Highway - Add Climbing Lane	This section of US 101 experiences back-ups due to high truck volumes and steep grades. This project constructs a northbound truck climbing lane along this section of US 101 to reduce congestion and improve motorist safety.	High	Improves safety and reduces congestion by building truck climbing lanes on freight corridor.			T-2	2,000	Future		$ 2.81		$ 0.65	$ 0.09	$ 3.54	N
Grays Harbor	Olympic	301239B	US 12 and SR 8/Aberdeen to Olympia - At Grade Separation Study	US 12 (portion between Aberdeen and Elma) and SR 8 (entire route) - Study at-grade separations for enhancing economic vitality. This study would evaluate existing at grade intersections with the intent of determining and prioritizing transportation improvements between Aberdeen and Olympia. At-grade separations may enhance economic vitality along the US 12/SR 8 Corridors.	High	Improves safety, increases capacity, and reduces congestion on major freight route. Congestion on SR 12, in Aberdeen, identified freight bottleneck.		Yes - identified in HSP regional industry interviews.	T-2 (SR 8) T-1 (US 2)	1,700 (SR 8) 2,400 (US 2)	Preliminary Scoping							N
Grays Harbor	Olympic		US 101 - Aberdeen-Hoquiam Regional Circulation - Port Industrial Road Improvements	Improve safety, reduce delay, and provide additional capacity to meet increased demand between Aberdeen and Hoquiam. Implement high priority, low cost improvements at intersections identified in the Aberdeen-Hoquiam Regional Circulation study. Install traffic signal and left / right turn pocket channelization on Port Industrial Road in Aberdeen. Roadway is primary alternate truck route to US 101.	High	Improves safety, increases capacity, and reduces congestion on freight route. Current conditions require truck traffic to move through city core and layout has gridlock with one mile queues in the summer.		Yes - Identified need during regional interviews for HSP update.	T-2	3,400	Initial scoping							N
Grays Harbor	Olympic		US 101 - Aberdeen-Hoquiam Regional Circulation - 5 Options	Five stand alone projects to improve safety, reduce delay, and provide additional capacity to meet increased demand between Aberdeen and Hoquiam. Options include 1) Full truck corridor; 2)Tri City operational improvements; 3) Alternate access to Wishkah mall; 4) Intelligent Transportation Systems (ITS); 5) Improve port industrial road (additional improvements not in 2009-2011 request).	High	Improves safety, increases capacity, and reduces congestion on freight route. Current conditions require truck traffic to move through city core and layout has gridlock with one mile queues in the summer.		Yes - Identified need during regional interviews for HSP update.	T-2	3,400	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Grays Harbor	Olympic		US101/ US12 - Bridge Improvements	Develop solutions to replace bridges on US 101 and SR 12 (including Riverside, Simpson Avenue, and Wishka River bridges) that are not sized for current capacity. Bridges present a bottleneck for both freight and passenger travel.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Replace bridges that do not meet current capacity needs and design standards.		Yes - Identified need during regional interviews for HSP update.	T-1	3,400 (US 101) 2,400 (US 12)	Preliminary Scoping							N
Kitsap	Olympic	300383A	SR 3 - SW of Sunnyslope Rd to SR 16 Gorst Spur Vicinity	Widen SR 3 from 3 lanes to 5 lanes with a southbound truck climbing lanes on new alignment. Creates safety and mobility improvements to meet future demand. Route serves Kitsap Industrial Area near the airport.	High	Increases safety and capacity to meet future demand on freight route.		Yes - SR 3 bottlenecks near Bremerton identified in WTP regional industry interviews.	T-2	1,700	Preliminary Scoping							N
Kitsap	Olympic	300326D	SR 3 - SR 3/SR 16 Interchange - Reconstruct Interchange	Reconstruct the SR 3/SR 16 Interchange. Other options include bridging Sinclair Inlet and Westerly Corridor Alternatives. Exceeds maximum throughput in 2005.	High	Increases safety and reduces congestion and delay at bottleneck on freight route.		Yes - SR 3 bottlenecks near Bremerton identified in WTP regional industry interviews.	T-2 (SR 3) T-1 (SR 16)	1,700 (SR 3) 3,900 (SR 16)	Preliminary Scoping							N
Kitsap	Olympic	300326E / 300326C	SR 3 - SR 16 to SR 304 (Gorst to Bremerton) - Widening	Widen from four to six to eight-lane divided facility (creating two HOV lanes in each direction) between the SR 3/SR 16 Interchange and the SR 3/SR 304 Interchange. Exceeds maximum throughput in 2005.	High	Increases safety and capacity to meet future demand on freight route. HOV lanes will move traffic from general purpose lanes at identified bottleneck location on freight route.		Yes - SR 3 bottlenecks near Bremerton identified in WTP regional industry interviews.	T-2	1,700	Preliminary Scoping							N
Kitsap	Olympic	300326H	SR 3 - SR 3 and SR 304 - Widening and Ramp meter westbound SR 304 onto SR 3 and extend on ramp to southbound SR 3	Widen soutbound SR 3 under bridge and Ramp meter westbound SR 304 onto SR 3 and extend on ramp to southbound SR 3.The preliminary analysis results indicate the proposed solutions will provide reductions in collisions and travel delay. The southbound lanes narrow from two to one lane under a bridge structure. This southbound lane reduction at the SR 3/SR 304 Interchange causes large back ups.	High	Increases safety and reduces delay at bottleneck on freight route.		Yes - SR 3 bottlenecks near Bremerton identified in WTP regional industry interviews.	T-2 (SR 3) T-3 (SR 304)	1,700 (SR 3) 880 (SR 304)	Preliminary Scoping							N
Kitsap	Olympic	300326H	SR 3 - SR 3/SR 304 Interchange - Reconstruct the SR 3/SR 304 Interchange.	Reconstruct the SR 3/SR 304 Interchange. Exceeds maximum throughput in 2005	High	Increases safety and reduces delay at bottleneck on freight route.		Yes - SR 3 bottlenecks near Bremerton identified in WTP regional industry interviews.	T-2 (SR 3) T-3 (SR 304)	1,700 (SR 3) 880 (SR 304)	Preliminary Scoping							N
Mason	Olympic	310116D	US 101/Lynch Road - Safety Improvements	This is the states contribution to improve safety to the roadway network on US 101 at Lynch Road. These funds are to improve the frontage road between Kamilche and Taylor Town. Mason County will serve as the lead agency for this project.	High	Improve safety on freight route.		Yes - safety concerns identified by regional industries.	T-2	2,500	Under Construction	http://www.wsdot.wa.gov/Projects/US101/LynchRd/	$ 1.00				$ 1.00	N
Mason/ Kitsap	Olympic	300009D	Implement Strategies from SR 3/SR 16/Bremerton Economic Development Study (BEDS) for SR 3/South Kitsap and North Mason County	Implement strategies identified in the South Kitsap/East Mason County Subarea Study. The intent of this study is to determine the transportation improvements that will need to be made to support anticipated job and population growth associated with build-out of the South Kitsap Industrial Area.	High	Increases safety and capacity to meet future demand on freight route. Route serves South Kitsap Industrial Area.		Yes - SR 3 bottlenecks near Bremerton identified in WTP regional industry interviews.	T-2	1,700	No Scoping			$ 0.50	$ 0.34	$ 0.84		N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Pierce	Olympic	300578B	I-5 - SR 510 to SR 512 - Fort Lewis Comprehensive Network Analysis Study	Network Analysis Study. This comprehensive study of the regional city/county/state transportation network could find long-term solutions by identifying alternate routes or modes that could be developed to address transportation demand on the inter-regional network in West Pierce County and North Thurston County.	High	Allows for the study of alternative freight routes.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000	No Scoping							N
Pierce	Olympic	300585M	I-5 - Fort Lewis to Thorne Lane - Construct Southbound and Northbound Auxiliary Lanes	Construct a southbound auxiliary lane from Thorne Lane to Berkeley Street and a northbound auxiliary lane from the Fort Lewis CD System to Thorne Lane. Reduce backups onto the freeway and improve traffic flow on mainline. A combination of high traffic volumes on a 6-lane facility with Interchange on and off ramps cause congestion. Traffic also identified a 4-lane to 3-lane I-5 southbound reduction from Thorne Lane Interchange to Berkley Interchange as a bottleneck as well as high volumes I-5 northbound PM from Fort Lewis Main Gate to Thorne Lane on 3-lanes causing back ups. The capacity of the 6-lane facility cannot handle mainline traffic volumes.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000	Preliminary Scoping							N
Pierce	Olympic	300585L	I-5 - Berkeley on ramp to Thorne off ramp Construct Northbound Auxiliary Lane	This project will modify weave, merge, and diverges between two interchanges by increasing distance for these movements with installation of a Northbound auxiliary lane between Berkeley on-ramp and Thorne Lane off ramp. Thorne Lane Interchange is near the location of a future urban interchange that will serve a new SR 704. A combination of high traffic volumes on a 3 lane with Interchange on and off ramps cause congestion. The capacity of the 6-lane facility is not enough to handle mainline traffic volumes.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000	Preliminary Scoping							N
Pierce	Olympic	300596F / 300596C / 300564A	I-5 - Thorne Lane Crossing to South 96th - Add HOV Lanes, New Interchange at Gravelly Lake Drive and Bridgeport Way, Freeway to Freeway Interchange at SR 512and ITS	Add an HOV lane southbound and northbound, new interchanges at Gravelly Lake Dr. Bridgeport Way, a freeway to freeway interchange at SR 512, and Intelligent Transportation Systems (ITS) facilities. This will address congestion deficiency on this section of I-5 and improve freeway operations. It will also enhance HOV, freight mobility, and transit operations on congested segment of I-5.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000	Preliminary Scoping							N
Pierce	Olympic		I-5 - Northbound I-5 to Eastbound SR 512 Interchange - Mobility	Widen on ramp to two lanes and add an auxiliary lane on SR 512 to E Steele St. Reduce backups onto the freeway and improve traffic flow on mainline. A high volume of northbound I-5 traffic exiting to eastbound SR 512 in the afternoon causes large traffic back ups between Bridgeport Way Interchange and SR 512 Interchange for both Truck and GP traffic.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.	Yes	Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000 (I-5) 6,700 (SR 512)	Preliminary Scoping							N
Pierce	Olympic		I-5 - Westbound 512 to Northbound I-5 Interchange - Mobility	Widen on ramp to two lanes and add an auxiliary lane on SR 512 from E Steele St. Reduce backups onto the freeway and improve traffic flow on mainline. A high volume of westbound SR 512 traffic to northbound I-5 in the morning as disrupts traffic flow on I-5 and causes large traffic back ups on SR 512 between Steele Street Interchange and I-5 for both Truck and GP traffic.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.	Yes	Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000 (I-5) 6,700 (SR 512)	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Pierce	Olympic		I-5 - Southbound I-5 to Eastbound 512 Interchange - Mobility	Construct a new southbound I-5 to eastbound SR 512 two lane flyover ramp. This solution is expect to reduce backups onto the freeway and improve traffic flow on mainline. A high volume of southbound I-5 traffic exiting to eastbound SR 512 in the afternoon as causes large traffic back ups between 72nd Interchange and SR 512 Interchange for both Truck and GP traffic. The radius of the northbound I-5 to eastbound SR 512 ramp for truck traffic is too tight and the length of on-ramp to northbound I-5 is inadequate for trucks to reach operating speed by the time merging onto I-5.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.	Yes	Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000 (I-5) 6,700 (SR 512)	Preliminary Scoping								N
Pierce	Olympic	300565A	I-5 - SR 512 to SR 16 - Construct Core HOV Lanes, Reconstruct Interchanges, Modify the S 38th St Interchange, Replace the S 48th St. Bridge and add ITS	Construct Core HOV lanes, reconstruct interchanges at S 56th St, S 84th St and S 72nd St, modify the S 38th St interchange, provide southbound ramp access to Tacoma Mall, replace the S 48th St. Bridge and add Intelligent Transportation Systems (ITS) facilities. This will address congestion deficiency on this section of I-5 and improve freeway operations. It will also enhance HOV, freight mobility, and transit operations on I-5. I-5 congested corridor segment. Deficient/substandard interchanges at: S.56th Street, S.84th St., S.72nd Street. Safety/operational issues due to deficient interchanges.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000	Preliminary Scoping								N
Pierce	Olympic		I-5 - Yakima Avenue to Port of Tacoma - Construct Direct Access Ramp to Tacoma Dome	Construct direct access ramp to Tacoma Dome. This will directly improve transit access to I-5 and overall transit operations from Tacoma-Dome P&R to Seattle and points north. Presently, transit operators (ST/Pierce Transit) do not have direct access from Tacoma-Dome P&R to I-5 mainline resulting in circuitous routings and transit delays.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor. Moves transit from GP ramp to specific transit only ramp.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000	Preliminary Scoping								N
Pierce	Olympic	309910A	SR 99 - Hwy 99 at I-5 Interchange - Widening and Intersection Improvements	Add a southbound thru lane on Hwy 99 from 54th to northbound On Ramp to I-5. Improve intersection of HWY 99 and 54th Avenue. Additional southbound thru lane and I-5 interchange improvements will improve capacity and vehicle flow through this Interchange segment. The one lane southbound through on the SR 99 bridge structure over I-5 causes back-ups through the signal at SR 99 (54th) and Pacific Highway. High volumes in one lane and nearby signal system causes large back-ups.	High	Improves safety, increases capacity, and reduces congestion on major freight route.		Yes - identified in HSP regional industry interviews.	T-1	2,500	Preliminary Scoping								N
Pierce	Olympic	316718A, 316718B, 316718C	SR 167/SR 509 to SR 161 - Extension of Freeway	This project would construct a new freeway from SR 509 to I-5 in Fife improving regional mobility of freight and passenger vehicles between SR 509 and I-5. 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. This project completes a vital component of the Puget Sound Freeway system by constructing a new freeway between I-5 and SR 161, reducing congestion and improving safety.	High	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	http://www.wsdot.wa.gov/Projects/SR167/TacomaToEdgewood/	$ 62.09	$ 70.00		$ 8.08	$ 140.16		N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Pierce	Olympic	316718G	SR 167 - Puyallup to Pierce/King Co. Line - Complete the Core HOV system on SR 167	Complete the Core HOV system on SR 167. This will provide congestion relief on SR 167 and will improve HOV / transit operations and reliability. SR 167 congested corridor segment. Will address mobility, safety and operational deficiencies for freight, general purpose travel, HOV, and transit.	High	Improves safety, increases capacity, and reduces congestion on major freight route. SR 167 serves freight warehouses in Green River Valley and is alternate to I-5 (state's major freight route).		Yes - SR 167 capacity and congestion WTP Freight Recommendation and identified in industry interviews as high priority.	T-1	11,000	Preliminary Scoping							N
Pierce	Olympic		SR 167 / SR 410 - Rebuild Interchange	Design and construct new interchange to reduce congestion and improve safety on SR 167. Nearby railroad, Puyallup River, Stuck River, and three converging cities (Puyallup, Sumner, and Edgewood) in Pierce County will require an environmental impact statement to rebuild a service interchange. SR 410 is used for access to Chinook pass and Eastern Washington.	High	Improves safety and reduces congestion on major freight route. SR 167 serves freight warehouses in Green River Valley and is alternate to I-5 (state's major freight route). Provides access between two major freight routes.		Yes - SR 167 capacity and congestion WTP Freight Recommendation and identified in industry interviews as high priority.	T-1 (SR 167) T-1 (SR 410)	11,000 (SR 167) 4,000 (SR 410)	Preliminary Scoping							N
Pierce/ King	Olympic/Northwest		SR 167 - Puyallup to Renton -ITS	Install Intelligent Transportation Systems (ITS) including Closed Circuit Television (CCTV), data station, Highway Advisory Radio System (HARS), Highway Advisory Radio Transmitter (HART), ramp meter, Variable Message Sign (VMS), and fiber optic line. The provision of ITS project improvements here will improve SR 167 mainline operations and will help address congestion and safety deficiencies. Currently congested corridor segment. Addresses operational, safety and capacity deficiencies.	High	Improves safety, and reduces congestion and unpredictable delay on major freight route. SR 167 serves freight warehouses in Green River Valley and is alternate to I-5 (state's major freight route).		Yes - SR 167 capacity and congestion WTP Freight Recommendation and identified in industry interviews as high priority.	T-1	11,000	Preliminary Scoping							N
Pierce	Olympic	351229A	SR 512 - SR 512 at SR 7 (Pacific Ave) Interchange - Two Lane Eastbound Off-Ramp	Construct a two lane eastbound off-ramp to SR 7. This will improve SR 512 mainline operations and will improve safety at this interchange. Will prevent traffic from backing up onto freeway by extending the eastbound off-ramp. Synchronize lights.	High	Increased safety and reduced congestion on major freight route.	Yes	Yes - Identified in WTP Freight Report and industry interviews.	T-1	6,700	Preliminary Scoping							N
Pierce	Olympic	351230A	SR 512 - SR-512 at Canyon Road Interchange - Two Lane Eastbound Off-Ramp	Construct a two lane eastbound off-ramp to Canyon Road. The addition of 2 lane eastbound off-ramp here will improve SR 512 mainline operations and help reduce congestion. Synchronize the stop lights.	High	Increased safety and reduced congestion on major freight route.	Yes	Yes - Identified in WTP Freight Report and industry interviews.	T-1	6,700	Preliminary Scoping							N
Pierce	Olympic	351231A	SR-512 at Canyon Road Interchange - Two Lane Westbound Off-Ramp	Construct a two lane westbound off-ramp to Canyon Road. The addition of 2 lane westbound off-ramp here will improve SR 512 mainline operations and help reduce congestion. Synchronize the stop lights.	High	Increased safety and reduced congestion on major freight route.	Yes	Yes - Identified in WTP Freight Report and industry interviews.	T-1	6,700	Preliminary Scoping							N
Pierce	Olympic	351232A	SR 512 - SR 161 Interchange - Widening	Widen the westbound off ramp to SR 161 to two lanes, widen the eastbound on ramp from SR 161 to two lanes, widen the SR 512/SR 161 under-crossing from two to six lanes and extend the westbound climbing lane through interchange to tie in with the westbound on-ramp from 94th Ave. SE to SR 512. This will improve SR 512 mainline operations, safety and traffic flow through this interchange. SR 512 deficient interchange segment. Will address interchange deficiencies and improve safety, mobility, and operations.	High	Increased safety and reduced congestion on major freight route.	Yes	Yes - Identified in WTP Freight Report and industry interviews.	T-1	6,700	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Pierce	Olympic	351233A	SR 512 - SR 161 to SR 167 - Auxiliary Lanes (SR 512/Meridian St to Pioneer Ave - Mobility)	Construct eastbound and westbound auxiliary lanes from Meridian to Pioneer Way with two lane off-ramps at each Interchange. This will improve mainline operations on SR 512 and will improve safety at this interchange. A combination of high volumes, interchange ramps, vertical and horizontal alignment may cause westbound traffic between SR 161 (Meridian) and SR 167 to be congested, particularly on the steep grade approaching SR 161 (Meridian). Special events at the Puyallup Fairgrounds can also increase traffic in this vicinity.	High	Increased safety and reduced congestion on major freight route.	Yes	Yes - Identified in WTP Freight Report and industry interviews.	T-1	6,700	Preliminary Scoping								N
Pierce	Olympic	370401A / 370402A	SR 704/Cross Base Highway - New Alignment	The limited east-west access and circuitous nature of the existing routes results in poor transportation system linkage to the growing areas of mid-Pierce County and creates additional congestion on the existing east-west corridors of SR 512 north of McChord Air Force Base and SR 510 south of Fort Lewis in Thurston County. The full project will construct a new alignment between the Thorne Lane interchange at I-5 and the intersection of 176th Street and SR 7 in Spanaway to improve transportation system linkage and capacity between mid Pierce County and destinations along the I-5 corridor for the efficient movement of people and goods. Stage 1 will complete the east end connection to SR 7. Stage 2 is not fully funded.	High	Adds a new freight corridor to relieve traffic on I-5 and SR-512. Provides a direct arterial link in the mid-Pierce County area in proximity with the Cities of Lakewood and DuPont for the movements freight and other traffic. Provides access to truck gate at McChord AFB. Provides direct access between Fort Lewis and McChord AFB.	Yes	Yes - Identified need during regional interviews for HSP update.	Unknown, New Corridor	Unknown, New Corridor	Under Construction	http://www.wsdot.wa.gov/Projects/SR704/CrossBase/	$ 15.00	$ 15.00		$ 12.93	$ 42.93	N
Thurston	Olympic	300524C	I-5/ US 12 to SR 121 - Study	I-5 High Occupancy Vehicle and/or Collector-Distributor Feasibility Study in Rural Thurston County. Phase 2 would analyze the feasibility of high occupancy vehicle (HOV) lanes within Thurston County and consider other issues such as dedicated freight lanes, high speed ground transportation, commuter rail, transportation demand management (TDM), and intelligent transportation system (ITS).	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor. I-5 narrowing to two lanes in Thurston County identified problem by shippers and carriers.		Yes - Identified in WTP Freight Report and industry interviews.	T-1	13,000	Preliminary Scoping								N
Thurston	Olympic	300581E	I-5 HOV and/or Collector- Distributor Feasibility Study in Urban Thurston County	I-5 High Occupancy Vehicle and/or Collector-Distributor Feasibility Study in Urban Thurston County. Phase 1 would analyze I-5 within the urban boundaries of Tumwater, Olympia, and Lacey. There are existing bottleneck and chokepoint issues within these urban cities that impact I-5 mainline. Specific southbound and northbound segments are less than 70% of posted speed threshold>	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping								N
Thurston	Olympic	300587B	I-5/N 2nd Ave Off Ramp I/S - Signal and Acceleration Lane	Construct a signal with acceleration lane or other alternative at Desoto/N 2nd Ave./US 101 off ramp and I-5 off ramp to N 2nd Ave. Improves safety and reduces delay on this facility. Average delay will be more than 50 seconds per vehicle in 2030.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping								N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Thurston	Olympic	300596D	I-5/Deschutes Way to Plum St - Mobility	Build transit southbound off ramp and bridge to Eastside Street. Consider/study extending this proposed facility as a high-level ribbon ramp structure to US 101 off ramp for transit and/or High Occupancy Vehicle use (Exit 105 City Center/Plum connecting to Eastside Street and possibly into off ramp into US 101). The I-5/US 101 Interchange on/off ramp weaving causes PM peak traffic queuing. The most significant queue/shock wave is from the I-5 Southbound off ramp to US 101 (includes effects of on ramp weaving from 14th Ave. and Henderson Blvd.). The next major weaving deficiency is the on ramp from Plum Street to Northbound I-5 that generates queues/shock waves between the Plum Street on ramp and Pacific Avenue off ramp. Southbound more than 70% of posted speed threshold in 2003 and in both directions by 2030.	High	Improves safety and reduces congestion by separating transit and general traffic on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N
Thurston	Olympic	300585E	I-5/Pacific Ave Interchange - northbound Off Ramp Double Left Turn	Creates an I-5 Northbound off ramp double left turn movement to westbound Pacific Avenue at the ramp terminal and consider modifying the existing eastbound Pacific Avenue roadway section to create a double left turn movement toward the I-5 northbound on ramp terminal. Signalized Pacific Avenue Interchange northbound ramp terminal left turn delay approaching 50 seconds per vehicle in 2003.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N
Thurston	Olympic	300585D	I-5/Pacific Ave Interchange to Martin Way Interchange - Collector Distributor Lanes or Extend Auxiliary Lanes	This project will install one lane collector-distributor lanes or auxiliary lanes in both northbound and southbound directions. Consider making proposed C-D lanes 2-lanes where existing or acquired right-of-way will accommodate the extra widening without high bridge widening costs or class 1 trail relocation costs. Consider alternative auxiliary lane proposal to reduce the estimated costs and to eliminate probable design deviations. An extension of the existing auxiliary lane between Sleater Kinney Road and College Street northbound could also be considered. A combination of high volumes and ramp weaves cause frequent back-ups in the PM peak. Analysis of existing travel patterns and traffic volumes along Interstate 5 between Pacific Avenue and Martin Way indicate that the level of service (LOS) is deteriorating. The mainline segment along Interstate 5 is approaching or at 70% of the posted speed threshold during peak commuter hours in 2003.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N
Thurston	Olympic	300585F	I-5/Sleater Kinney Interchange - Southbound Acceleration Lane on Sleater Kinney	Southbound acceleration taper and/or auxiliary lane on Sleater Kinney to allow free right turn movements at the ramp terminal (Eastbound right turn movement). Widening for the acceleration taper and/or lane also means widening the existing bike tunnel. A wider roadway cross section will help deter bicycles from crossing Sleater Kinney at-grade and encourage usage of the bike tunnel to cross under Sleater Kinney. Unsignalized stop control movements from I-5 Northbound off ramp (EB direction) to Southbound Sleater Kinney. The stop controlled right turn movement generates long queues in the PM peak period. Delay was more than 50 seconds per vehicle in 2000.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Thurston	Olympic	300585G	I-5/Martin Way Interchange - Northbound Off Ramp Deceleration Lane Extension	Build a northbound I-5 deceleration lane. Providing a 0.3 mile northbound deceleration lane into the Martin Way off ramp will improve ramp performance to better than 85% of posted speed. There are no low cost ramp terminal improvements feasible at this location that would improve performance to better than 80 seconds per vehicle of average delay due to high local arterial traffic volumes. A "Northeast Lacey Access" Study would consider various alternatives at Martin Way and at other locations that could be addressed further in an interchange justification report and/or environmental documentation. Signalized ramp terminal average delay more than 80 seconds per vehicle in 2005.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.	Yes	Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping								N
Thurston	Olympic	300585H	I-5/Martin Way Interchange - Southbound Off Ramp Double Right Turn	Ramp terminal improvements. This project will add a southbound right turn lane to create two right turn lanes and extend the storage lane length of the existing left turn lane at the southbound off ramp terminal. Signalized ramp terminal with average delay more than 80 seconds per vehicle in 2003. Observed high traffic volumes at the southbound off ramp to Martin Way cause queuing into mainline I-5 during the PM peak period. This off-ramp directs traffic into the City of Lacey with connections to large retail stores and a major city street (College Avenue) and private college (St. Martins). Interchange ramp with signalized ramp terminal has insufficient capacity causing back-ups into mainline I-5 shoulder. Analysis of existing travel patterns and traffic volumes at this off ramp indicate that the level of service (LOS) is deteriorating. The ramp diverge influence area was approaching 85% of posted speed during peak commuter hours in 2003.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping								N
Thurston	Olympic	300588A	I-5/ SR 510 Interchange - Stage 2	This project would construct a single point urban interchange at the Marvin Road (SR 510) Interchange, relocate the Northbound on-ramp to Quinault, and possibly ramp meter the on-ramps. There are long traffic queues developing at the Marvin Road (SR 510) off ramps. The longest queues are at the southbound (westbound direction) off ramp to Marvin Road. These queues for vehicles desiring to turn left are beginning to extend back to the I-5 shoulder in the PM peak period.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping								N
Thurston	Olympic	300585J	I-5/Marvin Rd Interchange - Add Right Turn Lane to Southbound Off Ramp Creating Double Left Turn Lanes or Slip Ramp	This project will construct an exclusive right turn lane on the Interstate 5 southbound off ramp to Marvin Road. The exclusive right turn would help facilitate freight movements toward the industrial area north of the interchange where distribution centers are proposed and exist. More than 600 vehicles are anticipated to turn left from I-5 southbound off ramp towards SR 510 at the single left turn lane. The ramp diverge and left turn movement at the ramp terminal is anticipated to be approaching 85% of the posted speed threshold during peak commuter hours in 2006. Other proposed developments in the vicinity may cause traffic volumes to be higher than anticipated. A climbing lane might also be constructed due to the steep southbound grade.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping								N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Thurston	Olympic	300585N	I-5 - SR 510 Interchange to Nisqually Interchange - Truck Climbing Lane or Southbound Slip Ramp	Southbound climbing lane from the Nisqually on ramp to I-5 past crest of 3% vertical curve near the Marvin Road (SR 510) Interchange. This auxiliary lane would also function as an acceleration lane and deceleration lane from the Nisqually on ramp to the Marvin Road off ramp and help reduce weaving conflicts. Constructing an auxiliary lane between the Nisqually southbound on ramp and the Marvin Road (SR 510) off ramp would provide this climbing lane, a deceleration lane into the off ramp, and an acceleration lane for the on ramp reducing weaving conflicts.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor. Builds truck climbing lane and reduces weaving conflicts on I-5.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N
Benton, Walla Walla	South Central		US 395/Finley to US 12 - Extend By-Pass Route	New alignment (approximately 13 miles) of existing roadway. Kennewick bypass provides a new route so that trucks do not need to come through congested city. Increases freight mobility, access to Finley and Burbank/Wallula industrial areas, and reduces congestion. Corridor goes from I-82 Exit 114 (Locust Grove Rd) across the Columbia River to US 12/Dodd Rd vicinity (mp 301.61) utilizing new I-82/SR 397 intertie.	Medium	Improves safety and decreases delay on freight route. Increases access to Finley and Burbank/Wallula industrial areas. It is estimated that this will be a T-1 route and carry an average annual daily truck traffic of 3,200. Currently, I-82 carries 3,800 trucks per day at mp 114.41; and US 12 carries 2,000 at mp 301.61.		Trucking industry confirmed project would benefit freight, but not current high priority.	Unknown, New Corridor	Unknown, New Corridor	Initial scoping estimate							N
Kittitas	South Central	508207Q	I-82/Thrall Road to Manastash Ridge - Construct Truck Climbing Lane - E/B	Construct eastbound truck climbing lane. There is a 5% grade over 4 miles on I-82 that reduces freight mobility and creates safety concerns. This segment has a lot of fog, which reduces visibility, and cars will try to pass slow moving trucks.	Medium	Improves safety and reduces congestion on major freight route by adding a truck climbing lane.		Trucking industry confirmed project would benefit freight, but not current high priority.	T-1	3,700	Initial scoping estimate	WSDOT - Project - I-82 - Thrall Road to Manastash						N
Kittitas	South Central		I-90 Snoqualmie Pass East – Keechelus Dam to Easton	Widen the interstate from 4 lanes to six lanes for capacity improvements from the funded Keechelus Dam project to Exit 71. This project will serve to maintain the effectiveness of the facility and to enhance safe operations. There are several highway improvements designed to better accommodate the movement of freight vehicles throughout this 10-mile corridor of I-90 Snoqualmie Pass. Includes widening to six lanes, replacement of deteriorated pavement, 13,200 feet of new westbound chain up/off area, improved ITS communications to relay real-time roadway and traffic conditions, rock fall hazard improvements to increase safety, fencing to prevent wildlife/ vehicle collisions, and improved alignment to reduce sharp curves.	High	Improves safety, increases capacity, and reduces congestion on major freight route. Preserves major freight route and replaces deteriorated pavement. Provides additional chain up/ off area for trucks.		Yes - Identified need for additional chain-up areas HSP interviews.	T-1	5,800	Initial scoping							N
Kittitas	South Central		US 97/Bettas Rd Vicinity to Swauk Creek - Construct Truck Climbing Lane	Construct truck climbing lane in both northbound and southbound directions on US 97. There is a steep grade over 4+ miles in both northbound & southbound directions with crest at mp 147.	Medium	Improves safety and reduces congestion on freight route by adding a truck climbing lane.		Trucking industry confirmed project would benefit freight, but not current high priority.	T-2	2,200	No scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Walla Walla	South Central	501210U	US 12/Attalia Vicinity to Nine Mile Hill (Phase 8) - Add Lanes	This section of US 12 experiences congestion and a number of collisions. This project will construct a four lane divided highway; adding capacity, improving safety and reducing congestion along this stretch of US 12. Phase 8 is unfunded and, along with Phase 7, will connect two four lane sections that were funded in the 2003 and 2005 Legislative Funding Packages. US 12 has been four-laned from Wallula and is being constructed funded from Frenchtown to Walla Walla.	Medium	Improves freight movements between Walla Walla and Tri Cities. Widens US 12 to a four-lane divided highway. Improves safety, increases capacity, and reduces congestion on freight corridor.			T-1, T-2	1,200 to 2,000	Initial scoping	http://www.wsdot.wa.gov/Projects/US12/PlanningStudy/						N
Walla Walla	South Central	501210T	US 12/Nine Mile Hill to Frenchtown Vicinity (Phase 7) - Add Lanes	This section of US 12 experiences congestion and a number of collisions. This project will construct a four lane divided highway; adding capacity, improving safety and reducing congestion along this stretch of US 12. Phase 7 is unfunded and, along with Phase 8, will connect two four lane sections that were funded in the 2003 and 2005 Legislative Funding Packages. US 12 has been four-laned from Wallula and is being constructed funded from Frenchtown to Walla Walla.	Medium	Improves freight movements between Walla Walla and Tri Cities. Widens US 12 to a four-lane divided highway. Improves safety, increases capacity, and reduces congestion on freight corridor.			T-2	1,200	Initial scoping	http://www.wsdot.wa.gov/Projects/US12/PlanningStudy/						N
Walla Walla	South Central	501205D	US 12/Attalia Vicinity to US 730 - Add Lanes	WSDOT has recently completed a preliminary analysis of the engineering and environmental needs for a four lane highway from Wallula to the Frenchtown vicinity and has identified a preferred corridor for further development. The preferred corridor separates from the existing US 12 alignment near the Boise Cascade Paper Mill, traveling easterly to meet the Nickel/TPA funded Frenchtown Vicinity to Walla Walla project, eight miles west of Walla Walla. The design funds remaining on the Attalia Vicinity to US 730 project will explore options for the US12/US730 connection. This project is no longer needed since new proposed alignment will bypass this section of highway . 4-laning of this section of US 12 will not be done. However , remaining funds will look at possible improvements to the US 12/SR 730 connection.	Medium	Improves safety, increases capacity, and reduces congestion on freight corridor. Part of plan to widen US 12 from Dodd Road to the Boise Cascade truck center. It will widen US 12 and divide highway to improve safety, and improve intersections.			T-1, T-2	2,000	PE Only Active	http://www.wsdot.wa.gov/Projects/US12/SR124Wallula/Attalia_Vic/	$ 0.80				$ 0.80	N
Walla Walla	South Central	501202Z	US 12/Wallula to Walla Walla - Corridor Study	The two-lane section of US 12 from the Wallula Junction to Walla Walla has experienced a number of serious collisions, as well as congested conditions due in part to a high percentage of truck traffic. This project studies alignment alternatives for US 12 from Wallula to Frenchtown Vicinity, and prepares environmental documentation to determine the best alignment to address the congestion and safety issues. Environmental documentation will determine Endangered Species Act compliance, as well as the environmental impacts that will need to be mitigated. Design decisions will be documented and approved for the section from Nine Mile Hill to Frenchtown Vicinity.	Medium	Improves safety, increases capacity, and reduces congestion on freight corridor. Part of plan to widen US 12 from the Snake River Bridge (SR 124) to the City of Walla Walla. It will widen US 12 and divide highway to improve safety, and improve intersections.			T-1, T-2, T-3	890 to 2,000	Under Construction	WSDOT - Project - US 12 - Widening From SR 124 to Walla Walla	$ 2.64		$ 2.83	$ 5.46	N
Yakima	South Central	508207I	I-82/Selah Creek & F. G. Redmond Bridge to S Umtanum Ridge WB - Construct Truck Climbing Lane	Construct westbound truck climbing lane on I-82. Steep grade causes delay and creates safety concerns. This segment also has significant fog, which reduces visibility, and cars often try to pass slow moving trucks.	Medium	Improves safety and reduces congestion on freight route by adding a truck climbing lane.		Trucking industry confirmed project would benefit freight, but not current high priority.	T-1	3,700	No scoping						N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Yakima	South Central		I-82/SR 823 to US 97 - Add Lanes	Widen I-82 to 6 lanes in order to reduce congestion and improve safety. This section is a heavy freight corridor and is experiencing increasing congestion.	Medium	Improves safety and reduces congestion on major freight route by adding an additional general purpose lane.		Trucking industry confirmed project would benefit freight, but not current high priority.	T-1	3,700	Initial scoping estimate							N
Yakima	South Central	508201S	I-82/South Union Gap Interchange - Improvements	Reconstruct interchange the I-82 South Union Gap interchange (Exit 38) to provide full access to south Union Gap and industrial areas. Exit 38 currently only has westbound off and eastbound on ramps to south Union Gap, but no westbound on or westbound off ramps.	Medium	Improves safety, reduces congestion, and provides an alternative to the Valley Mall Blvd. Interchange by allowing for full access to/ from I-82 in an increasingly industrial and commercial area within the Yakima metropolitan area.		Trucking industry confirmed project would benefit freight, but not current high priority.	T-1	3,700	Initial scoping estimate	http://www.wsdot.wa.gov/Projects/I82/SoUnionGap_IC/				$ 1.70		N
Clark	Southwest		I-5 Columbia River Crossing	Columbia River Crossing is a bridge, transit and highway improvement project of the Oregon and Washington transportation departments. The project is designed to reduce congestion and improve safety problems on a five-mile segment of Interstate 5. The project area stretches from State Route 500 in Vancouver, Washington, to approximately Columbia Boulevard in Portland, Oregon, including the Interstate Bridge across the Columbia River. These improvements will address safety and congestion issues on this vital freight and commuter corridor. Final project description and cost will not be accurately known until the EIS is complete and preliminary design started. Funding is available for Washington State's contribution to a partnership with the State of Oregon for EIS and preliminary design.	High	Preserves and maintains capacity on a major freight corridor. Improvements identified may decrease congestion and improve safety on major freight corridor. Improvements to interchanges on I-5 at SR 14, SR 501, and SR 500 are identified priorities for Port of Vancouver access.	Yes	Yes. WTP Freight recommendation and HSP high priority recommendation. Top priority identified in regional interviews and for Port of Vancouver.	T-1	7,600	Construction Unfunded	http://www.columbiarivercrossing.org/		$ 50.00	$ 0.07	$ 34.96	$ 85.03	N
Clark	Southwest		I-5/I-205 - NE 134th St Interchange, Stage II	Partnership with Clark County to widen NE 134th St structure over I-205 and to construct ramps to I-205 Southbound. Alleviation of congestion and delays. Demand in this area exceeds capacity of the existing interchange. Local government has frozen development in the area until traffic demand can be met.	High	Increases safety and reduces congestion on state's major freight route in Vancouver, Washington.		Yes - I-5 congestion through Vancouver, WA identified in regional industry interviews.	T-1	13,000 (I-5) 7,100 (I-205)	Preliminary Scoping							N
Clark	Southwest		I-5/NE 139th St to NE 219th St - Add Auxiliary Lanes	Add auxiliary lane SB from 139th St. to 179th St. and add auxiliary lane in both directions from 179th St. to 219th St. Reduce collisions and delays due to existing limited weave distance. Under expected growth assumption, the projected driving speed on this section in 2026 will be as low as 27% of posted speed. Widening is necessary for this section to benefit from other interchange and arterial improvements along I-5.	High	Increases safety and reduces congestion on the state's major freight route in Vancouver, Washington.		Yes - I-5 congestion through Vancouver, WA identified in regional industry interviews.	T-1	13,000	Preliminary Scoping							N
Clark	Southwest		I-5/NE 179th St - Rebuild Interchange	Rebuild 179th St. interchange (likely a diverging diamond interchange). Adequate capacity and reduction of projected delays at this interchange. Significant growth projections anticipate traffic increases to overload the current interchange.	High	Increases safety and reduces congestion on the state's major freight route in Vancouver, WA.		Yes - I-5 congestion through Vancouver, WA identified in regional industry interviews.	T-1	13,000	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Clark / Cowlitz	Southwest		I-5 Corridor - Install ITS	From MP 8.8 to 10.5, Infill ITS technology (fiber/conduit, data stations, and closed circuit television), with data stations approximately every half mile. From MP 20.5 to 21 (I-5 Woodland Interchange): wireless communications, traffic cameras, and data stations. From MP 76.8 to 81.2, I-5 Infill ITS technology (fiber/conduit, data stations, and closed circuit television), with data stations approximately every half mile . The proposed ITS facilities will reduce trip time (8% to 48% delay reduction), air pollution (5% to 13% carbon monoxide emission reduction), and energy consumption (6% to 12% fuel consumption reduction); increase travel reliability; enhance the ability to communicate during emergencies (40% incident response time reduction); and improve safety (10% fatal accident reduction in urban areas).	High	Increases safety and reliability, and reduces congestion on state's major freight route. Provides better traveler information for trucks to plan trip and prepare if closures or accidents on I-5.		Yes - I-5 congestion through Vancouver, WA identified in regional industry interviews.	T-1	10,000 to 13,000	Preliminary Scoping							N
Clark	Southwest	400506I	I-5/SR 501 Ridgefield Interchange - Rebuild Interchange	The 0.7 mile section of I-5 in the vicinity of the SR 501 interchange needs relief from congestion. Funding represents a state contribution to a partnership project that will construct a new bridge across I-5, reconstruct the I-5 on and off ramps, widen SR 501 between 56th Place and 65th Avenue, and improve SR 501 intersections at 56th Place and 65th Avenue. At completion, the project will reduce congestion to	Medium	Improves safety and access on a freight route that connects Ridgefield to a major freight corridor (I-5). Project improves SR 501 and interchange to I-5.			T-3 (SR 501) T-1 (I-5)	13,000 (SR 5) 590 (SR 501)	Future Construction Start - Not fully funded	http://www.wsdot.wa.gov/Projects/I5/SR501Interchange/		$ 10.00	$ 3.00		$ 13.00	N
Clark	Southwest	SR 14/I-5 to 164th Ave - Install ITS (Variable Message Sign and Ramp Metering)	Install variable message signs on SR 14 between I-5 and 164th. Ramp metering at interchanges between I-5 and 164th Ave. Depending on the location, benefits for ITS facilities vary. It is widely acknowledged that ITS has positive impacts on mobility, safety, and environment. For example, nationwide studies indicate ramp metering can increase speeds from 16% to 62%, and decrease collisions from 15% to 50%. This is a congested corridor with high collision history.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers.		Yes - Identified by regional industries in HSP interviews.	T-1	5,200	Preliminary Scoping							N
Clark	Southwest	SR 14/I-5 to I-205 - Add Lanes and Rebuild Structures	Widen SR 14 to six lanes and rebuild interchanges. This project is a response to the congestion in the future, especially after completion of the Columbia River Crossing project. It is estimated the project can bring $142 million mobility benefits and $39 million safety benefits in 20 years. The benefit-cost ratio is 1.32. Upon completion, the ratio of peak hour speed to posted speed in 2025 will increases from 32% ~ 64% to over 89%. It is estimated in 2030 that, without improvements, peak hour speeds on most segments of this corridor will be lower than 60% of posted speed.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers. Provides additional capacity to accommodate growth on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	5,200	Preliminary Scoping							N
Clark	Southwest	SR 14/I-5 to Washougal East City Limit - Install ITS (CCTV, Data Station, and Fiber Optic Cable)	Closed circuit television at intersections, interchanges and blind spots Data stations every ½ mile and at intersections and interchanges Fiber optic cable from I-205 to Washougal. Depending on the location, benefits for ITS facilities vary. It is widely acknowledged that ITS has positive impacts on mobility, safety, and environment. This is a congested corridor with high collision history.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers.		Yes - Identified by regional industries in HSP interviews.	T-1	5,200	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Clark	Southwest		SR 14/SE Ellsworth Ave Install Signal	Add signal at SR 14 eastbound ramp and at SE Ellsworth Rd. This project will improve the intersection level of service and reduce congestion and delay. The level of service for this intersection in 2006 is E, and the left turn movement on the west leg has level of service at F.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers.		Yes - Identified by regional industries in HSP interviews.	T-1	5,200	Preliminary Scoping							N
Clark	Southwest		I-205/SR 14 - Rebuild Interchange	Rebuild I-205 / SR 14 interchange. Alleviate delay and accidents associated with the tight weave of closely spaced on/off ramps. Weaving problems due to closely spaced on/off ramps. This project is within an identified bottleneck.	High	Increases safety and reduces congestion on major freight route and connector to freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	3,300 (SR 14) 7,100 (I-205)	Future							N
Clark	Southwest		SR 14/I-205 to SE 164th Ave - Add Auxiliary Lanes	Re-stripe and extend ramps between I-205 and 164th Ave., including lengthening and widening westbound on ramp from 164th. Based on the WSDOT Mobility Project Prioritization Process software estimates, this project will bring $87 million mobility benefits and $15 million safety benefits in 20 years, with a benefit-cost ratio of 5.76. The ratio of peak hour speed to posted speed in 2025 will increases from 58%, under no-build scenario, to at least 83% under build scenario. Reduces congestion and delay without increasing capacity. There is significant delay during peak hours on this highway segment and it is an identified bottleneck/chokepoint.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers. Provides additional capacity to accommodate growth on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	5,200	Preliminary Scoping							N
Clark	Southwest		SR 14/SE Union St - Complete Interchange	Complete the interchange to full build-out at SR 14/SE Union St. Anticipated collision reduction is 30%. This project is a component of increasing capacity while decreasing delay and accidents through greater control and fewer access points. Funded widening and interchange project (#401409W, Camas Washougal Widening and Interchange) will build an interchange with only one mainline through lane in each direction, full build-out of this interchange is needed to match the planned corridor widening to 4 lanes and to access benefits of other improvements along this corridor. This project is within an identified bottleneck.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers. Provides additional capacity to accommodate growth on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	1,900 (SR 14)	Preliminary Scoping							N
Clark	Southwest		SR 14/SE Union St to 32nd St - Add Lanes and Construct Interchanges	Widen roadway, construct interchanges, and limit access on SR 14. Anticipated collision reduction is 30%. Upon completion of the project, the whole section from MP 0.00 to 17.06 on SR 14 will become a highway with controlled access. It is anticipated that delay will be reduced by 80%. Overall, this project will bring $100 million mobility benefits and $22 million safety benefits in 20 years. The benefit-cost ratio is 1.93. Projected growth will exacerbate existing intersection related delays, overall congestion and resulting accident levels.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers. Provides additional capacity to accommodate growth on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	1,900	Preliminary Scoping							N
Clark	Southwest		I-205/SR 14 to SE Mill Plain Rd - Construct Ramps	Build braided on and off ramps from SR 14 Interchange to Mill Plain Interchange. Reduction in delays and conflicts due to weaving. Weaving problems due to closely spaced on/off ramps between SR 14 and Mill Plain. Large volume of traffic entering and exiting at Mill Plain interchange. This project is within an identified bottleneck.	High	Increases safety and reduces congestion on major freight route and connector to freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	3,300 (SR 14) 7,100 (I-205)	Future							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Clark	Southwest		SR 500/SR 503 and NE Fourth Plain Blvd - Construct Turn Lanes	Construct northbound to eastbound dual right turns at Fourth Plain Rd. Intersection of two high volume regional arterials; long queuing; high accidents. This intersection is an identified bottleneck/chokepoint.	High	Increases safety and reduces congestion on major freight route and connector to freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,500	Preliminary Scoping							N
Clark	Southwest		SR 503/NE Fourth Plain Blvd to NE 244th St - Install ITS	Install closed circuit television at intersections, interchanges, and blind spots from SR 500 to SR 502. Install data stations every ½ mile and at intersections and interchanges SR 500 to SR 502, and fiber cable from 99th to 244th Streets and interconnect. Depending on each corridor/location, benefits for ITS facilities vary. Overall it is widely acknowledged that ITS has positive impacts on mobility, safety, and environment.	High	Improves safety and reliability, and reduces congestion on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Clark	Southwest		SR 503/Padden Parkway and SR 500 - Construct Interchange	Build an interchange at Padden Parkway. SR 503 is a major north-south route and Padden Pkwy is a major east-west route with high volumes at an at-grade intersection. This intersection is an identified bottleneck/chokepoint.	High	Improves safety and increases capacity on freight route and connector to freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Clark	Southwest		SR 503/Padden Parkway - Install Directional Signs	Directional signs (overhead signs) to route traffic to I-205 via the Padden Parkway. Alleviation of congestion along SR 503 SB and SR 500 WB to SB I-205. Heavily congested movement exists from SR 503 SB to I-205 via SR 500.	High	Improves safety and reliability, and reduces congestion on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Clark	Southwest		SR 503/Padden Parkway to SR 502 - Add Lanes	Widen SR 503 to six lanes from Padden Parkway to SR 502. The project will reduce delay by 47% (Benefit Collision Delay Program). Projected growth expected to add to existing congestion, increasing frequency and length of delays.	High	Improves safety, reduces congestion, and provides additional capacity on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Clark	Southwest		SR 503/107th St - Install Variable Message Sign	Install southbound variable message sign at 107th St to direct traffic to the Padden Parkway when SR 500 is congested. The variable message sign will help to reduce congestion and delay on SR 500 during peak hours. SR 500 provides connection to I-5, I-205, and SR 500; it is one of the major commuter and freight corridors in the region.	High	Improves safety and reliability by providing real-time traffic information so that truckers can choose least congested freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Clark	Southwest		SR 503/SR 502 - Construct Turn Lanes	Add right turn channelization on east leg, west leg, and north leg of SR 503. Expected benefits include a delay reduction of 50% (comparison year: 2026) and collision reduction of 10% to 40%. This is the intersection of two high volume regional arterials	High	Improves safety and reduces congestion on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Cowlitz	Southwest	400507W	I-5/Woodland Industrial Area - Analysis of Freight Movement	The section of I-5 between the Dike Access Road and SR 503 interchanges experiences high volumes of freight traffic. A study of freight movements at these two interchanges will provide concepts to improve the interchanges in order to improve freight movement in this area.	High	Implement high priority strategies identified in analysis to improve safety, increase capacity, and reduce congestion on a major freight corridor (I-5) and improve connection between two freight corridors.		Yes - Identified by regional industries in HSP interviews.	T-1 (I-5) T-2 (SR 503) T-3 (Dike Road)	10,000 (SR 5) 1,600 (SR 503)	Preliminary Scoping		$ 0.25			$ 0.25		N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Lewis	Southwest		I-5/13th St to Chamber Way - Add Lanes and Rebuild Structures	Widen I-5 to six general purpose lanes, with additional auxiliary lane between interchanges, and rebuild bridges and interchanges as necessary to accommodate Increases traffic volume. This widening project will increase interstate capacity, improve safety, and encourage regional economic development. Current conditions are at capacity with existing demand. Significant growth is projected and expected to compound existing conditions.	High	Increases safety and reliability, and reduces delay on the state's major freight route. Increases capacity to meet demand on I-5. Completes widening of I-5 from 2 lanes in each direction to 3 lanes in each direction from Centralia to Chehalis.		Yes - Identified in WTP Freight Report, HSP industry interviews, and other shipper / carrier interviews.	T-1	11,000	Preliminary Scoping							N
Lewis	Southwest		I-5/Chamber Way to Mellen Street - Add Lanes and Rebuild Structures	Widen I-5 to six general purpose lanes, with additional auxiliary lane between interchanges, and rebuild bridges and interchanges as necessary to accommodate increased traffic volumes. Lessens potential flooding damage and delays by raising the roadway or building a levee. The widening project will increase interstate capacity, improve safety, encourage regional economic development and reduce delay due to congestion, growth projections and flooding. Significant volume increase is expected after completion of the Chamber Way Interchange improvement and the widening project from Mellen St. to Grand Mound. Without future improvements, by year 2026, the projected driving speed on this interstate section will be 55% of posted speed. Flooding along this section causes delays and other society costs.	High	Increases safety and reliability, and reduces delay on the state's major freight route. Increases capacity to meet demand on I-5. Completes widening of I-5 from 2 lanes in each direction to 3 lanes in each direction from Centralia to Chehalis.		Yes - Identified in WTP Freight Report, HSP industry interviews, and other shipper / carrier interviews.	T-1	11,000	Preliminary Scoping							N
King	Urban Corridors/ Northwest	100505A	I-5/Pierce Co Line to Tukwila Interchange - Add HOV Lanes	Construct HOV lanes and a southbound truck climbing lane in the Tukwila vicinity on I-5. Construction will be in 6 stages. Stage 1 will construct a truck climbing lane and a southbound HOV lane from Tukwila to S. 188th. Stage 2-2N will construct a southbound HOV lane from S. 188th to S. 209th. Stage 2-2S will construct a southbound HOV lane from S. 209th to SR 516. Stage 3 will construct a southbound HOV lane from SR 516 to S. 320th. Stage 4 will construct a southbound HOV lane from S. 320th to the Pierce County Line, and a northbound HOV lane from the Pierce County Line to S. 272nd. Stage 5 will construct a northbound HOV lane from S. 272nd to S. 200th. Stage 6 will construct a northbound HOV lane from S. 188th to Tukwila. The completed project will improve traffic flow and transit service reliability. ** Stages 5 and 6 are unfunded. I-5, Pierce County Line to Tukwila Stage 2N - Southbound. Will replace the interim southbound HOV lane from South 188th Street to South 211th Street and builds a truck climbing lane in the same location. Construction for this project has not been funded.*	High	Reduces delay, improves safety, and increases capacity on major freight corridor. Adding HOV lanes and truck climbing lanes improves performance of this highly congested section of state's major freight route. The project also adds traffic cameras, installs hardware needed to create traffic congestion maps and improves the existing pavement.		Yes - I-5 congestion from Olympia to Everett most frequently identified high priority problem by industry. WTP Freight Recommendation.	T-1	14,000	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/I5/hovPiercetoTukwila/i5HOV_Pierce_S320th/	$ 50.84	$ 22.60	$ 66.42	$ 139.85		N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	800502K / 100502K	I-5/SR 161/SR 18 - Triangle Interchange Improvements	The project will modify the I-5/SR 18 interchange to eliminate weaving vehicle movements. It will improve existing and future traffic circulation, and reduce the number and severity of accidents in the vicinity of I-5, SR 161 and SR 18. The existing loop ramps are substandard and two of the loop ramps are high-accident locations. These improvements will improve traffic flow and safety at this increasingly congested interchange. Phase I is fully funded and will build flyover ramps from westbound SR 18 to southbound I-5 and from eastbound SR 18 to southbound I-5, and construct a new exit from I-5 to SR 161 at S.359th street. This will replace existing cloverleaf and related merge/ weave issues on I-5. Additional phases are not fully funded. These phases would build an eastbound SR 18 flyover ramp to northbound I-5, replacing the current cloverleaf and merge/ weave issues on I-5. Additional improvements would be made to the interchange to lengthen merges and improve freeway efficiency.	High	Improves safety and reduces congestion on major freight corridors, and improves interchange connecting three primary freight corridors. Improves interchanges where Interstate 5, SR 161 and SR 18 connect in Federal Way. Reduces merge and weave, and provides freight access.	Yes	Yes - WTP Freight recommendation and identified problem in regional interviews. Improves congestion in central Puget sound, high priority problem, on primary freight corridors.	T-1 (SR 161, SR 18, and I-5)	14,000 (SR 5) 9,300 (SR 18) 2,800 (SR 161)	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/sr18sr161ic/	$ 3.00	$ 100.00		$ 8.20	$ 112.00	N
King	Urban Corridors	800506C	I-5/S 272nd St - Interchange Improvements	Build exclusive ramps for transit and HOV, and other major interchange improvements including widening S 272nd, will connect the HOV lanes on I-5 to S 272nd. During peak hour, transit buses have to cross 4 lanes of heavily congested I-5 traffic and deal with heavy congestion on S 272nd street to get between the HOV lanes and two park and ride lots. Funding will keep design and right of way acquisition proceeding until additional funds are available. The project design will determine construction phasing options. The work will ultimately include replacing the I-5 bridges, realigning ramps and other related work on local streets.	High	Improves safety and reduces congestion on major freight corridors. Improves access between two freight corridors (I-5 and S 272nd). Reduces merge and weave issues on I-5 near Kent.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1 (I-5) T-2 (S 272nd)	14,000 (I-5)	Construction Unfunded	http://www.wsdot.wa.gov/Projects/I5/272ndInterchange/		$ 10.00		$ 1.60	$ 11.60	N
King	Urban Corridors	800515B / 800515C	I-5/S Boeing Access Rd to Northgate - Concrete Pavement Rehab and Early Design	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. The first phase, PIN 800515C, completes the environmental review that will allow WSDOT to prioritize pavement rehabilitation, lane continuity, and operational improvement projects on I-5 between Tukwila and Northgate.	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 improves 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	Underway and Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/Rehab/	$ 124.60				$ 124.60	N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors		I-90 - Eastgate to Sunset Interchange - Extend the Westbound HOV Lane to Sunset interchange	Extend the westbound HOV Lane to Sunset interchange on I-90. This will improve mainline operations on I-90 and improve traffic flows and transit access to Sunset Way. I-90 between Eastgate and the Sunset Interchange in Issaquah experiences peak congestion westbound in the morning and eastbound in the evening.	High	Improves safety and provides congestion relief on a major freight corridor. Adding HOV lanes and direct access ramps will remove some traffic from general purpose lanes and reduce congestion. This is primary east- west freight route and connects Eastern Washington with Central Puget Sound ports and markets.		Yes - Identified by regional industries in HSP interviews. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington	T-1	8,000	Preliminary Scoping							N
King	Urban Corridors	109061S	I-90/ Issaquah to North Bend - Implement Strategies from Route Development Study	Implement high priority strategies identified in the I-90 Issaquah to North Bend Route Development Study. The study is underway and will investigate new access points to I-90 in this is a fast growing area. Improving existing interchanges will also be considered.	High	Implements recommendation to improve safety, increase capacity, reduce congestion, improve interchange access on major freight corridor. This is primary east-west freight route and connects Eastern Washington with Central Puget Sound ports and markets.	Yes	Yes - Identified by regional industries in HSP interviews. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington	T-1	5,800 to 10,000	Study Underway	http://www.wsdot.wa.gov/planning/RDP/I90/EastgateTo465th/default.htm		$ 2.00			$ 2.00	N
King	Urban Corridors		I-90 - I-90/I-I-405 Interchange Area - Construct a Freeway-to-Freeway Core Lane HOV Connection in NE Quadrant	Construct a freeway-to-freeway Core lane HOV connection at SR90/SR405 interchange (NE quadrant). This will address congestion and operational deficiencies through the I-90/405 Interchange and will improve freeway mainline operations for GP/HOV/transit users. I-90 / I-405 interchange experiences considerable congestion and delay during am/pm peak periods. Transit/HOV experiences considerable delay and inefficiencies through I-90/I-405 Interchange.	High	Improves safety and provides congestion relief on a major freight corridor. Adding HOV lanes and direct access ramps will remove some traffic from general purpose lanes and reduce congestion. I-90 is primary east- west freight route and connects Eastern Washington with Central Puget Sound ports and markets. Improves connection between two major freight routes (I 405 and I 90) that provide alternate route to I-5 in congested Central Puget Sound urban area.		Yes - Identified by regional industries in HSP interviews. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington.	T-1	8,000 (I 90) 7,700 (I 405)	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors		I-90 - I-90 Eastgate to Issaquah - Extend HOV Lanes and Add Auxiliary Lanes	Extend HOV lanes to Front Street and add auxiliary lanes from Eastgate to Front Street. This will address congestion and operational deficiencies on this section of I-90. This will improve trip reliability for HOV and transit users and will improve I-90 mainline operations. Congested I-90 corridor segment with extensive delay/operational impacts experienced by HOV/transit users during peak periods.	High	Improves safety and provides congestion relief on a major freight corridor. This is primary east- west freight route and connects Eastern Washington with Central Puget Sound ports and markets.		Yes - Identified by regional industries in HSP interviews. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington	T-1	8,000	Preliminary Scoping							N
King	Urban Corridors		I-90 - West Lake Sammamish Parkway Interchange Improvements	Construct interchange improvements on I-90 at West Lake Sammamish Parkway. This solution will improve I-90 mainline operations by eliminating back-ups onto the I-90 mainline and will improve traffic flow through this interchange and onto West Lake Sammamish Parkway.	High	Improves safety and provides congestion relief on a major freight corridor. This is primary east- west freight route and connects Eastern Washington with Central Puget Sound ports and markets.		Yes - Identified by regional industries in HSP interviews. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington	T-1	8,000	Preliminary Scoping							N
King	Urban Corridors		I-90 - SR 900 to Front Street - Eastbound Auxiliary Lane and Two-Lane Eastbound Off-Ramp	Construct an eastbound auxiliary lane from SR 900 to Front Street with a two lane eastbound off-ramp to Front Street. This auxiliary lane will improve I-90 mainline operations and will improve safety at the I-90/Front Street Interchange. Vehicle back ups onto freeway because of immediate stoplight on Front Street at end of eastbound off ramp.	High	Improves safety and provides congestion relief on a major freight corridor. This is primary east- west freight route and connects Eastern Washington with Central Puget Sound ports and markets.		Yes - Identified by regional industries in HSP interviews. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington	T-1	8,000	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	Multiple	SR 99/Alaskan Way Viaduct and Seawall - Replacement	The Alaskan Way Viaduct and Seawall Replacement Program is composed of the Moving Forward projects, located in the north and south ends of the viaduct, and the central waterfront project. The Moving Forward projects will repair or replace about half of the seismically vulnerable viaduct. They are necessary to improve public safety and keep traffic moving no matter what replaces the viaduct's central waterfront section. The central waterfront project will be decided through a collaborative process managed by the State of Washington, King County, and the City of Seattle. Until a decision is reached on the central waterfront project, it is unknown if project is fully funded. The Alaskan Way Viaduct plays a major role in sustaining our economy and maintaining our citizens' ability to travel to and throughout Seattle. However, the viaduct, along with the seawall, is at risk of failure from earthquakes (with unacceptable risk to lives as well as property) and irreversible loss of use from age and deterioration. The structure must be replaced. Funding amounts are shown for the entire project, including the a	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 and T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/projects/viaduct/	$ 177.00	$2,000.00		$ 226.50	$2,403.50	Unknown
King	Urban Corridors	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	The SR 167 Corridor is highly congested during peak hours. This project will construct a southbound HOT lane from where it ends currently at 37th St NW to the vicinity of 3rd Avenue SW. A drop lane will be constructed from the vicinity of 3rd Avenue SW to the 8th St E interchange. Ramp meters will be installed at the following ramps: 15th St SW SB, Ellingson Road SB, and 8th St E SB. New interim signals will be installed at the 8th St E/SR 167 SB ramps and the Ellingson Rd /SR 167 SB ramps intersections. This project will improve mobility, traffic operation, safety and reduce congestion on SR 167.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Builds HOT lanes on 167 to increase capacity on general purpose lanes. Corridor provides access to major warehousing and distribution center, and is alternative to I-5 in Central Puget Sound. Highway segment carries 11,000 trucks per day, one of the highest volumes of truck traffic in the state.		Yes - WTP Freight recommendation and high priority in industry interviews.	T-1	11,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR167/8to277/		$ 80.00			$ 80.00	N
King	Urban Corridors	816700U / 116700S	SR 167/Corridor Study	Implement strategies identified in the SR 167 Corridor Plan to improve safety and relieve congestion on SR 167 between Renton and Puyallup. Study identifies existing and emerging problems, and proposes specific solutions to be implemented over the next 25 years. The corridor serves a growing number of housing developments and lies along the largest freight distribution center in the region. SR 167 is also an important alternative route to I-5.	High	Provides analysis and recommendations to improve safety, increase capacity, and improve performance of major freight corridor that serves state's primary warehousing and distribution center. Corridor provides alternate freight route to I-5 and carries 11,000 trucks per day, one of the highest volumes of truck traffic in the state.	Yes - WTA identified SR167/I-405 interchange and SR-167/277th St exit as priority concerns.	Yes - WTP freight recommendation and high priority in regional and statewide industry interviews.	T-1	1,900 to 11,000	Underway	http://www.wsdot.wa.gov/Projects/SR167/ValleyFreewayCorridorPlan	$ 9.60	$ 0.00	$ 0.50	$ 10.10	N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors		SR 167/SR 18 Eastbound-to-Southbound Ramp and Northbound-to-Westbound Ramp	Construct interchange from eastbound SR 167 to southbound SR 18, and from northbound SR 167 to westbound SR 18. The SR 167/SR 18 interchange is missing two ramps. In order to make the eastbound SR 267 to southbound SR 18 connection today, vehicles exit eastbound SR 18 to West Valley Highway S, go south on West Valley Highway S, turn east on 15th Street SW and then use the southbound on-ramp to SR 167. There are currently about 790 large trucks per day that make this movement. In order to make the northbound SR 167 to westbound SR 18 movement, vehicles exit 15th Street SW (Supermall Way), turn west on 15th Street SW, north on West Valley Highway S, and then right onto a tight loop ramp to westbound SR 18. It is estimated that 830 trucks per day now make this movement. A flyover ramp from northbound SR 167 to westbound SR 18 is proposed. Additional travel time benefit would accrue for passenger vehicles. Improves local intersection operations by shifting freeway-to-freeway traffic to the proposed ramp.	High	Improves safety, reduces delay, and improves access between two major freight routes. Provides direct connection between SR 18 eastbound and SR 167 southbound to replace the circuitous route along local streets. Provides direct connection between northbound SR 167 and westbound SR 18 to replace the circuitous route along local streets. Existing on ramp to westbound SR 18 from West Valley Road is difficult for trucks because of its tight radius. The new direct-connection ramp would have a larger radius for trucks. Travel time benefit for heavy trucks over a 20-year period is estimated at approximately 324,000 hours.	Yes	Yes - Identified WTP freight recommendation and in regional industry interviews.	T-1	11,000 (SR 167) 9,300 (SR 18)	Scoped	http://www.wsdot.wa.gov/Projects/SR167/ValleyFreewayCorridorPlan						N
King	Urban Corridors		SR 167 - Southbound SR 167 at exit for 277th Street - Widen the southbound off-ramp to two lanes.	Widen the southbound off-ramp to two lanes. This will improve SR 167 mainline operation and improve safety. Southbound exit is near Smith Dairy and traffic backs up at the stop light.	High	Improves safety and reduces congestion on a major freight corridor. Widening off-ramp will prevent traffic from backing onto mainline and causing congestion on SR 167.	Yes	Yes - WTP freight recommendation and high priority in regional and statewide industry interviews.	T-1	11,000								N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	Multiple	I-405 Tukwila to Renton Improvement Project (I-5 to SR 169 Stage 2)	Completion of the project will allow for better connectivity between the SR 167 and I-405 Corridors. This is the second phase of improvements on I-405 between I-5 in Tukwila and SR 169. The first phase of improvements is the Renton Nickel Improvement Project (I-5 to SR 169). The Tukwila to Renton Improvement Project includes adding one lane in each direction on I-405 between SR 181 and SR 167, two lanes in each direction on I-405 between SR 167 and SR 169, and one lane northbound on SR 167 from South 180th Street to I-405. It will also reconfigures the SR 181 and SR 167 interchanges, including improving HOV connections between SR 167 and I-405. The SR 515 (Talbot Road) Interchange, is funded for construction from the 2005 Legislative Funding Package. Additional funding is required to complete the entire Tukwila to Renton Improvement Project, including the SR 167 interchange.	High	Improves safety, increases capacity, and reduces congestion on major freight route. I-405 serves as major north-south freight corridor in Central Puget Sound and is alternative to I-5. Builds additional lanes and improves access between I-405 and SR 181, 167 and 169. The northbound 167 merge onto southbound I 405 was identified as one of the top 3 merge chokepoints in Central Puget Sound by Washington Trucking Associations' members. The southbound I-5 exit to Interstate 405 interchange was identified as on of the top 3 merge chokepoints in Central Puget Sound by Washington Trucking Associations' members.	Yes	Yes- Identified in WTP Freight Report and in regional industry interviews.	T-1 (all)	7,700 (I 405) 3,100 (SR 181) 11,000 (SR 167) 4,200 (SR 169)	Scoped			$ 114.17		$ 1.41	$ 115.58	N
King	Urban Corridors	Multiple	I-405 - Renton to Bellevue	The Renton-to-Bellevue project, partially funded by the Legislature, will add two new general purpose lanes in each direction between SR 169 and Interstate 90 to help address one of the most-congested sections of freeway in the state. The addition of travel lanes and other improvements will increase safety by reducing congestion, improving sightlines and widening shoulders. Congestion-related accidents – rear-end and side-swipe crashes – make up the largest percentage of accidents on I-405. The addition of a ramp meter at 112th Avenue SE will help reduce congestion and improve safety at that location, particularly during the morning peak traffic period.	High	Improves safety, increases capacity, and reduces congestion on major freight route. I 405 serves as major north-south freight corridor in Central Puget Sound and is alternative to I-5. Builds additional lanes on I 405 and improves access between two major freight routes (I 405 and I 90).	Yes	Yes- Identified in WTP Freight Report and in regional industry interviews.	T-1	7,700 (I 405) 8,000 (I 90)	Scoped		$ 144.80	$ 5.20	$ 78.00	$ 228.00	N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	850901F and 850902A	SR 509/I-5 to Sea-Tac Freight & Congestion Relief	The SR 509/I-5 Freight and Congestion Relief Project will ease congestion on I-5, improve freight mobility, increase safety, lower travel times, accommodate plans for a new south-oriented access to Sea-Tac International Airport, and increase safety on south King County roadways. Construct a southbound auxiliary lane on I-5 between SR 516 and S 272nd Street with a two lane off ramp to 272nd Street. The 2003 and 2005 Legislative Funding Packages fund continued design and right-of-way acquisition, but there is no funding for project construction. The project may be constructed in phases with funding determining phasing opportunities.	High	Improves safety, reduces congestion, and increases capacity on a major freight corridor by providing an alternative route from SeaTac, the Port of Seattle, and the MIC to the southern industrial areas of King County and the industrial areas of Pierce County. If completed, SR 509 would complete one of three major north-south freight corridors in Central Puget Sound.	Yes - WTA places a high priority on congestion relief on I-5.	Yes - Identified WTP freight recommendation and high priority in industry interviews. Improves safety, reduces congestion, and add capacity to the state's major freight corridor (I-5). Priority for Port of Seattle.	Unknown, New Corridor	Unknown, New Corridor	Design and Purchase of Right of Way	http://www.wsdot.wa.gov/Projects/I5/SR509FreightCongestionRelief/	$ 35.00	$ 29.50		$ 21.00	$ 86.00	N
King	Urban Corridors		SR 509 Corridor Completion Element: I-5 South Access Road, Connector to South 228th Street	This project results from the design work underway for the SR 509 Corridor Completion and Freight Improvement Project including the I-5 South Access Road Project. One element of the South Access Road Project can be constructed independently, and would improve truck access between I-5 and the Kent Valley. This project element includes a new overcrossing of I-5 at S 228th Street, just north of SR 516, and two new ramps that connect to and from the north on I-5. The City of Kent recently completed the new S228th Street corridor between Military Road and the valley. It was constructed to provide freight access from the primary industrial and warehousing area in Kent to I-5 and the planned SR 509 project. However, because SR 509 and its improvements along I-5 have not been constructed, the new S 228th Street corridor is underutilized. The current access route to this corridor is circuitous using portions of SR 516 and Military Road. The recommended over-crossing of I-5 would enhance the investment already made on S 288th St.		Provides direct connection from state's major freight route (I-5) to S 228th Street, a new five-lane arterial constructed as a freight corridor between I-5 and the Kent Valley. Increases utilization of S 228th Street and reduces traffic and congestion on SR 516. Eliminates circuitous route through the SR 516 interchange. Travel time benefit for heavy trucks over a 20-year period is estimated at 376,000 hours. SR 516 is a T-2 FGTS class roadway, carrying 1,700 trucks per day.		Yes - WTP Freight recommendation, identified in industry interviews. High priority for Port of Seattle	T-1	14,000		http://www.wsdot.wa.gov/Projects/I5/SR509FreightCongestionRelief/						N
King	Urban Corridors		SR 518 - I-5 (Tukwila) Interchange - Add Second Eastbound Lane and Relocate I-5 northbound Ramp	Add a second eastbound lane from the I-5 southbound drop lane to the I-5 northbound add lane at the Tukwila Interchange. Relocate the I-5 northbound ramp to the right side and combine I-5 northbound, I-5 southbound and the 51st Ave. S ramps at the Tukwila Interchange.	High	Improves safety, increases capacity, and reduces congestion on a major freight corridor. Improves connection from state's major freight route (I-5) to freight route that serves airport handling highest volume of air cargo in the state.	Yes	Yes - Identified in WTP Freight Report and by Port of Seattle as priority for handling future air cargo needs.	T-1 (I-5 and SR 518)	4,900 (SR 518) 14,000 (I-5)	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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 cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	852000T, 852002G, 8582002H, 852002I	SR 520/ I-5 to Bellevue - Bridge Replacement and HOV	The overall project will replace the SR 520 floating bridge and associated approaches. Construct new six lane bridge and approaches from Montlake Blvd. on the west side of the lake to 84th Ave. NE on the east side. Construct new six lane connection between I-5 and Montlake Blvd. This includes reconstruction of the Portage Bay Bridge. It will also construct a new westbound to southbound freeway to freeway core HOV connection at the I-5 / SR 520 interchange. This will address major congestion deficiency on SR 520 and will replace two major functionally obsolete bridges. This will also improve safety and operations on this section of SR 520. 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.	High	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). New HOV interchange between SR 520 and I-5 will reduce merge and weave issues caused at this location. This improves safety and reduces congestion on major freight route (I-5).		Yes - Identified in regional industry interviews.	T-2 (SR 520) T-1 (I-5)	1,700 (SR 520) 11,000 (I-5)	Future Construction Start	http://www.wsdot.wa.gov/projects/SR520Bridge/	$ 52.25	$ 484.29	$ -	$ 313.88	$ 850.43	N

*Sorted by WSDOT region, county, and state route number.