

Moving people

Looking for a faster, safer trip? We hear you.

Traffic along the existing SR 167 has increased dramatically from 15,000 vehicles per day in 1970 to 125,000 vehicles per day in 2005. Perhaps that's why more than half the Puget Sound residents in a recent survey named traffic congestion or lack of transportation options as the region's top problem.

Extending SR 167 to Tacoma provides more route options for commuters and regional travelers and creates a more efficient connection between south King County and Pierce County. Whether you're among the 30 percent of residents who commute regularly between the two counties or you're traveling farther east, completing SR 167 provides a vital link in our highway system.

Moving freight

Keeping freight moving is key to a growing economy.

Extending SR 167 links one-third of the region's trucking and storage facilities with the Port of Tacoma, one of North America's largest container ports. Each year truck traffic increases as the Port, a state economic engine, imports and exports billions of dollars of goods and commodities.

Other ongoing and proposed congestion relief

projects along SR 167 will help move freight through the corridor, providing a more efficient route for the growing number of trucks, while improving regional connections and safety for drivers.

Restoring habitat, connecting pedestrian/bicycle facilities

It is fitting that a highway with breathtaking views of Mount Rainier would also improve wildlife habitat and tie into travel options for pedestrians and bicyclists.

Besides managing stormwater runoff and preventing water pollution, the project's environmental components are designed to improve a salmon-bearing stream, natural wetlands and wildlife habitat essential to this region's history, culture, and natural beauty.

It's only natural

- Restore wildlife habitat, including streams, streambanks, wetlands and forests
- Restore aquatic habitat along Hylebos Creek, Surprise Lake Tributary and Wapato Creek
- Improve water quality for resident Chinook and Coho salmon and Cutthroat trout
- Connect pedestrian/bicycle facilities, including the Interurban Trail, in the Fife/Milton area

For more information:

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Completing a vital Pierce County freeway to keep people and freight moving

State Route 167 is the primary freeway connecting the Kent and Puyallup River valleys to the Seattle/Tacoma/Bellevue metropolitan area. The highway's original planned route ran from Renton to Tacoma, but construction halted near Puyallup in the 1980s as engineers worked from north to south with available money. This incomplete freeway is a critical missing link in the state's highway network, with impacts on the existing SR 167, local roads, and the regional highway system.

To provide this missing piece of the highway system, WSDOT is designing an extension to the existing SR 167 from SR 161 in Puyallup to Interstate 5 in Tacoma, with a connection to SR 509 near the Port of Tacoma. The new six-mile highway extension, with carpool/transit lanes, park-and-ride lots and weigh stations, will:

- Complete the SR 167 corridor from Renton to Tacoma helping to relieve congestion on local roads and other highways by providing new travel options

- Move freight faster, more safely and more economically
- Apply innovative environmental designs to help protect area waters from pollution and improve stream habitat feeding into Commencement Bay

Since 2003, the Washington State Legislature has committed more than \$133 million to advance design and purchase right of way along the corridor, focusing on a project that is critical to providing faster, safer travel options for one of the state's fastest growing areas.

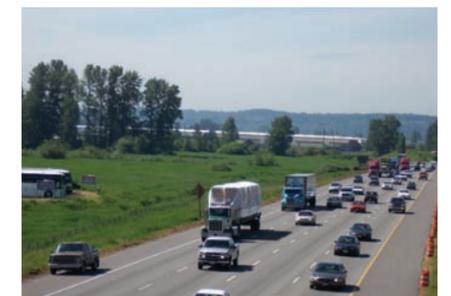
The Regional Transportation Investment District (RTID) and Sound Transit recently finalized their joint proposal for transportation improvements in King, Pierce and Snohomish counties. The proposal will be submitted to voters in November 2007 and includes \$1.59 billion to extend SR 167. These funds could pay for additional property acquisition and a first phase of construction.



Increase freight mobility



Enhance habitat



Relieve traffic congestion

Project layout and interchange concepts



SR 509 interchange



Interstate 5 interchange



SR 161 (North Meridian) interchange

Completing SR 167



Current funds

\$133.3 million for design and right of way purchases

Funding needs

Estimated \$2 billion for design, right of way and construction

Environmental Impact Statement

Completed December 2006

Construction

Construction of the highway is likely to be staged as money becomes available.

When complete, the new section of divided highway will provide two general-purpose lanes in each direction and carpool/transit lanes from SR 161 in Puyallup to Interstate 5. Vehicles will enter the highway through interchanges at SR 161, Valley Avenue, I-5, 54th Avenue and SR 509.