

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits
Studies or Environmental Documentation Required for Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Other State Funds, not 2003 or 2005 Packages (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction /Completion Fully Funded (Y/N)
King	Northwest	101826A	SR 18/Tigergate to I-90 - Add Lanes	This project is funded for construction of the widening up to the Issaquah-Hobart Road Interchange. Environmental impact study for project to construct additional lanes and other improvements. Study necessary to design and build project, but does not fund actual construction. Construct additional lanes and other improvements. Work includes new bridges to complete widening of 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.	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	Construction Unfunded	http://www.wsdot.wa.gov/Projects/SR18/AuburntoI90/	Nickel	\$ 3.00	\$ 0.02		\$ 3.02	N	
King	Northwest	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes	Environmental impact study for project to construct additional lanes and other improvements. Study necessary to design and build project, but does not fund actual construction. Work includes one new interchange and 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.	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	Construction Unfunded	http://www.wsdot.wa.gov/Projects/SR18/AuburntoI90/	Nickel	\$ 3.00	\$ 0.02		\$ 3.02	N	
Skagit	Northwest	100597B	I-5/SR 534 to Cook Rd - Corridor Access Study	Access point decision report for all interchanges on I-5 between SR 534 (Conway) and Cook Rd. Funds study needed to design and build project, but no construction is funded.	Medium	Provides analysis and recommendations to improve safety, reduce congestion, and improve performance of major freight corridor.			T-1	6,000	Underway	http://www.wsdot.wa.gov/Projects/I5/SR534CookRoadStudy/	TPA	\$ 0.80			\$ 0.80	N	
Pierce	Olympic	316712A	SR 167/SR 509 to SR 161 EIS	Environmental documentation is needed for a new corridor. State Route (SR) 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 before completing the freeway to Tacoma. 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.	High	Designs and prepares project if construction funds become available. If funded, construction would relieve congestion on existing mainline segments by adding an alternative route between the Port of Tacoma, the Kent Valley and Bellevue. Finish SR 167 from I-5 to I-405 for greater freight mobility.	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/	Nickel	\$ 1.39	\$ 5.50	\$ 13.01	\$ 19.90	N	

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Thurston	Olympic	310139C	US 101/West Olympia - Access Study	In partnership with the City of Olympia, funding is provided to identify a range of alternatives to provide additional approach points between the city street network and US 101 from the existing interchanges at Black Lake and Evergreen Parkway. Additional funding is needed for completion and expected to be provided from local partnership funding by the City of Olympia.	Medium	Provides analysis and recommendations to improve safety, increase capacity, provide access, and relieve congestion on freight corridor, analysis.			T-1	4,100	Underway	http://www.wsdot.wa.gov/Projects/US101/WestOlympiaAccessStudy/	TPA	\$ 0.50		\$ 0.12	\$ 0.62	N	
Benton	South Central	501401K	SR 14/Benton Co - Roadside Safety Improvements	This section of SR 14 has experienced a number of serious collisions. This project will review the corridor from the Klickitat county line to Plymouth, and will select cost effective solutions to improve safety along SR 14.	Medium	Provides analysis and recommendations to improve safety on a freight corridor.			T-2	1,200	Operationally Complete		TPA	\$ 1.70			\$ 1.70	Y	
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	Nickel	\$ 2.64		\$ 2.83	\$ 5.46	N	
Clark	Southwest	400506A	I-5/Columbia River Crossing/Vancouver - EIS	Design for a new Columbia River crossing and approach improvements. Included with the design is preparation of an Environmental Impact Statement (EIS). 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. Amount shown is Washington State's contribution to a partnership with the State of Oregon. This is a small part of the total cost of the project.	High	Preserves and maintains capacity on a major freight corridor. Improvements identified may decrease congestion and improve safety on major freight corridor.	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/	TPA	\$ 50.00	\$ 0.07	\$ 34.96	\$ 85.03	N	

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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	Provides analysis and recommendations to improve safety, increase capacity, and reduce congestion on a major freight corridor (I-5) and improve connection between two freight corridors. Dike Access Road will also provide access to new retail center and new Woodland High School.		Yes - identified by regional industries in HSP interviews.	T-1 (I-5) T-2 (SR 503) T-3 (Dike Road)	10,000 (I-5) 5) 1,600 (SR 503)			TPA		\$ 0.25			\$ 0.25	N
King	Urban Corridors	800515B	I-5/S Boeing Access Rd to Northgate - Conc Pavm't Rehab Early Design	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. The first phase will be in PIN 800515C.	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	http://www.wsdot.wa.gov/Projects/I5/Rehab/	Nickel	\$ 10.30				\$ 10.30	N
King	Urban Corridors	809936M	SR 99/Alaskan Way Viaduct and Seawall - Replacement Corridor Design	This work completes design of the first stage of the overall project to replace the viaduct and seawall.	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 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/projects/viaduct/	Nickel	\$ 21.74			\$ 77.82	\$ 99.56	Unknown
King	Urban Corridors	809936K	SR 99/Alaskan Way Viaduct and Seawall - Replacement EIS	This will complete the environmental review of the project.	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, SODO manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/projects/viaduct/	Nickel	\$ 10.00			\$ 7.73	\$ 17.73	Unknown
King	Urban Corridors	852002G	SR 520/ I-5 to Bellevue - Bridge Replacement and HOV EIS	The overall project will replace the SR 520 floating bridge and associated approaches. This funding provides for the environmental review, including an EIS through the Record of Decision. Phase 1 of the project is described in Project 852002T.	Medium	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).			T-2	1,700	Future	http://www.wsdot.wa.gov/projects/SR520Bridge/	Nickel	\$ 19.85				\$ 19.85	N

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King	Urban Corridors	852002I	SR 520/ I-5 to Bellevue - Bridge Replacement and HOV Design	This funding provides for the design of the bridge replacement project including design of the floating bridge and approaches. This completes design of the first stage of phase 1 of a larger corridor project to replace the floating bridge and make other improvements on SR 520.	Medium	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).			T-2	1,700	Future Construction Start	http://www.wsdot.wa.gov/projects/SR520Bridge/	Nickel	\$ 26.40			\$ 0.86	\$ 27.26	N
King	Urban Planning	109061S	I-90/ Issaquah to North Bend Route Development Study	Study to investigate new access points to I-90 as this is a fast growing area. Improving existing interchanges will be considered.	High	Provides analysis and recommendations to improve safety, increase capacity, reduce congestion, improve interchange access on major freight corridor.		Yes - identified by regional industries in HSP interviews.	T-1	5,800 to 10,000	Underway	http://www.wsdot.wa.gov/planning/RDP/I90/EastgateTo465th/default.htm	TPA		\$ 2.00			\$ 2.00	N
King	Urban Planning	816700U / SR 116700S	SR 167/Corridor Study	This project will complete the environmental process for the SR 167 corridor between South Renton and Puyallup. The study will determine how the existing projects at the north and south ends of SR 167 should tie together most effectively. At the completion of the environmental process, WSDOT will know the scope and cost range for making any needed improvements.	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	Nickel	\$ 9.60		\$ 0.00	\$ 0.50	\$ 10.10	N
King	Urban Planning	816700U	SR 167 Improvement Projects - Corridor Mobility Improvement Analysis	This project will develop draft recommendations to improve safety and relieve congestion on SR 167 between Renton and Puyallup, as part of the SR 167 Corridor Plan. It 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. When finalized, the corridor recommendations will be incorporated into other regional and statewide plans to ensure consistency and give decision makers the tools they need to prioritize projects for implementation.	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	Nickel	\$ 9.60				\$ 9.60	N

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