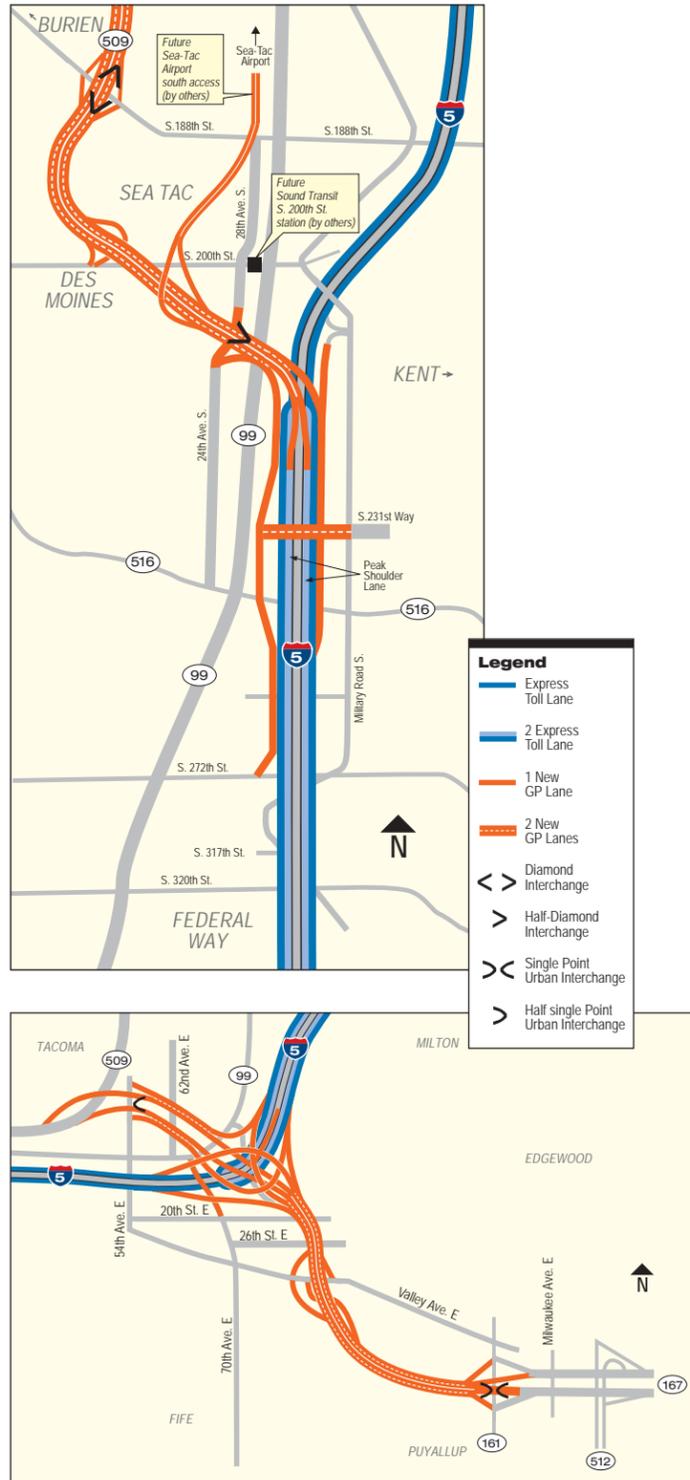


Completing the Puget Sound Gateway Vision



The Puget Sound Gateway Vision is to build two lanes in both directions of SR 509 and SR 167 and complete all planned interchanges. The Gateway vision builds upon the initial investments from Phase 1, allowing capacity to be added over time using a prioritized approach to meet the needs of corridor users and support regional growth.

Building a second I-5 express toll lane between SR 167 and SR 509 would add capacity to I-5 and could help provide revenue for the final phase of construction for the Gateway vision.

Gateway Vision of SR 509

- Widen SR 509 to two lanes in each direction between South 188th Street and 28th and 24th avenues south
- Provide a direct access connection to Sea-Tac International Airport
- Complete the interchange at South 200th Street and SR 509
- Improve southbound I-5 connectivity and capacity as needed

Remaining Cost: \$425 million - \$450 million

I-5 Express Toll Lanes

- Widen I-5 for an additional express toll lane in each direction between SR 167 and SR 509
- Includes direct connections to I-5 express toll lanes at the SR 509 and SR 167 interchanges

Remaining Cost: \$163 million

Gateway Vision of SR 167

- Widen SR 167 to two lanes in each direction between SR 161 (Meridian Street) and Valley Avenue East
- Build the south oriented and direct access ramps at the I-5 interchange
- Complete the Valley Avenue East interchange

Remaining Cost: \$600 million - \$635 million

Cost of Phases 2 and 3 is \$1 billion to \$1.25 billion, in addition to the \$1.6 billion to \$1.8 billion cost of Phase 1.

Total cost to complete all phases of the Gateway vision is \$2.7 billion to \$3 billion.

For more information contact:

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Estimate for I-5 ETL includes construction and preliminary engineering, but does not include right of way, risk or inflation. Basis of estimate is 2011.

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Puget Sound Gateway Project



Completing the SR 167 & SR 509 Corridors

The Puget Sound Gateway Project brings together much-needed congestion relief projects between SR 167, SR 509, and I-5. Specifically, the SR 167 and SR 509 extensions will complete missing highway system links to I-5 that offer commuter and freight mobility benefits through added capacity and improved connectivity. Since the completion of each project's environmental impact statements, WSDOT has continued moving each project forward through advancing designs, acquiring necessary right of way, identifying phasing opportunities and reviewing funding options.

There has been significant progress with design and right of way purchases however, existing funding is ending. MAP-21 will expire in October 2014 and the Federal Highway Trust Fund will become insolvent unless congress identifies new revenues or reduces investments. Completion of this project requires funding from multiple sources - including state gas tax, federal funding, partnership contributions and potential toll revenue.

A phased approach to corridor completion

Traffic forecasts show that tolling both the SR 167 and SR 509 corridors will not only contribute to construction funding but will also help manage traffic volumes. The lower initial traffic volumes would provide an opportunity for phased construction of the project and allow capacity to be added strategically over time to meet the needs of corridor users. The ultimate goal is to construct the full Gateway vision for both corridors which includes two lanes in each direction on both corridors and completing all planned interchanges.

Not just SR 167 and SR 509 but also I-5

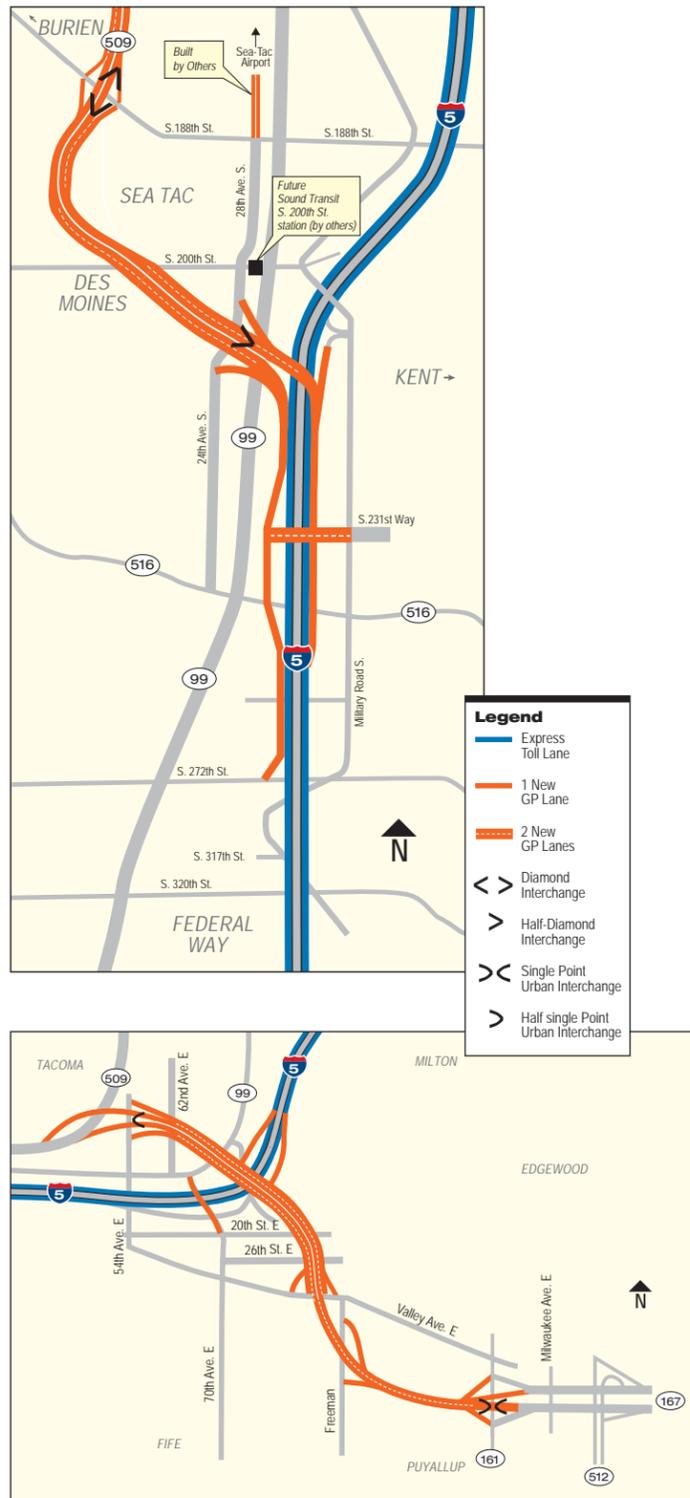
Completing SR 167 and SR 509 corridors can be structured around an investment in I-5 express toll lanes. Express toll lanes on I-5 would improve mobility on I-5 and potentially contribute revenue towards completing SR 509 and SR 167.



These visualizations capture the full build out of the SR 167 and SR 509 corridor completion projects.



Puget Sound Gateway Vision: Phase 1



First Steps to Completing SR 509

- One lane in each direction between South 188th Street and 28th and 24th avenues south
- Add second lane in each direction between I-5 and 28th and 24th avenues south
- Add truck climbing lanes to provide freight bypass in each direction as needed where steep grades exist
- Complete interchange at South 188th Street and SR 509
- New interchange to/from east at 28th and 24th avenues south
- New interchange at SR 509 and I-5
- New connection to South 231st Way and the Kent Valley
- Improve interchange at SR 516 to connect new I-5 collector-distributor lanes
- Build new southbound I-5 lane between SR 516 and South 272nd Street

Cost: \$775 million - \$850 million

I-5 Express Toll Lanes

- Convert existing HOV lane to express toll lane from I-90 to SR 16

Cost: \$111 million

First Steps to Completing SR 167

- One lane in each direction between SR 161 and Valley Avenue
- Add a second freight bypass lane in each direction between Valley Avenue and 54th Avenue East
- Replace Porter Way overpass
- New interchange at SR 167 and I-5
- New interchange to/from east at 54th Avenue East
- New interchange to/from west at Valley Avenue
- New interchange to/from east at Freeman Road
- Complete the interchange at SR 161
- Replace 70th Avenue East from 20th Street East to SR 99

Cost: \$700 million - \$765 million

Cost of Phase 1 is \$1.6 billion to \$1.8 billion

Estimate for I-5 ETL includes construction and preliminary engineering, but does not include right of way, risk or inflation. Basis of estimate is 2011.

Completing the Vision

Over the last two decades roughly \$250 million has been invested on planning, environmental impact statements and approvals, preliminary design, and acquiring property for both corridors, but there is still work to be completed before the first shovel of dirt can be turned.

Prior to beginning construction, additional funding is needed to move forward with the critical next steps, which include environmental updates and approvals, completing the right-of-way acquisition, design updates and contracting. Additionally, there are opportunities for advanced mitigation projects that would help streamline the construction schedule.

If funding were received in the 2013 transportation budget, it would allow us to complete these items and be ready to begin construction in 2016.

Critical Next Steps

Construction of the Gateway vision could be completed in a phased approach. Phased construction of the project allows capacity to be added strategically over time.

