

Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

| 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) |
|--------------|---------------|---------|--|---|-----------------------|---|--|---|-----------------|--|------------------------|---|-----------------|---|---|---|---|--------------------------------------|--|
| Pend Oreille | Eastern | 603199A | SR 31/Metaline Falls to Canadian Border - All Weather Road | Roadway was subject to seasonal weight restrictions. Reconstruct SR 31 for all-weather operation of legal loads from Metaline Falls to the Canadian border, which will allow for removal of seasonal weight restrictions for freight movements. | High | Provides year-round access for freight on secondary freight route. Project upgraded road to prevent seasonal weight restrictions. | | Yes - Identified high priority by regional industries during WTP interviews. | T-3 | 200 | Operationally Complete | SR 31 - Metaline Falls to Canadian Border - Reconstruction - Complete October 2006 | Nickel | \$ 16.03 | \$ 1.36 | \$ 17.39 | | | Y |
| Spokane | Eastern | 609029I | I-90/Pines Rd to Sullivan Rd - Add Lanes | Interstate 90 is heavily congested east of Spokane. One additional lane will be added in each direction for a total of three lanes in each direction between Pines Road and Sullivan Road. Travel times and delays will be reduced and mobility will be increased. | High | Decreases congestion and delay by increasing capacity on major freight route. | | Yes - WTP and HSP industry interviews identified I-90 congestion and capacity constraints from Spokane to Idaho border. | T-1 | 8,700 | Operationally Complete | I-90 - Argonne to Sullivan - Complete June 2006 (Argonne to Pines, Pines to Sullivan) | Nickel | \$ 15.03 | \$ 0.79 | \$ 15.82 | | | Y |
| Spokane | Eastern | 609029V | I-90/Argonne Rd to Pines Rd - Add Lanes | Interstate 90 is heavily congested east of Spokane. One additional lane will be added in each direction for a total of three lanes in each direction. Travel time and delays will be reduced and mobility will be increased. | High | Decreases congestion and delay by increasing capacity on major freight route. | | Yes - WTP and HSP industry interviews identified I-90 congestion and capacity constraints from Spokane to Idaho border. | T-1 | 8,700 | Operationally Complete | I-90 - Argonne to Sullivan - Complete June 2006 (Argonne to Pines, Pines to Sullivan) | Nickel | \$ 16.47 | \$ 1.38 | \$ 17.84 | | | Y |
| Whitman | Eastern | 627000E | SR 270/Pullman Line - Add Lanes | Widen the roadway to provide a five-lane divided highway, which will improve capacity and reduce the number and severity of collisions between Pullman and the Idaho State Line. | Medium | Improves safety and increases capacity on secondary freight route. | | | T-3 | 910 | Operationally Complete | | Nickel | \$ 28.47 | \$ 2.13 | \$ 0.59 | \$ 31.19 | | Y |
| Chelan | North Central | 200221H | US 2/Dryden - Install Signal | This intersection is currently uncontrolled. Install traffic signal system. This will reduce traffic conflicts and related collisions. | Medium | Improves safety and reduces congestion on freight corridor. | | | T-2 | 1,900 | Operationally Complete | US 2 - Dryden - Complete August 2007 | Nickel | \$ 0.41 | \$ 0.09 | \$ 0.50 | | | Y |
| Chelan | North Central | 209709E | US 97A/Entiat Park Entrance - Turn Lanes | Construct a left turn lane into Entiat River Park. This left turn lane project is a cooperative effort between WSDOT, Chelan County Public Utility District and the City of Entiat. | Medium | Improves safety and reduces delay on freight corridor. | | | T-2 | 1,000 | Complete | US 97A - Entiat Park Entrance Turn Lanes Complete May 2004 | Nickel | \$ 0.14 | | \$ 0.14 | | | Y |
| Grant | North Central | 201729A | SR 17/Pioneer Way to Stratford Rd - Widen to Four Lanes | This section of SR 17 is a two-lane roadway between two four-lane sections. This will complete the 4-lane corridor from I-90 to the Grant County International Airport. Providing the additional lanes will reduce shipping time for freight, while also assuring a safer highway for the entire traveling public. | Medium | Improves safety, reduces congestion, and improves performance of freight corridor. Project widens SR 17 to four lanes to complete missing segment of four lane corridor. | | | T-2 | 1,300 | Operationally Complete | SR 17 - Pioneer Way to Stratford Road - Complete October 2007 | TPA | \$ 17.29 | \$ 3.68 | \$ 0.01 | \$ 20.98 | | Y |
| Grant | North Central | 209000C | I-90/Potato Hill Bridge - Add Pedestrian Access | The budget of the Nickel funded bridge replacement project does not allow for pedestrian and bicycles and future expansion. The TPA funding supplements the Nickel project by providing a wider bridge. This will enable the City of Moses Lake to restripe the bridge for future expansion and allow bicycles and pedestrians on the Potato Hill Bridge. | High | Replaces under height bridge on major freight corridor. The project replaces the existing Potato Hill Bridge, which was the last of 10 under-height bridges between George and Moses Lake over I-90 to be raised or replaced. | | | T-1 | 2,900 | Complete | I-90 - Replaces Potato Hill Bridge - Complete December 2006 | TPA | | \$ 0.75 | \$ 0.75 | | | Y |

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| Grant | North Central | 209014A | I-90/Moses Lake Area - Replace Bridges | The current bridge has low clearance. Construct a new bridge that is of legal height. This will eliminate a detour now required for legal-height trucks, and reduce the risk of over-height trucks hitting the bridge on Interstate 90. | High | Replaces under height bridge on major freight corridor. Reduces risk of trucks hitting bridge. | | | T-1 | 2,900 | Operationally Complete | | Nickel | \$ 3.52 | | \$ 0.96 | \$ 3.45 | \$ 7.93 | Y |
| King | Northwest | 100511J | I-5/S Seattle NB Viaduct - Bridge Paving | This project will rehabilitate the bridge deck protecting the roadway from further deterioration. | High | Preserves major freight corridor, improves performance of corridor with smoother roadway. | | | T-1 | 11,000 to 14,000 | Operationally Complete | I-5 - Spokane Street to I-90 Bridge Repair - Complete October 2007 | TPA | \$ 15.92 | \$ 0.01 | \$ 0.13 | \$ 16.07 | Y | |
| King | Northwest | 100529C | I-5/NE 175th St to NE 205th St - Add NB Lane | Widen northbound I-5 to the outside to provide a 12 foot wide auxiliary (add/drop) lane between the northbound NE 175th Street on ramp and NE 205th Street off ramp. This project will improve traffic flow and reduce congestion. | High | Improves performance and safety, reduces congestion, and adds capacity on major freight corridor. | Yes - 2005 Survey | Yes - I-5 congestion from Olympia to Everett most frequently identified high priority problem by industry. WTP Freight Recommendation. | T-1 | 11,000 | Operationally Complete | I-5 - NE 175th St. to NE 205th St. - NB Auxiliary Lanes - Complete June 2006 | Nickel | \$ 7.39 | | \$ 0.34 | \$ 1.18 | \$ 8.91 | Y |
| King | Northwest | 100582S | I-5/SB Viaduct, S Seattle Vicinity - Bridge Repair | This project will preserve the roadway and the bridge by replacing the expansion joints with new water tight bridge expansion joints. | High | Preserves major freight corridor, improves performance of corridor with smoother roadway. | | | T-1 | 11,000 to 14,000 | Operationally Complete | I-5 - Spokane Street to I-90 Bridge Repair - Complete October 2007 | TPA | \$ 1.27 | | | \$ 1.27 | Y | |
| King | Northwest | 101817C | SR 18/Covington Way to Maple Valley - Add Lanes | Construct additional lanes and other improvements. 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. | | Identified recommendation in WTP Freight Report. Congestion on I-5 from Everett to Olympia identified in WTP and HSP industry interviews. Congestion on 18 identified in WTP and HSP industry interviews. | T-1 | 3,500 to 6,100 | Operationally Complete | http://www.wsdot.wa.gov/Projects/SR18/AuburntoI90/ | Nickel | \$ 4.28 | | \$ 63.67 | \$ 0.55 | \$ 68.50 | Y |
| King | Northwest | 101820C | SR 18/Maple Valley to Issaquah/Hobart Rd - Add Lanes | Construct additional lanes and other improvements. 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. | | Identified recommendation in WTP Freight Report. Congestion on I-5 from Everett to Olympia identified in WTP and HSP industry interviews. Congestion on 18 identified in WTP and HSP industry interviews. | T-1 | 3,500 | Operationally Complete | http://www.wsdot.wa.gov/Projects/SR18/AuburntoI90/ | Nickel | \$ 5.77 | | \$ 77.91 | \$ 45.14 | \$ 128.82 | Y |

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| King | Northwest | 109070C | I-90/EB Ramps to SR 18 - Add Signal and Turn Lanes | This project consists of two stages. The first stage installs a signal and re stripes the existing ramp to provide a 400-foot right turn pocket. The second stage will widen the ramp and shoulders to provide a second left turn lane to meet safety standards. In addition, SR 18 and approximately 1,000 feet of the county road extension beyond the westbound ramp intersection will be widened to provide a northbound receiving lane for the second left turn lane, with an area for the lanes to merge back into a single lane. The project also modifies the existing signals at the ramp terminals. Stage 1 will start construction in 2003. Stage 2 will start construction in 2007. | High | Improves safety and reduces congestion on major freight corridor. Widens ramp and improves access between SR 18 and I-90, which are both major freight corridors and provides alternate route to I-5. | | Identified recommendation in WTP Freight Report. Congestion on I-5 from Everett to Olympia identified in WTP and HSP industry interviews. Congestion on 18 identified in WTP and HSP industry interviews. | T-1 | 8,000 | Operationally Complete | I-90 - Eastbound Ramps to SR 18 - Complete November 2007 | Nickel | \$ 4.92 | | \$ 0.09 | \$ - | \$ 5.01 | Y |
| King | Northwest | 109079A | I-90/EB Ramps to SR 202 - Construct Roundabout | This project will provide a two-lane roundabout at the intersection of the eastbound off ramp and on ramp terminals and SR 202. | Medium | Improves safety and reduces congestion on freight corridor. | | | T-2 (SR 202) T 1 (I-90) | 1,600 (SR 202) 10,000 (I-90) | Operationally Complete | I-90 - Eastbound Ramp to SR 202 - Complete October 2007 | Nickel | \$ 1.44 | | \$ 0.01 | \$ 0.39 | \$ 1.84 | Y |
| King | Northwest | 109908R | SR 99/S 284th to S 272nd St - Add HOV Lanes | This section of SR 99 in Federal Way experiences congestion and mobility problems due to high traffic volumes. To relieve congestion, increase capacity and mobility, and provide a travel time advantage to transit and HOV traffic, northbound and southbound HOV lanes will be constructed between S 284th Street to S D Street. SR 99 is currently 4 lanes wide. There will be 6 lanes when this project is completed. Improvements include upgrades to bus zones, illumination and traffic signal systems, signing, and drainage systems. The project will include sidewalks with accessible ramps on both sides of the highway and storm water detention and treatment facilities. | Medium | Reduces congestion and delay in Central Puget Sound. Building HOV lanes will move some traffic and buses off of other lanes, improving performance and reducing delay on freight corridor. Improves performance on alternate route to I-5 | | CPS congestion identified in WTP Freight Report and HSP, identified high priority problem by industries. | T-2 | 1,100 | Operationally Complete | SR 99 - South 284th St to South 272nd St - HOV Lanes - Complete September 2007 | Nickel | \$ 14.79 | | \$ 0.04 | \$ 0.57 | \$ 15.40 | Y |
| King | Northwest | 116100C | SR 161/Jovita Blvd to S 360th St, Stage 2 - Widen to Five Lanes | This project will widen SR 161 to five lanes through the commercial area, and to four lanes in residential areas. Roadway in the commercial areas between Milton way and Military Road South will have four through lanes and one two-way left turn lane. Roadway in the residential areas between Military Road South and So. 360th will be four through lanes with left turn pockets at designated intersections. This project when complete will improve traffic flow and reduce congestion and accidents. | Medium | Improves safety, increases capacity, and reduces delay on freight corridor. | | | T-2 & T-1 | 1,800 to 2,400 | Operationally Complete | SR 161 - Jovita Blvd. to S. 360th St. - Widen - Complete July 2006 | Nickel | \$ 21.56 | | \$ 3.92 | \$ 0.68 | \$ 26.16 | Y |

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| King | Northwest | 116700C | SR 167/Ellingson Rd Interchange NB Off Ramp - Add Signal and Turn Lane | This project will construct a traffic signal and channelization at the SR 167 northbound ramp terminal and Ellingson Road. | High | Improves safety and reduces congestion on major freight corridor. Improves access to industrial and warehousing locations that use ramp at Ellingson Road. | | | T-1 | 11,000 | Operationally Complete | SR 167 - Northbound Ramps to Ellingson Road - Complete July 2007 | Nickel | \$ 0.60 | | \$ 0.00 | \$ 0.25 | \$ 0.85 | Y |
| King | Northwest | 116912C | SR 169/SR 516 (Four Corners) Vicinity - Add Lanes | WSDOT's contribution toward city of Maple Valley project which constructs northbound and southbound bus pull-outs and adds new signals at four corners and SE 264th Street. The roadway widening on SR 169 and SR 516 will be designed using the WSDOT design guidelines. | Medium | Improves safety and reduces congestion on freight corridor. | | | T-2 | 2,500 | Complete | SR 169 - SR 516 Four Corners - Complete October 2007 | TPA | | \$ 2.51 | | | \$ 2.51 | Y |
| King | Northwest | 151632D | SR 516/208th and 209th Ave SE - Add Turn Lanes | This project will add a two way left turn lane between 207th Ave SE and 209th Ave SE, an eastbound bus pullout and right turn pocket between 207th Ave SE and 208th Ave SE, widen lanes and shoulders to meet standards, install illumination at the T-intersections, and improve intersection turn radii at 207th Ave SE, 208th Ave SE, and 209th Ave SE. | Medium | Improves safety and reduces congestion on freight corridor near Covington and Maple Valley. Improves turn radii. | | | T-2 | 1,700 | Operationally Complete | SR 516 - 208th and 209th Ave SE - Complete August 2007 | Nickel | \$ 1.55 | | \$ 0.46 | \$ 0.39 | \$ 2.39 | Y |
| King & Snohomish | Northwest | 152201C | SR 522/I-5 to I-405 - Multimodal Improvements | This project will provide multi-modal improvement solutions to be constructed along with city of Seattle, city of Lake Forest Park, city of Kenmore and city of Bothell improvement projects. | Medium | Installs a traffic signal, crosswalk and transit pull-out at NE 253rd. Improves safety and reduces congestion on freight corridor. | | | T-3 & T-2 | 1,700 to 2,000 | Operationally Complete | SR 522 - I-5 to I-405 - Multimodal Project - NE 153rd Signal and Roadway Widening - Complete October 2007 | Nickel/TPA | \$ 6.03 | \$ 13.00 | \$ 1.35 | \$ 2.20 | \$ 22.57 | Y |
| Skagit | Northwest | 100566B | I-5/2nd Street Bridge-Replace Bridge | Replace the low clearance 2nd Street Bridge to eliminate a through-city detour now required for over-height trucks. Eliminates the risk of over-height trucks hitting the bridge on the busy I-5 mainline. | High | Replaces lowest clearance bridge on I-5, major freight corridor. Saves time previously needed to detour through city and eliminates risk of trucks hitting bridge. | | | T-1 | 6,000 | Operationally Complete | I-5 - 2nd Street Bridge Replacement - Complete September 2006 | Nickel | \$ 9.53 | | \$ 1.45 | \$ 3.43 | \$ 14.41 | Y |
| Skagit | Northwest | 102037C | SR 20/Thompson Road - Add Signal | Constructing a traffic signal at the intersection of Thompson Road and SR 20. It will also widen the roadway to realign the existing left turn lanes, and construct right turn pockets to improve traffic movement and reduce the risk of collisions. | Medium | Improves safety, reduces congestion, and increases capacity on freight corridor in Anacortes. | | | T-1 | 5,500 | Operationally Complete | SR 20 - Thompson Road - Complete October 2007 | TPA | | \$ 0.57 | \$ 0.01 | \$ 0.46 | \$ 1.04 | Y |
| Snohomish | Northwest | 100236E | US 2/Pickle Farm Road and Gunn Road - Add Turn Lanes | This project will construct a 200 ft eastbound left turn lane and a 100 ft westbound left turn lane on US 2 at the Pickle Farm Rd/Gunn Rd intersection. The existing right turn pocket will be reconstructed to current standards. The vertical alignment of Pickle Farm Rd (north leg) will be improved. Signing, delineation, radius returns, sight distance and side slopes will be upgraded to current standards. | Medium | Improves safety and reduces delay on freight corridor near Gold Bar. Preserves freight corridor. | | | T-2 | 2,300 | Operationally Complete | US 2 - Pickle Farm Road/Gunn Road - Complete November 2007 | Nickel | \$ 0.88 | | \$ 0.00 | \$ 0.43 | \$ 1.31 | Y |

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| Snohomish | Northwest | 100535H | I-5/52nd Ave W to SR 526 - Roadside Safety and Ramp Improvements | Upgrade the 44th Ave. W southbound onramp to meet current design standards. Upgrade illumination and guardrail in the 44th Ave. W interchange area. Install 1.88 miles of median cable barrier and 3.16 miles of median concrete barrier between 52nd Ave. W and 128th St. SW. | High | Preserves major freight corridor, improves safety. Provides better truck access by improving onramp. | | | T-1 | 11,000 | Operationally Complete | I-5 - 52nd Ave W. to SR 526 - SB Safety - Complete October 2006 | Nickel | \$ 2.56 | | \$ 0.02 | \$ 0.20 | \$ 2.78 | Y |
| Snohomish | Northwest | 100552S | I-5/SR 532 NB Interchange Ramps - Add Turn Lanes | This project will add a permanent traffic signal and a second left turn lane to the northbound I-5 exit to SR 532 and add left and right turn lanes and a traffic signal at the intersection of Old Highway 99 and SR 532. The existing park and ride will also be relocated. Storm water treatment and detention and wetland mitigation will be provided. | High | Improves safety and access to major freight corridor from SR 532 (also a freight corridor). Adds capacity to the I-5 off-ramp to SR 532. Before the project, traffic exiting I-5 would back-up onto the mainline and create a safety problem. | | Yes - congestion on I-5 from Everett to Olympia identified in industry interviews and WTP Freight Recommendations | T-2 (SR 532) T-1 (I-5) | 1,400 (SR 532) 11,000 (I-90) | Operationally Complete | I-5 - SR 532 Northbound Interchange Ramps - Complete May 2007 | Nickel | \$ 6.77 | | \$ 0.40 | \$ 0.01 | \$ 7.17 | Y |
| Snohomish | Northwest | 100900E | SR 9/SR 522 to 228th St SE, Stages 1a and 1b - Add Lanes | This section of SR 9 experiences severe congestion and operational problems due to large traffic volumes and turning movements. To improve safety and reduce congestion and the number and severity of accidents, SR 9 will be widened to four or five lanes from SR 522 to 228th Street SE. The westbound on ramp to SR 522 will also be widened to two lanes. A new traffic signal will be installed at the westbound off ramp to northbound SR 9 and the signals at the eastbound ramps to SR 522 and at 228th Street SE will be upgraded. This project is divided into two stages. Stage 1A, which is complete, modified the SR 9/SR 522 Interchange. Stage 1B, which widens SR 9 from SR 522 to 228th Street, will add two new through lanes and one two way left turn lane. The work includes retaining wall and storm water detention system construction. | High | Improves safety, increases capacity, and reduces congestion on freight corridor. Widens interchange of SR 9/ SR 522, widens SR 9 to four or five lanes, improves traffic signals, and builds turn lanes. Provides industrial access to growing commercial area in region. | | Identified in WTP and HSP industry interviews (lack of congestion/ delay). | T-2 | 2,400 | Operationally Complete | http://www.wsdot.wa.gov/Projects/SR9/sr522_212thst/ | Nickel | \$ 11.97 | | \$ 12.42 | \$ 0.09 | \$ 24.47 | Y |
| Snohomish | Northwest | 100901B | SR 9/228th St SE to 212th St SE (SR 524), Stage 2 - Add Lanes | This section of SR 9 experiences severe congestion and operational problems due to large traffic volumes and turning movements. To improve safety and reduce congestion and the number and severity of accidents, SR 9 will be widened to four or five lanes from 228th Street SE to 212th Street SE (SR 524). In addition, this project will upgrade the traffic signal at 212th Street SE and will widen the SR 9/ 212th Street SE (SR 524) intersection. Fish passable culverts will be installed at mileposts 1.23 and 1.46. This is Stage 2 of the overall work on this corridor. | High | Improves safety, increases capacity, and reduces congestion on freight corridor. Widens SR 9 to four or five lanes, improves traffic signals, and builds turn lanes. Provides industrial and delivering goods access to growing commercial area in region. | | Identified in WTP and HSP industry interviews (lack of turn lanes and congestion/ delay). | T-2 | 2,400 | Operationally Complete | http://www.wsdot.wa.gov/Projects/SR9/sr522_212thst/ | Nickel | \$ 26.78 | | \$ 2.02 | \$ 2.40 | \$ 31.20 | Y |

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| Snohomish | Northwest | 100920I | SR 9/SR 528 Intersection - Signal | This project will signalize the SR 9/SR 528 intersection and increase the right and left turn pocket lengths as needed. | Medium | Improves safety and reduces congestion on freight corridor near Marysville. | | | T-2 | 1,600 | Complete | SR 9 - SR 528 Intersection - Complete October 2004 | Nickel | \$ 0.57 | | \$ 0.15 | \$ 0.03 | \$ 0.75 | Y |
| Snohomish | Northwest | 100924A | SR 9/108th Street NE (Lauck Road) Add Turn Lanes | This project will widen SR 9 by constructing a 250 foot northbound left turn lane, a 100 foot southbound left turn lane and a 490 foot southbound right turn lane. The project will also perform minor safety improvements, install illumination and update signing. Due to the addition of new impervious surface, water quality and water quantity facilities will also be constructed. | Medium | Improves safety and reduces congestion on freight corridor. Builds right and left-turn lanes at the intersection of State Route 9 and 108th Street NE (Lauck Road), north of Marysville. | | | T-2 | 1,600 | Operationally Complete | http://www.wsdot.wa.gov/Projects/SR9/108thNE_Lauck/ | Nickel | \$ 1.02 | | \$ 0.51 | \$ 0.30 | \$ 1.82 | Y |
| Snohomish | Northwest | 152720A | SR 527/132nd St SE to 112th St SE - Add Lanes | This project will construct one new lane in each direction with a two-way left-turn lane from 132nd SE to 112th SE to increase safety and reduce congestion. This is a partnership project with the City of Everett. The city has funded the design and right of way acquisition utilizing developer and TIB (Transportation Improvement Board) funds. | Medium | Improves safety and reduces congestion on freight corridor. | | | T-2 | 2,000 | Operationally Complete | SR 527 - 132nd St. SE to 112th St. SE - Complete May 2006 | Nickel | \$ 19.17 | | \$ 0.13 | \$ 1.75 | \$ 21.05 | Y |
| Whatcom | Northwest | 100584A | I-5/SB Ramps at SR 11/Old Fairhaven Parkway - Add Ramp Lane | This project will install a new traffic signal at the intersection of the southbound ramp to I-5 and SR 11/Old Fairhaven Parkway. The ramp will be widened to 2 lanes. A new lane will be constructed from the southbound off ramp to 30th St. The 32nd St southbound left turn movement will be restricted. A new right turn pocket will be built to accommodate eastbound SR 11 to southbound I-5 traffic. | High | Improves safety and reduces congestion on major freight corridor. Before constructing project, traffic routinely backed up on the southbound I-5 exit to SR 11, causing congestion on I-5. | Yes - I-5 congestion in Bellingham and intersection merge/weave issues identified as problem by several industries in HSP interviews. | T-3 (SR 11) T-1 (I-5) | 4,400 (I-5) | Operationally Complete | I-5 - Southbound Ramps at SR 11, Old Fairhaven Parkway - Complete May 2007 | Nickel | \$ 1.00 | | \$ 0.35 | \$ 1.08 | \$ 2.42 | Y | |
| Whatcom | Northwest | 100955A | SR 9/Nooksack Rd Vicinity to Cherry St - New Alignment | Construct a new highway alignment from Nooksack Road to Cherry Street to alleviate weather-related load restrictions and reduce the number and severity of accidents; also improve freight mobility across the Canadian Border. | High | Straightens roadway for easier and quicker truck travel. Improves safety by widening shoulders and removing 90 degree turns. Provides year-round access for freight on secondary freight route. Project upgrades road to prevent seasonal weight restrictions. | Yes - seasonal weight restrictions identified high priority in WTP interviews, WTP Freight recommendation. | T-2 | 780 | Operationally Complete | SR 9 - Nooksack Road Vicinity to Cherry Street - Complete November 2006 | Nickel | \$ 16.26 | | \$ 1.77 | \$ 18.03 | Y | | |

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| Whatcom | Northwest | 154302E | SR 543/I-5 to Canadian Border - Add Lanes | Construct new lanes between Boblett St and the Canadian border for a separate truck route to address congestion and safety issues on SR 543. Construct a new interchange at "D" Street. \$500,000 is provided for retaining wall fascia improvements. | High | Improves access to busiest commercial truck crossing on Washington - Canadian border; and fourth busiest of all US - Canadian border crossings. Builds designated lane for FAST approved trucks so that they get expedited clearance and decreased delays. Decreases delays crossing the border. Repaves and preserves freight access to border crossing. Improves safety by expanding truck waiting area and separating traffic. | | Yes - Border crossing delays identified high priority problem by regional industries in WTP and HSP interviews. | T-1 | 2,800 | Operationally Complete | http://www.wsdot.wa.gov/Projects/SR543/I5_Canadian/ | Nickel | \$ 13.79 | \$ 0.56 | \$ 36.44 | \$ 50.80 | Y | |
| Jefferson | Olympic | 310168B | US 101/Mt Walker - Add Passing Lane | This section of highway is shown as backlog mobility deficient in the State Highway System Plan. This project will construct a truck/passing lane in each direction to relieve traffic congestion. | Medium | Improves safety and reduces congestion on secondary freight route. | | | T-3 | 630 | Operationally Complete | US 101 - Mt. Walker NB & SB Passing/Truck Lane - Complete October 2007 | TPA | \$ 2.40 | | \$ 2.40 | Y | | |
| Kitsap | Olympic | 300341B | SR 3/SR 303 Interchange (Waaga Way) - Construct Ramp | Currently, there is not a direct freeway to freeway connection from SR 3 to SR 303. By constructing a new freeway-to-freeway ramp from northbound SR 3 to southbound SR 303 with a new bridge at Kitsap Mall Boulevard and widening Kitsap Mall Boulevard/Clear Creek Road, flow of traffic between SR 3 and SR 303 will be improved. | High | Improves connection between two freight corridors. Reduces congestion, improves safety, and increases capacity on freight corridor. | | | T-1 (SR 3) T-2 (SR 303) | 3,400 (SR 3) 1,600 (SR 303) | Operationally Complete | http://www.wsdot.wa.gov/Projects/SR3/WaagaWay/ | Nickel | \$ 20.75 | | \$ 4.08 | \$ 24.83 | Y | |
| Kitsap | Olympic | 300355A | SR 3/Imperial Way to Sunnyslope - Add Lanes | This section of SR 3 has a collision history above the statewide critical rate. By adding a two way left turn lane and extending the existing southbound truck climbing lane, the frequency and severity of collisions will be reduced. | Medium | Improves safety and reduces congestion on freight route. Adds a two-way left turn lane and reduces conflicts between left turning vehicles. Extends truck climbing lane. | | | T-3 | 1,100 | Operationally Complete | SR 3 - Imperial Way to Sunnyslope - Complete September 2007 | TPA | \$ 1.61 | | \$ 1.61 | Y | | |

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Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

| 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) |
|--------|---------|---------|--|--|-----------------------|---|--|---|-----------------|--|------------------------|---|-----------------|---|---|---|---|--------------------------------------|--|
| Pierce | Olympic | 301636A | SR 16/I-5 to Tacoma Narrows Bridge - Add HOV Lanes | This section of SR 16 experiences congestion and mobility problems due to high traffic volumes and is an incomplete portion of the Freeway Core HOV Lane System for the Puget Sound region. This project constructs HOV lanes in 3 stages. Stage 1 widens to prepare for future HOV lanes and reconstructs the ramps at Union Avenue Interchange. Stage 2 constructs HOV lanes and upgrades 19th Street and 6th Avenue Interchanges by widening the ramps and building a bicycle path from Union to 6th Avenue/Pearl. Stage 3 constructs HOV lanes and builds a bicycle path from Pearl Street to Jackson Avenue. When complete, this project will reduce congestion and improve mobility by providing a travel time advantage to transit and HOV traffic. <i>*Olympic Drive to Union Completed.</i> | High | Improves safety and reduces congestion on major freight corridor. SR 16 is primary freight route to Olympic Peninsula. Adding HOV lanes moves some traffic and buses from other lanes to free capacity and reduce delays. | | | T-1 | 4,800 | Operationally Complete | SR 16 - HOV Improvements - Olympic Drive to Union Avenue - Complete July 2007 | Nickel | \$ 82.73 | | \$ 32.67 | \$ 2.77 | \$ 118.17 | Y |
| Pierce | Olympic | 301638B | SR 16/36th St to Olympic Dr NW - Add HOV Lanes | This section of SR 16 experiences congestion and mobility problems due to high traffic volumes and is an incomplete portion of the Freeway Core HOV Lane System for the Puget Sound region. This project will widen to the median to construct mainline HOV lanes. When complete, this project will reduce congestion and improve mobility by providing a travel time advantage to transit and HOV traffic. | High | Improves safety and reduces congestion on major freight corridor. SR 16 is primary freight route to Olympic Peninsula. Adding HOV lanes moves some traffic and buses from general purpose lanes to free capacity and reduce delays. | | | T-1 | 4,800 | Operationally Complete | | Nickel | \$ 6.69 | | \$ 1.17 | | \$ 7.86 | Y |
| Pierce | Olympic | 316114A | SR 161/204th St to 176th St Widen Roadway | This section of SR 161 has fallen below the accepted Level of Service and is listed as backlog mobility deficient in the State Highway System Plan. In addition, this section of highway is listed on the Region's High Collision Corridor list. This project will widen the existing roadway to 4 lanes, add a two way left turn lane for the length of the project, install new signals at MP 19.72, 20.36, and 20.52 and modify the existing signal at MP 20.08. When complete, motorist will benefit from reduced congestion, providing for the safe, efficient movement of freight, goods, and people. | Medium | Improves safety, reduces delay, and increases capacity on freight corridor. | | | T-2 | 2,300 | Operationally Complete | SR 161 - Corridor Improvements - 176th to 234th - Complete October 2005 | Nickel | \$ 11.50 | | \$ 3.28 | \$ 0.42 | \$ 15.20 | Y |

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|------------------|---------------|---------|--|--|-----------------------|---|--|---|-----------------|--|------------------------|---|-----------------|---|---|---|---|--------------------------------------|--|
| Pierce | Olympic | 316119A | SR 161/234th St to 204th St E - Add Lanes | This project constructs 2 additional general-purpose lanes and a two-way continuous left turn lane to improve traffic operations and mobility on SR 161. It will also install a railroad signal system with crossing gates at MP 17.89, install a traffic signal system at MP 18.64 and modify the existing traffic signal system at MP 18.21. When complete, motorist will benefit from reduced congestion and a reduction in the frequency and severity of collisions. | Medium | Improves safety, reduces delay, and increases capacity on freight corridor. | | | T-2 | 1,300 to 2,300 | Operationally Complete | SR 161 - Corridor Improvements - 176th to 234th - Complete October 2005 | Nickel | \$ 7.95 | \$ | 7.15 | \$ 0.53 | \$ 15.63 | Y |
| Benton | South Central | 524002F | SR 240/I-182 to Richland Y Add Lanes | The section of SR 240 between I-182 and the Richland Y experiences congestion during the peak travel times as well as a higher than average collision rate. This project will provide an additional lane in each direction, construct a new bridge, improve ramp alignment, and construct a pedestrian/bike path. These improvements will reduce congestion and increase safety on SR 240 between Richland and Kennewick. | Medium | Improves safety and reduces congestion on freight corridor. Project constructs additional lanes on SR 240, linking I182 with the US Department of Energy's Hanford site, the Columbia Center commercial areas, and eastern Kennewick's industrial zones. | | | T-2 | 2,400 | Operationally Complete | SR 240 - Tri-Cities Additional Lanes - Complete June 2007 (SR 240/I-182 to Richland Y - Add Lanes, SR 240/Richland Y to Columbia Center Interchange Tri-Cities) | Nickel | \$ 11.69 | \$ | 2.41 | \$ 8.51 | \$ 22.62 | Y |
| Benton | South Central | 524002G | SR 240/Richland Y to Columbia Center I/C - Add Lanes | The 1.12-mile stretch of SR 240 between SR 240/Richland Y to Columbia Center Interchange experiences congestion during peak travel times, as well as a higher than average collision rate. This project will improve safety and decrease congestion by providing an additional lane in each direction, as well as improved interchange geometrics. | Medium | Improves safety and reduces congestion on freight corridor. Project constructs additional lanes on SR 240, linking I-182 with the US Department of Energy's Hanford site, the Columbia Center commercial areas, and eastern Kennewick's industrial zones. | | | T-2 | 2,400 | Operationally Complete | SR 240 - Tri-Cities Additional Lanes - Complete June 2007 (SR 240/I-182 to Richland Y - Add Lanes, SR 240/Richland Y to Columbia Center Interchange Tri-Cities) | Nickel | \$ 41.90 | \$ | 1.10 | \$ 0.18 | \$ 43.16 | Y |
| Franklin, Benton | South Central | 539502D | US 395/Kennewick Variable Message Sign | The section of US 395/Kennewick needs a reduction in the number and severity of collisions. By installing a Variable Message Sign and camera near the north end of the Blue Bridge, this project will be able to improve highway safety by warning traffic of congestion and emergencies ahead. | Medium | Improves safety and provides traveler information on freight corridor. | | | T-1 | 3,600 | Complete | US 395 - Kennewick Variable Message Sign - Complete November 2004 | Nickel | \$ 0.36 | \$ | 0.02 | \$ | 0.38 | Y |
| Kittitas | South Central | 509002D | I-90/Cle Elum River Bridge | The westbound Cle Elum River Bridge is in need of increased vertical clearance. By modifying two portal frames and five sway frames, this project will increase the vertical clearance and maintain safe operation of the highway. | High | Replaces low clearance bridge on major freight corridor. The minimum vertical distance was increased to 18 feet allowing the oversized "super loads" to continue westbound without any delays. | | | T-1 | 5,800 | Complete | I-90 - Increase Vertical Clearance on Cle Elum River Bridge - Complete November 2004 | Nickel | \$ 0.79 | \$ | | \$ | 0.79 | Y |

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| 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) |
|-------------|---------------|---------|--|---|-----------------------|---|--|---|-----------------|--|------------------------|---|-----------------|---|---|---|---|--------------------------------------|--|
| Kittitas | South Central | 509004R | I-90/Highline Canal to Elk Heights | Congestion relief and improved safety are the benefits of this 2 mile project to construct an eastbound truck climbing lane. This will help decrease the number of accidents due to slow moving trucks climbing the hill. | High | Improves safety and reduces congestion on major freight corridor by adding a truck climbing lane. | | | T-1 | 5,800 | Complete | I-90 - Highline Canal to Elk Heights - Complete August 2004 | Nickel | \$ 4.27 | | \$ 0.69 | | \$ 4.96 | Y |
| Kittitas | South Central | 509005R | I-90/Ryegrass Summit to Vantage | This part of I-90 has a 4% hill over a stretch of 9.93 miles. To improve mobility, a westbound truck climbing lane will be constructed. This will also increase safety by reducing the number of accidents due to slow moving truck traffic. | High | Improves safety and reduces congestion on major freight corridor by adding a truck climbing lane. | | | T-1 | 2,900 | Complete | I-90 - Ryegrass Summit to Vantage - Complete November 2004 | Nickel | \$ 8.69 | | \$ 0.93 | | \$ 9.62 | Y |
| Walla Walla | South Central | 501204C | US 12/SR 124 to McNary Pool - Add Lanes | The section of US 12 from SR 124 to McNary Pool needs two new lanes parallel to the existing lanes. By constructing these two new lanes this section of US 12 will be a four lane divided highway, this project will add capacity and improve safety. | High | Improves safety and reduces congestion on freight corridor. Improves freight movements between Walla Walla and Tri Cities. Widens US 12 to a four-lane divided highway improves intersection from SR 124 to Attalia. | | | T-1 | 2,000 | Complete | US 12 - SR 124 to McNary Pool - Complete November 2005 | Nickel | \$ 11.69 | | | \$ 0.40 | \$ 12.09 | Y |
| 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/ | Nickel | \$ 0.80 | | | | \$ 0.80 | N |
| Walla Walla | South Central | 501211W | US 12/Attalia Vicinity - Add Lanes | The section of US 12 in the vicinity of Boise Cascade experiences congestion and safety issues. Construction of two new lanes will make US 12 a four-lane divided highway, with controlled access, adding capacity and safety improvements. | High | Improves safety, reduces congestion, and increases capacity on freight corridor. | | | T-1 | 2,000 | Operationally Complete | US 12 - McNary Pool to Attalia - Complete August 2004 | Nickel | \$ 16.20 | | | | \$ 16.20 | Y |

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| Yakima | South Central | 501212O | US 12/40th Ave Interchange - Interchange Improvements | The US 12/Yakima - 40th Avenue Interchange experiences many rear-end collisions. By adding a second lane to the eastbound on-ramp onto US 12 and making improvements at the ramp intersection with 40th avenue, this project will lower the risk of collisions and improve motorist safety. | Medium | Improves safety on freight corridor and improves 40th Avenue ramp intersection to increase capacity and reduce congestion. The 40th Avenue Interchange serves as an important infrastructure link to the upper Yakima Valley, especially the airport and industrial areas. This interchange also links Fruitvale Boulevard (old US 12), a light industrial and commercial area, to the City of Yakima. | | | T-2 | 1,200 | Operationally Complete | http://www.wsdot.wa.gov/Projects/US12/40thAveInterchange/ | TPA | \$ 1.74 | \$ | 0.17 | \$ 1.90 | Y | |
| Yakima | South Central | 502402E | SR 24/I-82 to Keys Rd - Add Lanes | The 1.5-mile section of SR 24 from 18th Street to Riverside Road experiences congestion and accidents. Improving the interchange by constructing an additional lane, flattening slopes and providing a new bridge across the Yakima River, will relieve congestion and improve safety and operation of this section of highway. | High | Improves safety and increases capacity on freight corridor. Highway section will be 4 lanes, the interchange will be reconstructed, and wider bridges will be built over I-82 and the Yakima River. | | | T-1 | 1,000 to 1,600 | Operationally Complete | http://www.wsdot.wa.gov/Projects/SR24/I82toKeysRd/ | Nickel | \$ 36.36 | \$ | 0.98 | \$ 12.89 | \$ 50.23 | Y |
| Clark | Southwest | 400595A | I-5/Salmon Creek to I-205 - Widening | Reduce congestion and improve safety in the Vancouver area by widening 2 miles of I-5 from NE 99th Street to NE 134th Street to six through lanes, plus an additional lane in each direction between interchanges. | High | Reduces delay, improves safety, and increases capacity on major freight corridor. Project widens 2 miles of I-5 in Vancouver, WA area. | | Yes - WTP and HSP industry interviews identified I-5 congestion in Vancouver, WA region. | T-1 | 7,600 | Operationally Complete | I-5 - Widen I-5 Each Direction From Salmon Creek to I-205 - Complete October 2006 | Nickel | \$ 38.70 | \$ | 2.75 | \$ 2.50 | \$ 43.95 | Y |
| Clark | Southwest | 420504A | I-205/Mill Plain SB Off Ramp - Add Turn Lane | The intersection of the I-205/Mill Plain southbound off ramp and Mill Plain Boulevard needs an additional left turn lane from the ramp to Mill Plain Boulevard. Adding a left turn lane, electrical lighting system, signing and striping, to reduce the risk of collision when motorists are making a left turn and reduce congestion to improve traffic flow. | High | Improves safety and reduces congestion on ramp of freight corridor. New ramp improves performance of I-205 and reduces congestion. | | | T-1 (I-205) T-3 (Mill Plain) | 7,100 (I-205) | Operationally Complete | I-205 - Mill Plain SB Off Ramp Improvements - Complete July 2006 | TPA | \$ 0.57 | \$ | 0.00 | \$ 0.21 | \$ 0.78 | Y |
| Clark | Southwest | 450099A | SR 500/NE 112th Ave - Build Interchange | The intersection at SR 500 and NE 112th Avenue/Gher Road has been identified as a high collision location. Removing the intersection at SR 500 and NE 112th Avenue/Gher Road and constructing a bridge over NE 112th Avenue/Gher Road will reduce the frequency of collisions. | Medium | Improves safety and reduces congestion on freight corridor. | | | T-2 | 2,000 | Operationally Complete | SR 500 - New Interchanges and Additional Lanes - Complete June 2005 | Nickel | \$ 21.11 | \$ | 0.55 | \$ 4.47 | \$ 26.13 | Y |
| Cowlitz | Southwest | 400507L | I-5/Lexington Vicinity - Construct New Bridge | By building a bridge across the Cowlitz River to link SR 411 at Lexington with I-5 at the Ostrander interchange, the project will reduce travel time and congestion to improve traffic flow. | Medium | Connects SR 411 to I-5 for improved freight movement on other bridges in area. | | | T-3 (SR 411) T-1 (I-5) | 750 (SR 411) 10,000 (I-5) | Operationally Complete | I-5 - New Bridge between I-5 and SR 411 - Complete September 2007 (I-5 Lexington Vicinity - Construct new bridge) | Nickel | \$ 5.00 | \$ | | \$ | 5.00 | Y |

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|--------|----------------------------|---------|---|---|-----------------------|---|--|---|-----------------|--|------------------------|---|-----------------|---|---|---|---|--------------------------------------|--|
| King | Urban Corridors | 116703E | SR 167/15th St SW to 15th St NW - Add HOV Lanes | This section of SR 167 is a four lane highway located in King County between the cities of Auburn and Renton. Considerable traffic congestion is experienced daily throughout this section due to rapid commercial and residential development in the surrounding area. | High | Improves safety, increases capacity, and reduces congestion on major freight corridor. Highway segment carries over 11,000 trucks per day, one of the highest volumes in the state. Provides alternative to I-5 in Central Puget Sound and serves major warehousing and distribution center. | | Yes - Identified WTP freight recommendation and in regional industry interviews. High priority. | T-1 | 11,000 | Operationally Complete | http://www.wsdot.wa.gov/Projects/SR167/HOV15thSW_15thNW/ | Nickel | \$ 41.49 | | | | \$ 41.49 | Y |
| King | Urban Corridors | 840561A | I-405/SR 520 to SR 522 - Widening | I-405 is highly congested at this location. One additional general purpose lane will be constructed northbound from NE 70th Street to NE 124th Street and southbound from SR 522 to SR 520. This will reduce congestion on I-405. * Stage 1 Project is complete. Added new lanes between NE 85th and NE 124th. Stage 2 will begin construction in 2009, and other stages are unfunded. | High | Improves safety, decreases congestion, and increases capacity on major freight corridor that is highly congested. Project added additional NB lanes on I-405 between 85th and 124th in Kirkland. | Yes | Yes - High priority WTP Freight recommendation. High priority problem identified by industry sectors across the state. Addresses CPS congestion and I-405 congestion. | T-1 | 7,700 | Operationally Complete | I-405 - Kirkland Nickel Stage 1 - Complete November 2007 (SR 520 to SR 522 widening) | Nickel | \$ 81.76 | | | | \$ 81.76 | 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. 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 ha | 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 | Operationally Complete | http://www.wsdot.wa.gov/Projects/I5/hovPiercetoTukwila/I5HOV_Pierce_S320th/ | Nickel | \$ 50.84 | | \$ 22.60 | \$ 66.42 | \$ 139.85 | N |

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