DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan

Corridor Title: I-5 - Nisqually to Tacoma (Pierce /King County Line) **Segment Number:** 1

Route: I-5 **BARM:** 114.93 **EARM:** 139.90 **Length:** 24.97

Region: Urban Corridors **County:** Pierce

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
6	8	0	0	12	12	4	10	12	48	60	60

Corridor Description:

This segment of Interstate 5 begins in the vicinity of the Nisqually River and passes through or adjacent to Fort Lewis and McChord, two major military installations. At the north end of Mchord, I-5 interchanges with SR 512. SR 512 serves as a primary bypass around Tacoma CBD and as one of the primary connecting routes from the south to I-90 and I-405. Continuing north, this segment of I-5 interchanges with SR 16, SR 16 passes East/West accross Tacoma and crossing Puget Sound via the Narrows Bridge serving as a primary connection to Kitsap County. After SR 16, I-5 interchanges with I-705, which serves Tacoma CBD. Finally, this segment of I-5 ends at MP 133, the Port of Tacoma. In general, Interstate 5 is the critical north-south corridor serving the Central Puget Sound region. It accommodates more people and freight than any other corridor in the state of Washington. Seven out of ten people in the state of Washington live within 15 miles of Interstate 5.

Known Environmental Issues:

Previously Identified Bottlenecks/Chokepoints:

005 - Mounts Road to 48th Street, Ramp metering, Project Cost $6.14M
005 - Fort Lewis to Thorne Lane, SB auxiliary lane from Thorne Lane to Berkeley Street and a NB auxiliary lane from Fort Lewis CD System to Thorne Lane., Project Cost $33.40M

005 - I-5 and SR 512 Interchange, SB I-5 to EB SR 512- construct 2 lane flyover ramp., Project Cost $53.04M
005 - I-5 and SR 512 Interchange, NB I-5 to EB SR 512 - widen off ramp to 2 lanes, Project Cost $9.5M
005 - I-5 and SR 512 Interchange, EB SR 512 to NB I-5 on ramp - widen on ramp to 2 lanes, Project Cost $8.5M

Known Restrictions:

There are a significant number major structures such as bridges(overcrossings and undercrossings)and retaining walls that could impede improvement to this facility because of terrain issues and man-made structures/development that would require detailed studies and significantly increase the cost for making improvements to this section of roadway.

Studies:

Existing Study Name	*Completion Date*

Upcoming /Current/Underway:	*Expected Completion*
I-5/Fort Lewis Congestion Relief - Study MP 119.01 to 123.58	2007

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate Cost*
approx. MP 123	approx. MP 133.9	I-5 South - Southcenter to Fort Lewis - Conduct a corridor study to identify safety and mobility issues along the I-5 corridor between Fort Lewis and Southcenter and recommend short term and long term improvements that would be implemented over a twenty year period. The safety and mobility issues and the short and long term recommendations would be documented in a Route Development Plan (RDP). The route development plan will produce recommendations that will: 1) Identify where additional lanes may be needed to create better lane balance between access points to the freeway. 2) Prioritize these proposed improvements so that funding can be secured for the most critical sections first. 3) Address the growing congestion problems in the vicinity of Fort Lewis in Pierce County. 4) Address the safety issues that exist throughout this section of the I-5 corridor. 5) Improve the efficiency of I-5 by identifying operational improvements that should be implemented.	$1.3M of Total study cost of $2.5M is prorated to this segment

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Corridor Title: I-5 - Nisqually to Tacoma (Pierce /King County Line) **Segment Number:** 1

HOV/HOT Lanes:

Existing:

Planned:

There are currently multiple projects in various stages of development from preliminary engineering to construction that include HOV lane construction from Tacoma to Federal Way.

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	*Project Title*
300522C	I-5/Nisqually River Bridge - Bridge Painting
300508C	I-5/Nisqually River Br. to Fort Lewis Rd.
300508C	I-5/Nisqually River Br. to Fort Lewis Rd.
300575D	I-5/Gravelly Lake Drive I/C to Puyallup River Bridge- Ramp Paving
300534B	I-5/Clover Creek Bridge - Bridge Deck
300519B	I-5/Bridgeport Way On-Ramps - Safety
300519B	I-5/Bridgeport Way On-Ramps - Safety
300575F	I-5/96th Street Vic to 56th Street Vic.- Concrete Panel Replacement
300567A	I-5/SR 16 I/C/38th St I/C - Core HOV
300567A	I-5/SR 16 I/C/38th St I/C - Core HOV
300567A	I-5/SR 16 I/C/38th St I/C - Core HOV
300567A	I-5/SR 16 I/C/38th St I/C - Core HOV
300567A	I-5/SR 16 I/C/38th St I/C - Core HOV
300567A	I-5/SR 16 I/C/38th St I/C - Core HOV
300567A	I-5/SR 16 I/C/38th St I/C - Core HOV
300568A	I-5/S 48th to Pacific Avenue - Core HOV
300568A	I-5/S 48th to Pacific Avenue - Core HOV
300568A	I-5/S 48th to Pacific Avenue - Core HOV
300568A	I-5/S 48th to Pacific Avenue - Core HOV
300568A	I-5/S 48th to Pacific Avenue - Core HOV
300566A	I-5/SR 16 Realignment and HOV Connectors - Core HOV
300576A	I-5/I-705 to Port of Tacoma Interchange - Core HOV
300517C	I-5/Intelligent Transportation System - Safety
300569G	I-5/Portland Ave I/C, SR 167 I/C & L Street Bridge - Core HOV
300594B	I-5/Portland Ave Bridge - Special Bridge Repair
300553B	I-5/SR 167 E & N Ramp - Special Repair
300594C	I-5/East T Street Bridge - Special Repair
300569H	I-5/Puyallup River Bridge East and West - Core HOV
300595A	I-5/Vic Puyallup River Sign Bridge - Replace Sign Structure
300577D	I-5/Puyallup River Bridge to King County Line - Paving
300563A	I-5/Port of Tacoma Interchange - Core HOV
300504B	I-5/Port of Tacoma Rd to King Co Line - Core HOV
300590D	I-5/Ardena Road Over crossing - Bridge Rail

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	*Project Title*

Deficiencies:

Current

This segment of I-5 is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation improvements. As previously mentioned, a study of this segment is necessary.

Future (5-10 years)

Future (15-20 years)

Concrete Data

miles calculated exclude bridges, other major gaps, add/drop lanes)	*Miles*
Number of High Priority Concrete Miles:	**0.34**
Number of Medium Priority Concrete Miles:	**23.94**

Comments:

DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan

Corridor Title: I-5 - Nisqually to Tacoma (Pierce /King County Line) **Segment Number:** 1

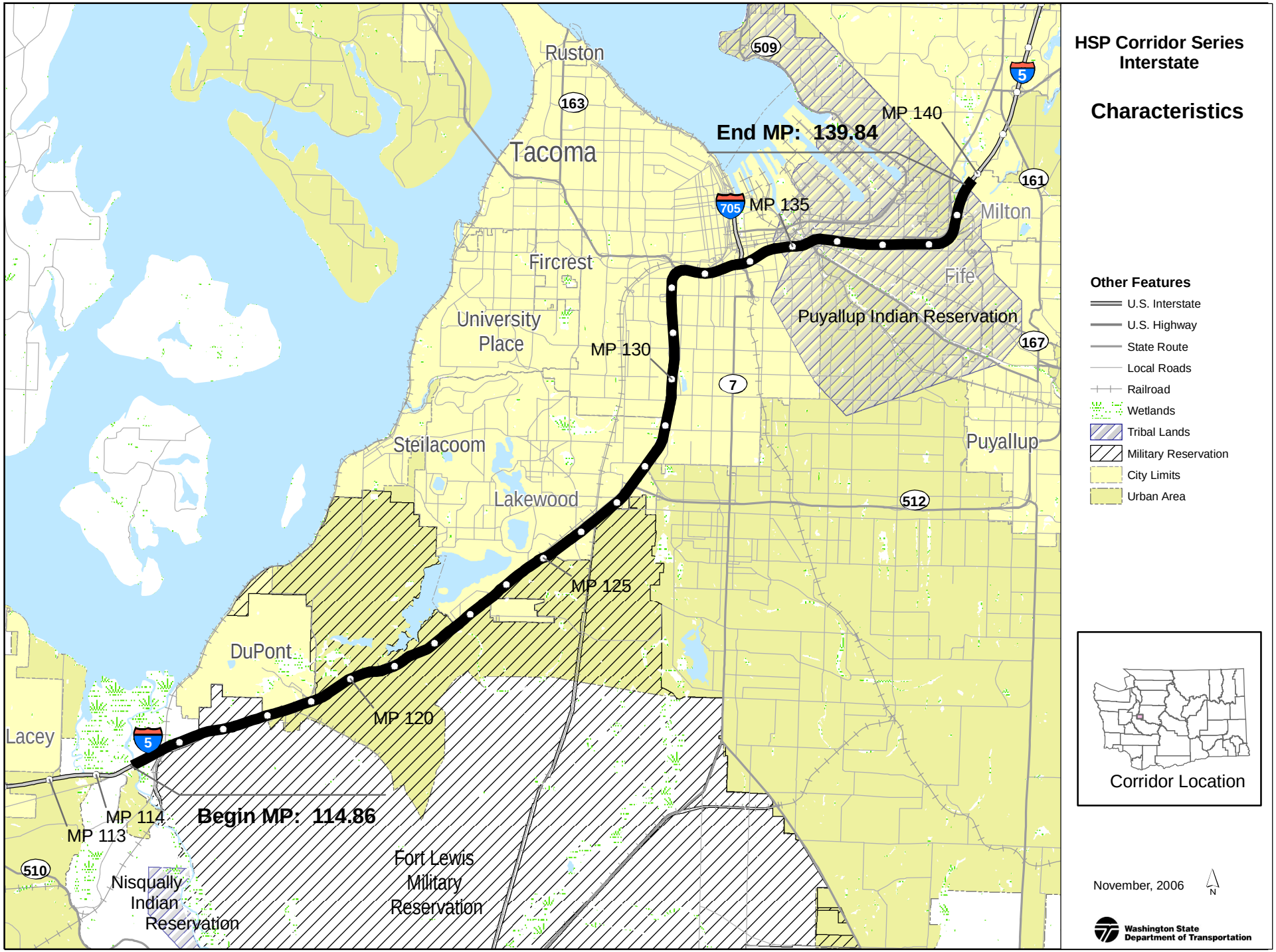
New Solutions:

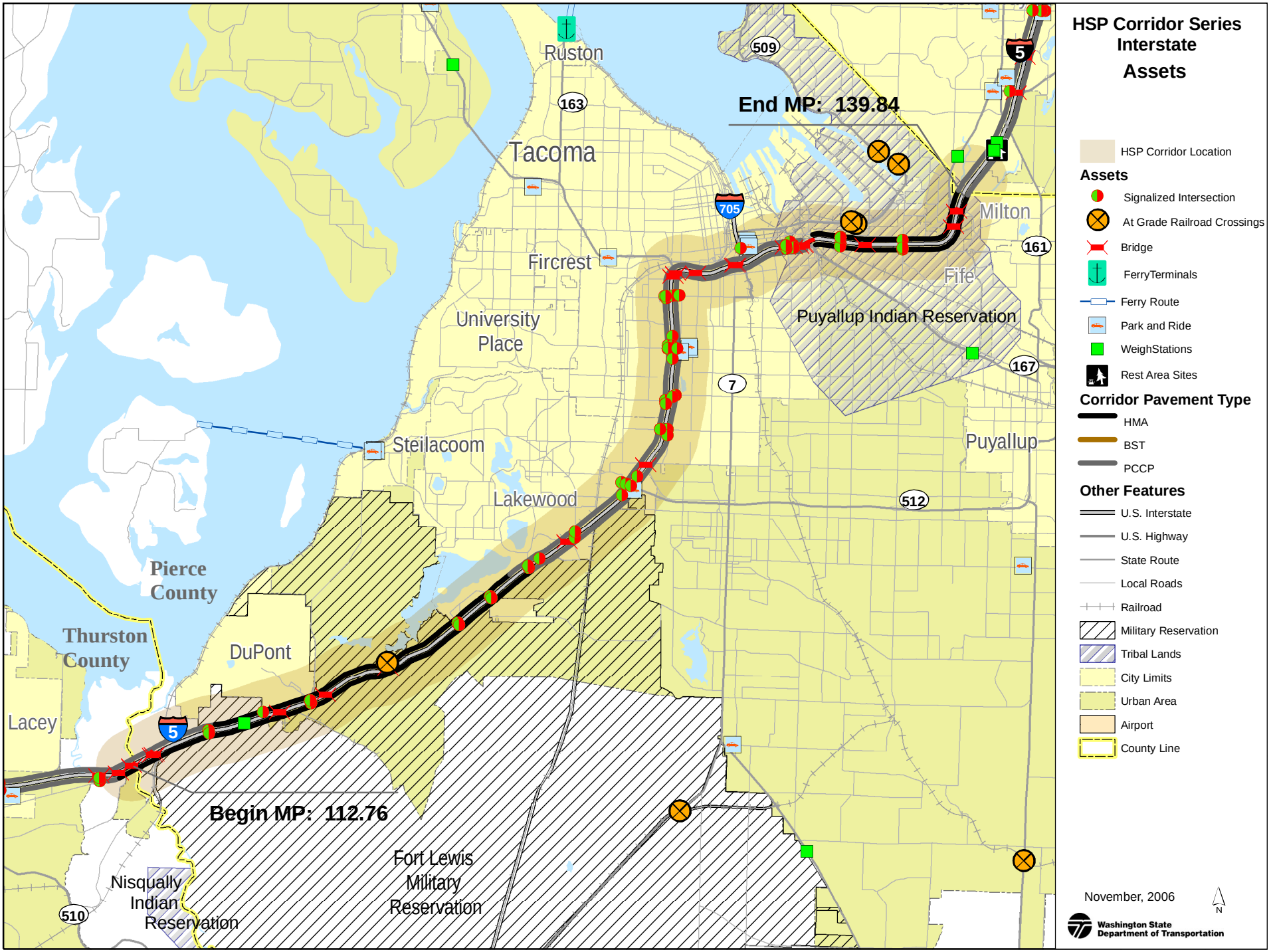
BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
115	123.64	Thurston/Pierce County Line to Thorne Lane - Intelligent	5-20%	15-20%	$5.17 M
BARM	**EARM**	**Mid-term (10-years) (Moderate Fix)**	**Delay Reduction**	**Accident Reduction**	**Estimated Cost**
BARM	**EARM**	**Long-term (15-20 years) (Maximum Fix)**	**Delay Reduction**	**Accident Reduction**	**Estimated Cost**
123.64	125.15	Thorne Lane U-Xing to Gravelly Lake Dr. - Add an HOV lane southbound and northbound, new interchange at Gravelly Lake Dr., ITS.	20-30%	10-30%	$42.78 M
123.33	124.00	East Tillicum I/C (Thorne Lane U-Xing) - Interchange improvements for future Cross Base Corridor Connection.	See Note Below **	See Note Below **	See Note Below **
125.15	126.47	Gravelly Lake Dr. to BN RR U-Xing - Add an HOV lane southbound and northbound, new interchange at Bridgeport Way, ITS.	20-45%	10-30%	$47.23 M
126.47	128.14	BN RR U-Xing to S 96th St. (SR 512 I/C) - Core HOV lanes, construct a freeway to freeway interchange at SR 512, ITS.	See Note Below *	See Note Below *	$191.70 M
128.14	131.90	SR 512 to SR 16 - Core HOV lanes, reconstruct interchanges at S 56th St, S 84th St and S 72nd St, modify the S 38th St interchange, replace the S 48th St. Bridge, ITS.	See Note Below *	See Note Below *	$286.80 M
133.00	136.60	Yakima Avenue to Port of Tacoma - Direct access ramp to Tacoma Dome	See Note Below ***	See Note Below ***	See Note Below ***

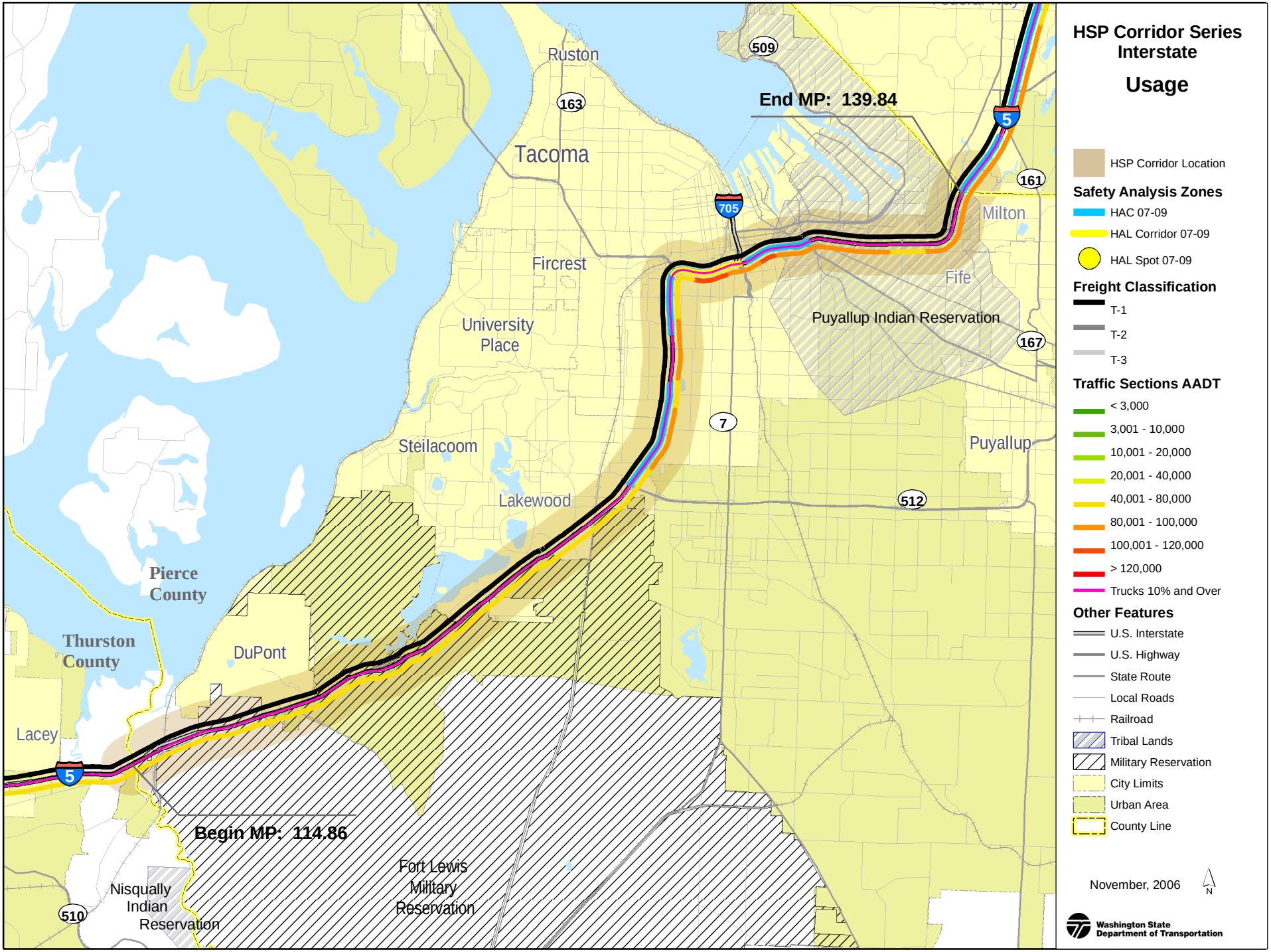
Note(s):
* This is considered part of the Core HOV.
**Costs related to these improvements are part of the SR 704 Cross Base Highway project
***The Tacoma Dome direct access is to be funded by Others.

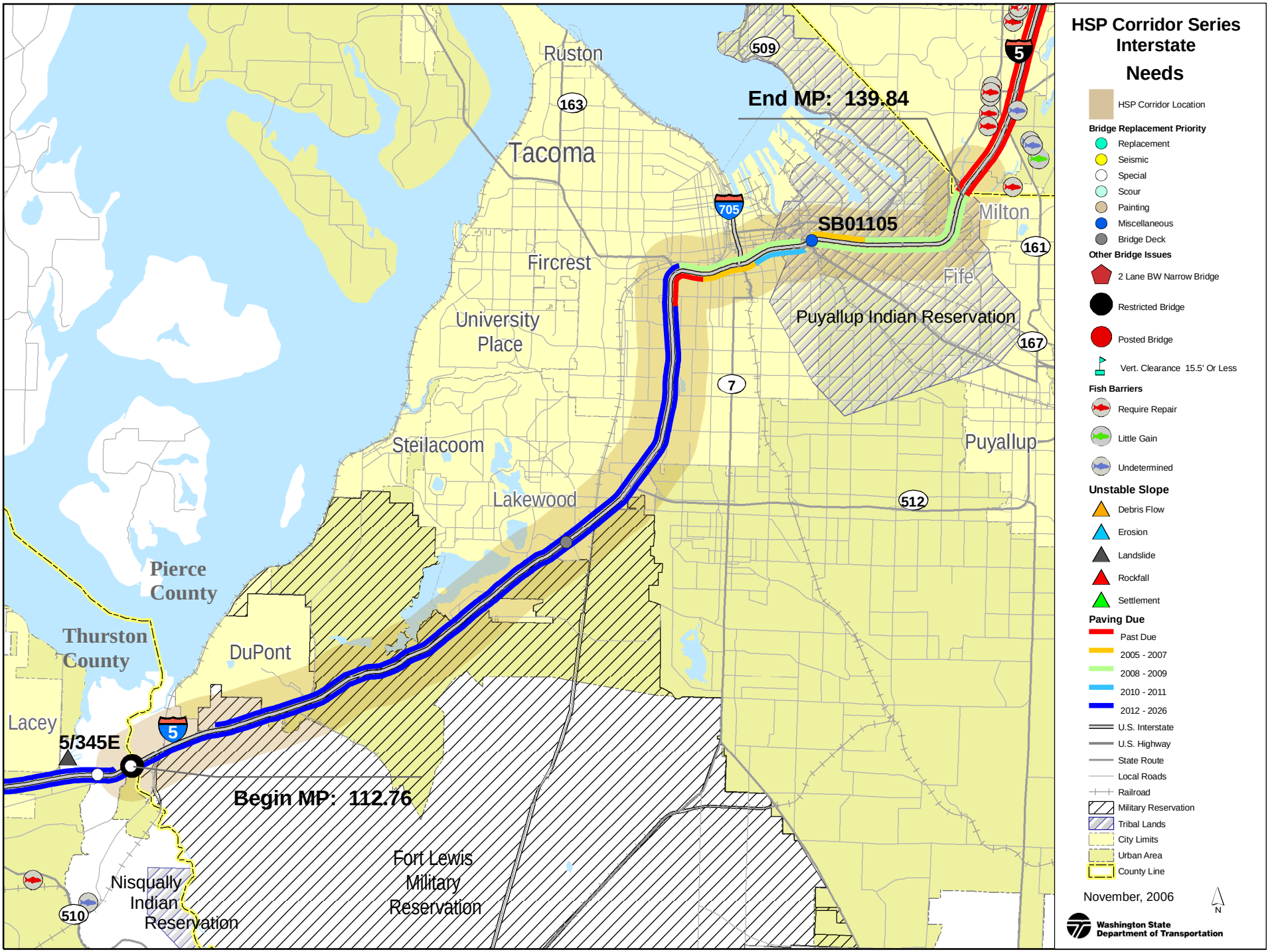
Future Corridor Vision:
The future corridor vision will be one of the products of the proposed study of this corridor that will likely involve improvements similar to those listed below.

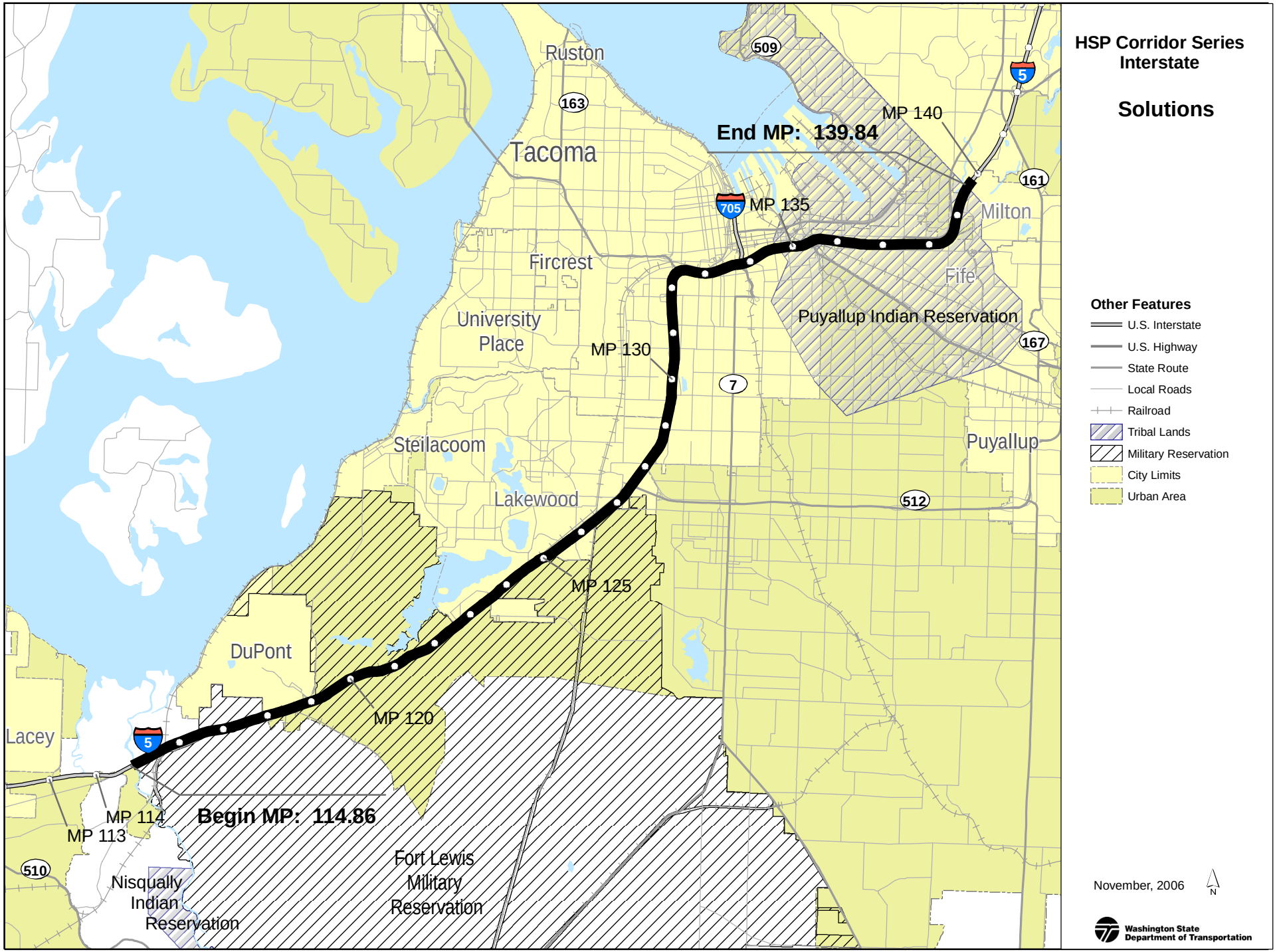
BARM	EARM	Beyond 20 year horizon	Notes
114.93	117.00	Thurston/Pierce County Line to Mounts Rd - Widen from 6 lanes to 8 lanes creating HOV lanes	
117.00	118.00	Mounts Rd-Old Nisqually Rd. Vicinity to - Widen from 6 lanes to 9 lanes creating HOV lanes, a Southbound auxiliary lane, and ultimate South DuPont Interchange (Center Drive)	
118.00	119.01	New South DuPont I/C Vicinity to DuPont - Widen from 6 lanes to 11 lanes creating HOV lanes, a SB auxiliary lane, a NB 2 lane collector-distributor, ITS.	
119.01	123.58	DuPont to Thorne Lane - Widen for HOV lanes as per ongoing study, ITS.	Added to fill gap (August 2006 PVM)


HSP Corridor Series
Interstate
Characteristics
End MP: 139.84
Begin MP: 114.86
Ruston
Tacoma
Fircrest
University Place
Steilacoom
Lakewood
DuPont
Lacey
Milton
Fife
Puyallup
Puyallup Indian Reservation
Fort Lewis Military Reservation
Nisqually Indian Reservation
MP 140
MP 135
MP 130
MP 125
MP 120
MP 114
MP 113
509
163
5
161
705
167
7
512
510
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Wetlands
Tribal Lands
Military Reservation
City Limits
Urban Area
Corridor Location
November, 2006
N
Washington State Department of Transportation


HSP Corridor Series
Interstate
Assets
End MP: 139.84
Begin MP: 112.76
Ruston
Tacoma
Fircrest
University Place
Steilacoom
Lakewood
DuPont
Lacey
Pierce County
Thurston County
Nisqually Indian Reservation
Fort Lewis Military Reservation
Milton
Fife
Puyallup Indian Reservation
Puyallup
HSP Corridor Location
Assets
Signalized Intersection
At Grade Railroad Crossings
Bridge
FerryTerminals
Ferry Route
Park and Ride
WeighStations
Rest Area Sites
Corridor Pavement Type
HMA
BST
PCCP
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
Airport
County Line
November, 2006
N
Washington State Department of Transportation


Ruston
Tacoma
Fircrest
University Place
Steilacoom
Lakewood
DuPont
Lacey
Milton
Fife
Puyallup
Puyallup Indian Reservation
Pierce County
Thurston County
Fort Lewis Military Reservation
Nisqually Indian Reservation
End MP: 139.84
Begin MP: 114.86
509
163
705
5
161
167
7
512
510
HSP Corridor Series
Interstate
Usage
HSP Corridor Location
Safety Analysis Zones
HAC 07-09
HAL Corridor 07-09
HAL Spot 07-09
Freight Classification
T-1
T-2
T-3
Traffic Sections AADT
< 3,000
3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
County Line
November, 2006
N
Washington State Department of Transportation


Ruston
509
End MP: 139.84
163
Tacoma
5
705
SB01105
Milton
161
Fircrest
Fife
University Place
Puyallup Indian Reservation
167
7
Steilacoom
Puyallup
Lakewood
512
Pierce County
Thurston County
DuPont
Lacey
5/345E
5
Begin MP: 112.76
Fort Lewis Military Reservation
Nisqually Indian Reservation
510
HSP Corridor Series
Interstate
Needs
HSP Corridor Location
Bridge Replacement Priority
Replacement
Seismic
Special
Scour
Painting
Miscellaneous
Bridge Deck
Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
Fish Barriers
Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
Past Due
2005 - 2007
2008 - 2009
2010 - 2011
2012 - 2026
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
November, 2006
N
Washington State Department of Transportation


HSP Corridor Series
Interstate
Solutions
Ruston
Tacoma
Fircrest
University Place
Steilacoom
Lakewood
DuPont
Lacey
Milton
Fife
Puyallup
Puyallup Indian Reservation
Fort Lewis Military Reservation
Nisqually Indian Reservation
End MP: 139.84
Begin MP: 114.86
MP 140
MP 135
MP 130
MP 125
MP 120
MP 114
MP 113
509
163
705
5
161
167
7
512
510
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
November, 2006
N
Washington State Department of Transportation

Corridor Title: I-5 -Tacoma (Pierce/King County Line) to I-405 (Tukwila)

Segment Number: 2

Route: I-5 **BARM:** 139.90 **EARM:** 154.46 **Length:** 14.56

Region: Urban Planning **County:** King

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
8	9	0	2	11	12	3	10	38	300	60	60

Corridor Description:

This segment of Interstate 5 begins in the vicinity of the Port of Tacoma and passes through or adjacent to Cities of Fife, Milton, Federal Way, Kent, Des Moines, SeaTac, and SeaTac International Airport. This segment of I-5 ends in the vicinity of where it interchanges with I-405 in Tukwila. I-405 serves as a primary bypass around Seattle CBD. Interstate 5 is the critical north-south corridor serving the Central Puget Sound region. It accommodates more people and freight than any other corridor in the state of Washington. Seven out of ten people in the state of Washington live within 15 miles of Interstate 5. The business and population growth that has occurred along this corridor has resulted in the Seattle and Tacoma areas converging to become one metropolitan area.

Known Environmental Issues:

Numerous storm water outfalls, a few confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur along this corridor segment.
Medium to high Critical Aquifer Recharge Areas occur along this corridor segment. Palustrine occur intermittently along this corridor segment.
This corridor is in the general vicinity of critical habitat for bull trout and Chinook.
Currently, this corridor segment is within an Air quality maintenance area for CO.
Other features include Urban Growth Area, city and county parks, .

Previously Identified Bottlenecks/Chokepoints:

005 - I-5 at 272nd Street Interchange, SB Auxiliary lane between SR 516 and S 272nd Street with a two lane off ramp to 272nd Street., Project Cost $14.48M

Known Restrictions:

There are a significant number of major structures such as bridges(overcrossings and undercrossings)and retaining walls that could impede improvement to this facility because of terrain issues and man-made structures/development that would require detailed studies and significantly increase the cost for making improvements to this section of roadway.

Studies:

Existing Study Name	***Completion Date***

Current/Underway: Study Name	***Expected Completion Date***

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate Cost*
approx. MP 139.9	approx. MP 154	I-5 South - Southcenter to Fort Lewis - Conduct a corridor study to identify safety and mobility issues along the I-5 corridor between Fort Lewis and Southcenter and recommend short term and long term improvements that would be implemented over a twenty year period. The safety and mobility issues and the short and long term recommendations would be documented in a Route Development Plan (RDP). The route development plan will produce recommendations that will: 1) Identify where additional lanes may be needed to create better lane balance between access points to the freeway. 2) Prioritize these proposed improvements so that funding can be secured for the most critical sections first. 3) Address the growing congestion problems in the vicinity of Fort Lewis in Pierce County. 4) Address the safety issues that exist throughout this section of the I-5 corridor. 5) Improve the efficiency of I-5 by identifying operational improvements that should be implemented.	$1.2M of Total study cost of $2.5M is prorated to this segment

HOV/HOT Lanes:

Existing:

For the most part there are HOV lanes both directions throughout this corridor segment. More specifically, there is a mainline HOV lane northbound on I-5 between BARM 144.80 to EARM 154.46 and southbound on I-5 between BARM 144.51 to EARM 154.46 with HOV lanes occurring on a number of ramps along this corridor as well.

Planned:

There are currently multiple projects in various stages of development, from preliminary engineering to construction, that include HOV lane construction from Tacoma to Federal Way.

Corridor Title: I-5 -Tacoma (Pierce/King County Line) to I-405 (Tukwila) **Segment Number:** 2

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	*Project Title*
100502D	Federal Way - S 317th Street
100505S	I-5/Military Rd S to I-405 Profiled MMA Lane Striping
100506S	Military Road Vic
100505P	I-5/S 272nd St to Southcenter Parkway Ramp Overlay
800502K	I-5/SR 161 Interchange & SR 18 Interchange

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	*Project Title*
100505A	I-5/Pierce Co. Line to Tukwila I/C - HOV
100505I	**PIERCE CO. LINE TO TUKWILA I/C STAGE 5**
100505J	**PIERCE CO. LINE TO TUKWILA I/C STAGE 6**
100505Q	**PIERCE CO. LINE TO TUKWILA STAGE 2N**

Not Fully Funded **(Bold indicates unfunded portion)**

Deficiencies:

Current

This segment of I-5 is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation improvements. As previously mentioned, a study of this segment is necessary.

Future (5-10 years)

Future (15-20 years)

Concrete Data

miles calculated exclude bridges, other major gaps, add/drop lanes)	*Miles*
Number of High Priority Concrete Miles:	**19.96**
Number of Medium Priority Concrete Miles:	**0**

Comments:

Corridor Title: I-5 -Tacoma (Pierce/King County Line) to I-405 (Tukwila) **Segment Number:** 2

New Solutions:

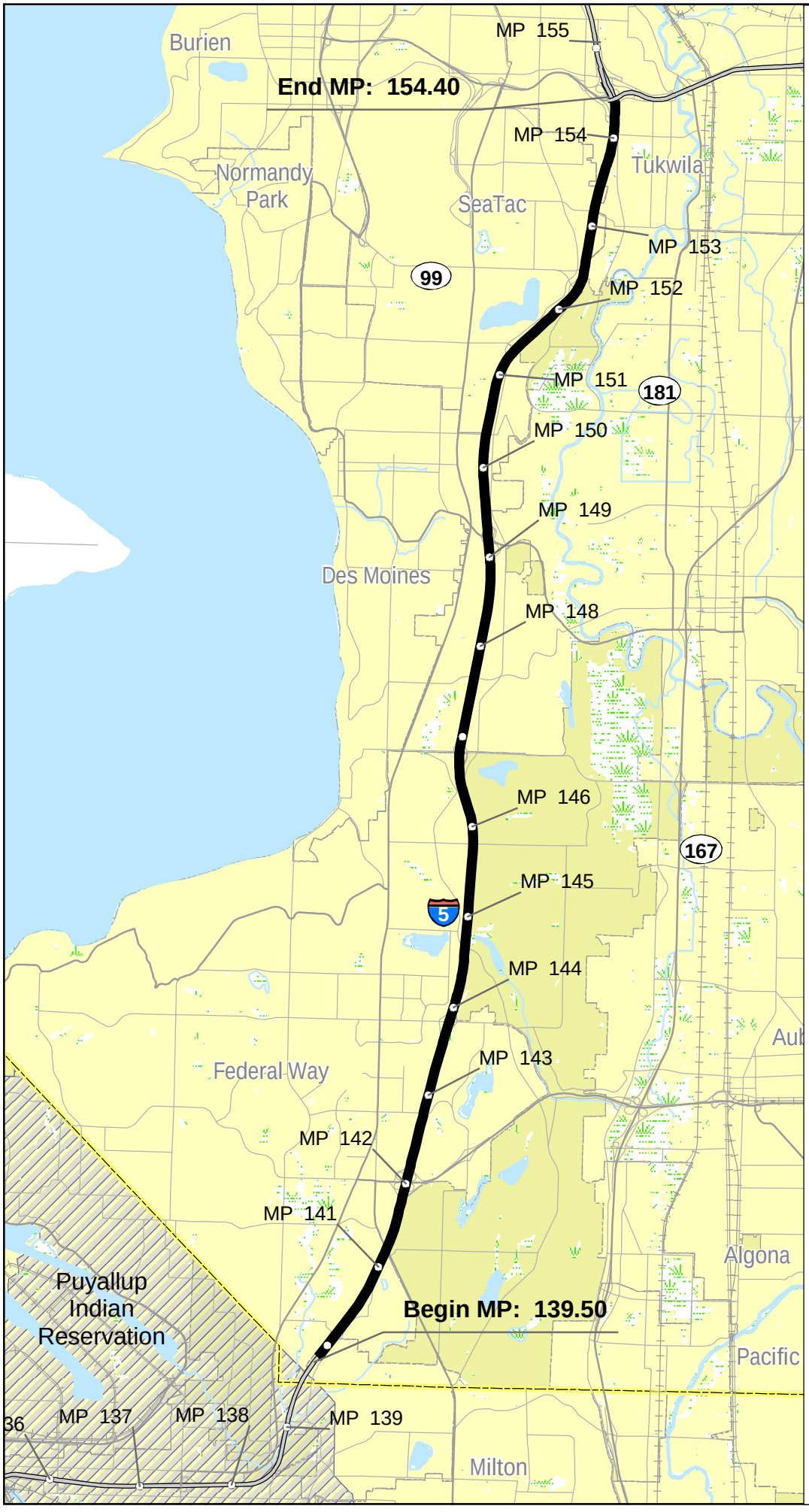
BARM	*EARM*	*Near-term (Minimum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
146.5	*152.7*	*I-5: S 188th St to S 272nd St - Complete ITS at locations where fiber wasn't placed by the original contract. Add data stations and CCTVs. Also add 5 northbound meters: S 272nd St (1), SR 516 (2), S 200th St (1), S 188th St (1).*			$3.5 M
BARM	*EARM*	*Mid-term (10-years) (Moderate Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
BARM	*EARM*	*Long-term (15-20 years) (Maximum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
139.5	154.53	Pierce/King County Line to I-405 - Core HOV - Construct Core HOV lanes, truck climbing lane, and SC&DI from Pierce County line to Tukwila.	5-10%	10-30%	$130.81 M
140.38	143.45	Vicinity of the I/5/SR 18 I/C - New Interchange at SR 161 with collector-distributor lanes between SR 18 lanes SR 161.	See Note Below *	See Note Below *	$38.03 M
146.48	147.28	S. 272nd Street I/C - Interchange improvements to accommodate increased capacity on S. 272nd Street.	40-50%	20-30%	$77.24 M
154.42	154.42	I-5/I-405/SR 518 I/C - Core HOV - Construct Freeway to Freeway Core lane HOV connection at SR5/SR405/SR518 interchange - Northwest quadrant (SB to WB).	5-10%	10-30%	$78.02 M

Note(s):

* This is the remaining portion of the "Triangle Interchange" project that is not currently funded under TPA.

Future Corridor Vision:

The future corridor vision will be one of the products of the proposed study of this corridor.



HSP Corridor Series
Interstate

Characteristics

Other Features

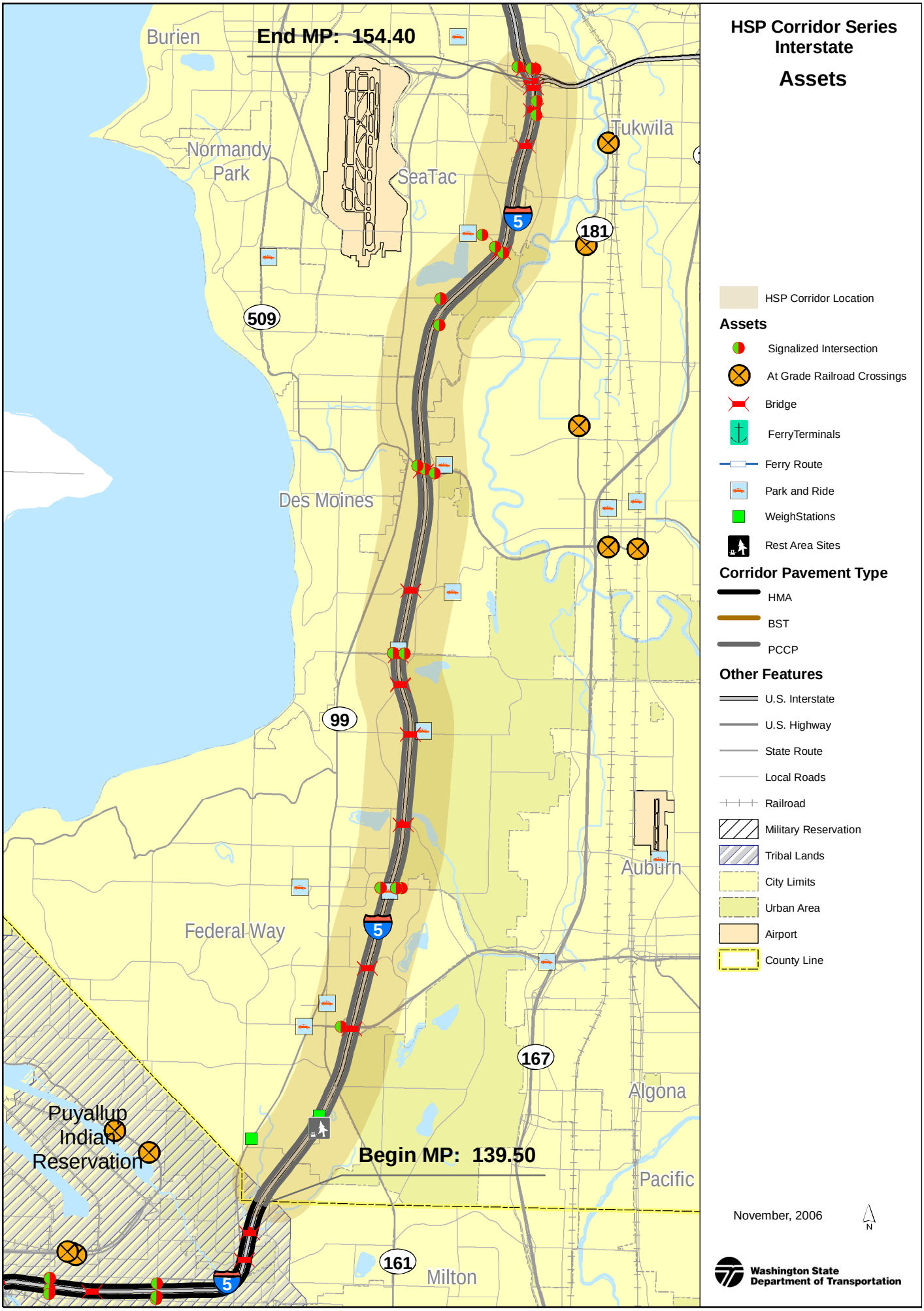
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Wetlands
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

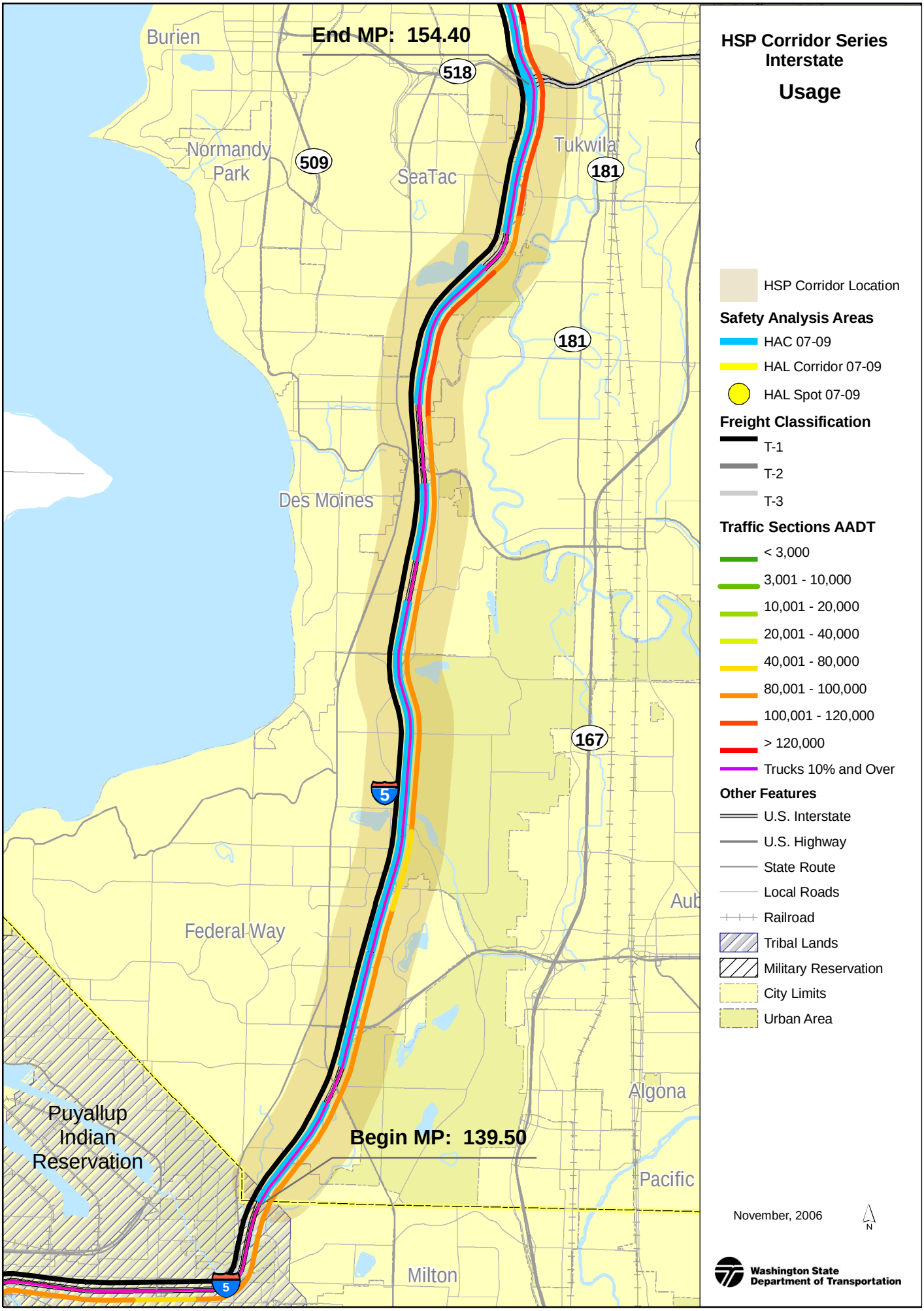
Corridor Location

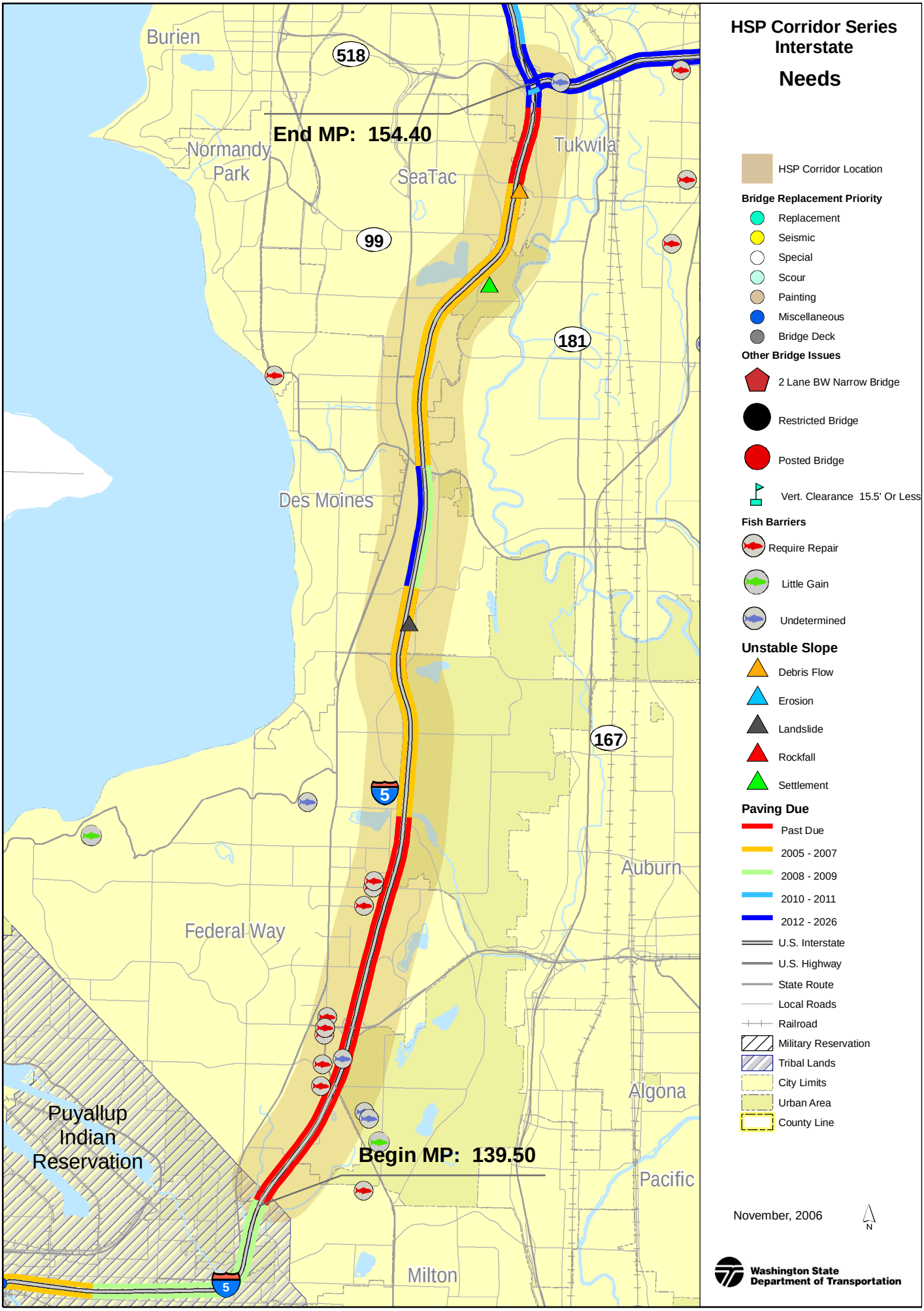
November, 2006

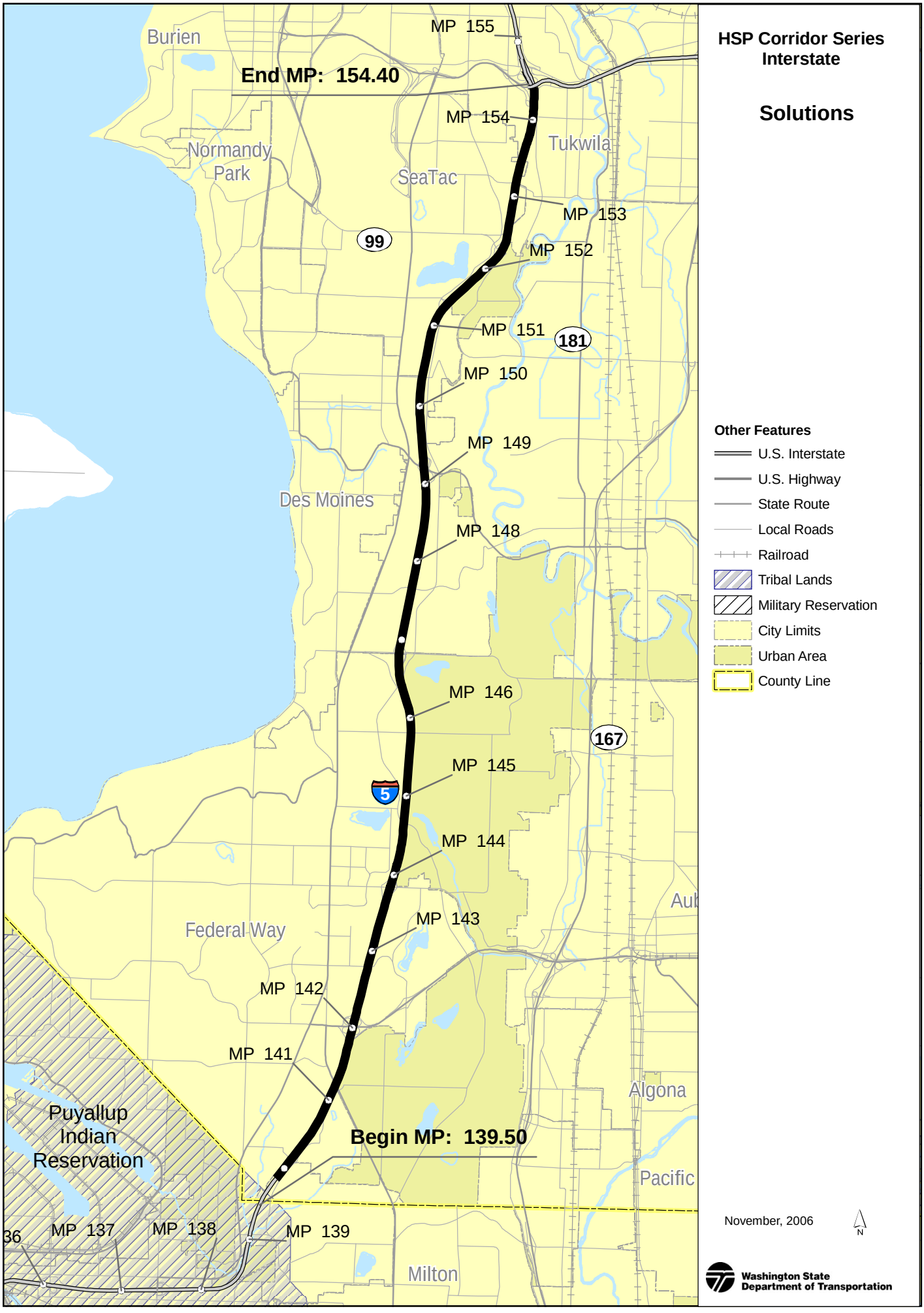
N

Washington State Department of Transportation


End MP: 154.40
Begin MP: 139.50
Burien
Normandy Park
SeaTac
Tukwila
Des Moines
Federal Way
Auburn
Algona
Pacific
Milton
Puyallup Indian Reservation
509
181
99
167
161
5
HSP Corridor Series
Interstate
Assets
HSP Corridor Location
Assets
Signalized Intersection
At Grade Railroad Crossings
Bridge
FerryTerminals
Ferry Route
Park and Ride
WeighStations
Rest Area Sites
Corridor Pavement Type
HMA
BST
PCCP
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
Airport
County Line
November, 2006
N
Washington State Department of Transportation


End MP: 154.40
Begin MP: 139.50
Burien
Normandy Park
SeaTac
Tukwila
Des Moines
Federal Way
Algona
Pacific
Milton
Puyallup Indian Reservation
518
509
181
167
5
HSP Corridor Series
Interstate
Usage
HSP Corridor Location
Safety Analysis Areas
HAC 07-09
HAL Corridor 07-09
HAL Spot 07-09
Freight Classification
T-1
T-2
T-3
Traffic Sections AADT
< 3,000
3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
November, 2006
N
Washington State Department of Transportation


HSP Corridor Series
Interstate
Needs
End MP: 154.40
Begin MP: 139.50
Burien
Normandy Park
SeaTac
Tukwila
Des Moines
Federal Way
Auburn
Algona
Pacific
Milton
Puyallup Indian Reservation
518
99
181
167
5
HSP Corridor Location
Bridge Replacement Priority
Replacement
Seismic
Special
Scour
Painting
Miscellaneous
Bridge Deck
Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
Fish Barriers
Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
Past Due
2005 - 2007
2008 - 2009
2010 - 2011
2012 - 2026
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
November, 2006
N
Washington State Department of Transportation


HSP Corridor Series
Interstate
Solutions
End MP: 154.40
Begin MP: 139.50
MP 155
MP 154
MP 153
MP 152
MP 151
MP 150
MP 149
MP 148
MP 146
MP 145
MP 144
MP 143
MP 142
MP 141
MP 139
MP 138
MP 137
Burien
Normandy Park
SeaTac
Tukwila
Des Moines
Federal Way
Algona
Pacific
Milton
Puyallup Indian Reservation
99
181
167
5
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
County Line
November, 2006
N
Washington State Department of Transportation

Corridor Title: I-5 - I-405 (Tukwila) to King/Snohomish County Line

Segment Number: 3

Route: I-5 **BARM:** 154.46 **EARM:** 177.82 **Length:** 23.36

Region: Urban Planning **County:** King

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
5	9	0	2	11	12.5	2	12	7	300	60	60

Corridor Description:

This segment of Interstate 5 begins in the vicinity where I-5 interchanges with I-405 in Tukwila, enters the city of Seattle and interchanges with I-90 just south of Seattle CBD. Just north of Seattle CBD, I-5 interchanges with SR 520. SR 520 serves as major connecting arterial between the Seattle CBD and cities such as Bellevue and Kirkland on the east side of Lake Washington. Progressing a little further to the north and just after crossing Lake Union, I-5 serves as the primary access to the University of Washington. Continuing north, I-5 passes through the city of Shoreline to the point where this segment of I-5 ends as it interchanges with SR 104 in the vicinity of the King-Snohomish County Line.

Known Environmental Issues:

Moderate to High Liquefaction Hazard Areas occur along this corridor between I-405 and I-90.
Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur throughout this corridor segment. Palustrine and Riverine wetland areas occur intermittently along this corridor segment.
This corridor is in the general vicinity of critical habitat for bull trout and Chinook.
Currently, this corridor segment is within an Air quality maintenance area for CO. In addition, the portion of this corridor that passes through the Seattle CBD is within a maintenance area for Particulates.
Other features included within or adjacent to this corridor are Urban Growth Area, city and county parks.

Previously Identified Bottlenecks/Chokepoints:

005 - I-5 at I-90 Interchange, 2 Lane Off Ramp from NB I-5 to EB I-90., Project Cost $20.98M

005 - I-5 at Lake City Way, 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., Project Cost $41.89M

005 - I-5 at Snohomish County Line, SB auxiliary lane on I-5 from SR 104 down to NE 175th Street., Project Cost $16.43M

Known Restrictions:

This segment of I-5 is possibly the most complex segment of the entire I-5 corridor. There are a significant number major structures such as bridges(overcrossings and undercrossings), tunnels and retaining walls. The most significant restrictions are the segment that passes under the Convention Center and the double deck Lake Washington Ship Canal bridge segment. Any of these could impede improvement to this facility because of terrain issues and man-made structures/development that would require detailed studies and significantly increase the cost for making improvements to this section of roadway.

Studies:

Existing Study Name	***Completion Date***

Current/Underway:	***Expected Completion***
I-5 Pavement Rehabilitation and Operational Improvement Study - Boeing Access Road to Northgate - This project will look at pavement replacement needs through this section of the I-5 corridor and will examine low cost operational improvements that could be implemented when the pavement is being replaced.	Jan-08

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate Cost*

HOV/HOT Lanes:

Existing:

For the most part there are HOV lanes both directions throughout this corridor segment with the exception of the segment in the vicinity of Seattle CBD. More specifically, there is a mainline HOV lane northbound on I-5 between BARM 154.46 to EARM 165.35 and BARM 172.55 to EARM 177.82 and southbound on I-5 between BARM 154.46 to EARM 166.46 and BARM 172.58 to EARM 177.82 with HOV lanes occurring on a number of ramps along this corridor as well.

Planned:

Currently, there are projects in preliminary stages of development that include HOV lane additions.

Corridor Title: I-5 - I-405 (Tukwila) to King/Snohomish County Line **Segment Number:** 3

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	*Project Title*
800515C	I-5 Conc Rehab in Pierce, King, Snoh Co
800524H	I-5/Boston to Shelby, SB I-5, Westside
800524P	I-5/Roanoke Vicinity Noise Wall
800524P	I-5/Roanoke Vicinity Noise Wall
100540S	I-5/I-405 & I-5 Over-Xing, Vic South Center-Br Deck Overlay
100513A	I-5/Albro Pl to Corson Ave - Seismic
100516A	I-5/Ramps at Michigan/Corson/Albro/Swift
100516C	I-5/Sign Structure at Michigan St/Corson Ave S I/C-Replace
100516B	I-5/Ramps at Michigan-Corson/Albro/Swift
100513R	I-5/Albro,Swift & Corgiat Intersections
100562S	I-5/Spokane Street Interchange Vicinity-Special Bridge Repair
100518L	I-5/Spokane Street Interchange, Seattle-Seismic
100582S	I-5/Southbound Viaduct, South Seattle Vicinity-Special Bridge Repair
100518S	I-5/Spokane St Interchange-Illumination
100511J	I-5/South Seattle Northbound Viaduct
100564S	I-5/Dearborn to Dayton Ave-Fiber Replacement
100521G	I-5/James Street Ramp Terminals
100521R	I-5/James St Vic to Union St Vic
100521I	I-5/Spring St/SB On Ramp-Traffic Signal
100521S	I-5/Union St to NE 103rd Vic
100525N	I-5/North Seattle Bridges - Seismic
100525S	I-5/NE 50th Street-Rebuild Traffic Signals
100525A	I-5/Reverse Express Lane to/from SR 522 - Safety
100525P	I-5/5th Ave NE to NE 92nd St-Noise Wall
100528J	I-5/NE 175th Southbound On Ramp
100529C	I-5/NE 175th St to NE 205th St - Northbound Auxiliary Lane
100528Z	I-5/North 180th Street - Noise Wall
100532D	I-5/SR 104 Vicinity to 52nd Ave W - SB Paving
100532E	I-5/SR 104 Vicinity to 52nd Ave. W. - SB Safety

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	*Project Title*

Deficiencies:

Current

This segment of I-5 is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation improvements.

Future (5-10 years)

Future (15-20 years)

Concrete Data

miles calculated exclude bridges, other major gaps, add/drop lanes)	*Miles*
Number of High Priority Concrete Miles:	**46.19**
Number of Medium Priority Concrete Miles:	**0**

Comments:

Corridor Title: I-5 - I-405 (Tukwila) to King/Snohomish County Line **Segment Number:** 3

New Solutions:

BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
158.07	174.64	I-5: Variable Speed and Lane Management System Expansion - Expands Variable Speed Limit System to I-5 - Boeing Access Rd to NE 145th.			$4.8 M
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
162.57	163.02	South Industrial Way vicinity - HOV direct access connection to South Industrial Way/E3 bus way.	See Note 1 Below	See Note 1 Below	$105.13 M
166.4	167.8	E Denny Way to NE 45th St. - Modify the Mercer St. I/C, SR 520 I/C and I-5 to eliminate left side I-5 ramps at Mercer St. I/C and SR 520 I/C.	10-30%	40-70%	$626 M
167.12	168.06	Mercer St. I/C to SR 520 I/C - Core HOV - Construct WB to SB Freeway to Freeway Core HOV Connection at SR5/SR520	See Note 2 Below	See Note 2 Below	$146 M

Note(s):

1. HOV direct access is typically funded by Sound Transit.
2. This is considered part of the Core HOV.

Future Corridor Vision:

The future corridor vision will be better defined with the additional information upon completion of the current study of this corridor.

HSP Corridor Series
Interstate

Characteristics

Other Features

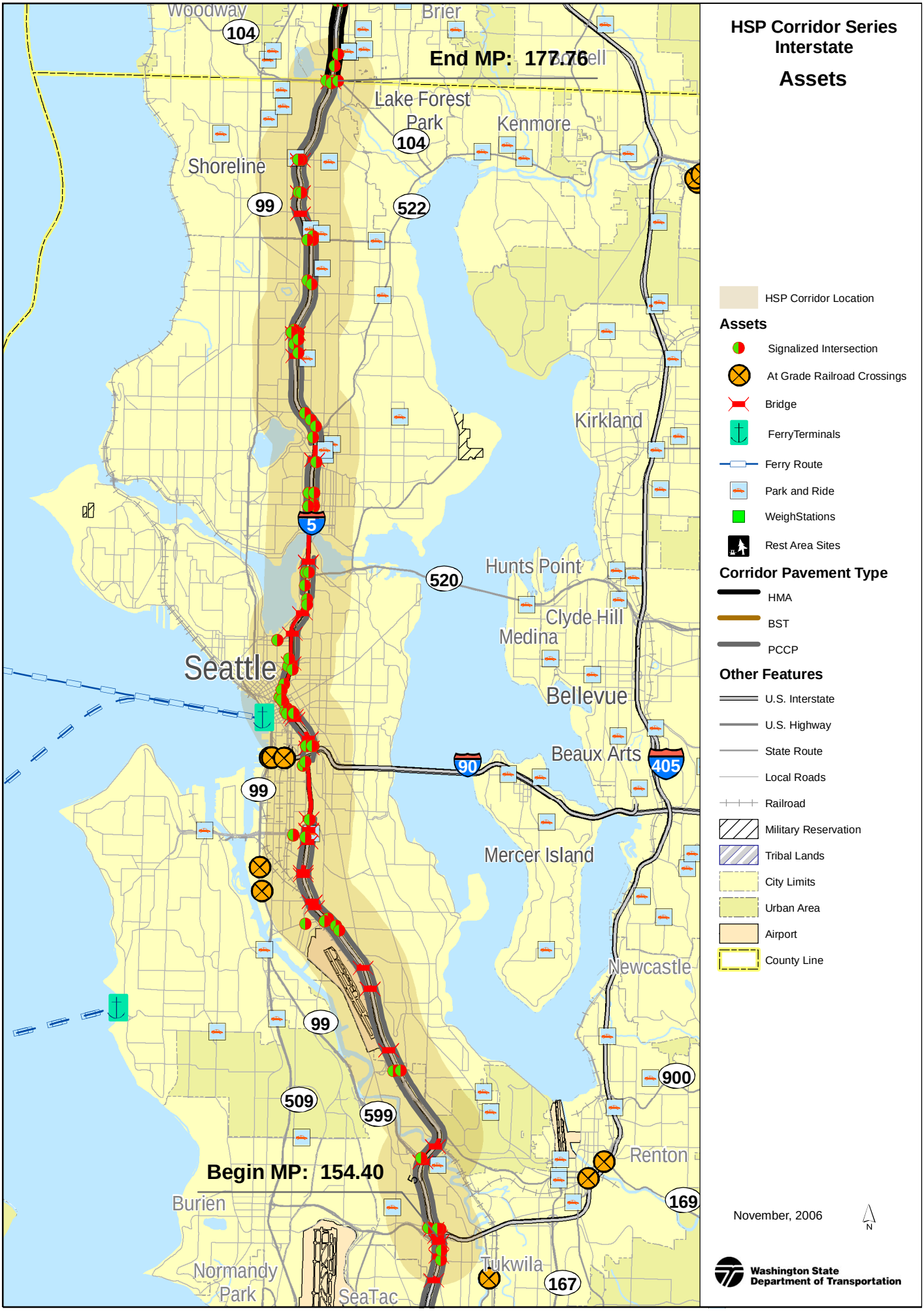
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Wetlands
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

Corridor Location

November, 2006

N

Washington State Department of Transportation



HSP Corridor Series
Interstate
Assets

HSP Corridor Location

Assets

- Signalized Intersection
- At Grade Railroad Crossings
- Bridge
- FerryTerminals
- Ferry Route
- Park and Ride
- WeighStations
- Rest Area Sites

Corridor Pavement Type

- HMA
- BST
- PCCP

Other Features

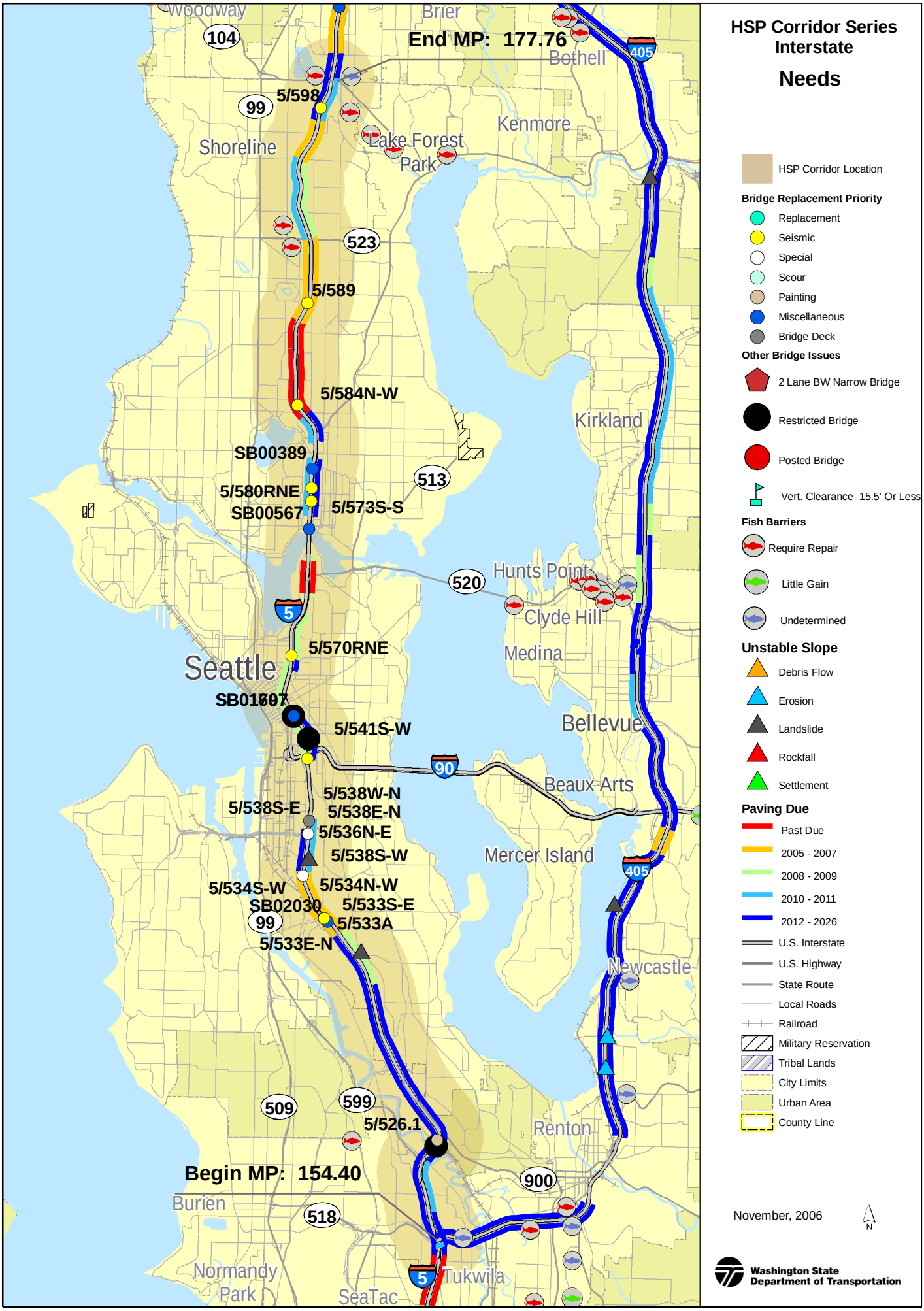
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- Airport
- County Line

November, 2006

N

Washington State Department of Transportation

HSP Corridor Series
Usage
End MP: 177.76
Begin MP: 154.40
Woodway
Brier
Bothell
Kenmore
Shoreline
Lake Forest Park
Kirkland
Seattle
Hunts Point
Clyde Hill
Medina
Bellevue
Beaux Arts
Mercer Island
Newcastle
Renton
Burien
Normandy Park
SeaTac
Tukwila
104
99
523
405
513
5
520
90
509
599
900
518
HSP Corridor Location
Safety Analysis Areas
HAC 07-09
HAL Corridor 07-09
HAL Spot 07-09
Freight Classification
T-1
T-2
T-3
Traffic Sections AADT
< 3,000
3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
November, 2006
N
Washington State Department of Transportation


HSP Corridor Series
Interstate
Needs
End MP: 177.76
Begin MP: 154.40
Woodway
Brier
Bothell
Kenmore
Lake Forest Park
Shoreline
Kirkland
Hunts Point
Clyde Hill
Medina
Seattle
Bellevue
Beaux Arts
Mercer Island
Newcastle
Renton
Burien
Normandy Park
SeaTac
Tukwila
5/598
5/589
5/584N-W
SB00389
5/580RNE
SB00567
5/573S-S
5/570RNE
SB01607
5/541S-W
5/538W-N
5/538E-N
5/538S-E
5/536N-E
5/538S-W
5/534S-W
5/534N-W
SB02030
5/533S-E
5/533A
5/533E-N
5/526.1
HSP Corridor Location
Bridge Replacement Priority
Replacement
Seismic
Special
Scour
Painting
Miscellaneous
Bridge Deck
Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
Fish Barriers
Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
Past Due
2005 - 2007
2008 - 2009
2010 - 2011
2012 - 2026
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
November, 2006
N
Washington State Department of Transportation

HSP Corridor Series
Interstate

Solutions

Other Features

- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

November, 2006

N

Washington State Department of Transportation

Corridor Title: I-5 – King/Snohomish County Line to US 2

Segment Number: 4

Route: I-5 **BARM:** 177.82 **EARM:** 193.66 **Length:** 15.84

Region: Urban Planning **County:** King

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
6	8	0	2	11	12	6	15	21	300	60	60

Corridor Description:

This segment of Interstate 5 begins in the vicinity of the King-Snohomish County Line. After it passes through the cities of Montlake Terrace and Lynnwood, I-5 interchanges with I-405 at its northerly terminus. Continuing north, I-5 enters the city of Everett where it serves as the primary access to Everett CBD. This segment ends, where I-5 interchanges with US 2. US 2 is one of the primary east-west connections that runs parallel to I-90 across the state.

Known Environmental Issues:

FEMA 100-yr Flood (Zone A) has been identified on the north end of this corridor segment.
Moderate to High Liquefaction Hazard Areas occur along this corridor in the vicinity of SR 524 Spur, I-405 and SR 529 interchanges.
Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur throughout this corridor segment. Palustrine wetland area occurs intermittently along this corridor segment.
This corridor is in the general vicinity of critical habitat for bull trout and Chinook.
Currently, this corridor segment is within an Air quality maintenance area for CO. Other features include Urban Growth Area, city and county parks.
Miltary reservations are located in the general vicinity of this corridor segment.

Previously Identified Bottlenecks/Chokepoints:

Currently, there are no Bottleneck/Chokepoint solutions identified for this corridor segment.

Known Restrictions:

There are a significant number major structures such as bridges(overcrossings and undercrossings)and retaining walls. The most significant restrictions are the segment that passes the Everett CBD. Any of these could impede improvement to this facility because of terrain issues and man-made structures/development that would require detailed studies and significantly increase the cost for making improvements to this section of roadway.

Studies:

Existing Study Name	***Completion Date***

Current/Underway: Study Name	***Expected Completion Date***

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate Cost*

HOV/HOT Lanes:

Existing:

With the exception of the northerly portion of this segment, there are HOV lanes both directions along this corridor. . More specifically, there is a mainline HOV lane northbound on I-5 between BARM 172.82 to EARM 188.04 and southbound on I-5 between BARM 177.82 to EARM 189.82 with HOV lanes occurring on a number of ramps along this corridor as well.

Planned:

Corridor Title: I-5 – King/Snohomish County Line to US 2 **Segment Number:** 4

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	*Project Title*
100529D	I-5/Mountlake Terrace In-line Station
100535E	I-5/52nd Ave W to SR 526-SB Paving
100535H	I-5/52nd Ave W to SR 526-SB Safety
100535N	I-5/52nd Ave W to SR 526-NB Paving
100533D	I-5/Lynnwood Park and Ride
100537B	I-5/196th St (SR 524) Interchange SB Braided Ramp
100536N	I-5/196th St SW / SR 524 I/C-Westside
100536D	I-5/SR 525 Interchange New Ramp Phase 1
100539D	I-5/Ash Way Park and Ride
100540F	I-5/164th St. SW to SR 526-HOV and Interchange Modifications
100545D	I-5/South Everett Freeway Station/112th St. SE
100542F	I-5/124th St SW, Bicycle/Pedestrian O'xing
100545S	I-5/Everett Vicinity Bridges - Seismic
100543M	I-5/SR 526 to Marine View Drive-HOV Lanes
100543N	I-5/SR 526 to Marine View Drive-Seismic
100544E	I-5/SB On Ramp from Broadway to Collector-Distributor
100544W	I-5/MP190.65 - G-Line Drainage/Slide Mitigation
100544G	I-5/41st St Interchange Improvements

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	*Project Title*

Deficiencies:

Current

This segment of I-5 is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation improvements.

Future (5-10 years)

Future (15-20 years)

Concrete Data

miles calculated exclude bridges, other major gaps, add/drop lanes)	*Miles*
Number of High Priority Concrete Miles:	**0**
Number of Medium Priority Concrete Miles:	**3.28**

Comments:

Corridor Title: I-5 – King/Snohomish County Line to US 2 **Segment Number:** 4

New Solutions:

BARM	*EARM*	*Near-term (Minimum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
BARM	*EARM*	*Mid-term (10-years) (Moderate Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
BARM	*EARM*	*Long-term (15-20 years) (Maximum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
179.80	180.30	220th St. SW to 44th Ave. W. - Construct northbound auxiliary lane.	30-60%	10-30%	$6.70 M
181.07	182.45	SR 524 I/C - [Interchange improvements at the SR 524 (196th St.) interchange.]	45-55%	25-35%	$89.58 M
182.60	183.10	Missing Ramp - Construct missing South I-5 to north SR 525 Ramp	70-85%	10-30%	$49.82 M
186.42	186.42	SR 96/128th St. SW I/C - Construct urban interchange	45-55%	25-35%	$73.31 M

Future Corridor Vision:

HSP Corridor Series
Interstate

Characteristics

Other Features

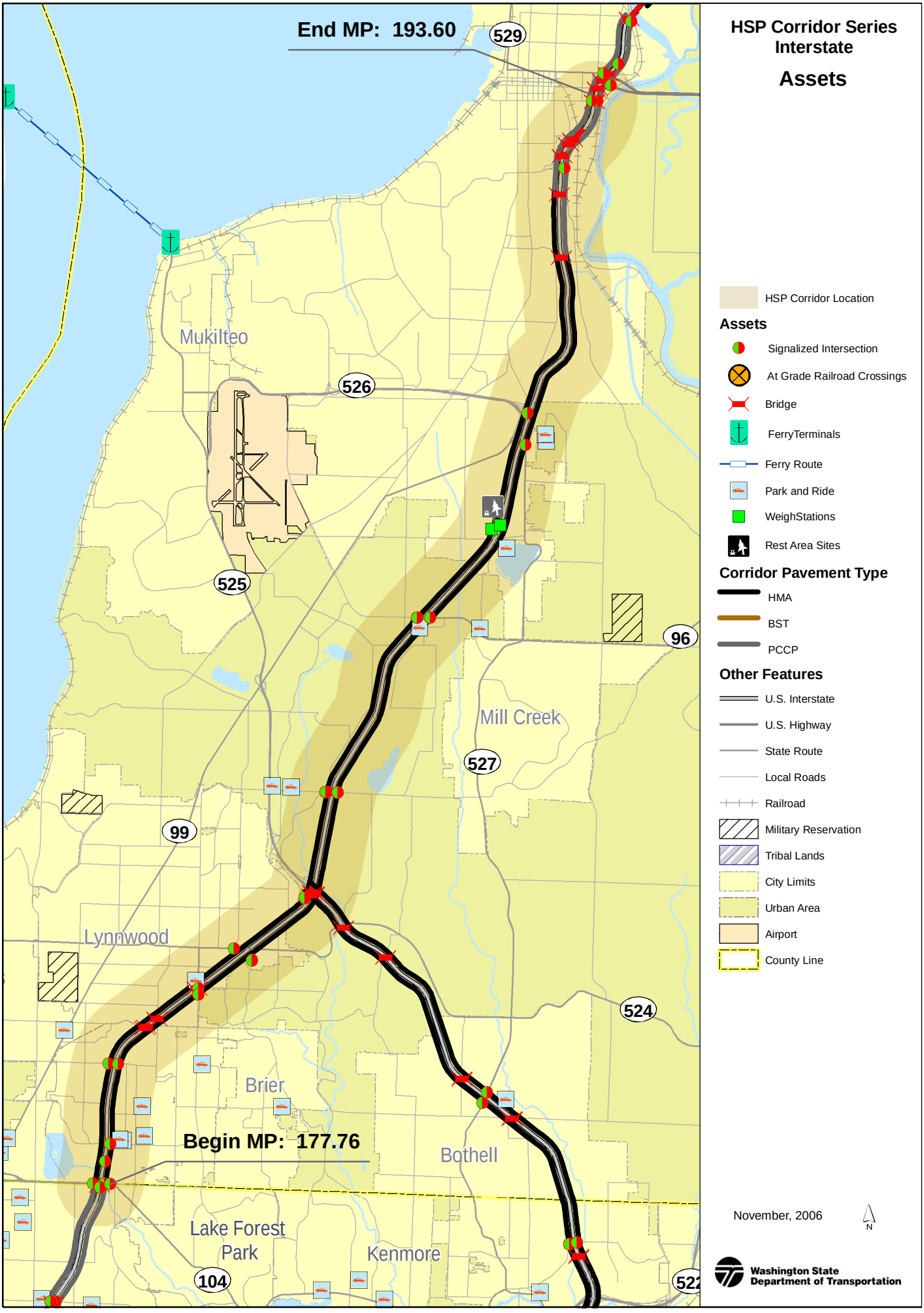
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Wetlands
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

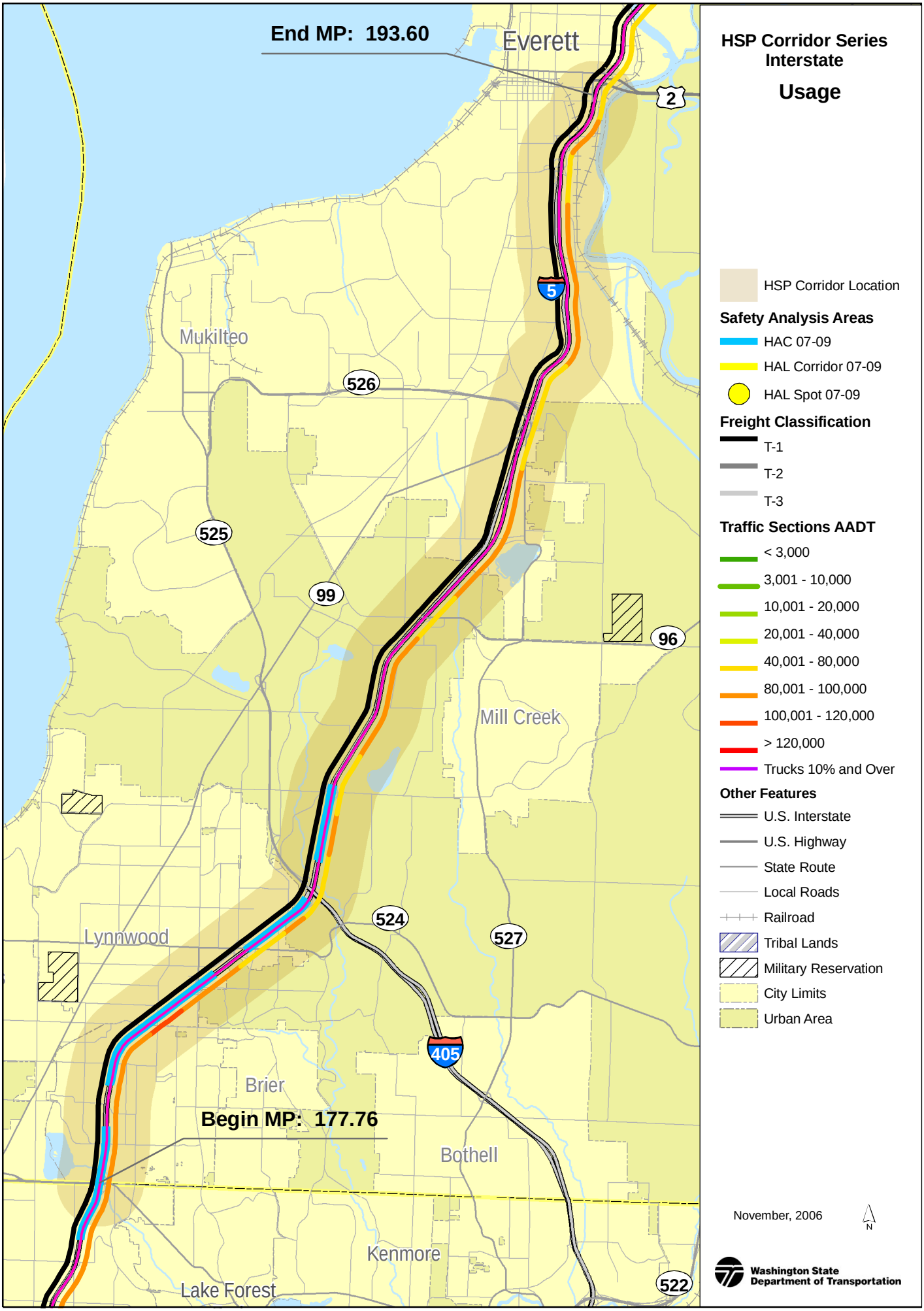
Corridor Location

November, 2006

N

Washington State Department of Transportation


End MP: 193.60
529
Mukilteo
526
525
96
Mill Creek
527
99
Lynnwood
524
Brier
Begin MP: 177.76
Bothell
Lake Forest Park
Kenmore
104
522
HSP Corridor Series
Interstate
Assets
HSP Corridor Location
Assets
Signalized Intersection
At Grade Railroad Crossings
Bridge
FerryTerminals
Ferry Route
Park and Ride
WeighStations
Rest Area Sites
Corridor Pavement Type
HMA
BST
PCCP
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
Airport
County Line
November, 2006
N
Washington State
Department of Transportation


End MP: 193.60
Everett
2
5
Mukilteo
526
525
99
96
Mill Creek
524
527
Lynnwood
405
Brier
Begin MP: 177.76
Bothell
Kenmore
Lake Forest
522
HSP Corridor Series
Interstate
Usage
HSP Corridor Location
Safety Analysis Areas
HAC 07-09
HAL Corridor 07-09
HAL Spot 07-09
Freight Classification
T-1
T-2
T-3
Traffic Sections AADT
< 3,000
3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
November, 2006
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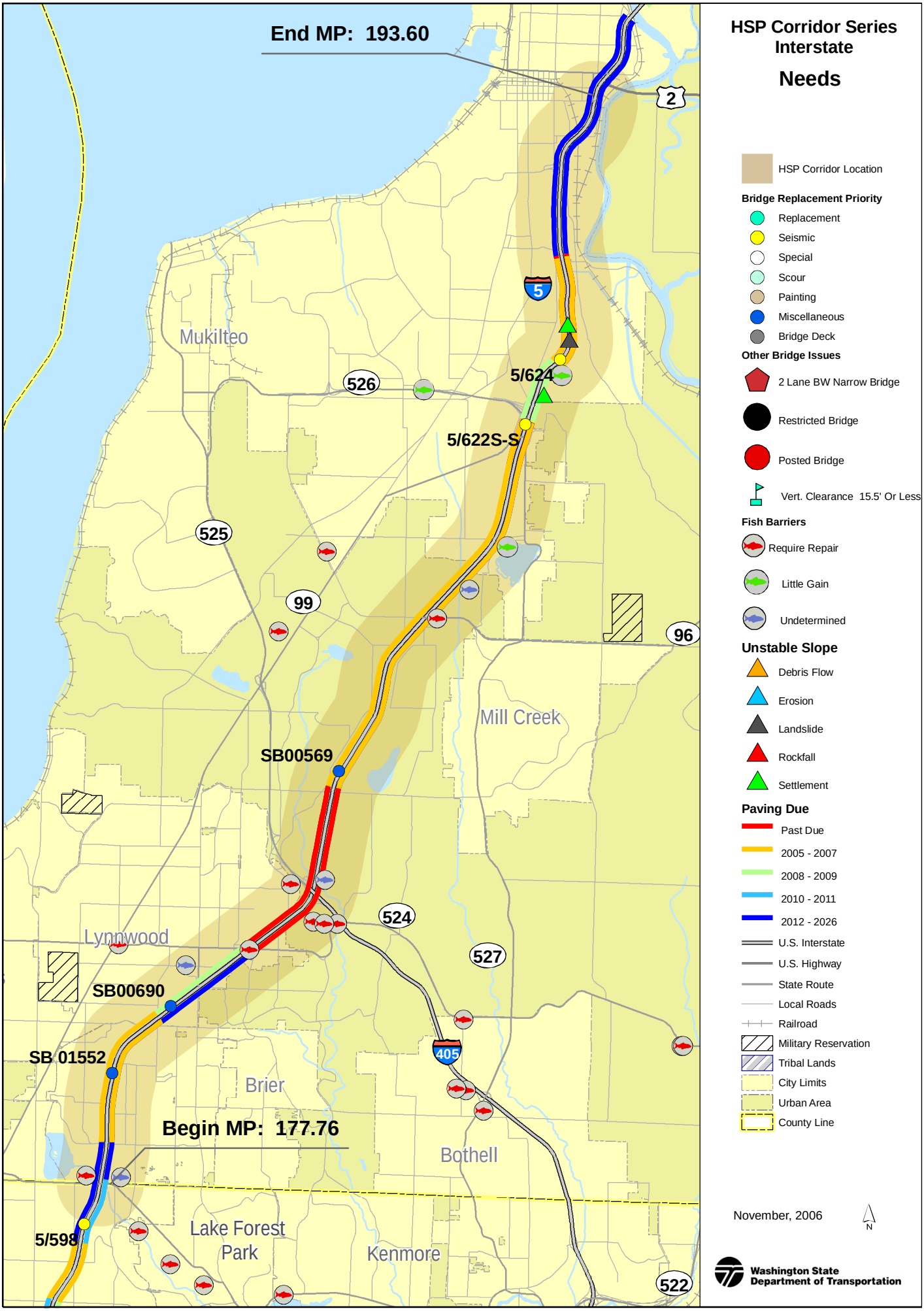
Washington State
Department of Transportation


End MP: 193.60
Begin MP: 177.76
Mukilteo
Lynnwood
Brier
Mill Creek
Bothell
Lake Forest Park
Kenmore
5/624
5/622S-S
5/598
SB00569
SB00690
SB 01552
2
5
405
96
99
522
524
525
526
527
HSP Corridor Series
Interstate
Needs
HSP Corridor Location
Bridge Replacement Priority
Replacement
Seismic
Special
Scour
Painting
Miscellaneous
Bridge Deck
Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
Fish Barriers
Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
Past Due
2005 - 2007
2008 - 2009
2010 - 2011
2012 - 2026
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
November, 2006
N
Washington State Department of Transportation

End MP: 193.60
Everett
MP
MP 192
MP 191
5
Mukilteo
526
MP 190
MP 189
525
MP 188
99
MP 187
96
MP 186
Mill Creek
MP 185
MP 184
MP 183
MP 182
Lynnwood
527
MP 181
524
MP 180
405
MP 179
Brier
Begin MP: 177.76
Bothell
MP 177
Lake Forest Park
Kenmore
522
HSP Corridor Series
Interstate
Solutions
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
County Line
November, 2006
N
Washington State
Department of Transportation

Corridor Title: I-5 - US 2 to Snohomish /Skagit County Line

Segment Number: 5

Route: I-5 **BARM:** 193.66 **EARM:** 217.71 **Length:** 24.05

Region: Urban Planning **County:** Snohomish

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
6	7	0	0	12	12	6	10	21	540	60	70

Corridor Description:

This segment of Interstate 5 begins in the vicinity of where I-5 interchanges with US 2. After it crosses the Snohomish River, I-5 immediately leaves Everett. Heading north, I-5 crosses over Union Slough, Steamboat Slough and Ebey as it passes through the city of Marysville and passes adjacent to the major outlet mall and casino built on Tulalip Tribal lands. Continuing north, I-5 leaves Marysville and immediately enters the city of Arlington. This segment ends, just north of Arlington at this Snohomish/Skagit County line. Traffic congestion and safety are becoming an increasing concern along this corridor. The population growth in the numerous communities that feed this corridor (Marysville, Arlington, Stanwood) and traffic generated by the major outlet mall and casino built on Tulalip Tribal lands has exacerbated the traffic congestion issues along this section of I-5.

Known Environmental Issues:

City and county parks are in the general vicinity of this corridor. Tribal and Miltary reservations are located adjacent to this corridor segment. The Urban Growth Area is generally between US 2 and the just north of SR 531.
FEMA 100-yr Flood (Zone A) has been identified on the south end and in the vicinity of SR 530.
Low to High Liquefaction Hazard Areas occur along this corridor between US 2 and SR 531.
There is one super fund site(EPA) in the vicinity of Steamboat Slough. Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur throughout this corridor segment. Palustrine and Riverine wetland areas occur intermittently along this corridor segment.
This corridor is in the general vicinity of critical habitat for bull trout and Chinook.
The portion of this corridor, that is between US 2 and just south of SR 531, is within an Air quality maintenance area for CO. Numerous Group A and B

Previously Identified Bottlenecks/Chokepoints:

Currently, there are no Bottleneck/Chokepoint solutions identified for this corridor segment.

Known Restrictions:

The Snohomish River, Union Slough, Steamboat Slough and Ebey Slough along with the close proximity of tribal lands could impede improvement to this facility because of terrain issues and man-made structures/development that would either require detailed studies or significantly increase the cost for making improvements to this section of roadway.

Studies:

Existing Study Name	***Completion Date***

Current/Underway: Study Name	***Expected Completion Date***

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate Cost*
approx. MP 193	approx. MP 217	Conduct a corridor study to identify the safety and mobility needs along the I-5 corridor from US 2 in Everett to the Snohomish/Skagit County line and recommend short term and long term improvements that would be implemented over a twenty year period to address the identified needs. The safety and mobility issues and the short and long term recommendations would be documented in a Route Development Plan (RDP). The route development plan will produce recommendations that will: 1) Improve the safety and reliability of this interstate highway for the benefit of travelers, shippers and communities. 2) Maintain a transportation asset to optimize its short-term and long-term usefulness to the public. 3) Enable WSDOT to identify the type and extent of new capacity that will be needed (general purpose, HOV/HOT or both) 4) Enable WSDOT to identify where new or reconstructed interchanges may be needed.	$2M

HOV/HOT Lanes:

Existing:

Planned:

Corridor Title: I-5 - US 2 to Snohomish /Skagit County Line **Segment Number:** 5

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	*Project Title*
100540A	I-5 Northbound/Snohomish River to Ebey Slough Paving
100540Z	I-5/Snohomish River Br to Ebey Slough Br-SB Paving
100550V	I-5/Steamboat Slough Bridges 5/648E&W
100551G	I-5/Ebey Slough Br Vic to Stillaguamish Riv Br Vic Median Cable Barrier
100553U	I-5/Arlington City Limit Vic to Stillaguamish River-Paving
100553N	I-5/172nd St NE (SR 531) Interchange Modifications
100555B	I-5/Smokey Point NB/SB Safety Rest Area RV Sewage System Rehabilitation
100552S	I-5/SR 532 Northbound Interchange Ramps

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	*Project Title*

Deficiencies:

Current
This segment of I-5 is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation improvements.

Future (5-10 years)

Future (15-20 years)

Concrete Data

miles calculated exclude bridges, other major gaps, add/drop lanes)	*Miles*
Number of High Priority Concrete Miles:	**0**
Number of Medium Priority Concrete Miles:	**10.57**

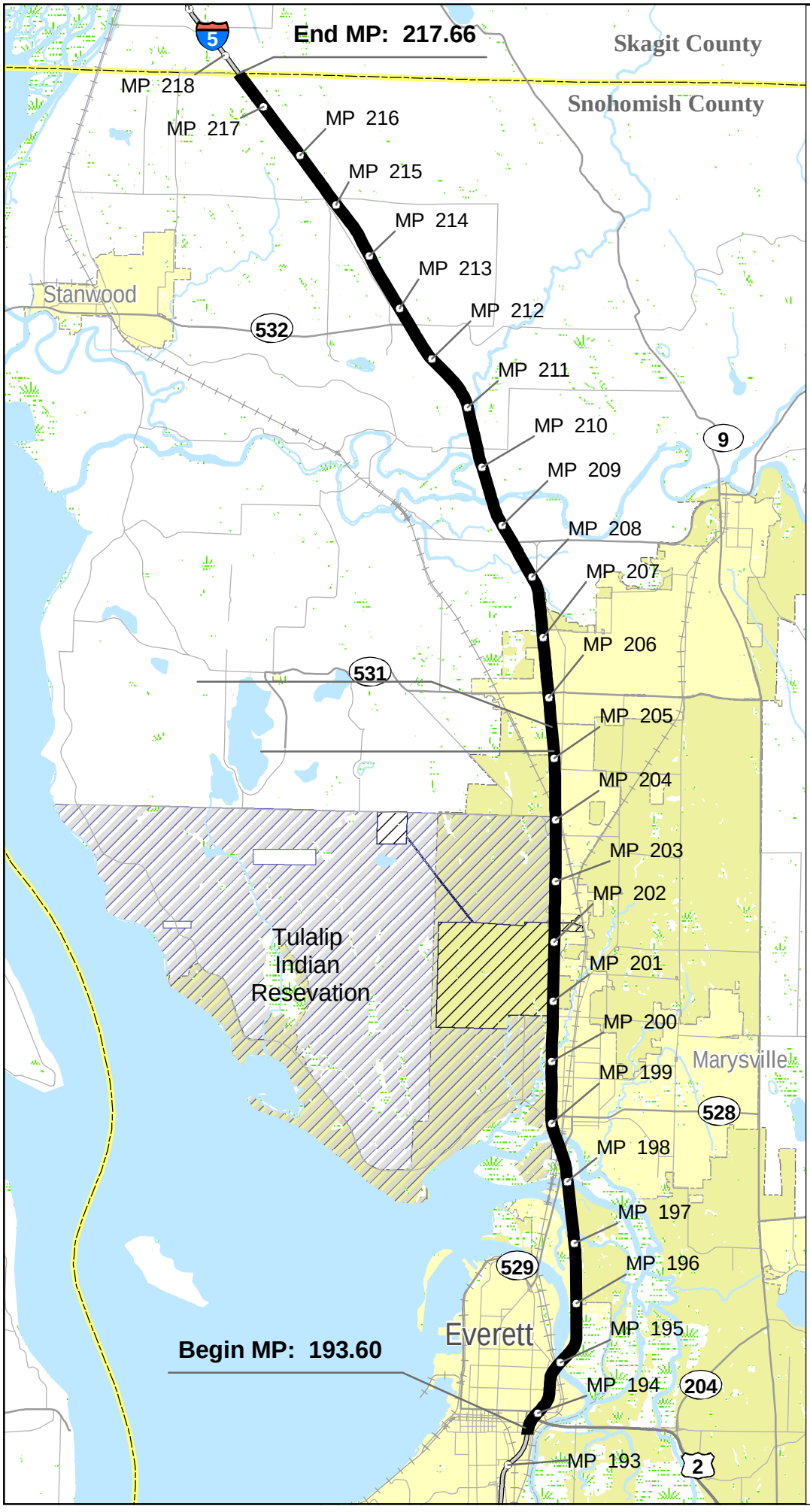
Comments:

Corridor Title: I-5 - US 2 to Snohomish /Skagit County Line **Segment Number:** 5

New Solutions:

BARM	***EARM***	***Near-term (Minimum Fix)***	***Delay Reduction***	***Accident Reduction***	***Estimated Cost***
194.3	*204.5*	*I-5: US 2 to SR 531 ITS - Phase 1:CCTV, spot data station, VMS and signal integration, Phase 2:Full ITS (loops every ½ mile, full CCTV coverage, VMS, HAR, and ramp meters).*			$8.4M
BARM	***EARM***	***Mid-term (10-years) (Moderate Fix)***	***Delay Reduction***	***Accident Reduction***	***Estimated Cost***
BARM	***EARM***	***Long-term (15-20 years) (Maximum Fix)***	***Delay Reduction***	***Accident Reduction***	***Estimated Cost***
193.65	199.58	SR 2 to SR 528 - Construct HOV lanes in each direction.	25-45%	10-30%	$471.72 M
199.58	205.63	SR 528 to SR 531 - Widen from 3 to 4 lanes in each direction. Reconstruct interchange ramps	30-40%	10-30%	$102.57 M

Future Corridor Vision:
The future corridor vision will be one of the products of the proposed study of this corridor.



HSP Corridor Series
Interstate

Characteristics

Other Features

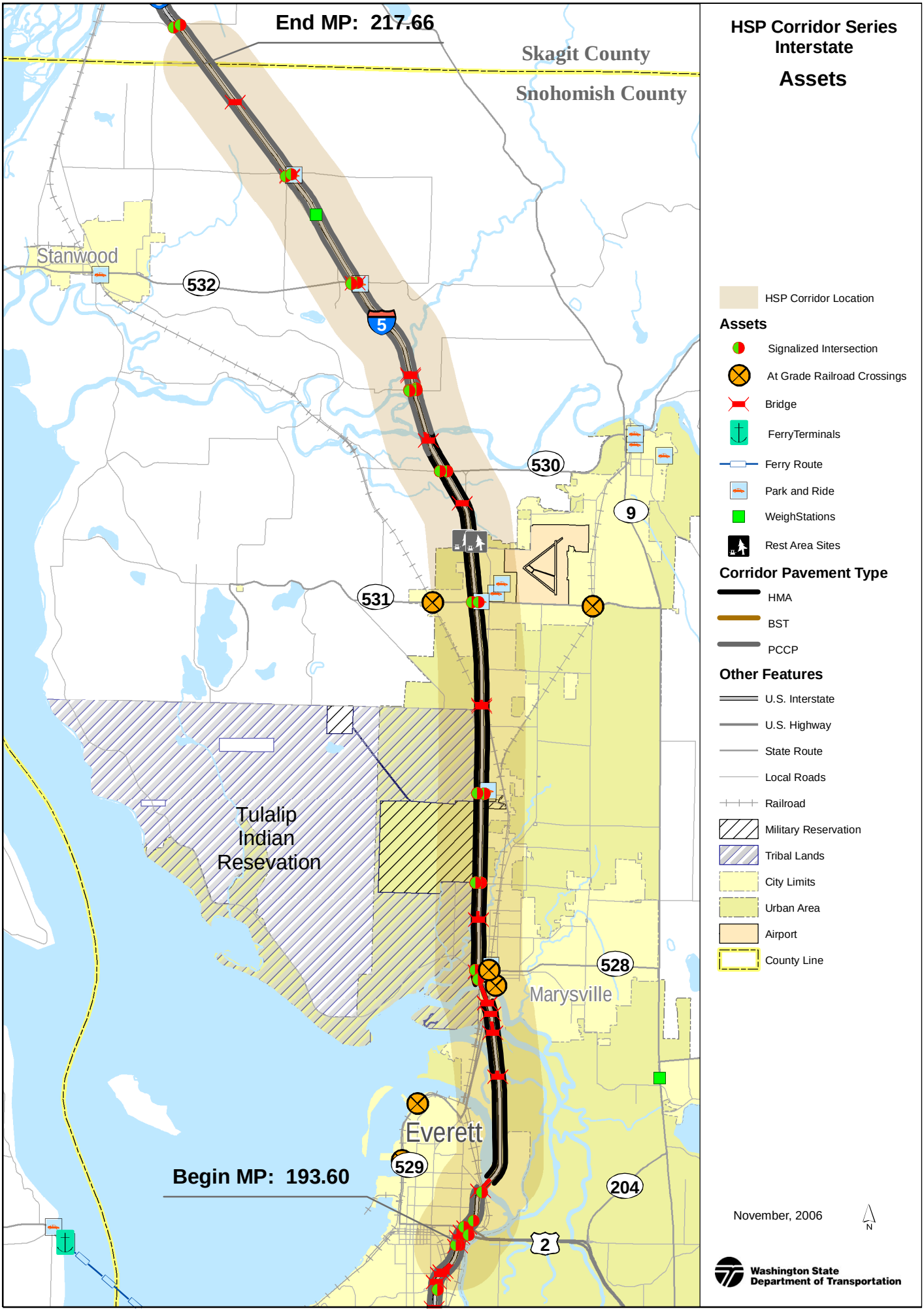
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Wetlands
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

Corridor Location

November, 2006

N

Washington State Department of Transportation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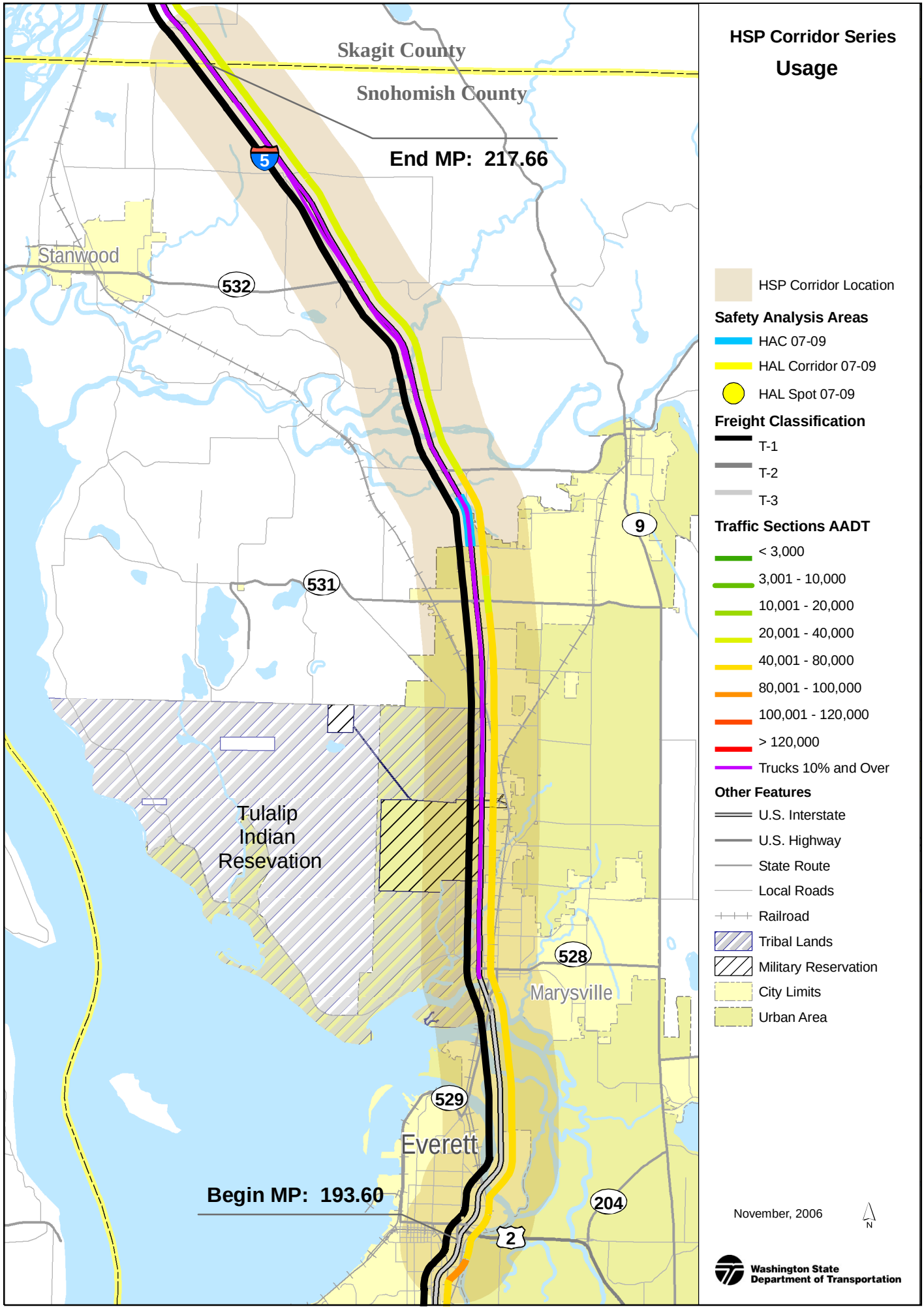
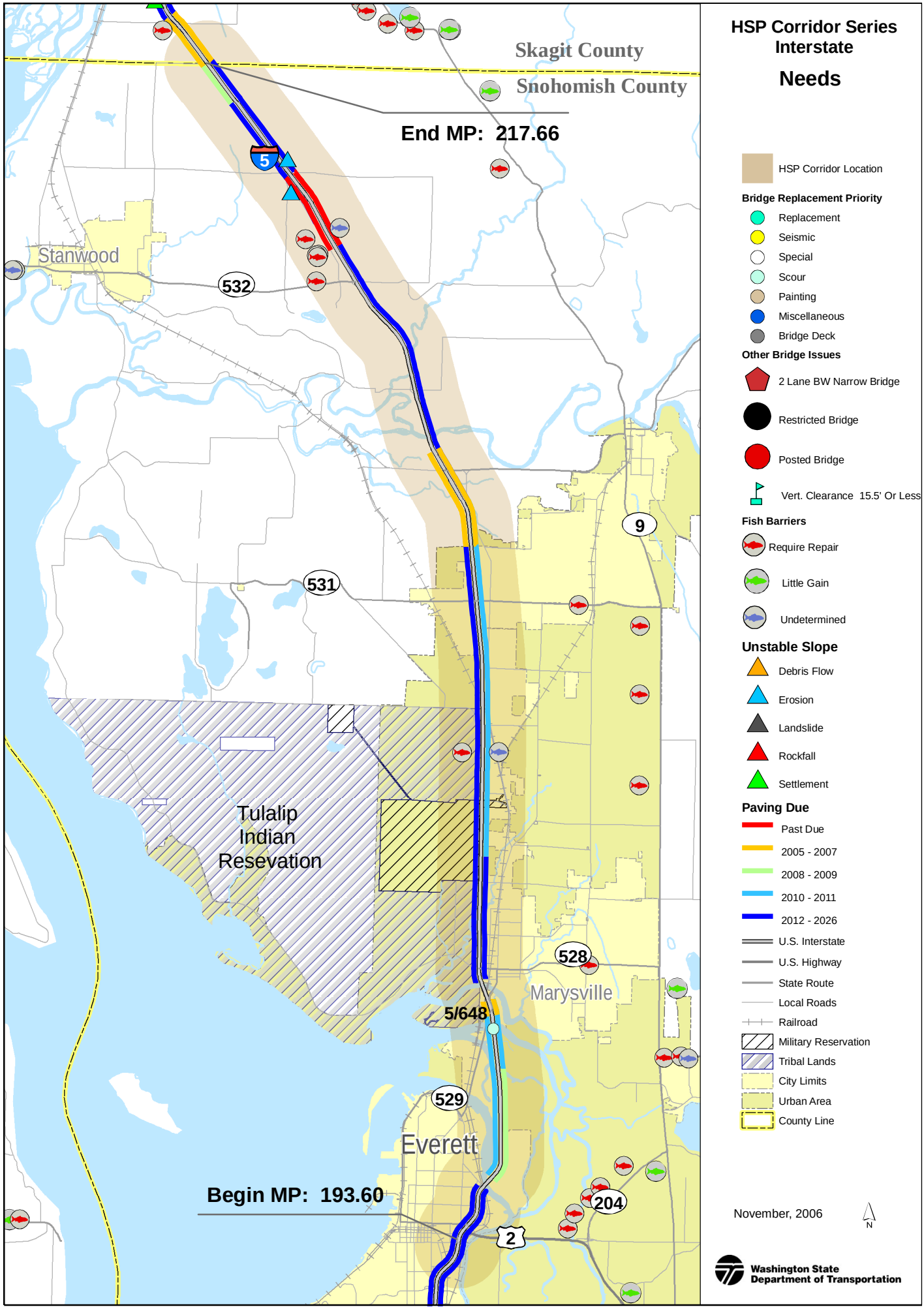
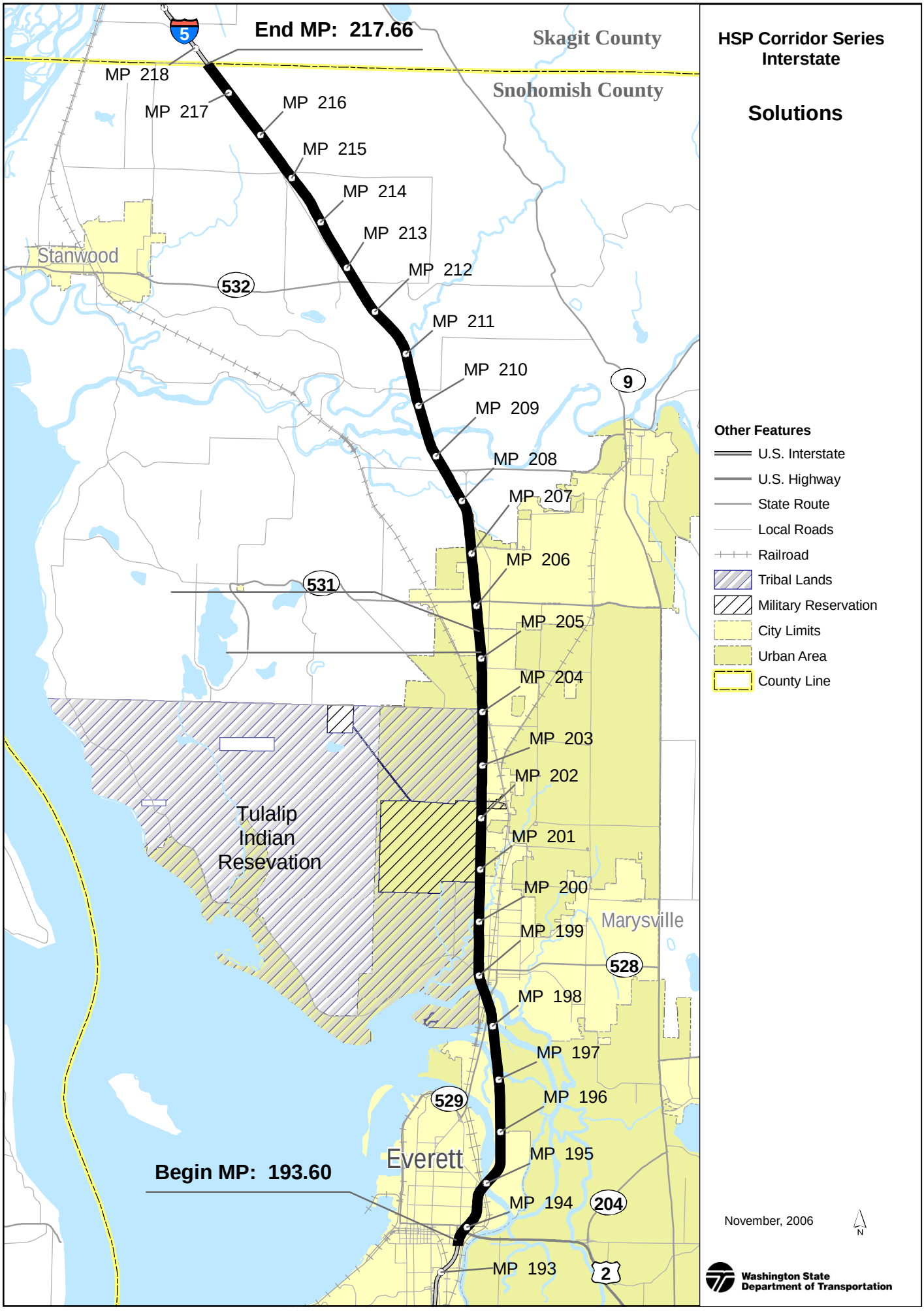
Skagit County
Snohomish County
Stanwood
532
5
530
9
531
Tulalip
Indian
Resevation
528
Marysville
Everett
529
204
2
Begin MP: 193.60
HSP Corridor Series
Interstate
Assets
HSP Corridor Location
Assets
Signalized Intersection
At Grade Railroad Crossings
Bridge
FerryTerminals
Ferry Route
Park and Ride
WeighStations
Rest Area Sites
Corridor Pavement Type
HMA
BST
PCCP
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
Airport
County Line
November, 2006
N
Washington State
Department of Transportation


Skagit County
Snohomish County
End MP: 217.66
Stanwood
532
5
531
9
Tulalip
Indian
Resevation
528
Marysville
529
Everett
204
2
Begin MP: 193.60
HSP Corridor Series
Usage
HSP Corridor Location
Safety Analysis Areas
HAC 07-09
HAL Corridor 07-09
HAL Spot 07-09
Freight Classification
T-1
T-2
T-3
Traffic Sections AADT
< 3,000
3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
November, 2006
N
Washington State
Department of Transportation


Skagit County
Snohomish County
End MP: 217.66
Stanwood
532
531
9
Tulalip
Indian
Resevation
528
Marysville
5/648
529
Everett
204
2
Begin MP: 193.60
HSP Corridor Series
Interstate
Needs
HSP Corridor Location
Bridge Replacement Priority
Replacement
Seismic
Special
Scour
Painting
Miscellaneous
Bridge Deck
Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
Fish Barriers
Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
Past Due
2005 - 2007
2008 - 2009
2010 - 2011
2012 - 2026
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
November, 2006
N
Washington State
Department of Transportation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Skagit County
Snohomish County
MP 218
MP 217
MP 216
MP 215
MP 214
MP 213
MP 212
MP 211
MP 210
MP 209
MP 208
MP 207
MP 206
MP 205
MP 204
MP 203
MP 202
MP 201
MP 200
MP 199
MP 198
MP 197
MP 196
MP 195
MP 194
MP 193
Stanwood
532
9
531
Tulalip
Indian
Resevation
Marysville
528
529
Everett
204
2
Begin MP: 193.60
HSP Corridor Series
Interstate
Solutions
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
County Line
November, 2006
N
Washington State
Department of Transportation

Corridor Title: I-90 - I-5 to I-405 (Factoria)

Segment Number: 1

Route: I-90 **BARM:** 0.00 **EARM:** 8.00 **Length:** 8

Region: Urban Planning **County:** King

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
2	9	0	2	12	12	6	10	400	117	30	60

Corridor Description:
This segment of Interstate 90 begins in the vicinity where it interchanges with I-5 in Seattle and just south of Seattle CBD. Heading east on I-90, I-90 passes through Mt. Baker Ridge tunnel just before it crosses Lake Washington on a floating bridge to the city of Mercer Island. I-90 leaves Mercer Island crossing Lake Washington via the E. Channel bridge to the city of Bellevue. Shortly after entering Bellevue, this segment ends as it interchanges with I-405.

Known Environmental Issues:

Natural features in this corridor include: Lake, Mercer Island, seismic hazard area; other features - several city and county parks.

Known environmental issues: Wetlands, critical habitat for bull trout and Chinook, presence of sensitive species (Bald Eagle, Peregrin Falcon, Blue Heron, possible sensitive plants).

Water quality is impaired, sited on 303(d) list. No groundwater sensitive areas; no known fish barriers. Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks.

Air quality maintenance area for CO and particulates.

Previously Identified Bottlenecks/Chokepoints:
Currently, there are no Bottleneck/Chokepoint solutions identified for this segment of I-90.

Known Restrictions:
This segment of I-90 is the most complex segment of the entire I-90 corridor in the state. There are a significant number major structures such as floating and conventional bridges(overcrossings and undercrossings), tunnels and retaining walls. The most significant restrictions are the Mt. Baker Ridge tunnel and the Lake Washington floating bridge segments. Any of these could impede improvement to this facility because of terrain issues and man-made structures/development that would require detailed studies and significantly increase the cost for making improvements to this sectior of roadway.

Studies:

Existing Study Name	***Completion Date***

Current/Underway:	***Expected Completion***

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate Cost*

HOV/HOT Lanes:

Existing:
For the most part there are HOV lanes both directions throughout this corridor segment.
Planned:
As listed below, there are HOV operations and transit related projects that have been identified for this corridor segment.

Corridor Title **Segment Number:**

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	*Project Title*
109001M	I-90/Eastbound I-90 Bridge at I-5
109004S	I-90/I-5 Interchange - Seismic
109004T	I-90/I-5 to 12th Ave S - Seismic Retrofit
109000I	I-90/First Hill & Mt Baker Ridge Tunnel
109040T	I-90/Seattle to Mercer Island - Two Way Transit/HOV
109010W	I-90/Seattle to Mercer Island-Traffic Monitoring
109066S	I-90/Mt Baker Tunnel & Mercer Island LID - Power Distribution
109067S	I-90/Mt Baker Tunnel & Mercer Island LID - PLC Replacement
109024C	I-90/Lacey V. Murrow and Homer Hadley Bridges - (Switchgear)
109024E	I-90/Lacey V. Murrow Floating Bridge - Special Bridge Repair
109024F	I-90/Lacey V. Murrow and Homer Hadley - UPS
109065S	I-90/Mercer Island LID CCTV Replacement

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	*Project Title*
109040R	I-90/Two Way Transit/HOV Operations Project
109040R	**I-90/Two Way Transit/HOV Operations Project**

Deficiencies:

Current

This corridor segment is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation improvements.

Future (5-10 years)

Future (15-20 years)

Concrete Data

miles calculated exclude bridges, other major gaps, add/drop lanes)	*Miles*
Number of High Priority Concrete Miles:	**-----**
Number of Medium Priority Concrete Miles:	**-----**

Comments:

Corridor Title **Segment Number:**

New Solutions:

BARM	*EARM*	*Near-term (Minimum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
0	*8*	*I-5: Variable Speed and Lane Management System Expansion Expands Variable Speed Limit System to I-90 out to Sunset I/C. Would include provision for lane control.*			$2.3 M
BARM	*EARM*	*Mid-term (10-years) (Moderate Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
BARM	*EARM*	*Long-term (15-20 years) (Maximum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
1.99	9.44	**I-5 to Mercer Island - Convert center roadway to two-way transit operation. Add HOV lanes to the mainline.**	*25-50%*	*10-30%*	$100.58 M

Future Corridor Vision:

Future short term and long term transportation system improvements in this corridor will be focused on Transit and various HOV improvements.

HSP Corridor Series
Interstate

Characteristics

Other Features

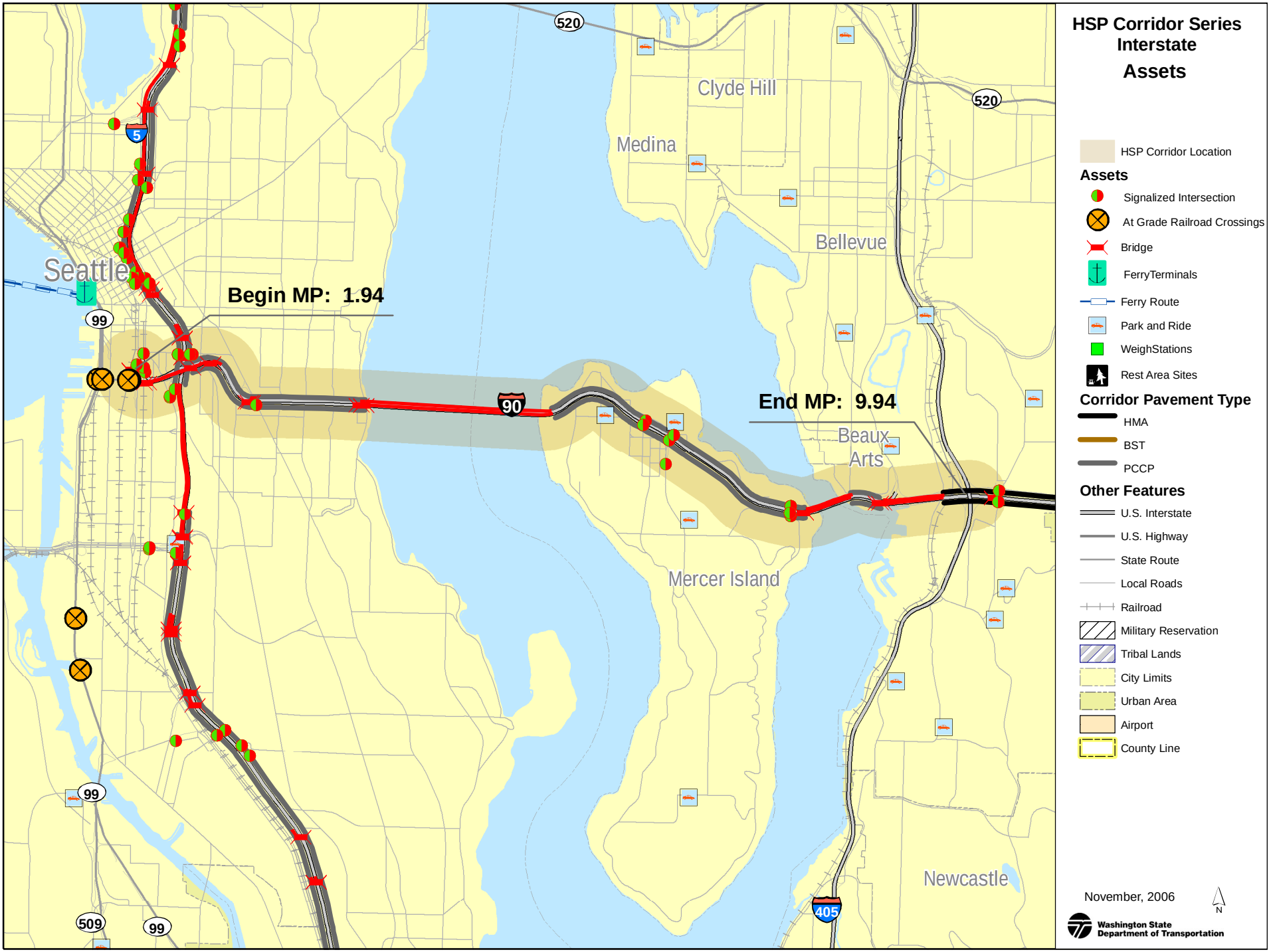
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Wetlands
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

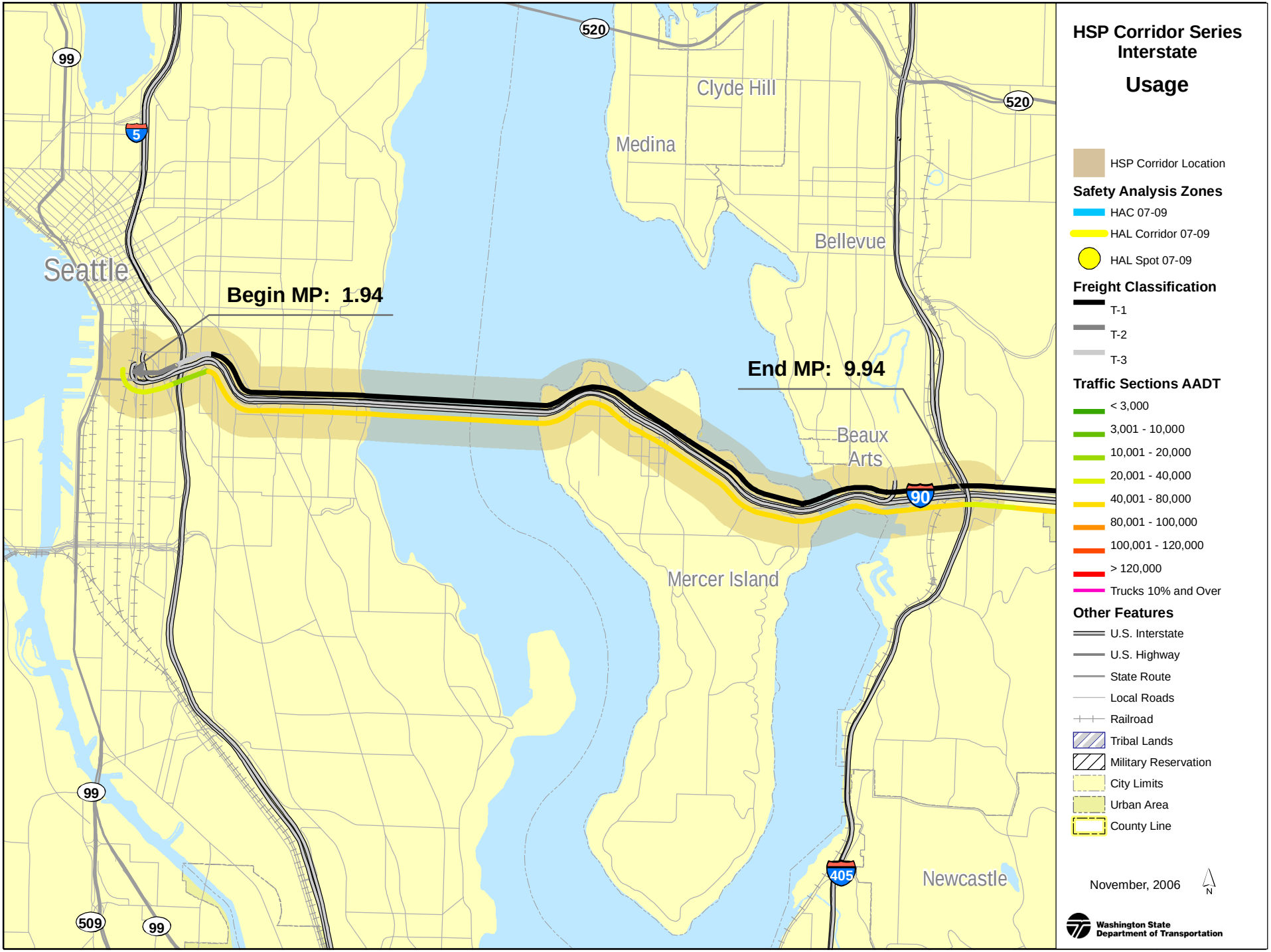
Corridor Location

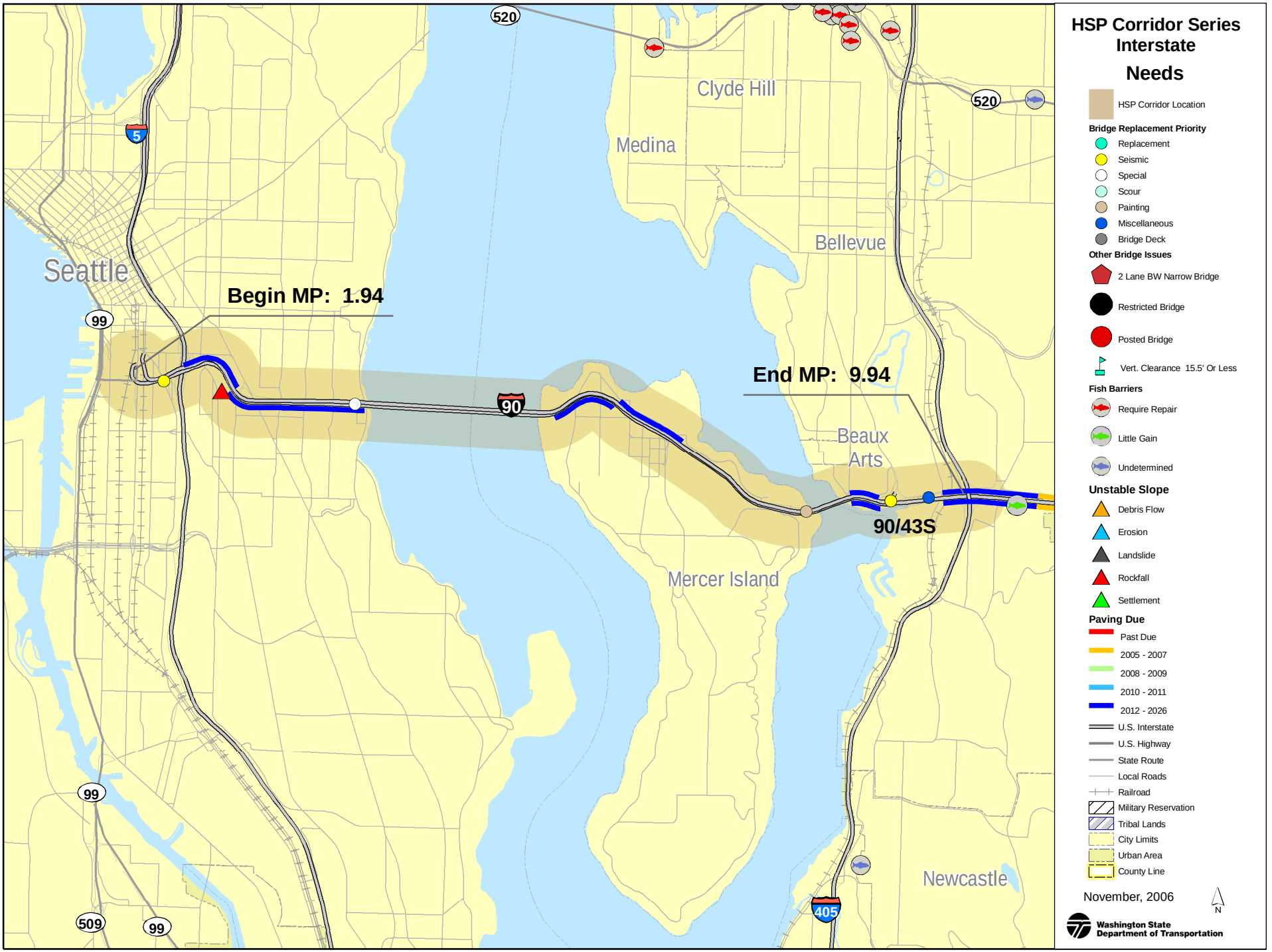
November, 2006

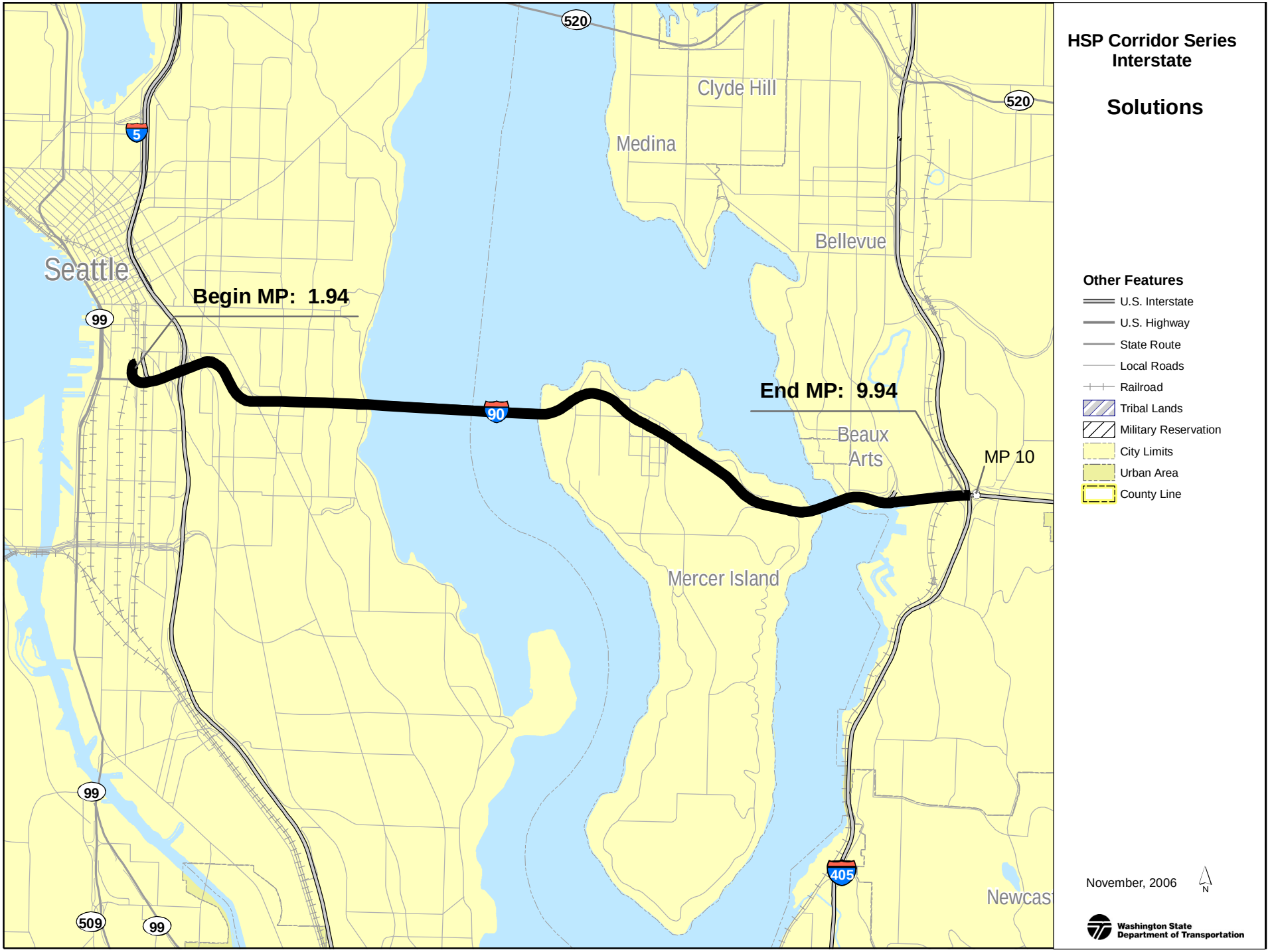
N

Washington State
Department of Transportation


Seattle
Clyde Hill
Medina
Bellevue
Beaux Arts
Mercer Island
Newcastle
Begin MP: 1.94
End MP: 9.94
520
5
90
99
509
405
HSP Corridor Series
Interstate
Assets
HSP Corridor Location
Assets
Signalized Intersection
At Grade Railroad Crossings
Bridge
FerryTerminals
Ferry Route
Park and Ride
WeighStations
Rest Area Sites
Corridor Pavement Type
HMA
BST
PCCP
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
Airport
County Line
November, 2006
N
Washington State
Department of Transportation


HSP Corridor Series
Interstate
Usage
HSP Corridor Location
Safety Analysis Zones
HAC 07-09
HAL Corridor 07-09
HAL Spot 07-09
Freight Classification
T-1
T-2
T-3
Traffic Sections AADT
< 3,000
3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
County Line
November, 2006
N
Washington State
Department of Transportation
Begin MP: 1.94
End MP: 9.94
Seattle
Clyde Hill
Medina
Bellevue
Beaux
Arts
Mercer Island
Newcastle
99
520
5
90
405
509


Seattle
Clyde Hill
Medina
Bellevue
Beaux Arts
Mercer Island
Newcastle
Begin MP: 1.94
End MP: 9.94
90/43S
520
5
99
90
405
509
HSP Corridor Series
Interstate
Needs
HSP Corridor Location
Bridge Replacement Priority
Replacement
Seismic
Special
Scour
Painting
Miscellaneous
Bridge Deck
Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
Fish Barriers
Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
Past Due
2005 - 2007
2008 - 2009
2010 - 2011
2012 - 2026
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
November, 2006
N
Washington State
Department of Transportation


HSP Corridor Series
Interstate
Solutions
Begin MP: 1.94
End MP: 9.94
MP 10
Seattle
Clyde Hill
Medina
Bellevue
Beaux Arts
Mercer Island
Newcas
520
5
90
99
405
509
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
County Line
November, 2006
N
Washington State Department of Transportation

Corridor Title: I-90 - I-405 (Factoria) to SR900/E. Sunset Way (Issaquah)

Segment Number: 2

Route: I-90 **BARM:** 8.00 **EARM:** 16.13 **Length:** 8.13

Region: Urban Planning **County:** King

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
5	7	0	2	12	12	6	18	50	90	60	60

Corridor Description:
This segment of Interstate 90 begins in the vicinity where it interchanges with I-405 in the city of Bellevue. Heading east on I-90, I-90 passes close to Lake Sammamish. Shortly after entering the city of Issaquah, this segment ends as it interchanges with SR 900.

Known Environmental Issues:
Natural features in this corridor include: Lake Sammamish, urban growth area, other features - several city and county parks.
Moderate to High Liquefaction Hazard Areas occur on the east end of this corridor segment in the vicinity of SR 900 and Lake Sammamish.
Water quality is impaired, sited on 303(d) list is adjacent to the northeast end of this corridor segment. Numerous storm water outfalls, a few confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur along this corridor segment. A Critical Aquifer Recharge Area, Palustrine Wetlands and FEMA 100-yr Flood (Zone A) have been identified on the east end of this corridor segment.

Currently, this corridor segment is within an Air quality maintenance area for CO.

Previously Identified Bottlenecks/Chokepoints:
090 - Eastgate to Sunset I/C, Extend WB HOV Lane to Sunset I/C, Project Cost $17.94M
090 - I-90 at Front Street, EB Auxiliary lane from SR 900 to Front Street with a 2 lane EB Off Ramp to Front Street., Project Cost $10.09M

Known Restrictions:
There are a number major structures such as bridges(overcrossings and undercrossings)and retaining walls. Any of these could impede improvement to this facility because of terrain issues and man-made structures/development that would require detailed studies and significantly increase the cost for making improvements to this section of roadway.

Studies:

Existing Study Name	*Completion Date*

Current/Underway: Study Name	*Expected Completion Date*
I-90 Route Development Plan - I-405 to North Bend - This study will examine the capacity and safety needs throughout this section of the corridor and recommend future actions based on a technical analysis. Expected completion is in December 2007.	2007

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate Cost*

HOV/HOT Lanes:

Existing:
Most of the westerly portion of this corridor has HOV lanes both directions. More specifically, there is a mainline HOV lane eastbound on I-90 between BARM 8.00 to EARM 12.70 and westbound on I-90 between BARM 8.00 to EARM 13.89 with HOV lanes occurring on a number of ramps along this corridor as well.

Planned:
Future HOV needs will be one of the products of the I-90 Route Development Plan.

Corridor Title

Segment Number:

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	*Project Title*
109046H	I-90/East Channel Bridge - Paint
109047P	I-90/Bellevue Way Interchange Ramps Paving
109043S	I-90/Mercer Slough Bridge - Deck Overlay
109051N	I-90/I-405 Vicinity Bridges - Seismic
109053D	I-90/Eastgate Transit Access/142nd Place SE
109051S	I-90/Eastside Bridges-Seismic
109051P	I-90/Eastgate Vicinity Bridges - Seismic
109053B	I-90/I-405 Vic. to 150th Ave. NE Vic.
109054D	I-90/I-405 I/C to W Lake Sammamish Pkwy I/C - Paving
109052B	I-90/Eastgate I/C to 436th Ave. SE I/C
109055S	I-90/Vicinity Lake Sammamish Parkway
109057A	I-90/Tibbetts Creek Vicinity

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	*Project Title*

Deficiencies:

Current

This corridor segment is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation

Future (5-10 years)

Future (15-20 years)

Concrete Data

miles calculated exclude bridges, other major gaps, add/drop lanes)	*Miles*
Number of High Priority Concrete Miles:	**-----**
Number of Medium Priority Concrete Miles:	**-----**

Comments:

Corridor Title **Segment Number:**

New Solutions:

BARM	*EARM*	*Near-term (Minimum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
8	*16.13*	*I-5: Variable Speed and Lane Management System Expansion - Expands Variable Speed Limit System to I-90 out to Sunset I/C. Would include provision for lane control.*			$2.4 M
BARM	*EARM*	*Mid-term (10-years) (Moderate Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
BARM	*EARM*	*Long-term (15-20 years) (Maximum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
9.93	9.93	I-90/I-405 I/C area - Core HOV - Construct Freeway to Freeway Core lane HOV connection at SR90/SR405 interchange - NE quadrant.	**See Note and See Note*	**See Note and See Note*	**See Note and See Note*
11.14	16.85	I-90 between Eastgate and Issaquah - NFS - Extend HOV lanes to Front Street and add auxiliary lanes from Eastgate to Front Street.	*See Note	*See Note	*See Note
13.15	**13.30**	West Lake Sammamish Parkway I/C - Realign off ramp and construct roundabout type intersection.	*See Note	*See Note	*See Note

Note(s):

**I-90 Route Development Plan - I-405 to North Bend - This study will examine the capacity and safety needs throughout this section of the corridor and recommend future actions based on a technical analysis. Expected completion is in December 2007.*

***This project is identified as a portion of the CORE HOV.*

Future Corridor Vision:

The future corridor vision will be one of the products of the study of this corridor that is currently underway.

HSP Corridor Series
Interstate

Characteristics

Other Features

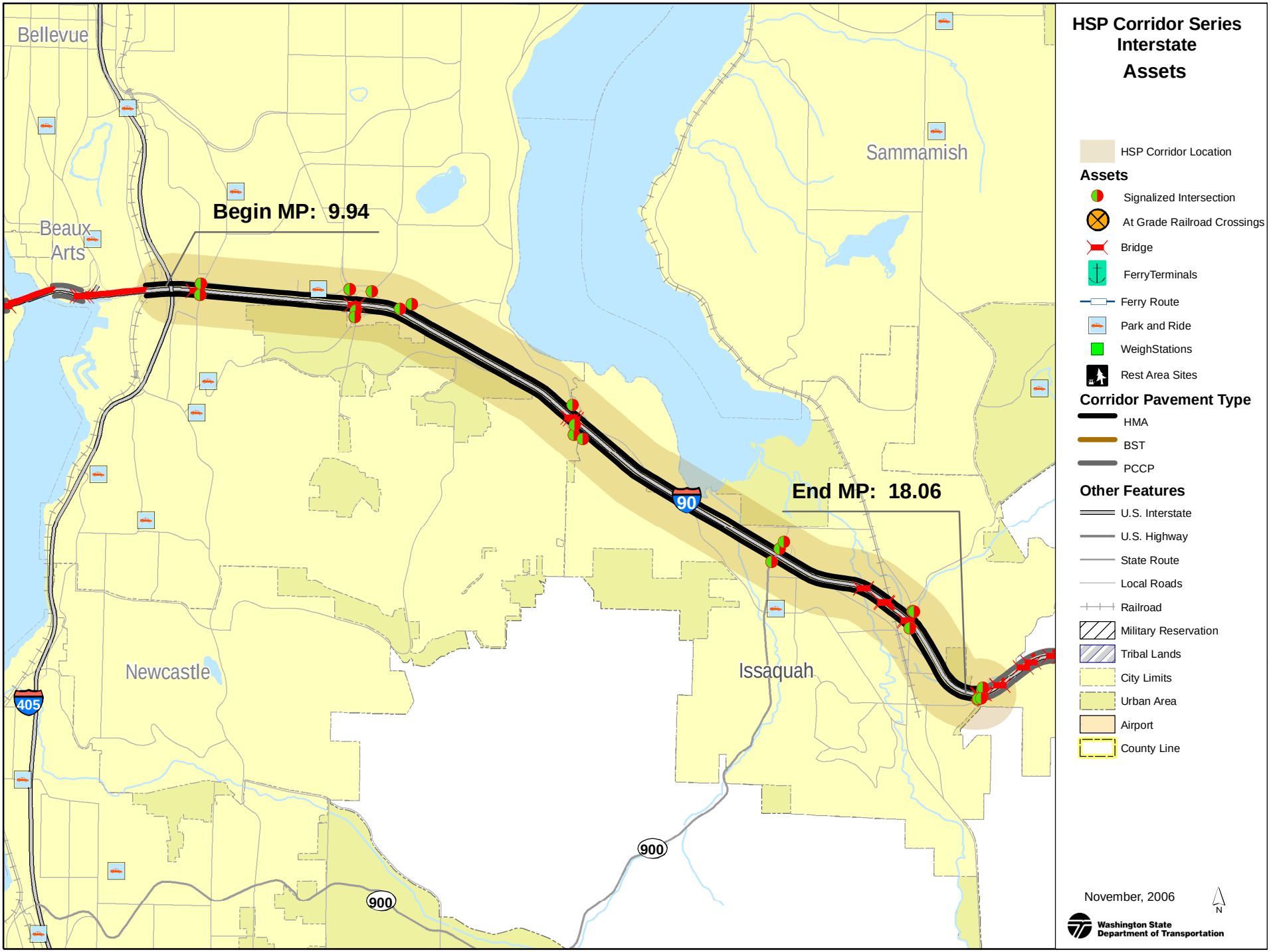
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Wetlands
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

Corridor Location

November, 2006

N

Washington State Department of Transportation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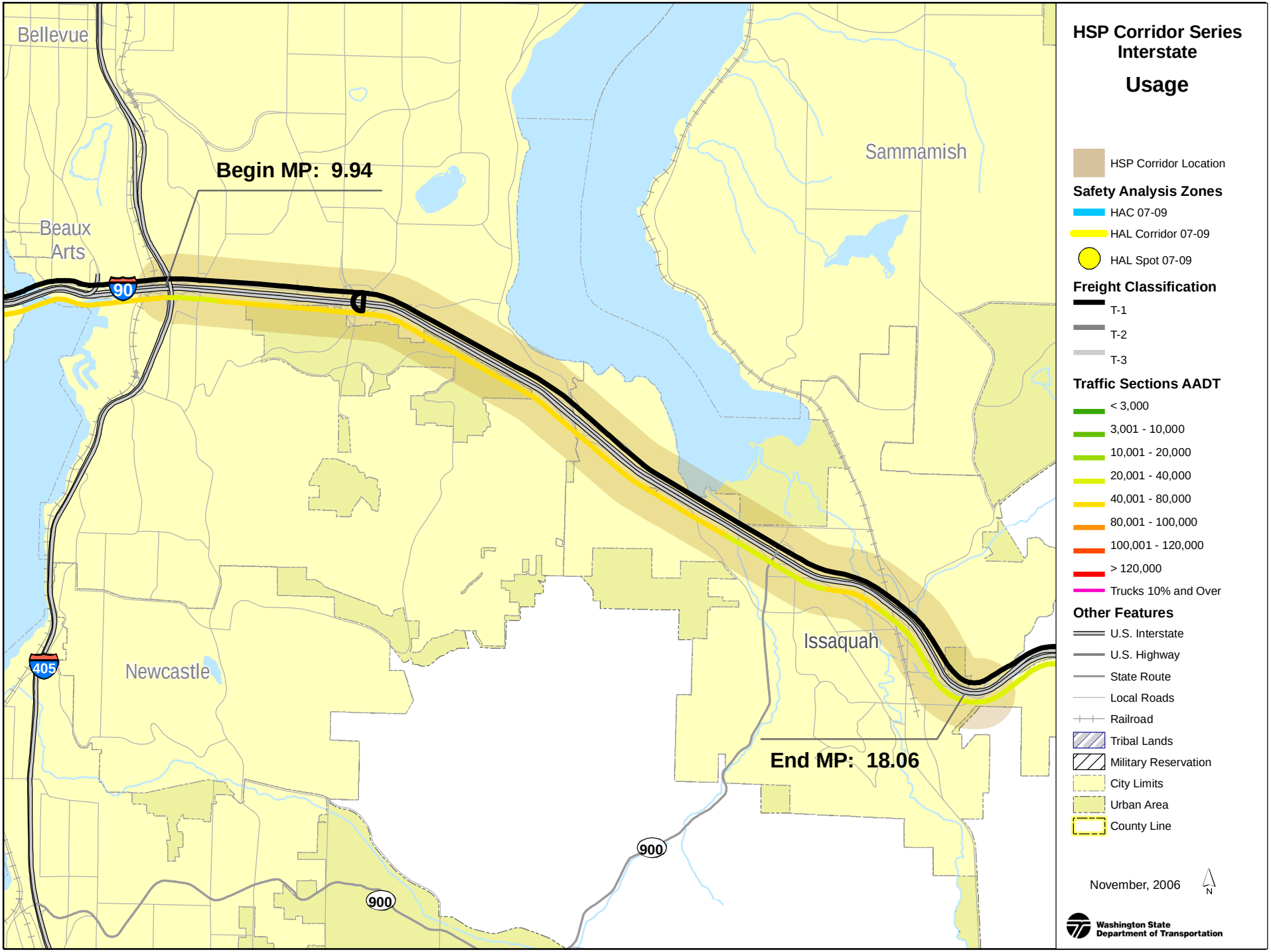
Beaux Arts
Begin MP: 9.94
Sammamish
End MP: 18.06
90
Newcastle
Issaquah
405
900
900
HSP Corridor Series
Interstate
Assets
HSP Corridor Location
Assets
Signalized Intersection
At Grade Railroad Crossings
Bridge
FerryTerminals
Ferry Route
Park and Ride
WeighStations
Rest Area Sites
Corridor Pavement Type
HMA
BST
PCCP
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
Airport
County Line
November, 2006
N
Washington State
Department of Transportation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Newcastle
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HSP Corridor Series
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Safety Analysis Zones
HAC 07-09
HAL Corridor 07-09
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Freight Classification
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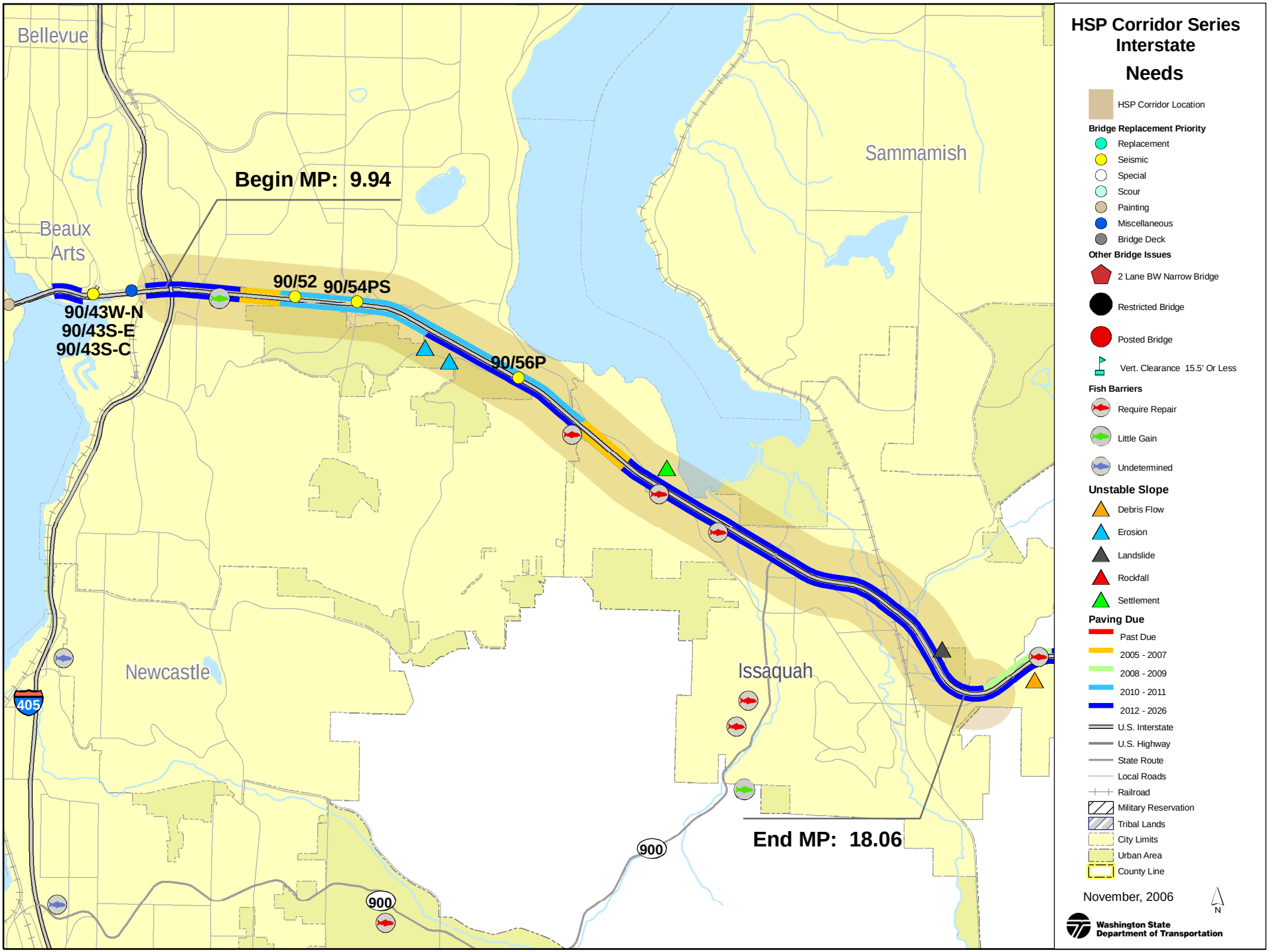
T-2
T-3
Traffic Sections AADT
< 3,000
3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
County Line
November, 2006
N
Washington State
Department of Transportation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90/43S-E
90/43S-C
90/52
90/54PS
90/56P
405
900
900
HSP Corridor Series
Interstate
Needs
HSP Corridor Location
Bridge Replacement Priority
Replacement
Seismic
Special
Scour
Painting
Miscellaneous
Bridge Deck
Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
Fish Barriers
Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
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Military Reservation
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Urban Area
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November, 2006
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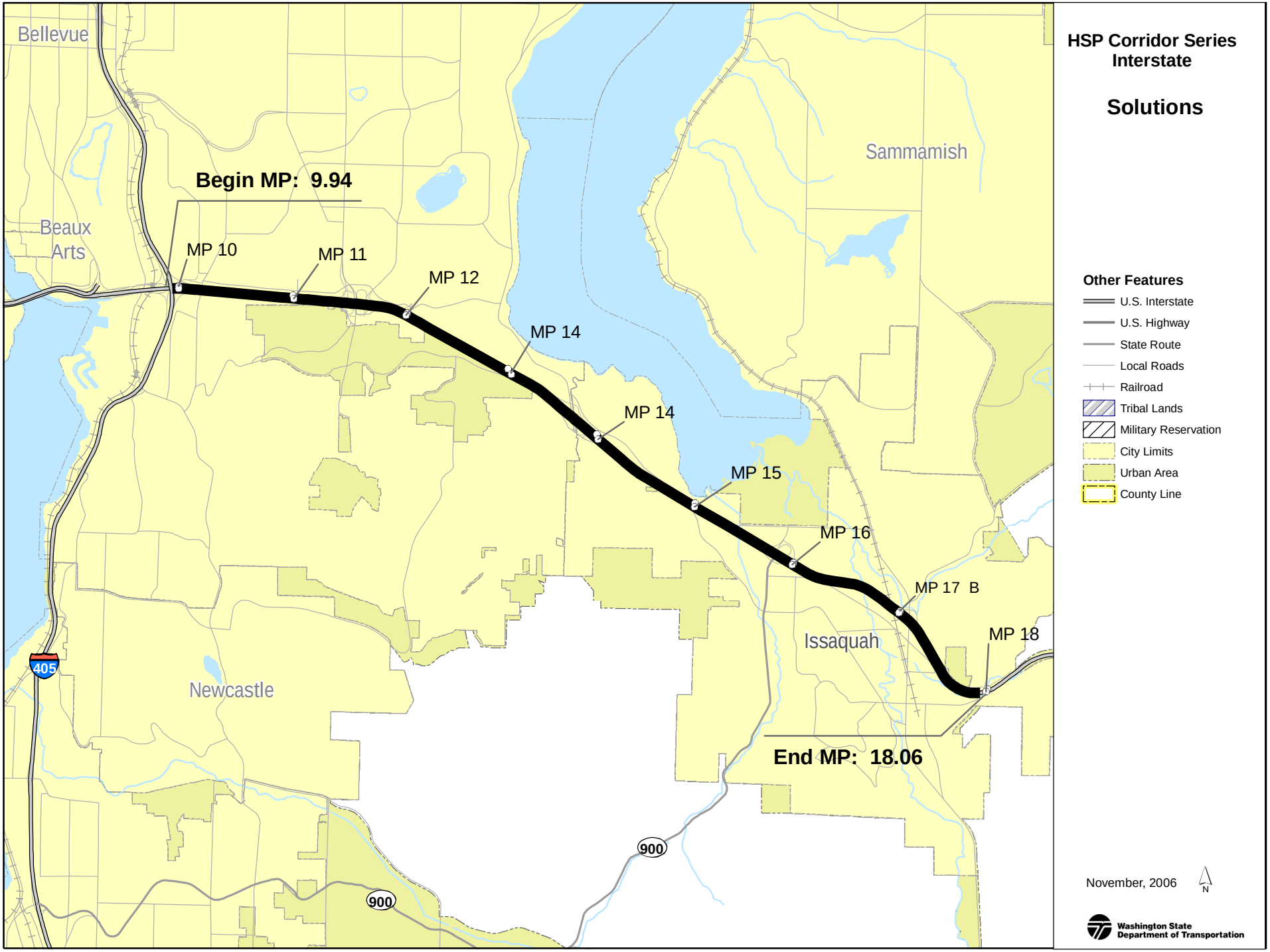
Washington State
Department of Transportation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MP 14
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MP 18
Issaquah
Newcastle
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End MP: 18.06
HSP Corridor Series
Interstate
Solutions
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
County Line
November, 2006
N
Washington State
Department of Transportation

Corridor Title: I-90 -E. Sunset Way (Issaquah) to NW Region Boundary

Segment Number: 3

Route: I-90 **BARM:** 16.13 **EARM:** 31.68 **Length:** 15.55

Region: Urban Planning **County:** King

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
6	8	0	0	12	12	6	17	48	440	60	70

Corridor Description:

This segment of Interstate 90 begins in the vicinity where it interchanges with SR 900 in the city of Issaquah. Heading east on I-90, it next interchanges with SR -18. Continuing east, I-90 passes through the City of North Bend. Shortly after leaving the city of North Bend, this segment ends at the region boundary in the vicinity of where I-90 interchanges with 436th Ave SE.

Known Environmental Issues:

Natural features in this corridor include: Lake Sammamish, other features - city and county parks. The easterly and westerly portions of this corridor are in the Urban Growth Area.
Moderate to High Liquefaction Hazard Areas occur on the west and east end of this corridor segment.
Numerous storm water outfalls, a few confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur along this corridor segment. Medium to high Critical Aquifer Recharge Areas occur along the majority of this corridor segment. Palustrine and Riverine Wetlands occur intermitantly along this corridor segment. FEMA 100-yr Flood (Zone A) have been identified on the east and west ends of this corridor segment.

Currently, a small portion of this corridor segment in the vicinity of SR 900 is within an Air quality maintenance area for CO.

Previously Identified Bottlenecks/Chokepoints:

Currently, there are no Bottleneck/Chokepoint solutions identified for this segment of I-90.

Known Restrictions:

There are a number major structures such as bridges(overcrossings and undercrossings)and retaining walls. Any of these could impede improvement to this facility because of terrain issues and man-made structures/development that would require detailed studies and significantly increase the cost for making improvements to this section of roadway.

Studies:

Existing Study Name	***Completion Date***

Current/Underway: Study Name	***Expected Completion Date***
I-90 Route Development Plan - I-405 to North Bend - This study will examine the capacity and safety needs throughout this section of the corridor and recommend future actions based on a technical analysis. Expected completion is in December 2007.	2007

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate Cost*

HOV/HOT Lanes:

Existing:

Currently, there are no HOV lanes in this corridor.

Planned:

Future HOV needs will be one of the products of the I-90 Route Development Plan.

Corridor Title: I-90 -E. Sunset Way (Issaquah) to NW Region Boundary **Segment Number:**

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	*Project Title*
109060C	I-90/Sunset I/C Vic - WB PCCP Rehabilitation
109061D	I-90/Sunset I/C Modifications
109052C	I-90/High Point Rd. & 436th Ave. I/C
109070C	I-90/Eastbound Ramps to SR 18 - Signal
109079A	I-90/EB Ramps to SR 202 - Roundabout

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	*Project Title*

Deficiencies:

Current

This segment of I-90 is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation improvements. As previously mentioned, a study of this segment is underway.

Future (5-10 years)

Future (15-20 years)

Concrete Data

miles calculated exclude bridges, other major gaps, add/drop lanes)	*Miles*
Number of High Priority Concrete Miles:	**6.07**
Number of Medium Priority Concrete Miles:	**24.9**

Comments:

Corridor Title **Segment Number:**

New Solutions:

BARM	*EARM*	*Near-term (Minimum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
16.13	*23.75*	*I-90: Issaquah to SR 18 ITS - Full ITS*			$5.1M
BARM	*EARM*	*Mid-term (10-years) (Moderate Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
BARM	*EARM*	*Long-term (15-20 years) (Maximum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
18.38	20.75	E. Sunset Way I/C to High Point Rd. I/C - Widen to 4 lanes in	*See Note	*See Note	*See Note
20.75	22.86	High Point Rd. I/C to Jones Rd. I/C - Widen to 4 lanes in each	*See Note	*See Note	*See Note
22.86	25.65	Jones Rd. I/C(SE 82nd St.) to SR 18 - Widen to 4 thru lanes in	*See Note	*See Note	*See Note

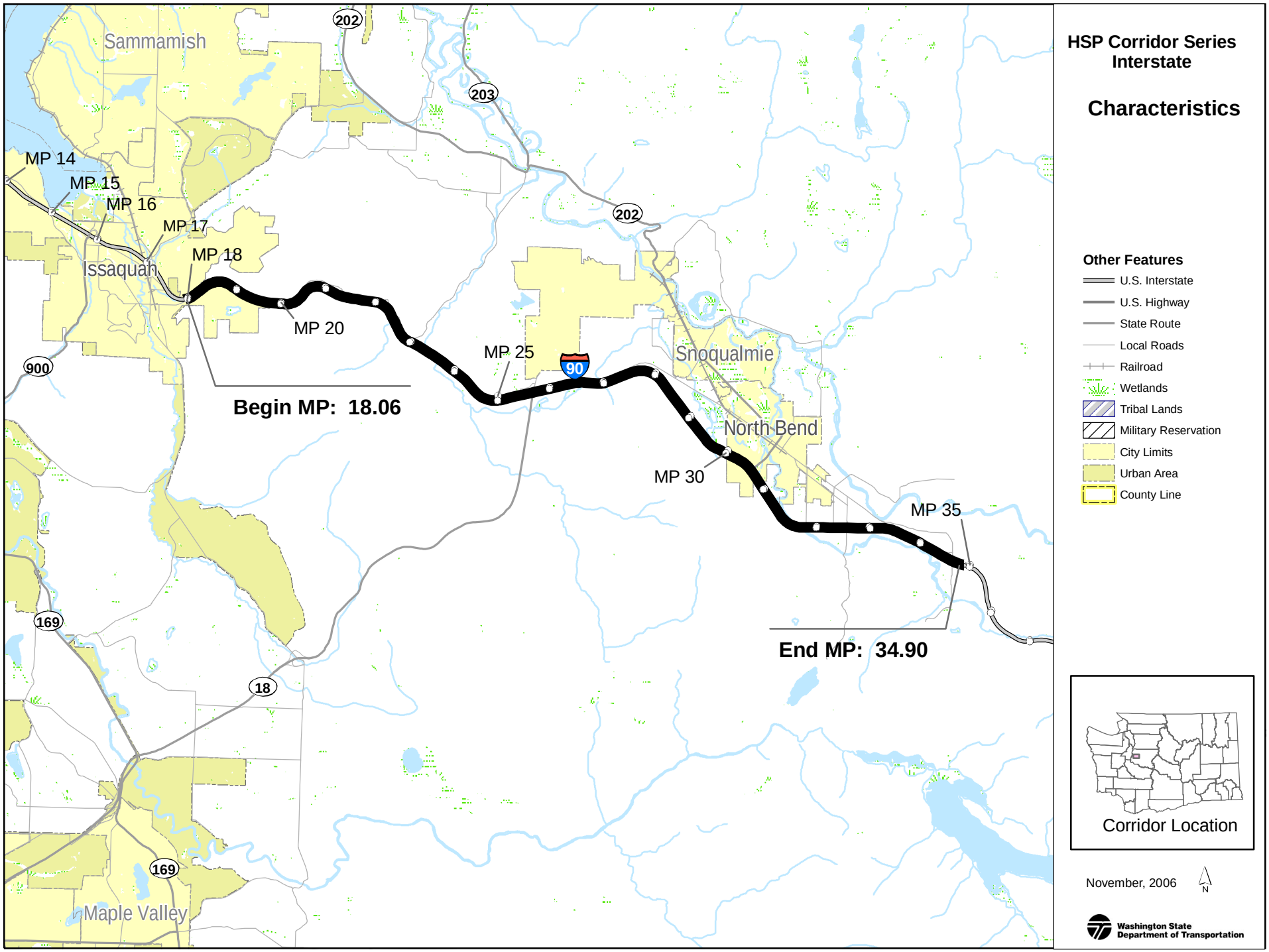
Note(s):

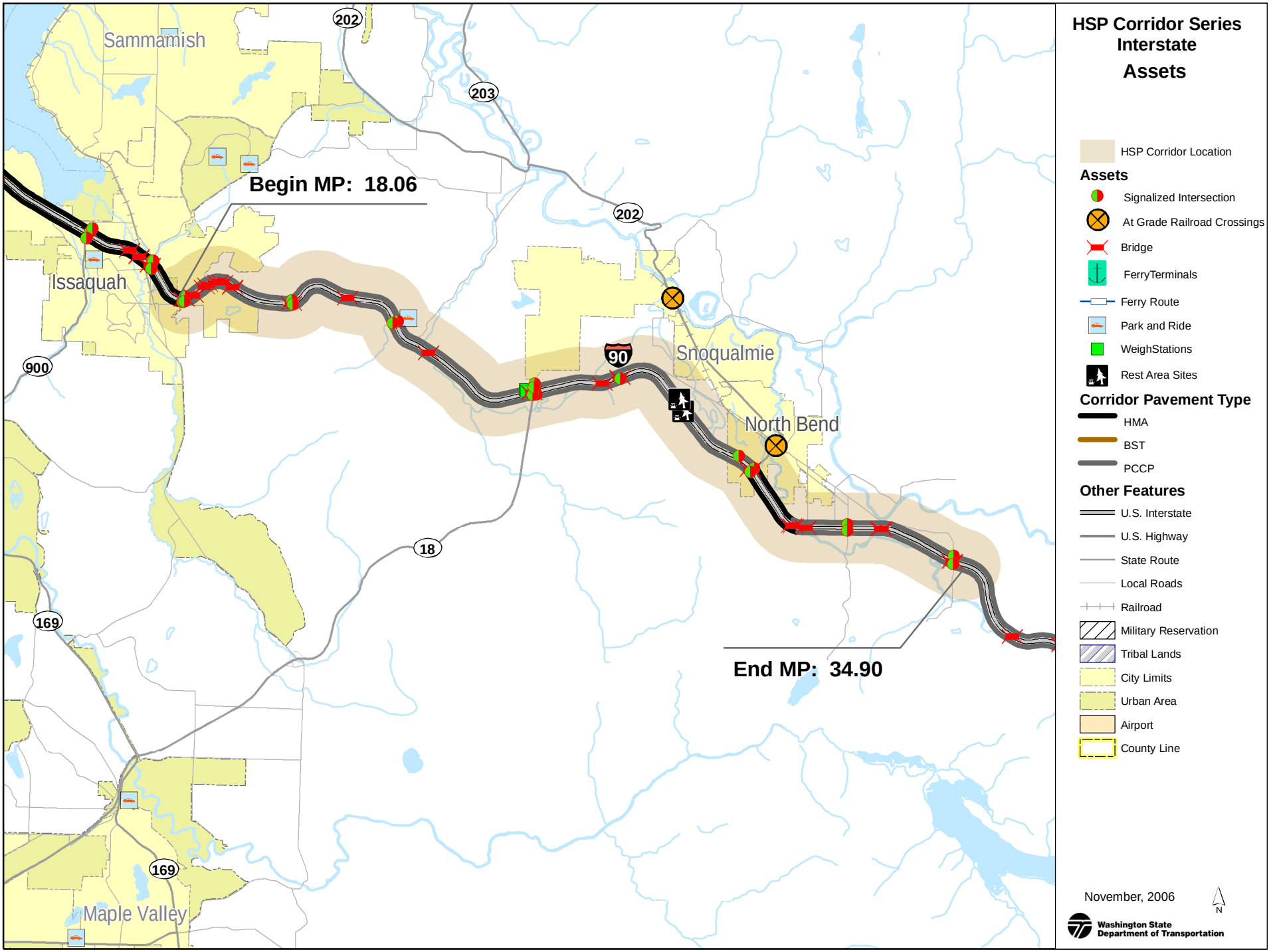
I-90 Route Development Plan - I-405 to North Bend - This study will examine the capacity and safety needs throughout this section of the corridor and recommend future actions based on a technical analysis. Expected completion is in December 2007.

Future Corridor Vision:

I-90 Route Development Plan - I-405 to North Bend - This study will examine the capacity and safety needs throughout this section of the corridor and recommend future actions based on a technical analysis. Expected completion is in December 2007.

25.65	30.23	SR 18 to SR 202 I/C (North Bend Blvd.) - Widen to 4 thru lanes
30.23	33.29	SR 202 I/C to NW Region Boundary - Widen to 4 thru lanes in


HSP Corridor Series
Interstate
Characteristics
Sammamish
Issaquah
Snoqualmie
North Bend
Maple Valley
202
203
900
90
169
18
MP 14
MP 15
MP 16
MP 17
MP 18
MP 20
MP 25
MP 30
MP 35
Begin MP: 18.06
End MP: 34.90
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Wetlands
Tribal Lands
Military Reservation
City Limits
Urban Area
County Line
Corridor Location
November, 2006
N
Washington State
Department of Transportation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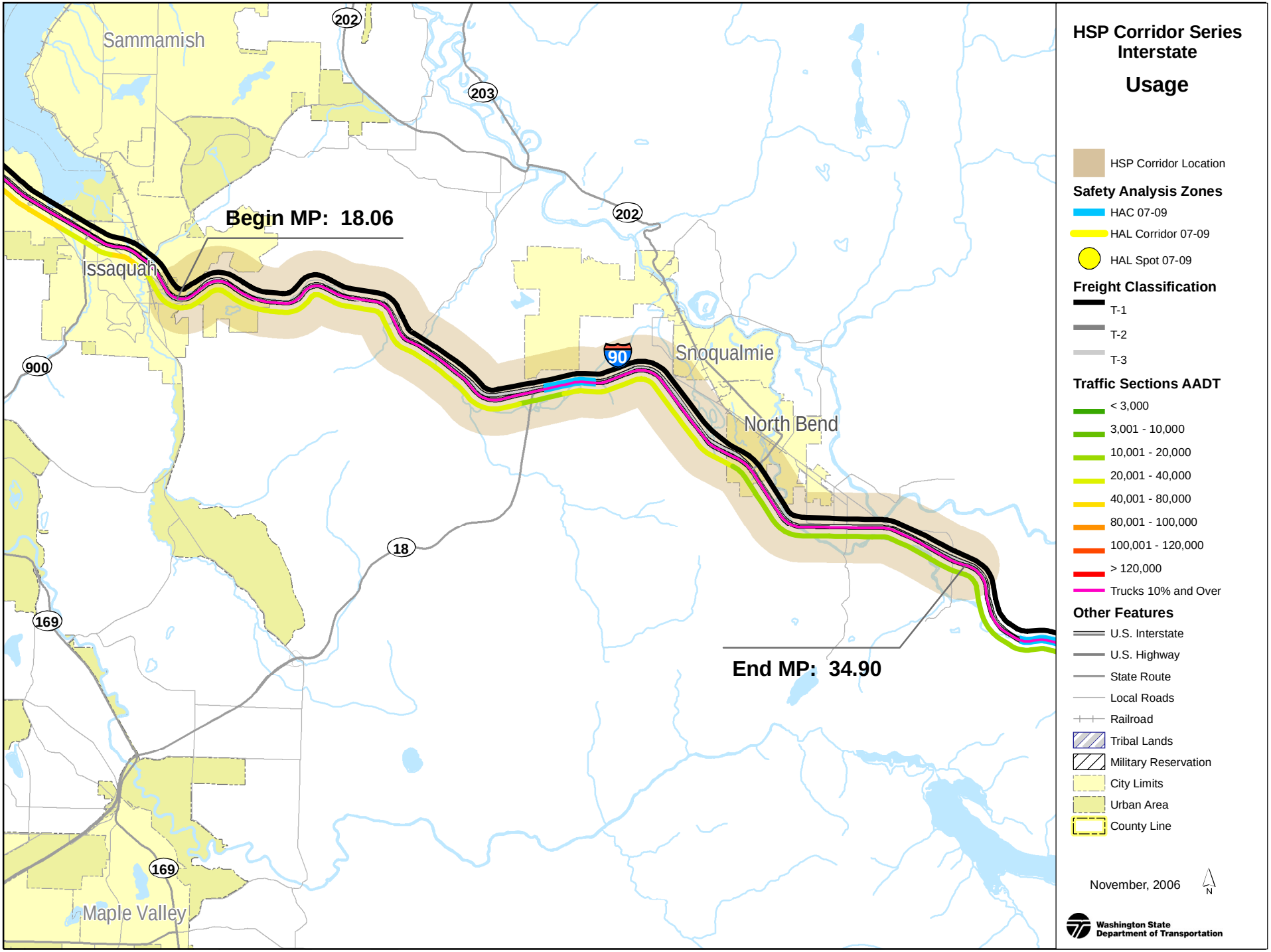
Sammamish
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HSP Corridor Location
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HAL Corridor 07-09
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T-3
Traffic Sections AADT
< 3,000
3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
Other Features
U.S. Interstate
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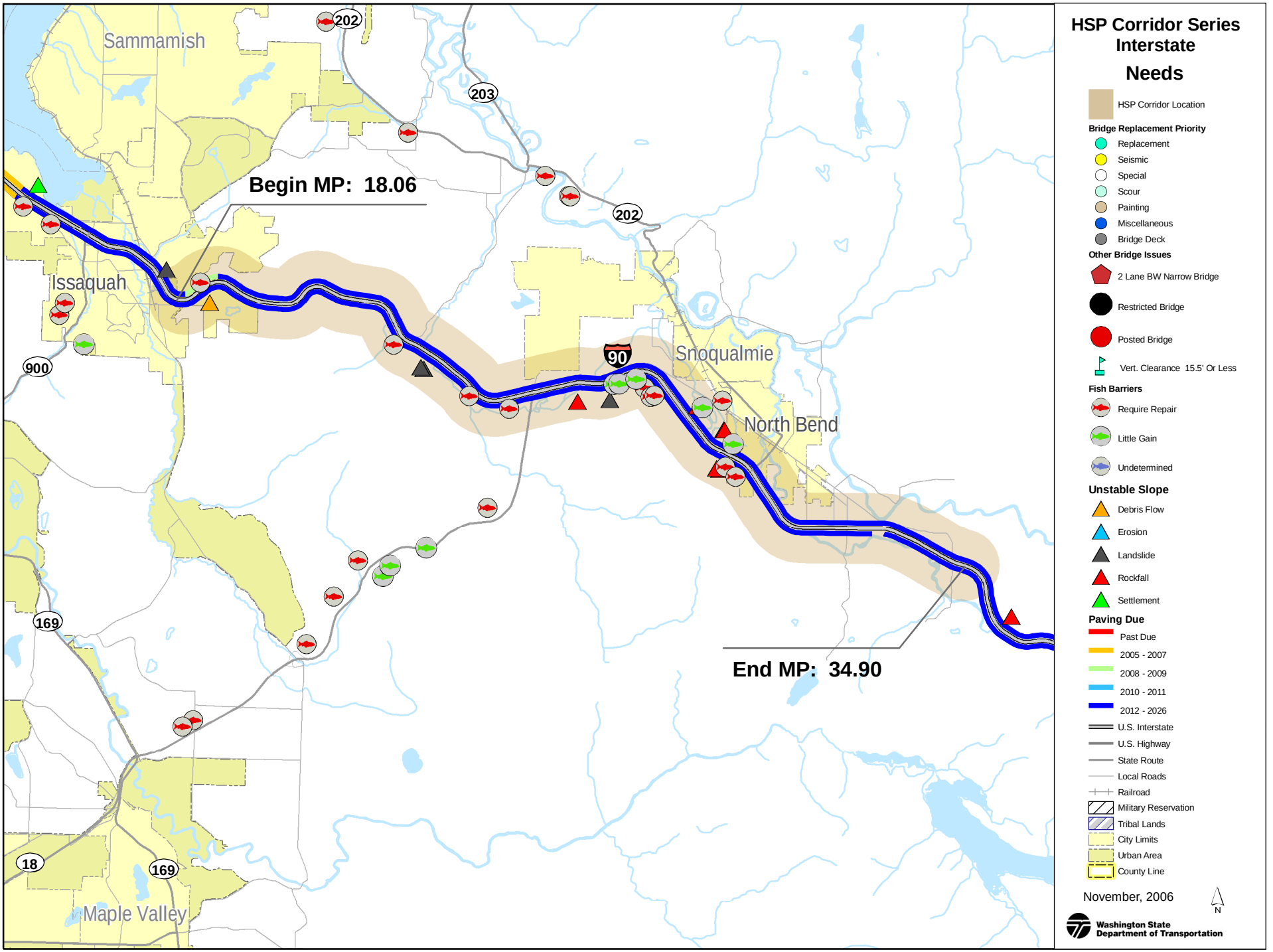
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Begin MP: 18.06
End MP: 34.90
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Rockfall
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Paving Due
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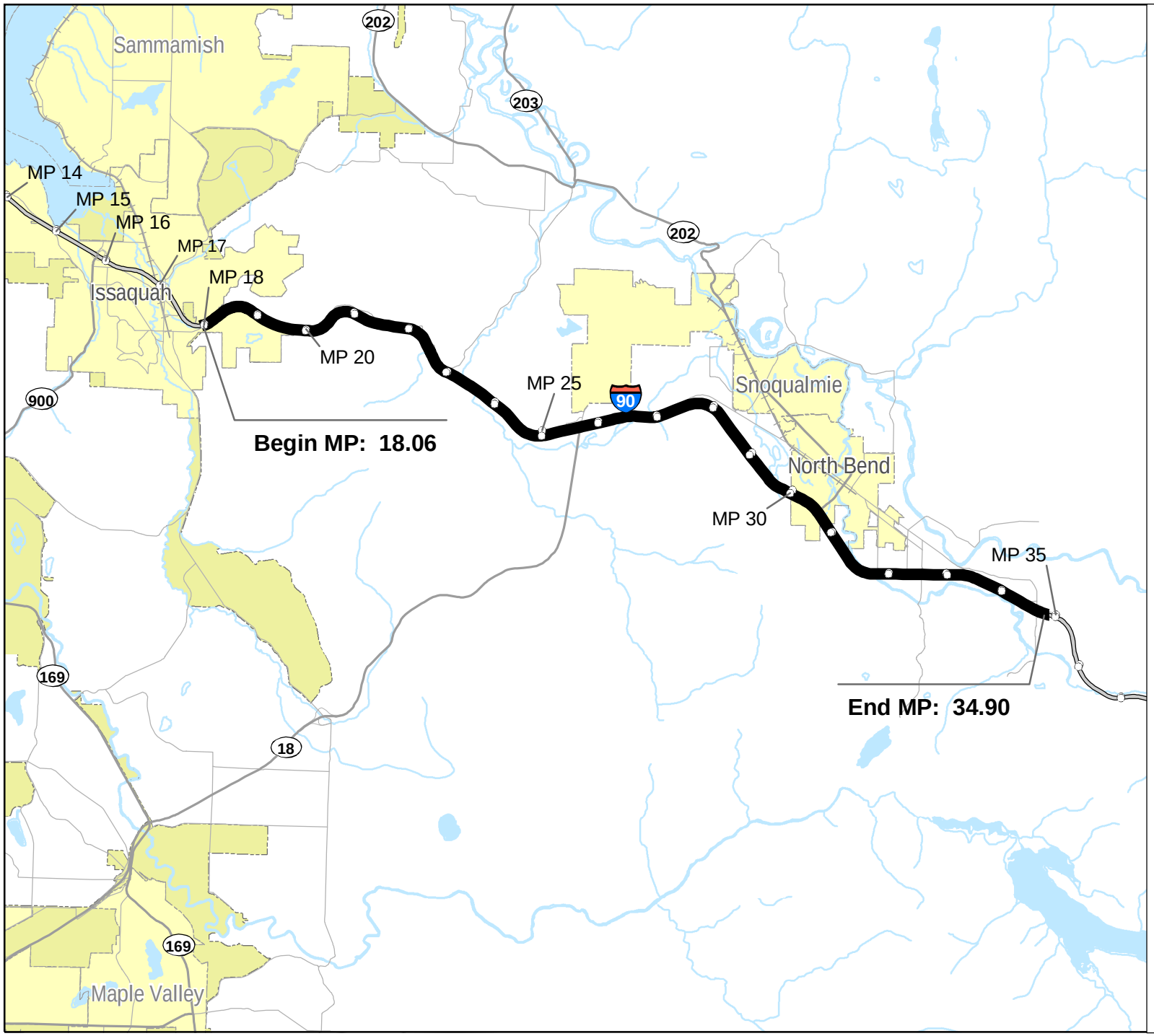


HSP Corridor Series
Interstate

Solutions

Other Features

- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

November, 2006

N

Washington State Department of Transportation

Corridor Title: I-405 - I-5(Tukwila) to I-90

Segment Number: 1

Route: I-405 **BARM:** 0.00 **EARM:** 11.13 **Length:** 11.13

Region: Urban Planning **County:** King

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
3	4	0	2	12	13	4	26	16	300	60	60

Corridor Description:

This segment of Interstate 405 begins in the vicinity where I-405 interchanges with I-5 in Tukwila, enters the city of Renton and interchanges with SR 167. This corridor segment ends just south of Bellevue CBD where I-5 interchanges with I-90.

Known Environmental Issues:

City and county parks are in the general vicinity of this corridor. The corridor is in the Urban Growth Area..
FEMA 100-yr Flood (Zone A) has been identified intermitently along this corridor segment.
Low to High Liquefaction Hazard Areas occur along this corridor segment.
There is one super fund site(EPA) just north of SR 900. Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur throughout this corridor segment. Palustrine and Riverine wetland areas occur intermittently along this corridor segment.
This corridor is in the general vicinity of critical habitat for bull trout and Chinook.
This corridor is within an Air quality maintenance area for CO. A few Group A and B Public Water Supply Wells occur within the immediate vicinity of this corridor.

Previously Identified Bottlenecks/Chokepoints:

Currently, there are no Bottleneck/Chokepoint solutions identified for this corridor segment.

Known Restrictions:

There are currently multiple projects in various stages of development, from preliminary engineering to construction that have, for all intents and purposes, eliminated known restrictions along this corridor.

Studies:

Existing Study Name	***Completion Date***

Current/Underway: Study Name	***Expected Completion Date***

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate Cost*

HOV/HOT Lanes:

Existing:

There are HOV lanes both directions throughout this corridor segment with HOV lanes occurring on a number of ramps along this corridor as well.

Planned:

There are currently multiple projects in various stages of development, from preliminary engineering to construction, that include HOV lane construction.

Corridor Title

Segment Number:

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	*Project Title*
840502B	I-405/W Valley Highway to Maple Valley Highway
840503A	I-405/I-5 to SR 181
840504A	I-405/SR 167 to SR 169
840505A	I-405/SR 515 Interchange Improvements
840508A	I-405/44th St to 112th Ave
840509A	I-405/112th Ave to I-90

840541F	I-405/SE 8th to I-90 (South Bellevue)
140501G	I-405/Junction SR 167 - I/C Modification
140521D	I-405/Renton HOV Improvements Project
140517S	I-405/NE 44th St Vicinity
140539C	I-405/Coal Creek- Fish Passage

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	*Project Title*

Deficiencies:

Current

This segment of I-405 is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation

Future (5-10 years)

Future (15-20 years)

Concrete Data

miles calculated exclude bridges, other major gaps, add/drop lanes)	*Miles*
Number of High Priority Concrete Miles:	**0**
Number of Medium Priority Concrete Miles:	**1.57**

Comments:

Corridor Title **Segment Number:**

New Solutions:

BARM	*EARM*	*Near-term (Minimum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
BARM	*EARM*	*Mid-term (10-years) (Moderate Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
0.00	4.00	I-5 to SR 169 - Adding one lane northbound and southbound and Rebuild SR 181, 167, 169 interchanges	*97%*	*10-33%*	$1,226.00 M
4.00	11.15	SR 169 to I-90 - Adding two lanes northbound and southbound and Rebuild Sunset, SR 900, 30th, 44th, 112th, Coal Creek interchanges. I-90 braided ramps. N. 8th direct access/P&R. ITS improvements	*92%*	*10-30%*	$1,193.00 M
		Notes: Cost figures developed in 2005 and reflect 3% escalation from 2007 to 2012. Costs do not reflect recent construction price increases.			
BARM	*EARM*	*Long-term (15-20 years) (Maximum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*

Future Corridor Vision:

HSP Corridor Series
Interstate

Characteristics

Other Features

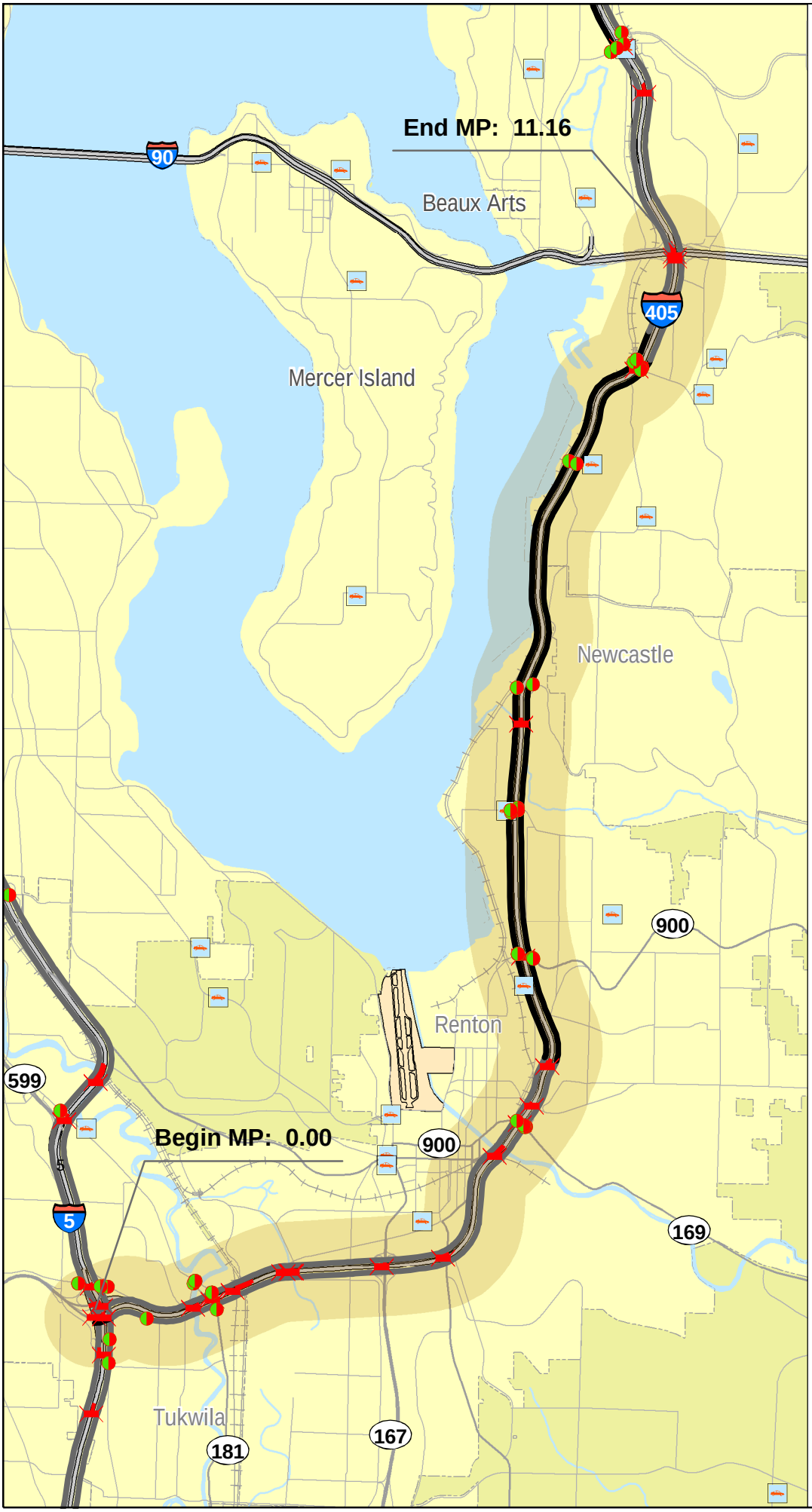
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Wetlands
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

Corridor Location

November, 2006

N

Washington State Department of Transportation



HSP Corridor Series Interstate

Assets

HSP Corridor Location

Assets

- Signalized Intersection
- At Grade Railroad Crossings
- Bridge
- FerryTerminals
- Ferry Route
- Park and Ride
- WeighStations
- Rest Area Sites

Corridor Pavement Type

- HMA
- BST
- PCCP

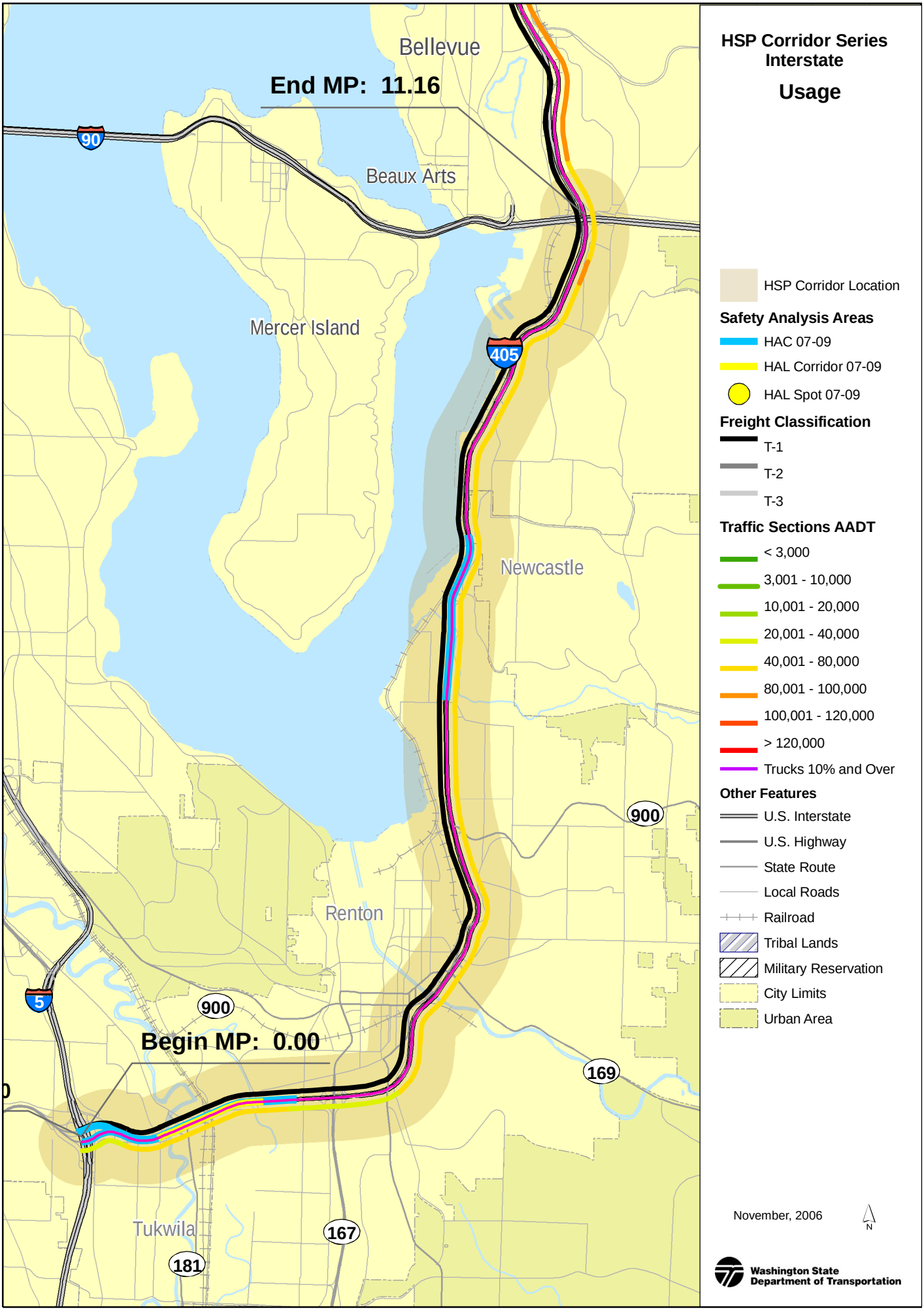
Other Features

- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- Airport
- County Line

November, 2006

N

Washington State Department of Transportation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Beaux Arts
Mercer Island
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Newcastle
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Renton
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Begin MP: 0.00
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Tukwila
167
181
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> 120,000
Trucks 10% and Over
Other Features
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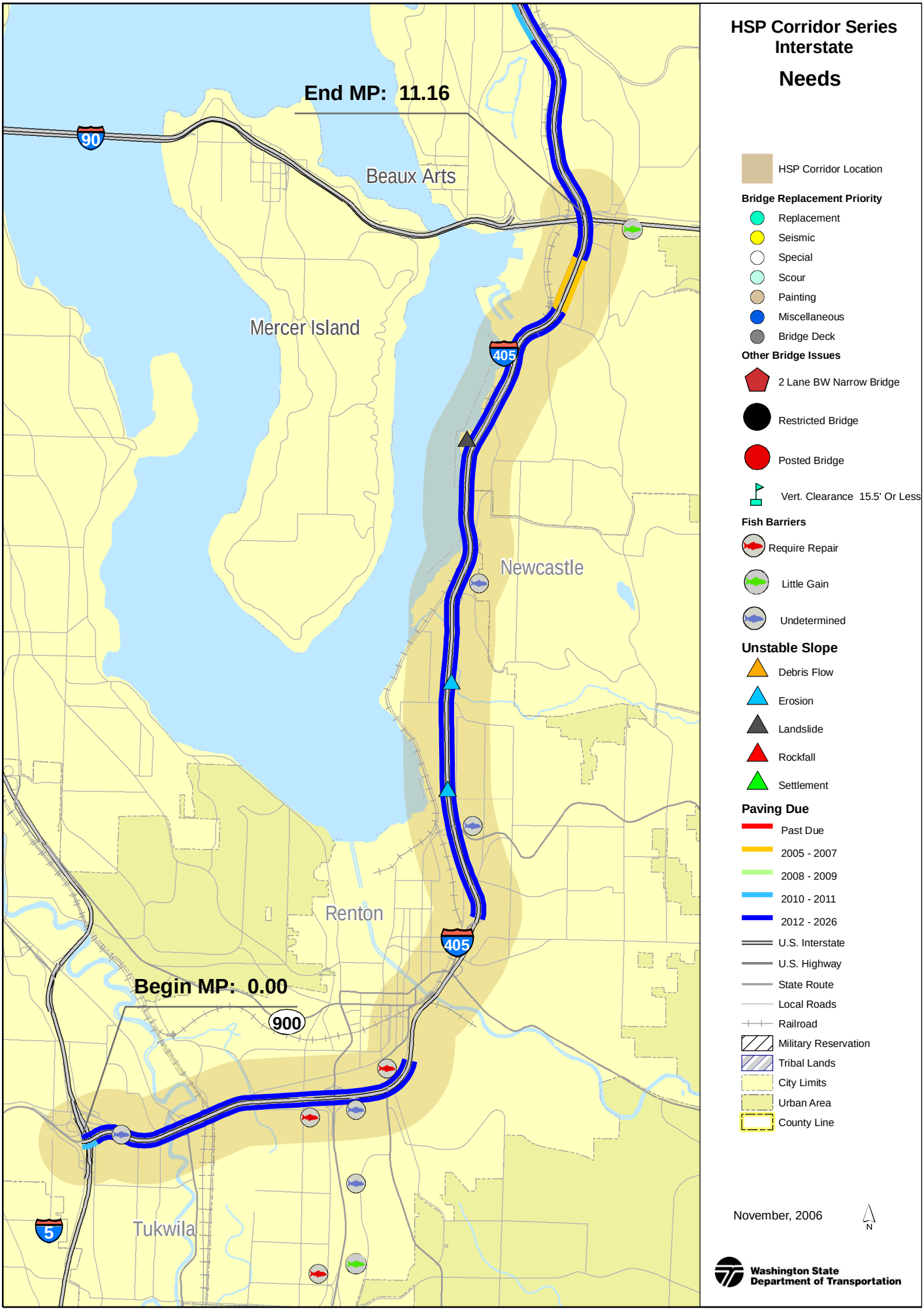
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Mercer Island
Newcastle
Renton
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Tukwila
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HSP Corridor Series
Interstate
Needs
HSP Corridor Location
Bridge Replacement Priority
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Miscellaneous
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Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
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Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
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2010 - 2011
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U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
November, 2006
N
Washington State
Department of Transportation

HSP Corridor Series
Interstate

Solutions

Other Features

- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

November, 2006

N

Washington State Department of Transportation

Corridor Title: I-405 - I-90 to I-5 (Lynnwood)

Segment Number: 2

Route: I-405 **BARM:** 11.13 **EARM:** 30.32 **Length:** 19.19

Region: Urban Planning **County:** King

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
4	7	2	2	11.3	12	4	21	10	450	60	60

Corridor Description:

This segment of Interstate 405 begins just south of Bellevue CBD where I-5 interchanges with I-90. Heading north I-405enters the city of Kirkland in the vicinity of where it interchanges with SR 520. Continuing north the corridor enters the city of Bothell just before NE 160th St interchange. Just north of NE 195th St. I-405 crosses the King/Snohomish County Line. This corridor segment ends where it interchanges with I-5.

Known Environmental Issues:

City and county parks are in the general vicinity of this corridor. The corridor is in the Urban Growth Area.

Low to High Liquefaction Hazard Areas occur along this corridor segment.
Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur throughout this corridor segment. Palustrine and Riverine wetland areas occur intermittently along this corridor segment.
This corridor is in the general vicinity of critical habitat for bull trout and Chinook.
This corridor is within an Air quality maintenance area for CO.

Previously Identified Bottlenecks/Chokepoints:

Currently, there are no Bottleneck/Chokepoint solutions identified for this corridor segment.

Known Restrictions:

There are currently multiple projects in various stages of development, from preliminary engineering to construction, that have for all intents and purposes eliminated known restrictions along this corridor.

Studies:

Existing Study Name	***Completion Date***

Current/Underway: Study Name	***Expected Completion Date***

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate Cost*

HOV/HOT Lanes:

Existing:

There are HOV lanes both directions throughout this corridor segment with HOV lanes occurring on a number of ramps along this corridor as well.

Planned:

The proposed HOT lanes in the north end of the corridor are from SR 520 (MP 15.20) to I-5 (MP 30.00). The proposal is to have two HOT lanes between SR 520 and SR 522 (MP 23.50) and one HOT lane between SR 522 and I-5.

Corridor Title

Segment Number:

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	*Project Title*
840551A	I-405/NE 8th St to SR 520 Braided Crossing
840552A	I-405/NE 10th St Overcrossing
840561A	I-405/SR 520 to SR 522
840561A	I-405/SR 520 to SR 522
840561A	I-405/SR 520 to SR 522
840566E	I-405/NE 124th St to SR 522
840567B	I-405/NE 132nd St Interchange
840567B	I-405/NE 132nd St Interchange
840576A	I-405/195th St to SR 527
140541D	I-405/Bellevue Direct Access
140541E	I-405/Bellevue Direct Access

140545C	I-405/SR 520 Interchange to NE 160th St - Paving
140566D	I-405 Totem Lake/NE 128th St. HOV Direct Access/Freeway Station
140567D	I-405 Totem Lake/NE 128th St. HOV Direct Access/Freeway Station
140586D	I-405 Canyon Park Freeway Station
140586A	I-405/Swamp Creek Vic.

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	*Project Title*
140562B	I-405/Bothell to Swamp Creek I/C - HOV

Deficiencies:

Current

This segment of I-405 is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation improvements.

Future (5-10 years)

Future (15-20 years)

Concrete Data

miles calculated exclude bridges, other major gaps, add/drop lanes)	*Miles*
Number of High Priority Concrete Miles:	**0**
Number of Medium Priority Concrete Miles:	**11.12**

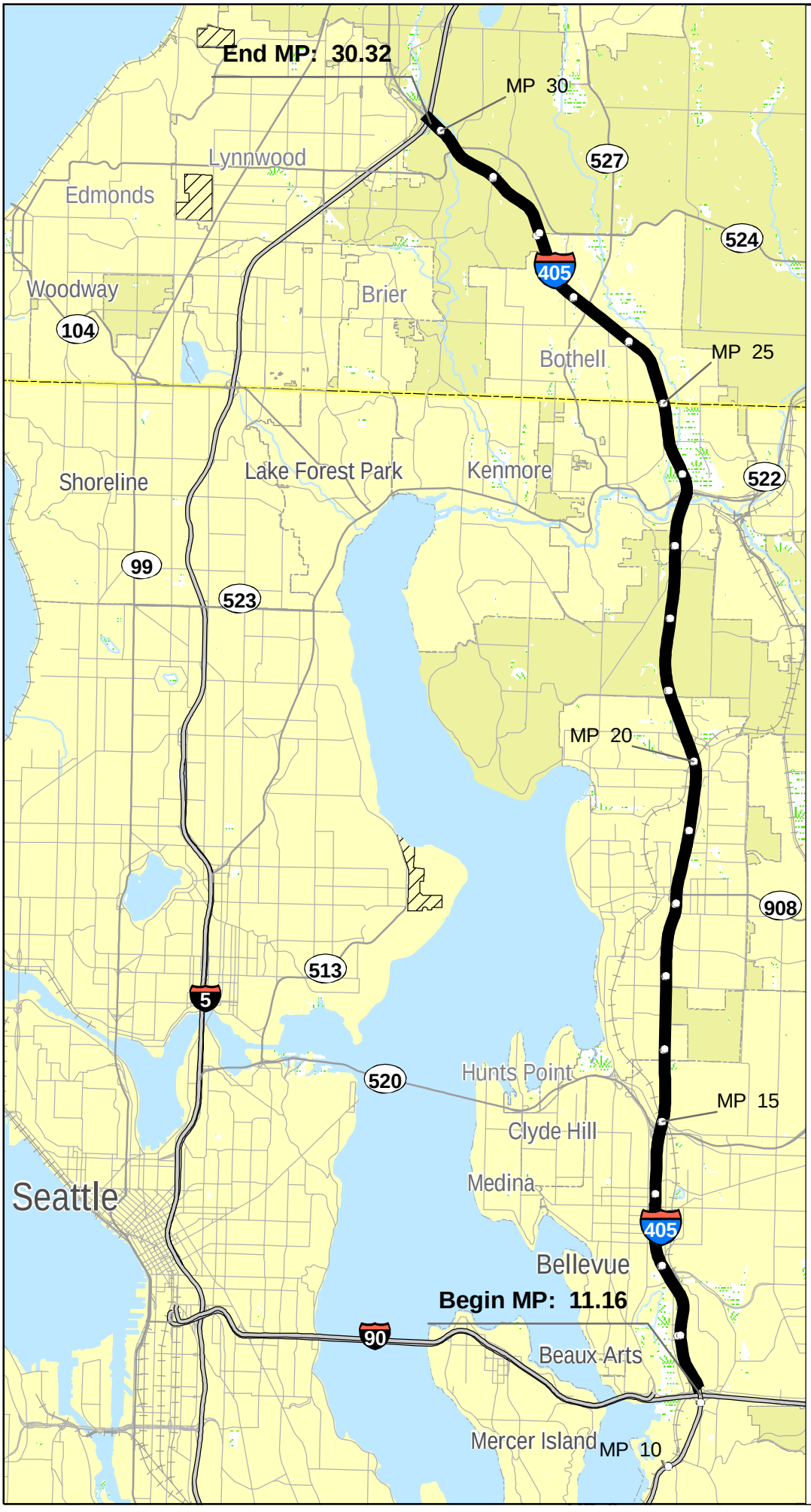
Comments:

Corridor Title **Segment Number:**

New Solutions:

BARM	*EARM*	*Near-term (Minimum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
BARM	*EARM*	*Mid-term (10-years) (Moderate Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
11.2	14.86	I-90 to SR 520 - Adding one lane northbound and southbound	96%	10-30%	$531.00 M
14.86	23.53	SR 520 to SR 522 - Adding one lane northbound and	90%	10-30%	$648.00 M
23.53		Canyon Park and Ride - Park and ride expansion and		--	$16.00 M
		Notes: Cost figures developed in 2005 and reflect 3%			
BARM	*EARM*	*Long-term (15-20 years) (Maximum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*

Future Corridor Vision:



HSP Corridor Series
Interstate

Characteristics

Other Features

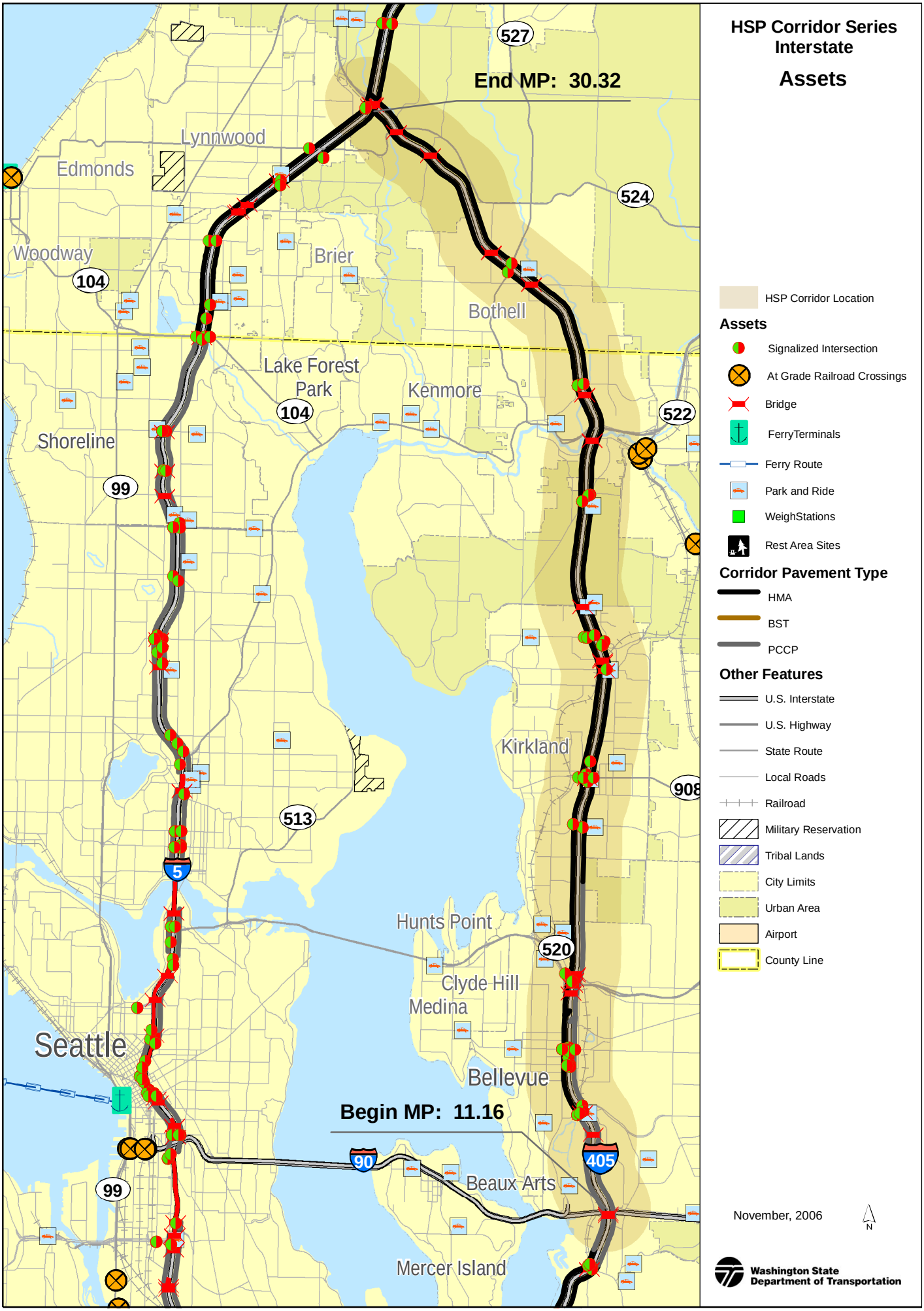
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Wetlands
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

Corridor Location

November, 2006

N

Washington State Department of Transportation



HSP Corridor Series Interstate

Assets

HSP Corridor Location

Assets

- Signalized Intersection
- At Grade Railroad Crossings
- Bridge
- FerryTerminals
- Ferry Route
- Park and Ride
- WeighStations
- Rest Area Sites

Corridor Pavement Type

- HMA
- BST
- PCCP

Other Features

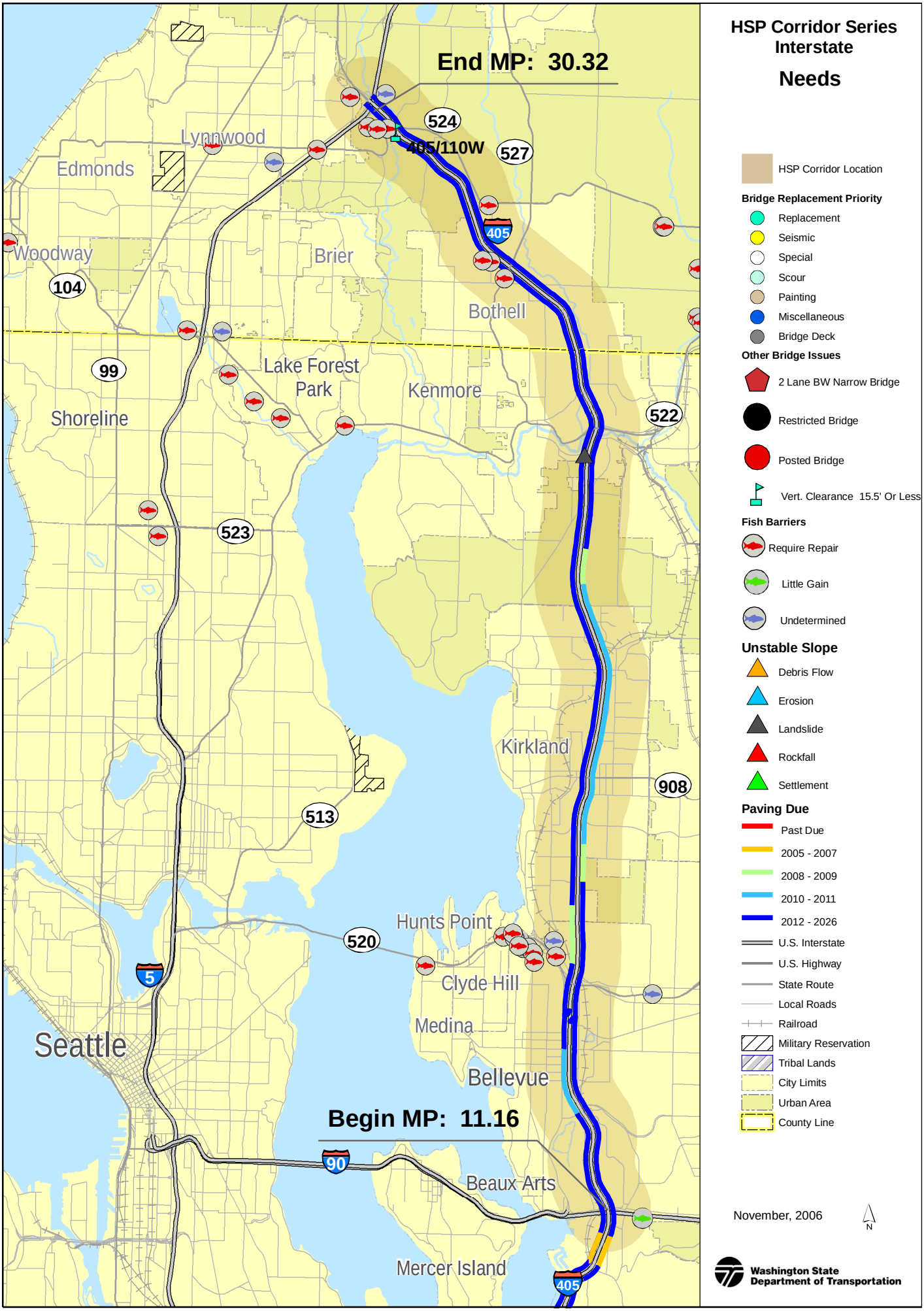
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- Airport
- County Line

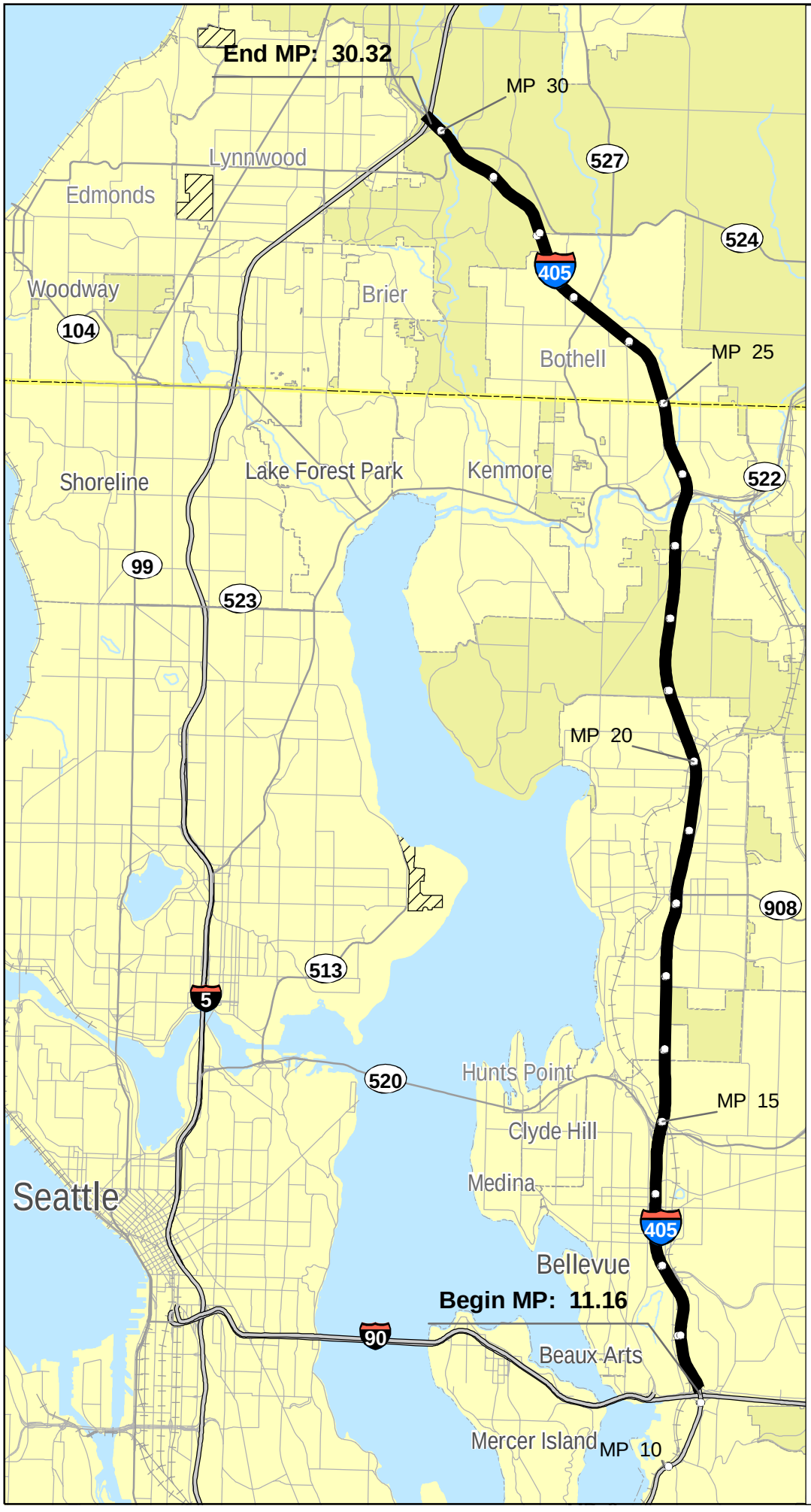
November, 2006

N

Washington State Department of Transportation

End MP: 30.32
524
527
405
Lynnwood
Edmonds
Woodway
104
Brier
Bothell
99
Kenmore
Shoreline
Lake Forest Park
522
523
Kirkland
908
513
5
520
Hunts Point
Clyde Hill
Medina
Seattle
Begin MP: 11.16
Bellevue
90
Beaux Arts
Mercer Island
405
HSP Corridor Series
Interstate
Usage
HSP Corridor Location
Safety Analysis Areas
HAC 07-09
HAL Corridor 07-09
HAL Spot 07-09
Freight Classification
T-1
T-2
T-3
Traffic Sections AADT
< 3,000
3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
November, 2006
N
Washington State Department of Transportation


End MP: 30.32
524
405/110W
527
Lynnwood
Edmonds
Woodway
104
Brier
Bothell
405
99
Lake Forest Park
Kenmore
522
Shoreline
523
Kirkland
908
513
Hunts Point
520
5
Clyde Hill
Medina
Seattle
Bellevue
Begin MP: 11.16
90
Beaux Arts
Mercer Island
405
HSP Corridor Series
Interstate
Needs
HSP Corridor Location
Bridge Replacement Priority
Replacement
Seismic
Special
Scour
Painting
Miscellaneous
Bridge Deck
Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
Fish Barriers
Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
Past Due
2005 - 2007
2008 - 2009
2010 - 2011
2012 - 2026
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
November, 2006
N
Washington State Department of Transportation



HSP Corridor Series
Interstate

Solutions

Other Features

- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

November, 2006

N

Washington State Department of Transportation

Corridor Title: I-705 - I-5 to Shuster Parkway Vicinity

Segment Number: 1

Route: I-705 **BARM:** 0.00 **EARM:** 1.50 **Length:** 1.5

Region: Urban Planning **County:** Pierce

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
3	5	0	0	12	12	4	10	80	300	60	60

Corridor Description:
Progressing west along I-705, the corridor begins as it interchanges with interstate I-5 and terminates just west of where it interchanges with SR 509. This corridor is the primary connection to Tacoma CBD and serves the U of W Tacoma.

Known Environmental Issues:
Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks.
Natural features: Urban growth area. Nearby Tribal lands. Several types of public land ownership. Adjacent to a Critical Aquifer recharge area. Air quality maintenance area for CO and particulates.

Previously Identified Bottlenecks/Chokepoints:
SR 509 at I-705 - Half Diamond I/C at East D Street, Congestion at the interchange of SR 509 and I-705, Project Cost $28.96M. This Bottleneck/Chokepoint project is a SR 509 project and will have a direct benefit to the I-705/SR 509 Interchange.

Known Restrictions:
There are a significant number major structures (overcrossings and undercrossings), tunnels and retaining walls immediately adjacent to the many buildings in the Tacoma CBD. Any of these could impede improvement to this facility because of terrain issues and man-made structures/development that would require detailed studies and significantly increase the cost for making improvements to this section of roadway.

Studies:

Existing Study Name	***Completion Date***

Current/Underway: Study Name	***Expected Completion Date***

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate Cost*

HOV/HOT Lanes:

Existing:

Currently, there are no HOV or HOT lanes on I-705.

Planned:

Currently, there are no HOV or HOT lanes planned for the I-705 corridor.

Corridor Title: I-705 - I-5 to Shuster Parkway Vicinity **Segment Number:** 1

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	*Project Title*

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	*Project Title*

Deficiencies:

Current

A Bottleneck/Chokepoint has been identified where I-705 interchanges with SR 509.

Future (5-10 years)

Future (15-20 years)

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	*Lane Miles*	*BARM*	*EARM*	*BARM*	*EARM*
Number of High Priority Concrete Miles:					

Number of Medium Priority Concrete Miles:					
Number of Low Priority Concrete Miles:					

Comments:

Corridor Title: I-705 - I-5 to Shuster Parkway Vicinity **Segment Number:** 1

New Solutions:

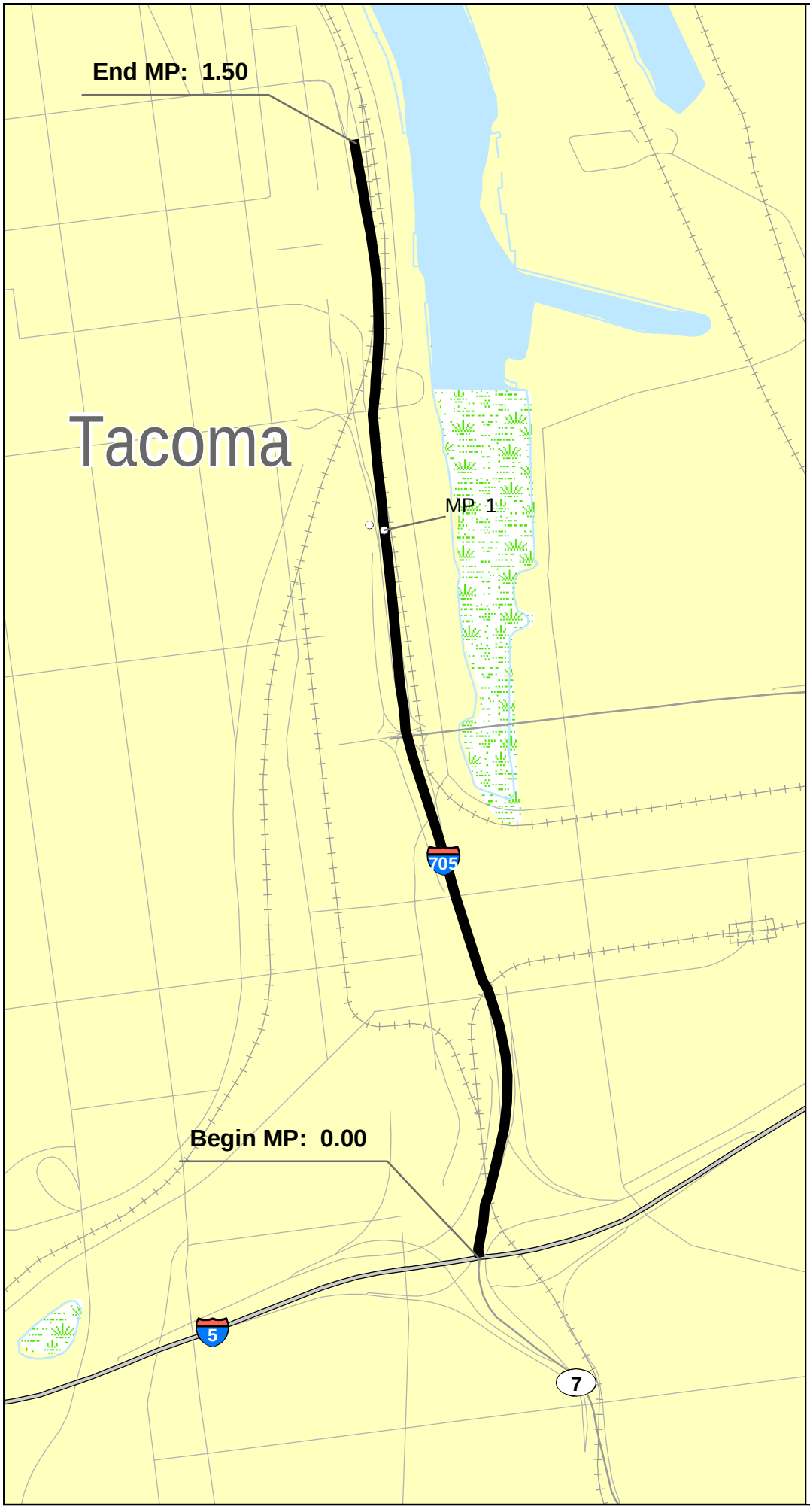
BARM	*EARM*	*Near-term (Minimum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
0.00	*0.72*	*I-5 to SR 509 - Intelligent Transportation System Per ITS Master Plan (see note below)*	*5-20%*	*15-20%*	$1.58 M
BARM	*EARM*	*Mid-term (10-years) (Moderate Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
BARM	*EARM*	*Long-term (15-20 years) (Maximum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*

Note(s):

The cost estimate is for integration of ITS on SR 16, SR 509 and I-705.

Future Corridor Vision:

At this time, the long term improvements for this corridor will focus on maintenance, preservation, ITS and Transit system enhancements along with strategically addressing Bottleneck/Chokepoints.



HSP Corridor Series
Interstate

Characteristics

Other Features

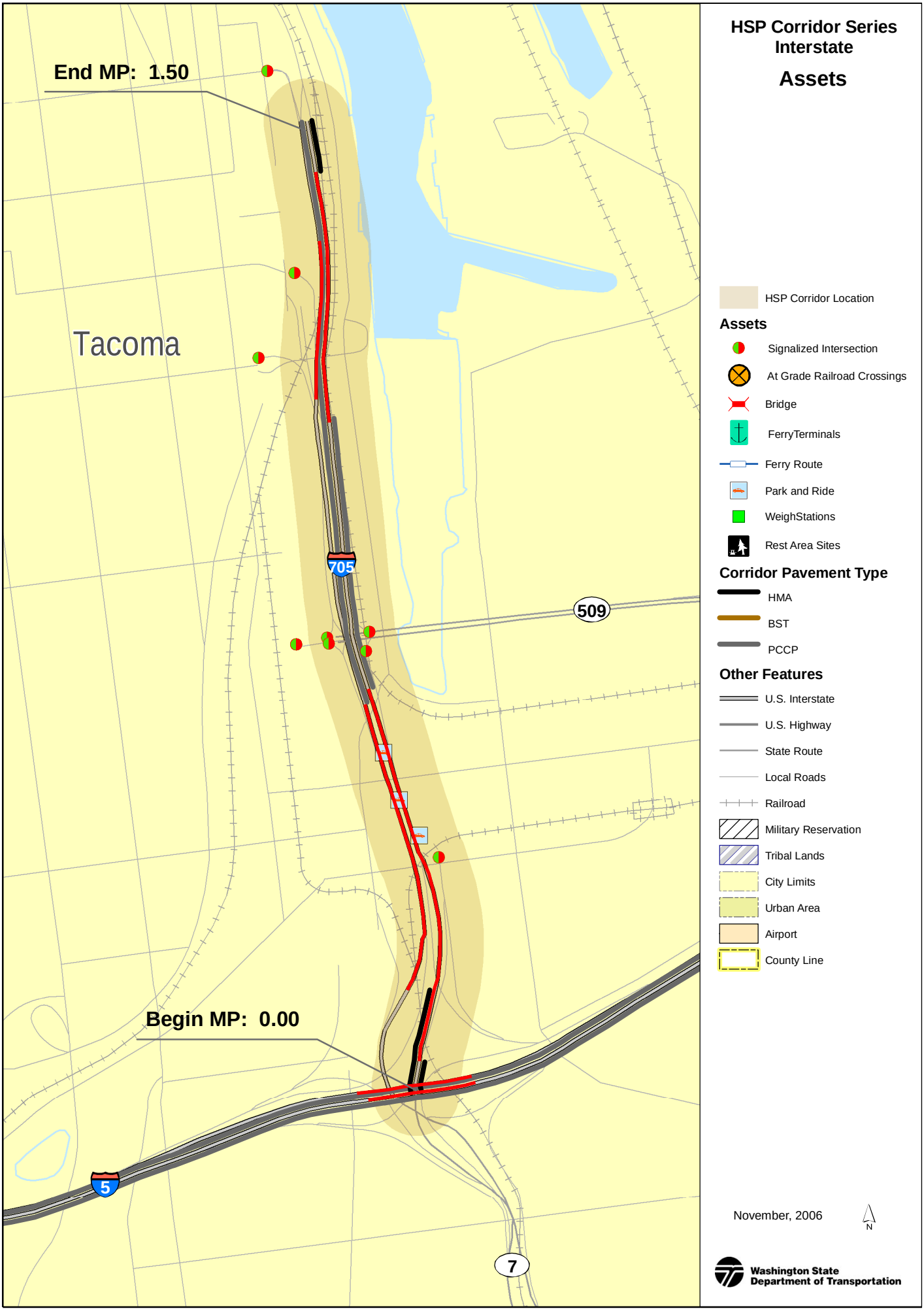
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Wetlands
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

Corridor Location

November, 2006

N

Washington State Department of Transportation


End MP: 1.50
Tacoma
705
509
Begin MP: 0.00
5
7
HSP Corridor Series
Interstate
Assets
HSP Corridor Location
Assets
Signalized Intersection
At Grade Railroad Crossings
Bridge
FerryTerminals
Ferry Route
Park and Ride
WeighStations
Rest Area Sites
Corridor Pavement Type
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BST
PCCP
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
Airport
County Line
November, 2006
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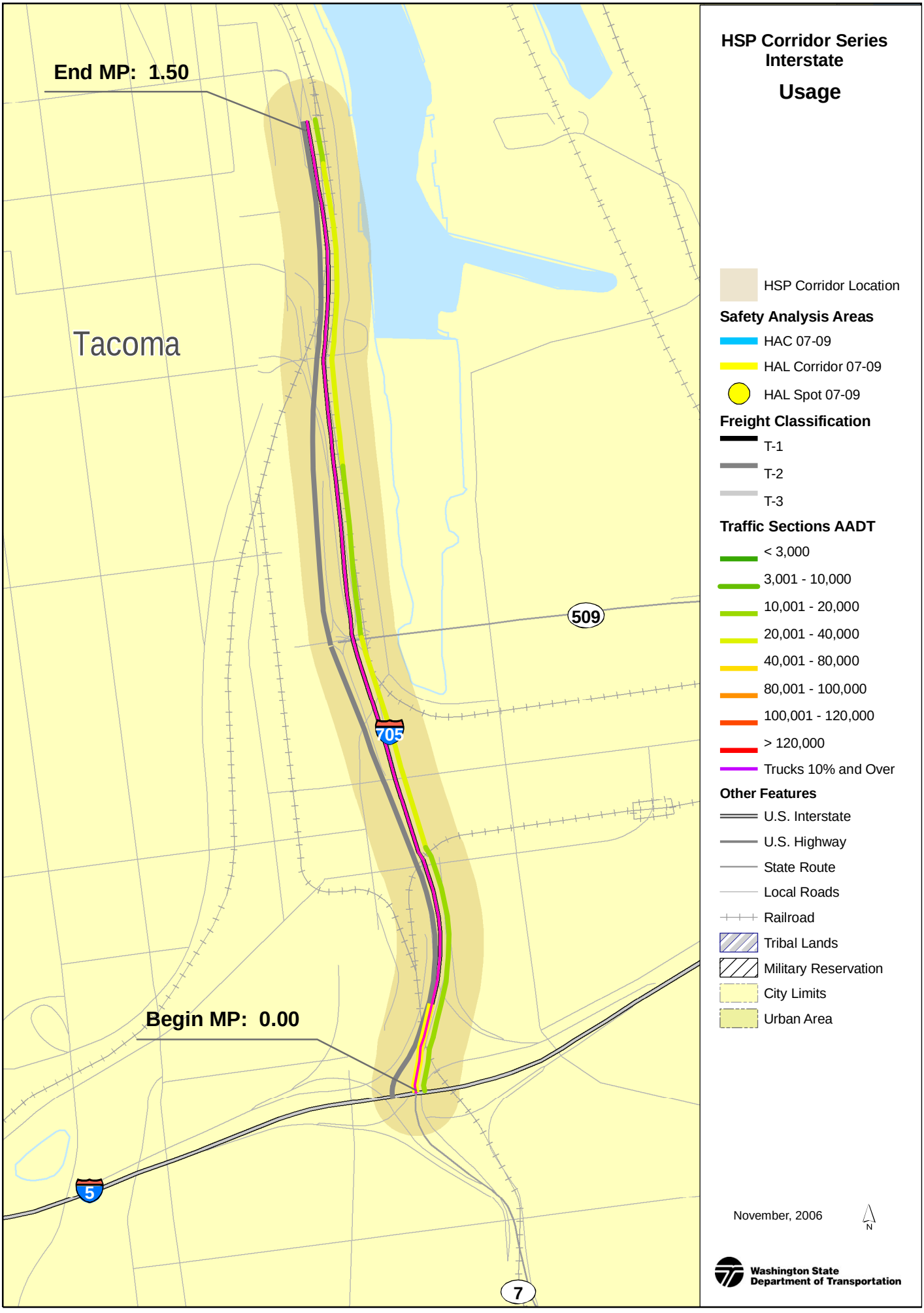
Washington State
Department of Transportation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Tacoma
509
705
Begin MP: 0.00
5
7
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Interstate
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HSP Corridor Location
Safety Analysis Areas
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HAL Corridor 07-09
HAL Spot 07-09
Freight Classification
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T-2
T-3
Traffic Sections AADT
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3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
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U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
November, 2006
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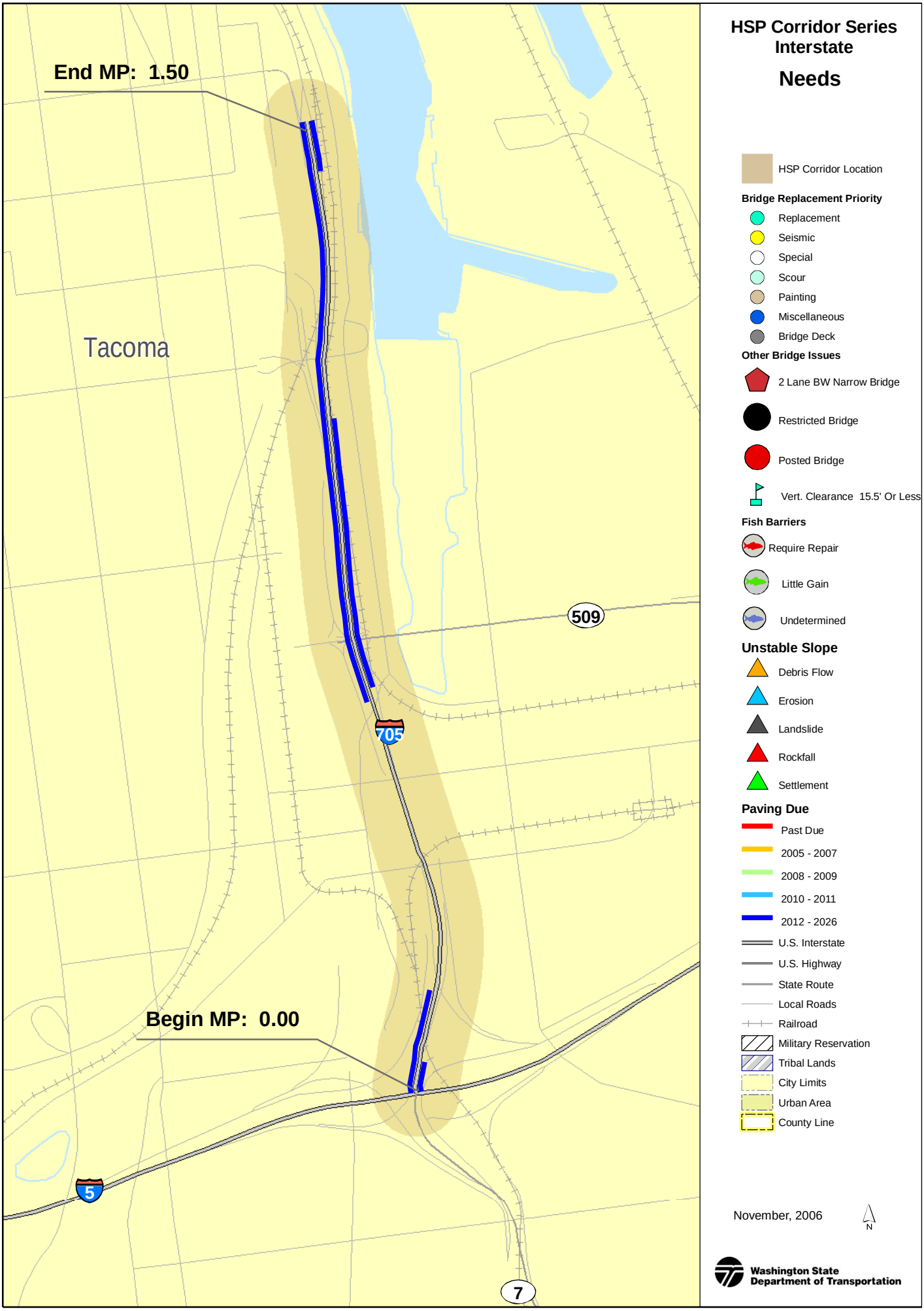
Department of Transportation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Tacoma
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705
Begin MP: 0.00
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7
HSP Corridor Series
Interstate
Needs
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Bridge Replacement Priority
Replacement
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HSP Corridor Series
Interstate

Solutions

Other Features

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- City Limits
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November, 2006

N

Washington State Department of Transportation