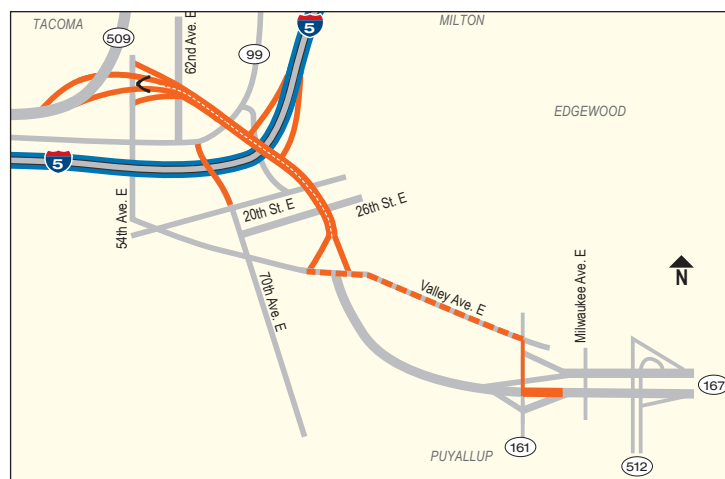
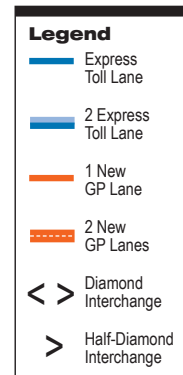


## Investment Level 1: Provides key freight and local connections only



### SR 509: Defer construction of the I-5/SR 509 ETL Direct Connectors

**COST:** \$651M-\$709M

#### Advantages

- Provides GP connection at I-5 for freight connectivity to SR 509 Corridor and South Seattle industrial area
- Constructs 24th/28th Interchange connection to City of Sea Tac, Sound Transit South Link Station and Port of Seattle air cargo
- Add Connection to S. 231st St, and Kent valley
- Compatible with Full Build

#### Disadvantages

- Doesn't provide median Direct Connector to I-5 ETL from SR 509
- Non-standard roadway sections will be in-place until future widening

### I-5 Express Toll Lanes

**COST:** \$111M

### SR 167: Delay construction between Valley & SR 161

**COST:** \$693M-\$757M

#### Advantages

- Improved access to the Port of Tacoma and SR 509 via SR 167 extension and new 54th interchange
- Highway connection from Valley Ave to I-5
- Reduced freight traffic at I-5/54th Ave interchange
- Reconstructed 70th Ave E from 20th to SR 99, extending the improvements currently under construction
- Key SR 167/I-5 ramps, providing freight mobility

#### Disadvantages

- Signal controlled interchange at the I-5/SR 167 interchange
- Defers completion of SR 167 to future construction
- Utilizes local road system to complete SR 167
- Does not provide direct connection to I-5 ETL system
- Non-standard roadway sections will be in-place until future widening

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

# Puget Sound Gateway Project



## Completing the SR 509 & SR 167 Corridors

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

While there has been significant progress with design and right of way purchases, existing funding is ending. MAP-21 will expire in October 2014 and the Federal Highway Trust Fund will become insolvent unless congress identifies new revenues or reduces investments. Completion of these project requires funding from multiple sources - including state gas tax, federal funding and potential toll revenue. WSDOT found that combining the SR 509 and SR 167 projects into one system provides a potential opportunity for revenue sharing through proposed I-5 express toll lanes.

### Introducing an I-5 Investment Strategy

Completing SR 509 and SR 167 corridors can be structured around an investment in I-5 express toll lanes. Adding either one or two express toll lanes on I-5 will generate funds for improvements on SR 167 and SR 509.

**COST:** single lane - \$111M (I-90 to SR 16)  
dual lane - \$163M (SR 509 to SR 167)

#### Advantages

- Added capacity for general purpose (GP) and light freight traffic with new express toll lane(s)
- Better system management through added tolling system
- Anticipated increase in GP and freight mobility due to an added lane

#### Disadvantages

- Two-lane concept calls for a higher initial investment

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



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



## For more information contact:

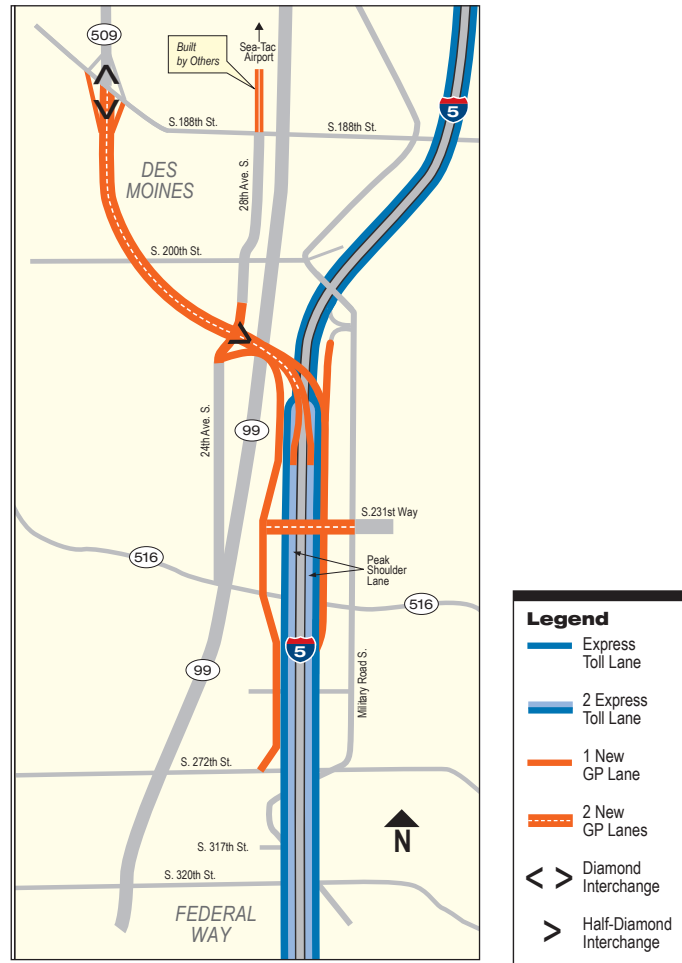
John White, Director, Tolled Corridor Development • 206-464-1233 • whitejh@wsdot.wa.gov



**Title VI Notice to Public** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinators, George Laue at (509) 324-6018 or Jonte' Sultan at (360) 705-7082.  
**Americans with Disabilities Act (ADA) Information** This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Compliance Team at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.



## Investment Level 3: Full connectivity with direct access to I-5 interchanges



### SR 509: Phase 1 (Option C)

**COST:** \$820M

#### Advantages

- Provides median Direct Connector to two-lane I-5 ETL from SR 509
- Provides GP connection at I-5 for freight connectivity to SR 509 Corridor and South Seattle industrial area
- Constructs 24th/28th Interchange connection to City of Sea Tac, Sound Transit South Link Station and Port of Seattle air cargo
- Adds connection to S. 231st St, and Kent valley
- Compatible with Full Build
- Provides direct connection to I-5 ETL system from SR 509
- Compatible with either ETL investment level

#### Disadvantages

- High initial investment

### I-5 Express Toll Lanes

**COST:** \$274M

### SR 167: Phase 1

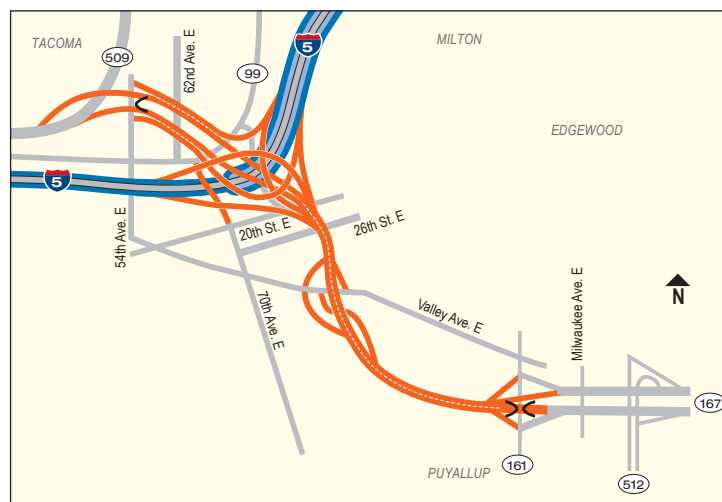
**COST:** \$963M

#### Advantages

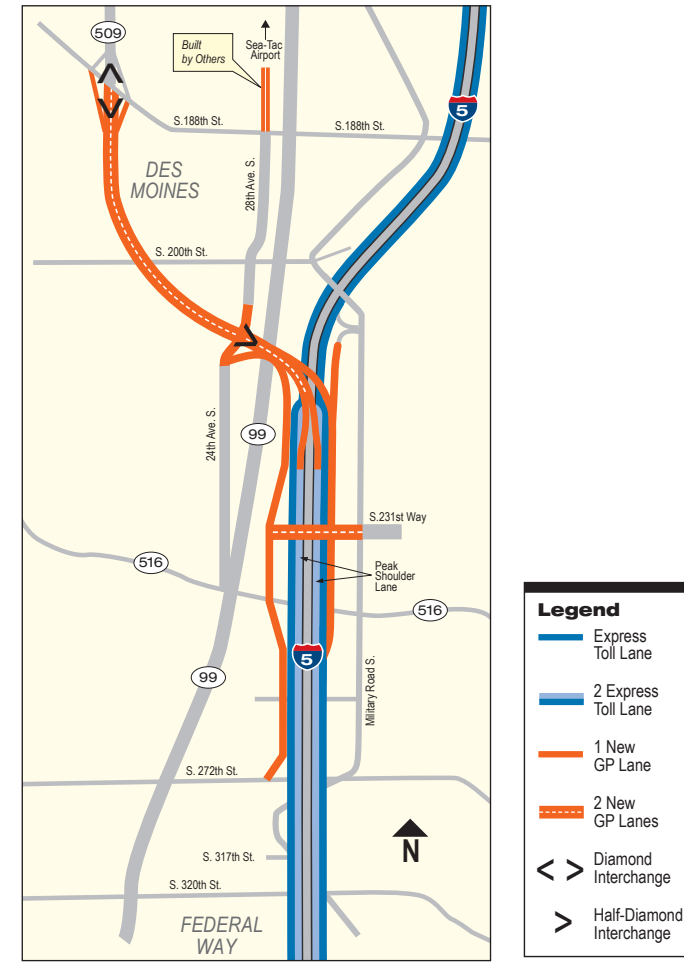
- Improved access to the Port of Tacoma and SR 509 via SR 167 extension and new 54th interchange
- Compatible with Full build
- Connection to Fife industrial area via Valley Ave Interchange
- Highway connection on SR 167 from SR 161 to I-5
- Reduced freight traffic at I-5/54th Ave interchange
- Reconstructed 70th Ave E from 20th to SR 99, extending the improvements currently under construction
- Key SR 167/I-5 ramps, providing freight mobility without using local interchanges

#### Disadvantages

- High initial investment
- Does not provide direct connection to I-5 ETL system



## Investment Level 2: Full connectivity with controlled access to I-5



### SR 509: Phase 1 (Option C)

**w/Design Refinements**

**COST:** \$718M-\$783M

#### Advantages

- Provides median Direct Connector to two-lane I-5 ETL from SR 509
- Provides GP connection at I-5 for freight connectivity to SR 509 Corridor and South Seattle industrial area
- Constructs 24th/28th Interchange connection to City of Sea Tac, Sound Transit South Link Station and Port of Seattle air cargo
- Adds connection to S. 231st St, and Kent valley
- Compatible with Full Build
- Provides direct connection to I-5 ETL system from SR 509
- Median ETL ramp could serve as end/begin point of second ETL lane

#### Disadvantages

- Non-standard roadway sections will be in-place until future widening

### I-5 Express Toll Lanes

**COST:** \$274M

### SR 167: Phase 1, Signal Controlled Interchange at I-5 w/ Design Refinements

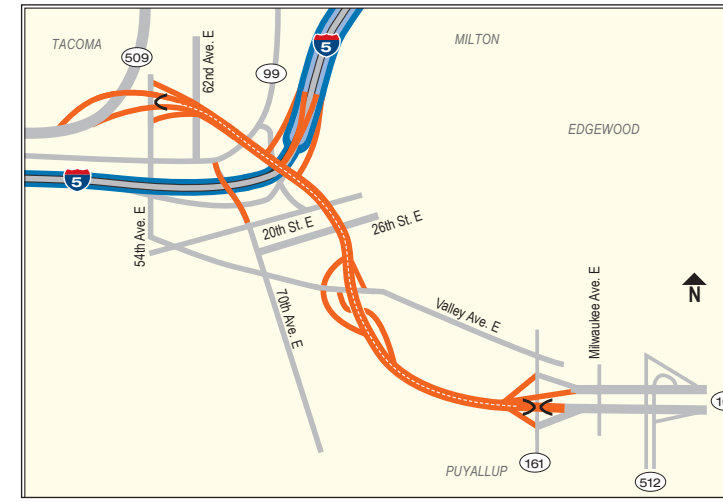
**COST:** \$795M-\$870M

#### Advantages

- Improved access to the Port of Tacoma and SR 509 via SR 167 extension and new 54th interchange
- Connection to Fife industrial area via Valley Ave Interchange
- Highway connection on SR 167 from SR 512 to I-5
- Reduced freight traffic at I-5/54th Ave interchange
- Reconstructed 70th Ave E from 20th to SR 99, extending the improvements currently under construction
- Interchange at I-5/SR 167 to provide for all traffic movements
- Provides direct connection to I-5 ETL system

#### Disadvantages

- Signal controlled interchange at I-5/SR 167 interchange
- Non-standard roadway sections will be in-place until future widening



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

# Puget Sound Gateway Project: Linking our statewide markets to our Ports, connecting people with jobs and each other



Four counties along Interstate 5 support 55 percent of Washington state's population and 61 percent of its jobs.

In fact, the area between the Port of Seattle's Duwamish/Seaport Harbor and the Green River Valley is the second largest warehouse distribution complex on the West Coast, with 44 percent of the regional truck trips facilitated by the Ports of Seattle and Tacoma traveling to the Kent and Puyallup River valleys. However, major congestion and lack of connectivity between SR 509, SR 167 and I-5 is negatively affecting freight mobility and trip reliability on this essential highway network.



## Improving mobility for the future

In south King and Pierce Counties, there is an opportunity for I-5 to function with SR 167 and SR 509 to provide vital access to city and employment centers and to connect the State's largest ports as a gateway to Puget Sound.

This freeway network, now referred to as the Gateway Project, would provide direct access between businesses with over 100 million square feet of manufacturing and distribution space and the Ports, enhancing our state's economic competitiveness both nationally and globally.



*Relieves traffic congestion and completed a critical freight link between the Ports of Tacoma and Seattle.*

## Benefits of completing SR 509, I-5 and SR 167 together

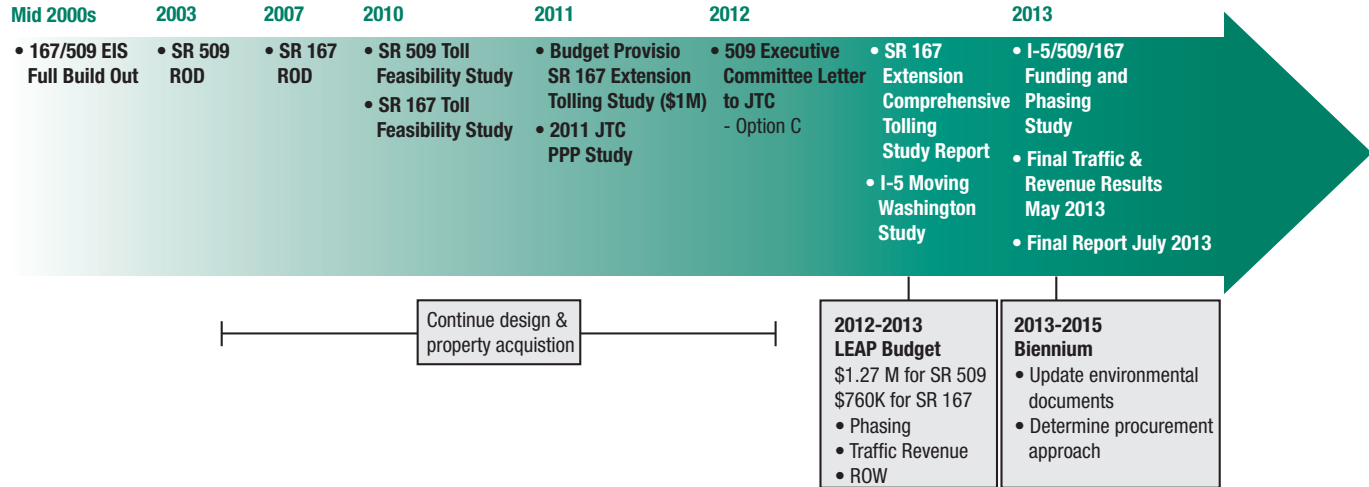
The SR 509 and SR 167 corridor completion projects complete missing system links to provide new regional connections to I-5. Building out this system concurrently:

- Relieves traffic congestion and completes a critical freight link between the Ports of Seattle and Tacoma.
- Supports job growth for the region and allows critical expansion of international cargo and other operations for the Port of Tacoma.
- Provides direct access to Sea-Tac Airport from the south, connecting the airport and major distribution centers.
- Adds capacity, improves HOV/transit performance and generates revenue through a two-lane I-5 express toll lanes system.
- Removes freeway traffic from local streets.
- Restores fish passages in partnership with local cities, enhances surface water quality and improves stream habitat connecting to Puget Sound.



*Provides direct access to Sea-Tac Airport from the south, connecting the airport and major distribution centers.*

# Gateway Project History and Progress

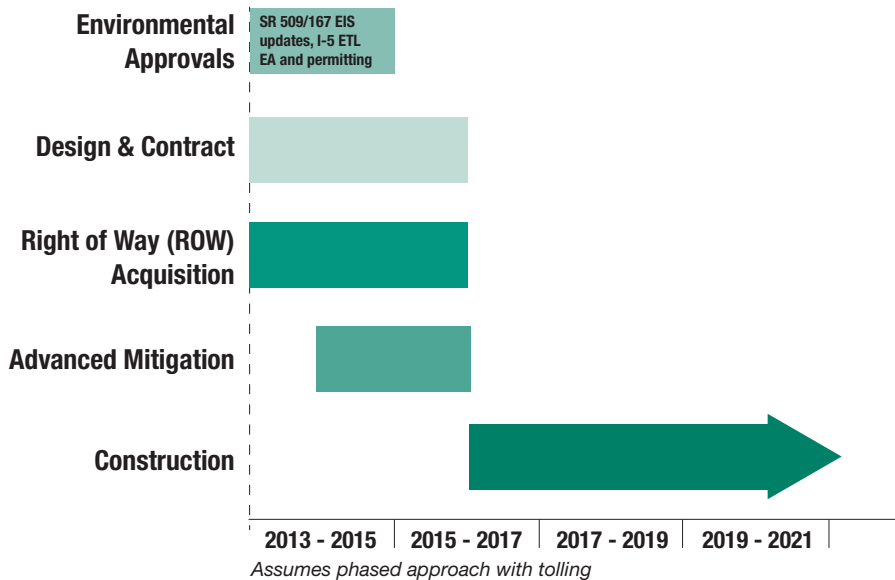


## Moving the Gateway vision forward

While both the SR 167 and SR 509 corridors have investigated and analyzed phasing and cost reduction opportunities, there is further work needed to identify opportunities to better align initial implementation costs with demand management and revenue generation strategies. All together, roughly \$250 million has been invested on planning, project level Environmental Impact Statements, design and acquiring property for both corridors over the last two decades, with significant funding still needed to acquire the remaining right of way, finalize design and complete construction.

With funding from the 2013 legislative session, WSDOT can move forward with critical next steps toward construction the Gateway Project in 2016.

### Critical next steps



## For more information contact:

John White – Director, Tolled Corridor Development • 206-464-123 • [whitejh@wsdot.wa.gov](mailto:whitejh@wsdot.wa.gov)

**Title VI Notice to Public** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinators, George Laue at (509) 324-6018 or Jonte' Sulton at (360) 705-7082.

**Americans with Disabilities Act (ADA) Information** This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Compliance Team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.