

# Puget Sound Gateway Program

## SR 167 Completion Project

Open House  
April 18, 2017

CRAIG J. STONE, PE

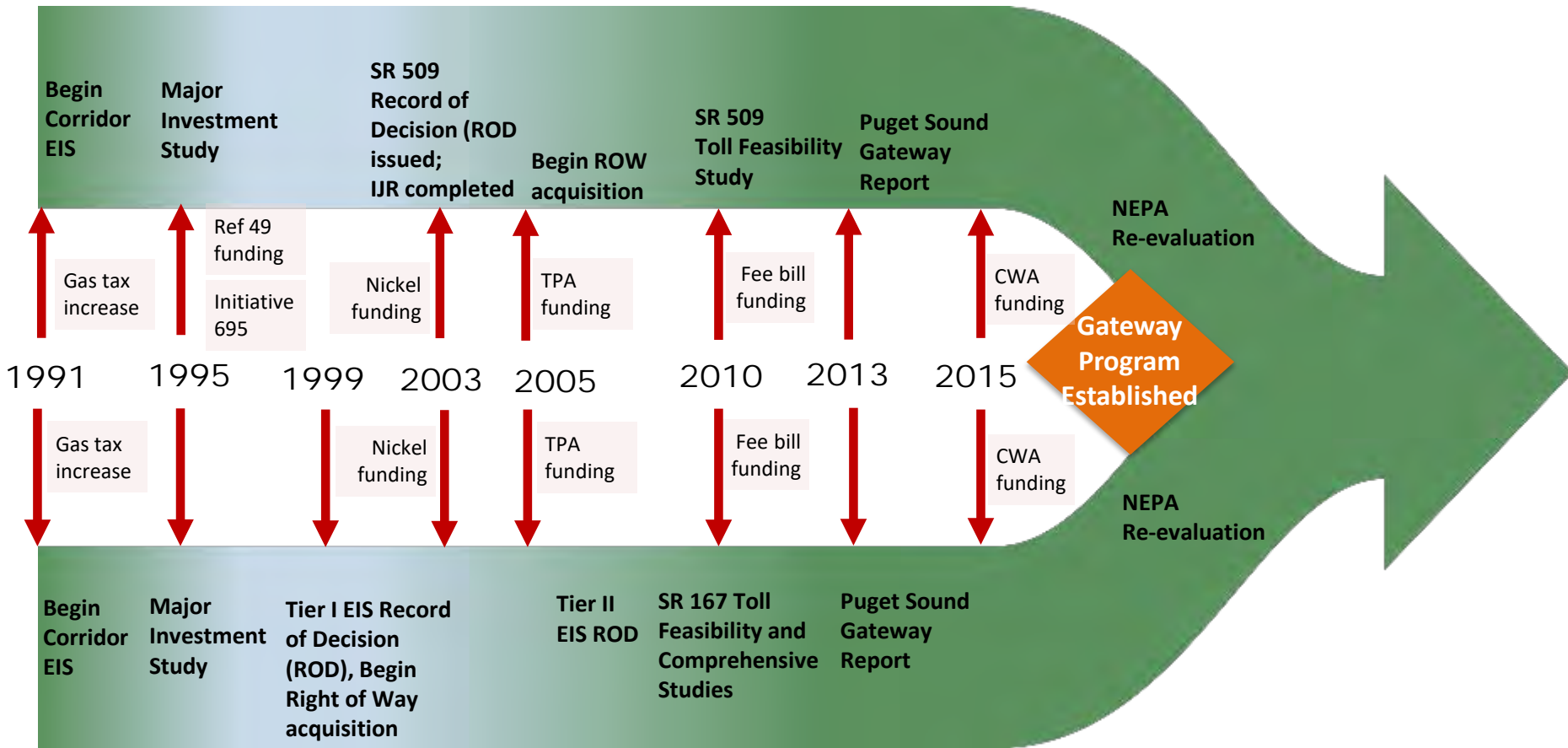
GATEWAY PROGRAM ADMINISTRATOR

# Puget Sound Gateway Program - SR 167 & SR 509



- Completing the Gateway Program provides more direct links from the state's largest ports to the distribution centers in the region and to Eastern Washington
- Provides direct access to Seattle-Tacoma International Airport from the south for both passenger and air cargo
- Supports community and economic development

# SR 509 History



# SR 167 History

# Legislative Direction

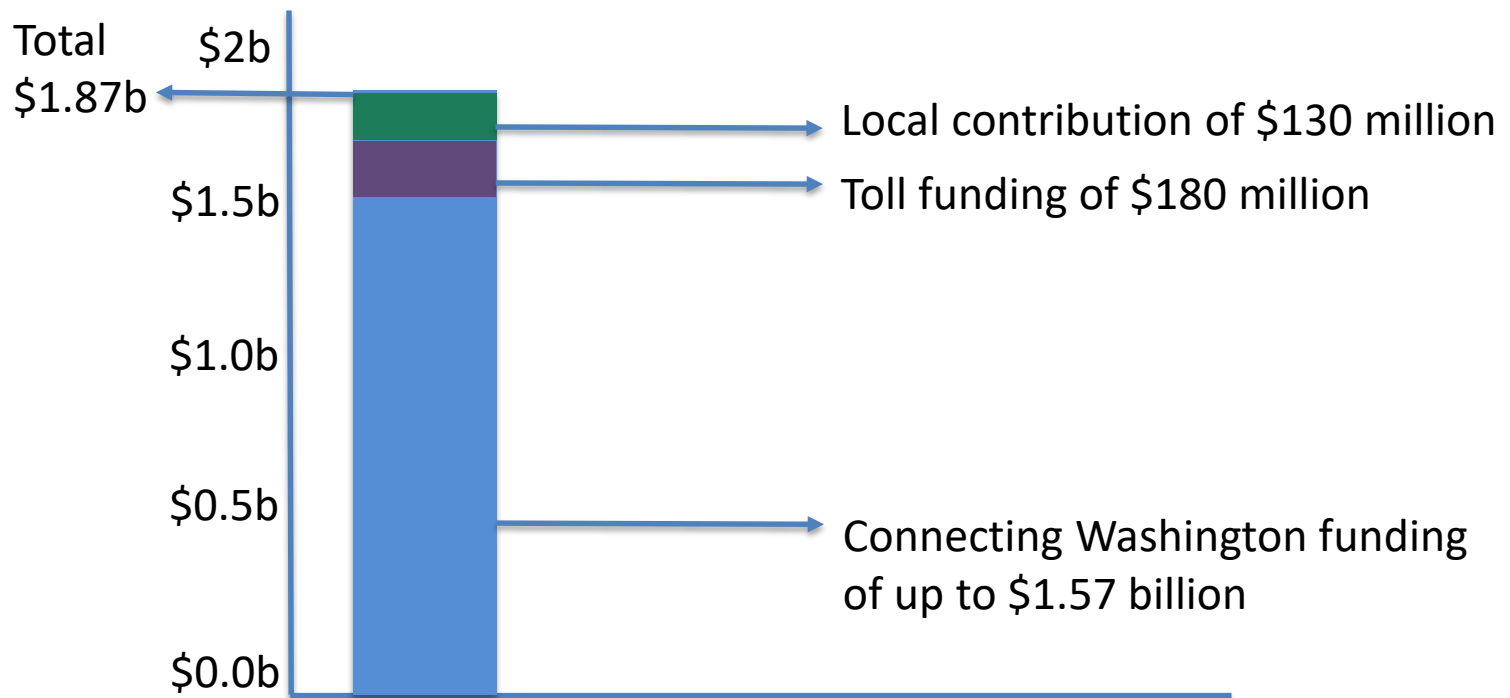
*In making budget allocations to the Puget Sound Gateway project, **the department shall implement the project's construction as a single corridor investment.***

*The department shall develop a coordinated corridor construction and implementation plan for SR 167 and SR 509 in collaboration with affected stakeholders.*

*Specific funding allocations must be based on where and when specific project segments are ready for construction to move forward and investments can be best optimized for timely project completion. Emphasis must be placed on avoiding gaps in fund expenditures for either project.*

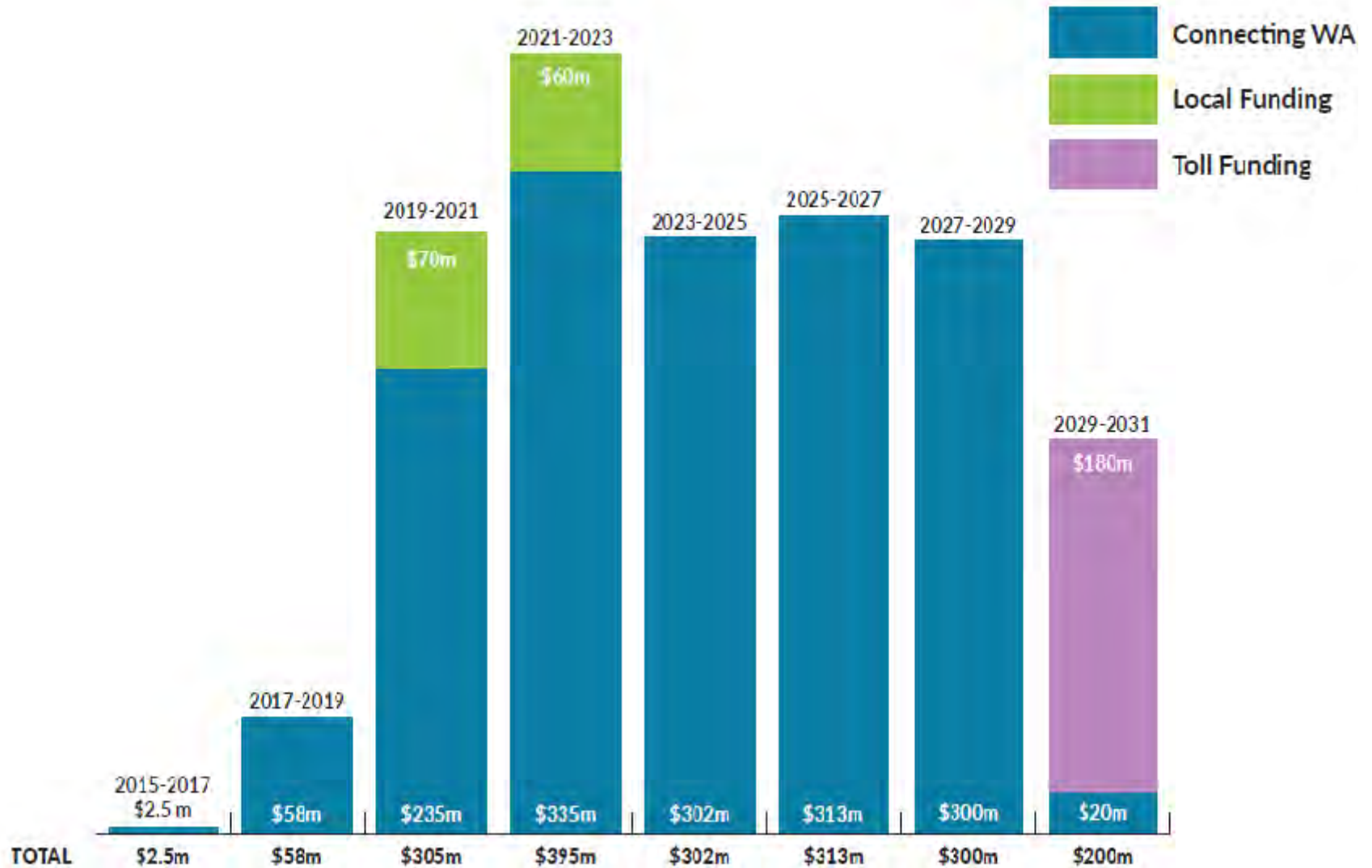
# Puget Sound Gateway Program

Total funding is \$1.87 billion; this amount assumes \$310 million local match and tolling funding.

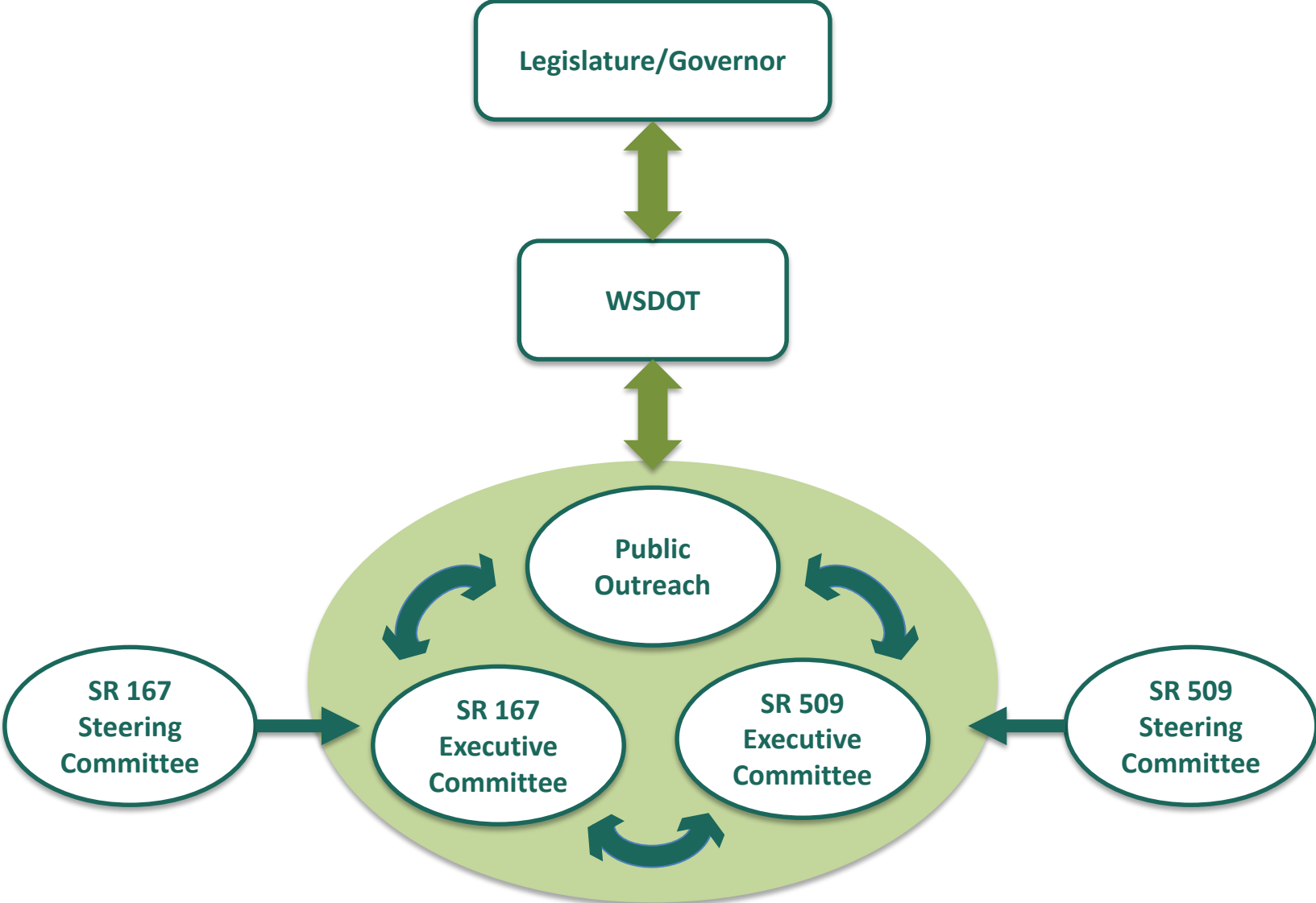


# Puget Sound Gateway Funding

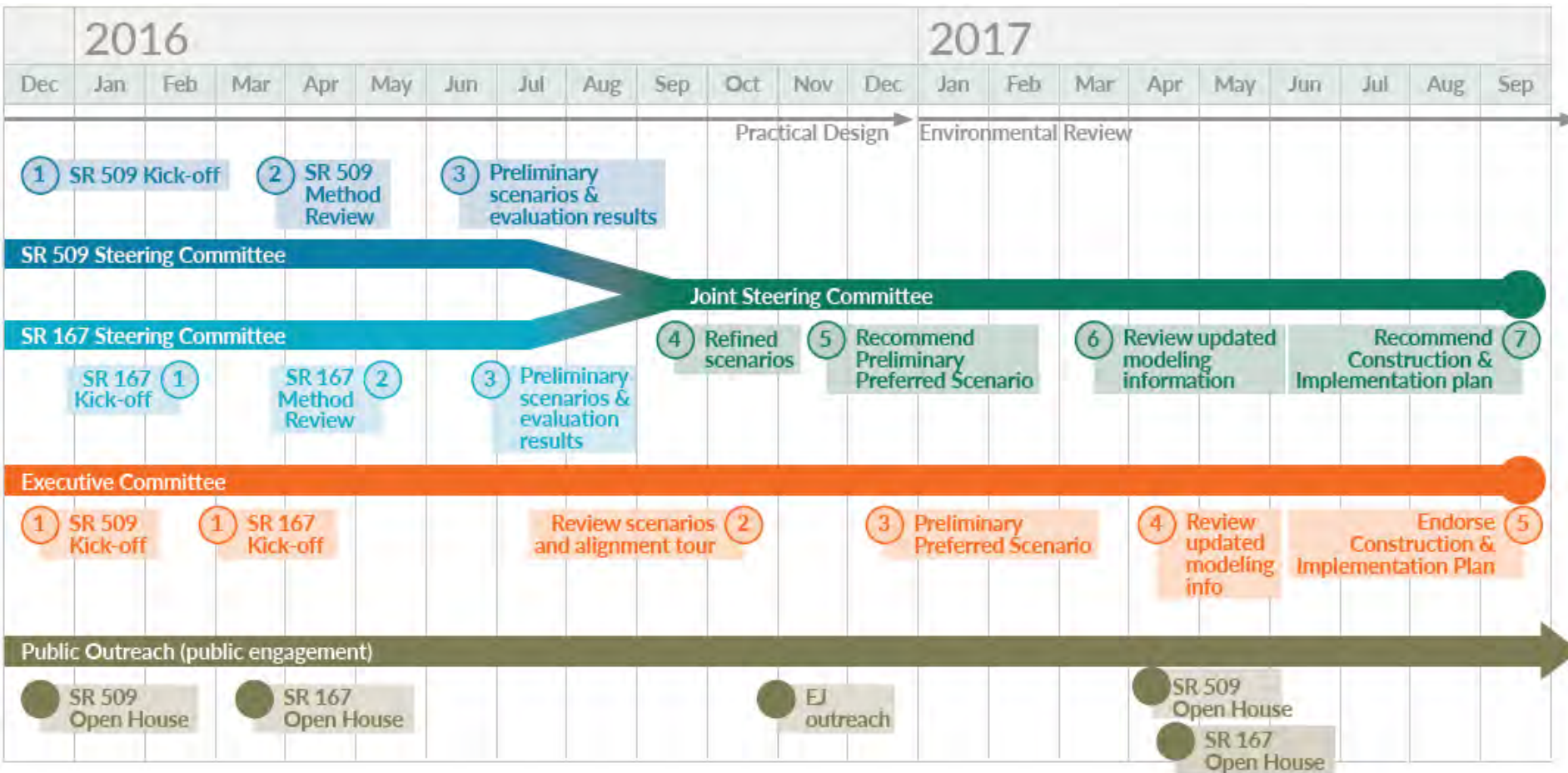
as enacted by 2015 Legislature



# Puget Sound Gateway Process



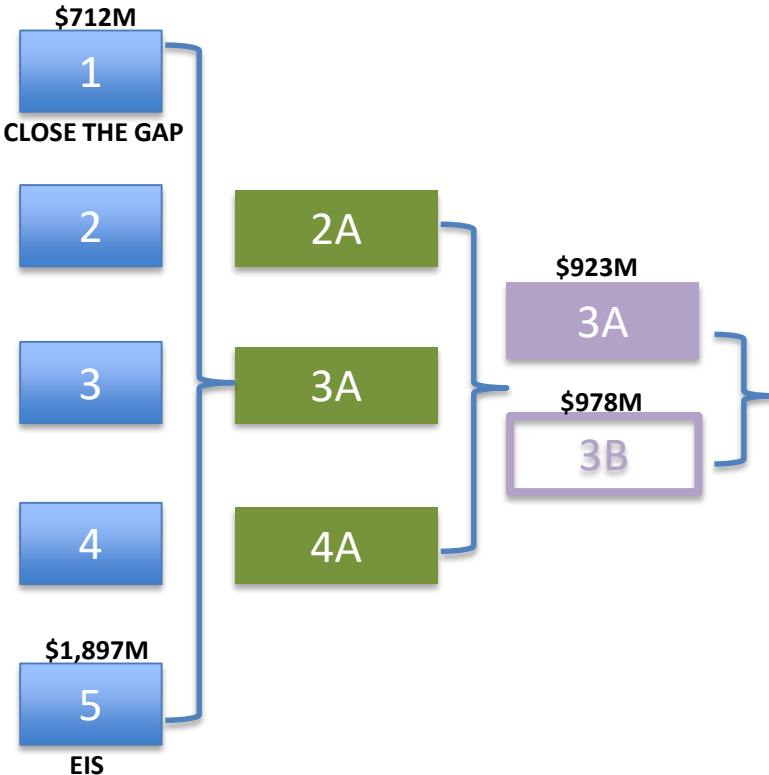
# Steering and Executive Committee Meetings



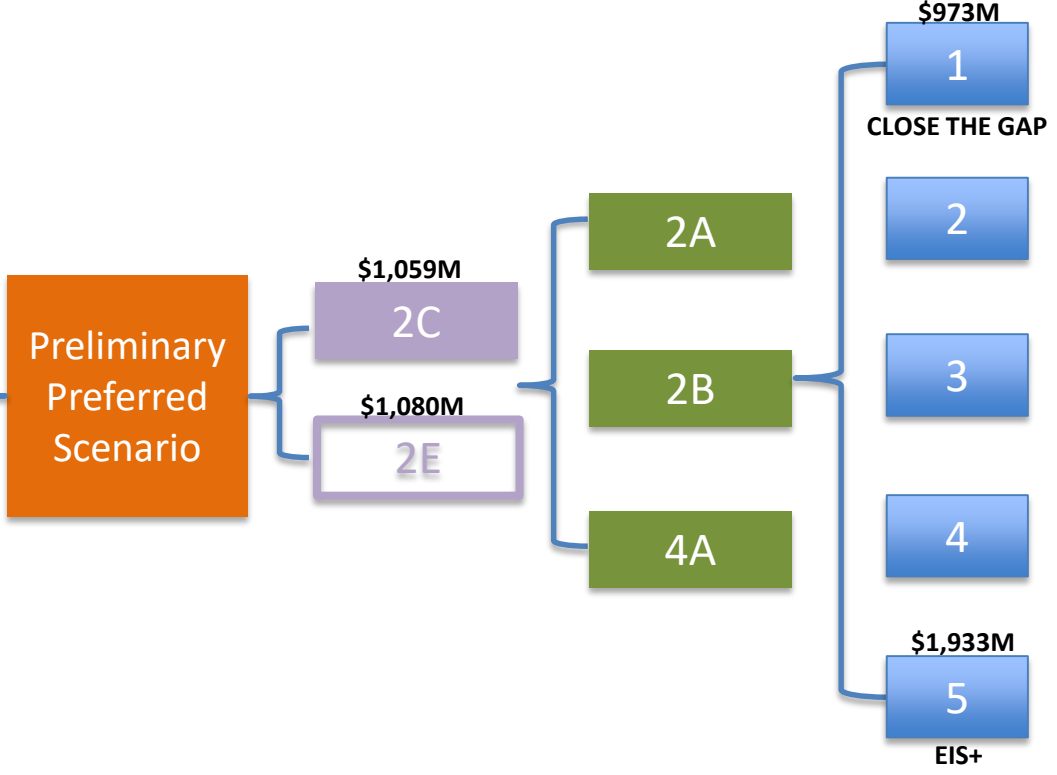


# Scenario Refinement Process

## SR 509 Process



## SR 167 Process



Preliminary Preferred Scenario

# SR 167 Overview

- Completing State Route 167 provides a more direct link from the Port of Tacoma to the distribution centers in the region and to Eastern Washington, thus improving economic vitality
- Relieves congestion on local streets & improves safety
- Supports local & regional comprehensive planning
- Improves system continuity & regional mobility



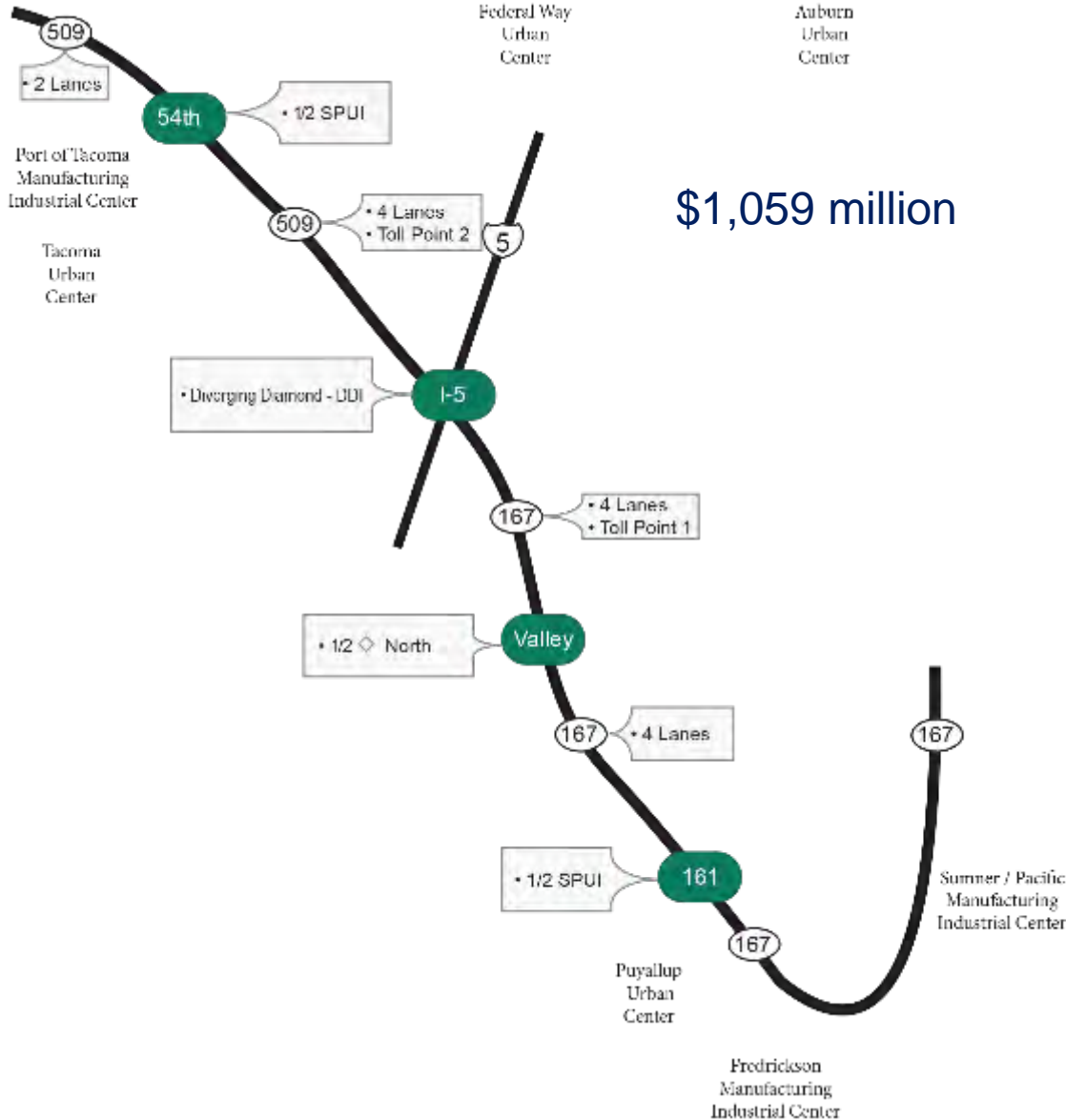
# Scenario 2C: Full Connectivity at I-5 with Split Diamond Interchange at Valley Avenue and Meridian Avenue



# Scenario 2E: Full Connectivity at I-5 and Meridian with Half Diamond at Valley



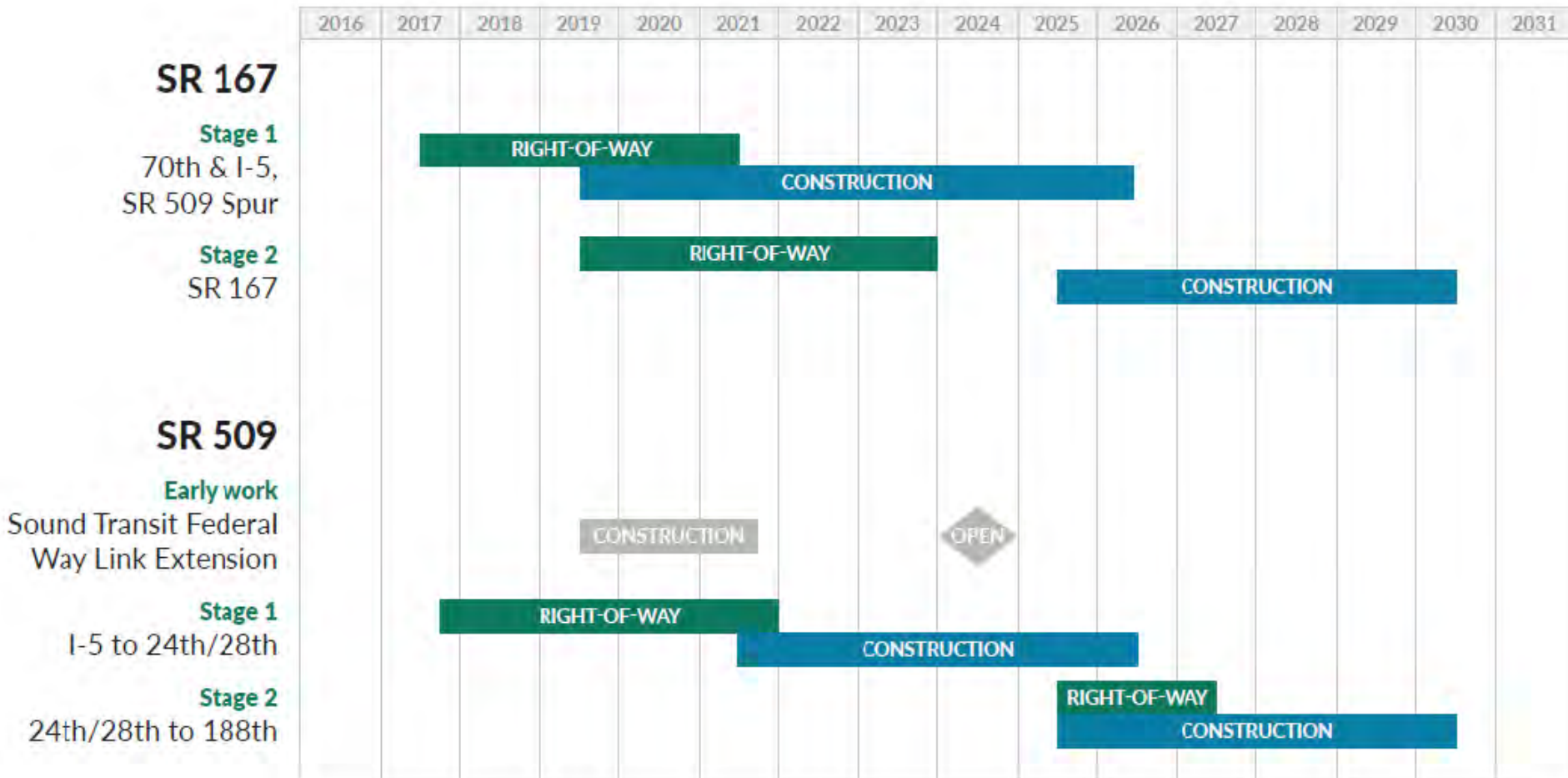
# SR 167: Scenario 2C



# Diverging Diamond Interchange (DDI)



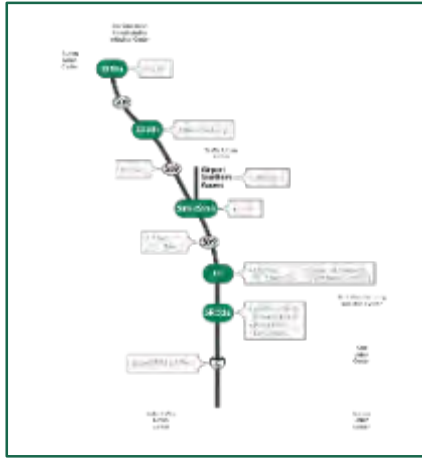
# Preliminary Gateway Construction Staging within Phase 1



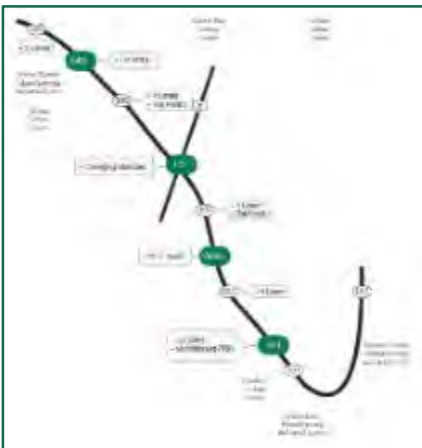
# Gateway Phasing

## Preliminary Preferred Scenario

### PHASE 1 (to 2031)



**SR 509: 3A**  
**\$923m**



**SR 167: 2C**  
**\$1,059m**

### PHASE 2 (future)

#### Local Access

- 188<sup>th</sup> Interchange (south half)
- 200<sup>th</sup> Interchange
- South Access Expressway
- Valley Interchange (east half)
- Meridian Interchange (west half)

#### I-5

- 272<sup>nd</sup> to SR 516 NB auxiliary lane
- SR 516 to SR 509 NB collector/distributor lanes
- SR 516 to 272<sup>nd</sup> SB second auxiliary lane
- 272<sup>nd</sup> to 320<sup>th</sup> SB auxiliary lane
- SR 167 – SR 18 NB auxiliary lane

#### HOV

- SR 509 HOV (fifth and sixth lanes)
- SR 509 HOV Direct Access Ramps
- SR 167 HOV (fifth and sixth lanes)
- SR 167 HOV Direct Access Ramps

Connect WA  
\$1,565m

Toll  
\$180m

Local  
\$130m

FASTLANE  
\$114m



# Next Steps

In the next year, we will:

- Continue to meet with the community and stakeholders to refine the project design
- Reach out to impacted property owners and continue the right of way acquisition process
- Complete environmental re-evaluation of the project
- Develop the construction and implementation plan

## More information:

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