

SR 167, SR 509 and I-5 Puget Sound Gateway Project

What is the SR 167, SR 509 and I-5 Puget Sound Gateway Project?

The SR 167, SR 509 and I-5 Puget Sound Gateway Project would relieve traffic congestion and improve freight mobility by completing the long-planned SR 167 and SR 509 corridor connections to I-5. The Gateway project is key to enhancing the state's economic competitiveness, both nationally and globally, by connecting the state's largest ports to key distribution centers in King and Pierce counties and to Eastern Washington.

The benefits of completing the SR 167 and SR 509 Gateway project:

- Improves regional mobility and relieves congestion on local roads and highways by providing new, more efficient travel options.
- Improves freight connections between the ports of Seattle and Tacoma and I-5, allowing freight to move more efficiently and economically.
- Supports regional job growth and economic growth at the state's two largest ports.
- Provides direct access to Sea-Tac International Airport from the south, better connecting the regional airport hub to I-5 and facilitating movement of air cargo to and from major distribution centers.
- Adds capacity and improves HOV/transit and overall highway performance through an I-5 express toll lane system.
- Restores fish passages in partnership with local cities, enhances surface water quality and improves stream habitat connecting to Puget Sound.



View larger version of [map](#).

SR 509 and SR 167 History and Progress

For the past two decades there have been ongoing efforts to complete the SR 167 and SR 509 connections to I-5. Over the years, WSDOT has continued moving the corridor completion projects forward through environmental approvals, acquiring right of way and working on preliminary design.

In 2010, WSDOT completed toll feasibility studies for [SR 167](#) and [SR 509](#) which showed tolling could help raise revenue to fund the projects while also managing traffic volumes and creating an opportunity to phase construction. Further studies and traffic forecasts have reinforced that tolling is a key component to completing these critical corridors.

Tolling would provide an opportunity for phased construction of the project and allow capacity to be added strategically over time to meet the needs of corridors users and accommodate regional traffic growth in the future. Combining SR 167 and SR 509 into one project also provides opportunity for revenue sharing from an I-5 express toll lane system.

SR 167 Phase 1 of the Gateway Project

- Build one lane in each direction between SR 161 (Meridian Street) and Valley Avenue and build a second lane in each direction between Valley Avenue and 54th Avenue East
- Replace Porter Way overpass
- Complete the interchange at SR 161
- Replace 70th Avenue East from 20th Street East to SR 99
- Build new interchanges:
 - SR 167 at I-5
 - To/from east at 54th Avenue East
 - To/from west at Valley Avenue
 - To/from east at Freeman Road

View a [map](#) of the SR 167 Phase 1 improvements.

SR 509 Phase 1 of the Gateway Project

- Build one lane in each direction between South 188th Street and 28th/24th avenues south
- Add second lane in each direction between I-5 and 28th/24th avenues south
- Add truck climbing lanes in each direction as needed where steep grades exist
- Complete the interchange at South 188th Street and SR 509
- Replace the interchange at SR 516 to include new I-5 collector-distributor lanes between SR 509 and SR 516
- Build a new southbound I-5 lane between SR 516 and South 272nd Street
- Build new interchanges:
 - SR 509 and I-5
 - To/from the east at 28th and 24th avenues south
 - To South 231st Way and the Kent Valley

View a [map](#) of the SR 509 Phase 1 improvements.

I-5 Express Toll Lanes

- Phase 1 of the Gateway project proposes converting the existing I-5 HOV lanes to express toll lanes between I-90 and SR 16

Project Timeline

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

If funding were received in the 2013 transportation budget, it would allow us to complete these items and be ready to begin construction of Phase 1 in 2016.

The End Result

The ultimate goal is to construct the full Gateway vision for both corridors which includes two lanes in each direction on both SR 509 and SR 167 and completing all planned interchanges. The Gateway vision builds upon the initial investments from Phase 1, allowing capacity to be strategically added over time in order to meet the needs of corridor users and support regional growth.