

## Project Information Summary

### SR 167 Extension, Puyallup to SR 509)

July 25, 2011



#### Project Genesis and History

Planning for the lower Puyallup Valley section of State Route 167 began more than 50 years ago when freeway corridors for I-5, SR 167, SR 410, and SR 512 were proposed. The general freeway and interchange locations for SR 167 between North Puyallup and I-5 at the Port of Tacoma Road interchange were determined in the 1950s. In the early 1960s, the I-5/Port of Tacoma Road interchange was constructed to provide a future connection to SR 167. Soon after, planning and design studies for the SR 167 corridor were begun. A route hearing was held in June 1966, and a design report was issued in 1968. While studies were underway for the Puyallup to I-5 section of the SR 167 freeway, other sections of this freeway system were also being studied. These sections were eventually constructed and by the late 1980s the SR 167 freeway from I-405 in Renton south to Puyallup was complete as a four-lane facility. The non-freeway portion of SR 167 continued from the city of Puyallup on existing urban arterials to I-5 (North Meridian and River Road).

Further study of the section between the city of Puyallup and I-5 was halted in the early 1970s. A primary reason for the delay was uncertainty over ownership of some of the proposed right of way within the Puyallup Indian Reservation. In 1989, the Puyallup Tribe of Indians agreed to relinquish major land claims, which had included areas within Pierce County and the Port of Tacoma. This agreement, which included tidelands and riverbeds, enabled the SR 167 project go forward by removing the uncertainty of ownership that had existed over much of the study area.

In September 1988, the Cascade Corridor Task Force (of the Economic Development Board for Tacoma-Pierce County) issued a report outlining the potential development of a 15,000 acre area that included the north side of the Puyallup River from the Port of Tacoma to the White River. Among the report's recommendations for land use and transportation planning was the completion of SR 167 to I-5 in the vicinity of Fife. Subsequently, funds were made available by the legislature in March 1990, and the department initiated the analysis in April 1990. The Tier I EIS evaluated different corridor options and ultimately selected a preferred corridor in 1999. The Tier II EIS evaluated the roadway alignment and interchange configurations and ultimately selected a preferred alternative and developed specific mitigation measures for unavoidable impacts in 2007.

The bulk of the effort to date has been focused on early right of way acquisition. Approximately 70% of the needed right of way in the corridor has been purchased, 103 properties to date. The project is waiting for additional funding for preliminary engineering, right of way, and construction.

### **Purpose and Need**

The purpose of the proposed project is to improve regional mobility of the transportation system to serve multimodal local and port freight movement and passenger movement between (1) the Puyallup termini of SR 167, SR 410, and SR 512 and (2) the I-5 corridor, the new SR 509 freeway, and the Port of Tacoma. Furthermore, the project is intended to reduce congestion and improve safety on the arterials and intersections in the study area, provide improved system continuity between the SR 167 corridor and I-5, and maintain or improve air quality in the corridor to ensure compliance with the current State Implementation Plan (SIP) and all requirements of the Clean Air Act (CAA).

There are a number of problems associated with the non-freeway segment of SR 167 between the terminus of the freeway segment in the Puyallup area to the I-5 corridor, Port of Tacoma and Fife. The non-freeway segment, which is an incomplete part of the planned north Pierce County freeway system, is on surface streets and includes a circuitous route through Puyallup via North Meridian and River Road and a major truck route through Fife via Valley Avenue and 54th Avenue East. Several intersections along these routes operate at over-capacity conditions during peak periods resulting in traffic backups and delays. Accident ratios on the non-freeway segment of SR 167 are 20 to 70 percent higher than statewide averages for similar highways. Truck use in residential areas and poor intersection layout exacerbate the safety problem. There are additional problems where local streets and arterials are used to transport freight to and from the Port of Tacoma, the Green River Valley, and I-90.

### **Project Mileposts**

SR 167 MP 1.70 to MP 5.26, and SR 509 Spur MP 0.0 to MP 2.49

### **Construction Requirements**

This project includes approximately four miles of new six-lane freeway (two general purpose lanes and one HOV lane in each direction) from Puyallup west to I-5, and approximately two miles of four-

lane freeway (two general purpose lanes in each direction) from SR 509 east to I-5. There are five interchange locations: one with Interstate 5, two with other state routes, and two with major local arterials. The entire freeway will be elevated on embankment since it is located in the bottom of the Puyallup River valley, and therefore there will be numerous bridges to cross over local streets, the Union Pacific Railroad, Interstate 5, SR 99, and a few water bodies. The project also includes truck weigh stations, two park and ride lots, and a large riparian restoration program along Hylebos Creek and tributaries.

### **Concept of Operations**

A Tolling Feasibility Study was completed in 2010 for this project and concluded that tolling was viable and could generate between \$250-\$500 million. A Comprehensive Tolling Study is underway and due to be completed in January 2012.

### **Status of Planning and Environmental Approvals**

Record of Decision issued on the EIS in 2007

### **Status of Right of Way Acquisition**

Approximately 70% of the corridor right of way needs purchased.

### **Is the project included in a TIP or STIP?**

The project is not currently in the STIP. It has been in the STIP for PE and ROW in the past, up to 2010. We are currently in the 2011-14 STIP time window which means only projects with start dates within this time frame should be included. We won't be adding this project until the 2015-19 STIP, unless it is funded sooner.

### **Planning and Engineering Studies Performed to Date**

Major Investment Study, Tier I EIS, Tier II EIS

### **Funding context**

Nickel: \$63.3 million

TPA: \$70 million

Other State Funds: \$5.5 million

Federal Funds: \$21 million

Local Funds: \$485,792

TOTAL: \$160 million.

### **Key Stakeholders**

Port of Tacoma

Pierce County

Pierce Transit

City of Fife

City of Tacoma

City of Milton

City of Edgewood

City of Puyallup

City of Sumner

Puget Sound Regional Council

FHWA

Puyallup Tribe of Indians

**Political context including public interest and the perceptions of key stakeholders**

Highest priority unfunded transportation project in Pierce County.

**Cost estimates**

These are 90<sup>th</sup> percentile numbers from the 2008 CEVP with the assumed start and end dates shown:

PE = \$120 million, April 2008 to November 2018

ROW = \$175 million\*, April 2008 to October 2014

CN = \$1,512 million, December 2012 to August 2021

\*The original number from the 2008 CEVP was \$320 million, however, we have purchased a significant amount of property since that time and we believe that a more accurate number is the \$175 million.

**Self supporting revenue forecasts or information**

As mentioned above, a Tolling Feasibility Study was completed in 2010 for this project and concluded that tolling was viable and could generate between \$250-\$500 million. A Comprehensive Tolling Study is underway and due to be completed in January 2012.

**Project Web Site**

<http://www.wsdot.wa.gov/Projects/SR167/TacomaToEdgewood/default.htm>