PSRC 2022-2025 National Highway Freight Program (NHFP) Candidate Project List (2/4/2022) - DRAFT

Sponsor	Project Name	Location (Facility Name)	Project Start	Project End	Jurisdiction of Project Location	County	Project Length	Project Description	Total Project Cost	Phase of Funding Request	Total Phase Cost	NHFP Request I
Fife	54th Avenue East/Interstate 5 Interchange	I-5, Exit 137	Pacificy Hwy	20th St on southside of freeway at 51st Ave.	Fife	Pierce	1 mile	This project will rebuild the western (southern) half of the interchange and maintain the eastern (northern) half. The project also includes a new bridge over I-5 at Frank Albert Rd. and a new pedestrian bridge over I-5 at 54th Ave. The project will better distribute traffic volumes by providing two locations to enter and exit both northbound and southbound I-5. The interchange is one of the main access points to the Port of Tacoma from the freeway. The project can be split into as many as 6 phases.	$ 112,000,000	PE	$ 4,400,000	$ 4,400,000
Northwest Seaport Alliance	Terminal 5 Gate Complex	Terminal 5 is located at 2701 26th Ave SW, Seattle, WA 98106	N/A	N/A	Seattle	King	N/A	New inbound truck gate infrastructure further away from the Terminal 5 entrance, creating additional on-terminal queueing capacity for around 100 trucks, which doubles the current queuing area. Twelve inbound gate lanes with the communications infrastructure and scanning equipment necessary to process inbound trucks—the collected data will automatically populate the terminal operating system. Eight new scales, and the infrastructure to support four more scales, will be deployed. New restrooms for truckers. All associated utilities and stormwater infrastructure to support improvements. Striping for a new "Trouble Area" outside the queuing area for trucks without adequate credentials, to prevent backups in the queue. Benefits to freight include ability to turn more trucks faster, reduced truck queuing on public roads, increased safety and fewer accidents, lower risk of impacts on river cargo.	$ 13,480,000	CN	$ 11,825,000	$ 1,750,000
Pierce County	Canyon Rd E – Asphalt Overlay	Canyon Rd E	138th St E	116th St E	Pierce County	Pierce	1.41 mile	This project improves the state of good repair of one of Pierce County's busiest freight routes, Canyon Rd. E., with an asphalt overlay. The project also ensures overall safety of the corridor by providing ADA ramp retrofits which protect vulnerable transportation users on this busy corridor. The six-lane corridor is a T1 freight route with an ADT of 55,650, including 7,400 freight vehicles, which connects the Frederickson Manufacturing Industrial Center to SR 512 and key freight infrastructure beyond. In 2018 the Pavement Condition Index (PCI) had a weighted average of 73.34 within the project limits, with scores ranging from 41 to 82. A timely overlay and associated improvements will ensure that the facility continues to serve the region's freight mobility needs at the lowest possible cost while supporting the economic vitality of the region.	$ 2,994,000	CN	$ 2,647,000	$ 1,000,000
Port of Everett	Bulkhead Segment E Replacement	1600 Block of West Marine View Drive (Highway 529)	N/A	N/A	Everett	Snohomish	170 feet	This project rebuilds the aging and decaying bulkhead that is supporting the southbound lanes of SR 529/West Marine View Drive (FGTS T-3 Corridor.) The work will cover the installation of 170-feet of new bulkhead wall (namely a cantilever wall with Z-sheet piles) to maintain the structural integrity of SR 529. This stretch of SR 529 is critical to the ingress and egress of Naval Station Everett and the Port of Everett as SR 529 is the only access to both locations. This new bulkhead wall will be placed slightly waterward of the aged existing two-step timber wall with new fill placed in this space to provide further bracing. The uplands directly behind the new wall will be strengthened with ground improvements to densify the soils and meet current liquefaction building standards. The existing wooden wharf that is over the bulkhead will be replaced with a new wharf facility. Additionally, there will be sidewalk and adjacent landscape repairs. This project is necessary to ensure reliable access to the Port of Everett, Everett Community College's ORCA program, numerous commercial entities, the recreational waterfront in Everett and the U.S. Naval Base. Construction is expected to be completed in 2024.	$ 5,600,000	CN	not provided	$ 385,000
Seattle	East Marginal Way Corridor Improvement Project – Central Segment	East Marginal Way S	S Spokane Street	S Diagonal Street	Seattle	King	0.6 mile	The project will improve freight flow on East Marginal Way S between S Spokane St and Duwamish Ave S by reconstructing the surface street to Heavy Haul standards, improving turning radii for truck movements, improving wayfinding and lighting to make it easier to navigate the area, and upgrading ITS connections.	$ 6,900,000	CN	$ 6,000,000	$ 4,800,000
SeaTac	Relocation of WB SR 518 Off-Ramp from SR 99 to 32nd Avenue South Vicinity	West-bound SR 518 off-ramp to South 154th Street	existing two-lane collector/distributor road at the south end	South 154th Street	SeaTac	King	600 feet	As one drives westbound on SR 518 approaching International Boulevard/SR 99, they can exit onto the following three options: 1) an off-ramp to South 154th Street, 2) an off-ramp to southbound International Blvd/SR 99, or 3) continue on the two-lane collector/distributor road and enter the North Airport Expressway (NAE), which provides access to Seattle-Tacoma International Airport. This project would relocate the portion of the off-ramp that exits onto South 154th Street. The project would shift the ramp terminus west, from its current location to align it with the existing intersection of South 154th Street and 32nd Avenue South. This would create a four-way intersection and safer conditions for all traffic to access South 154th Street. In conjunction with this project, the City of SeaTac would install a signal system at the intersection, providing a controlled intersection. These improvements would benefit freight transport by improving the last-mile journey of trucks heading to the air cargo facilities concentrated at the north end of the airport campus. Currently trucks exiting to South 154th Street must yield to oncoming traffic when turning left at the "T" intersection with stop control only at the ramp terminus. Shifting the ramp terminus to the existing South 154th Street and 32nd Avenue South intersection, with the addition of a signal system, will provide trucks a controlled environment and dedicated signal phase to make left turns on their journey to the air cargo facilities. While trucks currently have the alternative option of using the off-ramp to southbound International Boulevard and then South 160th Street to access the air cargo facilities, the Port of Seattle plans to build a significant new cargo facility at the intersection of South 152nd Street and 24th Avenue South , which will generate many new truck trips. The off-ramp to South 154th Street will provide the most direct connection to this facility.	$20,000,000 - $29,000,000	ROW	$2,000,000 - $3,000,000	$2,000,000 - $3,000,000
Sumner	Stewart Road Corridor Completion: Whi	Steward Road	Butte Ave E	140th Ave Ct E	Sumner	Pierce	0.2 mile	This project replaces the existing two lane bridge over the White River at Stewart Road. The existing bridge will be removed. The new bridge will accommodate four lanes of traffic and a separated shared use path on the north side of the roadway. Adjacent intersections at Butte Avenue and 140th Street Court East will be modified to accommodate the new roadway grade and lane configurations. This final 0.2-mile long widening project completes the 2.7-mile corridor widening of Stewart Road between SR 167 and Sumner-Tapps Parkway. Built in the 1950s when the area was rural, Stewart Road is now one of the main freight and commuter routes for Sumner, Pacific and Auburn's Lakeland Hills area. This T1-Freight Route (truck percentage 15.2%) is routinely congested because of the bottleneck created by the narrow 2-lane bridge with no pedestrian facilities. Plus, it is the gateway to the last remaining land available for major industrial development in the Puget Sound region. This project is greatly needed to increase regional jobs and economic growth. It benefits the local community of Lakeland Hills (City of Auburn) and separates freight and other vehicle traffic from the major regional trail system. Over 3 million square feet of new freight-focused industrial buildings is being constructed east of this project, but those development opportunities are constrained by the existing functionally obsolete bridge.	$ 30,000,000	CN	$ 25,000,000	$ 7,000,000
Tukwila	42nd Ave S Bridge Replacement	42nd Ave S Bridge	Interurban Ave S	Northern end of bridge	Tukwila	King	0.1 mile	The 42nd Ave S Bridge, built in 1949, was designed to last 50 years; it has exceeded its design life by over 20 years and needs to be replaced. In April 2017, the bridge received a sufficiency rating of 7.56 out of 100 and is considered structurally and seismically deficient. This low sufficiency rating resulted in vehicle load restrictions, reduced speed limits of 15 miles per hour, and limited passage of one truck at a time; regulations that were implemented to reduce structural impacts and increase safety until the bridge can be replaced. Due to a vehicular strike to the bridge on December 15, 2021, the sufficiency rating dropped further to a 6.00, and increased restrictions have been imposed. At this point, the bridge is not effectively supporting the capacity and load requirements needed to be efficient, and its poor structural integrity makes it a hazard. If one or more of the beams are impacted by a large seismic event or another vehicle collision, it could cause the bridge to collapse into the river. The 42nd Ave South bridge is a critical link in the freight network on a local scale and regional scale as goods and products are shipped and moved cross country to freight hubs. The bridge serves approximately 3,000 freight vehicles daily. Railroad tracks owned by BNSF and Union Pacific (UP) railroads run through Tukwila. These rail networks carry international and domestic cargo to inland markets, serve the Port of Seattle to the north and the Port of Tacoma to the south. The 42nd Ave South bridge also connects the BNSF intermodal rail yard, which is a Manufacturing and Industrial Center (MIC), to other MICs throughout the region. Further restrictions or failure of the bridge would be a major detriment to freight movement and have significant economic impacts to the region.	$ 21,529,000	CN	$ 19,150,000	$ 2,000,000