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Chapter 9: Freight Element

Last Revised 4/03/13

Table 9-1 Freight Master Plan Projects

Map ID ¹	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ²
High Priority Needs							
A	High	C	Hwy 224 & Hwy 99E Refinement Plan	Conduct refinement study that focuses on minimizing barrier effect and improving auto and freight mobility.	Hwy 99E Project Limits: Tacoma St to 17 th Ave	Hwy 224 Project Limits: Hwy 99E to Lake Rd Interchange	\$250
E	High	C	Harrison Street Railroad Crossing Separation	Upgrade Harrison crossing of Union Pacific Railroad tracks to grade-separated facility. Assess as part of Hwy 224 & Hwy 99E Refinement Plan.	Location specific	Location specific	\$28,000
F	High	C	Hwy 224 Intersection Improvements at 37 th Avenue	Consolidate the two northern legs of 37 th Ave and International Way into one leg at Hwy 224.	Location specific	Location specific	\$1,946
Medium Priority Projects							
C	Med	C	Intersection Improvements at Main Street and Mailwell Drive	Upgrade intersection turning radii to better accommodate freight movements.	Location specific	Location specific	\$50
H	Med	C	Railroad Crossing Improvements at 21 st and Adams	Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes.	Location specific	Location specific	\$50
H	Med	C	Railroad Crossing Improvements at Washington	Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes.	Location specific	Location specific	\$50
H	Med	C	Railroad Crossing Improvements at Monroe	Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes.	Location specific	Location specific	\$50
H	Med	C	Railroad Crossing Improvements at Harrison	Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes.	Location specific	Location specific	\$50
H	Med	C	Railroad Crossing Improvements at Oak	Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes.	Location specific	Location specific	\$50

¹ See Figure 9-1.

² Project costs are in 2007 dollars. Future costs may be more due to inflation. Costing details can be found in the Technical Appendix. In the case of operational projects, estimated costs are for the entire 22-year planning period.

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Map ID ¹	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ²
Low Priority Needs							
B	Low	C	Hwy 224 Intersection Improvements at 17 th <u>Avenue</u>	Upgrade intersection turning radii to better accommodate freight movements.	Location specific	Location specific	\$50
D	Low	C	Intersection Improvements at Mailwell <u>Drive</u> and Omark <u>Drive</u>	Upgrade intersection turning radii to better accommodate freight movements.	Location specific	Location specific	\$50
G	Low	C	Harmony Road Grade Separation and Realignment at Linwood Avenue	Grade separate Harmony Road from Union Pacific Railroad and align as a through east-west movement. Outcome of alignment and geometry is dependant upon the Harmony Road Environmental Assessment project (scheduled for completion Fall 2008).	Location specific	Location specific	\$28,000
H	Low	C	Railroad Crossing Improvements at 37 th <u>Avenue</u>	Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes. <u>Improve road transition to railroad crossing.</u>	Location specific	Location specific	<u>\$500</u>

Notes:

C = Capital Project High = High priority
O = Operational Project Med = Medium priority
P = Policy Project Low = Low priority



Transportation System Plan

FIGURE 9-1

FREIGHT MASTER PLAN

December 2007

LEGEND

Existing Freight Routes	Proposed Improvements
Major Regional	Intersection Improvement
Minor Preferred (Local)	Intersection Material Upgrade
Weight Restricted Minor Preferred (Local)	Corridor Refinement Plan
Minor Preferred Freight Route (Local)*	Minor Preferred Freight Route (Local)*
Major Roads	County Line
Streets	Parks
Railroad	Water
Springwater Trail	City Limits
Kellogg Creek Trail	

*Upon adoption of this document, the functional classification for SE International Way will be upgraded to Minor Preferred Freight Route (Local).

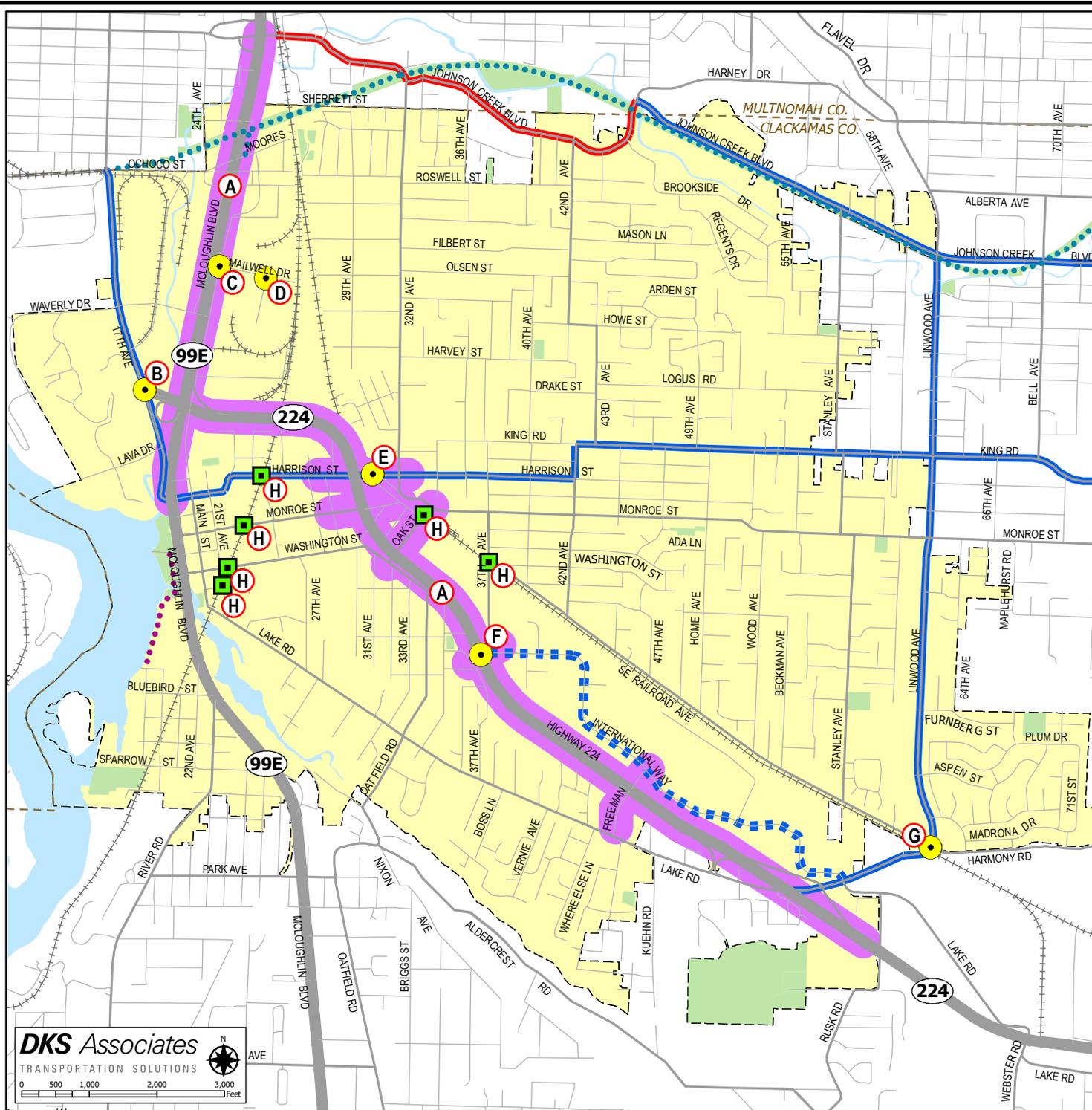
PROPOSED PROJECTS

Improve Corridor

- A** Conduct Refinement Plan for HWY 99E/HWY 224 focused on motor vehicle and freight mobility.
 - HWY 99E Project Limits: Tacoma St to 17th Ave
 - HWY 224 Project Limits: HWY 99E to Lake Rd Interchange

Improve Intersection

- B** **17th Ave/HWY 224**
Upgrade intersection turning radii to better accommodate freight movements
- C** **Main St/Mailwell Dr**
Upgrade intersection turning radii to better accommodate freight movements
- D** **Mailwell Dr/Omark Dr**
Upgrade intersection turning radii to better accommodate freight movements
- E** **Harrison St/Union Pacific Railroad Crossing**
Upgrade crossing to grade separated facility (outcome of crossing dependant upon 99E/224 Refinement Plan findings)
- F** **HWY 224/37th Ave**
Consolidate two northern legs of 37th Ave and Industrial Way into one leg at HWY 224.
- G** **Harmony Rd/Union Pacific Railroad Crossing**
Upgrade crossing to grade separated facility (outcome of crossing dependant upon Harmony Rd Project findings)
- H** **At-grade Railroad Crossing Material Upgrades**
Upgrade crossing paving material to concrete or rubberized material for longevity of paving at: Harrison St, Monroe St, Washington St, Adams St, Oak St, and 37th Ave



DKS Associates
TRANSPORTATION SOLUTIONS

0 500 1,000 2,000 3,000 Feet