

= Interstate 705 =

Interstate 705 (abbreviated I @-@ 705 , also known as the Tacoma Spur) is a short Interstate Highway spur route of Interstate 5 located entirely within Tacoma , Pierce , Washington , United States . I @-@ 705 serves as the connector between Interstate 5 , Downtown Tacoma , Tacoma 's waterfront , North Tacoma , and the Tacoma Dome . I @-@ 705 was the last portion of the Interstate Highway System to be constructed in Washington .

= = Route description = =

The Tacoma Spur begins as a continuation of Washington State Route 7 (SR 7) underneath I @-@ 5 in Tacoma , and has a posted speed limit of 60 miles per hour (97 km / h) for the entire length (1 @.@ 5 Miles) .

Traveling northbound as a continuation of SR 7 , the first exit is for South 26th Street , which provides access to the Tacoma Dome , the Tacoma Dome transit hub and the Tacoma Amtrak station . A single @-@ point urban interchange (SPUI) with SR 509 (South 21st Street) provides access to the University of Washington Tacoma campus , as well as the Port of Tacoma via the East 21st Street Bridge . The left two lanes of I @-@ 705 separate , providing access to A Street , as well as South 15th Street / Pacific Avenue , however travelers merging onto northbound I @-@ 705 can not access this exit . The Bridge of Glass , linking the Museum of Glass on the shorefront to downtown Tacoma , passes over I @-@ 705 as it continues north , paralleling the Thea Foss Waterway to the east , and Firemans Park to the west . A signalled at @-@ grade intersection with Stadium Way marks the end of I @-@ 705 northbound .

Traveling southbound towards I @-@ 5 , I @-@ 705 begins with on ramps from Stadium Way South and from Schuster Parkway . Passing Firemans Park on the south , traffic from South 9th Street and A Street merge onto I @-@ 705 . Traffic coming from Bates Technical College and South 13th Street join the freeway , as well as traffic from South A Street . A SPUI with SR 509 (South 21st Street) is the only exit in Tacoma , before either exiting onto I @-@ 5 southbound towards Portland , Oregon , I @-@ 5 northbound towards Seattle and Vancouver , British Columbia , or onto SR 7 .

Every year the Washington State Department of Transportation (WSDOT) conducts a series of surveys on its highways in the state to measure traffic volume . This is expressed in terms of average annual daily traffic (AADT) , which is a measure of traffic volume for any average day of the year . In 2011 , WSDOT calculated that as few as 26 @,@ 000 cars used the spur at the continuation point from SR 7 , and as many as 72 @,@ 000 cars between the onramp from I @-@ 5 and SR 509 . The entire Tacoma Spur is listed on both the WSDOT List of Highways of Statewide Significance , which marks the highway as a critical to connecting major communities in the state , and the National Highway System , a system of roads that are important to the nation 's economy , defense and mobility .

= = History = =

The Tacoma Spur was first codified into law by the Washington State Legislature in 1979 ; however due to federal budget cuts , construction on the freeway was not completed until 1990 . The highway was the last Interstate to be completed in the state of Washington . The Tacoma City Council in 1992 proposed to name the freeway Martin Luther King Way , however that name was finally applied to nearby K Street . Work on the single @-@ point urban interchange , costing \$ 29 @.@ 4 million (equivalent to \$ 48 million in 2016) , was completed in 1993 to accommodate the changes that were made to SR 509 through Tacoma .

= = Exit list = =

The entire highway is in Tacoma , Pierce County . All exits are unnumbered .

