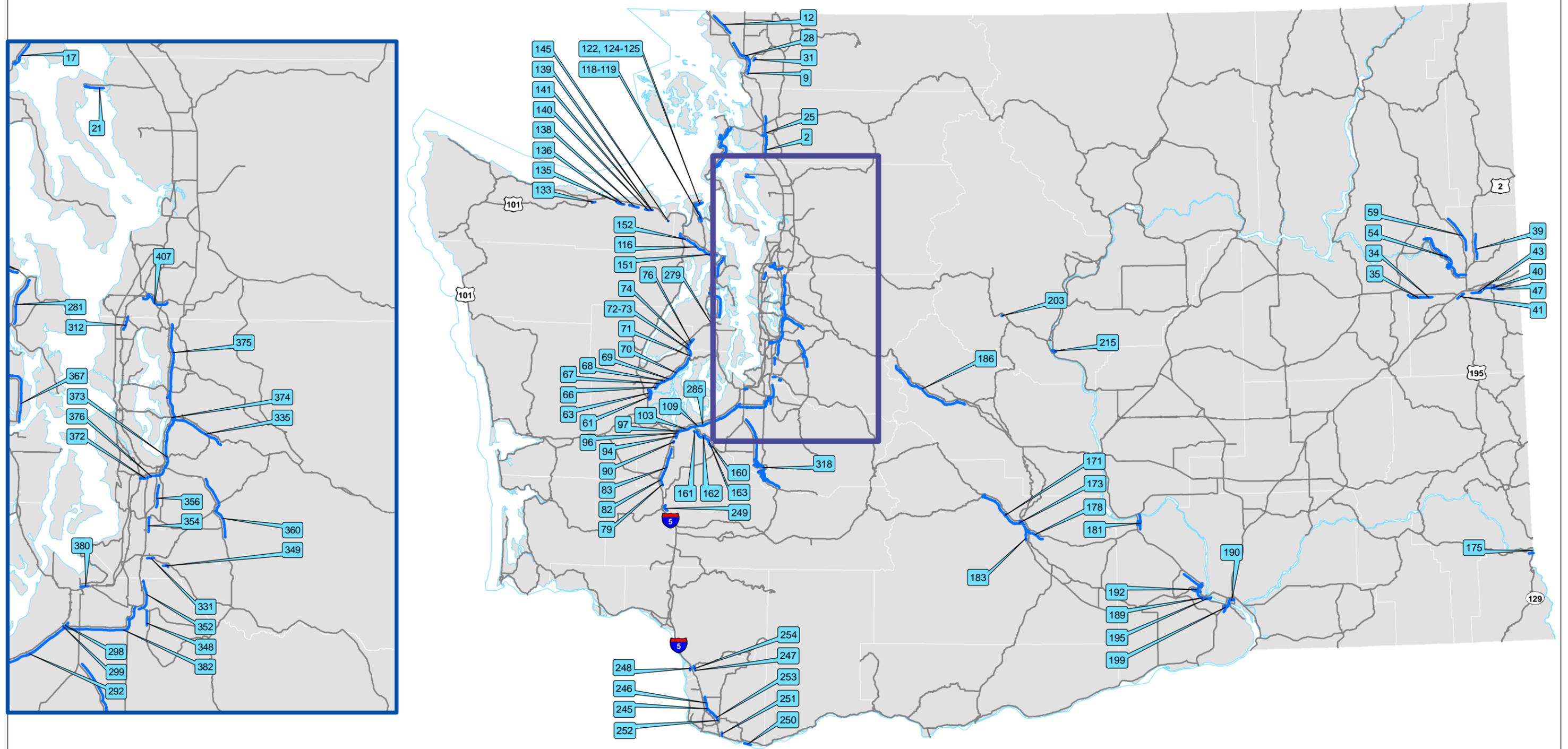


2007-2026 DRAFT Mobility Implementation Plan: Solutions



Legend
— Tier 2

Tier II Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
2	I-5	221.19 to 232.95	I-5/Old Highway 99 to Anderson Rd - Freeway Improvements	Future	\$45,000,000
	<i>Solution:</i>	Upgrade the Old Highway 99 interchange to a full-diamond interchange. Increase the freeway mainline from 4 to 6 lanes, from Old Highway 99 to Anderson Road. Add auxiliary lanes at 4 location in the corridor.			
	<i>Expected Benefits:</i>	20% reduction in accidents, 20% reduction in delay.			
9	I-5	250.87 to 262.69	I-5/ Fairhaven to Ferndale - Auxiliary Lanes and Ramp Improvements	Future	\$57,000,000
	<i>Solution:</i>	Add auxiliary lanes at six locations, along with ramp improvements at two interchanges.			
	<i>Expected Benefits:</i>	20% reduction in accidents, 20% reduction in delay.			
12	I-5	266.1 to 273.98	I-5/Birch Bay-Lynder Rd - New Interchange	Future	\$30,000,000
	<i>Solution:</i>	A re-constructed interchange at Birch Bay-Lynden Road.			
	<i>Expected Benefits:</i>	20% reduction in accidents, 10% reduction in delay.			
17	SR 20	30.05 to 47.01	SR 20/S Oak Harbor to Sharpe's Corner - Mid Term Improvements	Current	\$110,000,000
	<i>Solution:</i>	Some intersection and spot capacity improvements will be needed to address congestion/delay issues. These improvements could include signals, roundabouts, turn lanes, and auxiliary lanes. Some local street enhancements will be needed to address traffic operation problems which will arise in the future. These enhancements will allow drivers Better flow of traffic using existing facilities as much as possible. Improve local roads to reduce highway trips. Widen Deception pass bridges to improve safety for peds and auto/trucks.			
	<i>Expected Benefits:</i>	Better flow of traffic using existing facilities as much as possible.			
21	SR 532	0 to 2.91	SR 532/Sunrise Dr to County Line - Corridor Improvements (Moderate)	Current	\$15,000,000
	<i>Solution:</i>	Some intersection and spot capacity improvements will be needed to address congestion/delay issues. These improvements could include signals, roundabouts, turn lanes, and auxiliary lanes.			
	<i>Expected Benefits:</i>	Better flow of traffic using existing facilities as much as possible.			
25	SR 538	0 to 1.27	SR 538/I-5 to LaVenture Rd - Corridor Improvements (Moderate)	Future	\$60,000,000
	<i>Solution:</i>	Some intersection and spot capacity improvements will be needed to address congestion/delay issues. These improvements could include signals, roundabouts, turn lanes, and auxiliary lanes. Some local street enhancements will be needed to address traffic operation problems which will arise in the future. These enhancements will allow drivers to have a choice of routes, and will reduce the demand on the State Route. The interchange of SR 538 and I-5 will need to be improved in order to improve the efficiency of vehicle movement and processing.			
	<i>Expected Benefits:</i>	Keep traffic flowing using by maximizing the existing roadway as much as possible. Improve the interchange to eliminate the existing bottleneck (widen college to 6-lanes underneath I-5).			
28	SR 539	0 to 0.87	SR 539/I-5 to Kellogg Rd - Corridor Improvements (Moderate)	Current	\$145,000,000
	<i>Solution:</i>	Some local street enhancements will be needed to address traffic operation problems which will arise in the future. These enhancements will allow drivers to have a choice of routes, and will reduce the demand on the State Route. Reconstruction of the interchange with I-5 and widening of I-5 will be required to address mobility and traffic operation issues. Some minor widening of SR 539 will be required to alleviate mobility issues.			
	<i>Expected Benefits:</i>	Better flow of traffic using existing facilities as much as possible. Improve local roads to reduce highway trips. Improve the interchange to help traffic flow more efficiently.			
31	SR 542	1.74 to 2.79	SR 542/McLeod Rd to Britton Rd - Corridor Improvements (Moderate)	Future	\$55,000,000
	<i>Solution:</i>	Incorporating access management strategies in the corridor will help to reduce accidents and delays caused by the many driveways which exist here. Intelligent Transportation Systems (ITS) strategies will help to make the corridor more efficient by providing real-time information to drivers, as well as the traffic management center. Transportation Demand Management will help to reduce the demand of vehicles using the corridor. This solution will include new Park and Ride lots at Britton Rd, and in Nugent's Corner. Roundabout will help to improve traffic flow and safety.			
	<i>Expected Benefits:</i>	Better flow of traffic maximizing existing facilities as much as possible. Eliminating left turns out of driveway will reduce accidents.			
34	US 2	259.21 to 266.89	US 2/Fairchild Air Force Base to I-90 - Construction of Frontage and Backage Roads	Future	\$18,000,000
	<i>Solution:</i>	The construction of frontage and backage roads to remove traffic from US 2 has been proposed. These roads would be located between large trip generators and provide opportunity for motorists to avoid US 2 in traveling between various shopping, employment and recreational destinations. Purchase of access control has also been proposed as a longer-term solution to improve traffic flow by reducing conflict.			
	<i>Expected Benefits:</i>	The removal of local trips from US 2 will improve travel delay in the corridor.			
35	US 2	259.21 to 266.89	US 2/Fairchild Air Force Base to I-90 - ITS and Incident Response Deployment	Future	\$3,700,000
	<i>Solution:</i>	Deployment of ITS capabilities in the corridor to alert motorists to traffic delays caused by incidents, accidents, or congestion, along with Incident Response coverage.			
	<i>Expected Benefits:</i>	Additional ITS capabilities will enhance safe operations of the facility through motorist awareness of delay caused by incidents on the facility.			
39	US 2	290.2 to 298.03	US 2/Woolard Rd Vicinity - Construct I/C with Frontage Roads	Current	\$14,000,000
	<i>Solution:</i>	Construct grade separated interchange, in the vicinity of Woolard Rd., in conjunction with frontage roads, to eliminate direct access to US 2 at Colbert and Glen/Elk-Chattaroy roads.			
	<i>Expected Benefits:</i>	Safety improvements and improved mobility through this portion of the corridor.			

Tier II Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
40	SR 27	87.75 to 88.84	SR 27/32nd Ave to I-90 - I/S Improvements	Current	\$2,000,000
	<i>Solution:</i>		Improvement management strategies for this route segment include capacity improvements at intersections as well as additional lanes.		
	<i>Expected Benefits:</i>		Capacity improvements at intersections will provide for improved LOS at the intersection as well as improved travel time for the route segment.		
41	I-90	274.79 to 277.8	I-90/US 195 I/C to Liberty Park I/C - Enhanced ITS and Incident Response Capabilities	Current	\$1,000,000
	<i>Solution:</i>		Provision of enhanced ITS systems in the corridor along with additional Incident Response capabilities.		
	<i>Expected Benefits:</i>		Additional ITS capabilities will enhance safe operations of the facility through motorist awareness of delay caused by incidents on the facility.		
43	I-90	280.57 to 288.13	I-90/Sprague I/C to Sullivan I/C - Enhanced ITS and Incident Response Capabilities	Future	\$1,500,000
	<i>Solution:</i>		Continued development of ITS capabilities and enhanced Incident Response program.		
	<i>Expected Benefits:</i>		Provision of ITS and enhanced Incident Response will help to maintain acceptable operating conditions on this route segment prior to the construction of general purpose lanes in the longer term.		
47	I-90	289.13 to 291.59	I-90/Barker I/C to Harvard I/C - Construct General Purpose Lanes	Current	\$80,000,000
	<i>Solution:</i>		Additional lane in each direction between Barker Rd. interchange and Harvard Rd. interchange, including the cost to reconstruct Barker and Harvard interchanges.		
	<i>Expected Benefits:</i>		Additional capacity will result in a reduction in delay of approximately 6% according to recent travel demand modeling done for this route segment.		
54	SR 291	0 to 22.31	SR 291/US 2 to Scott's Valley Rd - I/S Improvements	Current	\$5,000,000
	<i>Solution:</i>		Minimum fixes that will generate significant mobility benefits, and can be accomplished in the near-term, as identified in the Route Development Plan, include signal timing coordination and improvements, various channelization improvements at intersections, retail driveway consolidation, lane extensions to provide storage, signal and/or roundabout construction and construction of two-way left turn lanes.		
	<i>Expected Benefits:</i>		Congestion reduction, reducing delay at signalized intersections and safety benefits through removal and minimization of conflict points.		
59	US 395	176.79 to 188.48	US 395/Fender Rd Vic to Stevens Co Line - Traffic Management Strategies	Current	\$2,000,000
	<i>Solution:</i>		Provision of Park & Ride facilities as well as ITS and Incident Response capabilities in the corridor.		
	<i>Expected Benefits:</i>		The improvements will help to maintain acceptable operating conditions on US 395 in the near term.		
61	SR 3	0 to 1.58	SR 3/US 101 to Shelton South Corporate Limits - Widening	Future	\$19,769,000
	<i>Solution:</i>		Widen from 2 lanes to 4 lanes (divided highway)		
	<i>Expected Benefits:</i>		General purpose lane benefits of ~\$5,557,411, Arcadia intersection benefits of ~\$273,514, and Safety benefits of ~\$5,007,915 for total benefits based upon 2005 to 2025 being ~\$10,838,840.		
63	SR 3	1.58 to 2.71	SR 3/Shelton South Corporate Limits to Railroad Ave - Widening	Future	\$18,813,000
	<i>Solution:</i>		NFS - Widen from 2/3 lanes to 4/5 lanes or alternate route in Shelton CBD (couplet via 7th and Alder)		
	<i>Expected Benefits:</i>		General purpose lane benefits of ~\$5,602,878, total intersection benefits of ~\$4,716,603, and Safety benefits of ~\$4,526,150 for total benefits based upon 2005 to 2025 being ~\$14,845,631.		
66	SR 3	5 to 7.24	SR 3/2 Miles S of Johns Prairie Rd to Mason Lake Rd - Passing Lanes and SB Right Turn lane at Johns	Current/Future	\$15,987,000
	<i>Solution:</i>		Staggered passing lanes and southbound right turn lane at Johns Prairie Road		
	<i>Expected Benefits:</i>		General purpose lane benefits of ~\$2,228,741, safety benefits of ~\$1,305,999, and intersection benefits of ~\$22,954 for total benefits of ~\$3,557,694.		
67	SR 3	7.24 to 10.76	SR 3/Mason Lake Rd to Pickering Rd - Widening	Current/Future	\$66,845,000
	<i>Solution:</i>		Widen from 2 lanes to 4 lanes (divided highway)		
	<i>Expected Benefits:</i>		General purpose lane benefits of ~\$13,294,970 and safety benefits of ~\$9,631,913 for total benefits based upon 2005 to 2025 being ~\$22,926,883.		
68	SR 3	9.08 to 10.76	SR 3/Agate Rd to Pickering Rd - Passing Lanes	Future	\$3,752,000
	<i>Solution:</i>		Interim Staggered Northbound Climbing and Southbound Passing Lanes. Construct a Northbound climbing lane from MP 9.08 to MP 9.96 and a Southbound passing lane from MP 9.96 to MP 10.76.		
	<i>Expected Benefits:</i>		Northbound climbing lane benefits of ~\$1,135,093, Southbound general purpose passing lane benefits of ~\$599,581, and safety benefits of ~\$3,735,212 for total benefits based upon 2005 to 2025 being ~\$5,469,885.		
69	SR 3	10.76 to 20.32	SR 3/Pickering Rd to Grapeview Loop Rd - Widen Shoulders, SB Left Turn Lane at S Grapeview Loop R	Future	\$39,809,000
	<i>Solution:</i>		Widen shoulders and travel lanes (interim). This project will widen the existing 3-ft shoulders and 11-ft travel lanes to 8-ft shoulders and 12-ft travel lanes prior to implementing staggered passing lanes. Channelization is assumed at the two Grapeview Loop Road connections (SB left turn at the south connection and a NB right turn at the north connection)		
	<i>Expected Benefits:</i>		General purpose lane benefits (for widening shoulders and traveled lanes) is ~\$7,922,740 and safety benefits are ~\$27,944,483 for total benefits of ~\$35,867,223.		

Tier II Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
70	SR 3	14.2 to 20.32	SR 3/Mason and Benson Rd to Grapeview Loop Rd - Passing Lanes	Future	\$12,779,000
	<i>Solution:</i>	Passing lanes. This solution will provide four staggered passing lanes. The northbound passing lanes are proposed from MP 14.20 to MP 14.83 (0.63 mile) and from MP 18.83 to MP 19.70 (0.87 mile). The southbound passing lanes are proposed from MP 14.83 to MP 15.70 (0.78 mile) and from MP 19.70 to MP 20.32 (0.62 mile).			
	<i>Expected Benefits:</i>	General purpose lane benefits (passing lanes) is ~\$568,281 and safety benefits are ~\$5,205,650 for total benefits of ~\$5,773,931.			
71	SR 3	21.17 to 22.45	SR 3/E N Bay Rd to E Homestead Dr - NB Passing Lane and NB Right Turn Lane at E N Bay Rd	Future	\$10,765,000
	<i>Solution:</i>	Northbound climbing/passing lane. This project proposes a northbound climbing/passing lane from MP 21.28 to MP 22.45 (1.17 miles). A SR 3 northbound right turn lane (~400 feet long) is assumed for vehicle turning movements toward E. N. Bay Road (Old SR 302).			
	<i>Expected Benefits:</i>	Climbing lane benefits of ~\$1,683,367 and safety benefits of ~\$5,191,380 for total benefits of ~\$6,874,747.			
72	SR 3	23.27 to 27.97	SR 3/SR 302 Vic to Belfair Yard Rd Vic - Four Lane Bypass	Future	\$136,000,000
	<i>Solution:</i>	Four-Lane Belfair Bypass			
	<i>Expected Benefits:</i>	Unknown at this time			
73	SR 3	23.27 to 27.97	SR 3/SR 302 Vic to Belfair Yard Rd Vic - Two Lane Bypass	Current/Future	\$0
	<i>Solution:</i>	Two-Lane Belfair Bypass			
	<i>Expected Benefits:</i>	Unknown at this time.			
74	SR 3	24.88 to 24.89	SR 3/SR 106 Jct - Signal Modification and Channelization	Current	\$976,000
	<i>Solution:</i>	Concept B: Intersection improvements. This project will modify a signal system, add an eastbound left turn lane on SR 106 (or an eastbound right turn lane on SR 106), and a southbound right turn lane on SR 3 (Consider a NB acceleration lane on SR 3 if no signal installed).			
	<i>Expected Benefits:</i>	Intersection benefits can range from a low of ~\$1,645,000 to a high of ~\$3,089,000 with safety benefits of ~\$1,786,000 (30% reduction placeholder). Assume maximum benefit of ~\$4,875,000 with signal and channelization.			
76	SR 3	25.98 to 26.35	SR 3/NE Romance Hill Rd to SR 300 - Park and Ride Lot	Current	\$1,380,000
	<i>Solution:</i>	Belfair Park and Ride Lot. A new 50 stall lot (replacing 30 stall leased site) is proposed in the vicinity of NE Romance Hill Road or near SR 300.			
	<i>Expected Benefits:</i>	Park and ride lot benefits of ~\$687,410.			
79	I-5	85.58 to 98.69	I-5/Lewis County Line to 93rd Ave SW Vic - Rural Intelligent Transportation System Master Plan	Future	Unknown
	<i>Solution:</i>	Implement rural elements of the Intelligent Transportation System (ITS) Master Plan. Also consider supplementing this plan with ITS kiosk information booths at the Scatter Creek and Maytown Safety Rest Areas.			
	<i>Expected Benefits:</i>				
82	I-5	87.64 to 95.77	I-5/Prairie Creek Br Vic to Maytown I/C Vic - Scatter Creek Safety Rest Area and Maytown Safety Rest A	Current	Unknown
	<i>Solution:</i>	Safety Rest Area Improvements at Maytown and/or Scatter Creek (increase number of freight stalls and/or provide recreational vehicle dump stations).			
	<i>Expected Benefits:</i>				
83	I-5	88.4 to 88.41	I-5/Grand Mound I/C Vic - Expand Park and Ride Lot	Future	Unknown
	<i>Solution:</i>	Expand the existing 44-stall park and ride lot by 36-stalls in the US 12 West (Grand Mound) Interchange Vicinity (Transportation Demand Management solution).			
	<i>Expected Benefits:</i>				
90	I-5	101 to 101.69	I-5/Tumwater Blvd I/C - Partial Cloverleaf or Other Interchange Modification	Current	Unknown
	<i>Solution:</i>	Phase 2 design concerns could address items like loop ramps and bridge widening since Tumwater Boulevard Interchange would be approaching or exceeding congestion with just Phase 1 bottleneck/chokepoint improvements. Also implement urban elements of the Intelligent Transportation System (ITS) Master Plan for this segment.			
	<i>Expected Benefits:</i>				
94	I-5	102.86 to 115	I-5/Trospen Rd I/C to Pierce County Line - Urban Intelligent Transportation Systems Master Plan (Other 1	Current/Future	Unknown
	<i>Solution:</i>	Intelligent Transportation System improvements other than ramp metering between Trospen Rd I/C and Thurston/Pierce County Line.			
	<i>Expected Benefits:</i>	Unknown at this time			
96	I-5	104.12 to 104.13	I-5/N 2nd Ave Off Ramp I/S - Signal and Acceleration Lane	Current	Unknown
	<i>Solution:</i>	A signal with acceleration lane or other alternative at Desoto/N 2nd Ave./US 101 off ramp and I-5 off ramp to N 2nd Ave. to improve LOS (LOS E with stop signs)			
	<i>Expected Benefits:</i>				

Tier II Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
97	I-5	104.89 to 106.24	I-5/Capitol Blvd Vic to Plum St - High Capacity Transit Improvements	Current	Unknown
	<i>Solution:</i>		High Capacity Transit Southbound off ramp and bridge to Eastside Street. Consider/study extending this proposed facility as a high-level ribbon ramp structure to US 101 off ramp for transit and/or HOV use (Exit 105 City Center/Plum connecting to Eastside Street and possibly into off ramp into US 101).		
	<i>Expected Benefits:</i>				
103	I-5	108.53 to 109.03	I-5/College St Vic - High Capacity Transit Ramps	Current	Unknown
	<i>Solution:</i>		High Capacity Transit Ramps (i.e. northbound off and southbound on) between Sleater Kinney Undercrossing and College Street Undercrossing (in median).		
	<i>Expected Benefits:</i>				
109	I-5	112.01 to 112.02	I-5/Marvin Rd I/C - Park and Ride Lot	Current/Future	Unknown
	<i>Solution:</i>		Install 400+ park and ride lot in the vicinity of the Marvin Road (SR 510) I/C.		
	<i>Expected Benefits:</i>				
116	SR 19	0.09 to 0.1	SR 19/SR 104 Jct Vic - Park and Ride Lot	Future	Unknown
	<i>Solution:</i>		Improve existing 40-stall park and ride lot		
	<i>Expected Benefits:</i>				
118	SR 19	9.09 to 9.1	SR 19/Center Rd Vic - Park and Ride Lot	Future	Unknown
	<i>Solution:</i>		New 20-stall park and ride lot near Chimacum/Center Road		
	<i>Expected Benefits:</i>				
119	SR 19	9.09 to 14.09	SR 19/Center Rd to SR 20 - Widening	Future	Unknown
	<i>Solution:</i>		Widen from 2/3 lanes to 4 lanes		
	<i>Expected Benefits:</i>				
122	SR 20	8.26 to 10.83	SR 20/Old Fort Townsend Rd to Hendricks St - Parallel Rd Extensions and Access Management	Current/Future	Unknown
	<i>Solution:</i>		Parallel road extensions and access management (per 1991 Port Townsend Gateway Development Plan)		
	<i>Expected Benefits:</i>				
124	SR 20	9.21 to 10.78	SR 20/ Old CMSTP&P Railroad Br to Sherman St - Shoulder Widening	Future	Unknown
	<i>Solution:</i>		Widen shoulder to five feet minimum (Bike touring route and nearby schools)		
	<i>Expected Benefits:</i>				
125	SR 20	10.83 to 12.52	SR 20/Hendricks St to Port Townsend Ferry Terminal - WB Truck Climbing Lane	Current/Future	Unknown
	<i>Solution:</i>		Westbound Truck climbing lane (Eastbound ferry holding lane funded by a Port Townsend Ferry Terminal Project #90000126)		
	<i>Expected Benefits:</i>				
133	US 101	242.11 to 243.37	US 101/Laird Rd to Reddick Rd - Widening	Future	Unknown
	<i>Solution:</i>		Widen from 2/3 lanes to 4 lanes		
	<i>Expected Benefits:</i>				
135	US 101	252.27 to 252.28	US 101/Deer Park Rd - At Grade Separation	Future	\$5,000,000
	<i>Solution:</i>		Construct Deer Park and Buchanan Road Undercrossing per PRTPPO priority (leaving right in-right out access)		
	<i>Expected Benefits:</i>				
136	US 101	252.35 to 254.37	US 101/Deer Park Rd to O'Brien Rd - Park and Ride Lot	Future	Unknown
	<i>Solution:</i>		New 50-stall park and ride lot at Deer Park or O'Brien Road.		
	<i>Expected Benefits:</i>				
138	US 101	256.19 to 259.39	US 101/Shore Rd to Kitchen Rd - Widening and Interchange	Future	\$41,867,000
	<i>Solution:</i>		Widen from 2 lanes to 4 lanes, interchange		
	<i>Expected Benefits:</i>				

Tier II Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
139	US 101	261.59 to 263.8	US 101/Dungeness River to Sequim Ave I/C - Widening	Future	Unknown
	<i>Solution:</i>	Widen from 2 lanes to 4 lanes			
	<i>Expected Benefits:</i>				
140	US 101	262.29 to 262.3	US 101/River Rd Interchange Vic - Park and Ride Lot	Future	Unknown
	<i>Solution:</i>	New 50-stall park and ride lot near River Road Interchange			
	<i>Expected Benefits:</i>				
141	US 101	263.8 to 263.81	US 101/Sequim Ave Interchange Vic - Park and Ride Lot	Future	Unknown
	<i>Solution:</i>	New 50-stall park and ride lot near Sequim Avenue Interchange			
	<i>Expected Benefits:</i>				
145	US 101	270.26 to 270.27	US 101/Woods Intersection - Interchange	Future	\$17,659,000
	<i>Solution:</i>	Construct a full diamond interchange at Woods/Blyn Vicinity.			
	<i>Expected Benefits:</i>	New interchange benefits of ~\$3,543,000 and safety benefits of ~\$421,000 for total benefits of ~\$3,964,000. There are two fish passage barriers that require repair in the vicinity of the proposed interchange.			
151	SR 104	0 to 13.73	SR 104/US 101 to Hood Canal Br - Passing Lanes	Current/Future	Unknown
	<i>Solution:</i>	Staggered passing lanes (begin with a Westbound climbing/passing lane immediately west of the SR 19 Intersections)			
	<i>Expected Benefits:</i>				
152	SR 104	4.14 to 4.15	SR 104/Center Valley I/C Vic - Park and Ride Lot Improvement	Future	Unknown
	<i>Solution:</i>	Improve the existing dirt park and ride lot at Center Valley Interchange (paving and drainage improvements)			
	<i>Expected Benefits:</i>				
160	SR 510	1.73 to 10.75	SR 510/Marvin Rd to Mudd Run Rd Vic - Widening	Future	Unknown
	<i>Solution:</i>	Widen from 2 lanes to 4 lanes (divided highway with full access at ~10 major intersections, exception being Nisqually Reservation where master plan will provide guidance)			
	<i>Expected Benefits:</i>				
161	SR 510	4.36 to 4.37	SR 510/Meridian Rd SE Vic - Park and Ride Lot	Future	Unknown
	<i>Solution:</i>	New park and ride lot in the Tri-Lakes Vicinity			
	<i>Expected Benefits:</i>				
162	SR 510	6.5 to 6.68	SR 510/Reservation Rd SE to Yelm Highway SE Vic - Intersection Realignment and Signal	Future	Unknown
	<i>Solution:</i>	Realign Reservation Road to line up with Yelm Highway and install signal			
	<i>Expected Benefits:</i>				
163	SR 510	7.4 to 8.34	SR 510/Nisqually Indian Tribe Reservation - Master Plan Improvements	Future	Unknown
	<i>Solution:</i>	Implement improvements from Master Plan in development by the Tribe (Improvements could include a separated pedestrian crossing, park and ride lot, future SR 510 alignment alternatives, etc.)			
	<i>Expected Benefits:</i>				
171	US 12	184.7 to 202.13	US 12/I-82 I/C - Widen Ramp and Extend Taper	Future	\$19,200,000
	<i>Solution:</i>	Extend merge lane one eastbound US 12 to eastbound I-82. Widen US 12/16th Avenue interchange, and make ramp improvements. Improve access control through Naches with curb, gutter and sidewalk. Safety improvements include rumble strips and widening s			
	<i>Expected Benefits:</i>	Extending the US 12 eastbound merge lane onto eastbound I-82 will provide additional lane length for the N. 1st Street traffic to merge with the eastbound US 12 traffic before both traffic streams merge onto eastbound I-82. This will significantly impro			
173	US 12	201.03 to 202.12	US 12/16th Ave I/C - Widen Ramp and Br	Current	\$1,665,000
	<i>Solution:</i>	Widen US 12/16th Avenue interchange bridge to accommodate an additional lane, and make ramp improvements including adding a lane, a double left turn or a roundabout.			
	<i>Expected Benefits:</i>	Making these interchange improvements will reduce backups on the WB ramp.			
175	US 12	429.24 to 430.67	US 12/SR 128 to SR 129 - Add Lanes	Future	\$10,403,000
	<i>Solution:</i>	This improvement project will upgrade intersections and install signals through the Clarkston area. It will also construct two GP lanes through the corridor			
	<i>Expected Benefits:</i>	This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations in areas where turning movements are creating congestion and delay. There are \$ 3,235,780 in GP lane benefits and \$8,876,103 in Safety bene			

Tier II Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
178	SR 24	0.08 to 5.52	SR 24/Riverside Rd to Faucher RD - Add Lanes	Future	\$15,300,000
	<i>Solution:</i>		Extend the 4-lane section of SR 24 from Riverside Road to Faucher Road. Add right-turn lanes to all intersections (Birchfield, Beaudry, Bell, Rivard, and Faucher Roads). Signalize Bell, Rivard, and Faucher Roads intersections. Install rumble strips.		
	<i>Expected Benefits:</i>		Extending the 4-lane section of SR 24 past Moxee will significantly increase the capacity for this important region link. The land along this segment is poised for substantial development. The additional capacity will accommodate this growth. Signal		
181	SR 24	38.43 to 43.51	SR 24/SR240 to Columbia River - Realign and Add Lanes	Future	\$8,679,000
	<i>Solution:</i>		This Solution would re-align this section of SR 24 and add 2 GP lanes from the junction of SR 24 to the Columbia River.		
	<i>Expected Benefits:</i>		This solution will do the most to ensure that SR 24 will remain a high speed free flow facility by reducing delay in this section of steeply graded highway. There are \$1,162,179 in GP lane benefits associated with this project in addition to \$7,494,883 in Safety benefits.		
183	I-82	30.69 to 38.45	I-82/SR 823 to US 97 - Add Lanes	Future	\$39,700,000
	<i>Solution:</i>		Replace left-hand Selah exit with conventional right-hand exit. Widen I-82 to six lanes		
	<i>Expected Benefits:</i>		This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations.		
186	I-90	56.56 to 84.47	I-90/Keetchelus Dam to East Easton I/C - Add Lanes	Future	\$435,000,000
	<i>Solution:</i>		MP 58.23 to MP71.56: Widen the interstate from 4 lanes to six lanes for capacity improvement from the funded Keechelus Dam project to Exit 71.		
	<i>Expected Benefits:</i>		This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations.		
189	I-182	3.94 to 5.67	I-182/SR 240 to George Washington Way - Add Lanes	Future	\$60,000,000
	<i>Solution:</i>		Add two GP lanes to this section of highway		
	<i>Expected Benefits:</i>		This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations in areas where turning movements are creating congestion and delay.		
190	I-182	13.46 to 14.92	I-182/4th Ave I/C to US 395/SR 397 I/C - Add Lanes	Future	\$19,100,000
	<i>Solution:</i>		Add two GP lanes to this section of highway and widen two overcrossing structures.		
	<i>Expected Benefits:</i>		This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations in areas where turning movements are creating congestion and delay.		
192	SR 224	6.82 to 10.15	SR 224/62nd PI to SR 240 I/S - TWLTL	Future	\$4,071,000
	<i>Solution:</i>		This medium cost proposal will add a TWLTL in the two lane section as well as adding two signal systems and right turn lanes at three intersections		
	<i>Expected Benefits:</i>		This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations in areas where turning movements are creating congestion and delay. There are \$5,894,000 in TWLTL benefits and \$20,195,763 in safety benefit		
195	SR 240	21.43 to 34.38	SR 240/Horn Rd to By-Pass Highway - Add Lanes	Current/Future	\$14,010,000
	<i>Solution:</i>		This project will add two lanes to the section from MP 21.43 to MP 28.82. Intersections will be channelized and illuminated and signal systems will be constructed.		
	<i>Expected Benefits:</i>		This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations in areas where turning movements are creating congestion and delay. There are \$119,496,794 in GP lane benefits and \$36,040,873 in Safety b		
199	US 395	22.32 to 27.04	US 395/19th Ave to I-182 - Add Lanes and Replace Br	Future	\$279,427,000
	<i>Solution:</i>		This project will upgrade intersections, and construct two GP lanes from MP 15.56 to MP 20.59. The structure crossing the Columbia River will also be replaced and the US 395/SR 240 interchange will be reconstructed.		
	<i>Expected Benefits:</i>		This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations in areas where turning movements are creating congestion and delay. There are \$109,702,275 in GP lane and \$105,866,296 in Safety benefits		
203	US 2	99.89 to 100.24	US 2/Leavenworth Vicinity - Improved parking and pedestrian overcrossing	Future	\$5,000,000
	<i>Solution:</i>		Improved parking capacity/alternatives and install pedestrian overcrossing		
	<i>Expected Benefits:</i>		Congestion relief through increased safety for pedestrians, improved traffic flow, and access management.		
215	SR 285	0 to 1.14	SR 285/W end George Sellar Bridge to Chehalis St - Interchange Improvement	Future	\$35,000,000
	<i>Solution:</i>		Improved interchange at the West end of the George Sellar Columbia River Bridge.		
	<i>Expected Benefits:</i>		Congestion relief with improved traffic flow patterns		
245	I-5	7.24 to 11.6	I-5/NE 139th St to NE 219th St - Add Auxiliary Lanes	Future	\$22,000,000
	<i>Solution:</i>		Add auxiliary lane SB from 139th St. to 179th St. and add auxiliary lane in both directions from 179th St. to 219th St.		
	<i>Expected Benefits:</i>		Reduce collisions and delays due to existing limited weave distance.		
246	I-5	8.91 to 9.94	I-5/NE 179th St - Rebuild Interchange	Future	\$40,000,000
	<i>Solution:</i>		Rebuild 179th St. interchange (likely a diverging diamond interchange).		
	<i>Expected Benefits:</i>		Adequate capacity and reduction of projected delays at this interchange.		

Tier II Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
247	I-5	20.71 to 22.19	I-5/SR 503 - Rebuild Interchange	Current	\$50,000,000
	<i>Solution:</i>	Rebuild I-5 / SR 503 interchange (likely an urban interchange).			
	<i>Expected Benefits:</i>	The possible urban interchange will remove one signalized intersection and modify the vertical slope, thus improving mobility and safety.			
248	I-5	21.4 to 21.8	I-5/SR 503 - Construct New Crossing	Current	\$21,000,000
	<i>Solution:</i>	Build additional local access across I-5 near West Scott and Scott Avenues.			
	<i>Expected Benefits:</i>	This new crossing would create a more direct route for residents east of I-5 traveling to destinations west of I-5. A full traffic study is needed to determine the likely impact of this project on SR 503 traffic flows. Additional volume and intersection data is needed to properly quantify the benefits for the SR 503 corridor.			
249	I-5	76.22 to 79.57	I-5/13th St to Chamber Way - Add Lanes and Rebuild Structures	Future	\$245,000,000
	<i>Solution:</i>	Widen to six general purpose lanes, with additional auxiliary lane between interchanges, and rebuild bridges and interchanges as necessary to accommodate increased capacity.			
	<i>Expected Benefits:</i>	This widening project will increase interstate capacity, improve safety, and encourage regional economic development.			
250	SR 14	14.64 to 17.06	SR 14/SE Union St to 32nd St - Add Lanes and Construct Interchanges	Current	\$119,000,000
	<i>Solution:</i>	Widen roadway, construct interchanges, and limit access: A. Widen to 4 lanes from Union to 32nd; B. Widen to 4 lanes from 32nd to 17.06.			
	<i>Expected Benefits:</i>	Upon completion of the project, the whole section from MP 0.00 to 17.06 on SR 14 will become a highway with controlled access; delay will be reduced by 80%. Overall this project will bring \$100 million mobility benefits and \$22 million safety benefits in 20 years. The B/C ratio is 1.93.			
251	I-205	0.25 to 1.1	I-205/SR 14 - Rebuild Interchange	Current	\$100,000,000
	<i>Solution:</i>	Rebuild I-205 / SR 14 interchange.			
	<i>Expected Benefits:</i>	Alleviate delay and accidents associated with the tight weave of closely spaced on/off ramps			
252	I-205	5.06 to 10.57	I-205/Padden Parkway to NE 134th St - Add Lanes	Current	\$90,000,000
	<i>Solution:</i>	Widen I-205 from Padden to 134th from four to six lanes.			
	<i>Expected Benefits:</i>	Delay Reduction: 44% ~51%; Collision Reduction: 11% ~ 31%			
253	I-205	5.99 to 6.94	I-205/Padden Parkway - Rebuild Interchange	Current	\$30,000,000
	<i>Solution:</i>	Rebuild interchange at Padden Parkway and construct NB off ramp and connection to 72nd Ave.			
	<i>Expected Benefits:</i>	Increase capacity and offer additional exit point to decrease congestion beyond the interchange			
254	SR 503	53.46 to 54.11	SR 503/Lewis River Hwy to I-5 - Add Lanes	Future	\$4,800,000
	<i>Solution:</i>	Widen to five lanes.			
	<i>Expected Benefits:</i>	Estimated delay reduction is 52%.			
279	SR 3	36.34 to 36.72	SR 3 - SR 3 and SR 304 - Widening and Ramp meter WB SR 304 onto SR 3 and extend on ramp to SB	Current	\$10,732,000
	<i>Solution:</i>	Widen SB SR 3 under bridge and Ramp meter WB SR 304 onto SR 3 and extend on ramp to SB SR 3.			
	<i>Expected Benefits:</i>	The preliminary analysis results indicate the proposed solutions will provide reductions in collisions and travel delay.			
281	SR 3	52.81 to 60.02	SR 3 - SR 305 to SR 104 - Widening and I/S signalization	Future	Unknown
	<i>Solution:</i>	Widen to a 4-lane divided multilane facility with 3 signalized intersections at Pioneer Hill, Pioneer Way, and Kinman-Big Valley Intersections (2 modifications, one new).			
	<i>Expected Benefits:</i>				
285	I-5	111.94 to 127.48	I-5 - SR 510 to SR 512 - Network Analysis Study	Current and Future	\$1,500,000
	<i>Solution:</i>	Network Analysis Study			
	<i>Expected Benefits:</i>				
292	I-5	120.93 to 123.64	I-5 - Fort Lewis to Thorne Lane - Construct SB and NB auxiliary lanes	Current	\$33,396,000
	<i>Solution:</i>	Construct a southbound auxiliary lane from Thorne Lane to Berkeley Street and a northbound auxiliary lane from the Fort Lewis CD System to Thorne Lane.			
	<i>Expected Benefits:</i>	Reduce backups onto the freeway and improve traffic flow on mainline.			
298	I-5	126.84 to 127.99	I-5 - I-5 & SR 512 Interchange, NB I-5 to EB SR 512 - Widen off ramp and add an auxiliary lane on SR 5	Current	\$23,277,000
	<i>Solution:</i>	Widen on ramp to two lanes and add an auxiliary lane on SR 512 to E Steele St.			
	<i>Expected Benefits:</i>	Reduce backups onto the freeway and improve traffic flow on mainline.			

Tier II Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
299	I-5	127.09 to 128.35	I-5 - I-5 and SR 512 Interchange, EB SR 512 to NB I-5 on ramp - Widen on ramp and add an auxiliary lane	Current	\$17,551,000
	<i>Solution:</i>	Widen on ramp to two lanes and add an auxiliary lane on SR 512 from E Steele St.			
	<i>Expected Benefits:</i>	Reduce backups onto the freeway and improve traffic flow on mainline.			
312	I-5	176.37 to 177.7	I-5 - I-5 at Snohomish County Line - Construct SB auxiliary lane (SR 104 to NE 175th)	Current	\$16,426,000
	<i>Solution:</i>	Construct a southbound auxiliary lane on I-5 from SR 104 down to NE 175th Street.			
	<i>Expected Benefits:</i>	This will improve transit access to I-5 and will improve traffic flow on SR 104. This will also help to improve overall transit operations on this corridor.			
318	SR 7	16.82 to 47.42	007 - SR 7: SR 706 to SR 507 (Roy Wye) - Route Development Plan	Future	\$500,000
	<i>Solution:</i>	Route Development Plan			
	<i>Expected Benefits:</i>				
330	SR 18	3.41 to 3.42	SR 18 - SR 18 at SR SR 167 Interchange - Provide missing NB SR SR 167 to WB SR 18 and EB SR 18	Current	\$100,000,000
	<i>Solution:</i>	Provide missing northbound SR 167 to westbound SR 18 and eastbound SR 18 to southbound SR 167 freeway-to-freeway ramps.			
	<i>Expected Benefits:</i>	This will improve freeway-to-freeway connections between SR 167 / SR 18 and will help move freight.			
331	SR 18	4.22 to 4.77	SR 18 - SR SR 164 to C Street - Add an Auxiliary lanes each direction	Current	\$30,850,000
	<i>Solution:</i>	Add an Auxiliary lane each direction on SR 18 from C Street to SR 164.			
	<i>Expected Benefits:</i>	This will improve SR 18 mainline operations and will enhance safety at the SR 164 I/C.			
335	I-90	8.4 to 15.71	I-90 - Eastgate to Sunset I/C - Extend the WB HOV Lane to Sunset interchange.	Current	\$17,939,000
	<i>Solution:</i>	Extend the westbound HOV Lane to Sunset interchange.			
	<i>Expected Benefits:</i>	This will improve mainline operations on I-90 and improve traffic flows and transit access to Sunset Way.			
339	I-90	14.61 to 15.21	I-90 - SR 900 to Front Street - Construct an EB auxiliary lane from SR 900 to Front Street AND two lane	Current	\$10,094,000
	<i>Solution:</i>	Construct an eastbound auxiliary lane from SR 900 to Front Street with a two lane eastbound off-ramp to Front Street.			
	<i>Expected Benefits:</i>	This auxiliary lane will improve I-90 mainline operations and will improve safety at the I-90/Front Street I/C.			
348	SR 162	0 to 1.57	SR 162 - SR SR 410 to 96th Street East - Add a SB lane	Current	\$12,624,000
	<i>Solution:</i>	Add a southbound lane from the SR 410 eastbound on/off ramps to 96th Street East.			
	<i>Expected Benefits:</i>	The addition of this SB lane on SR 162 will relieve congestion on SR 162 and improve safety and operations.			
349	SR 164	1.95 to 2.55	SR 164 - Dogwood to Auburn City Limits - Widening and access management improvements	Current	\$14,681,000
	<i>Solution:</i>	Add capacity from Dogwood Street (MP 2.28) to Academy Drive (MP 4.37) expanding the highway to two lanes in each direction. Install access management improvements where appropriate. Where such access must be restricted by a median or C Curb the design shall allow for a U-Turn at the next stop controlled intersection.			
	<i>Expected Benefits:</i>	The access-management treatments will improve safety, reduce accidents and improve traffic operations through this segment of SR 164.			
350	SR 166	4.76 to 4.98	SR 166 - Jackson Avenue to Mile Hill Drive - Add one lane WB and improve intersection.	Current	\$1,349,000
	<i>Solution:</i>	Add one lane westbound and improve intersection.			
	<i>Expected Benefits:</i>	Additional lane and intersection improvements will improve traffic flow through this intersection.			
352	SR 167	7.5 to 12.45	SR 167 - Puyallup to Pierce/King Co. Line - Complete the Core HOV system on SR SR 167.	Current	\$237,000,000
	<i>Solution:</i>	Complete the Core HOV system on SR 167.			
	<i>Expected Benefits:</i>	This will provide congestion relief on SR 167 and will improve HOV / transit operations and reliability.			
354	SR 167	19.25 to 20.94	SR 167 - SR 516 to S. 277th Street - Construct auxiliary lanes between interchanges.	Current	\$42,400,000
	<i>Solution:</i>	Construct auxiliary lanes between interchanges.			
	<i>Expected Benefits:</i>	The addition of auxiliary lanes will improve SR 167 mainline operations and will help improve safety on SR 167.			

Tier II Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
355	SR 167	19.26 to 19.27	SR 167 - SB SR-SR 167 at exit for 277th Street - Widen the southbound off-ramp to two lanes.	Current	\$3,753,000
	<i>Solution:</i>	Widen the southbound off-ramp to two lanes.			
	<i>Expected Benefits:</i>	This solution will improve SR 167 mainline operations and improve safety at this interchange.			
356	SR 167	22.65 to 25.74	SR 167 - 84th Ave. S. to S. 180th Street. - Construct auxiliary lanes between interchanges.	Current	\$152,600,000
	<i>Solution:</i>	Construct auxiliary lanes between interchanges.			
	<i>Expected Benefits:</i>	This solution will increase capacity and improve mainline operations on SR 167.			
360	SR 169	10.02 to 19.22	SR 169 - SR 516 to SE 231st - Widening	Current	\$106,910,000
	<i>Solution:</i>	Widen to 4 lanes with turn lanes where warranted.			
	<i>Expected Benefits:</i>	This solution will address mobility deficiencies and improve safety and operations on this section of SR 169.			
367	SR 303	0 to 9.16	SR 303 - SR SR 303 Corridor Analysis (Bremerton to Silverdale) - This study would include Phase 2 work	Current & Future	\$2,000,000
	<i>Solution:</i>	This study would include Phase 2 work to determine whether a Findings of No Significant Impact or Environmental Impact Statement (EIS) would be appropriate for the proposed action.			
	<i>Expected Benefits:</i>				
372	I-405	0 to 4	I-405 - I-5 to SR SR 169 - Widening and Rebuild SR 181, SR 167, SR 169 interchanges	Current	\$1,226,000,000
	<i>Solution:</i>	Add one lane northbound and southbound and Rebuild SR 181, 167, 169 interchanges.			
	<i>Expected Benefits:</i>	This will provide congestion relief and enhanced safety and operations on I-405.			
373	I-405	4 to 11.15	I-405 - SR 169 to I-90 - Widening and Interchange Improvements at I-90	Current	\$1,193,000,000
	<i>Solution:</i>	Add two lanes northbound and southbound and Rebuild Sunset, SR 900, 30th, 44th, 112th, Coal Creek interchanges. Construct I-90 braided ramps. Construct direct access ramps and park-and-ride facilities near N 8th St (Renton). Construct additional Intelligent Transportation Systems (ITS) improvements.			
	<i>Expected Benefits:</i>	This will provide significant congestion relief on I-405 and will improve freeway operations and safety.			
374	I-405	11.2 to 14.86	I-405 - I-90 to SR 520 - Widening and Interchange Improvements at SR 520	Current	\$531,000,000
	<i>Solution:</i>	Add one lane northbound and southbound and Rebuild SE 8th, Main interchanges. Construct braided ramps between I-405 and SR 520. Construct new ramps at NE 10th St..			
	<i>Expected Benefits:</i>	This will provide congestion relief and safety/operations enhancements on this section of I-405 through the Bellevue CBD.			
375	I-405	14.86 to 23.53	I-405 - SR 520 to SR 522 - Widening	Current	\$648,000,000
	<i>Solution:</i>	Add one lane northbound and southbound and rebuild the NE 70th St., NE 85th St. and NE 160th St. interchanges. Construct direct access ramps and a park-and-ride lot at NE 80th St. Construct ramps at NE 160th St. and NE 130th St.			
	<i>Expected Benefits:</i>	Congestion relief on I-405 and improved safety and freeway operations.			
376	I-405	23.53 to	I-405 - Canyon Park and Ride - Park and Ride Expansion	Current	\$16,000,000
	<i>Solution:</i>	Construct park and ride expansion and transit facility amenities.			
	<i>Expected Benefits:</i>	This will provide for additional parking capacity and allow for enhanced transit use on this section of the I-405 corridor.			
380	SR 509	0 to 0.5	SR 509 - SR 509 at East D Street - Half Diamond Interchange	Current	\$28,961,000
	<i>Solution:</i>	Construct a half diamond interchange at East D Street.			
	<i>Expected Benefits:</i>	This will improve freeway operations on SR 509 and will improve safety and operations at this interchange.			
382	SR 512	0 to 12.06	SR 512 - East Pierce County - Network Analysis Study	Current and Future	\$1,750,000
	<i>Solution:</i>	Network Analysis Study			
	<i>Expected Benefits:</i>				
383	SR 512	2.22 to 2.23	SR 512 - SR 512 at SR 7 (Pacific Ave) Interchange - Two Lane Eastbound Off-Ramp	Current	\$7,728,000
	<i>Solution:</i>	Construct a two lane eastbound off-ramp to SR 7.			
	<i>Expected Benefits:</i>	This will improve SR 512 mainline operations and will improve safety at this interchange.			
392	SR 518	3.42 to 3.43	SR 518 - I-5 (Tukwila) Interchange - Add Second Eastbound Lane	Current	\$7,000,000
	<i>Solution:</i>	Add a second eastbound lane from the I-5 southbound drop lane to the I-5 northbound add lane at the Tukwila I/C.			
	<i>Expected Benefits:</i>	This will provide congestion relief on SR 518 and improve safety and operations at the Tukwila I/C.			

Tier II Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
405	SR 522	18.6 to 18.61	SR 522 - SR 522 at Fales/Echo Lake Rd. - New Interchange	Current	\$78,000,000
	<i>Solution:</i>		Construct a new interchange to provide grade separation between SR 522 and Fales/Echo Lake Rd.		
	<i>Expected Benefits:</i>		This will improve traffic flow and operations on SR 522 and will improve safety on SR 522 and Paradise Lake Road.		
407	SR 524	5.99 to 9.62	SR 524 - 24th Ave. W to SR 527 - Widening	Current	\$65,940,000
	<i>Solution:</i>		Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane.		
	<i>Expected Benefits:</i>		This will provide congestion relief on SR 524 and improve safety on this corridor segment.		