

Tier III Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
3	I-5	224.96 to 232.95	I-5/Anderson Rd to Cook Rd - Freeway Improvements	Current/Future	\$280,000,000
	<i>Solution:</i>	Increase the freeway mainline from 4 to 6 lanes, from Anderson Road to Cook Road, and re-constructed interchanges at four locations.			
	<i>Expected Benefits:</i>	20% reduction in accidents, 30% reduction in delay.			
7	I-5	232.95 to 250.87	I-5/Cook Rd to Fairhaven - Freeway Improvements	Future	\$100,000,000
	<i>Solution:</i>	Increase the freeway mainline from 4 to 6 lanes from Cook Road to SR 11 (Old Fairhaven Parkway), and a re-constructed interchange at North Lake Samish.			
	<i>Expected Benefits:</i>	20% reduction in accidents, 30% reduction in delay.			
10	I-5	250.87 to 262.69	I-5/ Fairhaven to Ferndale - Freeway Widening and Improvments	Future	\$250,000,000
	<i>Solution:</i>	Increase the freeway mainline from 4 to 6 lanes, from SR 11 to Axton Road, and re-construct interchanges at five locations.			
	<i>Expected Benefits:</i>	20% reduction in accidents, 30% reduction in delay.			
11	I-5	262.69 to 266.1	I-5/Ferndale to Grandview Rd - Freeway Improvements	Future	\$50,000,000
	<i>Solution:</i>	Increase the freeway mainline from 4 to 6 lanes, from Axton Road to SR 548 (Grandview Road), and construction of a new interchange at Thornton Road, in conjunction with the closure of the Portal Way interchange.			
	<i>Expected Benefits:</i>	20% reduction in accidents, 30% reduction in delay.			
13	I-5	266.1 to 273.98	I-5/Grandview Rd to Blaine - Freeway Improvements	Future	\$20,000,000
	<i>Solution:</i>	Increase the freeway mainline from 4 to 6 lanes, from SR 548 (Grandview Road) to Dakota Creek.			
	<i>Expected Benefits:</i>	10% reduction in accidents, 30% reduction in delay.			
14	I-5	273.92 to 276.62	I-5/Blaine to Canadian Border - Freeway Improvements	Future	\$50,000,000
	<i>Solution:</i>	Increase the freeway mainline from 4 to 6 lanes, from Dakota Creek to the International Boundary., and re-construct the interchange at Exit 274.			
	<i>Expected Benefits:</i>	20% reduction in accidents, 30% reduction in delay.			
18	SR 20	30.05 to 47.01	SR 20/Deception Pass - Bridge Replacement	Current	\$250,000,000
	<i>Solution:</i>	The existing Deception Pass/Canoe Pass Bridges will be need to be replaced to improve the mobility and safety of the corridor.			
	<i>Expected Benefits:</i>	The replacement of the Deception pass bridges will increase capacity for vehicles and the safety of pedestrians.			
22	SR 532	0 to 2.91	SR 532/Sunrise Dr to County Line - Corridor Improvements (Maximum)	Current	\$35,000,000
	<i>Solution:</i>	A significant level of capacity improvements will be required as the area develops. 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.			
	<i>Expected Benefits:</i>	Better flow of traffic by adding capacity to the existing facility.			
26	SR 538	0 to 1.27	SR 538/I-5 to LaVenture Rd - Corridor Improvements (Maximum)	Future	\$90,000,000
	<i>Solution:</i>	The interchange of SR 538 and I-5 will need to be replaced in order to improve the efficiency of vehicle movement and processing. A change to a limited access facility will be needed in order to alleviate mobility and safety concerns. Capacity improvements throughout the corridor will be needed to adequately serve the demand on the facility.			
	<i>Expected Benefits:</i>	Re-build interchange to a SPUI, make SR 538 limited access to beyond RR tracks at MP 0.51. This will create a free-flow traffic situation to get cars away from the interstate as efficiently as possible.			
29	SR 539	0 to 0.87	SR 539/I-5 to Kellogg Rd - Corridor Improvements (Maximum)	Current	\$85,000,000
	<i>Solution:</i>	Capacity improvements to the highway will be required, as well as a change to a limited access facility.			
	<i>Expected Benefits:</i>	Better flow of traffic by creating a limited access, free-flow situation.			
32	SR 542	1.74 to 2.79	SR 542/McLeod Rd to Britton Rd - Corridor Improvements (Maximum)	Future	\$20,000,000
	<i>Solution:</i>	This corridor will need to be widened in order to accommodate the volume of traffic that will be using the roadway in the future.			
	<i>Expected Benefits:</i>	Better flow of traffic by adding capacity to the existing facility.			
36	US 2	259.21 to 266.89	US 2/Fairchild Air Force Base to I-90 - Add General Purpose Lanes	Future	\$18,000,000
	<i>Solution:</i>	The maximum fix for this route segment may be the construction of additional lanes. However, other potential solutions have been proposed, such as an alternate route (bypass), and the construction of a new facility by Spokane County that may reduce traffic on the most heavily congested portions of the route segment. Further study, in collaboration with local jurisdictions, is needed to determine the appropriate long-range solutions for the facility.			
	<i>Expected Benefits:</i>	The construction of additional lanes will improve operating speeds and travel times through the City of Airway Heights.			

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Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
37	US 2	280.8 to 299.31	US 2/Deer Rd to Pend Orielle Co Line - Add General Purpose Lanes	Current	\$130,000,000
	<i>Solution:</i>		Replace existing US 2/SR 206/Market St. at-grade intersections with a diamond, single point urban interchange, or roundabout, possibly entailing realignment of the US 2 facility in this vicinity. Construct grade-separated interchange at Dennison-Chattaroy Rd. with implementation of full access control with frontage roads. Purchase partial access control and construct four-lane divided highway in portion of route that is currently two-lane.		
	<i>Expected Benefits:</i>		These solutions do the most to ensure that US 2 will remain a high speed free flow facility by reducing delay at a major intersection (SR 206), constructing grade separated interchanges, and by extending the existing two-lane divided facility further north to the Pend Orielle County line. There is an existing four-lane divided segment of US 2 that begins at the County line that the new four-lane section would connect to, providing for a contiguous section, with a minimum of four lanes, between I-90 and southern Pend Orielle County.		
44	I-90	280.57 to 288.13	I-90/Sprague I/C to Sullivan I/C - Construct General Purpose Lanes	Future	\$150,000,000
	<i>Solution:</i>		Construct an additional lane, in each direction, between Sprague Ave. interchange and Sullivan Rd. interchange.		
	<i>Expected Benefits:</i>		Construction of an additional lane will allow the facility to operate at adequate service levels.		
48	I-90	291.13 to 295.22	I-90/Harvard I/C to Idaho State Line - Construct General Purpose Lanes	Future	\$42,000,000
	<i>Solution:</i>		Construction of one general purpose lane, in each direction, between the Harvard Rd. interchange and the Idaho State Line. This will provide for, at a minimum, a contiguous 3 lane section, in each direction, between Sprague Ave. I/C and the State Line.		
	<i>Expected Benefits:</i>		Construction of additional capacity will enable the facility to operate at acceptable service levels through the remainder of the HSP planning horizon.		
52	US 195	85.96 to 90.75	US 195/Hatch Rd to I-90 - I/C Construction	Current	\$34,000,000
	<i>Solution:</i>		Construction of fully directional interchanges at Hatch Rd. and Meadowlane Rd.		
	<i>Expected Benefits:</i>		Accident reduction and mobility improvement through the elimination of minor street traffic conflicts with high speed mainline through movements. Elimination of delay for minor street movements to access US 195.		
55	SR 291	0 to 22.31	SR 291/US 2 to Swenson Rd - Construct General Purpose Lanes and Four-lane Divided Facility	Current	\$23,240,000
	<i>Solution:</i>		The maximum fix for this portion of the facility is the construction of additional lanes in the urban section as well as the construction of a new 4-lane alignment in the suburban/semi-rural area of the route segment. A new four-lane section would be constructed on a new alignment between the vicinity of Charles Rd. and Swenson Rd. (Suncrest community).		
	<i>Expected Benefits:</i>		Construction of additional general purpose lanes in the urban area as well as the construction of a new alignment in the rural area will improve travel times significantly while also creating a much safer facility for motorists as well as other highway users. Relocating a portion of the facility further away from the Spokane River should enhance the natural beauty of the area.		
60	US 395	181.52 to 193.27	US 395/Fender Rd Vic to Stevens Co Line - Construct General Purpose Lanes	Current	\$75,000,000
	<i>Solution:</i>		The maximum solution for this facility is the construction of additional lanes to provide for a four lane divided facility with the construction of three grade separated interchanges at Half Moon Rd., Monroe-Crawford Rd. and Spotted Rd. Construct four grade separated crossings at Staley/Dennison-Chattaroy Rd., Burroughs/Dalton Rd.,		
	<i>Expected Benefits:</i>		Elimination of accidents at existing at-grade intersections. Reduced delay at intersections, which are projected to operate at LOS F in the 2020 forecast year. Reduction of delay on mainline, which is currently functioning at LOS E, with portions of the route segment functioning at LOS F in the forecast year.		
64	SR 3	2.38 to 2.93	SR 3/Turner Ave to Pine St - Alternate Route	Current/Future	Unknown
	<i>Solution:</i>		Create an alternate route through the Shelton Core Business district (Pine to 7th to Turner to US 101)		
	<i>Expected Benefits:</i>				
65	SR 3	2.93 to 24.42	SR 3/Pine St to SR 106 - Widening	Current/Future	Unknown
	<i>Solution:</i>		Widen to a four-lane divided facility with the exceptions of steep terrain and commercially developed areas such as Shelton, Allyn, and Belfair.		
	<i>Expected Benefits:</i>				
80	I-5	85.58 to 100.59	I-5/Lewis County Line to Tumwater S Corporate Limit - Rural Feasibility Study	Future	\$1,500,000
	<i>Solution:</i>		I-5 HOV and/or C-D Feasibility Study in Rural Thurston County.		
	<i>Expected Benefits:</i>				
81	I-5	87.57 to 95.7	I-5/Prairie Creek Br Vic to Maytown I/C Vic - Widening	Future	Unknown
	<i>Solution:</i>		Consider additional High Occupancy Vehicle lanes that revert to general purpose use in the off peak period.		
	<i>Expected Benefits:</i>				
85	I-5	95.7 to 99.55	I-5/Maytown I/C Vic to 93rd Ave SW Vic - Widening	Future	\$48,069,000
	<i>Solution:</i>		Consider additional High Occupancy Vehicle lanes that revert to general purpose use in the off peak period. Assume Aldrich Road replacement and 5 fish passage extensions.		
	<i>Expected Benefits:</i>		HOV benefits of \$15.5 million and \$4.8 million in safety for total benefits of \$20.3 million. T-1 freight route.		

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87	I-5	100.59 to 102.59	I-5/Tumwater S Corporate Limit to Trospen Rd I/C Vic - Widening	Future	\$38,332,000
	<i>Solution:</i>	Consider additional High Occupancy Vehicle lanes that revert to general purpose use in the off peak period. Other options could include auxiliary lanes between interchanges or local frontage road improvements (e.g. Tyee Drive Extension on west side of I-5).			
	<i>Expected Benefits:</i>	HOV benefits of \$0.13 million and \$4.56 million in safety for total benefits of \$4.68 million. T-1 freight route.			
88	I-5	100.59 to 112.01	I-5/Tumwater S Corporate Limit to SR 510 I/C Vic - Urban Feasibility Study	Current/Future	\$2,500,000
	<i>Solution:</i>	I-5 HOV and/or C-D Feasibility Study in Urban Thurston County.			
	<i>Expected Benefits:</i>				
91	I-5	101.37 to 101.38	I-5/Tumwater Blvd I/C - Park and Ride Lot	Current/Future	Unknown
	<i>Solution:</i>	New 100-stall park and ride lot near Labor and Industries building on East side of I-5 near Tumwater Boulevard Interchange.			
	<i>Expected Benefits:</i>				
98	I-5	104.89 to 106.24	I-5/Capitol Blvd Vic to Plum St - Feasibility Study	Current	Unknown
	<i>Solution:</i>	Study feasibility of adding a deck or lid over I-5 in this vicinity (Between 14th and Eastside undercrossings). An Olympia lid could provide an express transit facility, park and ride lot, an public space that would reconnect the Northeast and Southeast City of Olympia neighborhoods without the expense of purchasing high cost right-of-way. It could be a partnership project involving several agencies. Consider other alternative corridors and improvements (e.g. Commerce Corridor for trucks, ring road, and extension of Woodland Trail).			
	<i>Expected Benefits:</i>				
101	I-5	107.94 to 107.95	I-5/Lilly Rd Vic - Park and Ride Lot	Current	Unknown
	<i>Solution:</i>	New 80 stall park and ride lot near Lilly Road undercrossing. Consider location near Chehalis Western Class 1 Trail for dual use as a possible trailhead to this facility and our nearby Class 1 bike path along I-5.			
	<i>Expected Benefits:</i>				
112	US 12	0 to 20.99	US 12 and SR 8/Aberdeen to Olympia - At Grade Separation Study	Future	\$1,000,000
	<i>Solution:</i>	US 12 (portion between Aberdeen and Elma) and SR 8 (entire route) - Study at-grade separations for enhancing economic vitality.			
	<i>Expected Benefits:</i>				
113	SR 19	0 to 0.01	SR 19/SR 104 Jct - Interchange	Future	Unknown
	<i>Solution:</i>	Construct interchange at SR 19 and SR 104.			
	<i>Expected Benefits:</i>				
114	SR 19	0 to 2.33	SR 19/SR 104 to Old Beaver Valley Rd - Widening	Future	Unknown
	<i>Solution:</i>	Widen from two lanes to four lanes			
	<i>Expected Benefits:</i>				
117	SR 19	2.33 to 9.09	SR 19/Old Beaver Valley Rd to Center Rd - Widening	Future	Unknown
	<i>Solution:</i>	Widen from two lanes to four lanes			
	<i>Expected Benefits:</i>				
123	SR 20	8.26 to 12.57	SR 20/Old Fort Townsend Rd to Port Townsend Ferry Terminal - Widening	Current/Future	Unknown
	<i>Solution:</i>	Assume widening to 4/5 lanes (two-way left turn lane or raised median along portions of SR 20) in a 50-year configuration			
	<i>Expected Benefits:</i>				
132	US 101	241.89 to 252.35	US 101/SR 112 to Deer Park Rd - Traffic Circulation and Access Plan Study	Current/Future	\$1,500,000
	<i>Solution:</i>	US 101 Traffic Circulation and Access Plan (SR 112 to Deer Park Road). Modify the discontinued US 101 Port Angeles Alternative Study (Initiative 695) to match these limits and focus on circulation and access issues.			
	<i>Expected Benefits:</i>				
134	US 101	245.35 to 252.35	US 101/SR 117 to Deer Park Rd - Alternative Route	Current/Future	Unknown
	<i>Solution:</i>	Port Angeles Alternative Route south of the core business district from SR 117 Vicinity to Deer Park/Buchanan Drive Vicinity			
	<i>Expected Benefits:</i>				

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142	US 101	263.8 to 266.78	US 101/Sequim Ave I/C to Palo Alto Rd Vic - Widening	Future	Unknown
			<i>Solution:</i> Widen from 2 lanes to 4 lanes completing Sequim Bypass (East Half)		
			<i>Expected Benefits:</i>		
144	US 101	266.78 to 283.21	US 101/Palo Alto Rd Vic to SR 104 - Widening	Future	Unknown
			<i>Solution:</i> Widen from 2/3 lanes to 4 lanes (divided highway with appropriate at-grade separations)		
			<i>Expected Benefits:</i>		
150	SR 104	0 to 15.34	SR 104/US 101 to SR 3 - Widening and Interchange Work	Future	Unknown
			<i>Solution:</i> Widen from 2/3 lanes to 4 lanes (divided highway with appropriate at-grade separations)		
			<i>Expected Benefits:</i>		
154	SR 104	10.8 to 10.81	SR 104/South Point Rd Vic - Park and Ride Lot	Future	Unknown
			<i>Solution:</i> New park and ride lot at South Point Road Vicinity		
			<i>Expected Benefits:</i>		
155	SR 104	13.72 to 13.73	SR 104/West End of Hood Canal Br - Park and Ride Lot	Current	Unknown
			<i>Solution:</i> Expand viewpoint at the west end of the Hood Canal Bridge to also serve as a park and ride lot.		
			<i>Expected Benefits:</i>		
156	SR 116	0 to 9.83	SR 116/SR 19 to Fort Flager Park - Route Development Plan Study	Future	\$150,000
			<i>Solution:</i> SR 116 Route Development Plan		
			<i>Expected Benefits:</i>		
157	SR 507	5.4 to 28.2	SR 507/South Thurston County Subarea - Roadway Network Study	Current/Future	\$2,000,000
			<i>Solution:</i> South Thurston County Sub-Area Study (Covering I-5, SR 507, and SR 510)		
			<i>Expected Benefits:</i>		
167	999	to	SR 999/Tribal Partnerships - Access Study	Future	\$4,000,000
			<i>Solution:</i> Tribal Partnerships for "one way in, one way out" operational and access measures.		
			<i>Expected Benefits:</i>		
168	999	to	SR 999/US 101 to Belfair Bypass - Alternative Route	Current/Future	Unknown
			<i>Solution:</i> A future "SR 101 Connector" from US 101 to the beginning of a Belfair Bypass may be located roughly between and parallel to SR 106 and existing SR 3 in Mason County.		
			<i>Expected Benefits:</i>		
169	SR 8/US 101	to	SR 8 and US 101/Regionwide - Safety Rest Area Site Selection Study	Future	\$300,000
			<i>Solution:</i> Study site feasibility at three locations: SR 8 Westbound at MP 7 Elma Vicinity, Olympic National Forest Vicinity on US 101 at MP 120, and Potlatch Vicinity on US 101 at MP 310.		
			<i>Expected Benefits:</i>		
172	US 12	184.7 to 202.13	US 12/Jct SR 410 to ECL Naches - Add Lanes	Future	\$45,900,000
			<i>Solution:</i> Extend the 4-lane section of US 12 west to the US 12/SR 410 Wye. 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		
			<i>Expected Benefits:</i> Extending the 4-lane section of US 12 west through Naches to the SR 410 Wye will provide expanded capacity. US 12 is one of the few year-round routes across the Cascades. SR 410 is a National Scenic Highway, and entryway to Mount Rainier National Park		
176	US 12	429.24 to 430.67	US 12/SR 128 to SR 129 - Bypass Highway	Future	\$76,342,000
			<i>Solution:</i> This improvement project will construct a by-pass highway around the Clarkston/Lewiston downtown area. It will construct an interchange at each end of the corridor and a new bridge crossing of the Snake River. This corridor will be approximately half		
			<i>Expected Benefits:</i> This project will serve to reduce level of service problems by removing the roadway from the downtown and routing around existing conflict points (intersections, road approaches, and commercial activities). There are \$5,940,979 in GP lane benefits and \$		

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179	SR 24	0.08 to 5.52	SR 24/Birchfield Rd/Beaudry Rd - Construct I/C's	Future	\$24,700,000
	<i>Solution:</i>		Construct two new interchanges, one at Birchfield Road and one at Beaudry Road. Close SR 24/Bell Road intersection, and construct frontage road from Beaudry Road to Bell Road. Build railroad overcrossing over rail line at the SR 24/Beaudry Road inter		
	<i>Expected Benefits:</i>		Constructing the two new interchanges, and closing the Bell Road intersection will significantly enhance the safety, mobility, and operation of SR 24. In addition, constructing the Beaudry Road interchange allow an added benefit. The crossover can be		
184	I-82	30.69 to 38.45	I-82/SR 823 to US 97 - HMA to PCCP		\$65,500,000
	<i>Solution:</i>		Replace existing HMA with PCCP		
	<i>Expected Benefits:</i>		Longer pavement life		
187	I-90	56.56 to 84.47	I-90/East Easton I/C to SR 970/SR 903 I/C - Add Lanes	Future	\$145,000,000
	<i>Solution:</i>		MP 69.85 to MP 82.49: Widen the interstate from 4 lanes to six lanes for capacity improvement from exit 71 (East Easton I/C) to Exit 85 (SR 970/903 I/C)		
	<i>Expected Benefits:</i>		This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations.		
193	SR 224	6.82 to 10.15	SR 224/62nd Pl to SR 240 I/S - Add Lanes	Future	\$8,400,000
	<i>Solution:</i>		This maximum cost proposal will add two new GP lanes and 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 \$6,157,325 in TWLTL benefits, \$57,885,537 in GP lane benefits		
196	SR 240	21.43 to 34.38	SR 240/Stevens Rd/ Coast Rd - New Urban I/C	Current/Future	\$57,382,000
	<i>Solution:</i>		This project will upgrade intersections, add signal and illumination systems, add GP lanes and construct an urban interchange at Coast Rd.		
	<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 \$ 131,617,092 in GP lane benefits and \$ 37,657,760 in Safety		
198	SR 240	37.08 to 41.34	SR 240/Columbia Center Blvd to US 395 I/C - Add Laned	Current/Future	\$26,688,000
	<i>Solution:</i>		This project will improve the eastbound off ramp connection with Edison St. by adding a lane to the ramp for an additional right turn movement onto Edison. The raised traffic island will be removed so that the existing through, left and right movements will change to a dedicated double right turn with a through and left as the other leg eastbound. A signal would also be added and interconnected with the city system if warrants are met. This project will also add two GP lanes to the main line from Columbia Center Blvd. to the interchange connection with US 395.		
	<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 \$ 31,893,344 in GP lane benefits and \$ 18,337,182 in Safety b		
200	US 395	22.32 to 27.04	US 395/Finley to US 12 - Extend by-pass route	Future	\$118,954,000
	<i>Solution:</i>		This project will by-pass the City of Kennewick by connecting to the SR 397 to I-82 Intertie and extending it across the Columbia River and connecting to US 12 in the vicinity of Dodd Road (Most likely between the proposed US 12/SR 124 Interchange, a spa		
	<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 \$ 589,860,978 in GP lane and \$ 102,979,596 in Safety benefits		
201	US 2	56.71 to 58.1	US 2/Deception Creek Vicinity - 4 lanes	Future	\$10,000,000
	<i>Solution:</i>		4 lane configuration		
	<i>Expected Benefits:</i>		Reduced congestion by providing additional lanes for slow moving vehicles		
204	US 2	99.89 to 100.24	US 2/Leavenworth Vicinity - Bypass	Future	\$40,000,000
	<i>Solution:</i>		Construct bypass		
	<i>Expected Benefits:</i>		Congestion relief by rerouting traffic away from congested business center.		
206	US 2	118.54 to 119.99	US 2/School St to Odabashian Bridge W end - Grade separation	Future	\$120,000,000
	<i>Solution:</i>		Grade separation at Easy St.		
	<i>Expected Benefits:</i>		Congestion relief by providing alternate traffic flow patterns.		
207	US 2	120.26 to 121.06	US 2/Odabashian Bridge E end to Jct SR 28 - Interchange	Future	\$20,000,000
	<i>Solution:</i>		Cascade Avenue Vic. Interchange		
	<i>Expected Benefits:</i>		Congestion relief for US 2 and SR 28 (Sunset highway) by providing alternate traffic flow patterns.		
208	US 2	121.06 to 125.68	US 2/Jct SR 28 to Lincoln Rock State Park - 4 Lanes	Future	\$68,000,000
	<i>Solution:</i>		4 lane configuration		
	<i>Expected Benefits:</i>		Reduced congestion by providing additional lanes.		

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Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
209	SR 28	0 to 3.67	SR 28/US 2 to 9th St - 4 lanes <i>Solution:</i> 4 lane configuration from Jct. US 2 to 9th Street (MP 3.67B) <i>Expected Benefits:</i> Reduced congestion by providing additional lanes.	Future	\$120,000,000
210	SR 28	3.67 to 4.65	SR 28/9th St to E Wenatchee City Limits - Urban Interchange <i>Solution:</i> Urban Interchange at Grant Road <i>Expected Benefits:</i> Congestion relief by providing alternate traffic flow patterns.	Future	\$31,000,000
211	SR 28	4.65 to 6.44	SR 28/E Wenatchee City Limits to Rock Island Hydro Park - 4 lanes <i>Solution:</i> 4 lane configuration <i>Expected Benefits:</i> Reduced congestion by providing additional lanes.	Future	\$30,000,000
212	US 97	137.76 to 163.02	US 97/Liberty Road to Ingalls Creek Road - Re-alignment and add truck lane <i>Solution:</i> Re-Align roadway: MP 171.92 to MP 175.63 Add truck lane: MP 176.62 to MP 177.21 <i>Expected Benefits:</i> Reduced congestion due to slow moving vehicles and Reduce accident potential by reducing the serpentine alignment.	Future	\$72,000,000
213	US 97	137.76 to 163.02	US-97/Liberty Road to Ingalls Creek Road - Addition of truck lanes <i>Solution:</i> Add truck lanes: MP 152.73 to MP 161.71 MP 171.92 to MP 175.63 MP 176.62 to MP 177.21 <i>Expected Benefits:</i> Reduced congestion due to slow moving vehicles	Future	\$120,000,000
214	US 97	137.76 to 163.02	US 97/Liberty Road to Ingalls Creek Road - 4 Lanes <i>Solution:</i> 4 lane configuration <i>Expected Benefits:</i> Reduced congestion by providing additional lanes.	Future	\$300,000,000
217	SR 285	1.14 to 5	SR 285, SR 285 Couplet/Chehalis St to US 2 - Additional River Crossings <i>Solution:</i> Additional (third) Columbia River Crossing. Additional (third) Wenatchee River Crossing. <i>Expected Benefits:</i> Congestion relief with alternative traffic corridors for traffic entering or leaving Wenatchee to East Wenatchee or to the West.	Future	\$330,000,000
255	I-5	1.98 to 1.99	I-5/SR 500 - Construct Flyover Ramps <i>Solution:</i> Build 2 flyovers to create direct connection between I-5 and SR 500 <i>Expected Benefits:</i> This project is part of the on-going Columbia River Crossing study; costs and benefits are to be determined	Current	to be determined
256	I-5	16.4 to 17.22	I-5/NW La Center Rd - Rebuild Interchange <i>Solution:</i> Rebuild I-5 / La Center Rd. Interchange <i>Expected Benefits:</i> Improve capacity and alleviate future delays.	Future	\$40,000,000
257	I-5	56.07 to 72.97	I-5/Toutle Rest Area to Rush Rd - Add Lanes and Rebuild Structures <i>Solution:</i> Widen to six general purpose lanes and rebuild bridges and interchanges as necessary to accommodate increased capacity. <i>Expected Benefits:</i> The widening project will increase interstate capacity, improve safety, and encourage regional economic development.	Current/Future	\$625,000,000
258	SR 14	0 to 6.01	SR 14/I-5 to I-205 - Add Lanes and Rebuild Structures <i>Solution:</i> Widen to six lanes and rebuild interchanges A. Widen to six lanes (cost: \$90.5 million) B. Arm 3.00 to 3.70, rebuild Evergreen interchange, and relocate EB off-ramp (cost: \$47.7 million) C. Arm 3.02 to 4.87, rebuild Linzer Avenue interchange (cost: \$20.5 million) <i>Expected Benefits:</i> This project is a response to the congestion in the future, especially after completion of the Columbia River Crossing project. It is estimated the project can bring \$142 million mobility benefits and \$39 million safety benefits in 20 years. The B/C ratio is 1.32. Upon completion, the ratio of peak hour speed to posted speed in 2025 will be increased from 32% – 64% to over 89%.	Future	\$195,000,000
259	I-205	0.25 to 2.38	I-205/SR 14 to SE Mill Plain Rd - Construct Ramps <i>Solution:</i> Build braided on and off ramps from SR 14 Interchange to Mill Plain Interchange. <i>Expected Benefits:</i> Reduction in delays and conflicts due to weaving.	Current	\$40,000,000

Tier III Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
260	I-205	2.75 to 5.06	I-205/NE 28th St to SR 500 - Construct Ramps	Current	\$40,000,000
	<i>Solution:</i>	Build NB and SB braided on/off ramps to/from 28th St.			
	<i>Expected Benefits:</i>	Alleviate pressure on SR 500 interchange.			
261	I-205	2.75 to 3.33	I-205/NE 18th St to NE 28th St - Construct Connector Roads	Current	\$20,000,000
	<i>Solution:</i>	Construct connector road system between 18th St. and 28th St.			
	<i>Expected Benefits:</i>	Alleviate pressure on interchanges at Mill Plain and SR 500.			
262	SR 503	1.02 to 7.89	SR 503/Padden Parkway to SR 502 - Add Lanes	Future	\$132,000,000
	<i>Solution:</i>	Widen to 6 lanes A. Arm 1.04 to 2.82, Widen to six lanes from Padden Parkway to NE 119 St (Urban) (cost: 32 million)			
	<i>Expected Benefits:</i>	The project will reduce delay by 47% (Benefit Collision Delay Program).			
263	SR 503	7.89 to 14.13	SR 503/SR 502 to NE Gabriel Rd - Add Lanes	Future	\$34,000,000
	<i>Solution:</i>	Widen to four lanes			
	<i>Expected Benefits:</i>	The widening project from SR 502 to Gabriel Road is a response to congestion and safety concerns. It is estimated the project can bring \$29 million mobility benefits and \$11 million safety benefits in 20 years. The B/C ratio is 1.35. The delay reduction is estimated to be 76%. Collision reduction is estimated to be 30% to 40% (MPPP software).			
264	US 2	0 to 2.71	US-2 - US-2 Trestle from Interstate 5 - Widening and I/C modifications	Current	\$370,000,000
	<i>Solution:</i>	Widen the US-2 Trestle to provide one additional westbound lane from I-5 to SR 204. Make modifications at the I-5 and SR 204 interchanges			
	<i>Expected Benefits:</i>	Congestion relief and safety on US-2.			
266	US 2	2.71 to 5.02	US-2 - SR 204 to SR 9 - Widening, new I/C's at Bickford Ave. (Old US-2) and SR 9, WB HOV lane at t	Current	\$64,000,000
	<i>Solution:</i>	Widen to four lanes from SR 204 to SR 9, with interchanges at Bickford Ave. (Old US-2) and SR 9, a flyover ramp from northbound Bickford Avenue to westbound US-2, and a westbound HOV lane at the SR 204 interchange.			
	<i>Expected Benefits:</i>	This will provide for significant congestion-relief and safety improvements on this section of US-2 and will enhance/improve safety at these interchanges.			
267	US 2	5.02 to 8.8	US-2 - SR 9 to Campbell Rd. - Widening	Current	See Region Notes
	<i>Solution:</i>	Widen to four lanes.			
	<i>Expected Benefits:</i>	This will address congestion need on this section of US-2 and will improve safety.			
268	US 2	14.25 to 16.12	US-2 - Monroe Bypass - See Study.	Current	See Region Notes
	<i>Solution:</i>	Determine Monroe congestion solution. See Study.			
	<i>Expected Benefits:</i>	This will provide for significant congestion-relief and safety improvements on this section of US-2. This will improve safety on this section of US-2 and will provide for a more efficient region function for the US-2 corridor.			
269	US 2	16 to 18.67	US-2 - Monroe (ECL) to Fern Bluff Rd - Widen to four lanes	Current	See Region Notes
	<i>Solution:</i>	Widen to four lanes from City of Monroe (ECL) to Fern Bluff Rd. This will be a median divided highway and will include the purchase access rights.			
	<i>Expected Benefits:</i>	This will address congestion need on this section of US-2 and will improve safety with access management treatments.			
270	US 2	18.67 to 24.22	US-2 - Fern Bluff Rd. to City Sultan (WCL) - Widening	Current	See Region Notes
	<i>Solution:</i>	Widen to a four lane, median divided highway from Fern Bluff Rd. to City Sultan (WCL).			
	<i>Expected Benefits:</i>	This will address congestion deficiency on this section of US-2 and will improve safety here with the provision of median divided highway.			
272	US 2	21.42 to 24.17	US-2 - City of Sultan - Widen to five lanes	Current	See Region Notes
	<i>Solution:</i>	Widen to five lanes thru the City of Sultan.			
	<i>Expected Benefits:</i>	This will provide congestion-relief and safety improvements on this section of US-2. It will also improve safety and operations on US-2 through Sultan.			
275	SR 3	34.15 to 34.95	SR 3 - SR 3 and SR 16 - Eliminate lane drop on SR 16 and extend NB on ramp to northbound SR 3.	Current	\$19,932,000
	<i>Solution:</i>	Eliminate lane drop on SR 16 to northbound SR 3 by extending the lane north of the railroad bridge and extending the northbound SR 3 on ramp to northbound SR 3.			
	<i>Expected Benefits:</i>	The lane and on-ramp extension will improve traffic flow through the SR 3/SR 16 interchange.			

Tier III Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
277	SR 3	34.41 to 34.42	SR 3 - SR 3/SR 16 Interchange - Reconstruct I/C	Current	\$200,000,000
	<i>Solution:</i>	Reconstruct the SR 3/SR 16 Interchange. Other options include bridging Sinclair Inlet and Westerly Corridor Alternatives.			
	<i>Expected Benefits:</i>				
278	SR 3	34.41 to 36.3	SR 3 - SR 3: SR 16 to SR 304 (Gorst to Bremerton) - Widening creating HOV lanes in each direction	Current	\$130,000,000
	<i>Solution:</i>	Widen from four to six to eight-lane divided facility (creating two HOV lanes in each direction) between the SR 3/SR 16 Interchange and the SR 3/SR 304 Interchange.			
	<i>Expected Benefits:</i>				
280	SR 3	36.59 to 36.6	SR 3 - SR 3/SR 304 Interchange - Reconstruct the SR 3/SR 304 I/C	particularly for Southbou	\$50,000,000
	<i>Solution:</i>	Reconstruct the SR 3/SR 304 Interchange.			
	<i>Expected Benefits:</i>				
294	I-5	123.33 to 124	I-5 - East Tillicum I/C (Thorne Lane U-Xing) - I/C improvements	Current	See Region Notes
	<i>Solution:</i>	Interchange improvements for the future Cross Base Corridor Connection.			
	<i>Expected Benefits:</i>	This will improve safety at this interchange and I-5 mainline operations. It will also enhance regional travel-flows and connections via the Cross-Base Highway (SR 704) corridor connection.			
295	I-5	123.64 to 125.15	I-5 - Thorne Lane U-Xing to Gravelly Lake Dr. - Add SB and NB HOV lanes , new I/C at Gravelly Lake	Current	\$42,780,000
	<i>Solution:</i>	Add an HOV lane southbound and northbound, new interchange at Gravelly Lake Dr. and Intelligent Transportation Systems (ITS) facilities.			
	<i>Expected Benefits:</i>	This will address congestion deficiency on this section of I-5 and improve freeway operations. It will also enhance HOV and transit operations on I-5.			
296	I-5	125.15 to 126.47	I-5 - Gravelly Lake Dr. to BN RR U-Xing - Add SB and NB HOV lanes, new I/C at Bridgeport Way and	Current	\$47,000,000
	<i>Solution:</i>	Add an HOV lane southbound and northbound, new interchange at Bridgeport Way and Intelligent Transportation Systems (ITS) facilities.			
	<i>Expected Benefits:</i>	This will address congestion deficiency on this section of I-5 and improve freeway operations. It will also enhance HOV and transit operations on I-5.			
297	I-5	126.47 to 128.14	I-5 - BN RR U-Xing to S 96th St. (SR 512 I/C) - Construct Core HOV lanes, a freeway to freeway I/C at	Current	\$191,700,000
	<i>Solution:</i>	Construct Core HOV lanes, a freeway to freeway interchange at SR 512 and Intelligent Transportation Systems (ITS) facilities.			
	<i>Expected Benefits:</i>	This will address congestion deficiency on this section of I-5 and improve freeway operations. It will also enhance HOV and transit operations on I-5. It will also provide improved freeway operations via interchange improvements at I-5/SR 512 I/C.			
300	I-5	127.54 to 127.55	I-5 - I-5 and SR 512 Interchange - Construct a new southbound I-5 to eastbound SR 512 two lane flyov	Current	\$78,501,000
	<i>Solution:</i>	Construct a new southbound I-5 to eastbound SR 512 two lane flyover ramp.			
	<i>Expected Benefits:</i>	This solution is expect to reduce backups onto the freeway and improve traffic flow on mainline.			
301	I-5	128.14 to 130.08	I-5 - SR 512 to SR 16 - Construct Core HOV lanes, reconstruct I/C's at S 56th St, S 84th St and S 72nd St	Current	\$286,800,000
	<i>Solution:</i>	Construct Core HOV lanes, reconstruct interchanges at S 56th St, S 84th St and S 72nd St, modify the S 38th St interchange, replace the S 48th St. Bridge and add Intelligent Transportation Systems (ITS) facilities.			
	<i>Expected Benefits:</i>	This will address congestion deficiency on this section of I-5 and improve freeway operations. It will also enhance HOV and transit operations on I-5.			
302	I-5	133 to 136.6	I-5 - Yakima Avenue to Port of Tacoma - Construct direct access ramp to Tacoma Dome.	Current	See Region Notes
	<i>Solution:</i>	Construct direct access ramp to Tacoma Dome.			
	<i>Expected Benefits:</i>	This will directly improve transit access to I-5 and overall transit operations from Tacoma-Dome P&R to Seattle and points north.			
303	I-5	139.5 to 154.53	I-5 - Pierce/King County Line to I-405 - Construct Core HOV lanes, truck climbing lane, and ITS	Current	\$130,813,100
	<i>Solution:</i>	Construct Core HOV lanes, truck climbing lane, and SC&DI from Pierce County line to Tukwila.			
	<i>Expected Benefits:</i>	This will address congestion deficiency on this section of I-5 and improve freeway operations. It will also enhance HOV and transit operations on I-5. It will also enhance freight mobility on this key segment of I-5 that serves the Port of Tacoma.			
304	I-5	140.38 to 143.45	I-5 - Vicinity of the I/5/SR 18 I/C - New I/C at SR 161 with collector-distributor lanes between SR 18 lan	Current	\$147,110,000
	<i>Solution:</i>	New Interchange at SR 161 with collector-distributor lanes between SR 18 lanes SR 161. It includes construction of a direct westbound to southbound freeway to freeway ramp connection, construction of a frontage road on the west side of the interchange connecting directly to SR 161, and construction of a direct southbound I-5 to eastbound SR 18 freeway to freeway ramp connection.			
	<i>Expected Benefits:</i>	This improvement will address safety and operational deficiencies on the I-5 mainline, will eliminate the HAL/HAC and will improve traffic flow/operations through the I-5/SR 18 interchange.			

Tier III Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
305	I-5	146.48 to 147.28	I-5 - S. 272nd Street I/C - I/C improvements <i>Solution:</i> Interchange improvements to accommodate increased capacity on S. 272nd Street. <i>Expected Benefits:</i> This will address I-5 mainline safety and operational deficiencies. This will also provide for improved transit access from the S.272 P&R to I-5.	Current	\$77,240,000
307	I-5	162.57 to 163.02	I-5 - South Industrial Way vicinity - HOV direct access connection to South Industrial Way/E3 bus way. <i>Solution:</i> HOV direct access connection to South Industrial Way/E3 bus way. <i>Expected Benefits:</i> HOV direct access from I-5 to the S. Industrial/ E-3 busway will enhance transit operations and improve I-5 safety and mainline operations.	Current	\$105,130,000
309	I-5	166.4 to 167.8	I-5 - E Denny Way to NE 45th St. - Modify the Mercer St. I/C, SR 520 I/C and I-5 <i>Solution:</i> Modify the Mercer St. I/C, SR 520 I/C and I-5 to eliminate left side I-5 ramps at Mercer St. I/C and SR 520 I/C. <i>Expected Benefits:</i> This will improve I-5 mainline operations and safety. It will also help address I-5 mainline congestion deficiencies and will improve connections between I-5 and key arterials in the Seattle CBD.	Current	\$626,000,000
310	I-5	167.12 to 168.06	I-5 - Mercer St. I/C to SR 520 I/C - Construct a WB to SB freeway-to-freeway Core HOV Connection at <i>Solution:</i> Construct a westbound to southbound freeway-to-freeway Core HOV Connection at the SR5/SR520 interchange. <i>Expected Benefits:</i> This will improve I-5 mainline operations and reduce congestion through this section of I-5. It will also improve SR 520 operations and help reduce congestion on SR 520 and the SR 520 floating-bridge.	Current	\$146,000,000
311	I-5	170.6 to 171.23	I-5 - I-5 at Lake City Way - Extend drop lane and braid the N 70th on ramp <i>Solution:</i> Extend right lane that drops to Lake City Way up to the N 85th St. exit and braid the N 70th on ramp into the mainline. <i>Expected Benefits:</i> This will reduce backups onto I-5 freeway and will improve traffic flow on I-5 and Lake City Way/SR 522.	Current	\$66,213,000
313	I-5	179.8 to 180.3	I-5 - 220th St. SW to 44th Ave. W. - Construct NB auxiliary lane. <i>Solution:</i> Construct a northbound auxiliary lane. <i>Expected Benefits:</i> This will improve I-5 mainline operations, help reduce congestion and improve safety on this section of I-5.	Current	\$6,700,000
314	I-5	181.07 to 182.45	I-5 - SR SR 524 I/C - Operation and safety I/C improvements at the SR SR 524 (196th St.) <i>Solution:</i> Interchange improvements at the SR 524 (196th St.) interchange. This project would construct Northbound and Southbound collector distributor lanes to improve the operation and safety of the I-5 196th Street Interchange. <i>Expected Benefits:</i> The I-5/SR 524 I/C improvements will improve I-5 mainline operations, safety and traffic flow through this interchange.	Current	\$89,580,000
315	I-5	186.42 to 186.43	I-5 - SR 96/128th St. SW I/C - Construct a new urban interchange. <i>Solution:</i> Construct a new urban interchange. <i>Expected Benefits:</i> Urban interchange will be constructed to current design standards and will improve safety and traffic operations on the I-5 mainline and on connecting arterials here (SR 96 / 128th SW)	Current	\$73,310,000
316	I-5	193.65 to 199.58	I-5 - US-2 to SR 528 - Construct HOV lanes in each direction. <i>Solution:</i> Construct HOV lanes in each direction. <i>Expected Benefits:</i> This will address the congestion deficiency on this section of I-5 and improve freeway operations. It will also enhance HOV and transit operations on I-5 to and from Everett.	Current	\$471,720,000
317	I-5	199.58 to 205.63	I-5 - SR 528 to SR 531 - Widening and reconstruct interchange ramps. <i>Solution:</i> Widen from three to four lanes in each direction and reconstruct interchange ramps. <i>Expected Benefits:</i> This will address congestion deficiency on I-5 through this section. Interchange ramp-reconstruction will improve I-5 operations by eliminating backups onto the I-5 mainline.	Current	\$102,570,000
319	SR 9	4.03 to 6.97	SR 9 - 176th St. SE to SR 96 - Widening <i>Solution:</i> Widen to four lanes. <i>Expected Benefits:</i> Congestion relief on SR 9	Current	\$23,000,000
321	SR 9	8.42 to 12.14	SR 9 - Marsh Rd. to US-2 - Widening <i>Solution:</i> Widen to four lanes. <i>Expected Benefits:</i> This will address congestion deficiency on this section of SR 9.	Current	\$95,000,000

Tier III Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
322	SR 9	12.14 to 13.88	SR 9 - US-2 to Lake Stevens Road - Widening and improve US-2/SR 9 I/C	Current	\$21,000,000
			<i>Solution:</i> Widen to 4/5 lanes from US-2 to Lake Stevens Road, and improve US-2/SR 9 interchange.		
			<i>Expected Benefits:</i> This will address congestion deficiency on this section of SR 9 and improve safety/operations at the SR/ US-2 I/C.		
323	SR 9	14.25 to 16.48	SR 9 - 20th Street SE Vicinity to Lundeen Parkway - Widening	Current	\$11,000,000
			<i>Solution:</i> Provide four thru lanes from 20th Street SE Vicinity to Lundeen Parkway.		
			<i>Expected Benefits:</i> This will address congestion deficiency on this section of SR 9.		
324	SR 9	15.42 to 15.99	SR 9 - SR 9/SR 204 Intersection - Construct an interchange	Current	\$93,600,000
			<i>Solution:</i> Construct an interchange between SR 9 and SR 204.		
			<i>Expected Benefits:</i> This will address safety and operations needs at the SR 9/SR 204 I/C and will improve operations on SR 9.		
325	SR 9	17.49 to 19.26	SR 9 - SR 92 to SR 528 - Widening	Current	\$14,000,000
			<i>Solution:</i> Widen to four lanes.		
			<i>Expected Benefits:</i> This will address congestion deficiency on this section of SR 9.		
326	SR 9	19.26 to 26.05	SR 9 - SR 528 to SR 531 - Widening	Current	\$56,000,000
			<i>Solution:</i> Widen to four lanes.		
			<i>Expected Benefits:</i> This will address congestion deficiency on this section of SR 9.		
332	SR 18	20.84 to 24.11	SR 18 - Issaquah-Hobart Road to Tigergate - Widening	Current	\$77,100,000
			<i>Solution:</i> Widen to four lanes.		
			<i>Expected Benefits:</i> This will address congestion deficiency on this section of SR 18.		
333	SR 18	24.11 to 28.41	SR 18 - Tigergate to I-90 - Widening	Current	\$31,000,000
			<i>Solution:</i> Widen to four lanes.		
			<i>Expected Benefits:</i> This will address congestion deficiency on this section of SR 18.		
334	I-90	1.99 to 9.44	I-90 - I-5 to Mercer Island - Convert center roadway to two-way high capacity transit operation. Add H	Current	\$100,580,000
			<i>Solution:</i> Convert center roadway to two-way high capacity transit operation. Add HOV lanes to the mainline.		
			<i>Expected Benefits:</i> This will help address existing and future congestion deficiencies on I-90 floating bridge.		
336	I-90	9.93 to 9.94	I-90 - I-90/I-405 I/C area - Construct a freeway-to-freeway Core lane HOV connection in NE quadrant	Current	See Region Notes
			<i>Solution:</i> Construct a freeway-to-freeway Core lane HOV connection at SR90/SR405 interchange (NE quadrant).		
			<i>Expected Benefits:</i> This will address congestion and operational deficiencies through the I-90/405 I/C and will improve freeway mainline operations for GP/HOV/transit users.		
337	I-90	11.14 to 16.85	I-90 - I-90 between Eastgate and Issaquah - Extend HOV lanes to Front Street and add auxiliary lanes	Current	See Region Notes
			<i>Solution:</i> Extend HOV lanes to Front Street and add auxiliary lanes from Eastgate to Front Street.		
			<i>Expected Benefits:</i> This will address congestion and operational deficiencies on this section of I-90. This will improve trip reliability for HOV and transit users and will improve I-90 mainline operations.		
338	I-90	13.15 to 13.3	I-90 - West Lake Sammamish Parkway I/C - Construct interchange improvements.	Current	See Region Notes
			<i>Solution:</i> Construct interchange improvements.		
			<i>Expected Benefits:</i> This solution will improve I-90 mainline operations by eliminating back-ups onto the I-90 mainline and will improve traffic flow through this interchange and onto West Lake Sammamish Parkway.		
340	I-90	18.38 to 20.75	I-90 - E. Sunset Way I/C to High Point Rd. I/C - Widening and reconstruct interchange ramps	Current	See Region Notes
			<i>Solution:</i> Widen to four lanes in each direction, maintain truck lanes, and reconstruct interchange ramps.		
			<i>Expected Benefits:</i> This will address congestion deficiency on this section of I-90 and will improve I-90 mainline operations by eliminating backups onto the I-90 mainline. This solution will also help move freight on this section of I-90.		

Tier III Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
341	I-90	20.75 to 22.86	I-90 - High Point Rd. I/C to Jones Rd. I/C - Widening and reconstruct interchange ramps	Current	See Region Notes
	<i>Solution:</i>	Widen to four lanes in each direction, maintain truck lanes, and reconstruct interchange ramps.			
	<i>Expected Benefits:</i>	This will address congestion deficiency on this section of I-90 and will improve I-90 mainline operations by eliminating backups onto the I-90 mainline. This solution will also help move freight on this section of I-90.			
342	I-90	22.86 to 25.65	I-90 - Jones Rd. I/C(SE 82nd St.) to SR 18 - Widening and construct freeway to freeway interchange at SR 18	Current	Cost estimate is \$126.4M.
	<i>Solution:</i>	Construct freeway to freeway interchange at SR 18, widen to four lanes in each direction, maintain truck lanes, and reconstruct interchange ramps.			
	<i>Expected Benefits:</i>	This will address congestion deficiency on this section of I-90 and will improve I-90 mainline operations by eliminating backups onto the I-90 mainline. This solution will also help move freight on this section of I-90. I-90/ SR 18 I/C is a major freight connection between two important freight corridors (I-90/SR 18).			
353	SR 167	7.5 to 27.67	SR 167 - Puyallup to Renton - Add two general purpose lanes in each direction from SR 512 to I-5	Current	\$1,731,000,000
	<i>Solution:</i>	Add two general purpose lanes in each direction from SR 512 to I-5 and construct interchange improvements.			
	<i>Expected Benefits:</i>	This will address the congestion deficiency on this section of SR 167.			
357	SR 167	24.7 to 26	SR 167 - SW 27th St. - Construct HOV direct access ramps at SW 27th St.	Current	\$54,000,000
	<i>Solution:</i>	Construct HOV direct access ramps at SW 27th St.			
	<i>Expected Benefits:</i>	This will improve transit direct access to the SR 167 HOV lanes and improve overall transit performance on this section of the SR 167 corridor.			
362	SR 202	10.25 to 12.98	SR 202 - Sahalee Way NE to 244th Ave NE - Widen SR 202 to 4/5 lanes.	Current	\$32,452,000
	<i>Solution:</i>	Widen SR 202 to 4/5 lanes.			
	<i>Expected Benefits:</i>	This will address mobility deficiencies on SR 202 and improve safety and operations here.			
364	SR 302	10.57 to 12.43	SR 302 - Elgin Clifton Road to SR 16 - Widening and realignment	Current	\$18,421,000
	<i>Solution:</i>	Widen SR 302 to 4 lanes from Elgin-Clifton Road to 144th St NW to tie in with planned new alignment from 144th St NW to SR 16.			
	<i>Expected Benefits:</i>	The widening of SR 302 here will address mobility deficiencies and improve safety and operations on this highway.			
368	SR 303	0.42 to 4.66	SR 303 - 11th St. to Fairgrounds Rd. - Construct Business Access and Transit Lanes.	Current	\$120,000,000
	<i>Solution:</i>	Construct Business Access and Transit Lanes.			
	<i>Expected Benefits:</i>	This will improve mobility, transit operations, access and safety on SR 303.			
378	SR 410	4.53 to 6.04	SR 410 - 181st Avenue East to 202nd Avenue East - Widening	Current	\$24,120,000
	<i>Solution:</i>	Widen to six lanes.			
	<i>Expected Benefits:</i>	This will address mobility deficiencies and improve safety and operations on this section of SR 410.			
386	SR 512	7.4 to 9.1	SR 512 - SR 161 Interchange - Widening	Current	\$22,000,000
	<i>Solution:</i>	Widen the westbound off ramp to SR 161 to two lanes, widen the eastbound on ramp from SR 161 to two lanes, widen the SR 512/SR 161 under-crossing from two to six lanes and extend the westbound climbing lane through interchange to tie in with the westbound on-ramp from 94th Ave. SE to SR 512.			
	<i>Expected Benefits:</i>	This will improve SR 512 mainline operations, safety and traffic flow through this interchange.			
387	SR 512	8.74 to 11.24	SR 512 - SR 161 to SR 167 - Auxiliary Lanes	Current	\$53,799,000
	<i>Solution:</i>	Construct eastbound and westbound auxiliary lanes from Meridian to Pioneer Way with two lane off-ramps at each Interchange.			
	<i>Expected Benefits:</i>	This will improve mainline operations on SR 512 and will improve safety at this interchange.			
389	SR 518	0.03 to 0.04	SR 518 - SR 509 Interchange - Flyover/Tunnel Ramp	Current	\$31,000,000
	<i>Solution:</i>	Construct a southbound to eastbound flyover/tunnel ramp at the SR 509 I/C.			
	<i>Expected Benefits:</i>	This will improve safety and operations at the SR 509/SR 518 interchange. It will also eliminate backups onto SR 509 mainline with the provision of a freeway-to-freeway connection.			
390	SR 518	0.04 to 0.05	SR 518 - SR 509 Interchange - New Interchange	Current	\$39,000,000
	<i>Solution:</i>	Construct a new interchange at SR 509.			
	<i>Expected Benefits:</i>	This will improve operations and safety on both SR 509 and SR 518.			

Tier III Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
391	SR 518	2.49 to 2.5	SR 518 - SR 99 Interchange - New Interchange	Current	\$118,000,000
	<i>Solution:</i>		Construct a new interchange at SR 99 and a new half diamond interchange at 24th Ave. S.		
	<i>Expected Benefits:</i>		This will improve safety and operations at the SR 518 / SR 99 interchange.		
393	SR 518	3.42 to 3.43	SR 518 - I-5 Tukwila Interchange - Relocate I-5 Northbound Ramp	Current	\$57,000,000
	<i>Solution:</i>		Relocate the I-5 northbound ramp to the right side and combine I-5 northbound, I-5 southbound and the 51st Ave. S ramps at the Tukwila I/C.		
	<i>Expected Benefits:</i>		This will improve safety and operation on SR 518 and will enhance safety at the Tukwila & I-5 I/C.		
394	SR 520	0 to 1.05	520 - I-5 to Montlake Blvd. - New Six Lane Connection	Current	\$655,000,000
	<i>Solution:</i>		Construct new six lane connection between I-5 and Montlake Blvd. This includes reconstruction of the Portage Bay Bridge.		
	<i>Expected Benefits:</i>		This will address major congestion deficiency on SR 520 and will replace a major functionally obsolete bridge. This will also improve safety and operations on this section of SR 520.		
395	SR 520	1.05 to 4.59	SR 520 - Montlake to Hunts Point (Lake Washington) - New Six Lane Bridge	Current	\$1,865,000,000
	<i>Solution:</i>		Construct new six lane bridge and approaches from Montlake Blvd. on the west side of the lake to 84th Ave. NE on the east side.		
	<i>Expected Benefits:</i>		This will provide significant congestion relief on this corridor and will replace a functionally obsolete bridge across Lake Washington.		
396	SR 520	4.59 to 6.94	SR 520 - 84th Ave. NE to I-405 - HOV Lanes	Current	\$310,000,000
	<i>Solution:</i>		Add HOV lanes between 84th Ave. NE and I-405.		
	<i>Expected Benefits:</i>		This will provide congestion relief and improved operations on this section of SR 520.		
398	SR 522	4.22 to 5.54	SR 522 - SR 523 (NE 145th St.) to 41st Ave. NE. - Eastbound Business Access and Transit (BAT) lan	Current	\$7,000,000
	<i>Solution:</i>		Construct an eastbound Business Access and Transit (BAT) lane.		
	<i>Expected Benefits:</i>		Improved mobility and transit operations on SR 522. Improved safety and local access on this section of SR 522.		
399	SR 522	7.79 to 9.1	SR 522 - 73rd Ave. NE to 96th Ave. NE. - Business Access and Transit (BAT) lanes	Current	\$31,000,000
	<i>Solution:</i>		Construct Business Access and Transit (BAT) lanes in both directions.		
	<i>Expected Benefits:</i>		This will improve mobility and transit operations on this portion of SR 522. Improved safety, operations and local access.		
400	SR 522	9.51 to 10.08	SR 522 - NE 180th St. to 104th Ave. NE. - New Four Lane Arterial Roadway	Current	\$33,000,000
	<i>Solution:</i>		Construct a new four lane arterial roadway to the south of existing SR 522 extending eastward from SR 522 at NE 180th St. and reconnecting with SR 522 near 104th Ave. NE. SR 527 will extend to the south connecting to the new SR 522 alignment.		
	<i>Expected Benefits:</i>		This will improve overall mobility and operations on this portion of SR 522. This will also provide significant congestion-relief through the City of Bothell.		
402	SR 522	12.93 to 12.94	SR 522 - NE 195th St. - Complete Diamond Interchange	Current	\$33,000,000
	<i>Solution:</i>		Construct second half of the existing half-diamond interchange making a full diamond interchange.		
	<i>Expected Benefits:</i>		This will provide improved safety and operations at this interchange. Also improved traffic flow on SR 522.		
403	SR 522	16.6 to 16.61	SR 522 - Paradise Lake Rd. - New Interchange	Current	\$75,000,000
	<i>Solution:</i>		Construct a new grade separated diamond interchange.		
	<i>Expected Benefits:</i>		This will improve safety and operations at this interchange. This will also improve operations and safety on the SR 522 mainline.		
404	SR 522	16.6 to 18.6	SR 522 - Paradise Lake Rd. to Snohomish River. - Widening and Divided Hwy.	Current	\$45,000,000
	<i>Solution:</i>		Add two lanes converting a two lane arterial roadway to a four lane divided highway.		
	<i>Expected Benefits:</i>		This will relieve congestion on this section of SR 522 and provide improved safety and operations.		
408	SR 524	9.62 to 11.05	SR 524 - SR 527 to 35th/39th Ave SE. - Widening	Current	\$68,250,000
	<i>Solution:</i>		Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane. .		
	<i>Expected Benefits:</i>		This project, when completed, will increase capacity, reduce accidents, and provide access management at certain locations.		

Tier III Solutions

Key	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
409	SR 524	11.05 to 14.68	SR 524 - 35th/39th Ave. SE to SR 522 (Maltby) - Widening	Current	\$52,000,000
	<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 improve mobility and safety on SR 524.		
410	SR 527	0.12 to 2.27	SR 527 - SR 522 to I-405 - Widen to 4/5 lanes.	Current	\$38,864,000
	<i>Solution:</i>		Widen to 4/5 lanes.		
	<i>Expected Benefits:</i>		This will address mobility deficiency on SR 527 and improve traffic flow and safety on SR 527.		