

Appendix K: Solutions that Require Further Analysis

The following list of solutions was developed to address mobility needs identified during the 2007-2026 HSP update process. Analysis for these solutions was started but not completed in time for inclusion in the 2007-2026 HSP Implementation Plan. WSDOT will include these solutions and others in future updates of the HSP when the analysis is completed. This list is not all inclusive and other solutions to identified mobility needs will be added in future updates of the HSP.

Key	WSDOT Region	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
1	North Central County Chelan & Douglas	SR 285 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	2.2 to 5	SR 285, SR 285CO/North Wenatchee Avenue - Study City highway is causing congestion related to volume of traffic and poor access management. Study needs to be conducted to clarify solutions and address access management. Congestion relief through better traffic flow management There is the potential for impacting historical properties. Being an urban corridor, there is noise and other societal impacts to consider.	Current	Unknown
308	Northwest County King	I-90 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	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 I-90 / I-405 interchange experiences considerable congestion and delay during am/pm peak periods. Transit/HOV experiences considerable delay and inefficiencies through I-90/I-405 I/C. Construct a freeway-to-freeway Core lane HOV connection at SR90/SR405 interchange (NE quadrant). 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. Natural features in this corridor include: Lake Sammamish, urban growth area, other features - several city and county parks. Moderate to High Liquefaction Hazard Areas occur on the east end of this corridor segment in the vicinity of SR 900 and Lake Sammamish. Water quality is impaired, sited on 303(d) list is adjacent to the northeast end of this corridor segment. Numerous storm water outfalls, a few confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur along this corridor segment. A Critical Aquifer Recharge Area, Palustrine Wetlands and FEMA 100-yr Flood (Zone A) have been identified on the east end of this corridor segment. Currently, this corridor segment is within an Air quality maintenance area for CO.	Current	Unknown
309	Northwest County King	I-90 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	11.14 to 16.85	I-90 - I-90 between Eastgate and Issaquah - Extend HOV lanes to Front Street and add auxiliary lanes from Eastgate to Front Street. Congested I-90 corridor segment with extensive delay/operational impacts experienced by HOV/transit users during peak periods. Extend HOV lanes to Front Street and add auxiliary lanes from Eastgate to Front Street. 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. Natural features in this corridor include: Lake Sammamish, urban growth area, other features - several city and county parks. Moderate to High Liquefaction Hazard Areas occur on the east end of this corridor segment in the vicinity of SR 900 and Lake Sammamish. Water quality is impaired, sited on 303(d) list is adjacent to the northeast end of this corridor segment. Numerous storm water outfalls, a few confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur along this corridor segment. A Critical Aquifer Recharge Area, Palustrine Wetlands and FEMA 100-yr Flood (Zone A) have been identified on the east end of this corridor segment. Currently, this corridor segment is within an Air quality maintenance area for CO.	Current	Unknown

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Key	WSDOT Region	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
310	Northwest	I-90	13.15 to 13.3	I-90 - West Lake Sammamish Parkway I/C - Construct interchange improvements.	Current	Unknown
	County King	<i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	Interchange deficiencies: I-90 @ W. Lake Sammamish Pkwy Construct interchange improvements. 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. Natural features in this corridor include: Lake Sammamish, urban growth area, other features - several city and county parks. Moderate to High Liquefaction Hazard Areas occur on the east end of this corridor segment in the vicinity of SR 900 and Lake Sammamish. Water quality is impaired, sited on 303(d) list is adjacent to the northeast end of this corridor segment. Numerous storm water outfalls, a few confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur along this corridor segment. A Critical Aquifer Recharge Area, Palustrine Wetlands and FEMA 100-yr Flood (Zone A) have been identified on the east end of this corridor segment. Currently, this corridor segment is within an Air quality maintenance area for CO.			
311	Northwest	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	Unknown
	County King	<i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	Congested I-90 corridor segment with interchange deficiencies. Widen to four lanes in each direction, maintain truck lanes, and reconstruct interchange ramps. 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. Natural features in this corridor include: Lake Sammamish, other features - city and county parks. The easterly and westerly portions of this corridor are in the Urban Growth Area. Moderate to High Liquefaction Hazard Areas occur on the west and east end of this corridor segment. Numerous storm water outfalls, a few confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur along this corridor segment. Medium to high Critical Aquifer Recharge Areas occur along the majority of this corridor segment. Palustrine and Riverine Wetlands occur intermitantly along this corridor segment. FEMA 100-yr Flood (Zone A) have been identified on the east and west ends of this corridor segment. Currently, a small portion of this corridor segment in the vicinity of SR 900 is within an Air quality maintenance area for CO.			
312	Northwest	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	Unknown
	County King	<i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	Congested I-90 corridor segment with interchange deficiencies. Widen to four lanes in each direction, maintain truck lanes, and reconstruct interchange ramps. 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. Natural features in this corridor include: Lake Sammamish, other features - city and county parks. The easterly and westerly portions of this corridor are in the Urban Growth Area. Moderate to High Liquefaction Hazard Areas occur on the west and east end of this corridor segment. Numerous storm water outfalls, a few confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur along this corridor segment. Medium to high Critical Aquifer Recharge Areas occur along the majority of this corridor segment. Palustrine and Riverine Wetlands occur intermitantly along this corridor segment. FEMA 100-yr Flood (Zone A) have been identified on the east and west ends of this corridor segment. Currently, a small portion of this corridor segment in the vicinity of SR 900 is within an Air quality maintenance area for CO.			

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Key	WSDOT Region	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
313	Northwest	I-90	22.86 to 25.65	I-90 - Jones Rd. I/C(SE 82nd St.) to SR 18 - Wideng and construct freeway to freeway interchange at SR 18	Current	Unknown
	County King	<i>Needs:</i>	Congested I-90 corridor segment with I/C deficiencies at SR 18 (substandard I/C).			
		<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).			
		<i>Known Environmental Issues:</i>	Natural features in this corridor include: Lake Sammamish, other features - city and county parks. The easterly and westerly portions of this corridor are in the Urban Growth Area. Moderate to High Liquefaction Hazard Areas occur on the west and east end of this corridor segment. Numerous storm water outfalls, a few confirmed or suspected contaminate sites and/or Leaking underground storage tanks occur along this corridor segment. Medium to high Critical Aquifer Recharge Areas occur along the majority of this corridor segment. Palustrine and Riverine Wetlands occur intermitantly along this corridor segment. FEMA 100-yr Flood (Zone A) have been identified on the east and west ends of this corridor segment. Currently, a small portion of this corridor segment in the vicinity of SR 900 is within an Air quality maintenance area for CO.			
276	Northwest	I-5	221.19 to 232.95	I-5/Conway to Cook Road - Interstate Improvements	Current/Future	Unknown
	County Skagit	<i>Needs:</i>	Existing I-5 capacity may be inadequate to process the volumes of traffic that will occur in the future. Vehicle queuing at interstate ramp terminals have an affect on mainline operations.			
		<i>Solution:</i>	Apply appropriate solutions for safety and congestion relief from Exit 221 to Exit 232, which will be determined by the findings of the interstate Master Plan and Interchange Justification Reports.			
		<i>Expected Benefits:</i>	Managing I-5 operations to optimize capacity and safety.			
		<i>Known Environmental Issues:</i>				
332	Northwest	SR 538	0 to 1.27	SR 538/I-5 to LaVenture Rd - Corridor Improvements (Maximum)	Future	Unknown
	County Skagit	<i>Needs:</i>	A high level of commercial/residential development and College traffic make this corridor one of the most congested in Skagit County.			
		<i>Solution:</i>	The findings of the Interstate Master Plan and Interchange Justification Reports will determine what improvements will be required for the interchange. Access management will be needed in order to alleviate mobility and safety concerns, and capacity improvements throughout the corridor will help to adequately serve the demand on the facility.			
		<i>Expected Benefits:</i>	Reduction in collisions and reduced delay.			
		<i>Known Environmental Issues:</i>	The corridor is located within the commercially developed area of Mount Vernon and crosses the BNSF railway. There are no GIS-mapped points of sensitive habitat or species.			

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278	Northwest County Skagit & Whatcom	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	232.95 to 250.87	I-5/Cook Rd to Fairhaven - Interstate Improvements The current capacity of the interstate will be inadequate to process the volumes of traffic that will occur in the future. Conduct Interstate Master Plan Managing I-5 operations to optimize capacity and safety.	Future	Unknown
271	Northwest County Snohomish	US 2 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	5.02 to 8.8	US-2 - SR 9 to Campbell Rd. - Widening US-2 congested corridor segment in AM/PM peak periods. Widen to four lanes. This will address congestion need on this section of US-2 and will improve safety. As needed, upgrade culverts and ditches to help minimize erosion during large storms. Also, build storm water treatment facilities.	Current	Unknown
3	Northwest County Snohomish	US 2 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	14.25 to 16.12	US-2 - Monroe Bypass - See Study. US-2 is currently congested through Monroe during AM/PM peak periods. US-2 also experiences higher than average accident rates along this corridor segment. Determine Monroe congestion solution. See Study. 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. As needed, upgrade culverts and ditches to help minimize erosion during large storms. Also, build storm water treatment facilities.	Current	Unknown
272	Northwest County Snohomish	US 2 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	16 to 18.67	US-2 - Monroe (ECL) to Fern Bluff Rd - Widen to four lanes US-2 congested corridor segment in AM/PM peak periods. 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. This will address congestion need on this section of US-2 and will improve safety with access management treatments. As needed, upgrade culverts and ditches to help minimize erosion during large storms. Also, build storm water treatment facilities.	Current	Unknown

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273	Northwest County Snohomish	US 2 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	18.67 to 24.22	US-2 - Fern Bluff Rd. to City Sultan (WCL) - Widening	Current	Unknown
				US-2 congested corridor segment in AM/PM peak periods. Need to address safety and mobility deficiencies on this US-2 corridor segment. Widen to a four lane, median divided highway from Fern Bluff Rd. to City Sultan (WCL). This will address congestion deficiency on this section of US-2 and will improve safety here with the provision of median divided highway. As needed, upgrade culverts and ditches to help minimize erosion during large storms. Also, build storm water treatment facilities.		
274	Northwest County Snohomish	US 2 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	21.42 to 24.17	US-2 - City of Sultan - Widen to five lanes	Current	Unknown
				US-2 is congested and deficient through the City of Sultan. Need to address mobility, safety and operational deficiencies on this section of US-2. Widen to five lanes thru the City of Sultan. 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. As needed, upgrade culverts and ditches to help minimize erosion during large storms. Also, build storm water treatment facilities.		
292	Northwest County Snohomish	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	188.59 to 189.63	I-5 - SR 527/SR 527/ South Broadway I/C	Current	Unknown
				Congestion and safety/operational deficiencies at the S. Everett Interchange Construct a new crossing under I-5 at 100th St and provide HOV access and an on ramp to southbound I-5 south of SR 526/SR527/South Broadway interchange. Reduce backups onto the freeway and improve traffic flow on mainline.		
293	Northwest County Snohomish	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	192.01 to 192.97	I-5 - 41st Street I/C		Unknown
				Congestion and safety/operational deficiencies at the 41st Street Interchange Construct arterial improvements to support the new single point interchange at 41st Street and I-5. Reduce backups onto the freeway and improve traffic flow on mainline.		

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277	Northwest County Snohomish & Skagit	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	212.74 to 221.19	I-5, Stillaguamish River to Conway - Interstate Improvements Vehicle queuing at interstate ramp terminals have an affect on mainline operations. The interstate and SR 532 interchange will need to be analyzed for deficiencies, and a possible Interchange Justification Report developed. Reduced delays at ramp terminal and reduction of westbound left-turn queuing. Reduce risk of rear-end collisions on ramp and mainline.	Future	Unknown
279	Northwest County Whatcom	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	250.87 to 260.19	I-5/ Fairhaven to Slater Interstate Improvements The current capacity of the interstate will be inadequate to process the volumes of traffic that will occur in the future. Vehicle queuing at interstate ramp terminals have an affect on mainline operations. Apply appropriate solutions for safety and congestion relief from Exit 250 to Exit 262, which will be determined by the findings of the interstate Master Plan and Interchange Justification Reports. Managing I-5 operations to optimize capacity and safety. There are several creeks which run through this corridor.	Future	Unknown
275	Northwest County Whatcom	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	260.19 to 266.10	I-5/Slater to Grandview Interstate Improvements Existing I-5 capacity may be inadequate to process the volumes of traffic that will occur in the future. Vehicle queuing at interstate ramp terminals have an affect on mainline operations. Improvements which are determined by the findings of the interstate Master Plan and Interchange Justification Reports. Managing I-5 operations to optimize capacity and safety.	Current/Future	Unknown
280	Northwest County Whatcom	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	266.1 to 273.98	I-5/Grandview Rd to Blaine - Interstate Improvements The current capacity of the interstate will be inadequate to process the volumes of traffic that will occur in the future. Conduct Interstate Master Plan Managing I-5 operations to optimize capacity and safety. None	Future	Unknown

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281	Northwest County Whatcom	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	273.92 to 276.62	I-5/Blaine to Canadian Border - Interstate Improvements The current capacity of the interstate will be inadequate to process the volumes of traffic that will occur in the future. Conduct Interstate Master Plan Managing I-5 operations to optimize capacity and safety. None	Future	Unknown
13	Olympic County Clallam	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	241.89 to 252.35	US 101/SR 112 to Deer Park Rd - Traffic Circulation and Access Plan Study Mobility Deficiency - Approaching 70% of posted speed threshold in Port Angeles Core Business District (Race to Golf Course Rd). 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.	Current/Future	Unknown
367	Olympic County Clallam	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	242.11 to 243.37	US 101/Laird Rd to Reddick Rd - Widening Less than 70% of posted speed threshold in 2030 Widen from 2/3 lanes to 4 lanes Unknown at this time	Future	Unknown
369	Olympic County Clallam	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	245.35 to 252.35	US 101/SR 117 to Deer Park Rd - Alternative Route Less than 70% of posted speed threshold in 2005 Port Angeles Alternative Route south of the core business district from SR 117 Vicinity to Deer Park/Buchanan Drive Vicinity Unknown at this time	Current/Future	Unknown

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10	Olympic County Clallam	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	252.35 to 262.29	US 101/Deer Park Rd to River Rd - Traffic Circulation and Access Plan Study This study would supplement the US 101 Safety Corridor work by analyzing traffic circulation patterns and access issues. Traffic Circulation and Access Plan	Future	Unknown
75	Olympic County Clallam	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	252.35 to 254.37	US 101/Deer Park Rd to O'Brien Rd - Park and Ride Lot New 50-stall park and ride lot at Deer Park or O'Brien Road. Unknown at this time	Future	Unknown
209	Olympic County Clallam	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	261.59 to 263.8	US 101/Dungeness River to Sequim Ave I/C - Widening Less than 70% of posted speed threshold in 2030 Widen from 2 lanes to 4 lanes Unknown at this time	Future	Unknown
210	Olympic County Clallam	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	262.29 to 262.3	US 101/River Rd Interchange Vic - Park and Ride Lot Less than 70% of posted speed threshold in 2030 New 50-stall park and ride lot near River Road Interchange Unknown at this time	Future	Unknown

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211	Olympic County Clallam	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	263.8 to 263.81 Less than 70% of posted speed threshold in 2030 New 50-stall park and ride lot near Sequim Avenue Interchange Unknown at this time	US 101/Sequim Ave Interchange Vic - Park and Ride Lot	Future	Unknown
370	Olympic County Clallam	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	263.8 to 266.78 Less than 70% of posted speed threshold in 2030 Widen from 2 lanes to 4 lanes completing Sequim Bypass (East Half) Unknown at this time	US 101/Sequim Ave I/C to Palo Alto Rd Vic - Widening	Future	Unknown
366	Olympic County Clallam	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	265.36 to 265.37 Less than 70% of posted speed threshold in 2030 Construct a full diamond interchange at Simdars (existing half diamond) or roundabout Unknown at this time	US 101/Simdars Rd Interchange - Complete Diamond Interchange or Construct Roundabout	Future	Unknown
371	Olympic County Clallam & Jefferson	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	266.78 to 283.21 Less than 70% of posted speed threshold in 2030 Widen from 2/3 lanes to 4 lanes (divided highway with appropriate at-grade separations) Unknown at this time There are ~28 fish barriers of which ~16 require work, ~3 leaking underground storage tanks, and ~3 unstable slopes (2 erosion, 1 landslide).	US 101/Palo Alto Rd Vic to SR 104 - Widening	Future	Unknown

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18	Olympic	SR 8 & US 101		SR 8 and US 101/Regionwide - Safety Rest Area Site Selection Study	Future	Unknown
	County	Needs:	Goal is to provide public access to appropriately sized, restroom-equipped facilities, including recreational vehicle dump stations at designated sites, every 60 miles on the National Highway System and State and Rural highways.			
	Grays Harbor & Jefferson	Solution:	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 Pottlatch Vicinity on US 101 at MP 310.			
		Expected Benefits:				
		Known Environmental Issues:				
8	Olympic	US 12	0 to 20.99	US 12 and SR 8/Aberdeen to Olympia - At Grade Separation Study	Future	Unknown
	County	Needs:	This study would evaluate existing at-grade intersections with the intent of determining and prioritizing transportation improvements between Aberdeen and Olympia. At-grade separations may enhance economic vitality along the US 12/SR 8 Corridors.			
	Grays Harbor & Thurston	Solution:	US 12 (portion between Aberdeen and Elma) and SR 8 (entire route) - Study at-grade separations for enhancing economic vitality.			
		Expected Benefits:				
		Known Environmental Issues:				
9	Olympic	SR 19	0 to 14.09	SR 19 and SR 20/SR 104 to Port Townsend Ferry Terminal - Corridor Analysis	Current/Future	Unknown
	County	Needs:	Mobility Deficiency - Increased development and traffic cause emerging bottleneck and chokepoints. For example: Stop controlled intersections in developed areas with high traffic volumes typically have fewer "gaps" in mainline traffic to make left and right turns. This "gap" issue when mainline approaches maximum throughput can also "trap" mainline left turns at stop-controlled intersections.			
	Jefferson	Solution:	Corridor Analysis: A corridor analysis plan will identify intersection locations that would benefit from intersection improvements (e.g. left or right turn channelization for mobility and new signal locations for safety).			
		Expected Benefits:				
		Known Environmental Issues:	There are ~24 fish barriers of which ~5 require work, ~7 unstable slopes (5 erosion, 2 settlement), ~5 leaking underground storage tanks (2 on SR 19, 3 on SR 20), and significant wetlands immediately west of SR 19 and Kah-Tai Lagoon (wetland) west of SR			

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360	Olympic	SR 19	0 to 0.01	SR 19/SR 104 Jct - Interchange	Future	Unknown
	County	<i>Needs:</i>	Exceeds maximum throughput in 2030 with SR 104 being less than 70% of the posted speed threshold and SR 19 being less than 85% of the posted speed. Unsignalized intersection average delay more than 50 seconds per vehicle in 2005.			
	Jefferson	<i>Solution:</i>	Construct interchange at SR 19 and SR 104.			
	<i>Expected Benefits:</i>	Unknown at this time				
		<i>Known Environmental Issues:</i>	There are ~24 fish barriers of which ~5 require work, ~7 unstable slopes (5 erosion, 2 settlement), ~5 leaking underground storage tanks (2 on SR 19, 3 on SR 20), and significant wetlands immediately west of SR 19 and Kah-Tai Lagoon (wetland) west of SR			
361	Olympic	SR 19	0 to 2.33	SR 19/SR 104 to Old Beaver Valley Rd - Widening	Future	Unknown
	County	<i>Needs:</i>	Less than 85% of posted speed in 2030.			
	Jefferson	<i>Solution:</i>	Widen from two lanes to four lanes			
	<i>Expected Benefits:</i>	Unknown at this time				
		<i>Known Environmental Issues:</i>	There are ~24 fish barriers of which ~5 require work, ~7 unstable slopes (5 erosion, 2 settlement), ~5 leaking underground storage tanks (2 on SR 19, 3 on SR 20), and significant wetlands immediately west of SR 19 and Kah-Tai Lagoon (wetland) west of SR			
197	Olympic	SR 19	0.09 to 0.1	SR 19/SR 104 Jct Vic - Park and Ride Lot	Future	Unknown
	County	<i>Needs:</i>				
	Jefferson	<i>Solution:</i>	Improve existing 40-stall park and ride lot			
	<i>Expected Benefits:</i>	Unknown at this time				
		<i>Known Environmental Issues:</i>	There are ~24 fish barriers of which ~5 require work, ~7 unstable slopes (5 erosion, 2 settlement), ~5 leaking underground storage tanks (2 on SR 19, 3 on SR 20), and significant wetlands immediately west of SR 19 and Kah-Tai Lagoon (wetland) west of SR			
362	Olympic	SR 19	2.33 to 9.09	SR 19/Old Beaver Valley Rd to Center Rd - Widening	Future	Unknown
	County	<i>Needs:</i>	Less than 70% of posted speed threshold in 2030.			
	Jefferson	<i>Solution:</i>	Widen from two lanes to four lanes			
	<i>Expected Benefits:</i>	Unknown at this time				
		<i>Known Environmental Issues:</i>	There are ~24 fish barriers of which ~5 require work, ~7 unstable slopes (5 erosion, 2 settlement), ~5 leaking underground storage tanks (2 on SR 19, 3 on SR 20), and significant wetlands immediately west of SR 19 and Kah-Tai Lagoon (wetland) west of SR			

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198	Olympic County Jefferson	SR 19 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	9.09 to 9.1	SR 19/Center Rd Vic - Park and Ride Lot New 20-stall park and ride lot near Chimacum/Center Road Unknown at this time There are ~24 fish barriers of which ~5 require work, ~7 unstable slopes (5 erosion, 2 settlement), ~5 leaking underground storage tanks (2 on SR 19, 3 on SR 20), and significant wetlands immediately west of SR 19 and Kah-Tai Lagoon (wetland) west of SR	Future	Unknown
199	Olympic County Jefferson	SR 19 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	9.09 to 14.09	SR 19/Center Rd to SR 20 - Widening Less than 70% of posted speed threshold in 2030. Widen from 2/3 lanes to 4 lanes Unknown at this time There are ~24 fish barriers of which ~5 require work, ~7 unstable slopes (5 erosion, 2 settlement), ~5 leaking underground storage tanks (2 on SR 19, 3 on SR 20), and significant wetlands immediately west of SR 19 and Kah-Tai Lagoon (wetland) west of SR	Future	Unknown
200	Olympic County Jefferson	SR 20 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	8.26 to 10.83	SR 20/Old Fort Townsend Rd to Hendricks St - Parallel Rd Extensions and Access Management Approaching 70% of posted speed threshold in 2005 Parallel road extensions and access management (per 1991 Port Townsend Gateway Development Plan) Unknown at this time There are ~24 fish barriers of which ~5 require work, ~7 unstable slopes (5 erosion, 2 settlement), ~5 leaking underground storage tanks (2 on SR 19, 3 on SR 20), and significant wetlands immediately west of SR 19 and Kah-Tai Lagoon (wetland) west of SR	Current/Future	Unknown
364	Olympic County Jefferson	SR 20 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	8.26 to 12.57	SR 20/Old Fort Townsend Rd to Port Townsend Ferry Terminal - Widening Approaching 70% of posted speed threshold in 2005 Assume widening to 4/5 lanes (two-way left turn lane or raised median along portions of SR 20) in a 50-year configuration Unknown at this time There are ~24 fish barriers of which ~5 require work, ~7 unstable slopes (5 erosion, 2 settlement), ~5 leaking underground storage tanks (2 on SR 19, 3 on SR 20), and significant wetlands immediately west of SR 19 and Kah-Tai Lagoon (wetland) west of SR	Current/Future	Unknown

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201	Olympic County Jefferson	SR 20 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	9.21 to 10.78 Approaching 70% of posted speed threshold in 2005 Widen shoulder to five feet minimum (Bike touring route and nearby schools) Unknown at this time	SR 20/ Old CMSTP&P Railroad Br to Sherman St - Shoulder Widening	Future	Unknown
202	Olympic County Jefferson	SR 20 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	10.83 to 12.52 Approaching 70% of posted speed threshold in 2005 Westbound Truck climbing lane (Eastbound ferry holding lane funded by a Port Townsend Ferry Terminal Project #90000126) Unknown at this time	SR 20/Hendricks St to Port Townsend Ferry Terminal - WB Truck Climbing Lane	Current/Future	Unknown
214	Olympic County Jefferson	SR 104 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	0 to 13.73 Less than 70% of posted speed threshold in 2005 Staggered passing lanes (begin with a Westbound climbing/passing lane immediately west of the SR 19 Intersections) Unknown at this time	SR 104/US 101 to Hood Canal Br - Passing Lanes	Current/Future	Unknown
372	Olympic County Jefferson	SR 104 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	0 to 15.34 Less than 70% of posted speed threshold in 2030 Widen from 2/3 lanes to 4 lanes (divided highway with appropriate at-grade separations) Unknown at this time	SR 104/US 101 to SR 3 - Widening and Interchange Work	Future	Unknown

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215	Olympic County Jefferson	SR 104 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	4.14 to 4.15 Less than 70% of posted speed threshold in 2030 Improve the existing dirt park and ride lot at Center Valley Interchange (paving and drainage improvements) Unknown at this time	SR 104/Center Valley I/C Vic - Park and Ride Lot Improvement	Future	Unknown
213	Olympic County Jefferson	SR 104 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	7.55 to 8.65 1995-1997 Biennium Mobility Project Pool. Less than 70% of posted speed threshold in 2030. Westbound Passing/Truck Climbing Lane Unknown at this time	SR 104/SR 19 Intersection Vic - WB Passing Lane	Future	Unknown
77	Olympic County Jefferson	SR 104 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	10.8 to 10.81 Less than 70% of posted speed threshold in 2030 New park and ride lot at South Point Road Vicinity Unknown at this time	SR 104/South Point Rd Vic - Park and Ride Lot	Future	Unknown
78	Olympic County Jefferson	SR 104 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	13.72 to 13.73 Less than 70% of posted speed threshold in 2030 Expand viewpoint at the west end of the Hood Canal Bridge to also serve as a park and ride lot. Unknown at this time	SR 104/West End of Hood Canal Br - Park and Ride Lot	Current	Unknown

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Key	WSDOT Region	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
15	Olympic County Jefferson	SR 116 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	0 to 9.83	SR 116/SR 19 to Fort Flager Park - Route Development Plan Study This plan will outline a vision for the future development of SR 116 by recommending improvement strategies for existing and future deficiencies along the corridor. SR 116 Route Development Plan	Future	Unknown
54	Olympic County Kitsap	SR 3 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	34.15 to 36.59	SR 3 - SR 3 between SR 16 and SR 304 - ITS Mobility Deficiency - Bottleneck and Chokepoint. High traffic volumes at and between the SR 3/SR 16 Interchange and SR 3/SR 304 Interchange cause congestion. Intelligent Transportation Systems (ITS) Master Plan Improvements Unknown at this time Storm water outfalls (~95), fish barriers (~11), leaking underground storage tanks (~14), and unstable slopes (~3) can be found along SR 3. Shellfish beds and the endangered species act are other issues that affect nearby Oakland Bay, North Bay, and Sin	Current	Unknown
176	Olympic County Kitsap	SR 3 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	52.81 to 60.02	SR 3 - SR 305 to SR 104 - Widening and I/S signalization Approaching maximum throughput in 2005 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). There are ~17 fish barriers of which ~8 require work, ~3 unstable slopes, 1 leaking underground storage tank, and ~22 storm water outfalls along SR 3. This area is also known for Bald Eagles.	Future	Unknown
14	Olympic County Kitsap	SR 104 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	20.58 to 24.45	SR 104 - SR 307 (Bond Road) to Kingston Ferry - SR SR 104 Alternative Analysis (widening and tunnel options). Traffic volumes related to Ferry arrival and departures cause congestion. This segment will exceed maximum throughput prior to 2030. SR 104 Alternative Analysis (widening and tunnel options). There are ~17 fish barriers of which ~8 require work, ~3 unstable slopes, 1 leaking underground storage tank, and ~22 storm water outfalls along SR 3. This area is also known for Bald Eagles.	Current	Unknown

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219	Olympic County Kitsap	SR 303 <i>Needs:</i> <i>Solution:</i>	0 to 9.16	SR 303 - SR SR 303 Corridor Analysis (Bremerton to Silverdale)	Current/Future	Unknown
		<i>Expected Benefits:</i> <i>Known Environmental Issues:</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. As needed, upgrade culverts and ditches to help minimize erosion during large storms. Also, build storm water treatment facilities.		
165	Olympic County Mason	SR 3 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	1.58 to 2.71	SR 3/Shelton South Corporate Limits to Railroad Ave - Widening	Future	Unknown
				Mobility deficiency - Urban congestion: Less than 70% of posted speed threshold in 2030. Needs Further Study - Widen from 2/3 lanes to 4/5 lanes or alternate route in Shelton Core Business District (couplet via 7th and Alder) 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. Storm water outfalls (~95), fish barriers (~11), leaking underground storage tanks (~14), and unstable slopes (~3) can be found along SR 3. Shellfish beds and the endangered species act are other issues that affect nearby Oakland Bay, North Bay, and Sin		
340	Olympic County Mason	SR 3 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	2.38 to 2.93	SR 3/Turner Ave to Pine St - Alternate Route	Current/Future	Unknown
				Shelton Core Business District is approaching maximum throughput capacities in 2005, particularly for signal systems. Less than 70% of posted speed threshold in 2030. Create an alternate route through the Shelton Core Business District (Pine to 7th to Turner to US 101) Unknown at this time Storm water outfalls (~95), fish barriers (~11), leaking underground storage tanks (~14), and unstable slopes (~3) can be found along SR 3. Shellfish beds and the endangered species act are other issues that affect nearby Oakland Bay, North Bay, and Sin		
341	Olympic County Mason	SR 3 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	2.93 to 24.42	SR 3/Pine St to SR 106 - Widening	Current/Future	Unknown
				Approaching or less than 70% of posted speed threshold in 2030 Widen to a four-lane divided facility with the exceptions of steep terrain and commercially developed areas such as Shelton, Allyn, and Belfair. Unknown at this time Storm water outfalls (~95), fish barriers (~11), leaking underground storage tanks (~14), and unstable slopes (~3) can be found along SR 3. Shellfish beds and the endangered species act are other issues that affect nearby Oakland Bay, North Bay, and Sin		

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173	Olympic County Mason	SR 3 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	23.27 to 27.97	SR 3/SR 302 Vic to Belfair Yard Rd Vic - Two Lane Bypass Two-Lane Belfair Bypass Unknown at this time. Storm water outfalls (~95), fish barriers (~11), leaking underground storage tanks (~14), and unstable slopes (~3) can be found along SR 3. Shellfish beds and the endangered species act are other issues that affect nearby Oakland Bay, North Bay, and Sin	Current/Future	\$0
381	Olympic County Mason	SR 3 AR <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>		US 101 to Belfair Bypass - Alternative Route This proposal recognizes terrain constraints on SR 3 with steep slopes on one side and water bodies on the other like Oakland Bay that make future widening to a full design HSS/NHS multilane divided facility prohibitively expensive. 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. Unknown at this time	Current/Future	Unknown
4	Olympic County Mason & Kitsap	SR 3 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	0 to 36.69	SR 3/South Kitsap and North Mason County - Subarea Study The intent of this study is to determine the transportation improvements that will need to be made to support anticipated job and population growth associated with build-out of the South Kitsap Industrial Area. South Kitsap/East Mason County Subarea Study Storm water outfalls (~95), fish barriers (~11), leaking underground storage tanks (~14), and unstable slopes (~3) can be found along SR 3. Shellfish beds and the endangered species act are other issues that affect nearby Oakland Bay, North Bay, and Sin	Current/Future	Unknown

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194	Olympic County Pierce	I-5 Needs: Solution: Expected Benefits: Known Environmental Issues:	111.94 to 127.48	I-5 - SR 510 to SR 512 - Network Analysis Study This comprehensive study of the regional city/county/state transportation network could find long-term solutions by identifying alternate routes or modes that could be developed to address transportation demand on the inter-regional network in West Pierce County and North Thurston County. Network Analysis Study Natural features: river delta, floodway, uplands; Military reservation, rural and urban growth area. Wildlife refuge. Tribal lands. Several types of public land ownership. Known environmental issues: High quality ecosystem area (in delta); wetlands, critical habitat for bull trout and Chinook, presence of sensitive species (Bald Eagle, Peregrin Falcon, Blue Heron, sensitive plants). Water quality impaired, several groundwater recharge areas and critical aquifers, flooding issues. Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks.	Current/Future	Unknown
351	Olympic County Pierce	I-5 Needs: Solution: Expected Benefits: Known Environmental Issues:	114.93 to 117	I-5 - Thurston/Pierce C/Line to Mounts Road - Add HOV lanes This segment of I-5 is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation improvements. As previously mentioned, a study of this segment is necessary. Thurston/Pierce County Line to Mounts Rd - Widen from 6 lanes to 8 lanes creating HOV lanes Natural features: river delta, floodway, uplands; Military reservation, rural and urban growth area. Wildlife refuge. Tribal lands. Several types of public land ownership. Known environmental issues: High quality ecosystem area (in delta); wetlands, critical habitat for bull trout and Chinook, presence of sensitive species (Bald Eagle, Peregrin Falcon, Blue Heron, sensitive plants). Water quality impaired, several groundwater recharge areas and critical aquifers, flooding issues. Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks.	Current	Unknown
352	Olympic County Pierce	I-5 Needs: Solution: Expected Benefits: Known Environmental Issues:	117 to 118	I-5 - Mounts Rd-Old Nisqually Rd. Vicinity to South DuPont I/C (Center Drive) - Add HOV lanes, SB auxiliary lane, and ultimate South DuPont I/C This segment of I-5 is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation improvements. As previously mentioned, a study of this segment is necessary. Mounts Rd-Old Nisqually Rd. Vicinity to - Widen from 6 lanes to 9 lanes creating HOV lanes, a Southbound auxiliary lane, and ultimate South DuPont Interchange (Center Drive) Natural features: river delta, floodway, uplands; Military reservation, rural and urban growth area. Wildlife refuge. Tribal lands. Several types of public land ownership. Known environmental issues: High quality ecosystem area (in delta); wetlands, critical habitat for bull trout and Chinook, presence of sensitive species (Bald Eagle, Peregrin Falcon, Blue Heron, sensitive plants). Water quality impaired, several groundwater recharge areas and critical aquifers, flooding issues. Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks.	Current	Unknown

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353	Olympic	I-5	118 to 119.01	I-5 - South DuPont I/C (Center Drive) to DuPont I/C - New South DuPont I/C Vicinity to DuPont - Widen from 6 lanes to 11 lanes creating HOV lanes, a SB auxiliary lane, a NB 2 lane collector-distributor, ITS.	Current	Unknown
	County	Needs:	This segment of I-5 is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation improvements. As previously mentioned, a study of this segment is necessary.			
	Pierce	Solution:	New South DuPont I/C Vicinity to DuPont - Widen from 6 lanes to 11 lanes creating HOV lanes, a SB auxiliary lane, a NB 2 lane collector-distributor, ITS.			
		Expected Benefits:				
		Known Environmental Issues:	Natural features: river delta, floodway, uplands; Military reservation, rural and urban growth area. Wildlife refuge. Tribal lands. Several types of public land ownership. Known environmental issues: High quality ecosystem area (in delta); wetlands, critical habitat for bull trout and Chinook, presence of sensitive species (Bald Eagle, Peregrin Falcon, Blue Heron, sensitive plants). Water quality impaired, several groundwater recharge areas and critical aquifers, flooding issues. Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks.			
354	Olympic	I-5	119.01 to 123.58	I-5 - DuPont I/C to Thorne Lane I/C - DuPont to Thorne Lane - Add HOV lanes and ITS	Current	Unknown
	County	Needs:	This segment of I-5 is capacity deficient and may continue to be deficient to varying degrees depending on future investment in transportation improvements. As previously mentioned, a study of this segment is necessary.			
	Pierce	Solution:	DuPont to Thorne Lane - Widen for HOV lanes as per ongoing study, ITS.			
		Expected Benefits:				
		Known Environmental Issues:	Natural features: river delta, floodway, uplands; Military reservation, rural and urban growth area. Wildlife refuge. Tribal lands. Several types of public land ownership. Known environmental issues: High quality ecosystem area (in delta); wetlands, critical habitat for bull trout and Chinook, presence of sensitive species (Bald Eagle, Peregrin Falcon, Blue Heron, sensitive plants). Water quality impaired, several groundwater recharge areas and critical aquifers, flooding issues. Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks.			
345	Olympic	I-5	123.33 to 124	I-5 - East Tillicum I/C (Thorne Lane U-Xing) - I/C improvements	Current	Costs related to ..
	County	Needs:	Address existing and future I/C needs. This interchange on I-5 is identified as the future connection with the Cross-Base (SR 704) freeway.			
	Pierce	Solution:	Interchange improvements for the future Cross Base Corridor Connection.			
		Expected Benefits:	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.			
		Known Environmental Issues:	Natural features: river delta, floodway, uplands; Military reservation, rural and urban growth area. Wildlife refuge. Tribal lands. Several types of public land ownership. Known environmental issues: High quality ecosystem area (in delta); wetlands, critical habitat for bull trout and Chinook, presence of sensitive species (Bald Eagle, Peregrin Falcon, Blue Heron, sensitive plants). Water quality impaired, several groundwater recharge areas and critical aquifers, flooding issues. Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks.			

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180	Olympic County Pierce	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	133 to 136.6	I-5 - Yakima Avenue to Port of Tacoma - Construct direct access ramp to Tacoma Dome. Presently, transit operators (ST/Pierce Transit) do not have direct access from Tacoma-Dome P&R to I-5 mainline resulting in circuitous routings and transit delays. Construct direct access ramp to Tacoma Dome. This will directly improve transit access to I-5 and overall transit operations from Tacoma-Dome P&R to Seattle and points north. Natural features: river delta, floodway, uplands; Military reservation, rural and urban growth area. Wildlife refuge. Tribal lands. Several types of public land ownership. Known environmental issues: High quality ecosystem area (in delta); wetlands, critical habitat for bull trout and Chinook, presence of sensitive species (Bald Eagle, Peregrin Falcon, Blue Heron, sensitive plants). Water quality impaired, several groundwater recharge areas and critical aquifers, flooding issues. Numerous storm water outfalls, confirmed or suspected contaminate sites and/or Leaking underground storage tanks.	Current	Unknown
195	Olympic County Pierce	SR 7 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	16.82 to 47.42	007 - SR 7: SR 706 to SR 507 (Roy Wye) - Route Development Plan Phase 2 of a Route Development Plan that began with SR 7 in Lewis County. This plan will outline a vision for the future development of SR 7 between SR 706 and SR 507, by recommending improvement strategies for existing and future deficiencies along this portion of the SR 7 corridor. Route Development Plan	Future	Unknown
227	Olympic County Pierce	SR 512 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	0 to 12.06	SR 512 - East Pierce County - Network Analysis Study This comprehensive study of the regional city/county/state transportation network could find long-term solutions by identifying alternate routes or modes that could be developed to address transportation demand on the inter-regional network in East Pierce County. Network Analysis Study SR 167 is surrounded by wetlands that flood easily. WSDOT is using a new tool called Watershed characterization to identify sites where we can improve and/or create wetlands to hold and naturally filter the water. This approach has been used for the I-40	Current/Future	Unknown

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17	Olympic County	Needs:		Tribal Partnerships - Access Study	Future	Unknown
	Regionwide	Solution:		Studies should address "one way in, one way out" operational and access measures that can be taken to improve the function of state highways. Two examples include: SR 109 from Tahola to Queets with Quinault Nation for \$2.5 million and SR 112 Loop Road alternative with Makah Tribe from \$1.5 million.		
		Expected Benefits:		Tribal Partnerships for "one way in, one way out" operational and access measures.		
		Known Environmental Issues:				
5	Olympic County	I-5	85.58 to 100.59	I-5/Lewis County Line to Tumwater S Corporate Limit - Rural Feasibility Study	Future	Unknown
	Thurston	Needs:		Phase 2 would analyze the feasibility of high occupancy vehicle (HOV) lanes within Thurston County and consider other issues such as dedicated freight lanes, high speed ground transportation, commuter rail, transportation demand management (TDM), and intelligent transportation system (ITS).		
		Solution:		I-5 High Occupancy Vehicle and/or Collector-Distributor Feasibility Study in Rural Thurston County.		
		Expected Benefits:				
		Known Environmental Issues:				
185	Olympic County	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
	Thurston	Needs:		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.		
		Solution:		Unknown at this time		
		Expected Benefits:				
		Known Environmental Issues:		There are ~3 storm water outfalls and one unstable slope (landslide) within this segment of I-5. Wetlands along the east half of the 2.10 mile segment in the Nisqually Basin will be an environmental issue. The preferred alternative (D) in the Nisqually National Wildlife Refuge (NWR) Final Comprehensive Conservation Plan and Environmental Impact Statement calls for a potential Refuge boundary expansion of 3,479 acres primarily to the south of I-5 in the basin. The NWR is a category 1 wetland. There have been prior efforts to convert the existing farmlands south of I-5 into wetlands similar to those found north of I-5 in the wildlife refuge. The Nisqually River is a salmon bearing stream of particular importance and the flow of this river under the existing bridges and through nearby culverts and the dike/levee system for farmlands are an issue.		

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357	Olympic County Thurston	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	87.57 to 95.7	I-5/Prairie Creek Br Vic to Maytown I/C Vic - Widening Consider additional High Occupancy Vehicle lanes that revert to general purpose use in the off peak period. Unknown at this time There are ~3 storm water outfalls and one unstable slope (landslide) within this segment of I-5. Wetlands along the east half of the 2.10 mile segment in the Nisqually Basin will be an environmental issue. The preferred alternative (D) in the Nisqually National Wildlife Refuge (NWR) Final Comprehensive Conservation Plan and Environmental Impact Statement calls for a potential Refuge boundary expansion of 3,479 acres primarily to the south of I-5 in the basin. The NWR is a category 1 wetland. There have been prior efforts to convert the existing farmlands south of I-5 into wetlands similar to those found north of I-5 in the wildlife refuge. The Nisqually River is a salmon bearing stream of particular importance and the flow of this river under the existing bridges and through nearby culverts and the dike/levee system for farmlands are an issue.	Future	Unknown
186	Olympic County Thurston	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	87.64 to 95.77	I-5/Prairie Creek Br Vic to Maytown I/C Vic - Scatter Creek Safety Rest Area and Safety Rest Area Improvements at Maytown and/or Scatter Creek (increase number of freight stalls and/or provide recreational vehicle dump stations). Unknown at this time There are ~3 storm water outfalls and one unstable slope (landslide) within this segment of I-5. Wetlands along the east half of the 2.10 mile segment in the Nisqually Basin will be an environmental issue. The preferred alternative (D) in the Nisqually National Wildlife Refuge (NWR) Final Comprehensive Conservation Plan and Environmental Impact Statement calls for a potential Refuge boundary expansion of 3,479 acres primarily to the south of I-5 in the basin. The NWR is a category 1 wetland. There have been prior efforts to convert the existing farmlands south of I-5 into wetlands similar to those found north of I-5 in the wildlife refuge. The Nisqually River is a salmon bearing stream of particular importance and the flow of this river under the existing bridges and through nearby culverts and the dike/levee system for farmlands are an issue.	Current	Unknown
187	Olympic County Thurston	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	88.4 to 88.41	I-5/Grand Mound I/C Vic - Expand Park and Ride Lot 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). Unknown at this time There are ~3 storm water outfalls and one unstable slope (landslide) within this segment of I-5. Wetlands along the east half of the 2.10 mile segment in the Nisqually Basin will be an environmental issue. The preferred alternative (D) in the Nisqually National Wildlife Refuge (NWR) Final Comprehensive Conservation Plan and Environmental Impact Statement calls for a potential Refuge boundary expansion of 3,479 acres primarily to the south of I-5 in the basin. The NWR is a category 1 wetland. There have been prior efforts to convert the existing farmlands south of I-5 into wetlands similar to those found north of I-5 in the wildlife refuge. The Nisqually River is a salmon bearing stream of particular importance and the flow of this river under the existing bridges and through nearby culverts and the dike/levee system for farmlands are an issue.	Future	Unknown

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Key	WSDOT Region	Highway Number	Milepost	Title	Current or Future Problem	Cost Estimate
181	Olympic	I-5	88.7 to 88.71	I-5/Grand Mound I/C Vic - Add WB lane on US 12 from SB Off Ramp I/S to Elderberry St Vic	Current	Unknown
	County	<i>Needs:</i>	Mobility Deficiency - Bottleneck/Chokepoint. Unsignalized approach with delay more than 50 seconds per vehicle at the Interstate 5 Southbound Off Ramp to US 12 West (Grand Mound Interchange)			
	Thurston	<i>Solution:</i>	Interim signal at the SB ramp terminal and add an interim Westbound auxiliary lane on US 12 between the I-5 Southbound off ramp stop controlled terminal and the right turn drop lane at Old Highway 99 (Elderberry).			
		<i>Expected Benefits:</i>	Unknown at this time. This conceptual solution is a placeholder for an emerging bottleneck/chokepoint location.			
		<i>Known Environmental Issues:</i>	There are ~27 storm water outfalls within this segment of I-5. There are also 2 out of 4 fish passage locations that require repair. Wetlands along the north half of the 8.13 mile segment could be an environmental issue, particularly near the Maytown Safety Rest Area.			
6	Olympic	I-5	100.59 to 112.01	I-5/Tumwater S Corporate Limit to SR 510 I/C Vic - Urban Feasibility Study	Current/Future	Unknown
	County	<i>Needs:</i>	Phase 1 would analyze I-5 within the urban boundaries of Tumwater, Olympia, and Lacey. There are existing bottleneck and chokepoint issues within these urban cities that impact I-5 mainline (Specific Southbound and Northbound segments are less than 70% of posted speed threshold)			
	Thurston	<i>Solution:</i>	I-5 High Occupancy Vehicle and/or Collector-Distributor Feasibility Study in Urban Thurston County.			
		<i>Expected Benefits:</i>				
		<i>Known Environmental Issues:</i>	There are ~4 storm water outfalls and one fish passage within this segment of I-5. There is a covered landfill and the Thurston County Waste and Recovery Center in the northeast quadrant of the Marvin Road (SR 510) I/C. The Ostroms Mushroom Facility is south of I-5 and east of SR 510. There are known leaking underground storage tank locations (LUST) from nearby gas stations along SR 510 in the vicinity of the Marvin (SR 510) and Martin Way intersection. Siltation into Woodland Creek Wetlands located north of Martin Way on the right side has been a concern for developments.			
188	Olympic	I-5	101 to 101.69	I-5/Tumwater Blvd I/C - Partial Cloverleaf or Other Interchange Modification	Current	Unknown
	County	<i>Needs:</i>	The Southbound Off Ramp queues at Tumwater Boulevard I/C in the AM peak were projected to cause the signalized ramp terminal intersection to operate at an average delay of 80 seconds per vehicle in year 2005. The Northbound Off Ramp left turn movement at the Tumwater Boulevard I/C unsignalized stop controlled intersection in the PM peak was projected to operate at more than 50 seconds per vehicle in year 2005.			
	Thurston	<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>	Unknown at this time			
		<i>Known Environmental Issues:</i>	There are ~2 storm water outfalls within this segment of I-5 with minimal wetlands north of SR 121 I/C (93rd Ave SW - Tumwater) on the west side of I-5.			

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68	Olympic County	I-5 <i>Needs:</i>	101.37 to 101.38	I-5/Tumwater Blvd I/C - Park and Ride Lot	Current/Future	Unknown
	Thurston	<i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>		New 100-stall park and ride lot near Labor and Industries building on East side of I-5 near Tumwater Boulevard Interchange. Unknown at this time There is one storm water outfall at the Martin Way I/C Undercrossing.		
189	Olympic County	I-5 <i>Needs:</i>	102.86 to 115	I-5/Trosper Rd I/C to Pierce County Line - Urban Intelligent Transportation Systems Master Plan (Other Than Ramp Metering)	Current/Future	Unknown
	Thurston	<i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>		Intelligent Transportation System improvements other than ramp metering between Trosper Rd I/C and Thurston/Pierce County Line. Unknown at this time There are ~3 storm water outfalls and one unstable slope (landslide) within this segment of I-5. Wetlands along the east half of the 2.10 mile segment in the Nisqually Basin will be an environmental issue. The preferred alternative (D) in the Nisqually National Wildlife Refuge (NWR) Final Comprehensive Conservation Plan and Environmental Impact Statement calls for a potential Refuge boundary expansion of 3,479 acres primarily to the south of I-5 in the basin. The NWR is a category 1 wetland. There have been prior efforts to convert the existing farmlands south of I-5 into wetlands similar to those found north of I-5 in the wildlife refuge. The Nisqually River is a salmon bearing stream of particular importance and the flow of this river under the existing bridges and through nearby culverts and the dike/levee system for farmlands are an issue.		
190	Olympic County	I-5 <i>Needs:</i>	104.12 to 104.13	I-5/N 2nd Ave Off Ramp I/S - Signal and Acceleration Lane	Current	Unknown
	Thurston	<i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</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) Intersection benefit of ~\$301,000 and safety benefit of ~\$469,000 with total benefits of ~\$770,000 based upon signal with acceleration lane. B/C for signal with acceleration lane likely to be 0.83 or less with costs greater than \$1 million. There are ~14 storm water outfalls and ~3 fish passages within this segment of I-5. Two of the fish passages require repair.		

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7	Olympic County	I-5 <i>Needs:</i>	104.89 to 106.24	I-5/Capitol Blvd Vic to Plum St - Feasibility Study	Current	Unknown
	Thurston	<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>				
		<i>Known Environmental Issues:</i>		There are ~14 storm water outfalls and ~3 fish passages within this segment of I-5. Two of the fish passages require repair.		
191	Olympic County	I-5 <i>Needs:</i>	104.89 to 106.24	I-5/Capitol Blvd Vic to Plum St - High Capacity Transit Improvements	Current	Unknown
	Thurston	<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 High Occupancy Vehicle use (Exit 105 City Center/Plum connecting to Eastside Street and possibly into off ramp into US 101).		
		<i>Expected Benefits:</i>		Unknown at this time		
		<i>Known Environmental Issues:</i>		There are ~14 storm water outfalls and ~3 fish passages within this segment of I-5. Two of the fish passages require repair.		
69	Olympic County	I-5 <i>Needs:</i>	107.94 to 107.95	I-5/Lilly Rd Vic - Park and Ride Lot	Current	Unknown
	Thurston	<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>		Unknown at this time		
		<i>Known Environmental Issues:</i>		There are ~14 storm water outfalls and ~3 fish passages within this segment of I-5. Two of the fish passages require repair.		

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192	Olympic County Thurston	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	108.53 to 109.03	I-5/College St Vic - High Capacity Transit Ramps High Capacity Transit Ramps (i.e. northbound off and southbound on) between Sleater Kinney Undercrossing and College Street Undercrossing (in median). Unknown at this time There is one storm water outfall at the Martin Way I/C Undercrossing.	Current	Unknown
356	Olympic County Thurston	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	109.22 to 109.23	I-5/Martin Way I/C - Add Additional Lane on Martin Way to Double Length of Left Turn Storage Both Directions and Install Bike Path Behind Bridge Columns There are long traffic queues at the Martin Way I/C off ramps. The longest queues are at the southbound off ramp to Martin Way. These queues typically extend back to the I-5 shoulder in the PM peak period. The Martin Way I/C signalized ramp terminals are over capacity with average delay more than 80 seconds per vehicle. The Martin Way O'xing - Bike Lanes project could be modified/supplemented to add one additional lane under I-5 on Martin Way to double the length of left turn storage and place bike path behind bridge columns. Unknown at this time There is one storm water outfall at the Martin Way I/C Undercrossing.	Current	Unknown
65	Olympic County Thurston	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	109.26 to 109.27	I-5/Martin Way I/C - Expand Park and Ride Lot and Consider Transit Only Right Turn Lane to NB On Ramp There are long traffic queues at the Martin Way I/C off ramps. The longest queues are at the southbound off ramp to Martin Way. These queues typically extend back to the I-5 shoulder in the PM peak period. The Martin Way I/C signalized ramp terminals are over capacity. Expand existing Martin Way park and ride lot by ~150 stalls (expansion needed due to closure of the Marvin Road park and ride lot). A "transit only" right turn drop lane between the existing Martin Way park and ride lot and the I-5 Northbound on ramp could also be considered in partnership with the City of Lacey along with other options (signal at lot entrance/exit). Unknown at this time There is one storm water outfall at the Martin Way I/C Undercrossing.	Current	Unknown

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193	Olympic County Thurston	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	112.01 to 112.02	I-5/Marvin Rd I/C - Park and Ride Lot Install 400+ park and ride lot in the vicinity of the Marvin Road (SR 510) I/C. Unknown at this time There are ~4 storm water outfalls and one fish passage within this segment of I-5. There is a covered landfill and the Thurston County Waste and Recovery Center in the northeast quadrant of the Marvin Road (SR 510) I/C. The Ostroms Mushroom Facility is south of I-5 and east of SR 510. There are known leaking underground storage tank locations (LUST) from nearby gas stations along SR 510 in the vicinity of the Marvin (SR 510) and Martin Way intersection. Siltation into Woodland Creek Wetlands located north of Martin Way on the right side has been a concern for developments.	Current/Future	Unknown
355	Olympic County Thurston	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	112.01 to 112.02	I-5/Marvin Rd I/C - Single Point Urban I/C There are long traffic queues developing at the Marvin Road (SR 510) off ramps. The longest queues are at the Southbound (Westbound direction) off ramp to Marvin Road. These queues for vehicles desiring to turn left are beginning to extend back to the I-5 shoulder in the PM peak period. Access Point Decision Report Phase 2 work. This project would construct a single point urban interchange at the Marvin Road (SR 510) Interchange, relocate the Northbound on-ramp to Quinault, and possibly ramp meter the on-ramps. Unknown at this time There are ~4 storm water outfalls and one fish passage within this segment of I-5. There is a covered landfill and the Thurston County Waste and Recovery Center in the northeast quadrant of the Marvin Road (SR 510) I/C. The Ostroms Mushroom Facility is south of I-5 and east of SR 510. There are known leaking underground storage tank locations (LUST) from nearby gas stations along SR 510 in the vicinity of the Marvin (SR 510) and Martin Way intersection. Siltation into Woodland Creek Wetlands located north of Martin Way on the right side has been a concern for developments.	Current/Future	Unknown
11	Olympic County Thurston	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	359.51 to 359.67	US 101/SR 8 Interchange - Study Interchange Alternatives This study would include design alternatives for the SR 8/US 101 interchange. This study would supplement a bottleneck/chokepoint location where interim strategies of widening the existing one-lane ramps to two-lanes with design deviations are proposed SR 8/US 101 Interchange Feasibility and Design	Current	Unknown

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12	Olympic County Thurston	US 101 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	360.98 to 365.56	US 101/Mud Bay Interchange to I-5 - West Olympia Access and Circulation Study This study will identify improvements between Mud Bay Interchange and Interstate 5 in Olympia to enhance the economic vitality of Olympia's West Side. West Olympia Access and Circulation Study	Future	Unknown
16	Olympic County Thurston	SR 507 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	5.4 to 28.2	SR 507/South Thurston County Subarea - Roadway Network Study This comprehensive study of the regional city/county/state transportation network could find long-term solutions by identifying alternative routes or modes that could be developed to address transportation demand on the inter-regional network in South Thurston County. South Thurston County Sub-Area Study (Covering I-5, SR 507, and SR 510)	Current/Future	Unknown
376	Olympic County Thurston	SR 507 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>		SR 507/Yelm Loop - New Alignment Y-2 Yelm Core Business District is less than 70% of posted speed threshold Loop road alternative southeast of Yelm Core Business District Unknown at this time	Current	Unknown
222	Olympic County Thurston	SR 510 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	1.73 to 10.75	SR 510/Marvin Rd to Mudd Run Rd Vic - Widening Approaching 70% of posted speed threshold in 2030 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) Unknown at this time McAllister Springs, located off SR 510 at Old Pacific Hwy, is a water recharge source. There are ~3 fish barriers of which ~2 require work and ~8 storm water outfalls.	Future	Unknown

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223	Olympic County Thurston	SR 510 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	4.36 to 4.37 Approaching 70% of posted speed threshold in 2030 New park and ride lot in the Tri-Lakes Vicinity Unknown at this time	SR 510/Meridian Rd SE Vic - Park and Ride Lot	Future	Unknown
224	Olympic County Thurston	SR 510 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	6.5 to 6.68 Approaching 70% of posted speed threshold in 2030 Realign Reservation Road to line up with Yelm Highway and install signal Unknown at this time	SR 510/Reservation Rd SE to Yelm Highway SE Vic - Intersection Realignment	Future	Unknown
225	Olympic County Thurston	SR 510 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	7.4 to 8.34 Approaching 70% of posted speed threshold in 2030 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.) McAllister Springs, located off SR 510 at Old Pacific Hwy, is a water recharge source. There are ~3 fish barriers of which ~2 require work and ~8 storm water outfalls.	SR 510/Nisqually Indian Tribe Reservation - Master Plan Improvements	Future	Unknown
378	Olympic County Thurston	SR 510 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	10.75 to 10.76 Less than 70% of posted speed threshold in 2005 New Southeasterly alignment for SR 510 and SR 507 in the southwest quadrant of the City of Yelm (Y-1) Unknown at this time McAllister Springs, located off SR 510 at Old Pacific Hwy, is a water recharge source. There are ~3 fish barriers of which ~2 require work and ~8 storm water outfalls.	SR 510/Yelm Loop - New Alignment Y-1	Current	Unknown

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403	Southwest County Clark	I-5 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	1.98 to 1.99	I-5/SR 500 - Construct Flyover Ramps Signalized intersections and circuitous routing cause inconvenience and delay. Based on 2002 AADT, the interchange ramps are operating at level of service E. Build 2 flyovers to create direct connection between I-5 and SR 500 This project is part of the on-going Columbia River Crossing study; costs and benefits are to be determined This area is urban and has had previous ground disturbance. Localized air and noise quality issues may arise near proposed interchange and intersection improvement areas. Critical areas such as Sole Source Aquifer and Critical Aquifer recharge areas are present in the area.	Current	Unknown
106	Southwest County Clark	SR 500 <i>Needs:</i> <i>Solution:</i> <i>Expected Benefits:</i> <i>Known Environmental Issues:</i>	0.38 to 0.42	SR 500/NE 15th Ave - Install Signals The two signals are in SWR Traffic Office signal priority list. Add two signals at SR 500/15th Ave intersection. Note: further study is needed to determine final solutions. The benefit cost ratio is 2.95. Benefits are seen in a delay reduction for 2007 of 68%. Anticipated collision reduction ranges from 30% ~ 50%. The average intersection delay and vehicles-to-capacity ratio were determined using Synchro software (for both build and no-build scenario). Accidents occurring on related ramps (type LX, Q1 and R1) are included in the safety benefits. There is one known stormwater outfall located around this intersection. A northbound connection between SR 500 and I-5 may effect a short length of Burnt Bridge Creek and small associated wetlands and riparian corridor.	Current	Unknown