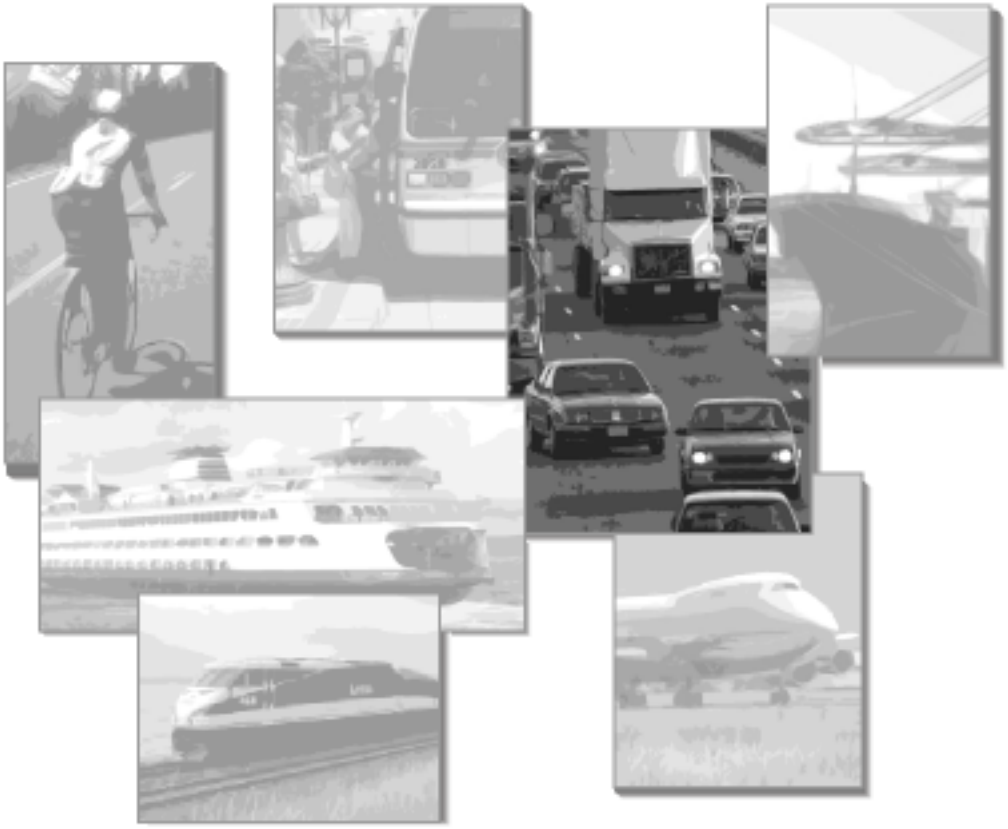
Washington State Highway System Plan

2003-2022



February 2002

Washington State
Department of Transportation

Washington State Highway System Plan

2003-2022

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Transportation affects everyone. Whether we are going to work, delivering products, taking a vacation, or going to the grocery store, our lives and livelihood depend on a safe, efficient and reliable transportation system. Our state's population continues to grow, as does the need to move more people and freight. We need to plan carefully for how we will improve Washington's transportation system to meet this growing demand.

The document in your hands is the ***Washington State Highway System Plan*** (HSP). The Washington State Department of Transportation (WSDOT) through working partnerships with local agencies and tribes throughout the state has developed the HSP to help local authorities coordinate their comprehensive planning process with future state highway needs. This coordination helps to ensure that the long-range plans of WSDOT, Regional Transportation Planning Organizations (RTPOs), and Metropolitan Planning Organizations (MPOs) are compatible and mutually supportive. (For more about RTPOs, see Appendix C, and for more about WSDOT, see Appendix D or *www.wsdot.wa.gov*)

The HSP is updated every two years and guides WSDOT in prioritizing and budgeting for highway projects. The HSP is also a primary element of ***Washington's Transportation Plan*** (WTP).

The WTP addresses future needs for all transportation facilities that are owned and operated by the state including the state highway system, Washington State ferries, and state-owned emergency and general aviation airports. The WTP also addresses transportation facilities and services that are owned and operated by others but are important to the overall transportation needs of Washington's citizens. These "state interest" facilities and services include those for bikes and pedestrians, public transportation, freight and intercity passenger rail, marine ports and navigation, and aviation.

Together the WTP and HSP assess future transportation needs through a collaborative planning process with local governments, regional planning agencies, and private transportation providers to ensure that the transportation system provides convenient, reliable, safe, efficient, and seamless connections and services.

To view or download a copy of all or portions of the ***Washington State Highway System Plan*** or ***Washington's Transportation Plan,*** visit our Internet website at *www.wsdot.wa.gov/ppsc/planning*. To obtain a printed or electronic copy on CD, call or write to:

Washington State Department of Transportation
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The Washington State Transportation Commission, *www.wsdot.wa.gov/commission*, welcomes your comments on this and future transportation plans. You can send comments to the WSDOT Planning Office by e-mail at *WTP@wsdot.wa.gov*, mail at the address shown above, or phone (360) 705-7962.

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The ***Washington State Highway System Plan*** (HSP) is the element of ***Washington's Transportation Plan*** (WTP) that addresses the state's highway system. The HSP includes a comprehensive assessment of existing and projected 20-year deficiencies on our state's highway system. It also lists potential solutions that address these deficiencies. The Plan:

Forecasts future transportation needs based on the Washington State Department of Transportation's (WSDOT) maintenance, operation, preservation, mobility, safety, economic, and environmental programs.

Specifies objectives and the supporting action strategies for our state highway system (see Appendix J).

Serves as the basis for the capital investment goals and strategies and assessment of needs for each program.

The Washington State highway system plan encompasses the following elements:

Maintenance, operation, and preservation of over 7,000 centerline miles of state and interstate highway system. These state and interstate highways form the backbone of Washington's surface transportation system by networking with more than 73,000 centerline miles of city, county, state, and federal roads. In addition, this network includes ten year-round mountain passes, 43 rest areas, approximately 75,000 catch basins and culverts, over 3,000 bridges, 34 tunnels, and many other highway elements.

Improvement of the state highway system's capital and operational infrastructure to increase efficiency, reduce congestion, enhance safety, promote economic initiatives, and protect the environment.

The ***Highway System Plan*** was initially developed in response to three significant actions that occurred in the early 1990s. The first action was passage of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. This federal law changed the way federal transportation dollars were allocated to states. ISTEA also promoted integrated planning for all modes of transportation (for example, highway, transit, and rail) and required that major metropolitan areas comprehensively plan for transportation improvements in an integrated manner. This mandated joint planning required much greater agency coordination than ever before.

The second action was the passage of the Growth Management Act (GMA) by the Washington State Legislature in 1990. This state law mandated that the fastest growing and most populous counties and the cities within them must plan for future growth and development. Local agencies then developed comprehensive plans, with transportation as a key element.

Finally, in 1993, another new state law, RCW 47.06.050 (Revised Code of Washington, state-owned facilities component) mandated the development of a state highway system plan (see Appendix E).

The development of the Highway System Plan:

1995
Completed the first HSP. Published the 1995-2014 HSP

1996
Published the 1997-2016 HSP.

1998
Published the 1999-2018 HSP. (Technical update for all programs; no policy changes.)

1999
Published the 2001-2020 of HSP. (Safety subprogram, urban bicycle, and pedestrian risk categories updated.)

2002
Published the 2003-2022 HSP.

The Deception Pass Bridges connect Fidalgo and Whidbey Islands.

The geography of Washington State provides unique challenges for transportation planning. Washington's roadway system is made up of over 73,000 centerline miles of state and local roads, which include over 3,000 bridges and numerous tunnels, all linked to an extensive freight and passenger rail system, the largest ferry system in the nation and numerous marine ports and airports.

The condition of the state's highway system is critical to the movement of people and freight. Many roads and bridges, and their electrical systems, catch basins, and culverts have reached or are approaching the end of their life span. All of these highway system elements require continual maintenance to preserve and protect our transportation investments. Furthermore, some of these elements are no longer functionally adequate to provide the level of service required to maintain an efficient network.

Changing signal lights is just one part of Maintenance's program.

WSDOT manages this complex system through four major programs: maintenance, operations, preservation and improvements. Some of these programs are divided into subprograms focusing on specific needs. The programs and subprograms are:

Maintenance (Program M)

The maintenance program protects highway infrastructure and functional operation of the highway system. Maintenance includes patching potholes and sealing roadway cracks; painting stripes and stop bars on the roadway; fixing damage to guardrails or fences; cleaning ditches and culverts; controlling the spread of noxious weeds; and performing bridge and tunnel maintenance. Services include plowing, sanding or anti-icing roads during winter; cleaning rest areas; servicing lights and signals; and patrolling for roadway debris. WSDOT maintenance crews are also the first line of defense for the roadways when natural disasters such as mud slides or floods occur. This program is publicly accountable through the Maintenance Accountability Process (MAPS) (see Appendix H) or visit their web site at *www.wsdot.wa.gov/fossc/maint/* then click "Maintenance Accountability Process."

WSDOT maitenance crews perform avalanche control and snow removal on 10 mountain passes.

A Maintenance crew paints the fog line striping on U.S. 97 near the Columbia River.

Operations (Program Q)

The operations program is responsible for working towards squeezing the most capacity out of the existing highway transportation system. This work involves timing traffic signals, operating ramp meters, monitoring freeways, responding and clearing incidents, and providing traveler information.

Traffic operations also works to operate the highway system as safe as possible for the traveling public. This work involves investigating the public concerns about highway safety and using regulatory measures and traffic control devices as primary tools for improving safety. The demands on this program have grown quickly with the increased need to maximize efficiency and safety on the highway transportation system as construction investment declines and the traffic continues to grow.

Preservation (Program P)

The preservation program addresses the long-term preservation of the existing highway infrastructure. This program is made up of three subprograms for specific elements of the highway system:

Pavements (Subprogram P1)

Roadways require periodic resurfacing to keep the driving surface smooth and safe and to preventfailure of the underlying sub-structure. WSDOT's policy is to resurface specific highway segments when it is most economical to do so. If resurfacing is done too early, pavement life is wasted. Resurfacing that is done too late requires additional costly repair work and increases the risk of failure of the underlying surface structure.

There is currently a backlog of pavement preservation needs that have gone beyond the point of economical resurfacing (lowest lifecycle cost). This backlog will result in a higher cost of rehabilitation. The HSP outlines the level of funding that will achieve lowest lifecycle cost paving while eliminating the backlog of needs. Doing so will result in lower preservation and maintenance costs in the later years of the plan.

The most ecomonical timing of paving saves the most money, as seen on this Eastern Washington highway.

Structures (Subprogram P2)

This subprogram includes replacement of old bridges, seismic retrofit of bridges, bridge painting, bridge deck overlay, tunnel repair, and bridge inspection.

The Hood Canal Bridge on State Route 104 links the Kitsap and Olympic Penninsulas.

The investment made in recent years for seismic retrofit to bridges appears to have paid off, as many structures survived the February 28, 2001, 6.8 magnatude Nisqually Earthquake with little or no damage. However, some structures were heavily damaged and require considerable repair or relacement.

There are currently over 3,000 bridges on our state highway system. Nearly one-third were constructed over 40 years ago and will require major rehabilitation or replacement in the near future. Approximately 700 of WSDOT's bridges have been rated "functionally obsolete" and do not comply with today's standards for roadway width or load carrying capacity.

Replacing these functionally obsolete bridges over the next 20 years is critical to preserving many of the connections made within the state's highway system. The replacement of these outdated structures will ensure the efficiency, capacity, and safety of our highway system.

Other Facilities (Subprogram P3)

This subprogram provides for rehabilitation or replacement of unstable slopes, failing drainage systems, and failing or outdated electrical (lighting), electronic (information systems), and mechanical systems. This subprogram also supports the refurbishment of safety rest areas. Keeping these facilities in good condition is an important element of highway safety and efficiency. Slopes or drainage systems are also attended to, since failures can result in major road closures causing motorist delays, detours and high costs associated with replacing entire roadway sections. Also included in this subprogram is the construction of weighing facilities, which help to prevent damage caused by overweight trucks.

A large mud slide near Hood Canal destroyed this section of U.S. 101 near Eldon. This caused traffic to be detoured for several months while the hillside was stabilized and a new roadway built.

Improvements (Program I)

This program identifies the deficiencies in the size, design, and/or location of the highway system and identifies potential solutions to solve the deficiencies by building new capacity or modifying existing facilities. These capital projects represent a significant investment to improve the state's highways. The I Program is divided into four subprograms:

HOV lanes, like these on Interstate 405, increase the movement of people.

Mobility subprogram – builds projects that create new roads and/or modifies the existing highways to reduce congestion and improve operational efficiencies;

Safety subprogram – modifies existing highways to increase safety;

Economic initiative subprogram – modifies existing highways to support the economic health of the state; and

Environmental retrofit subprogram – corrects outdated features that are primarily drainage related on existing highways that otherwise could lead to damage to the environment.

Mobility (Subprogram I1)

This subprogram's projects create new roads and/or modify existing highways to relieve congestion and improve operational efficiencies. These projects typically focus on moving people, connecting different modes of travel, and supporting alternative modes of transportation. Many people in the state agree that congestion in the urban centers of the state severely damages the economic competitiveness of the state.

Congestion in Seattle and other urban centers can damage the economics of the entire state.

Included in the HSP is a broad mix of strategies to address congestion. These include adding new highways and lanes, optimizing highway operational efficiencies, and managing demand on the highways to reduce travel delay within heavily congested highways.[1] The mobility subprogram includes some of the most costly and important capital investments including:

Roadway Expansion to increase system capacity through capital investments in highway widening, improving connections and passing/climbing lanes.

Managing Access to state highways by limiting driveways and cross traffic preserves highway capacity where growth is expected and maximizes existing highway capacity and safety where development has occurred.

In addition, the HSP includes strategies that focus on moving more people rather than more cars. These strategies support regional transit and bus systems, as well as transportation demand management strategies.

The HSP includes the following:

Emphasis on High Occupancy Vehicle (HOV) Lanes to provide more reliable and faster travel times during congested conditions for transit, vanpool, and car pool users.

Park & Ride Lots which make car and van pooling and riding the bus more convenient.

Bicycle and Pedestrian Strategies integrate relatively low-cost strategies, local and urban bicycle, and pedestrian networks.

Park&Ride lots, like this one in King County, are adding to congestion relief.

[1] *Congestion is typically defined by when, how often, and for how long a driver is delayed or even stopped. With the varying geographic conditions of the state, defining congestion on a statewide basis is a difficult task, as is the problem of identifying highway segments for the purpose of qualifying for congestion relief investment. In the past, WSDOT compared each highway's peak hour volume to capacity (V/C) ratio. This method demonstrated congestion levels only during the peak hour but many segments of highways experience congestion outside of the "peak hour," something the V/C method does not measure.*

A more refined deficiency analysis was developed and used in this HSP. The new analysis uses an array of data to take account of the severity of congestion over a 24-hour period. Index values under the new system range from 1 (little to no congestion) to 24 (theoretically congestion over the entire 24 hours in a day). This congestion indicator enables the comparison of each highway's daily volume of traffic to a one-hour capacity.

The Washington State Transportation Commission adopted thresholds to establish "congested" highways at the index values of 10 for urban highways and 6 for rural highways, (for Island County, index values of 12 for urban highways and 10 for rural highways are applied). When compared to traditional technical measures, these thresholds are approximately equivalent to Level of Service (LOS) "D" operation in urban areas and LOS "C" operation in rural areas. Highways above these threshold index values are identified as deficient. (For more about traffic LOS, see the Glossary in Appendix B and for details about Development Impacts, see Appendix H).

Expanding roadway capacity and moving more people with fewer vehicles are congestion relief strategies that are coordinated with operational strategies both to squeeze the most capacity out of the existing infrastructure and also to ensure the effective use of additional infrastructure that is added. Examples of these operational strategies include:

Ramp Metering addresses recurring congestion, which is the result of too many vehicles on the freeway during rush hours and not enough space. Ramp metering regulates vehicles entering the freeway to maintain optimal flow. The benefits of ramp metering include increase in freeway speeds and reduction of accidents (I1 for Construction of ramp meters/Q for operation of the ramp meters).

Ramp metering on Interstate 5 near the University of Washington in Seattle.

Driver and Traveler Information Systems consists of roadway condition and congestion information, construction, maintenance and ferry delay information, and emergency and road closure information. Providing motorists with this information allows them to make route or timing decisions before or during their trip (I1, I2, I3, and Q for construction/Q for operation of the driver and traveler information systems).

Incident Response Teams respond immediately to accidents or other incidents such as hazardous material spills. Rapid response to freeway incidents reduces delay caused by these incidents. WSDOT tow truck operations on the Lake Washington floating bridges and the roving service patrols are also part of this activity (Q for purchase and operation of incident response vehicles).

WSDOT Incident Response Teams help to clear incidents throughtout the state, like this one near Tumwater.

Synchronizing Traffic Signals helps to keep arterial traffic flowing. Regular retiming of traffic signals ensures the most effective movement of vehicles along arterials with efficient coordination and minimal delay. WSDOT continues to evaluate new technological advances and will use proven technology where it is shown to increase the efficiency of the transportation system (I1, I2, and Q for construction of signals/Q for operation of the traffic signals).

Safety (Subprogram I2)

In 1999, over 600 lives were lost on Washington State highways. The objective of this subprogram is to reduce and prevent; deaths, the frequency and severity of disabling injuries, and the societal costs of accidents. Therefore, safety projects on Washington State highways have two primary focuses.

The Accident Reduction Category of the safety program has two elements. The High Accident Location (HAL) program address spot locations. The High Accident Corridor (HAC) program addresses sections of highway greater than a mile in length for accident and severity reduction.

The Accident Prevention Category address locations that exhibit near misses or high risk of collision occurrence. It allows WSDOT to address potentially hazardous situations before they become a problem. This sub-category has four separate strategies for prevention of accidents. Risk identifies corridors with geometric and roadside elements that contribute to accident probability and increased accident severity respectively. The Signal and Channelization sub-category allows WSDOT to install signals and channelization at locations that would benefit from new traffic control devices. The At-Grade intersection sub-category is used to target high-speed multi-lane divided highway intersections that exhibit high accident potential. The interstate safety matrix targets improvement on the state's interstate system.

Economic Initiatives (Subprogram I3)

The economic initiative subprogram targets highway improvements to support state, regional, and local economies. The improvements also support the tourism sector of the economy through Heritage Corridors, safety rest areas, bicycle touring routes, and traveler support services. Economic development is also addressed in this program through highway improvements that have direct benefits to local economies, especially in rural communities, supporting the creation and retention of jobs and increasing economic vitality.

Environmental Retrofit (Subprogram I4)

This subprogram seeks to retrofit elements of the existing highway system to meet environmental requirements that have emerged since the highways were built. The environmental retrofit subprogram is in addition to WSDOT's ongoing commitment to avoid and minimize environmental impacts as a part of all highway system improvement, preservation, and operations projects.

Stormwater Runoff Retrofit
This strategy is used for implementing stormwater treatment and outfall improvements on prioritized segments of state highways that will not see corrective action through other WSDOT preservation and improvement programs. The purpose of retrofitting for stormwater is to lessen the adverse affects on nearby water bodies from the quantity or quality of roadway runoff. This strategy also includes maintaining an inventory and priority list of all WSDOT outfalls within designated areas.

Fish Barrier Removal

Salmon sometimes appear within weeks of opening up a new culvert.

State law (RCW 77.55.060) requires that an owner remove stream obstructions that prevent the free passage of fish. For the state highway system, these obstructions are typically culverts that convey a stream under a roadway. Removing obstructions allows fish to migrate upstream and access habitat areas for spawning and other life cycle needs. The Washington State Department of Fish and Wildlife has surveyed or is surveying all WSDOT-owned culverts on the state's highway system to determine those that impede fish passage. These surveys characterize the habitat upstream from each obstruction; specific projects are then prioritized and scheduled based upon this information.

Noise Reduction

This strategy strives to reduce unacceptably high traffic noise levels on nearby residential neighborhoods that were built before mid-1976. Noise reduction is typically achieved by the construction of a noise barrier located between the highway and the neighborhood. This strategy does not address noise impacts created by new improvement projects. WSDOT evaluates noise impacts, conducts on-site inspections, and determines priorities. Project locations are prioritized based on a benefit/cost ratio. The ratio is calculated by dividing the noise mitigation benefits by the cost of the mitigation. This program is administered under Federal Highway Administration (FHWA) and WSDOT policies.

Textured noise walls provide barriers to neighborhoods that have been impacted by highway traffic noise.

Air Quality

This strategy provides for the implementation of transportation control measures specifically identified in the Statewide Implementation Plan (SIP) for Air Quality or the Highway System Plan. Only projects located in areas where National Ambient Air Quality Standards are exceeded are eligible.

Chronic Environmental Deficiency

This strategy provides for highway improvements to specific locations where repeated maintenance and preservation activities create unacceptable environmental impacts. Projects identified as chronic environmental deficiency problems are prioritized using an environmental retrofit index, which gives special weight to protection of fish habitat.

WSDOT has identified the financial need of the state highway system through a collaborative process with its transportation planning partners. We have developed transportation solutions based on the goals, objectives, and action strategies, in the WTP, adopted by the Washington State Transportation Commission. A comprehensive listing of the 20-year state highway system improvement strategies including planning level cost estimates have been compiled in Appendix K. (The entire database can be viewed at *www.wsdot.wa.gov/ppsc/planning*)

The chart below illustrates the 20-year need in each of the WSDOT program areas during the 20-year period of this plan (Figure1).

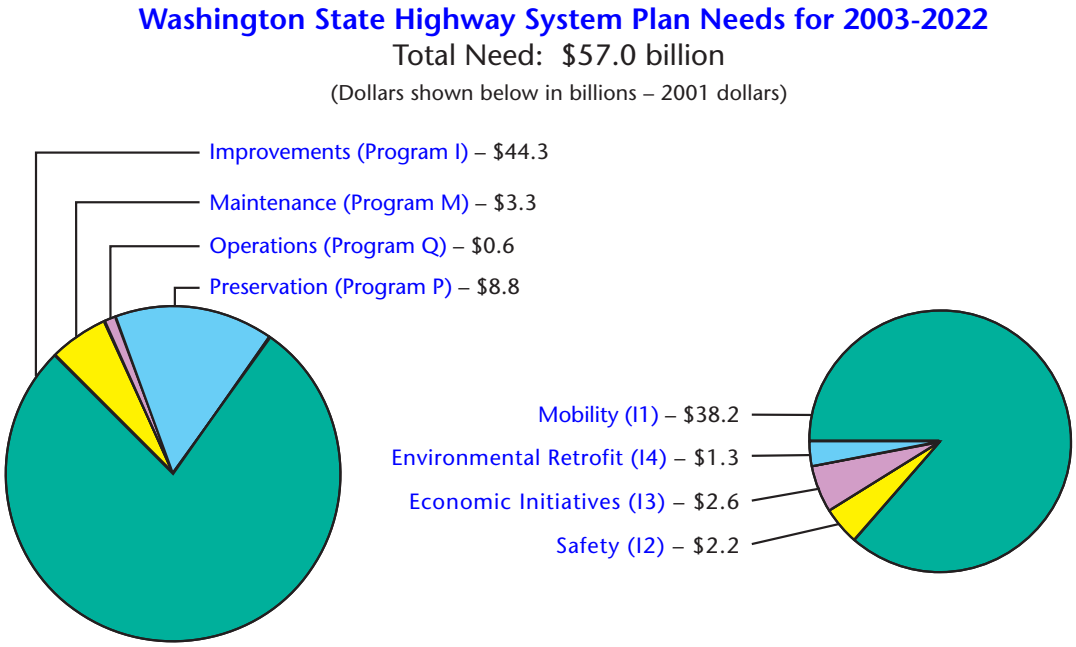

Figure 1. *The 20-year Highway System Plan is structured by objectives and action strategies for highway system facilities and maintenance and operations services. Since funding is not available to meet all the identified needs, priorities must be set. The plan is focused on taking care of the existing system first by establishing targets to fully fund Maintenance (M), Traffic Operations (Q), and Preservation (P) programs. Tradeoff decisions must be made to distribute any remaining funding among capital improvement areas: Mobility (I1), Highway Safety (I2), Economic Initiatives (I3), and Environmental Retrofit (I4). These improvement areas are subject to the discretion of future programming decisions to balance long- and short-term strategies to meet 20-year HSP targets.*

WSDOT forecasts $12.8 billion in revenue from current transportation revenue sources to address state highway system needs through the year 2022. The total financial need identified in the HSP through 2022 for the state highway system is estimated at $57 billion. The gap between highway needs and existing transportation revenues widens as investments fail to keep pace with growth. In order to meet growing needs, additional funding is necessary.

The Washington State Transportation Commission (WSTC) establishes transportation policy as required by the Washington State Legislature. The WSTC consists of seven members appointed by the Governor. The WSTC provides oversight to ensure that the department delivers a quality, multimodal transportation system that moves people and goods safely and efficiently. The WSTC also proposes transportation planning and funding recommendations for submission to the Legislature.

WSDOT in turn, is required to plan for the maintenance, preservation, operation and improvement of the state owned transportation network in accordance with WSTC Policy, state laws, and federal requirements (see Appendix E).

The HSP is the result of a statewide planning process. This plan is developed to be consistent with local, regional, and state policies. Public comment and participation is also actively solicited. Through this planning process and projected available resources, transportation projects are selected for programming, design, and construction.

Planning to Programming

The HSP identifies approximately 9,700 highway system solutions with an estimated cost of $57 billion. Current law revenue projected over the 20 years of this plan is approximately $12.8 billion. Given this shortfall of revenues versus needs, priorities must be set. In accordance with state law (RCW 47.05) WSDOT uses a priority programming process to determine which capital investments (construction projects) will be built within the current biennium, the forthcoming six years and the forthcoming 10 years.

WSDOT prioritizes the projects that are selected from the HSP and incorporates those prioritized projects into the 10-year Capital Improvement and Preservation Program (CIPP) (see Appendix I).

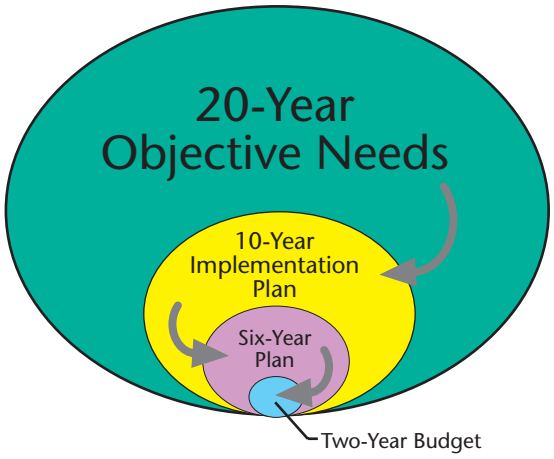

Figure 2: *The outer ring reflects all highway system needs identified in the 20-year Highway System Plan. The list is the basis for the 10-year Capital Improvement and Preservation Program. The list is reduced to create the six-year plan based on anticipated and projected revenues. Then, based on available funding, a two-year (biennial) budget is approved by the Legislature.*

Project Building

Once identified for possible funding, every project proposal is reviewed to ensure that the maximum benefit can be achieved for the public. Conceptual solutions are organized by state route and milepost to identify all potential project elements within a highway segment, (e.g., P1 paving, I2 safety improvements, and P3 major drainage rehabilitation – see map in Figure 3 below). The next step is to coordinate the implementation of these solutions into efficient projects that maximize available resources and minimize impacts to traffic flow.

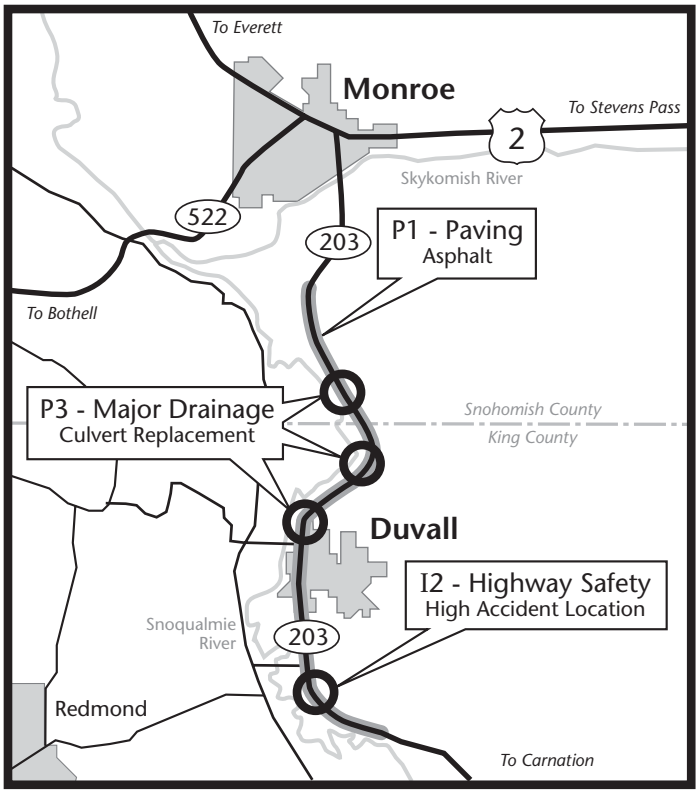

Figure 3.
For example, on State Route 203 (near Duvall in King County), the pavement is at its life cycle limit, meaning that WSDOT should repave the roadway now in order to prevent the need for more costly repair at a later date. Since repaving is needed now, other deficiencies within the area are examined to see if it would be more efficient to solve those deficiencies as part of the same project. Combining a drainage rehabilitation and a safety improvement on or near the same roadway segment into the same project would allow all the work to be done at a lower cost with less inconvenience to the public than if the projects were performed separately.

Improving WSDOT Planning Efforts

Coordination of planning efforts between city, county, MPO, RTPO, public and private transportation provider, and state transportation plans is required by federal and state law. It also makes good business sense. Coordination of transportation planning is a cyclical process and begins as a bottom-up approach (see Figure 4 below).

Cities and counties develop comprehensive plans to manage growth within their respective boundaries. Among other components, each comprehensive plan contains a land use element and a transportation element, which must be consistent with each other. The transportation element supports the land use element. For the majority of Washington cities and counties, the requirements in the Growth Management Act guide the development of local comprehensive plans. MPOs and RTPOs coordinate and develop metropolitan and regional transportation plans that are based on the local comprehensive plans.

Statewide Planning Cycle

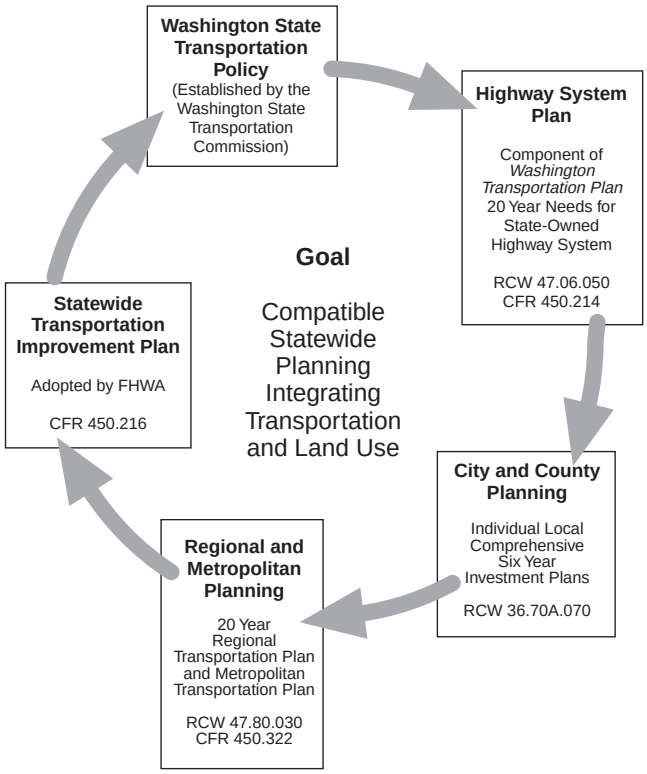

Figure 4. *Illustrates the general relationships between the various transportation planning processes and organizations.*

These costs are based on the reported conditions of the state highway system and the specific action strategies identified by program/subprogram. *(2001 Dollar values in millions)*

	Millions *(2001 dollars)*
Maintenance (Program M)	
Snow and Ice Control	$710
Traffic Services	$611
Roadway Maintenance and Operation	$553
Drainage Maintenance	$405
Roadside and Landscape Maintenance	$387
Bridge and Urban Tunnel Maintenance	$368
Repair and Disaster Maintenance	$206
Safety Rest Areas-Maintenance and Operation	$98
Maintenace Total	**$3,337**
Operations (Program Q)	
Traffic Flow Control	$207
Low Cost Safety Enhancements	$104
Traffic Flow and Safety Investigations	$84
Low Cost Enhancements	$68
Traveler Information Systems	$43
Advanced Technology for Commercial Vehicles	$40
Local Partnership Traveller Information	$21
Dispatch and Traffic Control	$20
Low Cost Traveler Information	$5
Expand CVISN Statewide	$3
Tourist Attraction Signing	$1
Operations Total	**$596**
Preservation (Program P)	
Pavements - P1	
Pavement (PCCP)	$1,696
Pavement (ACP)	$2,173
Pavement (BST)	$206
Other P1	$456
Pavements Total	**$4,530**
Structures - P2	
Bridge Replacement	$1,051
Seismic Retrofit	$275
Bridge Painting	$177
Bridge Decks	$85
Miscellaneous Structures	$61
Movable Bridges	$43
Scour Mitigiation	$12
Structures Total	**$1,704**
Other Facilities - P3	
Unstable Slopes	$2,045
Traffic Control Systems	$155
Weight Facilities	$129
Electronic/Mechanical Systems	$120
Major Drainage	$51
Safety Rest Area Refurbishment	$18
Other Structures Total	**$2,518**
Preservation Total	**$8,752**

These costs are based on the reported conditions of the state highway system and the specific action strategies identified by program/subprogram. *(2001 Dollar values in millions)*

	Millions *(2001 dollars)*
Improvements (Program I)	
Mobility - I1	
Congested" HSS	$32,192
Congested" non-HSS	$4,064
Puget Sound Core HOV Lanes	$1,264
Access Management for Non-Developed Corridors	$320
Access Management for Developed Corridors	$167
Urban Bicycle	$103
Multi-Modal Facilities	$58
Mobility Total	**$38,168**
Highway Safety - I2	
High Accident Corridors (HAC)	$677
At Grade Intersections	$583
Risk Reduction	$430
High Accident Locations (HAL)	$269
Signals and Channelization	$141
Interstate Safety	$129
Safety Initiatives	$21
Pedestrian Risk	$11
Pedestrian Accident Locations (PAL)	$0
Highway Safety Total	**$2,260**
Economic Initiatives - I3	
International Trade & Port Access	$516
Avalanche and Flood Closures	$34
Freight Trunk System	$266
All Weather Roadways (Freeze/Thaw)	$80
Height Restricted Bridges	$41
Columbia/Snake River Accommodations	$38
Bridge Overloads	$27
Border Crossings	$12
Economic Vitality	$475
Bicycle Touring Routes	$585
Heritage Corridor Plans	$124
Safety Rest Area	$54
Heritage Corridors Parks and Viewpoints	$1
Economic Initiatives Total	**$2,563**
Environmental Retrofit - I4	
Stormwater	$1,134
Fish Barriers	$131
Noise Reduction	$52
Chronic Environmental Deficiencies	$40
Air Quality	$0
Wetland Mitigation	$0
Environmental Retrofit Total	**$1,357**
Improvement Total	**$44,349**
Grand Total All Programs	$57,034

AADT	Annual Average Daily Traffic
ACP	Asphalt Concrete Pavement
ACR	AADT to Capacity Ratio
AEMRA	Advance Environmental Mitigation Revolving Account
BARM	Beginning Accumulated Route Mile
BMP	Beginning Mile Post
ACP	Asphalt Concrete Pavement
BST	Bituminous Surface Treatment
CFR	Code of Federal Regulations
CIPP	Capital Improvement and Preservation Program
CTR	Commuter Trip Reduction
CVISN	Commercial Vehicle Information System and Network
EARM	End Accumulated Route Mile
ESA	Endangered Species Act
FHWA	Federal Highway Administration
FGTS	Freight and Goods Transportation System
GMA	Growth Management Act
HAL	High Accident Location
HAC	High Accident Corridor
HOV	High Occupancy Vehicle
HSP	Washington State Highway System Plan
HSS	Highways of Statewide Significance
ISTEA	Inter-modal Surface Transportation Efficiency Act
LOS	Level of Service
MAP	Maintenance Accountability Process
MPH	Miles Per Hour
MPO	Metropolitan Planning Organization
NHS	National Highway System
PAL	Pedestrian Accident Location
PCCP	Portland Cement Concrete Pavement
RCW	Revised Code of Washington
RTPO	Regional Transportation Planning Organizations
SIP	Statewide Implementation Plan
STIP	Statewide Transportation Improvement Program
SR	State Route
TFSSS	Transportation Facilities and Services of Statewide Significance
TRI	Travel Rate Index
WSDOT	Washington State Department of Transportation
WSTC	Washington State Transportation Commission
WTP	Washington's Transportation Plan
USC	United States Code

See the glossary in Appendix B for defintions of these acronyms.

Annual Average Daily Traffic (AADT): The total traffic volume both directions that traveled over a highway segment during a one-year period, divided by the number of days in the year.

Annual Average Daily Traffic (AADT) to Capacity Ratio (ACR): The Washington State Transportation Commission adopted a threshold ACR of 10 for urban highways and an ACR of 6 for rural highways.

Action Strategy: A set of conceptual solutions representing a specific step to be taken to achieve the objectives identified in *Washington's Transportation Plan*.

Arterials: A major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing.

Asphalt Concrete Pavement (ACP): A pavement surface consisting of plant-mixed asphalt oils and aggregate.

At-Grade Intersection: An intersection of two or more roads and/or highways where traffic movement is controlled by traffic signs or signals.

BARM: Beginning Accumulated Route Mile.

BMP: Beginning Mile Post on a state highway that signifies the beginning of a project or solution.

BST: Bituminous Surface Treatment is a pavement surface constructed by applying liquid asphalt directly on roadway followed immediately by a layer of crushed aggregate.

Benefit/Cost (B/C): A value used as a tool to prioritize highway improvement projects. Measurable benefits are divided by measurable costs for a specific time period, typically 20 years.

Bituminous Surface Treatment (BST): A pavement surface constructed by applying liquid asphalt directly on roadway followed immediately by a layer of crushed aggregate (rock).

Capital Improvement and Preservation Program (CIPP): This program communicates WSDOT's plan to deliver projects funded during the 2001 Legislative session. This replaces the "Operating Book." The CIPP is also the reference point for measuring 2001-2003 project delivery.

Conceptual Solution: A solution can be a program, project, or sets of projects or programs and can be multimodal in nature, phased, or require further study. Solutions are based on need and opportunity. How the solution is described will vary. The solutions must be measurable under the Performance Measurements of the Action Strategy or Objective. A single solution can represent a set of projects or program that address a need or each of those projects or programs can be listed as separate solutions to the need. Solutions can be linked and/or multimodal.

Congestion: A condition that occurs when the capacity of a roadway is exceeded by the volume of traffic (recurrent congestion). Nonrecurring congestion is caused by excessive traffic volumes associated with special events, weather conditions, and/or traffic incidents.

Commute Trip Reduction (CTR): Legislation requiring major employers in the eight most populous counties in the state to take measures to reduce the number of single occupant vehicle (SOV) trips and the number of vehicle miles traveled (VMT) by their employees.

Delay Methodology: A program developed by WSDOT as a performance measure tool to determine current and future 24-hour congestion conditions on all state highways. It is used to identify capacity deficient sections of highways for inclusion in the State Highway System Plan list of needs.

EARM: End Accumulated Route Mile.

Federal Highway Administration (FHWA): The agency of the United States Department of Transportation with jurisdiction over the use of federal funds for state highway, local streets, and road improvements.

Freight & Goods Transportation System (FGTS): A statewide network and classification system of state highways, county roads, and city streets that carry freight. Routes are classified by total tonnage of freight carried per year:

T-1: Over 10 million tons
T-2: 4 million to 10 million
T-3: 300,000 to 4 million
T-4: 100,000 to 300,000
T-5: Over 20,000 in 60 days

Geometrics: Combination of lane and shoulder width, vertical and horizontal alignment.

Goal: In policy-making and planning, broad statements of directions in which planning or action is aimed; general value statements representing an ideal end that the community wishes to attain.

Grade Separation: A vertical separation of intersecting facilities (road, rail, etc.) by the provision of crossing structures.

Growth Management Act (GMA): Passed by the Washington State Legislature in 1990, and amended in 1991 and 1998, GMA addresses the negative consequences of population growth and suburban sprawl in Washington. The GMA requires all cities and counties in the state to plan for and manage growth in population and employment and has more extensive requirements for the largest and fastest growing counties and cities in the state. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

High Accident Corridor (HAC): A highway corridor 1 mile or greater in length where a five-year analysis of collision history indicates that the section has higher than average collision and severity factors.

High Accident Location (HAL): A highway section typically less than 0.25 of a mile where a two-year analysis of collision history indicates that the section has a significantly higher than average collision and severity rate.

HOV (High Occupancy Vehicle) Lane: A lane dedicated for use by motorcycles and vehicles carrying two or more people (driver and one or more passengers). The HOV lanes on State Route 520 require that there must be three or more people in each vehicle.

Intermodal: Sometimes refers to transfer facilities where freight or passengers change modes (types) of transport. For example, freight and passengers make intermodal transfers between motorized vehicles and airplanes.

Level of Service (LOS): A qualitative measure that incorporates the collective factors of speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs provided by a highway facility under a particular volume condition. Traffic operational characteristics:

> **LOS A:** A condition of free flow in which there is little or no restriction on speed or maneuverability caused by the presence of other vehicles.
>
> **LOS B:** A condition of stable flow in which operating speed is beginning to be restricted by other traffic.
>
> **LOS C:** A condition of stable flow in which the volume and density levels are beginning to restrict drivers in their freedom to select speed, change lanes, or pass.
>
> **LOS D:** A condition approaching unstable flow in which tolerable average operating speeds are maintained but are subject to sudden variations.
>
> **LOS E:** A condition of unstable flow in which operating speeds are lower with some momentary stoppages. The upper limit of this LOS is the capacity of the facility.
>
> **LOS F:** A condition of forced flow in which speed and rate of flow are low with frequent stoppages occurring for short or long periods of time; with density continuing to increase causing the highway to act as a storage area.

Lowest Lifecycle Cost: In terms of highway pavement preservation, this is the point in a pavement's lifecycle where optimum pavement life has been achieved and the least cost to resurface is obtained. Pavements that have gone beyond this optimum point typically incur more costs to rehabilitate.

Metropolitan Planning Organization (MPO): The agency designated by the Governor (or governors in multi-state areas) to administer the federally required transportation planning process for a metropolitan area. An MPO must be in place in every urbanized area with a population over 50,000.

Metropolitan Transportation Plan (MTP): A detailed long-range transportation plan that guides future regional investments and responds to legal mandates contained in ISTEA, the 1990 Clean Air Act Amendments, and the state of Washington's Growth Management Act.

Milepost (MP): A state highway mile marker.

Mode: A form of transport. For example, airplanes and trains are both transportation modes.

Multimodal: Refers to a plan or program that accounts for the needs and/or trends of multiple modes. *Washington's Transportation Plan* is an example of a multimodal plan.

National Highway System (NHS): A congressional designation for all interstate routes, a large percentage of urban and rural principal arterials, and strategic highways and connectors. There are over 3,000 miles of Washington state highways that are NHS routes.

Outfall: A structured drainage of stormwater runoff from highways or intersecting streams.

Objective: A specific, desired outcome for the transportation system in *Washington's Transportation Plan*.

Park & Ride Lot: A parking facility for individuals to participate in carpools, vanpools, or public transportation.

Regional Transportation Planning Organization (RTPO): Voluntary organizations with representatives from local governments and regional transportation providers to coordinate transportation planning activities within a region. Authorized by the Growth Management Act of 1990.

Revised Code of Washington (RCW): Code compiled by the State of Washington and intended to embrace in a revised, consolidated, and codified form and arrangement all the laws of the state of a general and permanent nature.

State Interest: The portion of the state transportation system that is owned and/or operated by local jurisdictions, agencies, and private corporations and is of importance to the entire transportation system. The State Interest systems needs were identified through Regional Transportation Planning Organizations (RTPOs) in collaboration with local jurisdictions and agencies, and private corporations. These modes include Public Transportation, Freight and Intercity Passenger Rail, Marine Ports and Navigation, Bicycle and Pedestrian Transportation, and Aviation.

State-Owned: The portion of the state transportation system that is owned and/or operated by the state. The State-Owned systems include state highways, Washington State Ferries, Amtrak *Cascades* passenger rail service, and state airports. The needs for state-owned systems were identified by the systems in coordination with the RTPOs.

Stormwater: That portion of precipitation that does not naturally percolate into the ground or evaporate, but flows via overland flow, interflow, channels, or pipes into a defined surface water body or infiltration facility.

Transit Queue Bypass: An HOV lane or traffic control device, which gives preferential treatment to buses, vanpools and carpools at traffic signals and intersections.

Transportation Demand Management (TDM): Measures designed to reduce the number of single occupant vehicle trips during the peak traffic period. Measures include person trip reduction strategies, which eliminate trips completely, vehicle trip reduction strategies that accommodate person trips in fewer vehicles, and peak period modification strategies that move trips out of the most congested periods.

Transportation Facilities and Services of Statewide Significance (TFSSS): Major component of 1998 legislation, RCW 47.06.140, relating to transportation and growth management planning. It declares that certain transportation facilities and services are of statewide significance because they provide and support transportation functions that promote and maintain significant state-wide travel and economic linkages. The draft list of TFSSS has not yet been officially adopted. *(For specific information about the adopted list of HSS, see Appendix F.)*

Travel Rate Index (TRI): Is a comparison of the time needed to get from one point to another with and without congestion. Congestion occurs when a vehicle is traveling at less than the posted speed. If the TRI equals 1.0, then the vehicle is traveling at the posted speed limit and not experiencing delay. If the TRI equals 2.0, then congestion is making the trip take twice as long.

Vehicle Miles Traveled (VMT): A measure of highway system use reflecting the number of miles traveled over a highway section, route, or system. VMT is calculated by multiplying the total highway section length by the total number of vehicles that have traveled over that section within a given time.

Washington State Transportation Commission (WSTC): The seven-member board appointed by the Governor that oversees WSDOT's budget and operation.

The Regional Transportation Planning Organizations (RTPOs) are agencies responsible for regional transportation planning and growth management compliance within their jurisdictions. Jurisdictions range in size from one to four counties. The 14 RTPOs prepare transportation strategies and develop regional transportation programs in cooperation with WSDOT, local governments, and public transportation service providers.

(BFCG) Benton-Franklin Council of Governments
MPO/RTPO (Benton, Franklin & Walla Walla Counties)

(CWCOG/SWRTPO) Cowlitz-Wahkiakum Council of Governments
MPO/RTPO (Cowlitz, Wahkiakum, Lewis, Pacific & Grays Harbor Counties)

(NCRTPO) North Central RTPO
RTPO (Chelan, Douglas & Okanogan Counties)

(N.E.W. RTPO) North East Washington RTPO
RTPO (Ferry, Stevens & Pend Oreille Counties)

(Pal RTPO) Palouse RTPO
RTPO (Columbia, Garfield & Asotin Counties)

(PRTPO) Peninsula RTPO
RTPO (Mason, Jefferson, Clallam & Kitsap Counties)

(PSRC) Puget Sound Regional Council
TMA/MPO/RTPO (King, Pierce, Snohomish & Kitsap Counties)

(QUADCO) Quad County RTPO
RTPO (Kittitas, Grant, Lincoln & Adams Counties)

(S/I RTPO) Skagit/Island RTPO
RTPO (Skagit & Island Counties)

(SRTC) Spokane Regional Transportation Council
TMA/MPO/RTPO (Spokane & Whitman Counties)

(RTC) Southwest Washington Regional Transportation Council
TMA/MPO/RTPO (Clark, Skamania & Klickitat Counties)

(TRPC) Thurston Regional Planning Council
MPO/RTPO (Thurston County)

(WCCOG) Whatcom Council of Governments
MPO/RTPO (Whatcom County)

(YVCOG) Yakima Valley Conference of Governments
MPO/RTPO (Yakima County)

Washington State's Department of Transportation (WSDOT) has six regions through which planning, programming and project delivery functions are administered on a local basis. These regions, in collaboration with RTPOs, MPOs, local governments and public transportation service providers play an important part in the development of the HSP.

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Olympic Region 360-357-2600
5720 Capitol Boulevard, Tumwater
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Randy Hain, Regional Administrator

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1551 North Wenatchee Avenue
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Vancouver, WA 98668-1709
Don Wagner, Regional Administrator

Revised Code of Washington – RCW 47.06.050 (1)
State-owned facilities component.

The state-owned facilities component of the statewide transportation plan shall consist of:

(1) The state highway system plan, which identifies program and financing needs and recommends specific and financially realistic improvements to preserve the structural integrity of the state highway system, ensure acceptable operating conditions, and provide for enhanced access to scenic, recreational, and cultural resources. The state highway system plan shall contain the following elements:
   (a) A system preservation element, which shall establish structural preservation objectives for the state highway system including bridges, identify current and future structural deficiencies based upon analysis of current conditions and projected future deterioration, and recommend program funding levels and specific actions necessary to preserve the structural integrity of the state highway system consistent with adopted objectives. This element shall serve as the basis for the preservation component of the six-year highway program and the two-year biennial budget request to the legislature;
   (b) A capacity and operational improvement element, which shall establish operational objectives, including safety considerations, for moving people and goods on the state highway system, identify current and future capacity, operational, and safety deficiencies, and recommend program funding levels and specific improvements and strategies necessary to achieve the operational objectives. In developing capacity and operational improvement plans the department shall first assess strategies to enhance the operational efficiency of the existing system before recommending system expansion. Strategies to enhance the operational efficiencies include but are not limited to access management, transportation system management, demand management, and high-occupancy vehicle facilities. The capacity and operational improvement element must conform to the state implementation plan for air quality and be consistent with regional transportation plans adopted under chapter 47.80 RCW, and shall serve as the basis for the capacity and operational improvement portions of the six-year highway program and the two-year biennial budget request to the legislature;
   (c) A scenic and recreational highways element, which shall identify and recommend designation of scenic and recreational highways, provide for enhanced access to scenic, recreational, and cultural resources associated with designated routes, and recommend a variety of management strategies to protect, preserve, and enhance these resources. The department, affected counties, cities, and towns, regional transportation planning organizations, and other state or federal agencies shall jointly develop this element;
   (d) A paths and trails element, which shall identify the needs of non-motorized transportation modes on the state transportation systems and provide the basis for the investment of state transportation funds in paths and trails, including funding provided under chapter 47.30 RCW.

[1993 c 446 § 5.]

Code of Federal Regulations – CFR 450.214
Statewide Transportation Plan

(a) The State shall develop a statewide transportation plan for all areas of the State.

(b) The plan shall:
   (1) Be intermodal (including consideration and provision, as applicable, of elements and connections of and between rail, commercial motor vehicle, waterway, and aviation facilities, particularly with respect to intercity travel) and statewide in scope in order to facilitate the efficient movement of people and goods;
   (2) Be reasonably consistent in time horizon among its elements, but cover a period of at least 20 years;

(3) Contain, as an element, a plan for bicycle transportation, pedestrian walkways and trails which is appropriately interconnected with other modes;
(4) Be coordinated with the metropolitan transportation plans required under 23 U.S.C. 134;
(5) Reference, summarize or contain any applicable short range planning studies, strategic planning and/or policy studies, transportation need studies, management system reports and any statements of policies, goals and objectives regarding issues such as transportation, economic development, housing, social and environmental effects, energy, etc., that were significant to development of the plan; and reassessed to ensure that level of service standards will be met;
(6) Reference, summarize or contain information on the availability of financial and other resources needed to carry out the plan.

(c) In developing the plan, the State shall:
(1) Cooperate with the MPOs on the portions of the plan affecting metropolitan planning areas;
(2) Cooperate with the Indian tribal government and the Secretary of the Interior on the portions of the plan affecting areas of the State under the jurisdiction of an Indian tribal government;
(3) Provide for public involvement as required under Sec. 450.212;
(4) Provide for substantive consideration and analysis as appropriate of specified factors as required under Sec. 450.208; and
(5) Provide for coordination as required under Sec. 450.210.

(d) The State shall provide and carryout a mechanism to establish the document, or documents, comprising the plan as the official statewide transportation plan.

(e) The plan shall be continually evaluated and periodically updated as appropriate using the procedures in this section for development and establishment of the plan.

Revised Code of Washington – RCW 36.70A.070 (6)
Comprehensive Plans

(6) A transportation element that implements, and is consistent with, the land use element.

(a) The transportation element shall include the following subelements:
(i) Land use assumptions used in estimating travel;
(ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;
(iii) Facilities and services needs, including:
(A) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdiction boundaries;
(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
(C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to

evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the department of transportation's six-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of state-wide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;

(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;

(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the state-wide multimodal transportation plan required under chapter 47.06 RCW;

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated with the six-year improvement program developed by the department of transportation as required by RCW 47.05.030;

(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(vi) Demand-management strategies.

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6) "concurrent with the development" shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(c) The transportation element described in this subsection (6), and the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, RCW 35.58.2795 for public transportation systems, and RCW 47.05.030 for the state, must be consistent.

[1998 c 171 § 2; 1997 c 429 § 7; 1996 c 239 § 1. Prior: 1995 c 400 § 3; 1995 c 377 § 1; 1990 1st ex.s. c 17 § 7.]

Revised Code of Washington – RCW 47.80.030
Regional Transportation Plan

Regional transportation plan – Contents, review, use.

(1) Each regional transportation planning organization shall develop in cooperation with the department of transportation, providers of public transportation and high capacity transportation, ports, and local governments within the region, adopt, and periodically update a regional transportation plan that:

(a) Is based on a least cost planning methodology that identifies the most cost-effective facilities, services, and programs;

(b) Identifies existing or planned transportation facilities, services, and programs, including but not limited to major roadways including state highways and regional arterials, transit and nonmotorized services and facilities, multimodal and intermodal facilities, marine ports and airports, railroads, and noncapital programs including transportation demand management that should function as an integrated regional transportation system, giving emphasis to those facilities, services, and programs that exhibit one or more of the following characteristics:
- (i) Crosses member county lines;
- (ii) Is or will be used by a significant number of people who live or work outside the county in which the facility, service, or project is located;
- (iii) Significant impacts are expected to be felt in more than one county;
- (iv) Potentially adverse impacts of the facility, service, program, or project can be better avoided or mitigated through adherence to regional policies;
- (v) Transportation needs addressed by a project have been identified by the regional transportation planning process and the remedy is deemed to have regional significance; and
- (vi) Provides for system continuity;

(c) Establishes level of service standards for state highways and state ferry routes, with the exception of transportation facilities of state-wide significance as defined in RCW 47.06.140. These regionally established level of service standards for state highways and state ferries shall be developed jointly with the department of transportation, to encourage consistency across jurisdictions. In establishing level of service standards for state highways and state ferries, consideration shall be given for the necessary balance between providing for the free interjurisdictional movement of people and goods and the needs of local commuters using state facilities;

(d) Includes a financial plan demonstrating how the regional transportation plan can be implemented, indicating resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommending any innovative financing techniques to finance needed facilities, services, and programs;

(e) Assesses regional development patterns, capital investment and other measures necessary to:
- (i) Ensure the preservation of the existing regional transportation system, including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit, railroad systems and corridors, and nonmotorized facilities; and
- (ii) Make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods;

(f) Sets forth a proposed regional transportation approach, including capital investments, service improvements, programs, and transportation demand management measures to guide the development of the integrated, multimodal regional transportation system; and

(g) Where appropriate, sets forth the relationship of high capacity transportation providers and other public transit providers with regard to responsibility for, and the coordination between, services and facilities.

(2) The organization shall review the regional transportation plan biennially for currency and forward the adopted plan along with documentation of the biennial review to the state department of transportation.

(3) All transportation projects, programs, and transportation demand management measures within the region that have an impact upon regional facilities or services must be consistent with the plan and with the adopted regional growth and transportation strategies.

[1998 c 171 § 9; 1994 c 158 § 4; 1990 1st ex.s. c 17 § 55.]

Code of Federal Regulations – CFR 450.322
Metropolitan transportation planning process: Transportation Plan

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing at least a twenty year planning horizon. The plan shall include both ong-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The transportation plan shall be reviewed and updated at least triennially in nonattainment and maintenance areas and at least every five years in attainment areas to confirm its validity and its consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period. The transportation plan must be approved by the MPO.

(b) In addition, the plan shall:
   (1) Identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan;
   (2) Identify adopted congestion management strategies including, as appropriate, traffic operations, ridesharing, pedestrian and bicycle facilities, alternative work schedules, freight movement options, high occupancy vehicle treatments, telecommuting, and public transportation improvements (including regulatory, pricing, management, and operational options), that demonstrate a systematic approach in addressing current and future transportation demand;
   (3) Identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g);
   (4) Reflect the consideration given to the results of the management systems, including in TMAs that are nonattainment areas for carbon monoxide and ozone, identification of SOV projects that result from a congestion management system that meets the requirements of 23 CFR part 500;
   (5) Assess capital investment and other measures necessary to preserve the existing transportation system (including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit facilities) and make the most efficient use of existing transportation facilities to relieve vehicular congestion and enhance the mobility of people and goods;

(6) Include design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of the source of funding, in nonattainment and maintenance areas to permit conformity determinations under the U.S. EPA conformity regulations at 40 CFR part 51. In all areas, all proposed improvements shall be described in sufficient detail to develop cost estimates;

(7) Reflect a multimodal evaluation of the transportation, socioeconomic, environmental, and financial impact of the overall plan, including all major transportation investments in accordance with Sec. 450.318;

(8) For major transportation investments for which analyses are not complete, indicate that the design concept and scope (mode and alignment) have not been fully determined and will require further analysis. The plan shall identify such study corridors and subareas and may stipulate either a set of assumptions (assumed alternatives) concerning the proposed improvements or a no-build condition pending the completion of a corridor or subarea level analysis under Sec. 450.318. In nonattainment and maintenance areas, the set of assumed alternatives shall be in sufficient detail to permit plan conformity determinations under the U.S. EPA conformity regulations (40 CFR part 51);

(9) Reflect, to the extent that they exist, consideration of: the area's comprehensive long-range land use plan and metropolitan development objectives; national, State, and local housing goals and strategies, community development and employment plans and strategies, and environmental resource plans; local, State, and national goals and objectives such as linking low income households with employment opportunities; and the area's overall social, economic, environmental, and energy conservation goals and objectives;

(10) Indicate, as appropriate, proposed transportation enhancement activities as defined in 23 U.S.C. 101(a); and

(11) Include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue. The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan. The estimated revenue by existing revenue source (local, State, and Federal and private) available for transportation projects shall be determined and any shortfalls identified. Proposed new revenues and/or revenue sources to cover shortfalls shall be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends. For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of projects and programs to reach air quality compliance.

(c) There must be adequate opportunity for public official (including elected officials) and citizen involvement in the development of the transportation plan before it is approved by the MPO, in accordance with the requirements of Sec. 450.316(b)(1). Such procedures shall include opportunities for interested parties (including citizens, affected public agencies, representatives of transportation agency employees, and private providers of transportation) to be involved in the early stages of the plan development/update process. The procedures shall include publication of the proposed plan or other methods to make it readily available for public review and comment and, in nonattainment TMAs, an opportunity for at least one formal public meeting annually to review planning assumptions and the plan development process with interested parties and the general public. The procedures also shall include publication of the approved plan or other methods to make it readily available for information purposes.

(d) In nonattainment and maintenance areas for transportation related pollutants, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any new/revised plan in accordance with the Clean Air Act and the EPA conformity regulations (40 CFR part 51).

(e) Although transportation plans do not need to be approved by the FHWA or the FTA, copies of any new/revised plans must be provided to each agency.

[58 FR 58064, Oct. 28, 1993, as amended at 61 FR 67175, Dec. 19, 1996]

Code of Federal Regulations – CFR 450.216
Statewide transportation improvement program (STIP).

(a) Each State shall develop a statewide transportation improvement program for all areas of the State. In case of difficulties in developing the STIP portion for a particular area, e.g., metropolitan area, Indian tribal lands, etc., a partial STIP covering the rest of the State may be developed. The portion of the STIP in a metropolitan planning area (the metropolitan TIP developed pursuant to subpart C of this part) shall be developed in cooperation with the MPO. To assist this process, the State will need to provide MPOs with estimates of available Federal and State funds which the MPO can utilize in developing the metropolitan TIP. Metropolitan planning area TIPs shall be included without modification in the STIP, directly or by reference, once approved by the MPO and the Governor and after needed conformity findings are made. Metropolitan TIPs in nonattainment and maintenance areas are subject to the FHWA and the FTA conformity findings before their inclusion in the STIP. In nonattainment and maintenance areas outside metropolitan planning areas, Federal findings of conformity must be made prior to placing projects in the STIP. The State shall notify the appropriate MPO, local jurisdictions, Federal land agency, Indian tribal government, etc. when a TIP including projects under the jurisdiction of the agency has been included in the STIP. All title 23 and Federal Transit Act fund recipients will share information as projects in the STIP are implemented. The Governor shall provide for public involvement in development of the STIP as required by Sec. 450.212. In addition, the STIP shall:

(1) Include a list of priority transportation projects proposed to be carried out in the first 3 years of the STIP. Since each TIP is approved by the Governor, the TIP priorities will dictate STIP priorities for each individual metropolitan area. As a minimum, the lists shall group the projects that are to be undertaken in each of the years, e.g., year 1, year 2, year 3;
(2) Cover a period of not less than 3 years, but may at State discretion cover a longer period. If the STIP covers more than 3 years, the projects in the additional years will be considered by the FHWA and the FTA only as informational;
(3) Contain only projects consistent with the statewide plan developed under Sec. 450.214;
(4) In nonattainment and maintenance areas, contain only transportation projects found to conform, or from programs that conform, to the requirements contained in 40 CFR part 51;
(5) Be financially constrained by year and include sufficient financial information to demonstrate which projects are to be implemented using current revenues and which projects are to be implemented using proposed revenue sources while the system as a whole is being adequately operated and maintained. In nonattainment and maintenance areas, projects included in the first two years of the current STIP/TIP shall be limited to those for which funds are available or committed. In the case of proposed funding sources, strategies for ensuring their availability shall be identified;
(6) Contain all capital and non-capital transportation projects (including transportation enhancements, Federal lands highways projects, trails projects, pedestrian walkways, and bicycle transportation facilities), or identified phases of transportation projects, proposed for funding under the Federal Transit Act (49 U.S.C. app. 1602, 1607a, 1612 and 1614) and/

or title 23, U.S.C. excluding:

(i) Safety projects funded under section 402 of the Surface Transportation Assistance Act of 1982, as amended (49 U.S.C. app. 2302);

(ii) IVHS planning grants funded under section 6055(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240, 105 Stat. 1914);

(iii) Transit planning grants funded under section 8 or 26 of the Federal Transit Act (49 U.S.C. app. 1607 and 1622);

(iv) Metropolitan planning projects funded under 23 U.S.C. 104(f);

(v) State planning and research projects funded under 23 U.S.C. 307(c)(1) (except those funded with NHS, STP and minimum allocation (MA) funds that the State and MPO for a metropolitan area agree should be in the TIP and consequently must be in the STIP); and

(vi) Emergency relief projects (except those involving substantial functional, locational or capacity changes);

(7) Contain all regionally significant transportation projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded with title 23, U.S.C. or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act. (The STIP should, for information purposes, include all regionally significant transportation projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA. It should also include, for information purposes, if appropriate and cited in any TIPs, all regionally significant projects, to be funded with non-Federal funds);

(8) Include for each project the following:

(i) Sufficient descriptive material (i.e., type of work, termini, length, etc.) to identify the project or phase;

(ii) Estimated total cost;

(iii) The amount of Federal funds proposed to be obligated during each program year;

(iv) For the first year, the proposed category of Federal funds and source(s) of non-Federal funds;

(v) For the second and third years, the likely category or possible categories of Federal funds and sources of non-Federal funds;

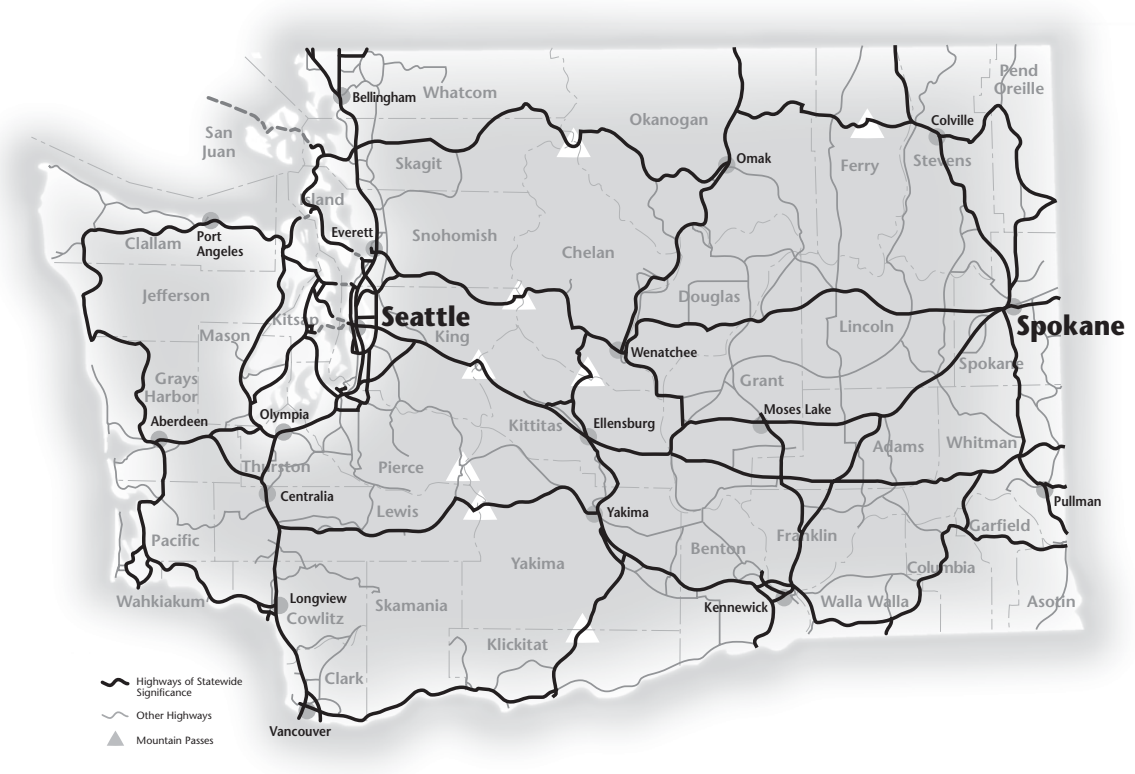
(vi) Identification of the agencies responsible for carrying out the project; and

(9) For non-metropolitan areas, include in the first year only those projects which have been selected in accordance with the project selection requirements in Sec. 450.222(c).

(b) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 51.

(c) Projects in any of the first three years of the STIP may be moved to any other of the first three years of the STIP subject to the project selection requirements of Sec. 450.222.

(d) The STIP may be amended at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this section (for STIP development), in Sec. 450.212 (for public involvement) and in Sec. 450.220 (for the FHWA and the FTA approval).



A major component of the 1998 legislation relating to transportation and growth management planning established certain transportation facilities and services to be of statewide significance. These facilities provide and support transportation functions that promote and maintain significant statewide travel and economic linkages. The legislation emphasizes that these significant transportation facilities should be planned from a statewide perspective.

Transportation facilities and services of statewide significance (TFSSS) are identified under RCW 47.06.140 and include the following:

- The interstate highway system
- Interregional state principal arterials including ferry connections that serve statewide travel
- Intercity passenger rail services
- Intercity high-speed ground transportation
- Major passenger intermodal terminals excluding all airport facilities and services
- The freight railroad system
- The Columbia/Snake navigable river system
- Marine port facilities and services that are related solely to marine activities affecting international and interstate trade, and
- High-capacity transportation systems serving regions as defined in RCW81.104.015

A list of the state's Highways of Statewide Significance (HSS) follows this page.

Definitions of Column Headings:

Highway: *Highway of Statewide Significance – US, Interstate or State Route.*
Begin MP: *Beginning Milepost – Milepost at beginning point.*
BARM: *Beginning Accumulated Route Mile – Actual milepost measure at beginning point.*
End MP: *Ending Milepost – Milepost at ending point.*
EARM: *Ending Accumulated Route Mile – Actual milepost measure at ending point.*
Length: *Actual distance of the highway segment utilizing BARM and EARM. Difference between posted measurement (Begin MP & End MP) and actual measurements (BARM & EARM) are due to construction modifications to original highway after time of original milepost installation.*
Description: *Description of the segment of highway designated a highway of statewide significance.*

Highway	Begin MP	BARM	End MP	EARM	Length	Description
U.S. 2	0.00	0.00	334.51	326.23	322.63	I-5/Everett to Idaho (entire route)
Browne Street Couplet U.S. 2	287.45	0.00	288.08	0.63	0.63	U.S. 2 to I-90 under-crossing
Division Street Couplet U.S. 2	289.19	0.00	290.72	1.53	1.53	U.S. 2/Euclid Ave to U.S. 2
Everett Couplet U.S. 2	0.77	0.00	1.64	0.87	0.87	Home Acres Rd to U.S. 2 under-crossing
SR 3	0.00	0.00	60.02	59.81	59.81	U.S. 101/Shelton to SR 104 (entire route)
SR 4	0.00	0.00	55.23	55.22	55.22	U.S. 101 to SR 432 Wye Conn (Longview Vicinity)
I-5	0.00	0.00	276.56	276.62	276.62	Oregon to Canada (entire route)
SR 8	0.00	0.00	20.67	20.67	20.67	U.S. 12/Elma to U.S. 101/Olympia (entire route)
SR 9	93.61	93.52	98.17	98.08	4.56	SR 546 to Canada
U.S. 12	0.00	0.00	434.19	430.81	324.51	U.S. 101/Aberdeen to Idaho (entire route)
Aberdeen Couplet U.S. 12	0.33	0.00	0.68	0.35	0.35	S Newell St to S G St
SR 14	0.00	0.00	101.02	100.93	100.93	I-5/Vancouver to U.S. 97
SR 16	0.00	0.00	29.19	27.01	27.01	I-5/Tacoma to SR 3/Gorst (entire route)
SR 17	7.43	0.00	50.77	43.28	43.28	U.S. 395/Mesa to I-90
SR 17	50.77	43.28	56.56	49.05	5.77	I-90/Moses Lake to Patton Blvd (Moses Lake Airport)
SR 18	2.20 B	0.00	27.91	28.41	28.41	I-5 to I-90 (entire route)
SR 20	0.00	0.00	436.91	436.53	395.32	U.S. 101 to U.S. 2/Newport (entire route)
Spur Anacortes SR 20	47.89	0.00	55.67	7.78	7.78	SR 20 to Ferry Terminal (entire route)
SR 22	0.70	0.00	4.00	3.31	3.31	I-82 to U.S. 97
SR 26	0.00	0.00	133.53	133.61	133.61	I-90/Vantage to U.S. 195 (entire route)
SR 28	0.00 B	0.00	29.77	33.91	33.91	U.S. 2/Wenatchee to SR 281/Quincy
East Wenatchee SR 28	4.25	0.00	4.58	0.33	0.33	SR 28 MP 4.25B to SR 28 MP 3.84B
I-82	0.00	0.00	132.60	132.57	132.57	I-90/Ellensburg to Oregon (entire route)
I-90	1.94	0.00	299.82	297.52	297.52	I-5/Seattle to Idaho (entire route)
U.S. 97	0.00 B	0.00	336.48	321.62	250.89	Oregon to Canada (entire route)
Maryhill Couplet U.S. 97	2.59	0.00	2.68	0.09	0.09	Maryhill Southbound Couplet
SR 99	26.04	22.40	43.60	39.87	17.47	SR 509 to SR 104
Alaska Way Viaduct SR 99	31.72	0.00	33.56	1.84	1.84	SR 99 MP 31.72 to SR 99 29.88
U.S. 101	0.00	0.00	0.46	0.46	0.46	Astoria Megler Bridge/SR 401
U.S. 101	28.89	28.89	367.41	365.78	336.89	SR 4 to I-5/Olympia
Aberdeen Couplet U.S. 101	87.49	0.00	91.66	4.17	4.17	Levee St to State St Ramp Heron St Couplet
U.S. 101	83.75	0.00	83.88	0.13	0.13	U.S. 101 to U.S. 101

Highway	Begin MP	BARM	End MP	EARM	Length	Description
Port Angeles Couplet						
U.S. 101	249.65	0.00	251.32	1.67	1.67	U.S. 101 MP 249.65 to E First St
SR 104	0.20	0.00	29.81	29.28	29.28	U.S. 101 to I-5
Kingston Couplet						
SR 104	24.53	0.00	24.86	0.33	0.33	Ferry Landing to Illinois Ave
SR 125	0.00	0.00	6.15	6.14	6.14	Oregon State Line to U.S. 12/Walla Walla
SR 127	0.03	0.00	27.05	27.05	27.05	U.S. 12/Dodge to SR 26 (entire route)
SR 167	0.00	0.00	26.40	27.72	27.72	I-5/Tacoma to I-405/Renton
Puyallup Couplet						
SR 167	5.72	0.00	6.26	0.54	0.54	Milwaukee Ave to SR 167
I-182	0.00	0.00	15.19	15.19	15.19	I-82 to U.S. 395/Pasco (entire route)
U.S. 195	0.00 B	0.00	95.99	93.37	93.37	Idaho to I-90/Spokane (entire route)
I-205	26.59	0.00	37.16	10.57	10.57	Oregon to I-5 (entire route)
SR 240	30.63	28.86	34.87	33.10	4.24	Stevens Drive to I-182
SR 240	36.05	34.22	43.17	41.34	7.12	I-182 to US 395
SR 270	0.00	0.00	9.89	9.89	9.89	US 195/Pullman to Idaho (entire route)
Pullman Couplet						
SR 270	2.67	0.00	2.90	0.23	0.23	Main St to Grand
SR 281	0.00	0.00	10.55	10.55	10.55	SR 28/Quincy to I-90 (entire route)
SR 304	0.00	0.00	3.51	3.24	3.24	SR 3 to Bremerton Ferry Terminal (entire route)
SR 305	0.02	0.00	13.52	13.50	13.50	Bainbridge Island Ferry Terminal to SR 3 (entire route)
SR 307	0.00	0.00	5.25	5.25	5.25	SR 305 to SR 104 (entire route)
SR 310	0.00	0.00	1.84	1.84	1.84	SR 3 to SR 304/Bremerton (entire route)
U.S. 395	13.05	19.81	270.26	275.03	186.51	I-82 to Canada
SR 401	0.00	0.00	12.13	12.13	12.13	U.S. 101/Astoria Megler Bridge to SR 4 (entire route)
I-405	0.00	0.00	30.32	30.30	30.30	I-5/Tukwila to I-5 (entire route)
SR 432	0.00	0.00	10.33	10.32	10.31	SR 4/Longview to I-5 (entire route)
SR 433	0.00	0.00	0.94	0.94	0.94	Oregon to SR 432/Longview (entire route)
SR 501	0.00	0.00	2.24	1.83	1.83	I-5 to Port of Vancouver Entrance/SW 26th St Ext.
SR 509	0.00	0.00	3.20	6.39	6.39	I-705/Tacoma to Old SR 509 *(there has been realignment)*
SR 509	25.60	30.40	29.92	35.17	4.77	SR 518/SeaTac to SR 99
SR 512	0.00	0.00	12.06	12.06	12.06	I-5/Lakewood to SR 167/Puyallup (entire route)
SR 518	0.00	0.00	3.81	3.42	3.42	SR 509/SeaTac to I-5/Tukwila (entire route)
SR 519	0.00	0.00	1.14	1.14	1.14	I-90 to Seattle Ferry Terminal (entire route)
SR 520	0.00	0.00	7.09	7.08	7.08	I-5 to I-405
SR 522	0.00	0.00	24.68	24.68	24.68	I-5/Seattle to US 2/Monroe (entire route)
SR 525	0.00	0.00	30.52	30.75	30.45	I-5 to SR 20 (entire route)
SR 526	0.00	0.00	4.52	4.52	4.52	SR 525/Mukilteo to I-5 (entire route)
SR 529	0.00	0.00	2.20	2.20	2.20	I-5/Everett to Port/19th St
SR 539	0.00	0.00	15.16	15.16	15.16	I-5/Bellingham to Canada (entire route)
SR 543	0.00	0.00	1.09	1.09	1.09	I-5 to Canada (entire route)
SR 546	0.00	0.00	8.02	8.02	8.02	SR 539 to SR 9 (entire route)
I-705	0.00	0.00	1.50	1.50	1.50	I-5/Tacoma to Schuster Parkway (entire route)
SR 970	0.00	0.00	10.31	10.31	10.31	I-90/Cle Elum to U.S. 97 (entire route)
HSS Ferry Routes						
SR 304						Seattle/Bremerton Ferry
SR 305						Seattle/Bainbridge Island Ferry
SR 104						Edmonds/Kingston Ferry
SR 525						Mukilteo/Clinton Ferry
SR 20						Port Townsend/Keystone Ferry
						Anacortes/Sidney B.C. Ferry

Total HSS Highway Miles	**3532**
Total State Highway System	**7063**
HSS Percentage of Total System	**50.0%**

The State Environmental Policy Act (SEPA) requires local jurisdictions to assess and mitigate the impacts of new development projects, including impacts to traffic. Together, local jurisdictions and WSDOT agree on an acceptable level of service. For highways of statewide significance, the level of service is set by law. A particular development could cause impacts to traffic on a highway segment or an intersection to fall below the LOS* thresholds following:

For Highways of Statewide Significance:

Urban Areas:	LOS "D"
Rural Areas:	LOS "C"; or

For Regionally Significant State Highways (non-HSS), the LOS thresholds adopted by the local MPO/RTPO shall apply. In the absence of an adopted LOS threshold, the LOS for HSS shall apply. Where there is a specific inter-local agreement with WSDOT, the applicable LOS threshold levels are established by the agreement; and

When a development affects a segment or intersection where the LOS is already below the applicable threshold, the pre-development LOS will be used instead of the otherwise applicable deficiency level.

When a development would degrade the facility's LOS below the applicable threshold, the facility would be considered deficient to support the development, and WSDOT and its partners would seek mitigation of traffic impacts. Mitigation can take the form of development constraints (for example, the appropriate placement of highway access points), developer constructed transportation improvements, or developer financial contribution to transportation improvements constructed by others. Details on these and other mitigation strategies are contained in the WSDOT *Design Manual*.

** For specific information about LOS, see the Glossary in Appendix B.*

The Maintenance Accountability Process (MAP) is a management program that employs outcome-based performance measures for planning and evaluating the implementation of the Highway Maintenance program. MAP also provides tools for communicating to key customers the impacts of policy and budget decisions on program service delivery. Performance is measured by assessing the outcomes of 34 different highway maintenance activities (i.e., guardrail maintenance, snow and ice removal, etc.). Outcomes are translated into terms of Level of Service (LOS) ranging from "A" (highest level of service provided) to "F" (lowest level of service provided). The conditions of highway system features that lead to different LOS ratings can be generally characterized as follows:

- **Service Level A (Best)**
  This is a very high service level in which the roadway and associated features are in excellent condition. All systems are operational and users experience no delays.

- **Service Level B**
  This is a high maintenance service level in which the roadway and associated features are in good condition. All systems are operational. Users may experience occasional delays.

- **Service Level C**
  This is a medium maintenance service level in which the roadway and associated features are in fair condition. Systems may occasionally be inoperable and not available to users. Short-term delays may be experienced when repairs are being made, but would not be excessive.

- **Service Level D**
  This is a low maintenance service level in which the roadway and associated features are kept in generally poor condition. Systems failures occur regularly because it is impossible react in a timely manner to all problems. Occasionally delays may be significant.

- **Service Level F (Worst)**
  This is a very low service level in which the roadway and associated features are kept in poor and failing condition. A backlog of systems failures would occur because it is impossible react in a timely manner to all problems. Significant delays occur on a regular basis.

The Capital Improvement and Preservation Program (CIPP) communicates WSDOT's plan to deliver projects funded during the 2001 Legislative session. Replacing what was formerly called the "Operating Book", the CIPP is the reference point for measuring 2001-2003 project delivery. In addition to that, the CIPP does several other things for the first time, namely:

- Includes all WSDOT Capital Projects in one publication.
- Groups projects into programmatic arrays so that citizens and legislators can see all that needs to be accomplished in each of WSDOT's Capital Programs.
- Includes detailed summaries of 35 key projects.
- Has improved titles for all projects that include state, U.S., or Interstate route number, a locator familiar to citizens, and an indication of the type of work to be performed.
- Includes an enhanced thumbnail description of all projects, in lieu of the somewhat cryptic descriptions found in past publications.
- Shows WSDOT's best current estimates of costs for ten years from the current date (previous versions were six-year plans).
- Shows funds needed for completion of all stages of all projects begun or underway in 2001.
- Shows WSDOT's confidence range for estimates of project cost. (This is a sensitive, difficult and complicated issue where much more work lies ahead.)
- Is presented in CD format, as well as on the World Wide Web at *www.wsdot.wa.gov/projects/*

Since project expenditures and cost estimates must often be revised, this CIPP will be updated annually. However, WSDOT expects its performance for the 2001-2003 biennium to be measured from this September 2001 version.

The CIPP is organized so that interested readers can turn (or jump, in the CD and web version) quickly to their particular interest. Under the highlighted projects tab, summary information on key WSDOT projects can be found ("key" because of cost, prominence, or other special importance to the traveling public). These web pages also appear on the WSDOT web page at *www.wsdot.wa.gov/projects/*. There are also tabs for each individual capital program in WSDOT – Facilities, Ferries, Highways, Local Programs, and Rail. Under each tab, you will find specific project information for the indicated program area.

How is the CIPP different from the project list that the 2001 Legislature passed? WSDOT builds this CIPP based on the intent of the Legislative appropriations. However, our 1,600-plus projects do not remain static. Expenditures differ from what was predicted, project conditions change, and in certain cases project circumstances require that we delay a particular project and put another one in its place (e.g. environmental permitting concerns, discovery of historic sites, discovery of unanticipated subsurface conditions). For these reasons, this CIPP differs in some respects from the project list that accompanied the 2001 Transportation Budget.

WSDOT Highway System Capital Programs Summary Information

Capital Facilities
The Capital Facilities component of WSDOT's Capital Program includes the planning, management and funding of capital improvements to the department's buildings and other facilities. Construction of new facilities and major capital improvements to existing facilities are administered though this program.

Highways
The Highways component of WSDOT's Capital Program includes improvements to, and preservation of, the state highway system. Highways improvements include projects to reduce user delay and to improve safety on the highway system. Projects in the preservation program are intended to preserve roadway pavements at lowest lifecycle cost, replace and rehabilitate bridges and other structures, preserve other facilities such as weigh stations and rest areas and replace electrical and drainage systems that have reached the end of their serviceable life.

Local Programs
The local Programs component of WSDOT's Capital Program includes several grant programs intended to provide a source of funding for local agency projects that address state priorities. Federal funds for highways are dispersed to cities and counties through this program.

Operations
The Operations component of WSDOT's Capital Program consists of Design and Construction / Implementation of projects that fit into three general areas; Intelligent Transportation Systems (ITS), Commercial Vehicle Information Systems and Networks (CVISN) and Target Zero (safety).

This section lists the objectives and the supporting action strategies to maintain, operate, preserve and improve our state's highway system assets. Each action strategy has a specific performance measure to track trends and report on the progress of meeting established transportation goals.

Maintenance (Program M)

Maintain the effective and predictable operations of the transportation system to meet customer's expectations.

1. ***Bridge and Urban Tunnel Maintenance***
   Maintain and operate bridges and tunnels to achieve a statewide annual average level of service C+.

2. ***Drainage Maintenance***
   Perform drainage activities to achieve a statewide annual average level of service C+.

3. ***Repair and Disaster Maintenance***
   Repair damage to the highway system and appurtenances to maintain safe travel by users.

4. ***Roadside and Landscape Maintenance***
   Perform roadside activities by picking litter, reducing noxious weeds, and controlling vegetation obstructions to achieve a statewide annual average level of service C+.

5. ***Roadway Maintenance and Operation***
   Perform roadway maintenance activities to achieve a statewide annual average level of service C+.

6. ***Safety Rest Areas-Maintenance and Operation***
   Maintain and operate safety rest areas to achieve a statewide annual average level of service C+.

7. ***Snow and Ice Control***
   Perform winter operations activities on the highway system to achieve a statewide annual average level of service C+.

8. ***Traffic Services***
   Maintain and operate traffic control markings, devices, and systems to achieve a statewide annual average level of service C+.

Operations (Program Q)

Increase the efficiency of operating the existing systems and facilities.

1. ***Dispatch and Traffic Control***
   Provide statewide coverage and 24 hour per day operation of Transportation Management Centers for dispatch and traffic control by 2005.

2. ***Low Cost Enhancements***
   Improve the efficiency of the highway system by implementing low cost enhancements.

3. ***Low Cost Traveler Information***
   Implement low-cost traveler information enhancements to provide basic level of info. (i.e., weather, incidents, construction and maintenance, and traffic conditions) on the interstate by 2003, corridors of statewide significance by 2005 and statewide by 2010. (For more about Highways of Statewide Significance, see Appendix F).

4. ***Traffic Flow and Safety Investigations***
   Perform timely and efficient investigations in response to customer concerns regarding traffic flow and safety.

5. ***Traffic Flow Control***
   Optimize the efficiency of the highway system through traffic flow management techniques (e.g., ramp metering in peak hours, service patrols and incident response, signal timing and coordination).

6. ***Traveler Information Systems***
   In partnership with public and private entities, invest in new traveler information systems to improve system efficiency, safety, and reduce traveler stress.

Increase traveler information to tourist destinations.

1. ***Local Partnership Traveler Information***
   Partner with local interest to provide appropriate traveler information to tourists by 2005 including partnerships on designated byways.

2. ***Tourist Attraction Signing***
   Provide appropriate signing to tourist attractions and destinations by 2005.

Operations (Program Q) *continued*

Reduce and prevent deaths and the frequency and severity of disabling injuries, and societal costs of accidents.

Low Cost Safety Enhancements
Improve the safety of the highway system by implementing low cost traffic operation enhancements that are not addressed through the highway construction program.

Reduce barriers that delay the effective and reliable movement of freight.

1. ***Advanced Technology for Commercial Vehicles***
   Expand and enhance advanced technology applications for commercial vehicle operations on the I-5 corridor by 2005, I-90 corridor by 2010, and statewide by 2015.

2. ***Expand CVISN Statewide***
   Expand and enhance CVISN into statewide application by covering interstate highways by 2005 and highways statewide by 2010.

Preservation (Programs P1, P2 & P3)

Preserve transportation infrastructure to achieve the lowest life cycle cost and prevent failure.

Pavements (P1)

Pavement
Pavements will be programmed targeting the lowest life cycle cost per the Washington State Pavement Management System "due" date. Existing safety features shall be restored to provide basic design level standards.

Structures (P2)

1. ***Bridge Decks***
   Perform bridge deck rehabilitation through deck replacement and/or deck overlay.

2. ***Bridge Painting***
   Increase the life expectancy of steel bridges by painting.

3. ***Bridge Replacement***
   Reduce the number of Functionally Obsolete (FO) and Structurally Deficient (SD) bridges with Federal Bridge Replacement Sufficiency Ratings <80 by replacement or rehabilitation in compliance with FHWA National Bridge Management System (BMS) Guidelines.

Preservation (Programs P1, P2 & P3) *continued*

Structures (P2) *continued*

4. ***Miscellaneous Structures***
   Replace or rehabilitate miscellaneous structures (secondary highway structures) that are in poor structural condition as determined by the state's inspection program. Publish an inventory of these structures.

5. ***Movable Bridges***
   Preserve existing movable bridge systems by installing reliable modern systems prior to the end of the moveable system's service life.

6. ***Scour Mitigation***
   Perform scour mitigation to prevent failures/closures due to scour-induced foundation failure.

7. ***Seismic Retrofit***
   Cost-effectively retrofit seismically deficient bridges with Seismic Fittings

Other Facilities (P3)

1. ***Electronic/Mechanical Systems***
   Replace or rehabilitate electrical, electronic, and mechanical systems (with the exception of movable bridges) when they reach the end of their service life.

2. ***Major Drainage***
   Replace or rehabilitate drainage features that have structurally failed or fails to protect the roadway prism with a storm event of 10 yrs or less.

3. ***Safety Rest Area Refurbishment***
   Refurbish deficient safety rest area buildings, utilities and sites.

4. ***Traffic Control Systems***
   Upgrade existing traffic control and monitoring systems as technology changes to avoid obsolescence and capture the benefits of new technology.

5. ***Unstable Slopes***
   Stabilize 100% of unstable slopes.

6. ***Weight Facilities***
   Construct 10 new portable, 4 fixed, and 15 in-motion weight facilities and rehabilitate existing facilities.

Improvements (Programs I1, I2, I3 & I4)

Mobility (I1)

Reduce person and freight delay on WTP Corridors.

1. ***Puget Sound Core HOV Lanes***
   Reduce delay for HOV users by completing the remaining 106 miles of the Puget Sound Core HOV system (as defined by the Transportation Commission) by the year 2012. Future HOV system expansion in urban areas will be considered based on delay reduction.

2. ***Access Management Developed Corridors***
   Along corridors, which are fully developed, reduce travel delay by utilizing access management techniques where appropriate.

3. ***Access Management for Non Developed Corridors***
   Where cost effective along corridors not fully developed, reduce the number of existing or potential access points by purchasing access rights where future congestion problems are expected.

4. ***"Congested" non-HSS***
   Where adopted congestion thresholds are surpassed on non-HSS facilities, partner with regional and local governments to make targeted transportation investments.

5. ***"Congested" HSS***
   Where adopted congestion thresholds are surpassed on Highways of Statewide Significance (HSS), make targeted transportation investments considering all available transportation strategies.

Improve existing travel options

Bicycle/Pedestrian Corridors
Develop bike/pedestrian corridors where they support public transportation facilities and are viable commute corridors.

Create links and remove barriers between transportation facilities and services.

1. ***Multi-Modal Facilities***
   Improve connections at multi-modal transportation facilities.

2. ***Urban Bicycle***
   By 2020 increase the number of completed local bicycle and pedestrian networks by completing missing links along or across state highways.

Support statewide economic development through targeted transportation investments.

Passing/Climbing Lanes
Construct periodic passing or climbing lanes where slow moving vehicles degrade the general mobility within State and Regional Corridors.

Improvements (Programs I1, I2, I3 & I4) *continued*

Safety (I2)

Reduce and prevent deaths and the frequency and severity of disabling injuries, and reduce the societal costs of accidents. (Focus on the rate of severity and frequency)

1. ***High Accident Locations (HAL)***
   Eliminate high accident locations on state highways through hazard mitigation.

2. ***Pedestrian Accident Locations (PAL)***
   Eliminate Pedestrian Accident Locations on state highway through hazard mitigation.

3. ***High Accident Corridors (HAC)***
   Eliminate high accident corridors using standards based highway safety solutions.

4. ***Signals and Channelization***
   Construct intersection channelization and/or signals in compliance with federal guidelines to improve safety.

5. ***Interstate Safety***
   Improve the geometrics of the Interstate system per Federal Highways Administration (FHWA)/WSDOT stewardship agreement.

6. ***At-Grade Intersections***
   Eliminate major at-grade intersections on multi-lane, divided highways with speeds of 45 MPH or greater.

7. ***Risk Reduction***
   Improve roadways where geometrics, traffic volumes, and speed limits indicate a high accident potential by instituting standards based highway safety solutions.

8. ***Pedestrian Risk***
   Proactively address pedestrian safety along state highway segments that exhibit high pedestrian use and the potential for future accidents.

9. ***Safety Initiatives***
   Address highway safety through statewide low-cost, high benefit and short-term projects.

Improvements (Programs I1, I2, I3 & I4) *continued*

Economic Initiatives (I3)

Reduce barriers that delay the effective and reliable movement of freight.

1. ***All Weather Roadways (freeze/thaw)***
   Upgrade sections of highways to reduce annualized costs of repaving due to freeze/thaw deficiencies.

2. ***Avalanche and Flood Closures***
   Upgrade T1 highways to reduce road closures caused by avalanches, snow and ice accumulation, and flooding on I-5 in Chehalis (See Freight & Goods Transportation System (FGTS), Appendix B- Glossary).

3. ***Freight Trunk System***
   Complete construction of four lane roadways on T1 routes.

4. ***Height Restricted Bridges***
   Replace or reconstruct height restricted bridges and tunnels on the Interstate highway system with a vertical clearance of less than 15’6".

5. ***Bridge Overloads***
   Rebuild bridges that cannot carry legal overloads.

6. ***Border Crossings***
   Reduce delay to people and products at the U.S./Canadian border crossing through capital improvements and operational enhancements.

7. ***International Trade/Port Access***
   In partnership with public and private entities, make targeted improvements to the state highway system in support of international trade, port access and emergent economic development.

Improvements (Programs I1, I2, I3 & I4) *continued*

Economic Initiatives (I3) *continued*

Maintain the ability to move freight and goods in the event of alterations to the Columbia/Snake River system as a transportation right of way.

Columbia/Snake River Accommodations
Increase capacity on the Freight & Goods Transportation System (FGTS) highways, to accommodate increases in truck traffic in the event of alterations to the Columbia/ Snake River system

Support statewide economic development through targeted transportation investments.

Economic Vitality
Construct State Highway transportation improvements that: solve transportation traffic flow or access deficiency on a State Highway; and supports targeted economic development of new or existing basic industries and/or regional economic development, including regional tourism, within the corridor.

Increase traveler information to tourist destinations.

Heritage Corridors Parks and Viewpoints
Provide appropriately sized roadside parks and/or viewpoints, which inform the traveling public about heritage resources and travelers services.

Improve the quality of tourists' related travel experiences in Washington.

1. ***Heritage Corridor Plans***
   In partnership, provide support to develop and implement Corridor Management Plans and projects on designated scenic byways to interpret, enhance and access heritage resources.

2. ***Bicycle Touring Routes***
   Decrease the number of miles of roadway segments with two feet of shoulder or less along designated rural bicycle touring routes (structures not included).

3. ***Safety Rest Area***
   Utilizing partnerships at new locations, provide public access to appropriately sized, restroom-equipped facilities, including RV dump stations at designated sites, every 60 miles on the NHS and State and Rural highways.

Improvements (Programs I1, I2, I3 & I4) *continued*

Environmental Retrofit (I4)

Reduce impact on communities and their resources with the development and implementation of transportation projects.

Noise Reduction
Strategically prioritize and retrofit existing state transportation facilities for noise reduction. Work with community partners and planning organizations to prevent highway noise impacts.

Reduce the impact of transportation facilities and services on air quality in conformance with the State Implementation Plan for Air Quality.

Air Quality
Implement all transportation control measures as identified by the Washington State Implementation Plan for Air Quality.

Reduce water quality impacts caused by transportation facilities and services to comply with federal and state water quality requirements.

Stormwater
Strategically prioritize, repair, replace and retrofit existing state transportation facilities for stormwater runoff quality and quantity to reduce environmental impacts.

Reduce the impacts of past projects and avoid or minimize impacts to watershed and habitat from current and future transportation activities.

Wetland Mitigation
Strategically prioritize and re-mediate wetland mitigation sites during the later stages of the monitoring phase to ensure they function as conditioned by the issuance of permits.

Reduce the impacts of past projects and avoid or minimize impacts to watershed and habitat from current and future transportation activities.

1. ***Chronic Environmental Deficiencies***
   Develop criteria, strategically prioritize and repair existing chronic environmental deficiencies of transportation facilities.

2. ***Fish Barriers***
   Strategically prioritize, repair, replace and retrofit existing barriers to fish passage on the state highway system with in 20 years as appropriate to reduce existing barriers to fish passage statewide.

To better coordinate improvement strategies, a database of transportation system solutions was developed in a collaborative effort between the state, regional transportation planning organizations, tribal governments, local jurisdictions, transit agencies, and private trans-portation providers. The database is not inclusive of all transportation system needs in the state and is most inclusive of state owned and state interest transportation systems. The database is limited to the data that was provided by the participating organizations.

The database is used for statewide systems analysis. Each solution is included in a transportation system plan. If you have questions or comments on the inclusion, exclusion, or nature of a specific transportation system solution, please contact the sponsor of the solutions. More specific details of many projects can be found in WSDOT's Capital Improvement and Preservation Program (CIPP), or in Metropolitan Transportation Plan (MTPs) and Regional Transportation Plan (RTPs), and in local city and county comprehensive plans.

The following sections are divided by subprogram and further sorted by region and state route.

Congestion Relief Strategies

Highway Safety Strategies

Economic Initiative Strategies

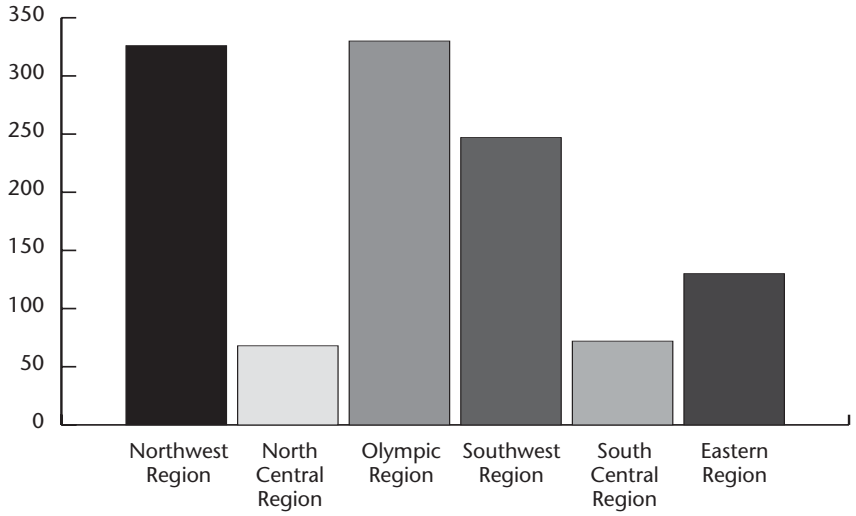
Environmental Retrofit Strategies

To view the database of project solutions, visit the ***Washington State Highway System Plan*** at *www.wsdot.wa.gov/ppsc/planning*

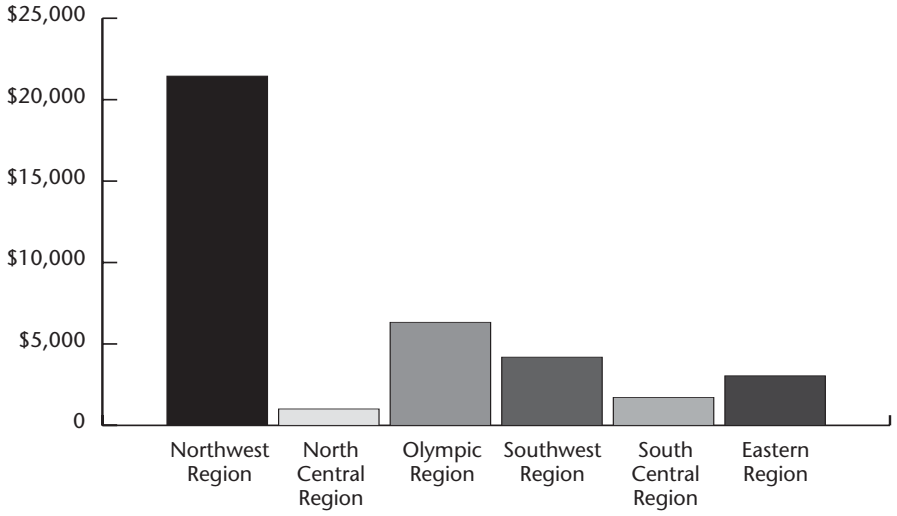
Mobility Strategies

The strategies listed in this section describe the improvements that are needed to meet the mobility objectives for the next 20 years, from 2003-2022. It is important to note that these are planning strategies and that the project scope will be refined during the programming and design phases. Major congestion relief efforts will require extensive public and local agency input, as well as environmental impact analysis prior to selection of a preferred alternative.

Mobility Improvement Subprogram
Number of Strategies by Region



Mobility Improvement Subprogram
Estimated $ Cost in Millions by Region (2001 Dollars)



High Cost Mobility Improvements

Twenty-one of the mobility strategies are high cost projects, estimated at the planning level of over $200 million, representing approximately 60% ($23 billion) of the cost of the mobility subprogram. Brief descriptions of the location/project names are as follows (the numbered order does not reflect priority or dollar value):

Number	*Highway/Location and Improvement*	*WSDOT Region(s)*
1.	I-405 Corridor – Tukwila to Lynnwood Multimodal Improvements	Northwest
2.	SR 520 Trans-Lake Solution – Multimodal Improvements	Northwest
3.	I-5 Core HOV *(See Appendix J-5)*	Northwest, Olympic
4.	U.S. 395 – North Spokane Corridor	Eastern
5.	New SR 509	Northwest
6.	SR 167 Extension	Olympic
7.	SR 16 – Tacoma Narrows Bridge	Olympic
8.	SR 99 – Alaskan Way Viaduct, Replacement	Northwest
9.	Spokane I-90 / Central Business District	Eastern
10.	SR 28 – Wenatchee to I-90	North Central
11.	I-90 – Snoqualmie Pass East	South Central
12.	U.S. 101 / I-5 – HOV	Olympic
13.	I-5 – Columbia River Interstate Crossing	Southwest
14.	I-5 – Oregon State Line to I-205 Junction	Southwest
15.	I-5 – SR 501 to Toutle River Rest Area Vicinity	Southwest
16.	I-5 – Toutle River rest area Vicinity to Rush Road – Increase Capacity	Southwest
17.	U.S. 395 / I-82 to I-182 – Widen to Six Lanes	South Central
18.	SR 104 Kingston – Widen from Two to Four lanes	Olympic
19.	I-5 – 72nd to Pacific Avenue – Add Core HOV Lanes	Olympic
20.	I-5 – Pacific Avenue to Port of Tacoma – Add Core HOV Lanes	Olympic
21.	I-5 – Rush Road to Thurston County Line – Increase Capacity	Southwest

Many of these improvements are on critical strategic routes. Investing in these improvements, however, is difficult due to limited funds and the intense competition for funds among these projects and other important smaller scale mobliity projects.

High Cost Mobility Project Locations

Northwest Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS			
2	0 to 2.71	I-5 to SR 204 *Solution: Add Eastbound & Westbound HOV lanes to SR 204, modify interchange at I-5/US 2.*	98.30 to 133.00
2	0 to 56.76	Everett to Deception Creek *Solution: :Capacity and safety study of US 2 including potential bypass of Sultan, Gold Bar, and Startup.*	3.99 to 5.39
2	2.71 to 5.02	SR 204 to Milepost 5.02 *Solution: : Widen to 4 lanes, limited access, Interchange @ Bickford Ave. (Old US 2). Include Westbound HOV lane @ SR 204 Interchange.*	24.60 to 33.28
2	5.02 to 8.8	Milepost 5.02 to Campbell Road (92nd St. Southeast) *Solution: Widen to 4 lanes*	30.27 to 40.95
2	8.8 to 16	Campbell Road (92nd St. Southeast) to Monroe *Solution: : Phase 2 - Construct new 4 lane, limited access bypass with new interchanges @ Westwick Road, SR 522, and east Monroe. 4 lanes to SR 522 with additional 2 lanes added around Monroe (this is in addition to the two lanes found in the constrained plan).*	102.77 to 139.05
2	14.25 to 16.12	SR 522 Interchange to Monroe East of City Limits *Solution: :Phase 1 - Construct two-lane bypass of Monroe on new alignment.*	27.08 to 36.64
2	16 to 18.67	City of Monroe East of City Limits to Fern Bluff Road *Solution: : Widen to 4 lane, median divided highway including access purchase.*	11.25 to 15.23
2	18.67 to 24.22	Fern Bluff Road to City Sultan West of City Limits *Solution: :Widen to 4 lane, median divided highway to Sultan (Milepost 21.42) including access purchase. Widen to 4 lanes without median through Sultan eastward.*	34.06 to 46.08
2	24.22 to 31.27	City of Sultan West of City Limits to Fir Road *Solution: :Widen to 4 lanes, median divided, limited access highway (Milepost 24.44 - Milepost 25.56, Milepost 26.33 - 27.48, and Milepost 28.72 - Milepost 31.27). Within cities, provide 4 lane undivided*	40.83 to 55.23
2	31.27 to 35.62	Fir Road to Index-Galena Road *Solution: :Widen to 4 lane, median divided, limited access highway.*	25.49 to 34.49
2	35.62 to 42.77	Index-Galena Road to Beaver Road *Solution: : Widen to 4 lane, median divided, limited access highway.*	42.50 to 57.50
2	42.77 to 48.99	Beaver Creek to City of Skykomish East of City Limits *Solution: :Widen to 4 lane, median divided, limited access highway.*	47.60 to 64.40
2	48.99 to 56.76	City of Skykomish East of City Limits to Deception Creek *Solution: :Widen to 4 lane, median divided, limited access highway.*	39.64 to 53.64
5	139.5 to 164.49	Tacoma vicinity to I-90 *Solution: Study lane balance and interchange needs to determine mobility solution to growing congestion problems.*	2.64 to 3.58
5	140.38 to 143.45	Vicinity of the I-5/SR 18 Interchange *Solution: Needs Further Study - New Interchange at SR 161 with collector-distributor lanes between SR 18 lanes SR 161.*	42.01 to 56.83
5	146.48 to 147.28	South 272nd Street Interchange *Solution: Interchange improvements to accommodate increased capacity on South 272nd Street.*	5.94 to 8.04
5	153.92 to 154.46	I-5/I-405/SR 518 Interchange vicinity *Solution: Freeway-Freeway HOV lane connection at I-5/I-405/SR 518 - Southeast Quadrant*	42.89 to 58.03
5	162.57 to 163.02	South Industrial Way vicinity *Solution: HOV direct access connection to South Industrial Way/E3 busway.*	44.77 to 60.57
5	164.49 to 213.08	I-90 to SR 532 *Solution: Corridor Study to determine capacity and interchange needs on I-5.*	6.65 to 8.99
5	166.4 to 167.8	E Denny Way to SR 520 *Solution: Needs Further Study - Modify the Mercer St. interchange and reversible lane for weave from SR 520 to Mercer St.*	133.40 to 180.48
5	169.86 to 169.86	Northeast 50th St. Interchange *Solution: HOV Direct Access Ramps at Northeast 50th St.*	24.96 to 33.78
5	174.11 to 174.11	SR 523 (Northeast 145th St.) Interchange vicinity *Solution: HOV Direct Access Ramps at SR 523/145th. St.*	8.78 to 11.88
5	176.39 to 177.42	Northeast 175th St. to Northeast 205th St. *Solution: Construct Northbound Auxiliary Lane.*	3.90 to 5.28
5	177.78 to 179.93	Mountlake Terrace/Edmonds vicinity *Solution: Construct 1000 Stall Park and ride lot structure*	20.41 to 27.61
5	179.8 to 180.3	220th St. Southwest to 44th Ave. W. *Solution: Construct northbound auxiliary lane.*	3.74 to 5.06
5	179.93 to 182.21	Lynnwood vicinity *Solution: Construct 750 stall park and ride lot structure.*	15.30 to 20.70
5	181.07 to 182.45	SR 524 Interchange *Solution: Interchange improvements at the SR 524 (196th St.) interchange.*	13.98 to 18.92
5	182.05 to 183.12	I-5 / I-405 / SR 525 Interchange vicinity *Solution: Freeway-Freeway HOV lane connection @ the Swamp Creek Interchange - Northeast Quadrant (Costs included in the I-405 corridor estimate).*	to

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS *(continued)*			
5	183.12 to 188.68	I-5/SR 526 Interchange vicinity	9.41 to 12.73
Solution: freeway-to-Freeway connection at I-5/SR 526 - Southeast Quadrant.			
5	186.42 to 186.42	SR 96/128th St. Southwest Interchange	10.38 to 14.04
Solution: Construct a Westbound to Southbound loop ramp with HOV bypass and ramp metering.			
5	193.65 to 199.58	US 2 to SR 528	104.30 to 141.12
Solution: Construct HOV lanes in each direction.			
5	198.5 to 198.56	Marysville vicinity	11.31 to 15.30
Solution: Construct a 450-stall park and ride lot and a 300-stall park and ride lot.			
5	199.58 to 205.63	SR 528 to SR 531	38.13 to 51.59
Solution: Widen from 3 to 4 lanes in each direction. Reconstruct interchange ramps			
5	205.63 to 208.99	SR 531 to SR 530	31.33 to 42.39
Solution: Widen from 3 to 4 lanes in each direction. Reconstruct interchange ramps. Park and ride lot by others.			
5	206.1 to 206.1	I-5/SR 531 Interchange	8.02 to 10.84
Solution: 172nd St. interchange modifications; widen structure to 5/6 lanes.			
5	208.99 to 212.41	SR 530 to SR 532	33.32 to 45.08
Solution: Widen from 3 to 4 lanes in each direction. Reconstruct interchange ramps. Expand Stanwood/I-5 Park & ride lot.			
5	212.41 to 217.66	SR 532 to Skagit County line	30.09 to 40.71
Solution: Widen from 3 to 4 lanes in each direction. Reconstruct interchange ramps			
5	217.66 to 219.8	Skagit County Line to Hill Ditch	21.48 to 29.06
Solution: Widen to 8 lanes			
5	219.8 to 221.07	Hill Ditch to SR 534	15.10 to 20.42
Solution: Widen to 8 Lanes			
5	221.07 to 225.64	SR 534 to Mt. Vernon South of City Limits, Stage 2	50.86 to 68.82
Solution: Widen to 8 Lanes			
5	221.07 to 225.64	SR 534 to Mt. Vernon South of City Limits, Stage 1	27.32 to 36.96
Solution: Widen to 6 Lanes			
5	225.64 to 226.7	Mt. Vernon South of City Limits to SR 536 Interchange	20.57 to 27.83
Solution: Widen to 6 Lanes			
5	227.73 to 227.73	College Way & Train Station (Mt. Vernon)	1.44 to 1.94
Solution: Construct Park & Ride lot (100 Stalls)			
5	232.83 to 232.83	Cook Road Interchange (North Burlington)	1.44 to 1.94
Solution: Construct Park & Ride lot (100 Stalls)			
5	237.71 to 242.63	Bow Hill Rest Area to Nulle Road	56.83 to 76.89
Solution: Widen to 6 Lanes			
5	242.63 to 245.58	Nulle Road to Samish Highway	19.66 to 26.60
Solution: Widen to 6 Lanes			
5	245.58 to 248.91	Lake Samish Way Highway to Bellingham	24.69 to 33.41
Solution: Widen to 6 Lanes, modify Samish Highway Interchange			
5	248.91 to 251.55	Enter Bellingham to 36th Off-ramp	20.53 to 27.77
Solution: Widen to 6 Lanes:			
5	251.55 to 253.52	36th St. to Meador Ave. (Bellingham)	32.39 to 43.82
Solution: Widen to 6 Lanes			
5	253.52 to 254.82	Meador Ave. to SR 542	21.60 to 29.22
Solution: Widen to 6 lanes			
5	254.82 to 254.82	I-5 and SR 542 (Sunset Drive; Bellingham	1.61 to 2.17
Solution: Construct Park & Ride lot (100 Stalls)			
5	254.82 to 256.67	SR 542 to SR 539 Interchange	26.04 to 35.22
Solution: Widen to 6 Lanes			
5	256.67 to 259.85	SR 539 Interchange to Slater Road Interchange	32.90 to 44.51
Solution: Widen to 6 lanes			
5	259.85 to 261.53	Slater Road to Ferndale	14.93 to 20.19
Solution: Widen to 6 Lanes			
5	261.53 to 265.22	Smith Road to Portal Way (Ferndale)	47.83 to 64.71
Solution: Widen to 6 Lanes, modify Axton Road and Portal Way Interchanges			
5	265.22 to 269.91	Portal Way to Birch Bay-Lynden Road	41.66 to 56.36
Solution: Widen to 6 Lanes, modify Grandview Road & Custer School Road Interchanges			

Northwest Region *(continued)*

"Congested" HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
5	269.91 to 273.86	Birch Bay-Lynden Road to Blaine	39.94 to 54.04
Solution: Widen to 6 Lanes, signalize Northbound Ramp at Birch Bay-Lynden Road			
5	273.86 to 275.54	Dakota Creek to Mitchell Ave. (Blaine)	31.62 to 42.78
Solution: Widen to 6 lanes, modify south. Blaine & SR 543 Interchanges and Hughes Ave. crossing			
5	275.54 to 276.42	Mitchell Ave. to D Street On-ramp	21.94 to 29.68
Solution: Widen to 6 lanes, modify D Street Interchange, & Mitchell St. and H St. crossings			
5	275.97 to 275.97	I-5 and 3rd Street (Blaine)	0.43 to 0.59
Solution: Construct new Park & Ride lot (30 - 40 Stalls)			
11	0 to 4.05	I- 5 to Field Road	13.51 to 18.27
Solution: Turn lanes at selected locations			
18	0 to 6.14	I-5 Interchange to SR 164 Interchange	38.85 to 52.57
Solution: Needs Further Study - Construct missing ramp connection at the SR 18/SR 167 Interchange. SC&DI.			
20	16.32 to 20.53	Race Road to Jacobs Road	5.21 to 7.05
Solution: Widen to 12' Lanes and 8' Shoulders, left turn lanes			
20	22.15 to 23.15	Kettle's Trail Access	0.22 to 0.30
Solution: Construct Parking Lot for Trail Users			
20	23.99 to 25.31	Jodhpurs Drive to Libbey Road	3.26 to 4.42
Solution: Southbound/Westbound Passing Lane			
20	26.13 to 26.73	Power Road to Arnold Road	0.61 to 0.83
Solution: Two-way left turn lane			
20	30 to 31.3	Waterloo Road to Beeksma Drive	6.49 to 8.77
Solution: Widen to 4/5 Lanes			
20	31.39 to 31.39	SR 20/Beekesma Drive/Pioneer Way	2.20 to 2.98
Solution: Realign Intersection to Provide Two Eastbound & Two Westbound "Through" Lanes through Intersection			
20	32.95 to 34.74	Goldie Road to Ault Field Road	8.68 to 11.74
Solution: Widen to 4/5 Lanes			
20	34.46 to 34.74	Ault Field Road to Fakkema Road	1.99 to 2.69
Solution: Realign Side Roads to Meet at One Intersection on SR 20			
20	34.99 to 36.31	Hoffman Road to Frostad Road	4.03 to 5.45
Solution: Southbound/Westbound Passing Lane			
20	37 to 38.14	Dugualla Curve to Monkey Hill Road	1.33 to 1.81
Solution: Northbound/Eastbound Passing Lane			
20	41.58 to 41.9	Deception Pass Bridge	67.77 to 91.69
Solution: Capacity and Safety Improvements			
20	41.81 to 41.9	Cornet Bay Road to Deception Pass Bridge	67.82 to 91.76
Solution: Needs Further Study - Widen to 4 lanes includes, 1/2 of the Deception Pass Bridge & new alignment			
20	41.9 to 47.89	Deception Pass Bridge Vicinity to SR 20 Spur	1.78 to 2.40
Solution: North Island Access Study			
20	41.9 to 42	Deception Pass Bridge (Skagit County's half)	48.77 to 65.99
Solution: Needs Further Study - Widen to 4 lanes, construct new Deception Pass Bridge (Cost is half of Bridge)			
20	42 to 47.89	Deception Pass Bridge to SR 20 Wye Connection	141.66 to 191.66
Solution: Widen to 4 lanes			
20	47.89 to 54.89	Sharpe's Corner to SR 536	49.27 to 66.65
Solution: Needs Further Study - Widen to 6 lanes. (See Safety Program for further description and estimate)			
20	47.89 to 50.38	SR 20 Spur to R Avenue (Anacortes Spur)	10.70 to 14.48
Solution: Needs Further Study - Widen to 6 lanes			
20	50.62 to 55.67	Anacortes Spur - Commercial Ave. to Ferry Landing	16.75 to 22.66
Solution: Spur: Develop parallel route, or widen to 3 lanes & signalize			
20	63.72 to 66.29	Sedro-Woolley City Limits	16.79 to 22.71
Solution: Needs Further Study - Widen to 4 lanes			
20	66.29 to 71.33	Sedro-Woolley to Minkler Road	16.07 to 21.75
Solution: Needs Further Study - Widen to 4 lanes			
20	71.33 to 79.37	Minkler Road to Alder Creek	26.10 to 35.31
Solution: Needs Further Study - Widen to 4 Lanes			
20	79.37 to 88.8	Alder Creek to Concrete	28.23 to 38.19
Solution: Needs Further Study - Widen to 4 Lanes			

Northwest Region *(continued)*

"Congested" HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
90	1.99 to 9.44	I-5 to Mercer Island *Solution: Convert center roadway to two-way transit operation. Add HOV lanes to the mainline.*	71.04 to 96.12
90	9.06 to 14	Enter Bellevue to North Bend vicinity *Solution: Corridor study to examine lane balance and interchange needs within this segment of the I-90 corridor.*	2.64 to 3.58
90	11.14 to 16.85	I-90 between Eastgate and Issaquah *Solution: Needs Further Study - Extend HOV lanes to Front Street and add auxiliary lanes from Eastgate to Front Street.*	43.25 to 58.51
90	11.45 to 17.13	I-90 between Eastgate and Issaquah *Solution: Construct 1800 Stall Park and ride lot structure(s).*	44.43 to 60.11
90	13.15 to 13.3	West Lake Sammamish Parkway Interchange *Solution: Realign off ramp and construct roundabout type intersection.*	3.70 to 5.00
90	18.38 to 20.75	E. Sunset Way Interchange to High Point Road Interchange *Solution: Widen to 4 lanes in each direction. Maintain truck lanes. Reconstruct interchange ramps.*	17.23 to 23.31
90	18.38 to 18.38	E. Sunset Way Interchange (Issaquah) *Solution: Improve/Modify Sunset interchange to enhance access and circulation.*	17.75 to 24.01
90	20.75 to 22.86	High Point Road Interchange to Jones Road Interchange *Solution: Widen to 4 lanes in each direction. Maintain truck lanes. Reconstruct interchange ramps.*	13.52 to 18.30
90	22.86 to 25.65	Jones Road Interchange (Southeast 82nd St.) to SR 18 *Solution: Widen to 4 thru lanes in each direction. Maintain truck lanes where they exist currently. Reconstruct interchange ramps.*	18.09 to 24.47
90	25.65 to 30.23	SR 18 to SR 202 Interchange (North Bend Blvd.) *Solution: Widen to 4 thru lanes in each direction. Maintain truck lanes where they exist currently. Reconstruct interchange ramps.*	28.08 to 38.00
90	29 to 33.29	In the North Bend/I-90 vicinity *Solution: Construct a 150-stall park and ride lot.*	2.38 to 3.22
90	30.23 to 33.29	SR 202 Interchange to Northwest Region boundary *Solution: Widen to 4 thru lanes in each direction. Maintain truck lanes where they exist currently. Reconstruct interchange ramps.*	23.57 to 31.89
99	26.04 to 32.44	SR 509 to Battery Street Tunnel *Solution: Corridor segment study analyzing the future operation of SR 99 including potential new connections to route.*	0.87 to 1.17
99	26.04 to 29.2	SR 509 Interchange to Spokane St. *Solution: [Rehab existing bridge] Signal coordination.*	1.41 to 1.91
99	30.72 to 32.65	1st Ave. South to Denny Way *Solution: Needs Further Study - Seismic retrofit of existing facility or removal of existing facility and construction of new roadway.*	850.00 to 1,150.00
99	38.53 to 40.47	North 105th St. to North. 145th St. *Solution: Needs Further Study - Study with City of Seattle - Widen to 6/7 lanes for HOV with transit and pedestrian improvements. Access management. Signal coordination.*	16.01 to 21.67
99	40.47 to 43.5	North 145th St. to SR 104/North. 205th St. *Solution: Widen from 4 to 6 lanes for HOV with landscaped median, transit, and pedestrian improvements. Access management. Signal coordination.*	50.29 to 68.05
99	40.47 to 47.05	Shoreline/Edmonds vicinity *Solution: Construct 500 stall park and ride lot.*	9.31 to 12.59
99	43.5 to 43.67	SR 104 Interchange *Solution: Provide HOV lanes through the SR 104 Interchange (strategy closes a gap between two locally lead projects on SR 99 between Shoreline and Lynnwood).*	5.84 to 7.90
104	32.02 to 32.28	SR 104/SR 522 Intersection *Solution: Transit & queue bypass at SR 522 intersection (Costs included in SR 522 estimate).*	to
167	24.15 to 25.92	Southwest 43rd St. to I-405 *Solution: Interchange improvements at South 180th St.*	12.25 to 16.57
167	24.7 to 26	SR 167 and I-405 *Solution: HOV Direct Access Ramps at Southwest 27th St.*	24.39 to 32.99
405	0 to 30.32	I-5 in Tukwila to I-5 in Lynnwood *Solution: Needs Further Study - Corridor Study underway. Preferred alternative unknown. Cost based on Alternative 3. Includes HOV express lanes and park and rides, 2 additional GP lanes each direction, interchange & non-motorized improvements, TDM, Intelligent Transportation System, & freight enhancements.*	5,988.68 to 8,102.33
405	7.2 to 8.4	Northeast 44th Street Interchange *Solution: Interchange improvements for Port Quendal development (Costs included in I-405 corridor estimate).*	to
405	12.77 to 14.12	Downtown Bellevue *Solution: New HOV interchange and downtown Bellevue access improvements.*	133.22 to 180.24
405	15.84 to 20.91	Kirkland/Kingsgate vicinity *Solution: Construct 600 stall park and ride lot structure (Costs included in I-405 corridor estimate).*	to
405	26 to 28	Canyon Park vicinity *Solution: Construct 600 stall park and ride lot (Costs included in I-405 corridor estimate).*	to
509	21.84 to 24.34	New SR 509 from Southwest 210th to South 177th Pl. *Solution: New Freeway - SR 509 Extension with HOV. New interchange with I-5 at South 210th St. I-5 widening for auxiliary lanes in each direction between South 272nd St. and South 204th St. South Access Road to airport not included in cost but integral to project.*	578.85 to 783.15

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS *(continued)*			
509	24.35 to 26.36	Des Moines Memorial Drive to South 136th St	36.35 to 49.19
Solution: Needs Further Study - Widen to 6 lanes with HOV.			
509	26.38 to 29.79	South 136th St. to 1st Ave. South	44.25 to 59.87
Solution: Needs Further Study - Widen to 6 lanes with HOV.			
518	0 to 3.81	SR 518/SR 509 Interchange to I-5	85.11 to 115.15
Solution: Route Study underway - Estimate based adding on HOV lanes and an urban Interchange at SR 99.			
518	0.05 to 0.05	SR 518/SR 509 intersection	15.27 to 20.67
Solution: Construct fly-over ramp from Southbound SR 509 to Eastbound SR 518.			
520	0 to 12.83	Seattle to Redmond	5,100.00 to 6,900.00
Solution: Needs Further Study - EIS (Trans-Lake) underway. Preferred alternative unknown. Estimate based on Commission's New Law Budget request.			
522	0 to 11.1	I-5 to I-405	2.64 to 3.58
Solution: SR 522 Transportation Demand Management (TDM) project			
522	0 to 10.46	I-5 to east of Kaysner Way	77.87 to 105.35
Solution: Construct transit lanes, pedestrian and bicycle amenities, access management including landscaped median, transit priority at intersections.			
522	10.46 to 13.45	Kaysner Way to Woodinville	6.06 to 8.20
Solution: Needs Further Study - HOV lanes to I-405 (Milepost 11.10). No action beyond Milepost 11.10, limited access highway. Complete full diamond interchange at Northeast 195th St.			
522	13.45 to 17.46	King County line to SR MP 17.46	13.52 to 18.29
Solution: New interchange at Paradise Lake Road.			
522	17.46 to 20.5	SR MP 17.46 to Snohomish River	18.50 to 25.02
Solution: Widen to 4 lane limited access freeway with new interchange at False Lake Road.			
522	20.5 to 24.68	Snohomish River to US 2 (Monroe)	34.60 to 46.81
Solution: Widen to 4 lane limited access freeway.			
525	1.4 to 3.24	164th Street Southwest to SR 99	1.69 to 2.29
Solution: Widen to 4 lane, limited access freeway			
525	3.41 to 6.04	SR 99 to SR 526	7.65 to 10.35
Solution: Widen to 4/5 lanes			
525	11.18 to 11.38	Vicinity SR 525/Cultus Bay Road	0.20 to 0.26
Solution: Extend existing Two-way left turn lane 1000' north			
525	13.2 to 14.27	Crawford Drive to Vicinity Kramer Road	1.87 to 2.53
Solution: Build Northbound Passing lane			
525	17.26 to 18.08	Scott Road to Fish Road	1.51 to 2.05
Solution: Southbound passing lane			
525	18.92 to 19.97	Honeymoon Bay Road to crest of hill	1.81 to 2.45
Solution: Northbound passing lane			
525	24 to 24.68	Vicinity of crest of hill to Leaf lane	1.26 to 1.70
Solution: Southbound passing lane			
534	0 to 0.49	I-5 to Carpenter Creek	3.90 to 5.28
Solution: Widen to 4 Lanes			
536	0 to 5.23	SR 20 to Kincaid Street (Mount Vernon)	21.45 to 29.03
Solution: Needs Further Study - Widen to 4 lanes and replace Skagit River Bridge			
539	0.48 to 1.73	W. Bakerview Road to Horton Road	10.23 to 13.83
Solution: Widen to 7 Lanes			
539	1.73 to 6.13	Horton Road to Ten Mile Road (Stage 1) - Widening	25.02 to 33.84
Solution: Widen to 4/5 lanes			
539	5.5 to 10.53	Hemmi Road to Birch Bay-Lynden Road	2.13 to 2.88
Solution: Purchase of access rights			
539	6.13 to 15.16	Ten Mile to Intl. Boundary	24.27 to 32.83
Solution: Widen to 5 lanes, access management, & Park n Ride lot at Main St.			
546	0 to 8.02	Beginning of Route Nooksack Road	3.38 to 4.58
Solution: Purchase of access rights			
546	0 to 1.5	SR 539 to Depot Road	4.49 to 6.07
Solution: Widen to 4 Lanes			
546	1.5 to 7	Depot Road to Van Buren Road	20.88 to 28.26
Solution: Widen to 4 Lanes			
546	7 to 8.02	Van Buren Road to SR 9	4.89 to 6.61
Solution: Widen to 4 Lanes, access management			
548	0 to 12.98	I-5 to 4th Street	39.98 to 54.08
Solution: Widen to 4 Lanes			

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" non-HSS			
9	0 to 1.82	SR 522 to 212 St. Southeast (SR 524)	2.64 to 3.57
Solution: [Rebuild SR 522 interchange.] Widen to 5 lanes.			
9	1.82 to 4.03	212th St. Southeast (SR 524) to 176th St. Southeast	14.31 to 19.35
Solution: Widen from 2 lanes to 4/5 lanes.			
9	4.03 to 8.42	176th St. Southeast to Marsh St.	27.73 to 37.51
Solution: Widen to 4 lanes. Access management.			
9	7 to 17.49	SR 96 to SR 92	1.77 to 2.39
Solution: Lake Stevens Sub-area Study			
9	8.42 to 12.14	Marsh Road to US 2	38.96 to 52.72
Solution: Widen to 4 lanes. Access management.			
9	12 to 18	Lake Stevens vicinity	3.71 to 5.01
Solution: Construct 350 stall park and ride lot.			
9	12.14 to 17.49	US 2 to SR 92	31.79 to 43.01
Solution: Widen to 4/5 lanes and improve US 2/SR 9 interchange.			
9	15.42 to 15.99	SR 9/SR 204 Intersection	21.32 to 28.84
Solution: Construct new interchange between SR 9 and SR 204 at Frontier Village.			
9	17.49 to 19.26	SR 92 to SR 528	10.52 to 14.24
Solution: Widen to 4 lanes w/ restricted median.			
9	19.26 to 26.05	SR 528 to SR 531	34.84 to 47.14
Solution: Widen to 4 lanes with restricted median to Arlington. Study with city the proper treatment of SR 9 w/i Arlington's city limits.			
9	26.05 to 29.46	SR 531 to SR 530	25.89 to 35.03
Solution: Study with city the proper treatment of SR 9 w/i Arlington's city limits. Estimate based on 5-lane roadway section.			
9	29.46 to 29.79	SR 530 to City of Arlington North of City Limits	4.69 to 6.35
Solution: Widen to 4 lanes with Two-way left turn lane (Arlington).			
9	29.79 to 32.88	City of Arlington North of City Limits to SR 532	14.52 to 19.64
Solution: Widen to 4 lanes with restricted median. Access management.			
9	47.47 to 49.8	W Big Lake Blvd. to SR 538	11.99 to 16.23
Solution: Widen to 4 Lanes			
9	49.8 to 54.02	SR 538 to South Skagit Highway	21.97 to 29.73
Solution: Widen to 4 Lanes			
9	54.02 to 55.45	South Skagit Highway to Sedro-Woolley	27.74 to 37.54
Solution: Widen to 4 Lanes			
9	58.4 to 66.88	Sedro-Woolley to Whatcom County Line	32.17 to 43.53
Solution: Widen to 4 Lanes			
9	66.88 to 90.27	Skagit County Line to Nooksack	115.66 to 156.48
Solution: Widen to 4 Lanes			
9	90.3 to 91.35	City of Nooksack	5.60 to 7.58
Solution: Needs Further Study - Widen to 4 lanes			
9	91.35 to 93.61	Nooksack to SR 546	7.64 to 10.34
Solution: Widen to 4 lanes			
9	93.61 to 96.6	SR 546 to Barbo Road	14.43 to 19.53
Solution: Widen to 4 Lanes by adding 2 lanes to the proposed "all-weather" alignment			
9	96.6 to 98.17	Widen existing SR 9 through Sumas	13.99 to 18.93
Solution: Widen to 4 lanes (City of Sumas)			
92	0 to 4.25	SR 9 to 147th Ave. Northeast	15.69 to 21.23
Solution: Widen to 4 lanes. Access management.			
92	4.25 to 8.26	147th Ave. Northeast to Cascade Ave.	17.36 to 23.48
Solution: Widen to 4 lanes. Access management.			
92	6.73 to 8.26	City of Granite Falls vicinity	0.43 to 0.58
Solution: In partnership with the City of Granite Falls, study possible SR 92 bypass of the city,			
96	0 to 3.28	I-5 to Seattle Hill Road	2.98 to 4.03
Solution: Transit enhancements from Milepost 0.00 - 3.28 (132nd Ave. Southeast)			
96	3.28 to 6.75	Seattle Hill Road to SR 9	21.96 to 29.72
Solution: New extension for 132nd Ave. Southeast to SR 9 (Milepost 3.28 - 6.75). Estimate represents projected cost to the State only.			
99	8.65 to 12.15	South 340th St. to 284th St.	0.00 to 0.00
Solution: City of Federal Way lead. Widen to 6/7 lanes with HOV. Access management.			

Northwest Region *(continued)*

"Congested" non-HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
99	12.15 to 12.92	South 284th St. to 272nd St.	7.16 to 9.68
Solution: Widen to 6/7 lanes with HOV. Accommodations for bicycles and pedestrians. Access management.			
99	12.92 to 15.49	South 272nd St. to SR 516	0.00 to 0.00
Solution: City of Kent lead. Widen to 6/7 lanes with HOV. Accommodations for bicycles and pedestrians. Access management.			
99	15.49 to 16.51	SR 516 to South 216th St.	0.00 to 0.00
Solution: City of Des Moines lead. Widen to 6/7 lanes with HOV. Accommodations for bicycles. Access management.			
99	16.51 to 20.3	South 216th Street to SR 518	0.00 to 0.00
Solution: City of SeaTac lead. Provide Southbound HOV Lane. Landscaped median w/ Two-way left turn lane in places. Accommodations for bicycles and pedestrian.			
99	46.65 to 47.05	SR 104/North. 205th St. to SR 525	18.28 to 24.74
Solution: Needs Further Study - Grade separation at SR 524. Estimate based on construction of an urban interchange.			
99	50.85 to 53.27	SR 525 to Evergreen Way (Everett - South of City Limits)	19.52 to 26.42
Solution: Widen to 6/7 lanes for HOV. Access management. Signal coordination. Regional Bus Service.			
164	2.33 to 6.06	Dogwood Street Southeast to 380th Place	22.13 to 29.93
Solution: Widen to 4 lanes. Access management.			
164	6.06 to 14.52	Southeast 380th Street to SR 169	38.85 to 52.57
Solution: Widen to 4 lanes. Access management.			
169	0 to 25.26	SR 410 to I-405	0.87 to 1.17
Solution: Corridor Study			
169	0.85 to 2.67	Enumclaw North of City Limits to Southeast 400th Street	7.51 to 10.17
Solution: Widen to 4/5 lanes. Access management.			
169	2.67 to 6.75	Southeast 400th Street to Black Diamond South of City Limits	21.17 to 28.64
Solution: Widen to 4 lanes w/ restricted median. Realignment of SR 169 between Milepost 4.1 and Milepost 5.5 due to Kummer Drift slide area. Study cost included in estimate.			
169	6.75 to 9.02	City of Black Diamond	7.96 to 10.76
Solution: Widen to 4/5 lanes within city of Black Diamond			
169	9.02 to 11.44	Black Diamond North of City Limits to SR 516	11.19 to 15.13
Solution: Widen to 4/5 lanes - Black Diamond to SR 516			
169	11.44 to 19.22	SR 516 to Southeast Jones Road	36.35 to 49.17
Solution: Widen to 4 lanes. Utilize restricted median from Milepost 15.22 ahead. Access management			
169	22.96 to 25.26	140th Way Southeast to I-405	17.75 to 24.01
Solution: Needs Further Study - Widen to 6 for HOV lanes from 140th PL Southeast to I-405. Transit queue jump at Northbound I-405 ramp, Access management.			
181	5.32 to 8.71	SR 516 to South 196th St.	23.38 to 31.64
Solution: Needs Further Study - Study with Kent, 6 lane arterial with HOV lanes. Commuter rail per Regional Transit Plan.			
181	8.71 to 11.37	South 196th St. to I-405	18.37 to 24.85
Solution: Needs Further Study - Study with Kent and Tukwila, 6 lane arterial with HOV lanes? Commuter rail per Regional Transit Plan.			
202	0 to 6.65	SR 522 to Northeast 85th Street	2.64 to 3.58
Solution: Corridor Study with Woodinville, Redmond, and King County including SR 522/SR 202 connection.			
202	0 to 0.55	Woodinville-Redmond to 148th Ave. Northeast	70.15 to 94.91
Solution: Needs Further Study - Study with the city of Woodinville - Construct two new ramp connections with Northbound I-405 at the I-405/SR 522 Interchange. Construct a new alignment to SR 202 at Woodinville-Redmond Road. Construct a new connection over SR 522 to Northeast 180th Pl.			
202	0.55 to 2.67	Woodinville-Redmond to Northeast 145th/148th St	13.23 to 17.89
Solution: Needs Further Study - Study with Woodinville - Widen to 4/5 lanes with bike/pedestrian path or possible state route re-designation.			
202	2.67 to 4.77	Northeast 145th St/148th Ave. Northeast to Northeast 116th St	15.31 to 20.71
Solution: Needs Further Study - Develop parallel arterial for state route re-designation or widen existing to 4 lanes with restricted median. Estimate based on widening existing highway.			
202	4.77 to 6.97	Northeast 116th St. to Redmond Way	19.32 to 26.14
Solution: Needs Further Study - Develop parallel arterial for state route re-designation or widen existing to 5 lanes with two way left turn lane. Estimate based on widening existing highway.			
202	6.97 to 10.53	Redmond Way to Sahalee Way	22.29 to 30.15
Solution: Roadway section is 5 lanes between Milepost 6.97 and Milepost 8.31. Widen remaining portion to 5 lanes.			
202	10.53 to 15.6	Evans Creek to Tolt Hill Road	28.70 to 38.84
Solution: Widen to 4/5 lanes. Aggressive access management.			
202	15.6 to 20.64	Tolt Hill Road to 324th Ave. Southeast	25.20 to 34.10
Solution: Widen to 4/5 lanes. Access management.			
202	20.64 to 25.42	324th Ave. Southeast to Snoqualmie Parkway	31.07 to 42.03
Solution: Widen to 4 lanes w/ restricted median to intersection of new connection from I 90/SR 18 Interchange (Snoqualmie Ridge Parkway).			
202	25.42 to 28.93	Snoqualmie North of City Limits to North Bend North of City Limits	12.91 to 17.47
Solution: Provide Two-way left turn lane within the city of Snoqualmie per the city's Comp. Plan.			
203	0 to 5.23	SR 202 to Carnation South of City Limits	24.66 to 33.36
Solution: Needs Further Study - Study w/ King County - Widen to 4 lanes w/ Intersection nouth improvements. Access management.			

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" non-HSS *(continued)*			
203	5.23 to 6.25	Carnation South of City Limits to Carnation North of City Limits	11.65 to 15.77
Solution: Needs Further Study - Study w/ King County - Widen to 5 lanes w/ Intersection nouth improvements. Access management.			
203	6.25 to 9.85	City of Carnation North of City Limits to 296th Ave. Northeast	20.98 to 28.38
Solution: Needs Further Study - Study w/ King County - Widen to 4 lanes w/ restricted median. Access management.			
203	9.85 to 14.27	296th Ave. Northeast to City of Duvall South of City Limits	21.92 to 29.66
Solution: Needs Further Study - Study w/ King County - Widen to 4 lanes w/ restricted median and Intersection nouth improvements. Access management.			
203	14.27 to 15.11	Within City of Duvall	7.24 to 9.80
Solution: Needs Further Study - Two-way left turn lane and Intersection South improvements. Aggressive access management.			
203	15.11 to 17.99	City of Duvall North of City Limits to King/Snohomish County Line	21.17 to 28.65
Solution: Needs Further Study - widen to 4 lanes w/ restricted median. Access management.			
203	17.99 to 23.32	King/Snohomish County Line to Monroe South of City Limits	34.09 to 46.13
Solution: Needs Further Study - widen to 4 lanes w/ restricted median. Access management.			
203	23.32 to 24.17	Monroe South of City Limits to US 2	5.23 to 7.07
Solution: Needs Further Study - Study w/ city of Monroe. Widen to 4 lanes with sidewalks, planter strips, and bike lanes. Maintain existing landscaped median.			
204	0 to 2.35	US 2 to SR 9	6.84 to 9.26
Solution: Westbound peak period HOV lane. Transit enhancements.			
410	21.99 to 24.14	Pierce/King County Line to Cole St.	18.86 to 25.52
Solution: Needs Further Study - Widen to 4 lanes. Access management. Signal Coordination and route continuity strategy.			
509	11.24 to 14.29	21st. Ave. Southwest Wye to SR 99	7.76 to 10.50
Solution: Add a center turn lane from 1st Ave. South to SR 99. Parallel arterial needed by County or City.			
515	5.29 to 7.82	Southeast 180th St. to Southeast Carr Road (Petrovisky)	0.00 to 0.00
Solution: No action. Currently SR 515 is a 5-lane roadway. Propose that the City of Renton develop parallel arterial.			
516	1.72 to 2.25	SR 509 to I-5	25.66 to 34.72
Solution: Modify the I-5/SR 516 Interchange.			
516	12.12 to 16.22	Southeast Wax Road to SR 169	20.66 to 27.96
Solution: Widen to 4/5 lanes. Access management.			
520	11.4 to 12.83	W. Lake Sammamish Pkwy. to Avondale Road	51.00 to 69.00
Solution: HOV lanes, Traffic Systems Management. Complete SR 202 interchange with Westbound SR 202 to Westbound SR 520 fly-over ramp and 4-lane freeway to Avondale Road.			
523	0 to 2.45	Northeast 145th St. from SR 99 to 32nd Ave. Northeast	2.88 to 3.90
Solution: Transit enhancements (Queue bypass), widen 145th St. under-crossing to provide additional left turn lane to Southbound I-5.			
524	4.64 to 5.37	SR 524 (44th Ave. W - Cedar Way) to I-5	0.00 to 0.00
Solution: Interchange Improvements at I-5 and 196th St. Southwest (Costs included in I-5 estimate).			
524	5.29 to 9.5	I-5 to SR 527	45.41 to 61.43
Solution: Widen to 4/5 lanes - TIB Project in partnership with Lynwood.			
524	9.5 to 14.56	SR 527 to SR 522	26.31 to 35.59
Solution: Needs Further Study - widen to 4/5 lanes?			
527	0 to 1.3	SR 522 to King/Snohomish County Line	8.58 to 11.60
Solution: Needs Further Study - widen to 4/5 lanes (or develop parallel arterial by Bothell/King County - 80th Ave. Northeast and 228th Southwest Intersection South).			
527	1.3 to 2.27	King/Snohomish County Line to 228th St. Southeast	5.55 to 7.51
Solution: Widen the remaining portion to 4/5 lanes.			
527	6.72 to 8.85	164th Street Southeast to 132nd Street Southeast	16.75 to 22.66
Solution: Widen to 5 lanes			
527	8.85 to 10.32	132nd Street Southeast to 112th Street Southeast	12.56 to 17.00
Solution: Widen to 5 lanes			
527	10.32 to 11.92	112th Street Southeast. to I-5	1.21 to 1.63
Solution: Dual left turn lanes at I-5 Northbound ramp.			
528	3.07 to 3.46	83rd Ave. Northeast to SR 9	2.75 to 3.71
Solution: Widen to 4 lanes. Access management.			
529	5.59 to 5.83	Between Steamboat Slough and Ebby Slough	21.24 to 28.74
Solution: Construct ramp connection to access Tulalip Indian Reservation per agreement with Tribe			
529	5.79 to 6.69	I-5 to SR 528	22.57 to 30.53
Solution: Widen two-lane section to four lanes with shoulder deviations under I-5 bridges. Signal coordination at State St.			
530	17 to 20.79	I-5 to SR 9 (Arlington West of City Limits)	12.06 to 16.32
Solution: Widen to 4 lanes w/ restricted median. Access management.			
530	20.79 to 22.24	SR 9 (Arlington West of City Limits) to Jordon Road	8.14 to 11.02
Solution: Widen to 4 lanes. Access management.			

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" non-HSS *(continued)*			
530	22.24 to 31.71	Jordan Road to Ramstad	42.73 to 57.81
Solution: Widen to 4 lanes. Restricted median from Milepost 25.86 ahead. Access management			
530	31.71 to 43.74	Ramstad Road to Swede Heaven Road	58.86 to 79.64
Solution: Widen to 4 lanes w/ restricted median. Access management.			
530	43.74 to 52.75	Swede Heaven Road to Skagit. /Skagit County Line	40.37 to 54.61
Solution: Widen to 4 lanes w/ restricted median to Darrington, 5 lane widening beyond. Access management.			
531	1.44 to 4.07	Lake Goodwin Road to Forty Five Road	13.27 to 17.95
Solution: Widen to 4 lanes. Access management			
531	4.07 to 6.16	Forty Five Road to 27th Ave. Northeast	11.78 to 15.94
Solution: Widen to 5 lanes from Forty Five Road to I-5. Realign intersection with Forty Five Road.			
531	6.5 to 9.88	I-5 to SR 9	8.71 to 11.79
Solution: Widen to 5 lanes Milepost 7.00 to 8.59 (I-5 Interchange area covered under I-5 estimate).			
532	2.91 to 6.45	Island/Snohomish County line to 64th Ave. Northwest	31.20 to 42.22
Solution: Widen to 4 lanes.			
532	6.45 to 10.09	64th Ave. Northwest to SR 5	11.20 to 15.16
Solution: Widen to 4 lanes. Access management.			
542	2.96 to 6.42	Britton Road to Squalicum Lake Road	19.64 to 26.58
Solution: Widen to 4 lanes			
542	6.42 to 9.96	Squalicum lake Road to SR 9 Wye	19.24 to 26.02
Solution: Widen to 4 Lanes			
542	9.96 to 14.08	SR 9 to Marshall Hill Road	14.21 to 19.23
Solution: Widen to 4 Lanes			
542	14.08 to 17.26	Marshall Hill Road to James Hill Road	14.22 to 19.24
Solution: Widen to 4 Lanes			
542	17.26 to 21.93	James Road to Kendall Creek	17.74 to 24.00
Solution: Widen to 4 Lanes			
544	0 to 4.65	SR 539 to Mecklem Road	17.16 to 23.22
Solution: Widen to 4 Lanes			
544	4.65 to 7.24	Mecklem Road to Kale Street	9.92 to 13.42
Solution: Widen to 4 Lanes			
544	7.24 to 9.01	Kale Street to SR 9 (Everson & Nooksack)	12.51 to 16.93
Solution: Widen to 4 Lanes			
900	7.71 to 9.9	South 129th St. Wye to South 135th St.	1.07 to 1.45
Solution: Transit signal priority (Queue bypass).			
900	12.5 to 14.31	I-405 to Duval Ave.	1.93 to 2.61
Solution: Transit signal priority (Queue bypass) at I-405 ramps, Sunset Blvd., Edmonds St., Harrington St., Northeast 10th St., Northeast 12th St., Union Ave., and Duval Ave.			
900	14.31 to 14.31	Duvall Ave. intersection	1.02 to 1.38
Solution: Eastbound HOV left turn lane and southbound right turn lanes.			
900	14.47 to 20.83	Field Ave. Northwest to Issaquah West of City Limits	37.09 to 50.19
Solution: Widen to 4 lanes w/ restricted median in rural segment (Milepost 14.73 - Milepost 20.80). Access management.			
900	19.64 to 21.54	Issaquah West of City Limits to I-90	13.35 to 18.07
Solution: Widen to 4 lanes with two way left turn lane. Improvements to the I-90/SR 900 Interchange.			
908	3.52 to 6.66	I-405 to SR 202	33.06 to 44.72
Solution: Needs Further Study - Transit/HOV enhancements (Queue bypass), Eastbound & Westbound HOV lanes, bicycle access (to Milepost 5.86).			
Access Management for Developed Corridors			
99	32.65 to 35.7	Denny Way to North 50th St.	0.43 to 0.58
Solution: Needs Further Study - Study with City of Seattle for outside lane conversion to HOV and additional transit improvements. Access management.			
99	35.7 to 38.53	North 50th St. to North 105th St.	0.43 to 0.58
Solution: Needs Further Study - Study with City of Seattle for outside lane conversion to HOV and additional transit improvements. Access management. Signal coordination.			
99	53.21 to 55.41	Evergreen Way (Everett - South of City Limits) to I-5 Interchange	4.76 to 6.44
Solution: Currently 7-lane section. Access management. Signal coordination.			
164	0.31 to 0.91	SR 18 to 12th Street Southeast	1.98 to 2.68
Solution: Currently a 5-lane section. Access management.			
169	19.69 to 22.96	Southeast Jones Road to 140th Way Southeast	8.05 to 10.89
Solution: Currently a 5-lane section. Access management.			

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Access Management for Developed Corridors *(continued*			
515	0 to 5.29	Southeast 235th Street to Southeast 196th Street	10.05 to 13.59
Solution: Currently SR 515 is a 5-lane roadway, access management.			
516	2 to 10.61	I-5 to Southeast Wax Road	3.28 to 4.44
Solution: Access management and traffic signal coordination.			
524	3.36 to 5.29	64th Ave. W to I-5	0.50 to 0.68
Solution: Access management.			
525	11.1 to 11.1	Langley/Cultus Bay Road	0.03 to 0.03
Solution: Access revisions in Northeast Quadrant			
Access Management for Non-Developed Corridors			
2	16.12 to 21.42	East Monroe to Sultan	2.51 to 3.39
Solution: Purchase of access rights			
2	21.42 to 24.44	Through Sultan	2.62 to 3.54
Solution: Purchase of access rights			
2	24.44 to 26.33	East Sultan to Startup	0.81 to 1.09
Solution: Purchase of access rights			
2	26.33 to 28.72	Startup to Goldbar	2.07 to 2.79
Solution: Purchase of access rights			
2	28.72 to 56.76	Goldbar to Northwest Region boundary	12.23 to 16.55
Solution: Purchase of access rights			
9	0 to 4	SR 522 to 176th St. Southeast	1.73 to 2.33
Solution: Purchase of access rights			
9	4 to 6	176th Street Southeast to 148th Street Southeast	1.73 to 2.33
Solution: Purchase of access rights			
9	6 to 7.4	148th Street Southeast to north of SR 96	0.60 to 0.81
Solution: Purchase of access rights			
20	27.42 to 27.61	Bridle Trail Lane to Sidney Street	0.08 to 0.10
Solution: Purchase Access Rights			
539	11.6 to 15.16	Lynden City Limit to International Border	1.50 to 2.04
Solution: Purchase of access rights			
Bicycle/Pedestrian Corridors			
538	1.77 to 1.77	North. 30th St. to east city limit	0.76 to 1.02
Solution: Needs Further Study - Bicycle route on SR 538 from North. 30th St. to east city limit.			
539	0 to 0	Stewart St. to Kellogg Road SR 539	0.97 to 1.31
Solution: Needs Further Study - Bicycle and pedestrian improvements.			
Multi-Modal Facilities			
104	24.5 to 25.13	Proposed ferry terminal to Pine St.	6.41 to 8.67
Solution: Needs Further Study - New connection from existing SR 104 alignment to proposed multimodal terminal location.			
525	6.56 to 8.47	SR 526 to Proposed Mukilteo Multimodal Terminal	42.66 to 57.72
Solution: Needs Further Study - Connect to proposed ferry terminal location with three lanes, ferry traffic holding lane, and Class I Pedestrian. /Bicycle facility. Add interchange at SR 526. Estimate based on Japanese Gulch alignment.			
Puget Sound Core HOV Lanes			
5	139.5 to 154.53	Pierce/King County Line to I-405	111.18 to 150.42
Solution: Core HOV - Construct Core HOV lanes, truck climbing lane and SC&DI from Pierce County line to Tukwila.			
5	154.42 to 154.42	I-5/I-405/SR 518 Interchange	31.27 to 42.31
Solution: Core HOV - Construct Freeway to Freeway Core HOV lane connection at SR5/SR405/SR518 interchange - Northwest quadrant (Southbound to Westbound).			
5	167.12 to 168.06	Mercer St. Interchange to SR 520 Interchange	0.00 to 0.00
Solution: Core HOV - Construct Freeway to Freeway Core HOV lane connection at SR5/SR520 - Reversible ramp (Cost included in SR 520 Trans-Lake estimate.)			
5	178.05 to 183.9	236th St. Southwest to 164th St. Southwest	18.21 to 24.63
Solution: Core HOV - Construct Core HOV Lanes from 236th St. Southwest to 164th St. Southwest interchange.			
5	183.9 to 189.3	164th St. to SR 526	0.17 to 0.23
Solution: Core HOV - Construct Core HOV lanes, Interchange modifications.			
5	189.3 to 193.65	SR 526 to US 2	69.98 to 94.68
Solution: Core HOV - Construct Core HOV lanes from SR526 to SR2, interchange improvements, auxiliary lanes between 41st St. & US 2, and Traffic Systems Management. Park & Ride lots by other agencies.			

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Puget Sound Core HOV Lanes *(continued)*			
90	9.93 to 9.93	I-90/I-405 Interchange area	to
Solution: Core HOV - Construct Freeway to Freeway Core HOV lane connection at SR90/SR405 interchange - Southwest Quadrant (Costs included in the I-405 Project estimate.)			
90	9.93 to 9.93	I-90/I-405 Interchange area	to
Solution: Core HOV - Construct Freeway to Freeway Core HOV lane connection at SR90/SR405 interchange - Northwest quadrant (Costs included in the I-405 Project estimate.).			
90	9.93 to 9.93	I-90/I-405 Interchange area	to
Solution: Core HOV - Construct Freeway to Freeway Core HOV lane connection at SR90/SR405 interchange - Northeast quadrant (Costs included in the I-405 Project estimate).			
167	13.73 to 26.48	15th St. Northwest to South Grady Way - HOV	3.40 to 4.60
Solution: CORE HOV - Roadside restoration for HOV lanes			
167	13.73 to 16.2	SR 18 to 15th St. Northwest	26.42 to 35.74
Solution: Core HOV - Widen roadway for HOV lanes and SC&DI from 15th southwest to 15th northwest stage 3			
405	0 to 11.09	Tukwila to Factoria	18.75 to 25.37
Solution: Core HOV - Part of Tukwila to Factoria Stage II ("Smart Project"). Construct HOV bypasses and ramp metering.			
405	23.53 to 30.32	Bothell to Swamp Creek Interchange	0.45 to 0.61
Solution: Core HOV - Construct Core HOV lanes from Bothell to Swamp Creek (between SR 522/I-5)			
520	4 to 6.3	Evergreen Point Bridge to 108th Ave. Northeast	0.00 to 0.00
Solution: Core HOV - Upgrade existing westbound lanes, and construct new eastbound lanes from Evergreen Point Bridge to 108th Ave. Northeast (Costs included in SR 520 Trans-Lake estimate).			
520	6.3 to 11.4	108th Ave Northeast to W. Lake Sammamish Pkwy.	0.26 to 0.35
Solution: Core HOV - Construct Core HOV Lanes from 108th Ave. Northeast to West Lake Sammamish Parkway.			
525	0 to 1.4	I-5 to 164th St. Southwest	0.69 to 0.93
Solution: Core HOV - Complete 4-lane freeway with HOV flyer stop at 164th St.			
Urban Bicycle			
5	144 to 144	South 320th St. vicinity	1.46 to 1.9
Solution: Needs Further Study - I-5 under-crossing improvement at Park and Ride lot to connect Federal Way trail that has not been built in this area yet.			
5	150.33 to 150.33	South 216th St. under-crossing	1.32 to 1.78
Solution: Widen I-5 under-crossing to provide a Class II (Bike Lanes) bicycle facility improvements at South 216th and I-5. Future bridge Replacement?			
5	151.04 to 151.04	Military Road under-crossing	3.15 to 4.27
Solution: Widen I-5 under-crossing to provide Class II (Bike Lanes) bicycle accommodation at I-5 and Military Road. Provide bike lane or shoulder on structure.			
5	173.2 to 173.2	Northeast 117th St. vicinity	0.23 to 0.31
Solution: Connector path to I-5 overpass at Northeast 116th St.			
5	181 to 181	SR 524 Spur (44th Avenue West)	2.44 to 3.30
Solution: Bicycle and pedestrian over-crossing of SR 524 spur at I-5 to connect sections of the Interurban Trail.			
20	12.19 to 12.51	Water Street in Port Townsend	0.35 to 0.47
Solution: Widen shoulder to 5' minimum (bicycle touring route and nearby schools)			
90	11.03 to 11.03	142nd Ave. Southeast under-crossing	0.01 to 0.01
Solution: Bike lanes and route signs on the I-90 under-crossing (142nd Ave. Southeast).			
99	33.4 to 33.4	Galer St. - Seattle Center	1.45 to 1.97
Solution: Construct bike/pedestrian over-crossing of SR 99			
99	40.47 to 40.96	North. 155th St. vicinity	1.50 to 2.02
Solution: Needs Further Study - Provide bicycle access across SR 99 in the vicinity North 155th St. as part of Interurban Trail.			
99	54.89 to 54.89	West Mall Drive	0.02 to 0.02
Solution: Adjust signal timing for West Mall Dr. to provide sufficient intervals for safe bicycle and pedestrian crossing of SR 99. Replace 4' traffic island with traffic curb on south leg and re-stripe for a Class II Bikeway (Bike Lanes).			
167	20.2 to 20.2	James St. Over-crossing	0.02 to 0.02
Solution: Widen lanes 2' for a Class III (Bike Route) at the James St. over-crossing.			
167	22.4 to 22.4	South 212th St. Over-crossing	1.07 to 1.45
Solution: Widen lanes 2' for a Class III Bikeway (Bike Route) at the South 212th St. over-crossing with SR 167.			
169	11.44 to 11.44	SR 516 (Kent-Kangley Road) intersection	0.01 to 0.01
Solution: Intersection improvements for Class III Bikeway on SR 169, move curb radius point (Northeast quad.), add sidewalk. (Northeast quad.), narrow lanes and re- stripe for bicycle lane (Northeast, Northwest, Southeast, Southwest quads.).			
169	11.44 to 15.28	SR 516 (Kent-Kangley Road) to Southeast 214th St	0.27 to 0.37
Solution: Add bike lane/shoulders.			
169	15.28 to 19.22	Southeast 214th St. vicinity to Southeast Jones Road	0.20 to 0.28
Solution: Develop access points with parking between SR 169 and Cedar River Trail that runs parallel to SR 169.			
405	14.12 to 14.12	12th St. Northeast Under-crossing	1.26 to 1.70
Solution: Class II bicycle improvements on the 12th St. Northeast under-crossing. Widen the bridge 4' each side and replace the sidewalks.			
405	14.95 to 14.95	Northup Way	0.13 to 0.17
Solution: Class II bicycle improvements on Northup Way at the I 405 over-crossing. Moving guardrail on the north side and widening the roadway 4' each direction.			

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Urban Bicycle *(continued)*			
509	23.07 to 24.45	South Normandy Road to Des Moines Way	0.31 to 0.43
Solution: Needs Further Study - Add bike lanes or shoulder space for bicyclist vicinity of South Normandy Road to Des Moines Way.			
516	2.25 to 2.25	Military Road intersection	0.01 to 0.01
Solution: Add signing and stripe for a bicycle-holding lane on Military Road Remove a portion of existing traffic islands and replace traffic curb.			
516	4.52 to 4.52	SR 181 Intersection	0.01 to 0.01
Solution: Provide adequate shoulder for bicycle safety on SR 516 crossing SR 18 consistent with a Class IV Bike Route.			
516	4.53 to 5.3	SR 181 to Central Ave. South	0.01 to 0.01
Solution: Improve shoulders, add signing, and striping to accommodate bicyclists along SR 516 consistent with a Class IV Bikeway.			
516	4.77 to 4.77	74th Ave. South Intersection	0.29 to 0.39
Solution: Provide signal (warrant met, 1997) and crosswalk at 74th Ave. South for bicyclists and pedestrians on the Interurban Trail.			
516	5.68 to 7.4	Smith St. to Southeast 256th St.	1.30 to 1.76
Solution: Widen Eastbound roadway. Near 94th Ave. South (Approx. 1000') and between South 252nd St. and 97th Pl. South (approx. 1000'). Narrow lanes Eastbound and Westbound from 100th Pl. South to			
516	7.4 to 7.4	Southeast 256th St. Intersection	0.01 to 0.01
Solution: Re-stripe lanes to provide wider outside lanes for a Class III Bikeway (Bike Route).			
524	3.11 to 3.11	68th Ave. W. Intersection	0.01 to 0.01
Solution: Bicycle crossing improvements at the 68th Ave. W. intersection.			
524	4.13 to 4.13	52nd Ave. Southeast Intersection	0.05 to 0.07
Solution: Bicycle crossing improvements at the 52nd Ave. Southeast intersection for Scribner Creek Trail.			
530	20.89 to 20.89	Just east of SR 9/SR 530 Intersection	0.01 to 0.01
Solution: Centennial Trail crossing of SR 530 on abandon R/R tracks. Provide crosswalk and signing.			
538	1.77 to 1.77	North. 30th St. to East city Limit	1.16 to 1.56
Solution: Needs Further Study - Signalization to facilitate trail crossing.			

North Central Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS			
2	70.89 to 72.68	East of Upper Mill Creek Road to Nason Road	17.75 to 24.01
Solution: Truck climbing lanes			
2	85.39 to 99.05	Begin truck climbing lane to Icicle River	4.43 to 5.99
Solution: Phased Minor Improvements -- Widening, Realignment Etc.			
2	99.05 to 100.53	Icicle River Road to East Leavenworth Road	to *Solution:*
Needs Further Study-TDM's: Parking, etc			
2	100.53 to 104.52	East Leavenworth Road to US 2/US 97 Interchange	1.77 to 2.39
Solution: Phased Improvements -- Channelization ETC			
2	104.37 to 105.07	US 2/US 97 interchange	8.87 to 11.99
Solution: Construct Interchange			
2	111.09 to 111.99	Applets Way to Cotlets Way	26.63 to 36.03
Solution: Interchanges at each end of section			
2	119.12 to 119.61	Easy Street to US 2 on Ramp	4.44 to 6.00
Solution: Easy Street over-crossing			
2	127.83 to 132.52	US 2/SR 28 Junction to Lincoln Rock State Park	35.51 to 48.05
Solution: Interchange at Empire & By-pass/parallel/4-lane solution			
2	132.52 to 139.85	Lincoln Rock State Park to US 2/US 97 Junction	17.77 to 24.04
Solution: Phased Solutions: Phase 1: Passing Lanes			
2	132.52 to 139.85	Lincoln Rock State Park to US 2/US 97 Junction	26.63 to 36.03
Solution: Phased Solution: : Phase 2: Widen to 4 lanes.			
17	48.64 to 50.97	County Road M Southeast to Kittleson	5.33 to 7.21
Solution: 4 lanes			
17	50.97 to 51.93	Kittelson to Pioneer	5.33 to 7.21
Solution: 6 Lanes			
17	51.73 to 55.03	Pioneer to Stratford	12.44 to 16.82
Solution: 4 Lanes			
17	55.08 to 55.86	Stratford Vicinity to North. of Grape Drive	13.31 to 18.01
Solution: Interchange at Grape Drive			
26	0 to 1.02	I-90 to Junction 243	3.54 to 4.80
Solution: Phased Solution: : Climbing/Passing Lane-4 Lanes			
26	39.58 to 40.69	Taylor to on/off ramp SR 24	3.55 to 4.81
Solution: Needs Further Study-Median barrier at Junction SR 24 and Intersection South Channelization			
28	0 to 3.28	Junction US 2 to Main Street	57.72 to 78.09
Solution: 5 Lane or Columbia arterial (To Consultant Now)			
28	0.31 to 12.38	Grant Road to Rock Island Vicinity	114.57 to 155.01
Solution: 4 lane			
28	3.8 to 0.46	9th Street to Grant Road Vicinity	26.63 to 36.03
Solution: 4 Lane or Columbia Avenue Arterial & Interchange			
28	12.38 to 22.94	Rock Island vicinity To Crescent Bar	77.69 to 105.11
Solution: 4 Lane			
28	22.94 to 27	Crescent Bar Vicinity to West of Quincy	24.40 to 33.02
Solution: 4 Lane			
28	27 to 32	SR 28 to SR 281	80.81 to 109.33
Solution: 4 Lane			
97	159.45 to 161.71	Hurley Creek Vicinity to Northbound Climbing Lane	3.54 to 4.80
Solution: Construct Climbing/Passing Lane			
97	171.92 to 175.63	Bonanza Campground to End truck climbing	5.32 to 7.20
Solution: Construct Climbing/Passing Lane			
97	176.62 to 178	End truck climbing lane to Ingalls Creek	2.21 to 2.99
Solution: Construct Climbing/Passing Lane			
97	215.42 to 219.19	Orondo River Park to Daroga State Park	13.32 to 18.02
Solution: Passing Lane(s)			
97	240.15 to 246.97	US 97 A to Chelan County Line	14.20 to 19.21
Solution: Climbing/Passing lanes			
97	253.38 to 253.67	South of Methow River Bridge to Pateros	4.43 to 5.99
Solution: Widen/Replace Bridge			

North Central Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS *(continued)*			
97	260.1 to 260.45	7th Street to SR 173	to *Solution:*
No solution, possibly purchase access control, Needs Further Study			
97	260.45 to 260.85	SR 173 to Old Hwy 97	3.54 to 4.80
Solution: Replace Railroad Bridge to provide wider shoulders			
97	330.38 to 331.19	East Oroville Road to 5th Avenue	2.22 to 3.00
Solution: Widen roadway to 12-foot lanes and 8-foot shoulders			
97	331.19 to 331.72	5th Avenue to 23rd Avenue	3.54 to 4.80
Solution: Add additional lanes			
281	0 to 8	SR 28 to I-90	85.68 to 115.92
Solution: 4 Lane			
"Congested" non-HSS			
24	78.45 to 79.64	Bench Road to SR 26 Under-crossing	6.66 to 9.00
Solution: 4 Lanes/Remove & Replace SR 26 Under-crossing			
97	200.59 to 201.06	Ohme Garden Road to End Two-way left turn lane	4.00 to 5.41
Solution: Phased Solution: -- Signal -- 5 Lanes			
97	214.28 to 215.41	Entiat River Br to Shearon	2.22 to 3.00
Solution: Channelization			
97	215.89 to 216.3	Risk Avenue to Wisdom	0.88 to 1.20
Solution: Passing Lane			
97	223.7 to 225.23	Stayman Flats Road to truck climbing lane	17.77 to 24.04
Solution: Truck climbing lane			
97	233.14 to 233.49	Waterslide Drive to Park Street	2.66 to 3.60
Solution: Urban?			
97	234.98 to 236.17	SR 150 Wye to Chelan Falls Cutoff	4.44 to 6.00
Solution: Climbing/Passing lanes			
155	80.15 to 80.52	Omak Avenue to SR 215	8.88 to 12.02
Solution: Needs Further Study - 5 Lane and New Okanogan River Bridge			
171	1.02 to 2.82	Barbara to Division	to
Solution: No Recommended Solution: -- Potential Couplet			
171	2.89 to 3.02	Stratford to Pioneer	to
Solution: No Recommended Solution: -- Potential Couplet			
215	3.96 to 6.24	Emery Street to US 97	to
Solution: Urban? Possible Couplet			
285	0.16 to 1.14	Geore Sellar Bridge to Chehalis Street	53.30 to 72.11
Solution: 8 lanes with Interchange			
285	1.14 to 2.78	Chehalis Street to Ninth Street	13.32 to 18.02
Solution: 8 lanes			
285	2.86 to 4.57	End Couplet to Penny Road	30.20 to 40.86
Solution: Extend couplet to Penny Road			
Urban Bicycle			
97	291.9 to 291.98	US 97 Bridge # 097/534	0.56 to 0.76
Solution: Pedestrian Bridge			
171	0 to 0.2	SR 171 Milepost 0 - 0.2	0.06 to 0.08
Solution: Provide connection from pedestrian bridge to existing street system			

Olympic Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS			
3	0.08 to 2.71	US 101 to Railroad Avenue in Shelton *Solution: Needs Further Study - Widen from 2/3 lanes to 4/5 lanes*	17.97 to 24.31
3	1.58 to 3.58	City of Shelton Vicinity *Solution: Replace existing 20-stall park and ride lot in Shelton*	0.39 to 0.53
3	1.82 to 2.71	Fairmont Avenue to Railroad Avenue *Solution: Needs Further Study - Study Alternative Route(s) in City of Shelton*	0.43 to 0.58
3	3.58 to 7.24	Shelton North of City Limits to Mason Lake Road *Solution: Continuous passing lane(s)*	11.86 to 16.04
3	7.24 to 10.76	Mason Lake Road to Pickering Road *Solution: Widen from 2 lanes to 4 lanes*	9.79 to 13.25
3	10.76 to 20.32	Pickering Road to Grapeview Loop Road *Solution: Passing lanes*	6.29 to 8.51
3	20.2 to 20.2	Grapeview Loop Road Vicinity *Solution: New 44 stall park and ride lot south of Allyn*	0.60 to 0.82
3	20.32 to 23.26	Grapeview Loop Road to SR 302-Victor Cutoff *Solution: Northbound passing lane*	2.20 to 2.98
3	23.26 to 28.23	SR 302 - Victor Cutoff to Mason/Kitsap County Line *Solution: Two-way left turn lane SR 106 to SR 300 and widen 2/3 to 4 lanes North of SR 300*	13.18 to 17.84
3	23.3 to 28	SR 302 - Victor Cutoff Road to Mason/Kitsap County Line *Solution: New 2 lane Belfair Bypass*	15.59 to 21.09
3	23.3 to 28	SR 302 - Victor Cutoff Road to Mason/Kitsap County Line *Solution: Widen Belfair Bypass from 2 lanes to 4 lanes*	9.27 to 12.54
3	24.45 to 27.08	Belfair Vicinity *Solution: New 50 stall park and ride lot in Belfair*	0.69 to 0.93
3	28.23 to 34.26	Mason/Kitsap County Line to SR 16 spur *Solution: Widen from 2 lanes to 4 lanes per SR 106 to Gorst design study.*	20.40 to 27.60
3	34.17 to 36	SR 3/SR 16 vicinity *Solution: Construct 500 stall park and ride lot*	3.31 to 4.47
3	34.17 to 34.81	SR 16 spur to Gorst U.S. Government Railroad Bridge *Solution: Needs Further Study: Widen from 2 lanes to 4 lanes with new 2 lane Northbound bridge at SR 3/SR 16*	21.39 to 28.95
3	34.81 to 36.37	Gorst U.S. Government Railroad Bridge to SR 3/SR304 Interchange *Solution: Widen from 4 lanes to 6 lanes creating HOV lanes per final environmental impact statement, Intelligent Transportation System.*	60.04 to 81.24
3	36.37 to 40.43	SR 3/SR 304 Interchange to Bremerton North of City Limits *Solution: Widen from 4 lanes to 6 lanes creating HOV lanes, Intelligent Transportation System, and interchange improvements.*	38.32 to 51.84
3	40.43 to 43.76	Bremerton North of City Limits to Newberry Hill Road *Solution: Widen from 4 lanes to 6 lanes creating HOV lanes, Intelligent Transportation System.*	26.99 to 36.51
3	44 to 46.02	SR 3/SR 303 vicinity *Solution: Construct 400 stall park and ride lot.*	2.64 to 3.58
3	45.15 to 46.42	SR3/SR 303 (Waaga Way) Interchange *Solution: Interchange improvements at the Waaga Way Interchange*	4.51 to 6.10
3	53.88 to 56.8	Needs Further Study - Northwest Thompson Road vicinity to Lofall Road *Solution: Widen from 2 lanes to 4 lanes*	9.38 to 12.68
3	56.8 to 60.02	Needs Further Study - Lofall Road vicinity to SR 104 Jct. *Solution: Widen from 2 lanes to 4 lanes and intersection improvements*	10.17 to 13.75
5	85.51 to 88.05	Lewis/Thurston County line to US 12 West Interchange *Solution: Widen from 4 lanes to 6 lanes*	22.32 to 30.20
5	85.51 to 88.05	Lewis/Thurston County line to US 12 West Interchange *Solution: Needs Further Study-HOV lanes, dedicated freight lane, HSGT, or commuter rail, TDM, Intelligent Transportation System*	22.55 to 30.51
5	88.05 to 95.26	Grand Mound Interchange to Maytown Interchange *Solution: Widen from 4 lanes to 6 lanes*	30.61 to 41.41
5	88.05 to 95.26	Grand Mound Interchange to Maytown Interchange *Solution: Needs Further Study-HOV lanes, dedicated freight lane, HSGT, or commuter rail, TDM, Intelligent Transportation System*	59.33 to 80.27
5	88.05 to 95.26	Lewis County line to Tumwater South of City Limits (93rd) *Solution: Phase 1 Intelligent Transportation System Implementation. CCTV*	0.11 to 0.15
5	88.05 to 95.26	Grand Mound Interchange to Maytown Interchange *Solution: Phase 1 Intelligent Transportation System Implementation CCTV*	0.20 to 0.28
5	88.33 to 88.33	Interstate 5 to SR 507 (Old Highway 99) *Solution: Widen Old Hwy 99 from 2 lanes to 4 lanes (I-5/SR 12 West to SR 507)*	28.02 to 37.90

Olympic Region *(continued)*

"Congested" HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
5	88.33 to 116.7	Grand Mound Interchange to Mounts Road Interchange *Solution: Interstate 5 HOV Feasibility Study (US 12 West Interchange to Mounts Road Interchange)*	3.54 to 4.80
5	88.33 to 88.33	US 12 West Interchange (Grand Mound) *Solution: Expand existing 44 stall park and ride lot by 36 stalls at Grand Mound*	0.50 to 0.68
5	95.26 to 99.28	SR 121/Maytown to SR 121/93rd Ave Interchange *Solution: Widen from 4 lanes to 6 lanes*	8.70 to 11.76
5	95.26 to 99.28	SR 121/Maytown to SR 121/93rd Ave Interchange *Solution: Needs Further Study-HOV lanes, dedicated freight lane, HSGT, or commuter rail, TDM, Intelligent Transportation System*	28.71 to 38.85
5	99.28 to 101.52	SR 121 Under-crossing/93rd Ave to Tumwater South of City Limits *Solution: Needs Further Study-HOV lanes, dedicated freight lane, HSGT, or commuter rail, TDM, Intelligent Transportation System*	7.60 to 10.28
5	100.52 to 101.3	Tumwater South of City Limits to Airdustrial Way Interchange *Solution: Needs Further Study-HOV lanes, dedicated freight lane, HSGT/Commuter rail, TDM, Intelligent Transportation System*	8.98 to 12.16
5	100.52 to 105.63	Tumwater South of City Limits to 14th Ave *Solution: Phase 1 Intelligent Transportation System Implementation CCTV*	0.11 to 0.15
5	101.3 to 104.05	Airdustrial Interchange to US 101 (Deschutes Pkwy Vicinity) *Solution: Needs Further Study-HOV lanes, dedicated freight lane, HSGT, or commuter rail, TDM, Intelligent Transportation System*	31.63 to 42.79
5	101.3 to 101.3	Airdustrial Interchange Vicinity *Solution: New 100 stall park and ride lot near Labor and Industries building*	1.93 to 2.61
5	104.05 to 105.63	US 101 (Deschutes Pkwy Vicinity) to 14th Ave *Solution: Needs Further Study-HOV to HOV lanes at I-5/US 101, dedicated freight lane, HSGT or commuter rail, TDM, Intelligent Transportation System*	222.05 to 300.41
5	105.63 to 108.39	14th Avenue to Sleater-Kinney Road Interchange *Solution: Needs Further Study-HOV lanes, freight lane, HSGT, or commuter rail, HCT, TDM, Intelligent Transportation System*	116.98 to 158.26
5	105.63 to 114.93	14th Ave. to Thurston/Pierce County line *Solution: Phase 1 Intelligent Transportation System Implementation CCTV. VMS*	0.43 to 0.58
5	107.87 to 107.87	Lilly Road Under-crossing Vicinity *Solution: New 80 stall park and ride lot near Johnson-Lilly*	1.54 to 2.08
5	108.39 to 113.23	Sleater-Kinney Interchange to Nisqually Interchange *Solution: Needs Further Study-HOV lanes, freight lane, HSGT /commuter rail, HCT, TDM, Intelligent Transportation System, C-D lanes*	139.57 to 188.83
5	108.89 to 108.89	Yelm Highway and College Road Intersection *Solution: New 20 stall park and ride lot in vicinity of Little Prairie transfer point*	0.26 to 0.36
5	109.19 to 109.19	Martin Way Interchange Vicinity *Solution: Expand existing park and ride lot by 60 stalls new Martin Way Interchange*	1.15 to 1.55
5	111.94 to 111.94	Marvin Road Interchange Vicinity (I-5/SR 510) *Solution: Replace lot with a new 400-stall park and ride lot near SR 510/Marvin Interchange*	5.49 to 7.43
5	113.23 to 114.93	Nisqually Interchange to Thurston/Pierce County Line *Solution: Needs Further Study-HOV lanes, dedicated freight lane, HSGT, or commuter rail, TDM, Intelligent Transportation System*	47.80 to 64.66
5	114.93 to 117	Thurston/Pierce County Line to Mounts Road *Solution: Widen from 6 lanes to 8 lanes creating HOV lanes, Intelligent Transportation System, and study alternate routes*	25.76 to 34.85
5	117 to 118	Mounts Road to South DuPont Interchange *Solution: Widen from 6 lanes to 9 lanes creating HOV lanes, a Southbound auxiliary lane, and ultimate South DuPont Interchange (Center Drive) per access report, Intelligent Transportation System, and study Alternate routes*	11.73 to 15.87
5	118 to 119.01	South DuPont Interchange Vicinity to DuPont Road *Solution: Widen from 6 lanes to 11 lanes creating HOV lanes, a Southbound auxiliary lane, a Northbound 2 lane collector-distributor, Intelligent Transportation System.*	17.53 to 23.71
5	119.01 to 120.9	DuPont Road Under-crossing to Fort Lewis Road *Solution: Widen from 6 lanes to 9 lanes creating HOV lanes and a Northbound 1 lane collector-distributor, Intelligent Transportation System.*	22.89 to 30.97
5	120.9 to 123.58	Fort Lewis Road Vicinity to Thorne Lane *Solution: Widen from 6 lanes to 8 lanes creating HOV lanes, interchange improvements, Intelligent Transportation System.*	30.28 to 40.96
5	122.67 to 128.67	Lakewood vicinity *Solution: Construct 1150 Stall Park and ride lot structure.*	28.86 to 39.04
5	123.58 to 123.58	East Tillicum Interchange (Thorne Lane Under-crossing) *Solution: Interchange improvements for future Cross Base Corridor Connection*	7.79 to 10.55
5	123.58 to 124.64	Thorne Lane Under-crossing to Gravelly Lake Dr. *Solution: Widen from 6 lanes to 8 lanes creating HOV lanes per study, interchange improvements, Intelligent Transportation System.*	6.35 to 8.59
5	124.64 to 125.86	Gravelly Lake Under-crossing to Bridgeport Way *Solution: Widen from 8 lanes to 9 lanes creating HOV lanes per study (convert a lane Northbound to HOV and add a HOV lane Southbound), interchange improvements, Intelligent Transportation System, TSM*	10.03 to 13.57

Olympic Region *(continued)*

"Congested" HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
5	125.86 to 126.41	Bridgeport Way Under-crossing to Burlington Northern Railroad Under-crossing	6.24 to 8.44
Solution: Widen from 8 lanes to 9 lanes creating HOV lanes per study (convert a lane Northbound to HOV and add a HOV lane Southbound), Intelligent Transportation System.			
5	126.41 to 128.15	SR 512 Interchange vicinity	23.97 to 32.43
Solution: Direct access ramp to SR 512			
5	129.17 to 131.19	South Tacoma vicinity	8.38 to 11.34
Solution: Construct 300 stall park and ride lot.			
5	130.3 to 133	72nd St. to Yakima Avenue	12.44 to 16.84
Solution: Direct access ramp to 48th Street (Tacoma Mall)			
5	133 to 136.6	Yakima Avenue to Port of Tacoma	32.70 to 44.24
Solution: Direct access ramp to Tacoma Dome			
5	135.54 to 135.6	Fife vicinity	27.29 to 36.92
Solution: Construct 1000 Stall Park and ride lot structure.			
8	13.41 to 13.41	Summit Lake Road Vicinity	0.45 to 0.61
Solution: Expand existing 20 stall park and ride lot by 33 stalls near Summit Lake Road			
12	21.34 to 25.49	SR 8 to Malone (Mox Chehalis Road)	4.28 to 5.80
Solution: Intermittent passing lanes			
12	37.82 to 38.84	Pearson Road to Grays Harbor/Thurston County	5.40 to 7.30
Solution: Widen from 2 lanes to 4 lanes or intermittent passing lanes			
12	38.84 to 41.88	Grays Harbor/Thurston County line to Albany	12.77 to 17.27
Solution: Widen from 2 lanes to 4 lanes			
12	41.88 to 44.57	Albany St. (Old SR 121) to Old Hwy 99 South	9.01 to 12.19
Solution: Couplet MP41.65-42.65 (Rochester) and widen 2 to 4 lanes after 42.65			
12	44.57 to 46.62	Old Hwy 99 Southwest Vicinity to Interstate 5	12.71 to 17.19
Solution: Widen from 2 lanes to 4 lanes			
16	5.05 to 8.41	Tacoma Narrows Bridge	459.00 to 621.00
Solution: Tacoma Narrows Bridge (Public/Private Partnership Project), TSM/TDM, Intelligent Transportation System.			
16	10.15 to 12.92	Gig Harbor/Purdy vicinity	20.46 to 27.68
Solution: Construct 750 stall park and ride lot structure.			
16	15.77 to 18.1	SR 302 to Pierce/Kitsap County Line	37.32 to 50.49
Solution: Widen from 4 lanes to 6 lanes creating HOV lanes, interchange improvements, TSM/TDM, Intelligent Transportation System.			
16	18.1 to 25.41	Pierce/Kitsap County Line to SR 160	51.57 to 69.77
Solution: Widen from 4 lanes to 6 lanes creating HOV lanes, Interchange improvements, TDM, Intelligent Transportation System.			
16	25.41 to 28.16	SR 160 (Sedgwick Road) Vicinity to SR 166	44.87 to 60.71
Solution: Widen from 4 lanes to 6 lanes creating HOV lanes, Interchange improvements, TDM, Intelligent Transportation System.			
16	28.16 to 29.19	SR 166 to SR 3	35.33 to 47.79
Solution: Widen from 6 lanes to 8 lanes creating HOV lanes and Access Management			
19	0.09 to 0.09	SR 19-Beaver Valley/SR 104 Vicinity	0.54 to 0.74
Solution: Improve existing 40-stall park and ride lot at SR 19/SR 104 intersection			
20	0 to 8.25	US 101 to Old Fort Townsend Road	10.96 to 14.82
Solution: Intermittent passing lanes/shoulder widening/widen to 4 lanes			
20	8.25 to 10.82	Old Fort Townsend Road to Hendricks St.	21.98 to 29.74
Solution: Parallel road extensions and access management			
20	10.82 to 12.51	Hendricks Street to Ferry Landing	11.25 to 15.23
Solution: Westbound Truck climbing and eastbound ferry holding lane			
101	67.18 to 74.01	Pacific County Line to Lund Road	2.84 to 3.84
Solution: Needs Further Study-Intermittent climbing/passing lanes			
101	74.37 to 78.37	North River Road to SR 107 Vicinity	2.07 to 2.79
Solution: Intermittent climbing/passing lane (Southbound)			
101	78.37 to 80.4	South of Cosmopolis	0.00 to 0.00
Solution:	*No Action*		
101	83.17 to 83.25	SR 105 to Chehalis River Bridge Vicinity	0.71 to 0.97
Solution: Needs Further Study - Intersection improvements			
101	83.54 to 88.75	Aberdeen-Hoquiam	40.21 to 54.40
Solution: Aberdeen-Hoquiam Corridor Phase 1 - Hoquiam River Crossing			
101	83.54 to 88.75	Aberdeen-Hoquiam	32.73 to 44.29
Solution: Aberdeen-Hoquiam Corridor Phase 2 (excludes US 12 portion)			

Olympic Region *(continued)*

"Congested" HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
101	83.74 to 83.74	Between South "G" and "H" Streets	0.76 to 1.02
Solution: Acquire site west of center for direct access to "H" street in Aberdeen			
101	89.06 to 91.92	SR 109 Spur (Longmire) to Ocean Beach Road	2.69 to 3.65
Solution: Intermittent passing lanes			
101	94.11 to 100.76	West Fork Hoquiam River to Larson Brothers	5.22 to 7.06
Solution: Truck Climbing Lanes			
101	109.18 to 109.18	Humptulips River Bridge/Kirkpatrick Road Vicinity	0.16 to 0.22
Solution: Improve existing dirt park and ride lot near Humptulips River			
101	109.2 to 110.2	Kirkpatrick Road to McNutt Road Vicinity	2.43 to 3.29
Solution: Passing Lanes			
101	116.6 to 117.6	Newbury Creek Road Vicinity	1.33 to 1.81
Solution: Northbound Passing Lane			
101	133.8 to 134.8	Boulder Creek Vicinity	1.13 to 1.53
Solution: Northbound Climbing Lane			
101	138.7 to 139.28	Raft River Vicinity	1.54 to 2.08
Solution: Southbound Passing Lane			
101	163.9 to 165.9	Ruby Beach Road Vicinity	2.86 to 3.86
Solution: Climbing Lanes			
101	183.3 to 184.3	Dowans Creek Road Vicinity	1.60 to 2.16
Solution: Southbound Climbing Lane			
101	186.1 to 189.4	Bogachiel River to Mill Creek Vicinity	7.31 to 9.89
Solution: Northbound Climbing Lane and Southbound Passing Lane			
101	189.4 to 191.85	East E Street to Tillicum Lane (Forks)	0.43 to 0.58
Solution: Needs Further Study-Study improvements within the City of Forks			
101	191.83 to 194.8	Tillicum Lane to Klahn Road	1.94 to 2.62
Solution: Intermittent Passing Lanes			
101	194.8 to 200.4	Klahn Road to West Lake Pleasant Road	2.15 to 2.91
Solution: Intermittent Passing Lanes			
101	200.4 to 203.86	West Lake Pleasant Road to SR 113 (Burnt Mt. Road)	1.62 to 2.20
Solution: Westbound Passing Lane			
101	231.35 to 232.35	Fisher Cove/East Beach Road Vicinity	1.28 to 1.74
Solution: Westbound Climbing Lane			
101	238.3 to 239.3	Indian Creek to Lake Aldwell Road Vicinity	1.13 to 1.53
Solution: Westbound Climbing Lane			
101	242.83 to 244.09	Laird Road to Reddick Road Vicinity	6.63 to 8.97
Solution: Widen from 2/3 lanes to 4 lanes			
101	244.09 to 245.6	Reddick Road to SR 117 Tumwater Truck Route	12.03 to 16.27
Solution: Needs Further Study - 4 lanes or bypass pending study			
101	246.25 to 251.53	SR 117 to Masters Road and Couplet	2.64 to 3.58
Solution: Traffic operational improvements in Port Angeles (striping, signal, etc.)			
101	252.16 to 255.13	Morse Creek to O'Brien Road Vicinity	0.00 to 0.00
Solution: No action pending study outcome			
101	253.1 to 255.11	Deer Park Road or Old Olympic/O'Brien Road	0.69 to 0.93
Solution: New 50 stall park and ride at either Deer Park or O'Brien Road intersection			
101	257.03 to 260.05	Shore Road to Kitchen-Dick Road	15.08 to 20.40
Solution: Widen from 2 lanes to 4 lanes, interchange			
101	262.35 to 264.56	Dungeness River Vicinity to Sequim Ave.	10.90 to 14.74
Solution: Widen from 2 lanes to 4 lanes along portion of Sequim Bypass			
101	263.05 to 263.05	River Road Under-crossing Vicinity	0.69 to 0.93
Solution: New 50 stall park and ride lot near River Road west of Sequim			
101	263.75 to 264.82	City of Sequim Vicinity	1.58 to 2.14
Solution: New Sequim Transit Center (with parking)			
101	264.56 to 264.56	Sequim Avenue Under-crossing Vicinity	0.69 to 0.93
Solution: New 50 stall park and ride lot near Sequim Avenue			
101	269.21 to 274.65	Dawley Road Vicinity to Clallam/Jefferson County Line	5.32 to 7.20
Solution: Intermittent passing lanes (Blyne Vicinity Eastbound & Westbound passing lanes and Dawley truck climbing lane)			

Olympic Region *(continued)*

"Congested" HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
101	274.65 to 282.56	Clallam/Jefferson County Line to SR 20 Vicinity	2.32 to 3.14
Solution: Intermittent truck climbing/passing lanes (Eastbound & Westbound)			
101	282.56 to 284.68	SR 20 to SR 104 Vicinity	3.77 to 5.11
Solution: Intermittent passing lanes			
101	291.3 to 292.5	Leland Valley Vicinity	4.27 to 5.77
Solution: Climbing Lanes			
101	294.84 to 295.12	Center Road Wye Conn. to Washington St.	0.00 to 0.00
Solution: No Action (existing two way left turn lane in Quilcene)			
101	299.76 to 307.74	Rocky Brook Road to Cedar Cove Road Vicinity	12.67 to 17.14
Solution: Intermittent climbing lanes (Milepost limits may expand in Mt. Walker Vicinity)			
101	311.3 to 313.3	Canal View St. to Seamount Dr. Vicinity	8.23 to 11.13
Solution: Intermittent climbing lanes			
101	322.93 to 323.93	North of Lilliwaup	3.99 to 5.39
Solution: Intermittent passing lane (Southbound)			
101	329.95 to 331.74	Susan Avenue Vicinity	3.46 to 4.68
Solution: Northbound passing lane			
101	331.74 to 344	US 101/SR 106 Junction Vicinity	8.69 to 11.75
Solution: Intermittent passing lanes and intersection improvements			
101	344 to 349.19	Shelton Springs Road to SR 3 Interchange	32.44 to 43.88
Solution: Widen from 2/3 lanes to 4 lanes			
101	350.33 to 356.92	SR 3 Interchange to Mason/Thurston County Line	41.50 to 56.14
Solution: Widen from 4 lanes to 6 lanes			
101	356.92 to 361.25	Mason/Thurston County Line to SR 8 Interchange	25.31 to 34.25
Solution: Widen from 4 lanes to 6 lanes			
101	359.57 to 359.57	Steamboat Island Interchange (Stage 2)	8.97 to 12.13
Solution: Ramp improvements and frontage road (Steamboat Island Interchange Stage 2)			
101	359.82 to 359.82	Steamboat Island Road Vicinity	1.26 to 1.70
Solution: New 90 stall park and ride lot near Steamboat Island Road			
101	361.25 to 361.4	SR 8/US 101 Interchange Vicinity (off/on ramps)	12.86 to 17.40
Solution: Widen from 1 lane to 2-lane off/on ramps and replace bridge			
101	361.25 to 362.59	US 101/SR 8 Vicinity to Mud Bay Interchange Vicinity	0.33 to 0.45
Solution: Phase 1 Intelligent Transportation System Implementation CCTV. VMS			
101	361.52 to 362.59	US 101/SR 8 Vicinity to Mud Bay Interchange Vicinity	9.72 to 13.14
Solution: Widen from 4 lanes to 6 lanes			
101	364.58 to 367.41	Black Lake Blvd Vicinity to Interstate 5	81.08 to 109.70
Solution: Widen from 4/6 to 6/8 lanes creating HOV and general purpose lanes			
101	365.44 to 365.44	Black Lake Boulevard Interchange	1.35 to 1.83
Solution: New 70 stall park and ride lot near Black Lake Interchange			
101	366.42 to 366.42	Cooper Point Road Southwest (Mottman Interchange)	1.26 to 1.70
Solution: New 65 stall park and ride lot near Mottman Interchange (Cooper Pt. Rd.)			
104	0.2 to 2	US 101 to end of climbing lane	4.13 to 5.59
Solution: Widen from 2/3 lanes to 4 lanes, replace bridge #104/1, access management			
104	2 to 4.34	End of climbing lane to Center Road	7.13 to 9.65
Solution: Widen from 2 lanes to 4 lanes, access management			
104	4.34 to 8.87	Center Road to SR 19-Beaver Valley Road	17.06 to 23.08
Solution: Widen from 2/3 to 4 lanes, Intersection South improvements, access management			
104	4.34 to 4.34	Center Valley Road Interchange	0.16 to 0.22
Solution: Improve existing dirt park and ride lot near Center Valley Interchange			
104	7.75 to 8.85	SR 19-Beaver Valley Road (West) Vicinity	1.22 to 1.64
Solution: Westbound Passing/Truck Lane			
104	8.87 to 13.88	SR 19-Beaver Valley Road to Hood Canal Bridge	18.96 to 25.65
Solution: Widen from 2/3 to 4 lanes, Intersection South improvements, access management			
104	13.88 to 15.54	Paradise/Shine Road Vicinity to SR 3/SR 1	177.64 to 240.34
Solution: Widen from 2 lanes to 4 lanes, widen Hood Canal Bridge			
104	15.54 to 20.58	SR 3/SR 104 Junction to SR 307	14.78 to 20.00
Solution: Needs Further Study - Pending regional and local discussions. Widen from 2 lanes to 4/5 lanes OR intermittent passing lanes OR Port Gamble alternate route, access management			
104	20.58 to 23.89	SR 307 to Lindvog Road	22.04 to 29.82
Solution: Widen from 2 lanes to 4/5 lanes, access management.			

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS *(continued)*			
104	23.89 to 24.86	Lindvog Road to Kingston Ferry	11.14 to 15.08
Solution: Widen from 3 lanes to 5 lanes per SR 104 Corridor Traffic Circulation Study			
167	1.5 to 5.26	Interstate 5 to SR 161/Existing SR 167	484.49 to 655.49
Solution: SR 167 Extension, Stage 2 and 3 from Interstate 5 to SR 161/Existing SR 167. Initial construction of four-lane freeway.			
167	1.5 to 5.26	Interstate 5 to SR 161/Existing SR 167	81.04 to 109.64
Solution: SR 167 Extension, Stage 4 from Interstate 5 to SR 161/Existing SR 167. Addition of HOV lanes and direct access HOV ramps.			
167	5.5 to 7	Puyallup vicinity	13.97 to 18.89
Solution: Construct a 500-stall park and ride lot			
167	6.19 to 26.28	SR 161 vicinity to I-405	1.77 to 2.39
Solution: Corridor study to determine capacity and interchange needs on this segment of SR 167.			
167	9 to 10	Sumner vicinity	13.97 to 18.89
Solution: Construct a 500-stall park and ride lot			
167	9.05 to 10.13	Vicinity of 24th Ave. E.	14.31 to 19.37
Solution: Construct new North Sumner Interchange			
304	0 to 3.51	SR 3 to Bremerton Ferry Landing	8.95 to 12.11
Solution: Implement preferred B1 and modified C2 alternative roadway improvements per the record of decision and FEIS (Westbound HOV lane from Farragut St. Vicinity to SR 3).			
304	0 to 3	Bremerton vicinity	2.64 to 3.58
Solution: Construct 400 stall park and ride lot.			
305	10.72 to 12.82	Poulsbo South of City Limits to Bond Road	3.85 to 5.21
Solution: Widen from 2/3 lanes to 4/5 lanes creating peak hour High Occupancy Vehicle (HOV) lanes.			
307	0 to 1.58	SR 305 to Foss Road	8.72 to 11.80
Solution: Widen from 2 lanes to 4 lanes. Private developer contribution expected.			
307	0 to 5.25	SR 305 to SR 104	2.55 to 3.45
Solution: Needs Further Study- Environmental Impact Statement (EIS) for SR 307 Corridor			
307	1.58 to 5.25	Foss Road to SR 104	19.44 to 26.30
Solution: Widen from 2 lanes to 4 lanes.			
509	1.66 to 5.72	Port of Tacoma Road to Marine View Drive	37.58 to 50.84
Solution: SR 509 East - West Corridor Project, Phase 2 ultimate cross-section			
510	9.99 to 10.93	Nisqually Tribal Center Vicinity	1.33 to 1.79
Solution: New 95 stall park and ride lot within Nisqually Reservation			
512	0 to 5.86	Interstate 5 to Canyon Road Intersection	56.96 to 77.06
Solution: Widen from 4/6 lanes to 6/8 lanes creating HOV lanes, Intelligent Transportation System, enhanced transit			
512	2 to 3	Parkland/Spanaway vicinity	15.37 to 20.79
Solution: Construct 550 stall park and ride lot.			
512	5.86 to 8.78	Canyon Road Intersection to SR 161	24.10 to 32.60
Solution: Widen from 4 lanes to 6 lanes creating HOV lanes, Intelligent Transportation System, interchange improvements.			
512	8.78 to 10.06	SR 161 Vicinity to Meridian Street	11.64 to 15.74
Solution: Widen from 4 lanes to 6 lanes creating HOV lanes, Intelligent Transportation System.			
512	9.79 to 10.36	SR 512/SR 167 extension Interchange	0.65 to 0.87
Solution: Study potential connections between the proposed SR 512/SR 167 Interchange and SR 161/Valley Ave. Possible SR 512 Spur recommendation.			
512	10.06 to 12.06	Meridian St. to SR 167 (Benston Dr.)	26.72 to 36.14
Solution: Widen from 4 lanes to 6 lanes creating HOV lanes, Intelligent Transportation System.			
"Congested" non-HSS			
7	36.08 to 40.1	SR 702 to 288th St E	18.28 to 24.73
Solution: Widen from 2 to 4 lanes with restricted median (barrier).			
7	40.1 to 42	288th St E to 260th St E	21.37 to 28.91
Solution: Widen from 2 to 4 lanes with restricted median (barrier).			
12	0 to 0.54	US 101 to Wishkah Mall (Tyler Street)	69.14 to 93.54
Solution: High level bridge over the Wishkah River, US 101/US 12 Interchange (Phase 2)			
19	0 to 2.33	SR 104 to Old Beaver Valley Road	14.65 to 19.83
Solution: Widen from 2 lanes to 4 lanes			
19	2.33 to 9.09	Old Beaver Valley to Chimacum/Center Roads	33.86 to 45.80
Solution: Widen from 2 lanes to 4 lanes			
19	9.09 to 14.16	Center Road to SR 20	20.61 to 27.89
Solution: Widen from 2/3 lanes to 4 lanes			

Olympic Region *(continued)*

"Congested" non-HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
19	9.09 to 9.09	Chimacum/Center Road Vicinity	0.26 to 0.36
Solution: New 20 stall park and ride lot near Chimacum/Center Road			
99	0 to 0.18	I-5 to Pacific Highway East/54th Avenue	3.43 to 4.65
Solution: Widen to 6 lanes, widen Bridge 099/400			
99	0.18 to 5.7	Pacific Highway/East 54th Avenue to Milton North of City Limits	9.74 to 13.18
Solution: Urban access management and signal coordination.			
105	31 to 39	Oyster Pl. to South Arbor Road Vicinity	8.98 to 12.14
Solution: Intermittent passing lanes			
105	48.66 to 48.76	Boone Spur to US 101	0.99 to 1.33
Solution: Needs Further Study - Realign Intersection			
106	12.22 to 20.09	Entrance Twanoh State Park to end route	5.40 to 7.30
Solution: Intermittent passing lanes			
107	1.5 to 3.2	Lempie Road Vicinity to Minkler Road Vicinity	3.20 to 4.34
Solution: Westbound passing lane			
107	3.2 to 6.5	Mudgett Mt. Road to Melbourne Road	3.19 to 4.31
Solution: Passing Lanes			
107	7.83 to 7.97	Bridge 107/6 to US 12	0.67 to 0.91
Solution: Intersection/channelization improvements			
108	11.13 to 11.96	Little Creek Casino to US 101 Southbound	2.07 to 2.79
Solution: Needs Further Study-Ramp terminal and intersection improvements			
109	12.1 to 12.7	Between Jessie Slough and Burrows Road	1.80 to 2.44
Solution: Intermittent passing lanes			
115	0 to 0	Ocean Shores Vicinity	0.26 to 0.36
Solution: New Ocean Shores Station (with parking)			
116	0 to 2.84	SR 19 to Naval Undersea Engineering Station	6.08 to 8.22
Solution: Passing lanes			
121	0 to 7.67	I-5 (Maytown Interchange) to I-5 (93rd Avenue Interchange)	29.97 to 40.55
Solution: Widen from 2 lanes to 4 lanes			
121	0 to 0	SR 121/Interstate 5 Vicinity (Littlerock)	1.19 to 1.61
Solution: New 85 stall park and ride lot near Littlerock			
160	0 to 0.85	SR 160/SR 16 Interchange to Bethel Road	7.46 to 10.10
Solution: Widen from 2 lanes to 4 lanes, widen bridge 160/5 at interchange to 5 lanes.			
160	0.85 to 1.85	Bethel Road vicinity to Jackson Ave vicinity	5.94 to 8.04
Solution: Widen from 2 lanes to 4 lanes			
160	1.85 to 2.55	Jackson Ave vicinity to Long Lake Road vicinity	3.80 to 5.14
Solution: Widen from 2 lanes to 4 lanes--Route Development Plan in progress			
161	3.63 to 6.21	Eatonville North of City Limits to Eatonville Cutoff Road	2.45 to 3.31
Solution: Intermittent passing lanes			
161	13.17 to 15.94	Kapowsin Hwy to Graham truck lanes	2.14 to 2.90
Solution: Intermittent passing lanes			
161	17.48 to 19.47	234th St. E to 204th St. E	3.08 to 4.16
Solution: Widen from 2 lanes to 5 lanes per design project and transit improvements.			
161	19.47 to 21.36	204th Street East to 176th Street East	8.28 to 11.20
Solution: Widen from 2 lanes to 5 lanes per design project and transit improvements			
161	21.36 to 25.66	176th St. E to Meridian St	0.22 to 0.30
Solution: Needs Further Study - Feasibility analysis of utilizing 94th Ave. E from SR 512 Vicinity to 152nd St. E Vicinity as a parallel local arterial and/or other alternative route(s) to relieve			
161	25.66 to 25.85	Meridian St. to SR 512 Interchange	2.97 to 4.01
Solution: Provide one additional lane each direction, widen structure over SR 512 to accommodate lanes per RDP			
161	28.8 to 30.35	Valley Ave. E to 36th St. E	10.55 to 14.27
Solution: Provide two general purpose through lanes each direction incl. the existing truck climbing lane/as per RDP. Replace bridge # 161/22			
161	30.35 to 32.12	36th St. E to Jovita Blvd.	14.59 to 19.75
Solution: Provide one additional general-purpose lane each direction creating a 5-lane roadway per design project			
161	32.05 to 34.14	Jovita Blvd. to SR 18	12.38 to 16.76
Solution: Widen to 5 lanes			
162	0 to 3.21	SR 410 Interchange to Pioneer Way	8.70 to 11.78
Solution: Widen from 2/3 lanes to 5 lanes-- per Route Development Plan.			
162	3.21 to 7.1	Pioneer way to 144th Street East	22.94 to 31.04
Solution: Widen from 2 lanes to 4 lanes--per Route Development Plan.			

Olympic Region *(continued)*

"Congested" non-HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
162	7.1 to 9.34	144th Street East to Washington Ave	8.95 to 12.11
Solution: Widen from 2 lanes to 5 lanes--per Route Development Plan			
162	9.34 to 9.84	Washington Avenue North to Harman Way	1.28 to 1.74
Solution: One-Way couplet system using existing SR 162 and Corrin Ave.			
162	9.84 to 10.34	Harman Way to Orting South of City Limits	2.09 to 2.83
Solution: Widen from 2 lanes to 5 lanes--per Route Development Plan.			
162	10.34 to 10.97	Orting South of City Limits to Orville Road	2.69 to 3.65
Solution: Widen from 2 lanes to 4 lanes with restricted median (barrier)- per Route Development Plan			
163	0 to 1.7	SR 16 to North. 37th Street	0.30 to 0.40
Solution: Signal coordination.			
165	17.14 to 21.24	Wilkeson North of City Limits to SR 410	3.09 to 4.17
Solution: Intermittent passing lanes AND realign SR 165 at SR 410.			
166	0.02 to 2.54	SR 16 to Port Orchard Blvd.	16.69 to 22.59
Solution: Widen from 2 lanes to 4 lanes.			
166	3.94 to 4.95	SR 166 Couplet to end of route	5.86 to 7.92
Solution: Add one lane in the decreasing direction. Maintain two-way left turn lanes.			
300	0 to 3.35	Belfair State Park to Jct. SR 3	2.85 to 3.85
Solution: Needs Further Study - Wetlands may preclude widening. Consider no action, or passing lanes.			
302	10.57 to 16.87	Key Peninsula Highway to SR 16	32.49 to 43.95
Solution: Widen to 4 lanes with restricted median (barrier)			
303	0 to 6.57	SR 304 to SR 3	12.76 to 17.26
Solution: Needs Further Study - Corridor study underway. Alternatives range from improving the existing roadway to developing a parallel highway. Cost estimate based on applying access Management (incl. Signal coordination) to the existing state route.			
303	2.75 to 2.75	North Bremerton	1.98 to 2.68
Solution: Construct 300 stall park and ride lot.			
410	8.84 to 9.06	SR 167/410 Interchange to White River Bridge	15.10 to 20.42
Solution: EIS and right of way preservation for future freeway to freeway HOV connection between SR 410 and SR 167.			
410	9.06 to 13.64	White River Br Vicinity to 184th Ave. E	48.49 to 65.61
Solution: Widen from 4 lanes to 6 lanes creating one HOV lane each direction, interchange improvements, etc.--as per Route Development Plan.			
410	9.32 to 9.32	Linden Dr. in Southwest Sumner	2.66 to 3.60
Solution: Widen bridge from 2 lanes to 4 lanes.			
410	16.94 to 20.41	234th Ave. E to Hinkleman Extension Road	19.33 to 26.15
Solution: Widen from 2/3 lanes to 4 lanes--as per Route Development Plan/Design			
410	20.41 to 21.48	Hinkleman Extension Road to Park Ave.	5.47 to 7.41
Solution: Widen from 2/3 lanes to 4/5 lanes--as per Route Development Plan/Design			
410	21.48 to 21.99	Park Avenue to White River Bridge	3.18 to 4.30
Solution: Widen from 2 lanes to 4/5 lanes--per Route Development Plan			
507	13.32 to 15.66	City of Tenino	0.69 to 0.93
Solution: New 50 stall park and ride lot within Tenino			
507	13.64 to 15.47	City of Tenino	21.38 to 28.92
Solution: Needs Further Study - Alternate route or one-way couplet through Tenino			
507	15.47 to 22.2	Wherrett St. North to Rainier West of City Limits	22.46 to 30.38
Solution: Widen from 2 lanes to 4 lanes			
507	22.2 to 23.31	Rainier West of City Limits to Rainier East of City Limits	10.58 to 14.32
Solution: Needs Further Study - Couplet in Rainier (Rochester St./Tipsoo Loop)			
507	22.2 to 23.31	Town of Rainier	0.69 to 0.93
Solution: New 50 stall park and ride lot in Rainier			
507	23.31 to 27.44	Rainier East of City Limits to begin of Y2 Yelm Bypass	13.73 to 18.57
Solution: Widen from 2 lanes to 4 lanes			
507	27.44 to 29.74	150th Ave Southeast to Grove Road Vicinity	11.54 to 15.62
Solution: Yelm Y2 Bypass			
507	28.24 to 29.59	SR 510/SR 507 to Grove Road	2.58 to 3.48
Solution: Yelm Avenue West portion of Y5 alternative (Two Way Left Turn Lane)			

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" non-HSS *(continued)*			
507	29.74 to 30.67	Grove Road Vicinity to Thurston/Pierce County	5.47 to 7.39
Solution: Widen From 2 lanes to 4 Lanes			
507	30.67 to 31.26	Thurston/Pierce County Line to Depot Road	5.43 to 7.35
Solution: Widen from 2 to 4 lanes with center turn lane, access management--per Route Development Plan.			
507	31.26 to 35.19	Depot Road Vicinity to Roy South of City Limits	13.47 to 18.23
Solution: Widen from 2 to 4 Lanes with restricted median (barrier), access management per Route Development Plan.			
507	35.19 to 35.97	Roy South of City Limits to Water St. Vicinity	3.51 to 4.75
Solution: Widen from 2 to 4 lanes with center turn lane, access management			
507	35.97 to 43.57	Water St. Vicinity to SR 7	19.57 to 26.47
Solution: Widen from 2 to 4 lanes--as per Route Development Plan.			
510	0 to 0.18	SR 510/I-5 Interchange to Quinault Way	9.77 to 13.21
Solution: Interchange improvements (Phase 2)			
510	0.18 to 2.62	Quinault Way Northeast to Martin Way	5.74 to 7.76
Solution: Widen from 2/3 lanes to 5 lanes			
510	2.62 to 4.28	Martin Way to Pacific Avenue	6.05 to 8.19
Solution: Widen from 2 lanes to 5 lanes			
510	4.28 to 6.3	Marvin Road/Pacific Ave to Old Pacific Hwy	9.99 to 13.51
Solution: Widen from 2/3 Lanes to 4/5 lanes			
510	4.28 to 4.28	Amtrak station off Yelm Highway	0.00 to 0.00
Solution: Expand Centennial Station park and ride lot by approximately 100 stalls. Recent work under WSDOT grant ($450,000).			
510	6.3 to 9.44	Old Pacific Hwy to Yelm Hwy Southeast Vicinity	9.49 to 12.85
Solution: Widen from 2 lanes to 4 Lanes			
510	6.95 to 6.95	Meridian Road Southeast intersection	0.69 to 0.93
Solution: New 50 stall park and ride lot in Tri-Lakes Vicinity			
510	9.44 to 13.5	Yelm Hwy Southeast Vicinity to Mud Run Road	10.68 to 14.44
Solution: Widen from 2 lanes to 4 lanes			
510	13.5 to 15.67	Mud Run Road Vicinity to SR 507 (Grove Road)	28.85 to 39.03
Solution: Yelm Y3 Bypass			
510	14.49 to 15.67	93rd Avenue Southeast to SR 507	2.40 to 3.24
Solution: Yelm Avenue East portion of Y5 alternative (Two Way Left Turn Lane)			
702	0 to 9.32	SR 507 to SR 7	5.34 to 7.22
Solution: Intermittent passing lanes			
Access Management for Developed Corridors			
7	52.63 to 57.03	108th St. South. to South. 38th St.	9.89 to 13.37
Solution: Access management, signal coordination.			
161	21.36 to 25.66	176th St. E to Meridian St	9.97 to 13.49
Solution: Access management and signal coordination.			
305	0.02 to 7.05	Bainbridge Island Ferry to Agate Pass Bridge	7.06 to 9.56
Solution: Access management, TSM/TDM treatments, intersection improvements (HOV queue jump lanes, bicycle route improvements, etc.).			
305	7.05 to 10.72	Agate Pass Bridge to Poulsbo South of City Limits	2.21 to 2.99
Solution: Needs Further Study - Access management through 2010. Reevaluate beyond the year 2010.			
310	0 to 1.84	SR 3 to SR 304	17.52 to 23.70
Solution: Needs Further Study-Widen to 6/7 lanes. Estimate based on 6-lane section with landscaped median.			
410	13.64 to 15.7	184th Ave. E to 214th Ave. E	0.85 to 1.15
Solution: Urban access control, local arterial (City of Bonney Lake)--as per Route Development Plan			
Access Management for Non-Developed Corridors			
3	34.09 to 35	Gorst	1.96 to 2.65
Solution: Purchase of access rights. Proposed partial limited access limited access			
3	35 to 36.22	Gorst to SR 304	2.64 to 3.58
Solution: Purchase of access rights. Proposed full limited access.			
3	53.77 to 59.82	Northwest Thomson Road to SR 104	2.62 to 3.54
Solution: Purchase of access rights. Proposed full & partial limited access.			
7	26.99 to 28.6	SR 161 to Eatonville Hwy.	0.69 to 0.93
Solution: Purchase of access rights. Proposed partial limited access limited access (Eatonville UAB)			
7	40.38 to 42.01	52nd Ave. E to 260th St. E	0.69 to 0.93
Solution: Purchase of access rights. Proposed partial limited access limited access.			

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Access Management for Non-Developed Corridors *(continued)*			
7	42.01 to 45	260th St. E to Fir Road E *Solution: Purchase of access rights. Proposed partial limited access limited access.*	2.60 to 3.52
8	0 to 20.67	US 12/Elma to US 101/Olympia *Solution: Needs Further Study - Study grade separation feasibility (continuation of SR 12 at-grade study).*	0.43 to 0.58
12	0.65 to 1.76	South Fleet St. to Aberdeen East of City Limits *Solution: Purchase of access rights. Proposed Full*	0.92 to 1.24
12	1.76 to 7.02	Aberdeen East of City Limits to Alderbrook Drive *Solution: Purchase of access rights. Proposed Full, Multi-lane divided*	4.42 to 5.98
12	1.76 to 19.93	Aberdeen East of City Limits to Elma West of City Limits *Solution: Needs Further Study-East Grays Harbor At-Grade Separation Analysis*	0.43 to 0.58
12	7.02 to 9.04	Alderbrook Dr. to Devonshire Interchange *Solution: Purchase of access rights. Proposed Full for route continuity, Multi-lane divided*	0.87 to 1.17
12	42.65 to 44.57	183rd Ave Southwest to Old Hwy 99 Southwest *Solution: Purchase of access rights. Proposed Partial*	0.79 to 1.07
16	26.88 to 28.32	Cliffton/Tremont Road to SR 166 *Solution: Purchase of access rights. Proposed full limited access.*	3.12 to 4.22
16	28.32 to 29.19	SR 166 to SR 3 *Solution: Purchase of access rights. Proposed full limited access.*	1.88 to 2.54
20	0 to 8.25	US 101 to Old Fort Townsend Road *Solution: Purchase of access rights. Proposed Partial, (Ferry Route, Pt. Townsend to Keystone)*	3.47 to 4.69
20	8.25 to 9.78	Old Ft Townsend Road to Port Townsend West of City Limits *Solution: Purchase of access rights. Proposed Partial, (Ferry Route, Pt. Townsend to Keystone), (UAB & Access Management)*	1.27 to 1.71
101	89.08 to 91.92	SR 109 Spur to Ocean Beach Road *Solution: Purchase of access rights. Proposed Partial (Widening to 4 lanes)*	1.19 to 1.61
101	192.85 to 193.3	SR 110 - LaPush Road Vicinity *Solution: Purchase of access rights. Proposed Partial (Vicinity Jct. SR 110)*	0.17 to 0.23
101	203.75 to 204.06	Rixon Road to Sappho Park & Ride Lot Vicinity *Solution: Purchase of access rights. Proposed Partial (Vicinity Jct. SR 113)*	0.11 to 0.15
101	242.44 to 243	Hansen Road Vicinity *Solution: Purchase of access rights. Proposed Partial (Vicinity Jct. SR 112)*	0.22 to 0.30
101	243 to 243.8	Laird Road to Dry Creek Road Vicinity *Solution: Purchase of access rights. Proposed Partial for continuity*	0.31 to 0.43
101	243.8 to 246.09	Dry Creek Road to Doyle Road *Solution: Purchase of access rights. Proposed Partial (UAB)*	1.92 to 2.60
101	255.13 to 262.23	O'Brien Road to Dungeness River Vicinity *Solution: Purchase of access rights. Proposed Partial or Full*	5.98 to 8.08
101	282.36 to 282.76	West Uncas Road to East Uncas Road *Solution: Purchase of access rights. Proposed Partial (Vicinity Jct. SR 20)*	0.31 to 0.43
101	282.76 to 284.68	East Uncas Road North to SR 104 Vicinity *Solution: Purchase of access rights. Proposed Partial for continuity*	0.79 to 1.07
101	349.58 to 362.09	SR 3 to Perry Creek Vicinity *Solution: Needs Further Study-Study grade separation/frontage road feasibility*	0.13 to 0.17
104	15.92 to 16.45	Wheeler Road to Gamble Way *Solution: Purchase of access rights. Proposed partial limited access limited access. (Ferry Route)*	1.13 to 1.53
104	17 to 22	Port Gamble West of City Limits to Hansville-Miller Bay *Solution: Purchase of access rights. Proposed partial limited access limited access. (Ferry Route)*	10.90 to 14.74
104	22 to 23.89	Hansville-Miller Bay Road to Lindvog Road *Solution: Purchase of access rights. Proposed partial limited access limited access. (Ferry Route)*	4.11 to 5.55
105	41.09 to 44.5	Gray Lane /O'Leary Creek to Chapin Creek Vicinity *Solution: Purchase of access rights. Proposed Partial for route continuity.*	1.41 to 1.91
105	44.5 to 46.62	Chapin Creek to Charlie Creek Vicinity *Solution: Purchase of access rights. Proposed Partial (UAB)*	1.77 to 2.39
105	46.87 to 47.83	Charlie Creek to Edward P. Smith Dr Vicinity *Solution: Purchase of access rights. Proposed Partial*	0.79 to 1.07
160	0 to 2.55	SR 16 to Long Lake Road Southeast *Solution: Purchase of access rights. Proposed partial limited access (UAB, Ferry Route)*	2.12 to 2.86
160	2.55 to 7.47	Long Lake Road Southeast to Southworth Ferry *Solution: Purchase of access rights. Proposed partial limited access (Ferry Route)*	2.13 to 2.88

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Access Management for Non-Developed Corridors *(continued)*			
161	0 to 2.27	SR 7 to Eatonville South of City Limits *Solution: Purchase of access rights. Proposed partial limited access (Eatonville UAB)*	0.97 to 1.31
161	3.63 to 5.47	Eatonville North of City Limits to Ohop Valley Road *Solution: Purchase of access rights. Proposed partial limited access (Eatonville UAB and Expansion Area)*	0.79 to 1.07
161	5.47 to 17.56	Ohop Valley Road to 234th St. E *Solution: Purchase of access rights. Proposed partial limited access*	5.26 to 7.12
161	28.81 to 29.24	Valley Ave. E to Puyallup North of City Limits *Solution: Purchase of access rights. Proposed partial limited access, (Widening to 4 lanes, Puyallup City Limits)*	0.94 to 1.27
161	29.24 to 30.34	Puyallup North of City Limits to 36th St. E *Solution: Purchase of access rights. Proposed partial limited access, (Widening to 4-5 lanes, UAB)*	0.94 to 1.27
162	0.1 to 0.53	SR 410 to Sumner South of City Limits *Solution: Purchase of access rights. Proposed partial limited access.*	0.35 to 0.47
162	0.53 to 6.11	Sumner South of City Limits to 128th St. E *Solution: Purchase of access rights. Proposed partial limited access.*	2.78 to 3.76
162	6.11 to 6.83	128th St. E to Puyallup River *Solution: Purchase of access rights. Proposed partial limited access.*	0.60 to 0.82
162	6.83 to 8.06	Puyallup River to Orting North of City Limits *Solution: Purchase of access rights. Proposed partial limited access.*	0.52 to 0.70
162	8.06 to 9.23	Orting North of City Limits to North Washington Ave. *Solution: Purchase of access rights. Proposed partial limited access.*	0.50 to 0.68
162	10.34 to 10.97	Orting South of City Limits to Orville Road E *Solution: Purchase of access rights. Proposed partial limited access.*	0.26 to 0.35
305	6.21 to 7.11	Agatewood Road Northeast to Park & Ride Lot *Solution: Purchase of access rights. Proposed partial limited access (City of Bainbridge Island C/L, Ferry Route)*	0.38 to 0.52
305	9 to 9.7	Lemolo Shore Dr. to Noll Road *Solution: Purchase of access rights. Proposed partial limited access (Ferry Route)*	0.29 to 0.39
305	9.7 to 10.69	Noll Road to Poulsbo South of City Limits *Solution: Purchase of access rights. Proposed partial limited access (UAB, Ferry Route)*	2.13 to 2.89
305	10.69 to 12.36	Poulsbo West of City Limits to Little Valley Road *Solution: Purchase of access rights. Proposed partial limited access (Poulsbo C/L, Ferry Route)*	3.63 to 4.91
305	12.36 to 13.16	Little Valley Road to Poulsbo South of City Limits *Solution: Purchase of access rights. Proposed partial limited access (UAB, Ferry Route)*	1.73 to 2.33
307	0 to 1.59	SR 305 to Pugh Road Northeast *Solution: Purchase of access rights. Proposed partial limited access (UAB)*	0.68 to 0.92
307	1.59 to 5.25	Pugh Road Northeast to SR 104 *Solution: Purchase of access rights. Proposed partial limited access (Connection to two ferry routes; SR 104 and SR 305)*	1.58 to 2.14
308	1.3 to 3.42	Silverdale Way to US Navel Reservation *Solution: Purchase of access rights. Proposed partial limited access (UAB)*	4.61 to 6.23
410	11.87 to 12.72	166th Ave. E to Bonney Lake West of City Limits *Solution: Purchase of access rights. Proposed full limited access.*	1.84 to 2.48
410	12.72 to 13.37	Bonney Lake West of City Limits to 181st Ave E *Solution: Purchase of access rights. Proposed full limited access.*	1.41 to 1.91
507	25.5 to 27.95	Koeppen/Manke Roads to Mill Road Vicinity *Solution: Purchase of access rights. Proposed Partial (Yelm GMA UAB)*	1.02 to 1.38
507	29.23 to 30.65	Yelm North of City Limits (Bald Hills Road) to Nisqually River *Solution: Purchase of access rights. Proposed Partial (Mobility Objective identifies 4 laning between Yelm & McKenna) Yelm GMA UAB Vicinity*	0.59 to 0.79
507	31.31 to 35.19	350th St. South to Roy South of City Limits *Solution: Purchase of access rights. Proposed partial limited access*	1.67 to 2.27
507	35.97 to 36.9	Water St. to ARMP 36.85 *Solution: Purchase of access rights. Proposed partial limited access (Roy to Ft. Lewis Bndy.)*	0.39 to 0.53
510	2.75 to 6.94	Marvin Road to Meridian Road Southeast *Solution: Purchase of access rights. Proposed Partial (Lacey's GMA UAB ends at Milepost 6.5 Vicinity)*	3.13 to 4.23
510	6.94 to 9.3	Meridian Road Southeast to Yelm Hwy Southeast *Solution: Purchase of access rights. Proposed Partial (Mobility Objective identifies widening to 4 lanes)*	0.97 to 1.31
510	12.8 to 14.41	Southworth Elementary School to Yelm West of City Limits *Solution: Purchase of access rights. Proposed Partial (Yelm GMA UAB, Ft. Lewis Res. to Yelm C/L)*	1.33 to 1.81

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Puget Sound Core HOV Lanes			
5	126.41 to 130.3	Burlington Northern Railroad Under-crossing to 72nd Street Vicinity *Solution: Core HOV lanes - Construct Core HOV lanes including interchange improvements and Intelligent Transportation System.*	121.13 to 163.89
5	130.3 to 133.75	72nd Street vicinity to Pacific Ave. *Solution: Core HOV lanes - Construct Core HOV lanes including interchange improvements and Intelligent Transportation System.*	275.07 to 372.15
5	133.75 to 136.6	Pacific Ave. vicinity to Port of Tacoma *Solution: Core HOV lanes - Construct Core HOV lanes including interchange improvements and Intelligent Transportation System.*	260.95 to 353.05
5	136.6 to 139.5	Port of Tacoma to Pierce/King County Line *Solution: Core HOV lanes - Construct Core HOV lanes including interchange improvements and Intelligent Transportation System.*	27.34 to 37.00
16	0.81 to 2.13	I-5/SR 16 Interchange and Nalley Valley *Solution: Core HOV lanes, interchange improvements, Intelligent Transportation System.*	23.24 to 31.44
16	2.13 to 3.8	Union Ave. to SR 163-Pearl St. Vicinity *Solution: Core HOV lanes, interchange improvements, Intelligent Transportation System.*	17.84 to 24.14
16	3.8 to 5.05	SR 163 - Pearl St. to Jackson Ave. *Solution: Core HOV lanes, interchange improvements, TSM/TDM, Intelligent Transportation System.*	4.78 to 6.46
16	8.41 to 12.69	36th Street Interchange to Olympic Interchange *Solution: Core HOV lanes, new interchange, Intelligent Transportation System.*	4.43 to 5.99
16	12.69 to 15.77	Olympic Interchange to Purdy (SR 302) *Solution: Core HOV lanes, interchange improvements, frontage road, Intelligent Transportation System.*	31.61 to 42.77
167	5.26 to 13.73	SR 161/Existing SR 167 to SR 18 vicinity *Solution: Core HOV lanes, interchange improvements, Intelligent Transportation System.*	45.97 to 62.19
Urban Bicycle			
3	1.82 to 2.18	Fairmont Avenue to Delaware Street *Solution: Widen shoulder to 5' minimum or improve existing trail*	0.40 to 0.54
3	2.18 to 2.31	Delaware Street to Mill Street *Solution: Widen shoulder to 5' minimum (bicycle touring route and nearby school)*	0.29 to 0.39
3	2.31 to 2.45	Mill Street to Goldsborough Creek Bridge *Solution: Widen shoulder to 5' minimum (bicycle touring route and nearby school)*	0.11 to 0.15
3	2.77 to 2.93	Railroad Avenue to Pine Street *Solution: Widen shoulder to 5' minimum (bicycle touring route and nearby school)*	0.06 to 0.08
3	45.91 to 46.89	Waaga Way to Trigger Ave. *Solution: Allow utilization of excess state right of way for the Clear Creek Trail. Trail along WSDOT right-of-way from Waaga Way vicinity to Trigger Avenue.*	0.00 to 0.00
5	104.75 to 105.24	Tumwater Historical Park to Henderson Blvd *Solution: Extend Class I Trail (Olympia Woodland Trail Phase IV)*	6.12 to 8.28
5	108.13 to 108.13	Between Lilly Road Interchange and Sleater-Kinney Road Interchange *Solution: Chehalis Western Trail connection over Interstate 5 (Class I trail)*	8.87 to 11.99
5	109.15 to 109.15	Martin Way Over-crossing Vicinity *Solution: Martin Way Over-crossing. Relocate existing sidewalk under the over-crossing behind the existing bridge columns.*	1.22 to 1.64
5	109.15 to 114.56	Martin Way Interchange to Nisqually Vicinity *Solution: Class I bicycle trail (Lacey Urban Trails plan: Martin Way to Meridian)*	2.03 to 2.75
5	119.01 to 119.01	Steilacoom/DuPont Road *Solution: Widen structure at Dupont.*	0.26 to 0.35
16	12.01 to 12.01	Wollochet Dr. Northwest *Solution: Widen bridge #016/125 10' for a 4' Class III bikeway & 6' sidewalks. Move sidewalks & widen approaches.*	0.62 to 0.84
20	9.2 to 10.77	Old CMSTP&P Railroad Bridge to Sherman Street *Solution: Widen shoulder to 5' minimum (bicycle touring route and nearby schools)*	0.26 to 0.35
20	10.77 to 10.98	Sherman Street to Cleveland Street *Solution: No Action (shoulders widened in recent project)*	0.00 to 0.00
101	247.98 to 248.94	Port Angeles, 2nd St. to Chambers St. *Solution: Proposed bike lane on E 1st St. No action or striping/signing*	0.08 to 0.10
101	267 to 267.21	Keeler Road to White Feather Way Vicinity *Solution: Consider Bike Trail within Sequim Bypass Right-of-Way. Provide opportunities to incorporate a class I bike trail.*	0.00 to 0.00
101	363.3 to 363.6	Delphi Road Under-crossing (McLane Elementary) *Solution: Consider Bike Trail within US 101 Right-of-Way and Evergreen Parkway Limited Access. Provide opportunities to extend existing trail*	0.00 to 0.00

Southwest Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS			
4	34.87 to 35.53	Mill Road to SR 409	0.07 to 0.09
Solution: Needs Further Study - Channelization			
4	35.53 to 37.6	SR 409 to end of existing Westbound climbing lane	2.33 to 3.15
Solution: Widen to 4 lanes			
5	0 to 0.39	Interstate Bridge	425.00 to 575.00
*Solution: New Interstate River Crossing (HOV/HCT) * HCP*			
5	0 to 1.99	Interstate Bridge to SR 500	5.44 to 7.36
Solution: Intelligent Transportation System (Intelligent Transportation System) Improvements			
5	0 to 7.24	Interstate Bridge to 134th St.	1.05 to 1.41
Solution: Intelligent Transportation System (Intelligent Transportation System) Communications			
5	0 to 0.39	Interstate Bridge	3.09 to 4.17
Solution: Pre-design engineering for New Interstate River Crossing (HOV/HCT)			
5	0 to 7.41	Oregon State Line to I-5/I-205 Jct. Vicinity	227.38 to 307.63
Solution: Multimodal solutions to increase capacity			
5	0.27 to 2.87	Interstate Bridge to Main St. Interchange Vicinity	71.69 to 96.99
Solution: Needs Further Study - I-5 collector distributor			
5	1.99 to 3.75	SR 500 to 78th St.	1.39 to 1.87
Solution: Intelligent Transportation System (Intelligent Transportation System) Improvements			
5	2.35 to 2.5	SR 500 Westbound to I-5 Northbound	6.32 to 8.54
Solution: On ramp from SR 500 Westbound to I-5 Northbound			
5	3.75 to 4.91	78th St. to 99th St. Vicinity	1.19 to 1.61
Solution: Intelligent Transportation System (Intelligent Transportation System) Improvements			
5	4.91 to 5.85	99th St. Vicinity to Salmon Creek	1.12 to 1.52
Solution: Intelligent Transportation System (Intelligent Transportation System) Improvements			
5	5.85 to 7.24	Salmon Creek to 134th St.	1.14 to 1.54
Solution: Intelligent Transportation System (Intelligent Transportation System) Improvements			
5	7.24 to 7.44	Northeast 134th St. Interchange	43.91 to 59.41
Solution: Reconstruct Northeast 134th Street interchange			
5	7.24 to 7.44	Northeast 134th St. Interchange	4.02 to 5.44
Solution: Construct Park & Ride			
5	7.41 to 9.25	I-5/I-205 Jct. Vicinity to 179th St Vicinity	32.08 to 43.40
Solution: Multimodal capacity improvements			
5	9.25 to 11.5	Northeast 179th St. Vicinity to Northeast 219th St.	20.48 to 27.70
Solution: Multimodal capacity improvements, reconstruct Northeast 179th interchange			
5	11.5 to 12.07	Northeast 219th St. Vicinity	35.51 to 48.05
Solution: New Northeast 219th St. interchange with corridor to SR 502			
5	11.5 to 14	Northeast 219th St. Vicinity to SR 501/Northeast 269th St.	12.76 to 17.26
Solution: Multimodal capacity improvements			
5	13.87 to 14.55	SR 501/Northeast 269th St. Interchange	7.09 to 9.59
Solution: Reconstruct Northeast 269th St. interchange			
5	14 to 55	SR 501 to Toutle river rest area Vicinity	354.22 to 479.24
Solution: Increase capacity			
5	16 to 17.5	Northeast 319th St. Interchange	11.75 to 15.89
Solution: Reconstruct Northeast 319th St. interchange			
5	20.78 to 23.18	Woodland area	0.16 to 0.22
Solution: Woodland / I-5 access study			
5	21.08 to 21.11	SR 503 interchange	17.56 to 23.76
Solution: Reconstruct SR 503 interchange			
5	36.98 to 37.01	SR 432 Interchange	19.07 to 25.81
Solution: Interchange improvements with I-5			
5	39.88 to 39.9	SR 4 Interchange	9.01 to 12.19
Solution: Reconstruct SR 4 interchange			
5	55 to 72.4	Toutle river rest area to Rush Road	227.21 to 307.41
Solution: Increase capacity			
5	60.91 to 60.91	SR 506 Interchange	6.24 to 8.44
Solution: Reconstruct SR 506 Interchange			

Southwest Region *(continued)*

"Congested" HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
5	68.5 to 68.5	US 12 Interchange Vicinity	0.96 to 1.30
Solution: Park & Ride lot			
5	72.4 to 78.4	Rush Road to West St. Under-crossing	1.77 to 2.39
Solution: PS&E for widening to 6 lanes with auxiliary lanes			
5	72.4 to 85.51	Rush Road to Thurston County Line	225.22 to 304.72
Solution: Increase capacity			
5	74.2 to 75.2	La Bree Road Vicinity	1.41 to 1.91
Solution: PS&E for improved connections to industrial areas			
5	74.2 to 75.2	La Bree Road Vicinity	24.59 to 33.27
Solution: Improve La Bree Road access			
5	85.51 to 85.51	North Lewis County Interchange	15.24 to 20.62
Solution: Improved connections to industrial areas			
12	66.58 to 66.63	I-5 Interchange	0.00 to 0.00
Solution: Interchange improvements (see I-5 Milepost 68.00 to Milepost 72.40)			
12	66.63 to 67.33	I-55 Over-crossing to Vicinity Avery Road East	1.83 to 2.47
Solution: Two-way left-turn channelization			
12	70.5 to 71.3	Larmon Road Vicinity	0.69 to 0.93
Solution: Westbound truck climbing lane or intermittent passing lanes			
12	75.15 to 80.35	Kennedy Road to SR 122	12.29 to 16.63
Solution: Intermittent passing lanes or widen to 4 lanes			
12	80.5 to 81	Gershick Road Vicinity to Filbert Road Vicinity	0.56 to 0.76
Solution: Westbound truck climbing lane or intermittent passing lanes			
12	83.72 to 85.87	Baker Road to old alignment of Aldrich Road	3.00 to 4.06
Solution: Intermittent passing lanes or widen to 4 lanes			
12	90 to 91.2	Grade break, Twin Canyon bridge Vicinity	1.41 to 1.91
Solution: Eastbound truck climbing lane or intermittent passing lanes			
12	91.6 to 93.57	Grade break, Highland Valley Vicinity	2.32 to 3.14
Solution: Eastbound truck climbing lane			
12	95.08 to 95.78	Beginning Grade, Highland Valley	0.81 to 1.09
Solution: Westbound truck climbing lane			
12	97.31 to 97.51	7th St. Intersection	0.20 to 0.28
Solution: Intersection improvements			
12	97.69 to 100.8	SR 7 to Vicinity Priest Road	8.55 to 11.57
Solution: Intermittent passing lanes or widen to 4 lanes			
12	100.8 to 101.7	Vicinity Priest Road to Vicinity Davis Lake Road	1.03 to 1.39
Solution: Eastbound truck climbing lanes or intermittent passing lanes			
12	101.5 to 102.6	Priest Road to logging Road	1.25 to 1.69
Solution: Westbound truck climbing lanes or intermittent passing lanes			
12	102.97 to 105.5	Kosmos Road to Vicinity Wills Road	5.87 to 7.95
Solution: Intermittent passing lanes or widen to 4 lanes			
12	105.34 to 110.75	Vicinity Wills Road to Kiona Creek Road	6.19 to 8.37
Solution: Two-way left-turn channelization			
12	110.75 to 114.71	Kiona Creek to Peters Road Vicinity	12.95 to 17.51
Solution: Intermittent passing lanes and partial two-way left-turn lane or widen to 4 lanes			
12	131.14 to 131.35	Willame St. to Skate Creek Road	0.91 to 1.23
Solution: Turn channelization, intersection improvements			
12	140.3 to 141.23	Cortwright Creek to U.S. Forest Service Road # 1276	1.73 to 2.33
Solution: Extend Eastbound truck climbing lane or intermittent passing lanes			
12	146.4 to 147.2	Vicinity Milepost 147	1.86 to 2.52
Solution: Eastbound truck climbing lane or intermittent passing lanes			
12	149.4 to 151.15	Rest Area Vicinity to Lewis/Yakima County Line	9.24 to 12.50
Solution: Needs Further Study - Realignment, widening and 2-way left turn channelization			
14	0 to 2.1	I-5 to Marine Park Way Vicinity	23.01 to 31.13
Solution: Widen to 6 lanes (GP/HOV)			
14	0 to 8.56	I-5 to Southeast 192nd Ave.	1.66 to 2.24
Solution: Intelligent Transportation System (Intelligent Transportation System) Communications			

Southwest Region *(continued)*

"Congested" HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
14	0 to 8.56	I-5 to Southeast 192nd Ave.	1.86 to 2.52
Solution: Intelligent Transportation System (Intelligent Transportation System) Improvements			
14	2.1 to 3.76	Marine Park to Evergreen Blvd Westbound off-ramp	18.64 to 25.22
Solution: Widen to 6 lanes (GP/HOV)			
14	2.63 to 3.69	Evergreen Boulevard Interchange	23.03 to 31.15
Solution: Reconstruct Evergreen Blvd. interchange			
14	3.76 to 6.23	Evergreen Blvd Westbound Off-Ramp Vicinity to I-205	28.68 to 38.80
Solution: Widen to 6 lanes (GP/HOV)			
14	4.3 to 4.4	Lieser Road Interchange	6.97 to 9.43
Solution: Reconstruct Lieser Road interchange			
14	5.52 to 5.62	Ellsworth Road Interchange	5.61 to 7.59
Solution: Reconstruct Ellsworth Road interchange			
14	6.23 to 8.54	I-205 to 164th Ave.	25.57 to 34.59
Solution: Widen to 6 lanes (GP/HOV)			
14	8.54 to 12.16	164th Ave. to Northwest 6th Ave. Vicinity	18.47 to 24.99
Solution: Widen to 6 lanes, purchase of access rights, frontage roads			
14	12.16 to 17.05	Northwest 6th Avenue Vicinity to 32nd Street	16.15 to 21.85
Solution: Widen to 4 lanes			
14	14.6 to 15.4	SR 500 Vicinity	10.82 to 14.64
Solution: SR 14 @ SR 500 - new interchange			
14	14.6 to 15.4	SR 500 Vicinity	0.87 to 1.17
Solution: Pre-design for new interchange SR 14 @ SR 500			
14	15.3 to 16.1	15th Street Vicinity	8.84 to 11.96
Solution: SR 14 @ 15th St. - new interchange (partial)			
14	16.25 to 17.05	32nd Street Vicinity	11.59 to 15.69
Solution: SR 14 @ 32nd St. - new interchange			
14	16.25 to 17.05	32nd St. Vicinity	0.87 to 1.17
Solution: Pre-design engineering for new interchange			
14	17.05 to 18.12	45th St. to Washougal city limits	4.24 to 5.74
Solution: Widen to 4 lanes			
14	18.12 to 19.90	Washougal city limits to Milepost 19.90	12.09 to 16.35
Solution: Intermittent passing lanes or widen to 4 lanes			
14	19.9 to 20.84	Vicinity Lawton Creek	2.33 to 3.15
Solution: Westbound truck climbing lane			
14	20.72 to 26.47	Cape Horn By-pass	0.87 to 1.17
Solution: Pre-design for new corridor on new alignment (4 lanes)			
14	21.72 to 27.47	Cape Horn By-pass	34.23 to 46.31
Solution: New corridor on new alignment (4 lanes)			
14	22.7 to 24.2	Marble Road Vicinity to Half Bridge	4.02 to 5.44
Solution: Eastbound truck climbing lane			
14	24 to 24.8	Vicinity Half Bridge	2.04 to 2.76
Solution: Westbound truck climbing lane			
14	25.95 to 27.4	Cape Horn Slide Bridge to Prindle Road Vicinity	3.76 to 5.08
Solution: Extend Westbound truck climbing lane			
14	63.32 to 63.34	Cook-Underwood Road Intersection	0.16 to 0.22
Solution: Intersection improvements at Cook-Underwood Road			
14	63.52 to 63.54	SR 141 Spur Intersection	0.16 to 0.22
Solution: Intersection improvements at SR 141 SPUR			
35	0 to 0	Hood River/White Salmon area / I-84	76.98 to 104.16
Solution: Needs Further Study - New Columbia River Crossing			
97	0 to 1.89	Biggs Rapid Bridge to SR 14	9.86 to 13.34
Solution: Widen to 4 lanes			
97	0 to 0.49	Biggs Rapid Bridge	39.11 to 52.91
Solution: Needs Further Study - Construct a new 4-lane Biggs Rapid bridge			
97	0 to 0.49	Biggs Rapid Bridge	0.37 to 0.49
Solution: Pre-design engineering for a new 4-lane Biggs Rapid Bridge			

Southwest Region *(continued)*

"Congested" HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
97	1.89 to 2.59	Jct. US 97 and SR 14	0.79 to 1.07
Solution: Widen SR 14 to 3 lanes by adding a Westbound-climbing lane			
97	1.89 to 1.89	Jct. US 97 and SR 14	13.04 to 17.64
Solution: Jct. US 97 and SR 14 - new interchange			
97	12.67 to 13.36	SR 142 to state frontage road	1.39 to 1.89
Solution: Intermittent passing lanes or widen to 4 lanes			
97	14.49 to 21.3	Little Klickitat River to Allen Creek Road	10.90 to 14.74
Solution: Intermittent passing lanes or widen to 4 lanes			
97	25.4 to 27.2	Brooks Park to Ski Lodge Road Vicinity	4.08 to 5.52
Solution: Northbound climbing lane			
101	43.07 to 48.16	Weyerhaeuser Road Vicinity Milepost 48 Vicinity	27.40 to 37.08
Solution: Intermittent climbing/passing lanes or widen to 4 lanes			
101	57.12 to 57.12	Intersection at Port of Willapa	0.16 to 0.22
Solution: Intersection improvements			
101	59.66 to 60.21	SR 105 to beginning of climbing lane	1.01 to 1.37
Solution: Extend Northbound climbing lane, phase 1			
101	59.66 to 60.21	SR 105 to beginning of climbing lane	2.01 to 2.71
Solution: Intermittent passing lanes or widen to 4 lanes, intersection improvements at SR 105, phase 2			
101	60.21 to 60.83	Butte Creek Road Vicinity	0.71 to 0.95
Solution: Intermittent passing lanes or widen to 4 lanes			
101	60.83 to 62	Butte Creek Road Vicinity to Milepost 62	1.36 to 1.84
Solution: Extend Northbound climbing lane, phase 1			
101	60.83 to 63.12	Butte Creek Road Vicinity to Smith Creek Road	5.26 to 7.12
Solution: Intermittent passing lanes or widen to 4 lanes, phase 2			
101	62 to 63.4	Milepost 62 to Smith Creek Road Vicinity	1.55 to 2.09
Solution: Southbound climbing lane, phase 1			
101	63.12 to 66.35	Smith Creek Road to beg. of climbing lane	13.17 to 17.81
Solution: Intermittent passing lanes or widen to 4 lanes, phase 2			
101	66 to 67.18	Elk Horn Road Vicinity to Pacific County Line	1.39 to 1.87
Solution: Added Northbound climbing lane, phase 1			
101	66.35 to 67.18	Elk Horn Road Vicinity to Pacific County Line	2.01 to 2.71
Solution: Intermittent passing lanes or widen to 4 lanes, phase 2			
205	26.59 to 32.65	Oregon State Line to Northeast 83rd St.	111.01 to 150.19
Solution: Multimodal capacity improvements, 83rd St Interchange improvements			
205	26.59 to 28.33	Oregon State Line to Mill Plain Blvd.	0.67 to 0.91
Solution: Intelligent Transportation System (Intelligent Transportation System) Improvements			
205	26.59 to 36.75	Oregon State Line to 134th St.	1.77 to 2.39
Solution: Intelligent Transportation System (Intelligent Transportation System) Communication			
205	26.59 to 36.75	Oregon State Line to 134th St.	2.64 to 3.58
Solution: Intelligent Transportation System (Intelligent Transportation System) Traffic Management Center			
205	28 to 28.35	SR 14 to Mill Plain Blvd. Interchange	42.62 to 57.66
Solution: I-205/Mill Plain, SR 14/I-205, and SR 14/Mill Plain on- and off-connection improvements			
205	28.33 to 28.33	Mill Plain Blvd. Vicinity	14.20 to 19.21
Solution: Mill Plain to Northbound I-205 on-connection & Northbound I-205 to 112th off-connection			
205	28.33 to 30.9	Mill Plain Blvd. to SR 500	0.51 to 0.69
Solution: Intelligent Transportation System (Intelligent Transportation System) Improvements			
205	28.83 to 30.37	Southeast 18th St. Vicinity to Burton Road Vicinity	74.59 to 100.91
Solution: South portion of 18th/Burton split diamond interchange			
205	28.83 to 30.37	Southeast 18th St. Vicinity to Burton Road Vicinity	17.75 to 24.01
Solution: North portion of 18th/Burton split diamond interchange			
205	30.37 to 32.65	SR 500 to Northeast 83rd St.	19.52 to 26.42
Solution: Add lanes from SR 500 to Northeast 83rd, Realign Northbound I-205 (Burton to SR 500)			
205	30.85 to 30.95	SR 500 Interchange	23.97 to 32.43
Solution: Westbound SR 500 to Southbound I-205 flyover			
205	30.85 to 30.95	SR 500 Interchange	18.77 to 25.39
Solution: Construct East-West collector distributor			

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS *(continued)*			
205	30.9 to 36.75	SR 500 to 134th St.	1.27 to 1.71
Solution: Intelligent Transportation System (Intelligent Transportation System) Improvements			
205	30.95 to 31.11	I-205/Northbound off-ramp to Fourth Plain Blvd.	6.21 to 8.41
Solution: I-205 @ Fourth Plain Bvld - new Northbound off-ramp			
205	32.65 to 36.44	Northeast 83rd St. to 134th St.	40.17 to 54.35
Solution: Widen to 6 lanes (GP/HOV)			
432	3.33 to 6	38th Ave. Vicinity to Milepost 6	0.59 to 0.79
Solution: Intersection improvements at Prudential Blvd., Washington Way, and Weyerhauser/Norpac entrance			
432	6.1 to 7.62	SR 433/Oregon Way to 3rd Ave.	42.23 to 57.13
Solution: By-pass route (Phase II)			
432	6.1 to 7.62	SR 433/Oregon Way to 3rd Ave.	0.99 to 1.35
Solution: Improvements to signal progression, intersection improvements Tennant Way/3rd Ave., Two-way left turn lane, and restriping for left-turn storage at various locations (Phase I)			
432	9.58 to 10.26	Cowlitz River Bridge to I-5 Interchange Vicinity	0.00 to 0.00
Solution: Intersection improvements - modify Talley Way access (see I-5 MP36.98 to Milepost 37.01)			
433	0 to 1.74	Lewis & Clark Bridge	173.79 to 235.13
Solution: Bridge replacement			
433	0 to 0.54	Lewis & Clark Bridge	1.71 to 2.31
Solution: Pre-design engineering for bridge replacement			
501	0 to 1.91	I-5 to Fruit Valley Road	19.88 to 26.90
Solution: Widen to 6 lanes			
"Congested" non-HSS			
4	11.7 to 12.6	Miller Point Road Vicinity (Svensons Curve)	3.80 to 5.14
Solution: Realignment of existing roadway (Svensons Curve)			
4	57.75 to 59.26	38th Ave. to Northwest Nicholas Blvd	7.95 to 10.75
Solution: Intersection improvements, improvement to parallel route (SR 432)			
4	60.88 to 61.19	Washington Way/W Main St to Cowlitz River	4.17 to 5.65
Solution: W Main St/Caitlin St. direct connection, intersection improvements, improvement to parallel route (SR 432)			
4	60.99 to 61.44	SR 411 spur to Pacific Ave.	15.22 to 20.60
Solution: Improvement to parallel route - new Cowlitz River Bridge (Ostrander Road Vicinity)			
4	61.44 to 61.44	Pacific Ave./Cowlitz Way Intersection	0.43 to 0.58
Solution: Restripe intersection, improvement to parallel route (SR 432)			
4	62.1 to 62.88	Three Rivers Dr. to I-5 off/on-ramps	5.19 to 7.03
Solution: Kelso Drive intersection and I-5 on/off-ramp improvements, improvement to parallel route (SR 432)			
6	0 to 0.19	Jct. US 101	0.34 to 0.46
Solution: Widen to 4 lanes with turn channelization			
6	20.68 to 21.79	Milepost 21.00 Vicinity	1.15 to 1.55
Solution: Eastbound truck climbing lane			
6	21.5 to 25.2	Railroad Bridge #006/21 to Rock Creek Bridge	3.56 to 4.82
Solution: Realignment & replace bridges w/plate arches for trail			
6	44.5 to 45.25	Spooner Road Vicinity	0.94 to 1.27
Solution: Eastbound truck climbing lane or intermittent passing lane			
6	46.72 to 49.46	Bunker Creek Road to Scheuber Road	6.04 to 8.18
Solution: Intermittent passing lanes or widen to 4 lanes			
6	50.99 to 51.37	Intersection with I-5	0.00 to 0.00
Solution: Reconstruct Interchange (see I-5 Milepost 72.40 to Milepost 78.40)			
7	0 to 0.42	US 12 to SR 508 Vicinity	1.33 to 1.81
Solution: Two-Way left-turn channelization			
7	0.44 to 0.46	SR 508/Main St.	0.56 to 0.76
Solution: Intersection improvements			
7	0.55 to 3.93	Fairhart Way Vicinity to Nineteen Creek Vicinity	16.88 to 22.84
Solution: Intermittent passing lanes and two-way left-turn lane or widen to 4 lanes			
101	9.41 to 10.04	US 101 Spur	0.23 to 0.31
Solution: Intersection improvement			
101	12.88 to 13.38	30th St. to SR 103	2.10 to 2.84
Solution: Two-way left-turn channelization			
103	0 to 0	Jct. US 101	0.38 to 0.52
Solution: Needs Further Study - Install signal			

Southwest Region *(continued)*

"Congested" non-HSS *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
103	1.02 to 1.02	10th St.	0.65 to 0.89
Solution: Install roundabout			
103	1.39 to 1.39	Bolstad St.	0.08 to 0.10
Solution: Intersection improvements			
103	2.73 to 10.53	98th Pl. to 256th Pl.	3.77 to 5.11
Solution: Widen shoulders			
103	4.41 to 4.41	Cranberry Road	0.17 to 0.23
Solution: Install Northbound and Southbound left-turn lanes and northbound right-turn lane on SR 103			
103	9.35 to 9.35	227th Pl. (Klipsan Road)	0.04 to 0.06
Solution: Install Northbound left-turn lane on SR 103			
103	11.09 to 11.09	SR 103/Bay Ave.	0.09 to 0.12
Solution: Install Northbound right-turn lane on SR 103, and install Westbound left-turn lane on Bay Ave			
103	11.21 to 11.86	R St. to Sandridge Road	0.32 to 0.44
Solution: Widen shoulders			
103	11.86 to 11.86	Bay Ave./ Sandridge Road	0.17 to 0.23
Solution: Intersection improvements			
141	0.98 to 1.61	Southeast 7th Ave to Jewett Blvd./Garfield Ave.	2.44 to 3.30
Solution: Intersection improvements			
411	1.67 to 5.8	Allen St. Bridge Vicinity to Lexington	1.55 to 2.09
Solution: Install signals and turn lanes at Nevada Drive and Alpha Drive			
411	5.77 to 8.12	King Road to Sandy Bend Road	5.37 to 7.27
Solution: Intermittent passing lanes or widen to 4 lanes			
411	8.12 to 12.01	Sandy Bend Road to PH No. 10 Road	21.00 to 28.41
Solution: Intermittent passing lanes or widen to 4 lanes			
500	0 to 0.15	SR 500 Westbound to I-5 Northbound	0.00 to 0.00
Solution: On-ramp from SR 500 westbound to I-5 Northbound (see SR 5 Milepost 2.35 to Milepost 2.50)			
500	0 to 1.12	I-5 to St. John's Road	50.46 to 68.28
Solution: Widen to 6 lanes (GP/HOV), I-5/SR500 interchange improvements, enhanced transit			
500	0 to 5.97	I-5 to SR 503	1.33 to 1.79
Solution: Intelligent Transportation System (Intelligent Transportation System) Communications			
500	0 to 5.97	I-5 to SR 503	1.35 to 1.83
Solution: Intelligent Transportation System (Intelligent Transportation System) Improvements			
500	1.12 to 5.42	St. John's Blvd. to 112th Ave./Gher Road	88.83 to 120.18
Solution: Multimodal capacity improvements.			
500	4.4 to 4.9	Northeast Fourth Plain Blvd Vicinity to I-205 Vicinity	0.00 to 0.00
Solution: Construct East-West collector distributor (GP/HOV) (see SR 205 Milepost 30.85 to Milepost 30.95)			
500	5.94 to 6.17	SR 503/Northeast 4th Plain Road Vicinity	8.88 to 12.02
Solution: Improvement to parallel route (Padden Parkway), SR 500/SR 503 - reconstruct intersection, left-turn flyover ramp for SR 500 Westbound			
500	5.96 to 7.22	SR 503 to Northeast 140th Ave.	5.26 to 7.12
Solution: Improvement to parallel route (Padden Parkway), intersection improvements from 121st Ave. to 140th Ave.			
500	8.3 to 13.39	Northeast 162nd Ave. to Northeast 39th Street Vicinity	13.29 to 17.99
Solution: Widen to 4 lanes			
501	16.91 to 17.32	Main St. to Northwest Pioneer Road	1.13 to 1.53
Solution: Turn channelization at intersections			
501	17.32 to 18.63	Northwest Pioneer Road to Northwest Smythe Road	5.36 to 7.25
Solution: Intermittent passing lanes or widen to 4 lanes			
501	18.63 to 19.88	Northwest Smythe Road Vicinity to I-5	5.12 to 6.92
Solution: Intermittent passing lanes or widen to 4 lanes			
502	0.06 to 6.5	179th St to Battle Ground west city limits	20.52 to 27.76
Solution: Widen to 4 lanes with two-way left-turn channelization			
502	6.5 to 7.56	Battle Ground west city limits to SR 503	0.57 to 0.77
Solution: Widen to 4 lanes with turn channelization/access control			
503	to	Woodland area	0.00 to 0.00
Solution: Woodland / I-5 access study (see I-5 Milepost 20.78)			
503	0 to 8.09	SR 500 to SR 502/Main St.	45.03 to 60.93
Solution: Widen to 6 lanes			

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" non-HSS *(continued)*			
503	8.09 to 11.61	SR 502/Main St to Northeast 132nd Ave.	9.02 to 12.20
Solution: Intermittent passing lanes or widen to 4 lanes			
503	8.8 to 11.2	Lewisville Park Vicinity	2.16 to 2.92
Solution: Climbing lanes			
503	11.61 to 15.98	Northeast 132nd Ave. to County Road #42	6.74 to 9.12
Solution: Intermittent passing lanes or widen to 4 lanes			
503	52.72 to 54.33	Evergreen Lane to I-5 on-ramp	3.37 to 4.57
Solution: Turn channelization			
504	0.11 to 0.4	I-5 to Dougherty Road Vicinity	1.67 to 2.27
Solution: Widen to 5 lanes			
504	2 to 2	Tower Road	0.20 to 0.28
Solution: Intersection channelization			
504	9.09 to 9.09	Hall Road	0.20 to 0.28
Solution: Intersection channelization			
504	9.99 to 10.57	Hansen Road Vicinity South Toutle Road	1.21 to 1.63
Solution: Two-way left-turn channelization			
505	6.32 to 6.38	Ash St. to Hemlock St.	0.92 to 1.24
Solution: Intersection improvements and two-way left-turn channelization			
505	6.38 to 8.07	Hemlock St. to Hopp Road North	5.36 to 7.25
Solution: Intersection improvements			
505	8.07 to 17.27	Hopp Road North to Lewis County Line	21.90 to 29.64
Solution: Intermittent climbing/passing lanes or widen to 4 lanes			
507	0 to 0.95	I-5 to SR 507 Couplet	0.09 to 0.12
Solution: Eliminate some parking and add left-turn pockets at Yew St., South. Washington Ave. and South Pearl St.			
507	0.95 to 1.87	South. Tower Road to E. Maple St.	1.71 to 2.31
Solution: Intersection improvements			
507	2.26 to 3.99	6th St. to Downing Road	2.29 to 3.09
Solution: Central Blvd truck route			
508	0 to 7.57	I-5 to Gheer Creek	16.04 to 21.70
Solution: Intermittent passing lanes or widen to 4 lanes, improve intersection			
Access Management for Non-Developed Corridors			
4	6.29 to 15	Upper Nasselle Road to Rosburg Vicinity	3.81 to 5.15
Solution: Purchase of access rights			
4	16 to 34.97	Hilltop Road Vicinity to Cathlamet	8.31 to 11.25
Solution: Purchase of access rights			
5	9.52 to 9.52	SR 502 Bridge Vicinity	0.00 to 0.00
Solution: Purchase of access rights (Interchange Area)			
5	14.21 to 14.21	SR 501 Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (Interchange Area)			
5	16.8 to 16.8	Northwest La Center Road Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (Interchange Area)			
5	21.1 to 21.1	SR 503 Bridge Vicinity	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	22.75 to 22.75	Dike Road Bridge Vicinity	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	27.71 to 27.71	Todd Road Bridge Vicinity	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	29.85 to 29.85	Elm St. Bridge Vicinity	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	35.54 to 54.75	Cathlamet to Coal Creek Slough Bridge Vicinity	8.42 to 11.40
Solution: Purchase of access rights			
5	36.97 to 36.97	SR 432 Under-crossing Vicinity	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Access Management for Non-Developed Corridors *(continued)*			
5	39.89 to 39.89	SR 4 Bridge Vicinity	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	40.7 to 40.7	North Kelso Ave Bridge (Old SR431)	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	42.66 to 42.66	Ostrander Road Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	46.13 to 46.13	Headquarters Road Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	47.98 to 47.98	Huntington Ave. Bridge Vicinity	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	49.84 to 49.84	SR 504 Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	52.65 to 52.65	Toutle Park Road Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	57.34 to 57.34	Rogers Road Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	60.91 to 60.91	SR 506 Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	63.42 to 63.42	SR 505 Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	68.41 to 68.41	US 12 Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	71.05 to 71.05	SR 508 Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	72.8 to 72.8	Rush Road Bridge Vicinity	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	76.55 to 76.55	13th Ave. Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	77.97 to 77.97	SR 6 Vicinity	0.02 to 0.02
Solution: Purchase of access rights (interchange area)			
5	79.08 to 79.08	Chamber Way Under-crossing	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	81.68 to 81.68	SR 507 Bridge Vicinity	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
5	82.75 to 82.75	Harrison Ave. Bridge Vicinity	0.00 to 0.00
Solution: Purchase of access rights (interchange area)			
12	66.54 to 83.73	I-5 Bridge Vicinity to Beach Road Vicinity	9.03 to 12.21
Solution: Needs Further Study - Purchase of access rights, frontage road			
12	105.53 to 134	Wills Road Vicinity to Lake Creek Road Vicinity	12.50 to 16.91
Solution: Needs Further Study - Purchase of access rights			
14	10.27 to 11.94	Southeast Brady Road WYE Conn. to Northwest 6th Ave.	1.04 to 1.40
Solution: Purchase of access rights (frontage road)			
14	19.37 to 39.24	Southeast Evergreen Blvd. Vicinity to North. Bonneville	8.50 to 11.50
Solution: Purchase of access rights			
14	40.67 to 43	Wauna Lake Road Vicinity to Rock Creek Road Vicinity	1.09 to 1.47
Solution: Purchase of access rights			
14	46 to 49.4	Nelson Creek Road Vicinity to Wind River Vicinity	1.48 to 2.00
Solution: Purchase of access rights			
14	50.79 to 65	Wind Mtn Road Vicinity to Hood River Bridge Road Vicinity	6.21 to 8.41
Solution: Purchase of access rights			
14	76.75 to 101.38	Rowena Gap #2 Vicinity to US 97 Vicinity	10.80 to 14.61
Solution: Purchase of access rights			
97	1.95 to 8.32	SR 14 Intersection South Vicinity to Swallow Creek Vicinity	2.78 to 3.76
Solution: Purchase of access rights			
97	13.56 to 33.52	State Frontage Road Vicinity to Yakima County Line	8.51 to 11.51
Solution: Purchase of access rights			

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Access Management for Non-Developed Corridors *(continued)*			
100	2.95 to 3.56	SR 100 Spur	0.47 to 0.63
Solution: Purchase of access rights			
101	53.02 to 55.55	South Bend Vicinity to Harrison St. Vicinity	2.22 to 3.00
Solution: Purchase of access rights			
101	55.76 to 57.01	City of Raymond	1.05 to 1.43
Solution: Purchase of access rights			
105	5 to 21	Airport Road Vicinity to Smith Anderson Road Vicinity	7.02 to 9.50
Solution: Purchase of access rights			
197	0 to 3.18	Main Route Vicinity to SR 14 Vicinity	2.77 to 3.75
Solution: Purchase of access rights			
401	0 to 10.13	US 101 Vicinity to South Valley Road Vicinity	4.44 to 6.00
Solution: Purchase of access rights			
503	9.35 to 13.72	Northeast 172nd Ave. to Northeast Rock Creek Road	1.90 to 2.56
Solution: Purchase of access rights			
504	11 to 22.1	Toutle River Bridge Vicinity to private road vicinity	4.85 to 6.57
Solution: Purchase of access rights			
Urban Bicycle			
4	45.69 to 57.7	Cowlitz/Wahkiakum County Limits to City	0.00 to 0.00
Solution: Needs Further Study-Improve shoulders. (Milepost 45.69 - 57.7)			
4	55 to 57.7	Coal Creek Slough Bridge to City	4.02 to 5.44
Solution: Improve shoulders for Bike Lane			
5	7.24 to 7.24	Northeast 134th St.	2.63 to 3.55
Solution: Widening shoulder for bike			
5	9.2 to 9.2	179th St.	2.52 to 3.42
Solution: Widening shoulder for bike			
5	10.7 to 10.7	219th St.	2.13 to 2.89
Solution: Widening shoulder for bike			
14	0.1 to 0.1	SR 14/I-5 vicinity	1.31 to 1.77
Solution: SR 14 Under-crossing at Apple Tree Park			
142	12.56 to 13.26	Klickitat School	0.56 to 0.76
Solution: Widen shoulders to 4' both sides			
205	26.59 to 37.14	Columbia River to Northeast 134th St.	10.80 to 14.62
Solution: Bike & Pedestrian path			
432	0 to 10.33	SR 4 to I-5	8.51 to 11.51
Solution: Bike & Pedestrian path			
500	0 to 3.6	I-5 to Andersen Interchange	4.43 to 5.99
Solution: Bike & Pedestrian path			
500	1.13 to 2.38	St Johns Blvd. to Northeast 54th Ave.	2.26 to 3.06
Solution: Widening shoulder for bike			
500	1.14 to 1.14	St. Johns Blvd. vicinity	0.01 to 0.01
Solution: Improve signing at SR 500 and St. John's Interchange.			
500	5.42 to 5.42	Northeast 112th Ave.	1.05 to 1.41
Solution: Widening shoulder for bike			
500	8.3 to 8.3	Northeast 162nd Ave.	0.06 to 0.08
Solution: Widening shoulder for link			
503	10.3 to 10.65	Lewisville Park to possible development	0.22 to 0.30
Solution: Provide sidewalk on the east side			
507	2.26 to 2.35	Pearl St. Bridge vicinity SR 507	0.00 to 0.00
Solution: Needs Further Study - Improve bicycle access to the Pearl St. Bridge.			

South Central Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS			
12	185.49 to 190.77	US 12 / SR 410 Intersection south thru Naches *Solution: Widen to 4 lanes, extend existing two-way left turn lane*	17.71 to 23.95
12	202.54 to 202.63	I-82/US12 Interchange *Solution: Lengthen Eastbound US 12 ramp taper onto Eastbound I-82, provide second lane on Eastbound US 12 ramp*	1.96 to 2.66
12	295.3 to 299	SR 124 to McNary Pool *Solution: Widen to 4 lanes, channelize Intersection South*	6.20 to 8.38
12	295.3 to 295.3	SR 124/US 12 Intersection *Solution: Construct SR 12/SR 124 interchange*	11.55 to 15.63
12	295.3 to 307.66	SR 124 to US 730 *Solution: Construct four Interchange's*	44.96 to 60.82
12	299 to 302.59	McNary Pool to Attalia Vicinity *Solution: Widen to 4 lanes, channelize Intersection South*	8.59 to 11.62
12	302.59 to 305	Attalia Vicinity *Solution: Widen to 4 lanes, channelize Intersection South*	7.13 to 9.65
12	305 to 307.66	Attalia Vicinity to US 730 *Solution: Widen to four lanes, channelize Intersection*	5.92 to 8.02
12	307.66 to 335.56	US 730 to Walla Walla *Solution: Widen to 4 lanes, channelize major intersections*	54.81 to 74.15
12	307.66 to 335.56	US 730 to Walla Walla *Solution: Construct five interchanges*	55.96 to 75.72
12	355.92 to 358.53	Waitsburg Vicinity *Solution: Construct 2 lane bypass of Waitsburg*	8.35 to 11.29
12	432.61 to 434.05	SR 128 Intersection South to Bridge St (Clarkston) *Solution: Corridor Study - Needs Further Study*	0.36 to 0.48
12	432.61 to 434.05	SR 128 Intersection South to Bridge St (Clarkston) *Solution: Widen to four lanes with two-way left turn lane*	14.21 to 19.23
22	0.7 to 4	I-82 to US 97 *Solution: Widen to 4 lanes*	22.10 to 29.90
82	3.63 to 8.19	Thrall Road to Manastash Ridge *Solution: Construct eastbound truck climbing lane*	7.68 to 10.40
82	8.19 to 17.34	Manastash Ridge to North Umptanum Ridge *Solution: Widen to 6 lanes*	50.62 to 68.48
82	17.34 to 26.23	North Umptanum Ridge to Firing Center Interchange *Solution: Widen to 6 lanes*	64.07 to 86.69
82	29.04 to 31.4	East Selah Interchange to US 12 Interchange *Solution: Widen to 6 lanes*	40.15 to 54.31
82	31.4 to 33.24	US 12 Interchange to Terrace Heights Way *Solution: Widen to 6 lanes*	9.38 to 12.70
82	32.72 to 33.24	Fair Avenue Ramps *Solution: Construct two flyover ramps (I-82 to Fair Avenue)*	10.63 to 14.38
82	33.24 to 34.77	Terrace Heights Way to SR 24 Interchange *Solution: Widen to 6 lanes*	2.93 to 3.97
82	34.77 to 36.73	SR 24 Interchange to Valley Mall Blvd *Solution: Widen to 6 lanes*	6.52 to 8.82
82	36.03 to 36.64	Valley Mall Blvd Interchange *Solution: Construct capacity improvements for interchange ramps and crossroad*	9.78 to 13.23
82	36.73 to 44.32	Valley Mall Blvd to Wapato *Solution: Widen to 6 lanes*	45.42 to 61.44
82	37.24 to 38.48	South Union Gap Interchange *Solution: Complete interchange - add two ramps: Union Gap to westbound I-82 and eastbound I-82 to Union Gap*	25.50 to 34.50
90	33.29 to 54.72	Edgewick Road to Hyak *Solution: Capacity improvement - needs further study*	0.43 to 0.58
90	71.56 to 84.2	Easton to Cle Elum *Solution: Widen to 6 lanes*	106.68 to 144.33
90	84.2 to 110.87	Cle Elum to Ellensburg *Solution: Widen to 6 lanes*	235.18 to 318.18

South Central Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS *(continued)*			
90	90.57 to 92.76	Highline Canal to Elk Heights	3.73 to 5.05
Solution: Construct eastbound truck climbing lane			
90	125.85 to 136.64	Ryegrass Summit to Vantage	8.59 to 11.62
Solution: Construct westbound truck climbing lane			
097	133.9 to 134.25	I-90 / US 97 Interchange to SR 10 / US 97 Intersection South	5.09 to 6.89
Solution: Add 2 lanes to structure crossing I-90, construct intersection improvements			
125	2.48 to 6.09	Walla Walla and College Place - Phase 2	49.08 to 66.40
Solution: Widen bypass of Walla Walla and College Place to four lanes, include interchanges			
125	2.48 to 6.09	Walla Walla and College Place - Phase 1	6.13 to 8.29
Solution: Construct 2 lane bypass of Walla Walla and College Place			
125	4.99 to 5.21	Chestnut to Poplar	0.66 to 0.90
Solution: Upgrade and coordinate signal system			
125	5.41 to 5.77	Rose to Pine St	1.56 to 2.10
Solution: Widen to four lanes			
182	0 to 1	I-82 / I-182 Interchange	0.85 to 1.15
Solution: Needs Further Study - Capacity Study			
182	2.58 to 3.44	Queensgate Interchange	0.98 to 1.32
Solution: Add loop ramps to interchange, widen under crossing to five lanes			
182	2.93 to 6.04	Queensgate Interchange to Columbia River Bridge	40.23 to 54.43
Solution: Widen to 6 lanes			
182	4.3 to 4.3	Wellsian Way/Aaron Dr/Thayer Ramp	1.56 to 2.10
Solution: Improve Westbound ramp and Thayer Intersection South configuration			
240	36.05 to 38.71	I-182 to Columbia Center Blvd	41.09 to 55.59
Solution: Construct additional lane each direction to provide 6 general-purpose lanes			
240	38.71 to 43.17	Columbia Center Blvd to US 395	24.08 to 32.58
Solution: Construct additional lane each direction to provide 6 general-purpose lanes			
395	13.1 to 20.54	I-82 to I-182	252.26 to 341.30
Solution: Needs further study - Widen to six lanes			
395	13.1 to 20.54	I-82 to I-182	0.89 to 1.21
Solution: Corridor Study			
395	18 to 18.32	US 395/SR 240 Interchange	10.66 to 14.42
Solution: Re-configure interchange; add additional capacity			
395	20.19 to 20.59	I-182 Interchange	7.11 to 9.61
Solution: Re-configure interchange; add additional capacity			
"Congested" non-HSS			
14	179.95 to 180.17	Plymouth Road/McNary Court Intersection South	1.57 to 2.13
Solution: Construct intersection improvements			
24	0 to 0.84	I-82 to Moxee - Phase 1	22.65 to 30.65
Solution: Widen to 4 lanes from I-82 to Keys Road, improve I-82/SR 24 Interchange, improve intersections, replace Yakima River Br w/4 lane structure			
24	0.84 to 5.73	I-82 to Moxee - Phase 2	15.30 to 20.70
Solution: Widen to 4 lanes from Keys Road to Moxee, improve intersections			
24	30.76 to 43.79	Benton County Line to Columbia River	16.70 to 22.60
Solution: Construct truck-climbing lanes, improve SR 24/240 intersection			
124	0 to 0.31	SR 12 Intersection vicinity	2.22 to 3.00
Solution: Construct two-way left turn lane from SR 12 to Sunset Drive			
223	2.62 to 3.81	Yakima River Bridge to I-82	5.46 to 7.38
Solution: Widen to 4 lanes			
225	0 to 5	I-82 to River Road vicinity	13.00 to 17.58
Solution: Widen roadway and shoulders from Benton City to River Road, includes replacing Yakima River Br			
240	20.48 to 21.93	SR 225 Intersection South to Snively Road vicinity	3.64 to 4.92
Solution: Widen to four lanes from SR 225 intersection to Snively Road			
240	21.93 to 28.83	Snively Road to Stevens Drive	15.30 to 20.70
Solution: Widen to four lanes from Snively Road to Stevens Drive			
240	32.04 to 32.04	SR 240/SR 224 intersection	8.00 to 10.82
Solution: Construct interchange			
241	7.52 to 8.49	I-82 to Yakima Valley Highway	1.74 to 2.36
Solution: Widen to 4 lanes with two-way left turn lane			

South Central Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" non-HSS *(continued)*			
821	0 to 0.7	SR 821 / SR 823 Intersection South	to
Solution: Realign intersection - Northbound SR 823 will become the through movement (cost shown on SR 823)			
823	1.06 to 1.54	Naches Avenue to North Wenas Road	0.26 to 0.36
Solution: Construct two lane alternate route from Fifth Avenue east and north to North Wenas Road (City of Selah)			
823	4.24 to 4.74	SR 821 / SR 823 Intersection South	3.73 to 5.05
Solution: Realign intersection - Northbound SR 823 will become the through movement			
903	0 to 0.19	SR 903 / SR 970 intersection	0.44 to 0.60
Solution: Improve I-90/903/970 intersection			
903	0 to 5.44	Cle Elum to Roslyn	0.18 to 0.24
Solution: Construct new Park & Ride facility near Bullfrog Road/I-90 Interchange			
903	0.96 to 2.68	Cle Elum to Roslyn	1.51 to 2.05
Solution: Extend existing two-way left turn lane easterly to Floral Avenue, widen roadway from Oakes Avenue to Ranger Station Road, including replacing under width structure			
Urban Bicycle			
12	201.55 to 201.56	16th Ave. Interchange	1.73 to 2.35
Solution: Widen structure (BR# 12/344) for bike/bike			
12	338.46 to 339.47	Wellington Ave. to Airport Road	0.09 to 0.12
Solution: Extend existing pathway			
24	0 to 0.84	I-82 to Keys Road	2.15 to 2.91
Solution: Widen shoulders for bike/bike			
129	40.78 to 40.82	Fleshman Way Structure	1.15 to 1.55
Solution: Widen shoulders for bike/bike			
224	4.75 to 7.44	West Richland Vicinity	1.16 to 1.58
Solution: Widen and pave shoulders. Connect to Keene Road extension			
225	0 to 3.71	I-82 to Benton City	0.72 to 0.98
Solution: Widen shoulders for bike/bike			
240	36.05 to 38.9	George Washington Way to Columbia Center Blvd.	0.00 to 0.00
Solution: Widen structure (BR# 240/12) for bike/bike travel and construct separated bike/bike pathway (cost included in capacity improvement project)			
240	42.7 to 43.17	SR 240 / US 395 Interchange Vicinity	0.00 to 0.00
Solution: Revise Interchange for better bike/bike access (cost and solution included in capacity improvement project)			
395	18.59 to 20.54	Columbia River to Court St. Vicinity	0.00 to 0.00
Solution: Widen structure crossing Columbia River (BR# 395/40) to provide bike/bike access (Cost and solution included in the US 395 capacity improvement project)			

Eastern Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS			
2	263.44 to 266.86	Reardan to Spokane County line	3.99 to 5.39
Solution: Additional lanes			
2	266.86 to 272.56	Spokane County Line to Deep Creek	3.99 to 5.39
Solution: Additional lanes			
2	272.56 to 275.35	Deep Creek to Fairchild Air Force Base	14.82 to 20.04
Solution: Additional lanes			
2	275.35 to 277.22	Fairchild Air Force Base to Craig Road	2.64 to 3.58
Solution: Additional lanes.			
2	278.21 to 281.22	Russell St. to Spotted Road	2.21 to 2.99
Solution: Additional lanes.			
2	286.67 to 295.65	I-90 to Wandermere Vicinity	1,062.50 to 1,437.50
Solution: New limited access facility (US 395 North Spokane Corridor)			
2	286.93 to 289.7	3rd Avenue to Garland	0.14 to 0.20
Solution: Intelligent Transportation System			
2	290.18 to 292.95	Wellesley Ave. to Division (US 395) Wye	0.88 to 1.20
Solution: Intelligent Transportation System			
2	297 to 298.48	Deer Road to Day-Mt. Spokane Road	9.35 to 12.65
Solution: Intersection improvements			
2	306.09 to 312.02	Bear Lake vicinity to Eloika Road	22.19 to 30.02
Solution: Additional lanes			
2	312.02 to 314.93	Eloika Road to 2 lane divided	4.43 to 5.99
Solution: Additional lanes			
20	302.1 to 305.5	SR 21 (Republic) to SR 21	5.94 to 8.04
Solution: Additional lanes; SR 21(Republic) to SR 21.			
90	270.29 to 270.29	Four Lakes Interchange	7.11 to 9.61
Solution: Interchange improvements			
90	273.19 to 275.93	SR 902 Interchange to Geiger Interchange	14.36 to 19.42
Solution: Additional lanes; Intelligent Transportation System.			
90	276.76 to 277.26	Geiger Interchange to US 2 interchange	4.11 to 5.55
Solution: Additional lanes; Intelligent Transportation System.			
90	277.26 to 281.33	US 2 Interchange to Liberty Park interchange	425.00 to 575.00
Solution: Additional lanes; CBD ramp/arterial improvements.			
90	279.34 to 279.55	US 195 Interchange	24.85 to 33.63
Solution: Interchange revision.			
90	281.71 to 282.48	Liberty Park Interchange	20.41 to 27.61
Solution: Revise interchange.			
90	282.48 to 283.45	Liberty Park Interchange to Thor/Freya Interchange	127.50 to 172.50
Solution: US 395 North Spokane Corridor Collector-Distributor			
90	283.45 to 284.17	Thor/Freya Interchanges	15.98 to 21.62
Solution: US 395 North Spokane Corridor Collector-Distributor; interchange improvements.			
90	284.17 to 287.88	Thor/Freya to Argonne Road interchange	7.98 to 10.80
Solution: Additional Lanes			
90	287.88 to 289.86	Argonne Road Interchange to Pines Road Interchange	13.31 to 18.01
Solution: Additional Lanes			
90	289.86 to 291.92	Pines Road Interchange to Sullivan Road Interchange	16.86 to 22.80
Solution: Additional lanes and Intelligent Transportation System.			
90	291.92 to 296.19	Sullivan Road Interchange to Harvard Road Interchange	33.74 to 45.64
Solution: Additional lanes; Intelligent Transportation System.			
90	296.19 to 299.82	Harvard Road Interchange to Idaho State Line	7.09 to 9.59
Solution: Additional lanes; Intelligent Transportation System.			
195	22.61 to 35.01	SR 270 to Parvin Road	10.65 to 14.41
Solution: Additional lanes			
195	37.63 to 47.99	Colfax (Golgotha St.) to SR 23	11.08 to 15.00
Solution: Additional lanes			
195	37.63 to 47.99	SR 23 to SR 271	15.08 to 20.40
Solution: Additional lanes			

Eastern Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" HSS *(continued)*			
195	62.33 to 78.94	SR 271 to Cheney-Spangle Road	17.75 to 24.01
Solution: Additional lanes			
195	91.17 to 95.55	Hatch Road to 16th Ave.	38.17 to 51.65
Solution: Interchange construction, grade separation and construct city arterial.			
195	95.55 to 95.81	16th Ave. to I-90 interchange ramp merge	6.21 to 8.40
Solution: Construct city arterial			
270	2.27 to 3.43	SR 27 to Bishop Blvd.; Pullman	79.04 to 106.94
Solution: Additional lanes on SR 27; proposed Pullman Bypass (SR 276)			
270	4.5 to 9.89	Airport Road to Idaho State Line	17.75 to 24.01
Solution: Additional lanes			
395	164.5 to 169.14	Division Wye to Hatch Road	to
Solution: US 395 North Spokane Corridor; Intelligent Transportation System.			
395	172.09 to 176.92	Milepost 172.09 to Hamilton Road	12.86 to 17.40
Solution: Additional lanes			
395	176.32 to 176.32	Dennison-Chattaroy Road	8.87 to 11.99
Solution: Interchange construction.			
395	176.92 to 184	Hamilton Road to Montgomery Road (Milepost 184)	26.63 to 36.03
Solution: Additional lanes			
395	178.7 to 180.46	Deer Park vicinity.	17.75 to 24.01
Solution: Construction of 2 interchanges.			
395	184 to 188.86	Montgomery Road to Loon Lake	21.93 to 29.67
Solution: Additional lanes			
395	188.86 to 229.71	Loon Lake to 4th Ave. (Colville)	107.47 to 145.39
Solution: Additional lanes; couplet in Chewelah.			
395	232.95 to 241.61	Spanish Prairie Road to Ferry County line	39.95 to 54.05
Solution: Additional lanes			
"Congested" non-HSS			
25	75.44 to 81.07	Nichols Road to US 395 (Kettle Falls)	5.95 to 8.05
Solution: Add passing lane			
027	0.13 to 0.74	Whitman St. to Stadium Way	0.00 to 0.00
Solution: New facility, proposed Pullman bypass (SR 276); funding shown under SR 270			
027	0.74 to 1.59	Stadium Way to Pullman city limits	0.00 to 0.00
Solution: New facility, proposed Pullman bypass (SR 276); funding shown under SR 270			
027	1.26 to 0.13	Bishop Blvd. To Whitman St.	0.00 to 0.00
Solution: New facility, proposed Pullman bypass (SR 276); funding shown under SR 270			
027	79.3 to 83.15	Dishman-Mica Road to 32nd	4.44 to 6.00
Solution: Additional lanes			
027	85.45 to 86.72	Mission Ave. to Montgomery Ave.	1.33 to 1.79
Solution: Pines Road Mitigation Project (Intersection capacity improvements)			
027	86.72 to 87.7	Montgomery to SR 290	0.44 to 0.60
Solution: Pines Road Mitigation Project (Intersection capacity improvements)			
290	0 to 2.06	US 2 to Regal Ave.	17.77 to 24.04
Solution: Add center left turn lane.			
290	0.74 to 1.41	SR 290 Spur Hamilton	34.00 to 46.00
Solution: Add lanes			
290	2.06 to 3.34	Regal Ave. to Mission Ave.	15.99 to 21.63
Solution: Add center left turn lane.			
290	3.34 to 4.29	Mission Ave. to Fancher Ave.	15.10 to 20.42
Solution: Add center turn lane.			
290	10.71 to 12.5	Sullivan Road to Barker Road	15.30 to 20.70
Solution: Additional Lanes			
290	12.5 to 14.63	Barker Road to Harvard Road	3.78 to 5.12
Solution: Additional lanes.			
291	0 to 2.3	US 2 (Division St.) to G Street	4.68 to 6.34
Solution: Intersection improvements; Intelligent Transportation System.			
291	7.53 to 11.07	Ridgecrest Road to Stevens County Line	23.98 to 32.44
Solution: New facility; 9 Mile Bypass Route			

Eastern Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
"Congested" non-HSS *(continued)*			
291	11.07 to 14.31	Stevens County line to Suncrest Vicinity	9.77 to 13.21
Solution: New facility; 9 Mile Bypass Route			
902	3.86 to 12.32	Lakeland Village to SR 902 Interchange	8.43 to 11.41
Solution: Additional lanes			
904	12.56 to 16.81	Betz Road to Four Lakes Interchange	15.54 to 21.02
Solution: Additional lanes			
Access Management for Developed Corridors			
2	277.22 to 278.21	City of Airway Heights	0.85 to 1.15
Solution: Purchase access rights.			
2	278.21 to 279.23	City of Airway Heights	0.87 to 1.17
Solution: Purchase access rights.			
2	286.93 to 291.18	3rd Ave. to Francis Ave.	9.21 to 12.47
Solution: Purchase access rights.			
2	291.18 to 291.86	Francis Ave. to Cozza Dr.	1.45 to 1.97
Solution: Purchase access rights.			
2	291.86 to 294.1	Cozza Dr. to Nevada St.	4.85 to 6.56
Solution: Purchase access rights.			
2	297 to 298.48	Deer Road to Day -Mt. Spokane Road	7.65 to 10.35
Solution: Purchase Access Rights			
20	354.33 to 355.12	US 395 to Colville East of City Limits	0.67 to 0.91
Solution: Purchase access rights.			
25	113.06 to 113.95	City of Northport	0.75 to 1.01
Solution: Purchase access rights.			
26	133.25 to 133.53	City of Colfax	0.23 to 0.31
Solution: Purchase access rights.			
27	0 to 0.74	SR 270 to Stadium Way	0.14 to 0.20
Solution: Purchase access rights.			
27	0.09 to 1.19	City of Pullman	0.94 to 1.27
Solution: Purchase access rights.			
27	0.74 to 1.61	Stadium Way to Pullman North of City Limits	0.73 to 0.99
Solution: Purchase access rights.			
27	1.19 to 1.35	Pullman-Cemetery Road to City St.	0.12 to 0.16
Solution: Purchase access rights.			
27	1.35 to 2.27	Pullman-City St. to SR 270	0.79 to 1.07
Solution: Purchase access rights.			
27	83.15 to 84.43	32nd Ave. to 16th Ave. (Spokane)	2.77 to 3.75
Solution: Purchase access rights.			
27	84.43 to 86.49	16th Ave. to Mission Ave.	4.45 to 6.03
Solution: Purchase access rights.			
27	86.63 to 87.7	I-90 Over-crossing to SR 290	2.30 to 3.12
Solution: Purchase access rights.			
195	36.91 to 38.6	City of Colfax	1.45 to 1.96
Solution: Purchase access rights.			
270	0.7 to 5.63	City of Pullman	4.27 to 5.77
Solution: Purchase access rights.			
272	0 to 0.15	City of Colfax	0.11 to 0.15
Solution: Purchase access rights.			
272	0.15 to 0.52	Colfax East of City Limits	0.30 to 0.40
Solution: Purchase access rights.			
272	0.52 to 1.17	Colfax East of City Limits	0.54 to 0.74
Solution: Purchase access rights.			
272	16.12 to 17.63	City of Palouse	1.30 to 1.76
Solution: Purchase access rights.			
274	0 to 0.45	City of Tekoa	0.37 to 0.49
Solution: Purchase access rights.			
278	0 to 1.09	City of Rockford	0.92 to 1.24
Solution: Purchase access rights.			

Eastern Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Access Management for Developed Corridors *(continued)*			
290 *Solution: Purchase access rights.*	0 to 0.8	Division Street to SR 290 Spur	1.47 to 1.99
290 *Solution: Purchase access rights.*	0.8 to 1.58	Hamilton St. to Lee St.	1.67 to 2.27
290 *Solution: Purchase access rights.*	1.58 to 4.31	Lee St. to Spokane East of City Limits	5.92 to 8.00
290 *Solution: Purchase access rights.*	4.31 to 6.35	Spokane East of City Limits to Argonne Road	4.43 to 5.99
291 *Solution: Purchase access rights.*	0 to 3.64	Division St. to Woodside St.	7.90 to 10.68
291 *Solution: Purchase access rights.*	3.64 to 4.6	Woodside St. to Spokane City Limits	2.07 to 2.79
395 *Solution: Purchase access rights.*	164.51 to 164.96	North. Division Wye to Westview Ave.	0.96 to 1.30
395 *Solution: Purchase access rights.*	164.96 to 166.6	City of Spokane to Hastings Road	3.54 to 4.80
395 *Solution: Purchase access rights.*	206.7 to 207.72	City of Chewelah	0.87 to 1.17
395 *Solution: Purchase access rights.*	228.43 to 230.91	City of Colville	2.13 to 2.89
395 *Solution: Purchase access rights.*	237.85 to 238.96	City of Kettle Falls	0.94 to 1.28
904 *Solution: Purchase access rights.*	9.12 to 12.22	City of Cheney	2.67 to 3.61
Access Management for Non-Developed Corridors			
2 *Solution:Purchase additional access rights.*	to	Deer Road to Day -Mt. Spokane Road	7.65 to 10.35
2 *Solution: Purchase access rights.*	266.86 to 277.22	Lincoln County Line to Airway Heights	2.24 to 3.02
2 *Solution: Purchase access rights.*	279.23 to 281.62	Airway Heights to Russell Road	0.50 to 0.68
20 *Solution: Purchase access rights.*	355.12 to 355.95	Colville East of City Limits to Degrief Road Vicinity	0.16 to 0.22
25 *Solution: Purchase access rights.*	0 to 0.17	US 2 to Davenport North of City Limits	0.07 to 0.09
25 *Solution: Purchase access rights.*	85.87 to 86.46	Marcus	0.50 to 0.68
195 *Solution: Purchase access rights.*	40.51 to 44.4	Colfax north to Dry Creek	0.82 to 1.12
206 *Solution: Purchase access rights.*	0.03 to 0.61	Market St. to Lowe Road	0.11 to 0.15
231 *Solution: Purchase access rights.*	31.08 to 31.41	City of Reardon	0.26 to 0.36
270 *Solution: Purchase access rights.*	0.12 to 0.7	US 195 to Pullman	0.11 to 0.15
270 *Solution: Purchase access rights.*	5.75 to 9.89	Pullman to Idaho State Line	0.87 to 1.17
290 *Solution: Purchase access rights.*	6.35 to 10.29	Argonne Road to Sullivan Road	8.55 to 11.57
290 *Solution: Purchase access rights.*	10.29 to 18.38	Sullivan Road to Idaho State Line	1.73 to 2.35
291 *Solution: Purchase access rights.*	4.6 to 8	Spokane City Limits to Nine Mile Falls	0.71 to 0.97
291 *Solution: Purchase access rights.*	8 to 9.64	Nine Mile Falls Vicinity	1.41 to 1.91
291 *Solution: Purchase access rights.*	9.64 to 11.17	Nine Mile Falls to Stevens County Line	0.31 to 0.41

Eastern Region *(continued)*

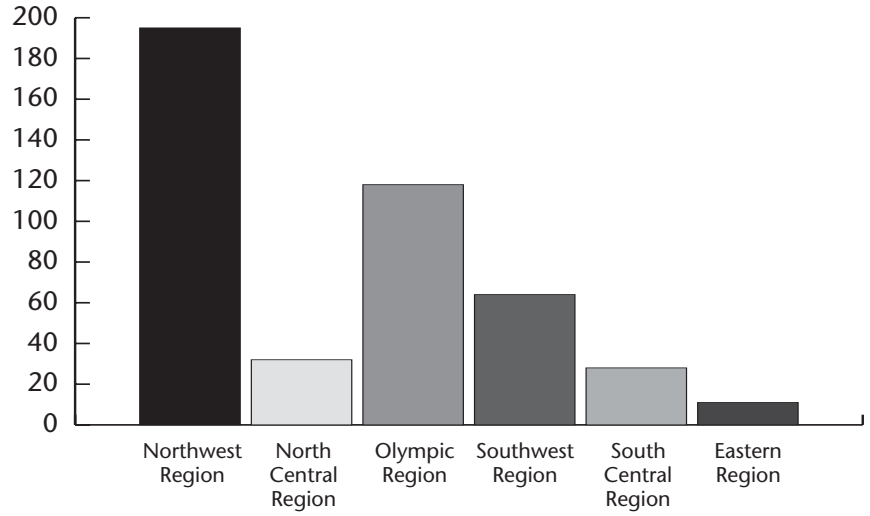
Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Access Management for Non-Developed Corridors *(continued)*			
291	19.82 to 22.3	Tum Tum Vicinity	2.13 to 2.89
Solution: Purchase access rights.			
292	5.04 to 5.91	Loon Lake	0.73 to 0.99
Solution: Purchase access rights.			
395	172 to 176.92	Milepost 172 to Hamilton Road	1.05 to 1.43
Solution: Purchase access rights.			
395	230.91 to 237.85	Colville to Kettle Falls	1.49 to 2.01
Solution: Purchase access rights.			
395	238.96 to 239.4	Kettle Falls to SR 25	0.08 to 0.10
Solution: Purchase access rights.			
902	0 to 4.05	I-90 to Medical Lake South of City Limits	0.87 to 1.17
Solution: Purchase access rights.			
902	4.05 to 7.21	City of Medical Lake	2.73 to 3.69
Solution: Purchase access rights.			
902	7.21 to 12.13	Medical Lake to I-90	1.05 to 1.43
Solution: Purchase access rights.			
904	0.09 to 9.12	I-90 to Cheney West of City Limits	1.94 to 2.62
Solution: Purchase access rights.			
904	12.22 to 16.38	Cheney to Four Lakes	0.88 to 1.20
Solution: Purchase access rights.			
904	16.38 to 16.96	Four Lakes	0.26 to 0.36
Solution: Purchase access rights.			
Urban Bicycle			
027	86.61 to 86.63	SR 27 Over-crossing of I-90	0.47 to 0.63
Solution: Widen Pines Road (SR 27) structure to accommodate bikes			
90	275.93 to 299.82	I-90 in Spokane	0.43 to 0.58
Solution: Bike Route Signing, I-90 to Centennial Trail			
90	283.73 to 283.85	Thor/Freya Under-crossing	0.96 to 1.30
Solution: Widen under crossing structures			
195	94.3 to 94.3	Inland Empire Highway	0.00 to 0.00
Solution: Needs Further Study - S3 Crossing Improvement.			
395	157.23 to 167.63	North Spokane Corridor	2.56 to 3.46
Solution: Construct bike/pedestrian path adjacent to North Spokane Corridor.			

Safety Strategies

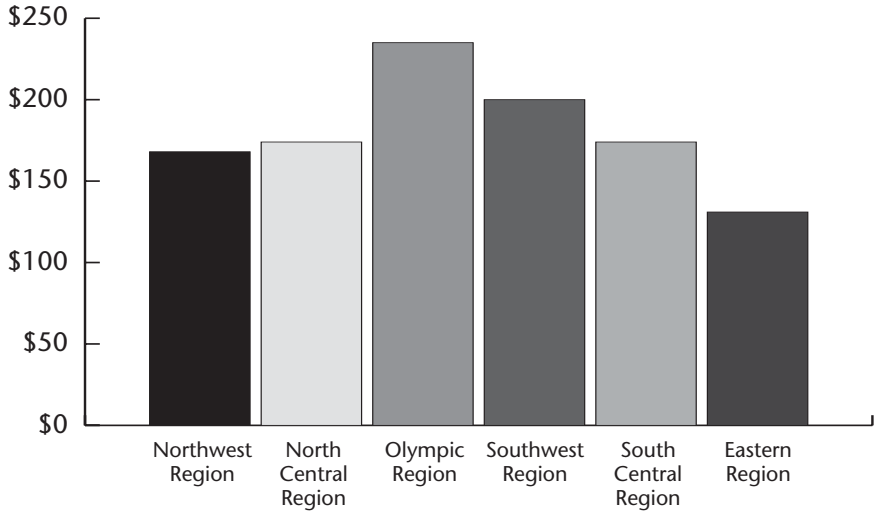
The strategies listed in this section describe the improvements that are needed to meet the safety objectives for the next 20 years, from 2003-2022. It is important to note that these are planning strategies and that the project scope will be refined during the programming and design phases.

Safety strategies were previously categorized into collision reduction and collision prevention improvements. This update of the HSP has changed this categorization by incorporating Collision Reduction strategies into a statewide program category.

Safety Improvement Subprogram
Number of Strategies by Region



Safety Improvement Subprogram
Estimated $ Cost in Millions by Region (2001 Dollars)



Northwest Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
At Grade Intersections			
20	47.89 to 50.84	Sharpe's Corner to Swinomish Slough Bridges	36.34 to 49.16
Solution: Construct new interchanges, two grade separations. Improvements to local roads.			
20	51.51 to 54.89	Swinomish Slough Bridges to SR 536	18.74 to 25.36
Solution: One new interchange, one grade separation, and improvements to local roads.			
516	3.56 to 3.59	Reith Road and Meeker Street	5.86 to 7.92
Solution: Grade separation.			
900	7.71 to 8.37	South 129th Street to just west of South 135th Street	1.44 to 1.94
Solution: Grade separated intersection			
Risk Reduction			
2	18.24 to 18.37	Between 245th Avenue Southeast and Fern Bluff Road	0.02 to 0.02
Solution: Install guardrail, add 2 signs, and relocate utility poles.			
2	31.73 to 32.99	Milepost 31.73 to Milepost 32.99 (east of Gold Bar)	3.94 to 5.34
Solution: Realign horizontal and vertical curves.			
2	33.45 to 34.08	U.S. Forest Service Road #62 (West of Anderson Creek)	1.15 to 1.55
Solution: Widen shoulders and install guardrail.			
2	34.19 to 34.65	Anderson Creek vicinity	1.05 to 1.43
Solution: Widen shoulders, replace bridge 2/39 and clear zone (remove rocks and trees).			
2	34.85 to 35	East of Anderson Creek	0.26 to 0.36
Solution: Realign horizontal and vertical curves.			
2	35.12 to 35.21	Mt. Index Road to South Fork Skykomish River	0.08 to 0.10
Solution: Left turn pocket at Milepost 35.16.			
2	35.36 to 36.16	Index-Galena Road vicinity	1.56 to 2.12
Solution: Realign horizontal and vertical curves.			
2	36.34 to 37.54	Between Railroad Bridges	1.05 to 1.43
Solution: Widen Westbound shoulders and add concrete barrier for 2000'.			
2	37.76 to 38.61	Just west of Railroad Bridge	0.06 to 0.08
Solution: Concrete barrier to protect rock wall (0.4 mile).			
2	39.12 to 39.38	Eagle Falls Creek and Barclay Creek)	0.00 to 0.00
Solution: Advisory signs.			
2	43.72 to 44.42	Milepost 43.72 to Milepost 44.42 (east of Baring)	0.94 to 1.27
Solution: Realign horizontal curve (0.4 mile), replace bridge 2/106, and install 1000' of guardrail.			
2	54.84 to 55.16	Milepost 54.84 to Milepost 55.16 (east of Skykomish)	0.02 to 0.02
Solution: Install 700' of guardrail.			
2	56.02 to 56.43	West of Deception Creek	0.02 to 0.02
Solution: Install 500' of guardrail Eastbound and Westbound.			
9	16.06 to 19.7	Vernon Road to just north of SR 528	0.03 to 0.03
Solution: Install guardrail for 0.4 mile, Eastbound.			
9	20.25 to 20.56	84th Street Northeast vicinity	0.01 to 0.01
Solution: Install guardrail (0.25 mile), Eastbound.			
9	29.94 to 29.98	Just north of Stillaguamish River Bridge	0.05 to 0.07
Solution: Widen shoulders.			
9	30.39 to 30.59	Schloman Road and Lake Armstrong Road	0.33 to 0.45
Solution: Widen shoulders and relocate utility poles.			
9	30.7 to 31.65	South of Lake Armstrong Road to 252nd St Northeast	0.17 to 0.23
Solution: Realign horizontal curve (0.1 mile), relocate utility poles.			
9	49.75 to 49.81	Milepost 49.75 to Milepost 49.91	0.11 to 0.15
Solution: Widen shoulders.			
9	49.89 to 49.99	Milepost 49.89 to Milepost 49.99	0.43 to 0.58
Solution: Widen Bridge 9/210, realign horizontal curve (0.1 mile) and relocate utility poles.			
9	50.07 to 50.16	Milepost 50.07 to Milepost 50.16	0.20 to 0.26
Solution: Realign horizontal curve (0.1 mile) and add 200' of guardrail.			
9	50.22 to 50.47	Milepost 50.22 to Milepost 50.47	0.46 to 0.62
Solution: Widen shoulders, add guardrail.			
9	50.93 to 51.11	Milepost 50.03 to Milepost 51.11	0.13 to 0.17
Solution: Realign vertical curve (900') and widen shoulders for (0.18 mile).			
9	51.25 to 51.36	Milepost 51.25 to Milepost 51.36	0.10 to 0.14
Solution: Widen Westbound shoulders.			

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Risk Reduction *(continued)*			
9	51.42 to 51.74	Milepost 51.42 to Milepost 51.74	0.61 to 0.83
Solution: Realign horizontal curves and install guardrail.			
9	51.81 to 51.97	Milepost 51.81 to Milepost 51.97	0.28 to 0.38
Solution: Widen shoulders.			
9	52.02 to 52.14	Milepost 52.02 to Milepost 52.14	0.21 to 0.29
Solution: Widen shoulders.			
9	52.4 to 52.43	Milepost 52.40 to Milepost 52.43	0.05 to 0.07
Solution: Widen shoulders.			
9	52.52 to 52.58	Milepost 52.52 to Milepost 52.58	0.11 to 0.15
Solution: Widen shoulders.			
9	52.95 to 52.99	Milepost 52.95 to Milepost 52.99	0.08 to 0.10
Solution: Realign horizontal curve (0.04 mile).			
9	53.16 to 53.24	Milepost 53.16 to Milepost 53.24	0.15 to 0.21
Solution: Realign horizontal curve (0.08 mile).			
9	53.47 to 53.5	Milepost 53.47 to Milepost 53.50	0.05 to 0.07
Solution: Widen shoulders.			
9	58.4 to 59.07	Milepost 58.40 to Milepost 59.07	1.25 to 1.69
Solution: Widen shoulders and add guardrail.			
9	59.53 to 59.65	Milepost 59.53 to Milepost 59.65	0.29 to 0.39
Solution: Realign vertical curve, widen shoulders, and relocate utility poles.			
9	60.33 to 60.63	Milepost 60.33 to Milepost 60.63	0.01 to 0.01
Solution: Install 500' of guardrail and relocate utility poles.			
9	60.63 to 60.66	Milepost 60.63 to Milepost 60.66	0.06 to 0.08
Solution: Realign horizontal curve.			
9	61.33 to 61.49	Milepost 61.33 to Milepost 61.49	0.48 to 0.64
Solution: Fill ditch, widen shoulders and install guardrail.			
9	63.12 to 63.39	Milepost 63.12 to Milepost 63.39	0.50 to 0.68
Solution: Widen shoulders.			
9	64.87 to 65.32	Milepost 64.87 to Milepost 65.32	0.83 to 1.13
Solution: Widen shoulders and relocate utility poles.			
9	66.05 to 66.37	Milepost 66.05 to Milepost 66.37	0.78 to 1.06
Solution: Widen shoulders and realign horizontal curve (0.1 mile).			
9	66.6 to 66.69	Milepost 66.60 to Milepost 66.69	0.16 to 0.22
Solution: Widen shoulders, install guardrail and relocate utility poles.			
9	66.95 to 67.85	Milepost 66.95 to Milepost 67.85	1.67 to 2.25
Solution: Widen shoulders and install guardrail.			
9	84.71 to 84.77	Milepost 84.71 to Milepost 84.77	0.04 to 0.06
Solution: Widen shoulders and relocate utility poles.			
9	91.87 to 91.91	Milepost 91.87 to Milepost 91.91	0.41 to 0.55
Solution: Widen shoulders, realign horizontal curve (0.2 mile) and relocate utility poles.			
9	93.04 to 93.17	Milepost 93.04 to Milepost 93.17	0.27 to 0.37
Solution: Widen shoulders, realign horizontal curve (0.1 mile) and relocate utility poles.			
9	93.61 to 93.63	Milepost 93.61 to Milepost 93.63	0.02 to 0.02
Solution: Widen shoulders.			
9	94.57 to 94.88	Milepost 94.57 to Milepost 94.88	0.59 to 0.79
Solution: Widen shoulders and realign horizontal curve (0.2 mile).			
9	96.54 to 96.68	Milepost 96.54 to Milepost 96.68	0.28 to 0.38
Solution: Widen shoulders, realign horizontal curve (0.1 mile) and relocate utility poles.			
18	20.24 to 21.38	Issaquah-Hobart Road interchange vicinity	1.05 to 1.41
Solution: Widen Eastbound shoulders and install guardrail.			
18	21.57 to 21.86	East of Issaquah-Hobart Road	0.29 to 0.39
Solution: Widen Eastbound shoulders.			
18	22.01 to 22.84	East of Issaquah-Hobart Road	1.22 to 1.64
Solution: Widen shoulders and install guardrail.			
18	23.82 to 26.81	East of Issaquah-Hobart Road	3.95 to 5.35
Solution: Widen Eastbound and median shoulders, flatten vertical curve.			

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Risk Reduction *(continued)*			
20	25.21 to 25.4	Milepost 25.21 to Milepost 25.40	0.38 to 0.52
Solution: Realign horizontal curve (0.2 mile).			
20	25.58 to 26.53	Milepost 5.58 to Milepost 26.53	1.96 to 2.65
Solution: Realign horizontal curves.			
20	26.65 to 26.91	Milepost 26.65 to Milepost 26.91	0.49 to 0.67
Solution: Realign horizontal curve.			
20	27.24 to 27.56	Milepost 27.24 to Milepost 27.56	0.00 to 0.00
Solution: Culvert end treatments.			
20	29.62 to 30.21	Milepost 29.62 to Milepost 30.21	0.48 to 0.66
Solution: Realign vertical curve.			
20	30.31 to 30.39	Milepost 30.31 to Milepost 30.39	0.00 to 0.00
Solution: Warning signs (4).			
20	35.25 to 35.57	Milepost 35.25 to Milepost 35.57	0.01 to 0.01
Solution: Extend guardrail (0.1 mile).			
20	35.8 to 36.42	Milepost 35.80 to Milepost 36.42	0.01 to 0.01
Solution: Add guardrail (0.1 mile).			
20	36.42 to 40.97	Milepost 36.42 to Milepost 40.97	0.00 to 0.00
Solution: Programmed project to improve safety features and realign Troxel Td. I/South Ad date of 3/96			
20	42.14 to 47.84	Milepost 42.00 to Milepost 42.04	0.00 to 0.00
Solution: Realignment. Solution: contained in Systems Plan mobility estimates.			
20	64.92 to 65.01	Milepost 64.92 to Milepost 65.01	0.02 to 0.02
Solution: Concrete barrier (0.1 mile).			
20	69.91 to 69.93	Milepost 69.91 to Milepost 69.93	0.03 to 0.03
Solution: Realign horizontal curve and install guardrail.			
20	90.47 to 90.52	Milepost 90 .47 to Milepost 90.52	0.04 to 0.06
Solution: Realign vertical curve and install guardrail for 300 feet.			
20	91.43 to 91.61	Milepost 91.43 to 91.61	0.03 to 0.05
Solution: Install guardrail and address clear zone.			
20	92.51 to 93.06	Milepost 92.51 to Milepost 93.06	0.97 to 1.31
Solution: Realign horizontal curve (0.5 mile), add concrete barrier (300') and install guardrail (500').			
99	26.29 to 26.32	Duwamish River bridge vicinity	0.01 to 0.01
Solution: Install two warning signs.			
104	29.79 to 29.84	I- 5 Northbound ramps to Ballinger Way	0.01 to 0.01
Solution: 50' of barrier/guardrail to protect sign structure, Milepost 29.80-29.81.			
104	31.24 to 31.86	35th Avenue Northeast to 40th Place Northeast	1.16 to 1.56
Solution: Realign horizontal curves.			
164	2.91 to 3.05	Poplar Street vicinity	0.00 to 0.00
Solution: Relocate utility poles.			
164	5.98 to 6.09	Southeast 380th Place vicinity	0.01 to 0.01
Solution: Two Advisory speed signs.			
164	6.35 to 6.65	West of 158th Avenue Southeast	0.00 to 0.00
Solution: Relocate utility poles.			
164	6.99 to 7.19	Southeast 392nd Street vicinity	0.01 to 0.01
Solution: Add 200' of guardrail.			
164	8.8 to 9.25	180th Avenue Southeast vicinity	0.39 to 0.53
Solution: Restore shoulders (0.23 mile).			
164	12.88 to 13.11	Southeast 436th Street to 241st Place. Southeast	0.01 to 0.01
Solution: Add 300' of guardrail.			
169	4.22 to 4.87	Milepost 4.22 to Milepost 4.87 (west of Green River)	0.02 to 0.02
Solution: Add 800' of guardrail.			
169	7.01 to 7.57	Plass Road to Lawson Street	0.01 to 0.01
Solution: Guardrail end treatments.			
169	8.04 to 8.31	Railroad Avenue to Ravensdale Road	0.48 to 0.64
Solution: Widen shoulders and install guardrail.			
181	9.43 to 9.67	Milepost 9.43 to Milepost 9.67 (north of Todd Blvd.)	0.14 to 0.20
Solution: Widen shoulders.			

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Risk Reduction *(continued)*			
181	9.97 to 10.26	North of South 180th Street	0.22 to 0.30
Solution: Widen shoulders and five breakaway luminaries.			
181	10.5 to 10.82	South of Strander Blvd.	0.22 to 0.30
Solution: Widen shoulders, install 300' of guardrail.			
202	0.5 to 0.7	128th Place Northeast to Milepost 0.70	0.01 to 0.01
Solution: Clear zone (remove trees).			
202	3.92 to 4.1	156th Avenue vicinity	0.14 to 0.20
Solution: Widen shoulders.			
202	4.28 to 4.77	Northeast 124th Street to Northeast 116th Street	0.73 to 0.99
Solution: Widen shoulders (0.4 mile).			
202	5.34 to 6.36	Milepost 5.34 to Northeast 90th Street	0.35 to 0.47
Solution: Widen Eastbound shoulders (0.4 mile), install guardrail.			
202	8.32 to 9.1	Milepost 8.32 to Milepost 9.10 (City of Redmond)	0.71 to 0.95
Solution: Widen Eastbound shoulders (0.8 mile).			
202	9.61 to 9.84	Northeast 55th Place vicinity	0.16 to 0.22
Solution: Widen Eastbound shoulders (0.2 mile).			
202	11.12 to 11.28	West of 224th Avenue Northeast	0.33 to 0.45
Solution: Widen shoulders (0.2 mile).			
202	12.33 to 12.6	East of 236th Avenue Northeast	0.52 to 0.70
Solution: Widen shoulders (0.3 mile).			
202	14.11 to 14.5	264th Avenue Northeast	0.02 to 0.02
Solution: Install 0.3 mile of guardrail, Eastbound.			
202	24.59 to 26	Tokul Creek to Snoqualmie River	2.71 to 3.67
Solution: Realign horizontal curves (1.4 mile).			
203	0.02 to 0.05	SR 203 and SR 202 JCT. (Fall City)	0.01 to 0.01
Solution: Install guardrail to protect/relocate utility pole. (Posted speed limit is 30 mph)			
203	2.19 to 2.33	Milepost 2.19 to Neal Road Southeast	0.01 to 0.01
Solution: Install guardrail, Milepost 2.19-2.2.			
203	2.68 to 2.79	North of Neal Road Southeast	0.01 to 0.01
Solution: Install guardrail.			
203	5.68 to 5.71	Milepost 5.68 to Northeast 40th Street	0.00 to 0.00
Solution: Relocate utility poles.			
203	7.83 to 8.39	Harris Creek Vicinity	0.23 to 0.31
Solution: Realign horizontal curves (involves wetland mitigation).			
203	8.52 to 8.82	Milepost 8.52 to Lake Joy Road	0.17 to 0.23
Solution: Realign horizontal curves and install guardrail.			
203	10.92 to 11.1	296th Avenue and 268th Avenue	0.17 to 0.23
Solution: Widen shoulders, Northbound.			
203	11.41 to 11.58	296th Avenue and 268th Avenue	0.33 to 0.45
Solution: Realign horizontal curves.			
203	12.94 to 13.5	Just south of Northeast 137th Street	0.53 to 0.71
Solution: Realign horizontal curves (0.2 mile) and construct retaining wall (0.2 mile).			
203	14.58 to 14.63	Milepost 14.58 to Valley Street (City of Duvall)	0.07 to 0.09
Solution: Widen shoulders.			
203	20.88 to 21.1	203rd Street Southeast and North High Rock Road	0.02 to 0.02
Solution: Install guardrail.			
410	24.26 to 24.4	Roosevelt Avenue to Mt. Villa Drive	0.02 to 0.02
Solution: Install guardrail.			
410	28.61 to 29.53	Just west of Mud Mountain Road	0.26 to 0.35
Solution: Widen shoulders (0.3 mile).			
410	33.11 to 33.26	Scatter Creek to Milepost 33.26	0.02 to 0.02
Solution: Install guardrail.			
410	51.49 to 51.56	Huckleberry Creek Road and Camp Shepard	0.11 to 0.15
Solution: Widen shoulders.			
509	6.4 to 6.67	Dry Gulch Bridge Vicinity	0.56 to 0.76
Solution: Widen shoulders.			
509	6.97 to 7.64	North of Olympic Drive to North of 21st Avenue Northeast	2.51 to 3.39
Solution: Realign horizontal curves and construct retaining wall.			

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Risk Reduction *(continued)*			
509	7.81 to 7.84	Spring Street Northeast to Pierce/King County Line	0.05 to 0.07
Solution: Widen shoulders.			
509	8.5 to 8.79	North of 55th Avenue Southwest to 51st Avenue Southwest	0.16 to 0.22
Solution: Widen shoulders.			
509	10.26 to 11.46	30th Avenue Southwest to Southwest 312th Street	1.98 to 2.68
Solution: Realign horizontal curves (1.0 mile).			
509	12.6 to 13.03	3rd Place Southwest to 2nd Place South	0.45 to 0.61
Solution: Realign horizontal curves (0.2 mile) and relocate utility poles.			
509	13.27 to 13.84	Just north of 4th Avenue South to 9th Place South	0.37 to 0.51
Solution: Realign horizontal curves (0.2 mile) and relocate utility poles.			
509	14.11 to 14.29	Milepost 14.11 to SR 99	0.28 to 0.38
Solution: Realign horizontal curve (0.15 mile).			
509	20.32 to 21.15	South 218th Street to just north of South 210th Street	0.47 to 0.63
Solution: Realign horizontal curves (0.2 mile).			
513	2.32 to 2.79	South 45th Avenue Northeast to South of Northeast Windermere Road	0.00 to 0.00
Solution: Relocate utility poles.			
513	3.3 to 3.35	Northeast 64th Street to Northeast 65th Street	0.00 to 0.00
Solution: Relocate utility poles.			
516	0.27 to 0.67	Milepost 0.27 to just west of 16th Place South	0.00 to 0.00
Solution: Relocate utility poles.			
516	0.77 to 1.91	East of 16th Place South to 30th Avenue South	0.02 to 0.02
Solution: four Breakaway luminaries.			
516	13.69 to 14.31	East of 201st Avenue Southeast to 211th Avenue Southeast	0.01 to 0.01
Solution: Install guardrail (200'), 6 culvert ends and relocate utility poles.			
516	14.93 to 16.1	Between 218th Avenue Southeast and SR 169	0.52 to 0.70
Solution: Widen shoulders (0.29 mile) and relocate utility poles.			
518	2.67 to 2.87	SR 99 interchange vicinity	0.01 to 0.01
Solution: Install guardrail (100'), Westbound.			
522	9.54 to 9.6	Just east of Hall Road to Northeast 180th Street	0.09 to 0.12
Solution: Widen Eastbound shoulders.			
522	9.81 to 10.06	SR 527 to just east of 102nd Avenue	0.45 to 0.61
Solution: Widen shoulders.			
524	1.36 to 1.87	West of 11th Place North to East of 88th Avenue West	0.74 to 1.00
Solution: Realign curves (0.4 mile) and relocate utility poles.			
524	3.87 to 4.04	56th Avenue West to Milepost 4.04	0.00 to 0.00
Solution: Relocate utility poles.			
524	6.07 to 6.71	West Cypress Way to Locust Way	0.92 to 1.24
Solution: Realign curves (0.5 mile).			
525	5.56 to 5.72	Harbour Point Blvd. Southwest & 92nd Street Southwest	0.12 to 0.16
Solution: Widen Southbound shoulders.			
525	6.89 to 8.1	Milepost 6.89 to 6th Street (City of Mukilteo)	0.45 to 0.61
Solution: Widen Southbound shoulders (0.5 mile), install 300' of guardrail.			
525	8.95 to 9.99	Harding Avenue to Cedar Vista Drive	0.03 to 0.03
Solution: Install 1200' of guardrail.			
525	10.08 to 10.32	Cedar Vista Drive to Campbell Road	0.01 to 0.01
Solution: Install 400' of guardrail.			
527	0.64 to 0.9	Northeast 190th Street and Snohomish County line	0.01 to 0.01
Solution: Install guardrail.			
527	1 to 1.8	Northeast 195th Circle and 234th Street Southeast	0.01 to 0.01
Solution: Install guardrail.			
527	7.94 to 8.11	North of 144th Street Southeast to South of Trillium Blvd.	0.01 to 0.01
Solution: Two culvert ends.			
527	8.8 to 8.88	SR 96 intersection vicinity	0.00 to 0.00
Solution: Relocate utility poles.			
527	9.85 to 10.34	South of 116th Street Southeast to North of Silver Lake Road	0.00 to 0.00
Solution: Relocate utility poles.			

Northwest Region *(continued)*

Risk Reduction *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
529	5.69 to 6.5	South of I-5 interchange to 1st Street	4.90 to 6.62
Solution: Replace bridge #529/25, relocate utility poles, install guardrail (0.12 mile) and four advisory curve signs.			
530	22.17 to 22.28	Arlington Heights Road & 249th St Northeast	0.01 to 0.01
Solution: Install guardrail (0.1 mile).			
530	22.47 to 22.54	Arlington Heights Road & 249th St Northeast	0.01 to 0.01
Solution: Install guardrail.			
530	22.66 to 22.71	Arlington Heights Road & 249th St Northeast	0.01 to 0.01
Solution: Install guardrail (300').			
530	25.86 to 26.13	127th Avenue Northeast vicinity	0.22 to 0.30
Solution: Install guardrail, enclose drainage, and address clear zone			
530	34.05 to 34.45	Milepost 34.05 to Oso Loop Road	0.44 to 0.60
Solution: Realign horizontal curves (0.2 mile).			
530	34.83 to 34.95	Oso Loop Road & Whitman Road	0.44 to 0.60
Solution: Realign horizontal curves (0.2 mile).			
536	4.69 to 4.72	Milepost 4.69 to Milepost 4.72	4.67 to 6.31
Solution: Widen BR 536/15, rail ends and widen shoulders.			
538	2.59 to 2.73	Milepost 2.59 to Milepost 2.73	0.25 to 0.33
Solution: Widen shoulders.			
538	2.95 to 3.06	Milepost 2.95 to Milepost 3.06	0.00 to 0.00
Solution: Clear zone (trees).			
538	3.27 to 3.67	Milepost 3.27 to Milepost 3.67	0.19 to 0.25
Solution: Realign horizontal curves.			
542	0.65 to 0.75	Milepost 0.65 to Milepost 0.75	0.03 to 0.05
Solution: Widen Westbound shoulders.			
542	1.67 to 1.73	Milepost 1.67 to Milepost 1.73	0.05 to 0.07
Solution: Widen Westbound shoulders.			
542	5.99 to 6.15	Milepost 5.00 to Milepost 6.15	0.01 to 0.01
Solution: Install 300' of guardrail.			
542	29.33 to 29.48	Milepost 29.33 to Milepost 29.48	0.02 to 0.02
Solution: Install guardrail.			
542	35.53 to 35.8	Milepost 35.53 to Milepost 35.80	0.48 to 0.66
Solution: Widen shoulders.			
542	36.77 to 36.82	Milepost 36.77 to Milepost 36.82	0.09 to 0.12
Solution: Widen shoulders.			
542	37.43 to 37.53	Milepost 37.43 to Milepost 37.53	0.18 to 0.24
Solution: Widen shoulders.			
542	37.99 to 38.13	Milepost 37.99 to Milepost 38.13	0.57 to 0.77
Solution: Widen shoulders.			
542	39.12 to 39.16	Milepost 39.12 to Milepost 39.16	0.16 to 0.22
Solution: Widen shoulders.			
542	39.93 to 40.93	Milepost 39.93 to Milepost 40.93	2.04 to 2.76
Solution: Widen shoulders.			
542	43.12 to 43.29	Milepost 43.12 to Milepost 43.29	0.35 to 0.47
Solution: Widen Westbound shoulders.			
542	47.15 to 47.22	Milepost 47.15 to Milepost 47.22	0.17 to 0.23
Solution: Widen Westbound shoulders.			
542	47.44 to 47.94	Milepost 47.44 to Milepost 47.94	3.77 to 5.11
Solution: Widen shoulders.			
542	48.43 to 48.5	Milepost 48.43 to Milepost 48.50	0.70 to 0.94
Solution: Widen shoulders and concrete barrier to protect rock wall.			
542	48.61 to 48.71	Milepost 48.61 to Milepost 48.71	0.71 to 0.95
Solution: Widen shoulders and concrete barrier to protect rock wall.			
542	48.86 to 49	Milepost 48.86 to Milepost 49.00	0.99 to 1.35
Solution: Widen shoulders.			
542	49.11 to 49.16	Milepost 49.11 to Milepost 49.16	0.20 to 0.28
Solution: Widen shoulders.			
542	49.28 to 49.43	Milepost 49.28 to Milepost 49.43	0.61 to 0.83
Solution: Widen shoulders.			

Northwest Region *(continued)*

Risk Reduction *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
542	49.53 to 49.83	Milepost 49.53 to Milepost 49.83	1.05 to 1.43
Solution: Widen shoulders and barrier to protect rock wall.			
542	50 to 50.05	Milepost 50.00 to Milepost 50.05	0.10 to 0.14
Solution: Widen shoulders.			
542	50.17 to 50.22	Milepost 50.17 to Milepost 50.22	0.20 to 0.28
Solution: Widen shoulders.			
542	50.51 to 50.57	Milepost 50.51 to Milepost 50.57	0.12 to 0.16
Solution: Widen shoulders.			
542	50.85 to 51.08	Milepost 50.85 to Milepost 51.08	0.98 to 1.32
Solution: Widen shoulders and concrete barrier.			
542	51.15 to 51.23	Milepost 51.15 to Milepost 51.23	0.32 to 0.44
Solution: Widen shoulders.			
542	51.5 to 51.83	Milepost 51.50 to Milepost 51.83	1.39 to 1.87
Solution: Widen shoulders.			
542	51.99 to 52.22	Milepost 51.99 to Milepost 52.22	0.95 to 1.29
Solution: Widen shoulders.			
542	52.71 to 52.76	Milepost 52.71 to Milepost 52.76	0.01 to 0.01
Solution: Install guardrail, Eastbound.			
542	53.31 to 53.52	Milepost 53.31 to Milepost 53.52	0.03 to 0.03
Solution: Install guardrail, Eastbound.			
542	53.7 to 53.79	Milepost 53.70 to Milepost 53.79	0.45 to 0.61
Solution: Install guardrail and retaining wall, Eastbound.			
542	53.88 to 53.91	Milepost 53.88 to Milepost 53.91	0.15 to 0.21
Solution: Install guardrail and retaining wall, Eastbound.			
543	0.57 to 0.97	Milepost 0.57 to Milepost 0.97	0.15 to 0.21
Solution: Flatten vertical crest.			
544	7.42 to 7.9	Milepost 7.42 to Milepost 7.90	3.26 to 4.40
Solution: Realign curve (0.05 mile), replace BR 544/10, and widen shoulders (0.34 mile).			
900	6.21 to 6.31	I-5 vicinity	0.07 to 0.09
Solution: Widen Westbound shoulders.			
900	6.53 to 6.77	I-5 vicinity	0.16 to 0.22
Solution: Widen bridge.			
900	8.57 to 8.76	Just east of South 135th Street to Milepost 8.76	0.14 to 0.20
Solution: Realign vertical curve.			
900	14.49 to 14.96	East of Field Avenue Northeast to West of 148th Avenue Southeast	0.36 to 0.48
Solution: Realign horizontal curve (0.2 mile).			
900	15.07 to 15.25	East of 148th Avenue Southeast to 151st Avenue Southeast	0.14 to 0.20
Solution: Widen shoulders.			
900	16.05 to 16.3	162nd Avenue Southeast to Milepost 16.30	0.01 to 0.01
Solution: Install guardrail (0.1 mile).			
900	16.65 to 17.04	171st Place Southeast to Milepost 17.04	0.33 to 0.45
Solution: Widen shoulders.			
900	17.17 to 17.24	171st Place Southeast and Southeast May Valley Road	0.05 to 0.07
Solution: Widen shoulders.			
900	17.43 to 17.89	Southeast May Valley Road vicinity	0.39 to 0.53
Solution: Widen shoulders.			
900	18.54 to 19.08	Southeast May Valley Road and City of Issaquah	0.25 to 0.33
Solution: Widen shoulders (0.3 mile).			
900	19.16 to 20.01	Southeast May Valley Road and City of Issaquah	0.90 to 1.22
Solution: Realign horizontal curve (0.2 mile) and widen shoulders (0.6 mile).			
900	21.43 to 21.51	Gilman Blvd. to just west of I-90	0.01 to 0.01
Solution: Install three breakaway luminaries.			

North Central Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
At Grade Intersections			
2 *Solution: Construct interchange*	104.52 to 105.07	Junction US 2 / US 97 "Big Y"	19.13 to 25.88
2 *Solution: Construct interchange*	106.14 to 106.84	Dryden Avenue/Johnson Road	11.53 to 15.59
2 *Solution: Construct interchange*	109.78 to 110.48	Goodwin Road -- Cashmere	19.13 to 25.88
2 *Solution: Construct interchange*	110.72 to 111.42	Division Street -- Cashmere	21.04 to 28.46
2 *Solution: Construct interchange*	111.63 to 112.33	Cottage Avenue -- Cashmere	23.80 to 32.20
2 *Solution: Construct interchange*	114.5 to 119	Monitor/Easy Street	19.13 to 25.88
17 *Solution: Construct interchange*	51.4 to 52.1	Junction SR 17 / Pioneer Way -- Moses Lake	8.50 to 11.50
17 *Solution: Construct grade-separated interchange*	56.21 to 56.91	Woolard Road	15.05 to 20.36
17 *Solution: Construct interchange*	56.21 to 56.91	Patton Blvd. -- Moses Lake	8.50 to 11.50
Risk Reduction			
2 *Solution: Improve Roadside*	59.76 to 61.08	Tunnel Creek Curve	0.29 to 0.39
2 *Solution: Realignment*	74.04 to 74.53	West of Stevens Pass	2.54 to 3.44
2 *Solution: Improve Roadside*	75.47 to 75.79	West of Stevens Pass	0.22 to 0.30
2 *Solution: Improve Roadside*	76.29 to 77.21	West of Stevens Pass	0.65 to 0.87
2 *Solution: Improve Roadside*	90.63 to 90.8	Tumwater Canyon Vicinity	0.03 to 0.03
2 *Solution: Improve Roadside*	91.31 to 94.54	Tumwater Canyon Vicinity	0.48 to 0.64
2 *Solution: Improve Roadside*	95.98 to 96.34	Tumwater Canyon Vicinity	0.12 to 0.16
2 *Solution: Improve Roadside*	102.3 to 103.44	Prey's Flat to Simpson Road	0.14 to 0.20
2 *Solution: Improve Roadside*	110.21 to 110.75	Cashmere Rock Cut	0.08 to 0.10
2 *Solution: Realignment*	142.21 to 142.63	Pine Canyon Vicinity	2.96 to 4.00
2 *Solution: Improve Roadside*	143.23 to 144.7	Pine Canyon Vicinity	0.48 to 0.64
90 *Solution: Re-Alignment*	137.74 to 139.61	I-90/SR 26 Interchange	3.81 to 5.15
97 *Solution: Improve Roadside*	163.19 to 164.39	Swauk Summit Vicinity	0.22 to 0.30
97 *Solution: Re-Alignment*	165.27 to 165.89	Upper Tronson Creek to Meadow Inn Road	2.67 to 3.61
97 *Solution: Improve Roadside*	166.49 to 167.63	Blewett Pass Vicinity	0.03 to 0.03
97 *Solution: Improve Roadside*	230.23 to 230.49	Junction SR 971 Vicinity	0.00 to 0.00
150 *Solution: Improve Roadside*	9.09 to 9.87	Junction US 97A Vicinity to Blue Chelan	0.05 to 0.07
150 *Solution: Improve Roadside*	10.65 to 11.58	Chelan Falls Hill	1.90 to 2.56
153 *Solution: Improve Roadside*	2.19 to 2.3	Manson Orchard Curve	0.01 to 0.01

North Central Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Risk Reduction *(continued)*			
155 *Solution: Improve Roadside*	25.37 to 25.52	Windmill Park to Vicinity Junction SR 155 / SR 174	0.01 to 0.01
155 *Solution: Improve Roadside*	33 to 33.2	North of Elmer City	0.03 to 0.03
155 *Solution: Improve Roadside*	48.74 to 48.87	Disautel Pass Area	0.02 to 0.02
285 *Solution: Improve Roadside*	0 to 0.15	SR 28 / SR 285 Interchange	0.02 to 0.02

Olympic Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
At Grade Intersections			
8	6.03 to 7.42	Junction SR 108, Mox-Chehalis Road Wye	15.63 to 21.15
Solution: Construct interchanges			
8	9 to 10.8	Mox-Chehalis Road, Cooper Road	15.63 to 21.15
Solution: Construct Under-crossing and Interchange			
8	13.41 to 14	Summit Lake Road	11.55 to 15.63
Solution: Construct Interchange and frontage road			
8	16 to 16.12	Summit Lake Road	5.09 to 6.89
Solution: Construct Under-crossing and frontage road			
12	12.46 to 12.57	Monte Brady Road Wye Connection	10.80 to 14.62
Solution: Construct Interchange and frontage road			
12	14.76 to 14.76	Monte Brady Road	10.73 to 14.51
Solution: Construct Interchange			
12	16.38 to 16.38	4th Street, Keys Road	10.73 to 14.51
Solution: Construct Interchange			
16	20.11 to 20.11	Burley-Olalla Road	10.73 to 14.51
Solution: Construct Interchange			
101	255.11 to 255.11	Old Olympic Highway, O'Brien Road	10.73 to 14.51
Solution: Construct Interchange			
101	352.1 to 352.1	Lynch Road Vicinity	4.87 to 6.59
Solution: Construct Under-crossing and Frontage Road between Ryan/Fredson and Lynch Road			
Risk Reduction			
3	3.15 to 3.58	U.S. Government Railroad Under-crossing Vicinity	0.05 to 0.07
Solution: Radii improvements and guardrail			
3	3.7 to 3.84	Milepost 3.70 to Milepost 3.84	0.60 to 0.82
Solution: Realignment			
3	4.49 to 6	Milepost 4.49 to Milepost 6.00	4.02 to 5.44
Solution: Realignment			
3	10.26 to 10.53	Milepost 10.26 to Milepost 10.53	0.06 to 0.08
Solution: Cross-section/ Geometric Improvements			
3	11.77 to 11.92	Anthony Road to Krabbenhoff Road	0.25 to 0.33
Solution: Realignment			
3	16.27 to 16.48	Dawn Drive Vicinity	0.36 to 0.48
Solution: Realignment			
3	20.59 to 20.73	Sherwood Creek Road to Lakeland Drive	0.23 to 0.31
Solution: Realignment			
3	21.44 to 21.95	Allyn Vicinity to Old SR 3	0.47 to 0.63
Solution: Cross-section/Geometric improvements			
3	25.14 to 25.32	Belfair Vicinity	0.14 to 0.20
Solution: Cross-section/Geometric Improvements			
3	26.38 to 27.52	SR 300 to U.S. Government Railroad Vicinity	1.01 to 1.37
Solution: Cross-section/Geometric Improvements			
3	32.31 to 32.43	Between Imperial Way and Sunnyslope Road	0.09 to 0.12
Solution: Cross-section/Geometric Improvements			
3	32.93 to 33.57	Sunnyslope Road to Division Avenue	0.56 to 0.76
Solution: Cross-section/Geometric Improvements			
3	35.13 to 35.45	Gorst Vicinity	0.26 to 0.36
Solution: Cross-section/Geometric Improvements			
3	35.77 to 36.77	SR 304 to Auto Center Way	0.88 to 1.20
Solution: Cross-section/Geometric Improvements			
3	55.07 to 55.28	Denton Road NW Vicinity	0.17 to 0.23
Solution: Cross-Section/Geometric Improvements			
3	58.64 to 60.02	Scenic Drive Vicinity to SR 104	2.44 to 3.30
Solution: Realignment			
7	21.56 to 21.69	Alder Cutoff Road Vicinity	0.41 to 0.55
Solution: Realignment or guardrail improvements			
7	27.87 to 27.89	Mashel River Bridge Vicinity	13.18 to 17.83
Solution: Cross-Section/Geometric Improvements or new bridge realignment			

Olympic Region *(continued)*

Risk Reduction *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
7	30.72 to 31.7	Kjelstad Road East to 416th Street East Vicinity	4.36 to 5.90
Solution: Realignment and partial Accident Reduction Overlap			
12	34.34 to 34.46	Burlington Northern Railroad Bridge 012/73 Vicinity	3.02 to 4.08
Solution: Realignment & New Bridge			
016	28.83 to 29.19	SR 16 Gorst Spur to SR 3	0.30 to 0.40
Solution: Cross-section/Geometric Improvements			
20	0.16 to 0.21	Fairmont Road Vicinity to Fairmont Wye	0.32 to 0.44
Solution: Cross-section/Geometric Improvements			
20	0.66 to 3.86	Fairmont Hill Road to Woodman Road	5.70 to 7.71
Solution: Realignment and Cross-section/Geometric improvements			
20	10.88 to 11.4	Grant Street Vicinity to 10th Street	0.45 to 0.61
Solution: Cross-section/Geometric Improvements			
101	67.19 to 67.55	Pacific/Grays Harbor County Line to Salmon Creek	0.30 to 0.40
Solution: Cross-section/Geometric Improvements			
101	69.81 to 70.61	Milepost 69.81 to 70.61	0.70 to 0.94
Solution: Cross-section/Geometric Improvements			
101	72.69 to 72.86	Milepost 72.69 to Milepost 72.86	0.13 to 0.17
Solution: Cross-section/Geometric Improvements			
101	73.45 to 73.48	Milepost 73.45 to Milepost 73.18	0.01 to 0.01
Solution: Cross-section/Geometric Improvements			
101	73.68 to 73.74	Milepost 73.68 to Milepost 73.74	0.03 to 0.05
Solution: Cross-section/Geometric Improvements			
101	73.94 to 73.96	Lund Road Vicinity	0.00 to 0.00
Solution: Cross-section/Geometric Improvements			
101	77.5 to 77.65	Milepost 77.50 to Milepost 77.65	0.12 to 0.16
Solution: Cross-Section/Geometric Improvements			
101	77.89 to 78.03	Milepost 77.89 to Milepost 78.03	0.11 to 0.15
Solution: Cross-Section/Geometric Improvements			
101	78.51 to 79.61	Milepost 78.51 to Milepost 79.61	2.69 to 3.65
Solution: Guardrail and Super Elevation Work or Realignment			
101	87.21 to 87.49	16th Street to Aberdeen Couplet	0.23 to 0.31
Solution: Cross-section/Geometric Improvements			
101	118.51 to 118.59	Quinault Ridge Road Vicinity	0.00 to 0.00
Solution: No Action or Cross-Section Improvements			
101	177.07 to 177.47	Oil City Road Vicinity	0.33 to 0.45
Solution: Cross-Section/Geometric Improvements			
101	187.34 to 187.41	Fuhrman Road Vicinity	0.14 to 0.20
Solution: Cross-Section/Geometric Improvements			
101	189.36 to 189.6	Mansfield Road to Forks South City Limits	0.48 to 0.64
Solution: Cross-Section/Geometric Improvements			
101	224.83 to 225	Milepost 224.83 to Milepost 225.00	0.34 to 0.46
Solution: Cross-section/Geometric improvements			
101	227.26 to 227.4	Barnes Creek Vicinity	0.18 to 0.24
Solution: Cross-section/Geometric improvements			
101	230.7 to 231.35	Milepost 230.70 to Milepost 231.35	1.51 to 2.05
Solution: Cross-section/Geometric improvements or Realignment			
101	239.74 to 239.97	Olympic Hot Springs Road Vicinity	0.18 to 0.24
Solution: Cross-Section/Geometric Improvements			
101	245.98 to 246.07	Euclid Avenue to SR 117 - Tumwater Truck Road	0.03 to 0.03
Solution: Cross-section/Geometric Improvements			
101	256.88 to 257.01	Shore Road Vicinity	0.11 to 0.15
Solution: Cross-Section/Geometric Improvements			
101	267.32 to 267.79	Palo Alto Road Vicinity	0.40 to 0.54
Solution: Cross-section/Geometric Improvements			
101	270.85 to 270.97	Seven Cedars Casino to Sophus Road	0.09 to 0.12
Solution: Cross-section/Geometric Improvements			

Olympic Region *(continued)*

Risk Reduction *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
101	270.97 to 271.58	Sophus Road to Chicken Coop Road	0.53 to 0.71
Solution: Cross-section/Geometric Improvements			
101	271.67 to 271.84	Blyne Vicinity	0.13 to 0.17
Solution: Cross-section/Geometric Improvements			
101	272.89 to 274.08	Blyne Road Vicinity to Knap Road	1.05 to 1.41
Solution: Cross-section/Geometric Improvements			
101	284.24 to 284.34	Between West Uncas Road and SR 104	0.09 to 0.12
Solution: No Action or Realignment			
101	297.55 to 297.6	Hiddendale Drive Vicinity	0.03 to 0.03
Solution: Cross-section/Geometric Improvements			
101	299.1 to 299.66	Mount Walker Vicinity	0.48 to 0.64
Solution: Cross-section/Geometric Improvements			
101	301.68 to 301.84	Spencer Creek Road Vicinity	0.12 to 0.16
Solution: Cross-section/Geometric Improvements			
101	302.29 to 302.68	Milepost 302.29 to Milepost 302.68	0.33 to 0.45
Solution: Cross-section/Geometric Improvements			
101	312.11 to 314.13	McDonald Creek to Williams Court	1.48 to 2.00
Solution: Realignment and/or shoulder widening			
101	328.57 to 329.82	Terrace Road to Virginia Avenue	0.73 to 0.99
Solution: Cross-section/Geometric improvements			
101	332.75 to 333.31	Between Hoodsport and Potlatch	2.49 to 3.37
Solution: Cross-section/Geometric improvements			
101	334.34 to 334.48	Cushman Project Bridge Vicinity	0.11 to 0.15
Solution: Cross-section/Geometric improvements			
104	19.57 to 19.88	Old Port Gamble Road Vicinity	0.53 to 0.71
Solution: Realignment			
104	20.78 to 21.84	Ritter Road to Hansville-Miller Bay Road	0.92 to 1.24
Solution: Cross-Section/Geometric Improvements			
105	33.31 to 33.58	Airport Road Vicinity on Westport Spur	0.26 to 0.35
Solution: No Action (Westport) or Realignment			
105	47.16 to 47.29	Calhoun Road Vicinity to Coolidge Road	0.12 to 0.16
Solution: Guardrail (Entering Aberdeen) or Realignment			
106	16.05 to 16.3	East. Trails Road Vicinity	0.65 to 0.89
Solution: Realignment			
106	16.67 to 16.82	Between East Trails Road Vicinity and SR 3	0.38 to 0.52
Solution: Realignment			
106	17.24 to 18.17	Between East. Trails Road Vicinity and SR 3	2.47 to 3.35
Solution: Realignment			
106	19.3 to 19.41	Between East Trails Road Vicinity and SR 3	0.29 to 0.39
Solution: Realignment			
106	19.68 to 19.85	Between East Trails Road Vicinity and SR 3	0.44 to 0.60
Solution: Realignment			
108	5.23 to 5.41	Milepost 5.23 to Milepost 5.41	3.20 to 4.34
Solution: Realignment			
108	9.94 to 9.98	Hurley Waldrip Wye Vicinity	0.03 to 0.03
Solution: Cross-Section/Geometric Improvements or Realignment			
109	3.63 to 5	Broadway Hill Road to Valley Road Vicinity	3.40 to 4.60
Solution: Cross-Section / Geometric Improvements and Realignment			
112	14.98 to 15.05	Fall Creek Bridge Vicinity	0.34 to 0.46
Solution: Cross-Section / Geometric Improvements			
112	15.98 to 16.42	Clallam Bay Vicinity	0.26 to 0.36
Solution: Cross-Section / Geometric Improvements and/or realignment			
112	20.5 to 22.86	Green Creek Bridge Vicinity	4.25 to 5.75
Solution: Cross-section/Geometric Improvements			
115	0.33 to 0.43	Damon Road Vicinity	3.32 to 4.49
Solution: Included in Accident Reduction Solution:		*or realignment with new bridge*	

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Risk Reduction *(continued)*			
161	3.39 to 5	Mashell Avenue South to Ohop Valley Road	1.66 to 2.24
Solution: Realignment			
161	5 to 5.77	Ohop Valley Road to Campbell Lane East.	2.04 to 2.76
Solution: Realignment			
161	8.97 to 9	Between Trek Drive East and Clear Lake South Rd	0.13 to 0.17
Solution: Cross-Section/Geometric improvements or Realignment			
161	9 to 10.21	Clear Lake South Road to Tanwax Drive East	1.07 to 1.45
Solution: Cross-Section/Geometric Improvements			
161	32.45 to 32.53	Military Road Vicinity	0.05 to 0.07
Solution: Cross-section/Geometric Improvements			
162	10.95 to 11.01	Railroad crossing (vacated) to Orville Road East	0.14 to 0.20
Solution: Realignment			
162	11.44 to 11.64	Voights Creek Bridge Vicinity	2.44 to 3.30
Solution: Realignment and new structure			
162	13.02 to 13.07	Burlington Northern Railroad Vicinity	0.69 to 0.93
Solution: Realignment and new structure			
162	14.5 to 14.96	South Prairie Creek Bridge Vicinity	0.17 to 0.23
Solution: Cross-section/Geometric improvements			
165	15.83 to 16.36	Gale Creek Bridge Vicinity	2.35 to 3.17
Solution: Cross-section/Geometric improvements			
165	17.91 to 18.5	South Prairie Road East to 141st Street Court East.	0.45 to 0.61
Solution: Cross-Section/Geometric improvements and Realignment			
165	19.28 to 19.36	Fettig Road Vicinity	0.05 to 0.07
Solution: Cross-Section/Geometric improvements			
166	0.79 to 1.5	Port Orchard west of city limits Vicinity	0.62 to 0.84
Solution: Cross-Section/Geometric improvements			
167	0.29 to 0.64	I-5 Under-crossing to Pioneer Way Vicinity	0.30 to 0.40
Solution: Cross-section/Geometric Improvements			
300	0.53 to 0.75	Between Gladwin Road and Larson Lake Road	0.14 to 0.20
Solution: Cross-section/Geometric improvements			
302	11.12 to 12.72	118th Avenue NW to 144th Street NW	0.33 to 0.45
Solution: Cross-section/Geometric improvements			
302	15.79 to 15.81	Purdy Creek to SR 302 Wye Connection	0.00 to 0.00
Solution: Cross-Section/Geometric Improvements			
305	13.24 to 13.31	Old SR 3 - Viking Way Vicinity	0.05 to 0.07
Solution: Cross-section/Geometric Improvements			
410	8.9 to 8.93	SR 167 on Ramp to White River Bridge	0.01 to 0.01
Solution: Cross-section/Geometric Improvements			
410	20.66 to 20.84	Shopping Center to Jefferson Avenue	0.14 to 0.20
Solution: Cross-section/Geometric Improvements			
507	7.94 to 7.96	Milepost 7.94 to Milepost 7.96	0.03 to 0.05
Solution: Cross-section/Geometric Improvements			
507	8.4 to 8.64	Milepost 8.40 to Milepost 8.64	0.31 to 0.41
Solution: Cross-section/Geometric Improvements			
507	29.16 to 29.23	Yelm north of city limits vicinity	0.05 to 0.07
Solution: Cross-section/Geometric Improvements			
507	32.4 to 32.71	336th Street South Vicinity	0.26 to 0.35
Solution: Cross-Section/Geometric Improvements			
507	33.21 to 34	320th Street South Vicinity	0.69 to 0.93
Solution: Cross-Section/Geometric Improvements			
507	35.38 to 36.05	Fourth Street Vicinity to Roy Vicinity	0.45 to 0.61
Solution: Cross-Section / Geometric Improvements			
507	36.55 to 36.64	Railroad crossing to Auxiliary Lane	0.00 to 0.00
Solution: No Action or Cross-Section / Geometric Improvements			
509	5.74 to 6	South of Slayden Road Northeast to North of Le Lou Wa Place	2.12 to 2.86
Solution: Realign horizontal curve and construct retaining wall.			

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Risk Reduction *(continued)*			
510	6.3 to 6.82	Old Pacific Highway to Meridian Road	0.45 to 0.61
Solution: Cross-section/Geometric Improvements			
510	7.67 to 7.71	Mullen Road Southeast Vicinity	0.02 to 0.02
Solution: Cross-Section/Geometric Improvements			
510	8.25 to 8.33	Thornton Road & Reservation Road	0.05 to 0.07
Solution: Cross-Section/Geometric Improvements			
510	9.41 to 9.5	Yelm Highway Southeast & Fort Lewis Military Road	0.07 to 0.09
Solution: Cross-Section/Geometric Improvements			
510	11.4 to 11.47	Church Kalama Road & Ft Lewis Military Road	0.17 to 0.23
Solution: Cross-section/Geometric improvements			
510	12.84 to 13	Southworth Elementary School Vicinity	0.12 to 0.16
Solution: Cross-Section/Geometric improvements			
510	13.99 to 14.4	89th Avenue Southeast to Yelm west of city limits	0.35 to 0.47
Solution: Cross-Section/Geometric improvements			

Southwest Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
At Grade Intersections			
500 *Solution: New Interchange*	1.13 to 1.13	St. John's Blvd.	15.29 to 20.69
500 *Solution: New Interchange*	1.8 to 1.8	Northeast 42nd Avenue	7.03 to 9.51
500 *Solution: New Interchange*	2.38 to 2.38	Northeast 54th Avenue	8.15 to 11.03
500 *Solution: New interchange*	3.89 to 3.89	North Thurston Way	10.70 to 14.48
500 *Solution: New interchange*	5.42 to 5.42	Northeast 112th Way	9.59 to 12.97
Risk Reduction			
4 *Solution: Realignment*	37.66 to 38	End of climbing lane to Milepost 38	1.94 to 2.62
4 *Solution: Realignment*	41.31 to 41.6	Milepost 41.31 to Milepost 41.60	0.87 to 1.17
4 *Solution: Realignment, bridge replacement*	47.75 to 48.48	Mill Creek Bridge to Aberathy Creek Road	3.41 to 4.61
4 *Solution: Realignment*	49.8 to 49.95	Half Bridge to German Creek Bridge	0.48 to 0.64
4 *Solution: Realignment*	50.6 to 51.11	Tall Creek Road to Milepost 51 vicinity	1.45 to 1.97
4 *Solution: Realignment*	52.02 to 52.1	Milepost 52 vicinity	1.01 to 1.37
4 *Solution: Realignment*	54.63 to 54.75	West of Coal Creek Slough Bridge	0.92 to 1.24
6 *Solution: Realignment*	0.19 to 0.2	Raymond	0.09 to 0.12
6 *Solution: Realignment*	0.58 to 0.92	Bloomhardt Road to Gerber St	0.96 to 1.30
6 *Solution: Realignment*	12.71 to 12.77	Bilow Road vicinity	0.18 to 0.24
6 *Solution: Realignment*	44.45 to 45.07	Spooner Road vicinity	1.84 to 2.50
6 *Solution: Realignment*	47.15 to 48.09	Goff Road to Stearns Road vicinity	2.92 to 3.94
7 *Solution: Realignment, bridge replacement*	1.45 to 2.59	Milepost 1.45 to CW Railroad Bridge	4.28 to 5.80
7 *Solution: Realignment*	5.46 to 6.74	North of Tilton River Bridge	2.73 to 3.69
12 *Solution: Realignment*	100.85 to 101.4	Priest Road to Davis Lake Road	1.65 to 2.23
14 *Solution: Realignment*	21.72 to 27.47	Clark/Skamania County Line to Riverside Drive Vicinity	28.35 to 38.35
14 *Solution: Realignment*	30.15 to 30.67	East of Smith-Cripe Road	1.55 to 2.09
14 *Solution: Shoulder widening*	41.55 to 42.15	Bridge of the Gods Road to Milepost 42.15	0.29 to 0.39
14 *Solution: Shoulder widening*	44.89 to 48.09	East of Stevenson to Carson Depot Road	0.96 to 1.30
14 *Solution: Realignment bridge replacement*	61.44 to 62.01	Fish Hatchery to Milepost 62	2.63 to 3.55
14 *Solution: Shoulder widening*	63.61 to 64.85	SR 141 Spur vicinity to City Street	0.77 to 1.04
101 *Solution: Relocate utilities, shoulder widening, and minor realignment*	2.06 to 2.46	South of Fort Columbia Tunnel	0.29 to 0.39
101 *Solution: Realignment*	4.12 to 4.21	Houtchen Street vicinity	0.25 to 0.33

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Risk Reduction *(continued)*			
101	28.2 to 28.47	South of SR 4 intersection	0.77 to 1.04
Solution: Realignment			
101	45.53 to 47.08	Weyerhaeuser Road vicinity to Milepost 46.90	3.30 to 4.46
Solution: Realignment Milepost 45.53 to 45.70, Milepost 45.95 to Milepost 46.90			
101	48.25 to 48.65	Bruceport County Park vicinity	1.16 to 1.56
Solution: Realignment			
101	58.44 to 58.48	South Fork Willipa River Bridge	0.00 to 0.00
Solution: Upgrade guardrail establish clear zone			
101	60.21 to 60.5	Private Road vicinity	0.84 to 1.14
Solution: Realignment			
101	61.97 to 63.3	Milepost 62 to Smith Creek Road vicinity	3.90 to 5.28
Solution: Realignment			
101	66.8 to 67.18	Pacific/Grays Harbor County Line	0.85 to 1.15
Solution: Realignment			
141	2 to 5.2	Entering White Salmon to Powerhouse Road	9.37 to 12.67
Solution: Realignment			
141	4.8 to 6.85	SR 141 Spur to Northwestern Lake Road	9.76 to 13.20
Solution: Realignment			
500	9.8 to 10	West of Northeast 199th Avenue	0.48 to 0.64
Solution: Realignment			
500	10.4 to 12.3	Northeast 199th Ave to Northeast 53rd St	1.94 to 2.62
Solution: Realignment			
500	12.3 to 14.2	Northeast 53rd St to Northeast 249th Avenue	1.94 to 2.62
Solution: Realignment			
500	16 to 18.3	Northeast Hathaway Road to Northeast 23rd Avenue	2.92 to 3.94
Solution: Realignment Milepost 16.00 to Milepost 16.50, Milepost 17.35 to Milepost 17.50, Milepost 18.0 to Milepost 18.30			
501	17.3 to 18.2	Northeast Pioneer Road to Northeast Smythe Road	1.75 to 2.37
Solution: Realignment Milepost 17.30 to Milepost 17.50, Milepost 17.90 to Milepost 18.20			
502	0.31 to 1.54	Northeast 184th Street to Northeast 209th Street	1.94 to 2.62
Solution: Establish clear zone, slope flattening			
503	13.9 to 15.6	Northeast Gabriel Road to Northeast 365th St	3.80 to 5.14
Solution: Realignment			
503	16.55 to 17.95	Northeast 165th St to Hooper Wollam Road	1.84 to 2.50
Solution: Realignment			
503	17.7 to 18.35	Hooper Wollam Road to Northeast Kelly Road	1.89 to 2.55
Solution: Realignment			
503	21.4 to 21.5	North Branch Chelatchie Creek vicinity	0.07 to 0.09
Solution: Add guardrail, establish clear zone, relocate utilities, slope flattening, and shoulder widening			
503	21.9 to 22.1	South of Northeast Gerber McKee Road	0.11 to 0.15
Solution: Establish clear zone, relocate utilities, slope flattening, shoulder widening			
503	22.2 to 22.4	Northeast Gerber McKee Road vicinity	0.09 to 0.12
Solution: Turn present section over to county and improve Northeast Cedar Creek Road to state standards			
503	22.5 to 22.6	Eaton Road vicinity	0.09 to 0.12
Solution: Turn present section over to county and improve Eaton Road to state standards			
503	32.9 to 35.1	Baker Road vicinity to Milepost 35.10	0.46 to 0.62
Solution: Upgrade guardrail, establish clear zone, slope flattening, shoulder widening			
503	36.6 to 36.9	Rock Creek Bridge vicinity	0.26 to 0.36
Solution: Add guardrail, establish clear zone, and shoulder widening			
504	0.43 to 1.58	Salmon Creek Lane to Studebaker Road	0.14 to 0.20
Solution: Upgrade guardrail, slope flattening			
504	6.9 to 8.51	El Costa-Lotta Place to George Taylor Road	0.01 to 0.01
Solution: Relocate utilities			
504	8.95 to 9.1	Hall Road vicinity	0.43 to 0.58
Solution: Realignment			
504	9.5 to 9.7	Martin Road Vicinity	0.42 to 0.56
Solution: Realignment			

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Risk Reduction *(continued)*			
504	17.87 to 19.6	Kid Valley Road to Milepost 19.60	3.68 to 4.98
Solution: Realignment			
505	7.3 to 7.61	Toledo Salmon Creek Road to Boone Road	0.71 to 0.95
Solution: Realignment			
505	12.85 to 14.83	Dowling Road vicinity to Milepost 14.83	2.28 to 3.08
Solution: Realignment Milepost 13.0 to Milepost 13.2 rebuild bridge # 505/104, add and upgrade guardrail, establish clear zone, relocate utilities, slope Flattening, shoulder widening			
507	3.95 to 4.6	Lowery Lane to Big Hanaford Road	0.13 to 0.17
Solution: Upgrade guardrail, relocate utilities			
508	3.12 to 3.18	Guerrier Road	1.39 to 1.89
Solution: Relocate utilities, shoulder widening, slope flattening			
508	3.64 to 3.74	Tauscher Road vicinity	0.05 to 0.07
Solution: Establish clear zone, shoulder widening, slope flattening			
508	6.25 to 6.72	West of Hyak Road vicinity	0.29 to 0.39
Solution: Slope flattening, widen shoulders, establish clear zone			

South Central Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
At Grade Intersections			
12	191.11 to 191.11	Allan Road	8.50 to 11.50
Solution: Construct Interchange			
12	196.14 to 196.67	McLaughlin/Mapleway and McCormick Road	13.18 to 17.83
Solution: Construct new interchange - provide connections to interchange and/or grade separations (three At Grade locations)			
12	197.5 to 199.1	Old Naches Highway	22.10 to 29.90
Solution: Construct Interchange and frontage roads			
12	336.85 to 336.86	East. Rees/Rees Avenue	2.13 to 2.88
Solution: Construct grade separation			
12	337.69 to 337.69	Lower Waitsburg Road/Clinton Street	1.06 to 1.44
Solution: Construct grade separation			
12	338.72 to 338.73	Wilbur Avenue	8.50 to 11.50
Solution: Interim solution, install traffic signal. Ultimate, construct Interchange			
12	340.53 to 340.53	G Street	9.35 to 12.65
Solution: Construct interchange			
240	30.63 to 30.63	Stevens Drive	9.78 to 13.23
Solution: Construct Interchange			
395	23 to 24.5	Hillsboro Street Intersection	9.78 to 13.23
Solution: Construct Interchange			
395	25.11 to 25.11	Foster Wells Road	11.19 to 15.15
Solution: Construct Interchange and frontage roads			
395	27.64 to 27.67	Vineyard Drive	7.65 to 10.35
Solution: Construct interchange and frontage roads			
395	30.18 to 30.18	Crest Loch/Selph Landing Road	7.65 to 10.35
Solution: Construct interchange and frontage roads			
395	32.31 to 32.31	Sagemoor Road	6.80 to 9.20
Solution: Construct interchange and frontage roads			
395	37.37 to 37.37	Eltopia/Blanton Road	6.80 to 9.20
Solution: Construct interchange and frontage roads			
Risk Reduction			
12	314.45 to 314.58	Nine Mile Creek vicinity.	0.51 to 0.69
Solution: Flatten slopes through rock cut			
12	335.04 to 335.17	Vicinity SR 125 Spur	0.34 to 0.46
Solution: Realign roadway to standards.			
022	3.9 to 3.99	Junction US 97 vicinity.	0.24 to 0.32
Solution: Improve I/South Geometrics			
024	41.52 to 41.7	Priest Rapids Dam Road vicinity.	0.85 to 1.15
Solution: Flatten slopes; update guardrail; realign roadway			
090	79 to 79.29	Cle Elum Weigh Station vicinity.	5.38 to 7.28
Solution: Realign Eastbound/Westbound roadway, reconstruct bridges			
090	133.69 to 136.64	Wanapum Road vicinity.	1.39 to 1.87
Solution: Realign roadway.			
124	6.62 to 6.74	Milepost 6.65	0.26 to 0.35
Solution: Flatten horizontal curve.			
129	37.18 to 37.44	Pearcy Street vicinity.	0.32 to 0.44
Solution: Realign curve; widen shoulders.			
129	41.27 to 41.28	Highland Avenue	0.34 to 0.46
Solution: Evaluate alternatives			
821	2.36 to 25.01	I-82 to Thrall Road	4.24 to 5.74
Solution: Corridor improvements: widen roadway, realign curves, safety improvements (3 RISK locations)			
903	0.24 to 0.3	Junction SR 970 vicinity.	0.11 to 0.15
Solution: Realign roadway			

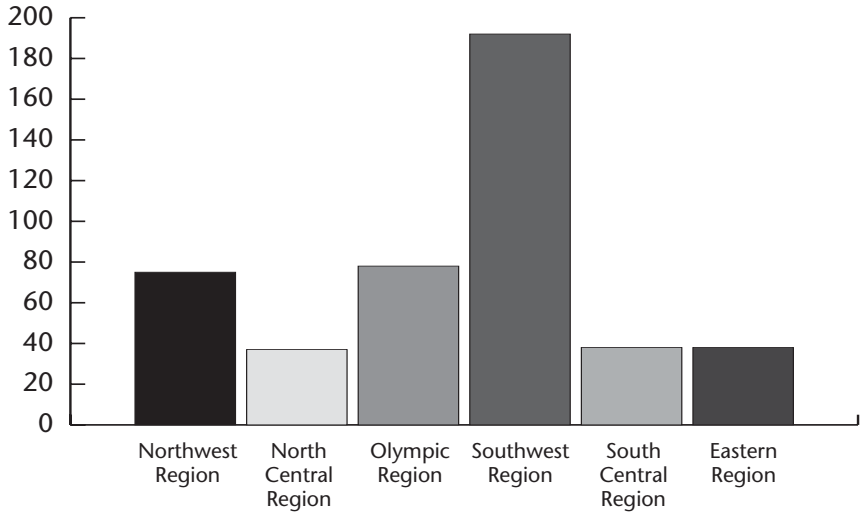
Eastern Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
At Grade Intersections			
2	299.86 to 299.86	Colbert Road Vicinity	12.75 to 17.25
Solution: Construct grade-separated interchange			
195	to	Thorpe Road	10.20 to 13.80
Solution:	*Construct grade-separated interchange*		
195	91.17 to 91.17	Hatch Road	11.89 to 16.09
Solution: Construct grade-separated interchange			
195	93.83 to 93.83	Cheney-Spokane Road	11.89 to 16.09
Solution: Construct grade-separated interchange			
395	to	Muse Road	8.87 to 11.99
Solution: Construct grade-separated interchange			
395	70.59 to 70.59	Cunningham Road	5.26 to 7.12
Solution: Construct grade separated interchange.			
395	164.51 to	North Division Wye (US 395 / US 2)	4.24 to 5.74
Solution: Construct grade separated interchange. Includes US 2 M.P. 292.61 to 292.86			
Risk Reduction			
195	39.18 to 39.7	Colfax Scenic Viewpoint Vicinity	3.81 to 5.15
Solution: Install barrier and set back rock cut.			
291	7.08 to 14.31	Milepost 7.08 to Vicinity Suncrest	6.80 to 9.20
Solution: Nine Mile Bypass Phase 1 $6.9 million, Phase 2 $20.1 million			

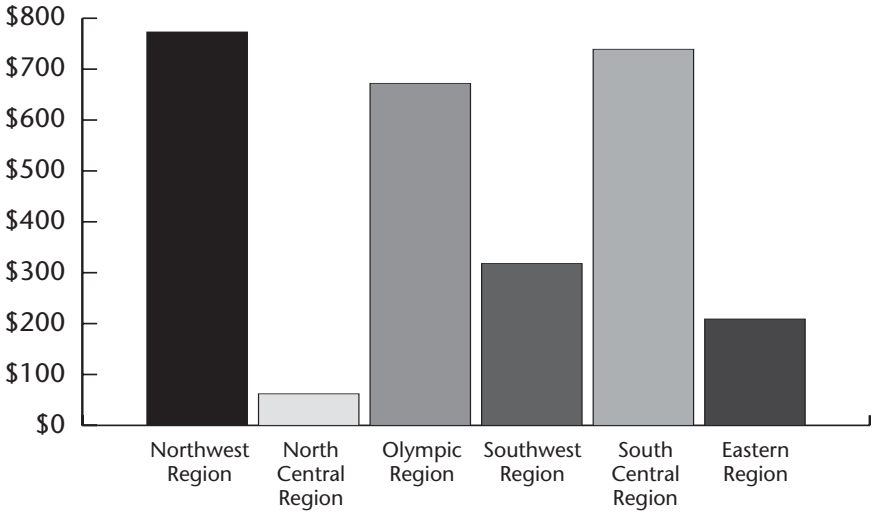
Economic Initiative Strategies

The strategies listed in this section describe the improve-ments that are needed to meet the economic initiatives objectives for the next 20 years, from 2003-2022. It is important to note that these are planning strategies and that the project scope will be refined during the programming and design phases. Specific detail for each action strategy can be found in the Objective and Action Strategies section.

Economic Initiatives Improvement Subprogram
Number of Strategies by Region



Economic Initiatives Improvement Subprogram
Estimated $ Cost in Millions by Region (2001 Dollars)



Northwest Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
All Weather Roadways (Freeze/Thaw)			
530	32.73 to 42.56	Lake Cavanaugh Road to Fortson Mill Road	14.76 to 19.98
Solution:	*Reconstruct roadway to eliminate roadway closures due to freeze-thaw conditions.*		
Bicycle Touring Routes			
2	31.3 to 35.9	Proctor Creek to Index-Galena Road	1.69 to 2.29
Solution:	*Provide minimum four-foot shoulders for Rural Bicycle Touring Route.*		
2	38.4 to 39.8	Burlington Northern Rail Road crossing to Barclay Creek	1.39 to 1.87
Solution:	*Provide minimum four-foot shoulders for Rural Bicycle Touring Route.*		
2	41.4 to 42	Northeast 194th Place to vicinity of County Road	0.09 to 0.12
Solution:	*Provide minimum four-foot shoulders for Rural Bicycle Touring Route.*		
2	43.3 to 49.7	Forest Service Road #6028 to South Fork Skykomish River	1.41 to 1.91
Solution:	*Provide minimum four-foot shoulders for Rural Bicycle Touring Route.*		
2	50.2 to 55.8	Ranger Station to Deception Creek	1.47 to 1.99
Solution:	*Provide minimum four-foot shoulders for Rural Bicycle Touring Route.*		
20	44.66 to 46.97	North Dewey Beach Drive to Milepost 47	3.70 to 5.00
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	60.45 to 60.49	North Walnut Street to Rail Road crossing	0.49 to 0.67
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	97.83 to 100.01	Rockport to Conrad Road	2.80 to 3.78
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	100.17 to 102.81	Rest Area to Corkindale Creek Bridge	6.26 to 8.46
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	102.9 to 105.72	Corkindale Creek to Ranger Station Road	3.57 to 4.83
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	111.01 to 114.86	Milepost 11 to Damnation Creek Bridge	8.33 to 11.27
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	114.86 to 116.33	Damnation Creek to Control Section 2932	1.77 to 2.39
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	120.56 to 122.21	Pedestrian crossing to Half Bridge	5.25 to 7.11
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	122.32 to 122.95	Half Bridge to Milepost 123	2.20 to 2.98
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	123.38 to 124.94	Parking area to Milepost 125	4.94 to 6.68
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	125.07 to 126.04	Milepost 125 to Gorge Lake	3.36 to 4.54
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	126.13 to 130.22	Gorge Lake Bridge to U.S. Forest Service Campground	13.76 to 18.62
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	3 to 3.85	Fort Columbia State Park Street to Chinook	0.94 to 1.27
Solution:	*Improve shoulder to 8' on west side*		
Border Crossings			
538	1.77 to 1.77	North 30th Street.	0.36 to 0.48
Solution:	*Needs Further Study - Signalization to facilitate trail crossing.*		
539	12.54 to 15.16	SR 546 to International Boundary	6.75 to 9.13
Solution:	*Widen to 3 lanes with a PACE lane at the border, access management*		
543	0.2 to 0.2	Boblett Street	0.22 to 0.30
Solution:	*Needs Further Study - Safe crossing as SR 543 intersects with I-5 in Blaine.*		
548	12.98 to 13.85	Bell Road to Marine Drive	0.89 to 1.21
Solution:	*Needs Further Study - Improvements to I-5 (parallel route) & intersection improvements*		

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Economic Vitality			
5	225.64 to 225.64	SR 536 Interchange (Mt. Vernon)	14.03 to 18.99
Solution:	*Modify SR 536 Interchange*		
5	226.7 to 228.25	2nd Street Under-crossing to Skagit River Bridge	37.57 to 50.83
Solution:	*Widen to six Lanes. Modify 2nd Street Under-crossing and SR 538 Interchange*		
5	228.25 to 231.8	Skagit River to Joe Leary Slough	70.41 to 95.25
Solution:	*Widen to six Lanes, modify Interchanges, widen bridges & add an additional Skagit River bridge*		
5	231.8 to 234.04	Enter City of Burlington to SR 11	34.68 to 46.92
Solution:	*Widen to six Lanes & modify Cook Road Interchange*		
5	234.04 to 237.71	Samish River to Bow Hill Rest Area	33.50 to 45.32
Solution:	*Widen to 6 Lanes, modify Bow Hill Interchange*		
5	246.24 to 246.24	Samish Highway Interchange	7.31 to 9.89
Solution:	*Modify Samish Highway Interchange*		
5	254.82 to 254.82	SR 542/Sunset Drive Interchange (Bellingham)	3.87 to 5.23
Solution:	*Modify SR 542 Ramps (Sunset Drive)*		
20	54.89 to 59.78	Fredonia to I-5	42.02 to 56.86
Solution:	*Widen to four lanes, access management; Rebuild I-5 Interchange (WIN#12039A)*		
20	55.98 to 58.77	West of Sedro-Woolley	1.18 to 1.60
Solution:	*Purchase of access rights*		
20	59.6 to 63.72	Interstate 5 to Sedro-Woolley	9.78 to 13.23
Solution:	*Needs Further Study - Widen to 4 lane*		
525	26.96 to 27.98	Puget Drive to Ledgewood Beach Drive	0.43 to 0.58
Solution:	*Purchase Access rights*		
539	0 to 0.48	Interstate 5 to Bakerview Road	6.93 to 9.37
Solution:	*Modify I-5 Interchange, transit enhancements, new over-crossing at Orchard Road*		
Freight Trunk System			
18	11.08 to 16.31	180th Avenue southeast to Maple Valley	17.00 to 23.00
Solution:	*Widen to 4-lane freeway*		
18	16.31 to 19.3	Maple Valley to Issaquah/Hobart Road	55.64 to 75.28
Solution:	*Widen to 4-lane freeway*		
18	19.3 to 23.9	Issaquah/Hobart Road to Tigergate	39.98 to 54.08
Solution:	*Widen to 4-lane freeway*		
18	23.9 to 27.91	Tigergate to I-90	51.45 to 69.61
Solution:	*Widen to 4-lane freeway*		
519	0 to 2.26	Seattle Waterfront to I-5	62.16 to 84.10
Solution:	*Construct a couplet between the Seattle waterfront and I-5 along South Royal Brougham Way (WB) and Atlantic Street (EB). Provide southbound ramp connection to SR 99.*		
Heritage Corridor Plans			
2	15 to 104.7	Vicinity Monroe to vicinity Peshastin	4.43 to 5.99
Solution:	*Interpretive panels, viewpoints, Safety Rest Areas, traveler information*		
9	29.5 to 98.2	Vicinity Arlington to Vicinity Sumas	0.26 to 0.36
Solution:	*Develop Corridor Management Plan (CMP)*		
11	0 to 21.2	Vicinity Burlington to Vicinity Bellingham	4.45 to 6.01
Solution:	*interpretive panels, viewpoints, traveler information, guardrail replacement*		
20	12.9 to 204.1	Keystone Ferry to SR 153 vicinity Twisp	4.68 to 6.34
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interpretive Safety Rest Area, Viewpoint, and other Enhancements.*		
202	0 to 30.5	Vicinity Bothell to Vicinity North Bend	4.43 to 5.99
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interpretive Safety Rest Area, Viewpoint, and other Enhancements.*		
525	8.5 to 30.5	Clinton to Keystone (Whidbey Island)	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
542	0 to 57.3	vicinity Bellingham to vicinity Austin Pass	4.45 to 6.01
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interpretive Safety Rest Area, Viewpoint, and other Enhancements.*		
547	0 to 10.8	vicinity Kendall to vicinity Sumas	0.14 to 0.18
Solution:	*Develop Corridor Management Plan (CMP)*		

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
International Trade/Port Access			
5	251.55 to 259.85	36th Street to Slater Road	14.75 to 19.95
Solution:	*EIS and Advanced Right of Way Procurement*		
5	256.98 to 256.98	Northwest Avenue Interchange (Over-crossing)	6.75 to 9.13
Solution:	*Modify Northwest Avenue Interchange*		
5	257.2 to 257.2	Bakerview Road Interchange	6.60 to 8.92
Solution:	*Modify Bakerview Road Interchange (Under crossing)*		
5	259.71 to 259.71	Slater Road Interchange	7.89 to 10.67
Solution:	*Modify Slater Road Interchange*		
5	261.52 to 261.52	Smith Road Interchange	4.92 to 6.66
Solution:	*Smith Road Interchange*		
532	0 to 2.91	East Camano Drive to Island/Snohomish County Line	10.52 to 14.24
Solution:	*Needs Further Study - Widen to 4 Lanes*		
Safety Rest Area			
2	21 to 60	Vicinity Skykomish (Milepost 38)	1.77 to 2.39
Solution:			
20	97 to 108	Vicinity of Rockport (Milepost 102)	1.78 to 2.40
Solution:	*Safety Rest Area*		
410	56 to 69	Vicinity Mount Rainier National Park (Milepost 63)	1.77 to 2.39
Solution:	*Safety Rest Area*		

North Central Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
All Weather Roadways (Freeze/Thaw)			
243	0 to 28.26	23 southwest to Milepost 26.7	10.61 to 14.35
Solution:	*Overlay with 75mm of ACP or cushion with 200mm and OGEAP. Additional repair in areas of existing frost damage*		
262	0 to 24.22	State Route 26 to O'Sullivan Dam	7.21 to 9.75
Solution:	*Reconstruct roadway to eliminate roadway closures due to freeze-thaw conditions.*		
Heritage Corridor Plans			
2	187.4 to 193.3	Vicinity SR 17 Coulee City to Junction SR 155	0.20 to 0.28
Solution:	*Interpretive panels, viewpoints, Safety Rest Areas, traveler information, guardrail replacement*		
17	7.43 to 144.29	Vicinity Mesa to vicinity Brewster	4.43 to 5.99
Solution:	*planning, resource identification, interpretation, and enhancement projects*		
20	297.23 to 436.9	Okanogan County line to vicinity Newport (Idaho Border)	0.43 to 0.58
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interp. Safety Rest Area, Viewpoint, and other Enhancements.*		
97	136.6 to 185	Vicinity Ellensburg to US 2 Junction	0.43 to 0.58
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interp. Safety Rest Area, Viewpoint, and other Enhancements.*		
97	199.8 to 239.6	Vicinity Monitor to US 97 vicinity Chelan	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
153	0 to 30.1	Vicinity Pateros to Vicinity Twisp	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
155	0 to 80.5	Vicinity Coulee City to Vicinity Omak	0.33 to 0.45
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interpretive Safety Rest Area, Viewpoint, and other Enhancements.*		
262	0 to 24.2	Junction US 26 to Junction SR 17	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
971	0 to 15	Junction Alt US 97 to vicinity Chelan	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
Safety Rest Area			
2	141 to 178	Vicinity Waterville (MP160)	1.77 to 2.39
Solution:			
28	68 to 95	Vicinity Odessa (Milepost 85)	1.77 to 2.39
Solution:			
97	260 to 300	Vicinity Okanogan (MP280)	1.77 to 2.39
Solution:			
97	300 to 337	Vicinity Tonasket (MP318)	1.77 to 2.39
Solution:			

Olympic Region

Bicycle Touring Routes

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
3	2.93 to 6.59	Pine Street to Johns Creek Bridge	7.59 to 10.27
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
3	6.61 to 7.54	Johns Creek Bridge to Mason Lake Road vicinity	2.13 to 2.89
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
3	8.07 to 8.56	Ecler Road to Cranberry Creek Bridge	1.11 to 1.51
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
3	8.58 to 8.92	Cranberry Creek to Deer Creek Bridge	0.77 to 1.05
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	0 to 0.05	US 101 to Snow Creek Bridge	0.09 to 0.12
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	0.07 to 4.63	Snow Creek Bridge to Woodman Road Vicinity	10.55 to 14.27
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	6.25 to 7.85	4 Corners Road to SR 19-Airport Cutoff Road	3.69 to 4.99
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	74.74 to 76.91	North River Bridge to SR 107	5.01 to 6.77
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	77.07 to 77.86	SR 107 Vicinity (North of intersection)	1.81 to 2.45
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	111.64 to 113.09	Stevens Creek vicinity to Donkey Creek Road	3.34 to 4.52
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	113.09 to 119.91	Donkey Creek Road vicinity to Moclips Highway vicinity	15.80 to 21.38
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	119.91 to 126.69	Moclips Highway vicinity to Quinault River Bridge	15.72 to 21.26
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	126.69 to 130.84	Quinault River Bridge to Dry Creek Bridge	0.00 to 0.00
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	130.84 to 132.95	Dry Creek vicinity to Ten O Clock Creek vicinity	4.87 to 6.59
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	132.95 to 137.53	Dry Creek Bridge Vicinity to West Boundary Road	10.59 to 14.33
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	137.53 to 139.71	West Boundary Road to Raft River Bridge	5.04 to 6.82
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	139.73 to 143.23	Raft River Bridge to Grays Harbor/Jefferson	8.10 to 10.96
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	143.23 to 144.35	Grays Harbor/Jefferson County Line vicinity	2.58 to 3.48
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	227.66 to 231.43	Barnes Creek Bridge to Fisher Cove Road Vicinity	8.39 to 11.35
Solution:	*Lake Crescent Alternatives (Class I trail or widen shoulders)*		
101	285.15 to 292.02	SR 104 vicinity to Leland Valley Road vicinity	15.90 to 21.52
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	292.02 to 293.5	Leland Valley to Little Quilcene River	3.41 to 4.61
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	293.52 to 294.63	Little Quilcene River to Bowen Street	2.56 to 3.46
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	294.74 to 302.26	East Rose Street to Spencer Creek Road	17.51 to 23.69
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	302.48 to 303.16	Bee Mill Road Vicinity	1.55 to 2.09
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	306.51 to 307.57	Dosewallips River vicinity to Brinnon vicinity	2.44 to 3.30
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	307.57 to 310.05	Old Brinnon Highway to Duckabush Slough	5.73 to 7.75
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	310.08 to 310.19	Duckabush Slough to Duckabush River	0.23 to 0.31
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	310.23 to 312.32	Duckabush River to McDonald Creek	4.81 to 6.51
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Bicycle Touring Routes *(continued)*			
101	312.33 to 313.54	McDonald Creek to Fulton Creek	2.79 to 3.77
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	313.57 to 321.44	Fulton Creek to Jorsted Creek	18.20 to 24.62
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	321.44 to 321.7	Jorsted Creek Vicinity	0.59 to 0.79
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	324.81 to 327.23	Eagle Creek Road to Lilliwaup Creek Bridge	2.79 to 3.77
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	327.25 to 329.07	Lilliwaup Creek to Sund Creek	3.99 to 5.39
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	329.08 to 329.93	Sund Creek to Miller Creek	1.95 to 2.63
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	329.94 to 331.71	Miller Creek to Finch Creek	4.08 to 5.52
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	331.96 to 334.48	Old Mill Road to Cushman Project Bridge	5.83 to 7.89
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	334.5 to 336.39	Cushman Project Bridge to SR 106 vicinity	4.36 to 5.90
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	339.32 to 341.3	Purdy Creek to Brockdale Road Vicinity	2.27 to 3.07
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
103	10.27 to 10.85	246th Street vicinity to 256th Place vicinity	0.41 to 0.55
Solution:	*Sidewalk and shoulder improvements*		
103	11.15 to 13.75	Ridge Avenue to Rowe Way vicinity	1.47 to 1.99
Solution:	*Sidewalk and shoulder improvements*		
105	0 to 25.72	US 101 to Grays Harbor County Line	21.20 to 28.68
Solution:	*Improve shoulders to minimum standards for bicycle touring routes.*		
507	5.44 to 5.98	Lewis/Thurston County Line Vicinity	0.45 to 0.61
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
507	6.32 to 7.45	Flumerfelt Road / O' Connor Road vicinity	1.07 to 1.45
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
507	7.45 to 8.25	Between Connor Road and Bucoda	0.74 to 1.00
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
507	12.78 to 13.18	Between 174th Avenue southeast and Tenino	0.36 to 0.48
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
Economic Vitality			
3	3.58 to 23.3	Shelton north of city limits to Belfair Bypass Vicinity	0.85 to 1.15
Solution:	*Needs Further Study - South Mason County Alternatives Study (WSDOT lead)*		
3	3.58 to 23.3	Shelton north of city limits to Belfair Bypass Vicinity	35.51 to 48.05
Solution:	*Needs Further Study - Design/Build preferred alternative from South Mason County Alternatives Study (WSDOT Lead)*		
101	244.32 to 255.11	Reddick Road to O'Brien Road	1.31 to 1.77
Solution:	*Needs Further Study-Resume Port Angeles Alternatives Study and EIS*		
101	266.12 to 266.12	Simdars Interchange	1.77 to 2.39
Solution:	*Interchange improvements (add a WB on-ramp and EB off-ramp)*		
101	352.6 to 352.6	Lynch Road Intersection	0.87 to 1.17
Solution:	*Lynch Road Alternatives. WSDOT partnership with local agencies*		
101	364.36 to 366.42	Kaiser Road to Cooper Point Road/Mottman Interchange	0.43 to 0.58
Solution:	*Needs Further Study - Participate in "West Olympia Access" Study*		
101	364.36 to 366.42	Kaiser Road to Cooper Point Road/Mottman Interchange	13.31 to 18.01
Solution:	*Needs Further Study - Design/Build preferred alternative from "West Olympia Access" Study*		
109	40.46 to 54.11	Taholah (end SR 109) to Queets (US 101)	1.77 to 2.39
Solution:	*Needs Further Study - Quinault Tribal Highway (Taholah to Queets)*		
112	12.53 to 12.53	Hoko-Ozette Road Vicinity	1.77 to 2.39
Solution:	*Needs Further Study - SR 112 Alternatives (Loop Road)*		
305	13.31 to 13.52	Viking Way to SR 3 Under-crossing	0.00 to 0.00
Solution:	*Interchange Improvements. Private Developer to provide improvements*		

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Heritage Corridor Plans			
3	0 to 60	Vicinity Shelton to vicinity Port Gamble	0.25 to 0.33
Solution:	*Interpretive panels, viewpoints, Safety Rest Areas, traveler information, guardrail replacement*		
8	0 to 20.6	Vicinity Elma to Junction US 101	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
8	0 to 20.6	Vicinity Elma to Junction US 101	1.77 to 2.39
Solution:	*Develop Corridor Management Plan (CMP)*		
12	5.5 to 21.3	Vicinity Montesano to Vicinity Elma	0.20 to 0.28
Solution:	*Resource Inventory, traveler Information*		
19	0 to 14.2	Junction SR 104 to Junction SR 20	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
20	0 to 12.6	Junction US 101 to vicinity Port Townsend	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
101	152.1 to 367.2	Vicinity Queets to vicinity Olympia	4.43 to 5.99
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interp. Safety Rest Area, Viewpoint, and other Enhancements.*		
104	0.2 to 24.5	Vicinity Discovery Bay to Kingston Ferry crossing	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
105	0 to 30.3	Vicinity Raymond to vicinity Bay City	2.21 to 2.99
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interp. Safety Rest Area, Viewpoint, and other Enhancements.*		
105	30.4 to 48.8	Vicinity Westport to vicinity Aberdeen	2.21 to 2.99
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interp. Safety Rest Area, Viewpoint, and other Enhancements.*		
109	0 to 40	Vicinity Hoquiam to vicinity Queets	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
112	0 to 61.2	Vicinity Neah Bay to Vicinity Elwha Dam	4.43 to 5.99
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interp. Safety Rest Area, Viewpoint, and other Enhancements.*		
116	0 to 9.8	Vicinity Chimacum to Vicinity Fort Flagler State Park	0.11 to 0.15
Solution:	*Develop Corridor Management Plan (CMP)*		
119	0 to 10.9	Vicinity Hoodsport to Vicinity Lake Cushman	0.11 to 0.15
Solution:	*Develop Corridor Management Plan (CMP)*		
305	0.2 to 13.3	Vicinity Bainbridge Island to vicinity Poulsbo	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
706	0 to 13.6	Vicinity Elbe to Mount Rainier National Park	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
International Trade/Port Access			
5	108.94 to 114.65	Martin Way Interchange to Nisqually Interchange	0.25 to 0.33
Solution:	*Needs Further Study-Participate in "Northeast Lacey Access" study*		
167	0 to 1.5	SR 509 to Interstate 5	275.66 to 372.96
Solution:	*SR 167 Extension, Stage 1 from SR 509 to Interstate 5. Construct new four-lane freeway.*		
Safety Rest Area			
7	16 to 36	Vicinity Elbe (Milepost 26)	1.77 to 2.39
Solution:			
8	0 to 14	Vicinity Elma Westbound (Milepost 7)	1.77 to 2.39
Solution:			
101	102 to 163	Vicinity Olympic National Forest (Milepost 120)	1.77 to 2.39
Solution:			
101	209 to 270	Vicinity Sequim (Milepost 266.58)	2.55 to 3.45
Solution:			
101	310 to 330	Vicinity Potlatch (Milepost 310)	1.77 to 2.39
Solution:	*Develop Safety Rest Area*		

Southwest Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Avalanche and Flood Closures			
5	76 to 82	13th Street to SR 507	44.40 to 60.06
Solution:	Raise grade above flood plain		
Bicycle Touring Routes			
4	4.7 to 4.85	Naselle School vicinity	0.00 to 0.00
Solution:	Provide Pedestrian refuge on radii		
4	4.96 to 8.26	County Road to Salmon Creek Road vicinity	2.05 to 2.77
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	11.38 to 15.06	Rangila Slough vicinity to County Road	2.20 to 2.98
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	15.06 to 19.56	Altoona-Pillar Rock Road to Slough Bridge	3.36 to 4.54
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	22.92 to 23.04	Milepost 22 vicinity To Milepost 23 vicinity	0.05 to 0.07
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	23.04 to 25.32	Milepost 23 vicinity to Bjornsgard Road vicinity	1.41 to 1.91
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	25.32 to 28.98	Bjornsgard Road vicinity to Skamokawa Valley Road	2.28 to 3.08
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	28.82 to 29.13	School Road to Steamboat Slough Road vicinity	0.11 to 0.15
Solution:	Provide sidewalk on South side of SR 4		
4	28.98 to 29.4	Skamokawa Valley Road to Milepost 29.40	0.25 to 0.33
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	38.03 to 41.99	Riverview East vicinity	2.91 to 3.93
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	41.99 to 42.6	Riverview East vicinity	2.03 to 2.75
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	44.67 to 46.08	Wahkiakum/Cowlitz County Line vicinity	1.05 to 1.41
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	46.36 to 46.47	Mill Creek Road vicinity	0.06 to 0.08
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	47.72 to 48.13	Mill Creek Bridge to Abernathy Creek Bridge	0.29 to 0.39
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	48.16 to 48.32	Abernathy Creek Bridge to Abernathy Creek Road	0.11 to 0.15
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	48.32 to 48.84	Abernathy Creek Road vicinity	0.36 to 0.48
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
4	49.68 to 55.24	Half Bridge vicinity to SR 432	4.07 to 5.51
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
5	0.27 to 9.53	Interstate Bridge to I-205/179th Street Interchange	0.00 to 0.00
Solution:	Pedestrian Walkway		
5	7.75 to 8	I-5/I-205	0.00 to 0.00
Solution:	Needs Further Study - Pedestrian. Trail/I-205/I-5 Connection		
6	5.87 to 6.28	Maple Leaf Street vicinity to Bullard Avenue vicinity	0.29 to 0.39
Solution:	Provide sidewalk on South side of SR 6		
6	27.99 to 28.81	Chehalis River Bridge to First Street vicinity	0.71 to 0.95
Solution:	Improve Bridge ends and provides sidewalks		
12	135.86 to 137.02	U.S. Forest Service Road #1270 vicinity to Purcell Creek vicinity	0.26 to 0.35
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
12	139.66 to 140.38	U.S. Forest Service Road #45 vicinity to Cortwright Creek Bridge	0.16 to 0.22
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
12	140.49 to 140.91	Cortwright Creek Bridge vicinity to Milepost 141 vicinity	0.25 to 0.33
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
12	141.22 to 143.63	U.S. Forest Service Road #1276 to Slide Bridge	0.56 to 0.76
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
12	144.93 to 144.98	Gulch Bridge to Milepost 145 vicinity	0.01 to 0.01
Solution:	Widen shoulder to 4' minimum for bicycle touring route		
12	151.64 to 159.04	South Fork Clear Creek Bridge to Indian Creek Bridge	1.77 to 2.39
Solution:	Widen shoulder to 4' minimum for bicycle touring route		

Southwest Region *(continued)*

Bicycle Touring Routes *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
12	159.51 to 159.69	Indian Creek Campground vicinity	0.09 to 0.12
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	0.06 to 0.15	I-5 / SR 14 Junction vicinity	0.07 to 0.09
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	9.46 to 9.47	Quarry Road Bridge	0.00 to 0.00
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	12.32 to 12.33	East-6th Avenue Ramp Bridge	0.00 to 0.00
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	18.77 to 18.84	Burlington Northern Railroad Bridge	0.05 to 0.07
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	24.22 to 24.92	Milepost 24 vicinity to Half Bridge	0.42 to 0.56
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	24.93 to 25.04	Half Bridge to Cape Horn Slide Bridge	0.05 to 0.07
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	25.13 to 25.35	Cape Horn Slide Bridge vicinity	0.12 to 0.16
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	43.94 to 44.04	Rock Creek Bridge to First Street	0.09 to 0.12
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	52.36 to 53.36	Bergen Road vicinity	0.71 to 0.97
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	53.36 to 55.98	Cook-Underwood Road vicinity	3.18 to 4.30
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	55.98 to 56.28	Cook-Underwood Road vicinity	0.34 to 0.46
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	56.28 to 56.85	County Road vicinity	0.68 to 0.92
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	56.85 to 56.87	White Salmon River Bridge vicinity	0.01 to 0.01
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	58.1 to 58.45	Tunnel #1 to Tunnel #2	0.41 to 0.55
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	58.53 to 58.78	Tunnel #2 vicinity	0.30 to 0.40
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	58.78 to 58.92	Tunnel #3 vicinity	0.14 to 0.20
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	59.07 to 59.44	Gulch Bridge to Burlington Northern Railroad Bridge	0.43 to 0.58
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	59.44 to 59.46	Burlington Northern Railroad Bridge vicinity	0.22 to 0.30
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	59.46 to 59.61	Burlington Northern Railroad Bridge to Tunnel #4	0.17 to 0.23
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	59.66 to 60.23	Tunnel #4 to Tunnel # 5	0.68 to 0.92
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	60.27 to 61.62	Tunnel # 5 to SPS Railroad Bridge	1.62 to 2.20
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	61.65 to 63.05	SPS Railroad Bridge vicinity	1.69 to 2.29
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	63.05 to 63.45	White Salmon River Bridge vicinity	0.47 to 0.63
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	63.51 to 64.71	White Salmon River Bridge to White Salmon	1.49 to 2.01
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	64.71 to 64.94	Dock Grade Road vicinity	0.26 to 0.36
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	64.94 to 65.5	Hood River Bridge Road vicinity	0.65 to 0.89
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	65.5 to 65.81	White Salmon/Bingen City Limits vicinity	0.36 to 0.48
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Bicycle Touring Routes *(continued)*			
14	65.81 to 65.95	Bingen West City Limits to City Street	0.14 to 0.20
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	65.95 to 66.15	City Street to Willow Street	0.22 to 0.30
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	66.15 to 66.28	Willow Street to Alder Street	0.14 to 0.20
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	66.28 to 66.43	Alder Street to Maple Street vicinity	0.17 to 0.23
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	66.43 to 66.47	Maple Street vicinity	0.03 to 0.03
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	66.47 to 66.58	Maple Street to Cedar Street vicinity	0.11 to 0.15
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	66.58 to 66.71	Cedar Street vicinity to Pine Street	0.14 to 0.20
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	66.71 to 66.77	Pine Street to Vine Street	0.05 to 0.07
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	66.77 to 67.92	Vine Street to City of Bingen East City limits	1.38 to 1.86
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	67.92 to 68.89	City of Bingen East City limits vicinity	1.16 to 1.56
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	68.89 to 69.22	City of Bingen East City limits vicinity	0.38 to 0.52
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	76.34 to 76.54	Eighth Street to East City Limit of Lyle	0.18 to 0.24
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	76.88 to 76.91	Rowena Gap # 2 Tunnel	0.01 to 0.01
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	82 to 83.43	Murdock Road vicinity To US 197 Wye vicinity	1.05 to 1.41
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	84.93 to 86.03	Dalles Mt. Road vicinity To Half Bridge	1.31 to 1.77
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	86.04 to 86.12	Half Bridge to Horsethief Canyon	0.08 to 0.10
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	92.09 to 92.54	Wishram Heights to County Road	0.53 to 0.71
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	92.54 to 92.65	County Road to Wishram Road vicinity	0.11 to 0.15
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	94.45 to 95.42	Wishram Road vicinity To Milepost 95.42	1.16 to 1.56
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	96 to 97.01	Maryhill Museum vicinity	1.22 to 1.64
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	97.01 to 97.5	Maryhill Museum vicinity	0.59 to 0.79
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	97.5 to 98.63	Maryhill Museum vicinity	1.35 to 1.83
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	100.73 to 101.02	SR 14 Maryhill Spur vicinity to US 97	0.33 to 0.45
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	101.02 to 101.44	US 97 vicinity	0.50 to 0.68
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
14	101.64 to 102.4	US 97 vicinity To Maryhill Road	0.90 to 1.22
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
97	0 to 0.14	Oregon Street Lane to Chain Up vicinity	0.45 to 0.61
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
97	0.28 to 0.57	Maryhill State Park to Burlington Northern Railroad Bridge vicinity	0.08 to 0.10
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
97	0.61 to 1.51	Burlington Northern Railroad Bridge to SR 14 vicinity	0.29 to 0.39
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Bicycle Touring Routes *(continued)*			
97	1.51 to 1.81	SR 14 vicinity	0.08 to 0.10
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
97	4.15 to 4.46	Chain Up vicinity to Milepost 5.00 vicinity	0.22 to 0.30
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
97	17.6 to 20.16	Horse Ranch Road vicinity to Chain Up area	0.73 to 0.99
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
97	20.16 to 20.17	Chain Up area	0.00 to 0.00
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
97	20.17 to 20.3	Chain Up area	0.02 to 0.02
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
97	27.16 to 28.33	Ski Lodge Road vicinity	0.71 to 0.97
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	0.44 to 0.46	Astoria Megler Bridge to SR 401 vicinity	0.00 to 0.00
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	0.61 to 0.87	SR 401 vicinity to Milepost 1.00 vicinity	0.09 to 0.12
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	0.87 to 1.19	SR 401 vicinity to Milepost 2.00 vicinity	0.12 to 0.16
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	1.19 to 2.75	Milepost 1.00 vicinity to Fort Columbia Tunnel	0.65 to 0.89
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	1.85 to 2.3	Milepost 1.85 to Milepost 2.30	0.00 to 0.00
Solution:	*US 101 Realignment*		
101	2.91 to 3.92	Fort Columbia Tunnel to Chinook County Park vicinity	0.42 to 0.56
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	3.92 to 5.14	Chinook County Park Road vicinity to Pine Street	0.51 to 0.69
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	7.14 to 8.01	Stringtown Road to Wallicut River Bridge vicinity	0.36 to 0.48
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	8.01 to 9.15	Chinook Dike Road vicinity to Wallicut River Bridge	0.47 to 0.63
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	9.18 to 9.41	Wallicut River Bridge to US 101 Spur	0.08 to 0.10
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	9.41 to 10.24	US 101 Spur to Ilwaco Cemetery Road	0.34 to 0.46
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	10.24 to 11.13	Ilwaco Cemetery Road to Cooks Road vicinity	0.36 to 0.48
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	11.13 to 11.6	Cooks Road vicinity To First Street southeast vicinity	0.18 to 0.24
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	14.13 to 15.32	40th Street vicinity to Wallicut River Bridge	0.50 to 0.68
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	15.33 to 16.02	Wallicut River Bridge vicinity	0.29 to 0.39
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	16.02 to 16.75	Wallicut River Bridge to Creek Bridge vicinity	0.30 to 0.40
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	20.42 to 21.2	Greenhead Slough Bridge vicinity	0.26 to 0.36
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	21.2 to 25.56	Greenhead Slough Bridge to Teal Slough Bridge	1.59 to 2.15
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	25.61 to 25.96	Teal Slough Bridge	0.20 to 0.26
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	26.82 to 28.6	Government Road vicinity to SR 4 vicinity	0.64 to 0.86
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	30.54 to 30.62	South Nemah River Bridge vicinity	0.03 to 0.05
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	30.63 to 32.52	South Nemah River Bridge vicinity	0.79 to 1.07
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Bicycle Touring Routes *(continued)*			
101	32.53 to 33.48	South Nemah River Bridge to Lagergren Road vicinity	0.54 to 0.74
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	33.86 to 34.34	Middle Nemah River Bridge to Jorgenson Slough Bridge	0.18 to 0.24
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	34.35 to 35.14	Jorgensen Slough Bridge to North Nemah River Bridge	0.31 to 0.43
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	44.27 to 45.2	Weyerhaeuser Road vicinity to Bone River Bridge	0.33 to 0.45
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	45.26 to 48.21	Bone River Bridge vicinity to Bruceport Park	1.07 to 1.45
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	49.73 to 49.84	Stuart Slough Bridge vicinity	0.02 to 0.02
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	49.85 to 50.38	Stuart Slough Bridge vicinity to Carruthers Road	0.17 to 0.23
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	50.39 to 52.56	Carruthers Road vicinity to Potter Slough	0.79 to 1.07
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	61.29 to 62	Walch Road vicinity	0.42 to 0.56
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	160.44 to 185.34	Olympic National Park Road to Kallman Road vicinity	57.50 to 77.80
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	185.34 to 189.91	Kallman Road vicinity to Forks South of city limits vicinity	10.59 to 14.33
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
101	220.71 to 227.64	Camp David Jr Road vicinity to Barnes Creek Bridge	16.05 to 21.71
Solution:	*Lake Crescent Alternatives (Class I trail or widen shoulders)*		
105	21.95 to 24.1	Whipple Avenue vicinity to Lindgren Road vicinity	0.50 to 0.68
Solution:	*Widen shoulders to 4' both sides*		
131	1.82 to 1.9	Cowlitz River Bridge	0.00 to 0.00
Solution:	*Add rail between center rail and sidewalk*		
141	0 to 0.52	I-5 to Columbia Shores Blvd vicinity	1.45 to 1.96
Solution:	*Pedestrian Walkway*		
141	0 to 1.24	SR 14 to northeast Grandview Avenue	1.27 to 1.71
Solution:	*Connect existing sidewalks for continuous path*		
141	12.14 to 13	B Z Corner vicinity	0.71 to 0.97
Solution:	*Widen shoulders to 4' both sides*		
141	23.7 to 24	Glenwood Road to Park Road vicinity	0.16 to 0.22
Solution:	*Widen shoulders to 4' both sides*		
411	0 to 1.5	SR 432 to Washington Street	1.30 to 1.76
Solution:	*Connect existing sidewalks for continuous path*		
411	11.99 to 12.36	PH North 10 Road to Cowlitz River Bridge	0.26 to 0.35
Solution:	*Sidewalk on both sides of roadway*		
411	12.75 to 13.19	A Street to North Castle Rock City Limits	0.29 to 0.39
Solution:	*Sidewalk on both sides of roadway*		
432	6.21 to 7.1	SR 433 vicinity to Industrial Way	0.60 to 0.81
Solution:	*Sidewalk on both sides of roadway*		
433	0.35 to 0.94	Columbia River Bridge to SR 432	0.28 to 0.38
Solution:	*Extend sidewalk on eastside to SR 432*		
500	5.96 to 5.96	SR 500 Junction SR 503	0.05 to 0.07
Solution:	*Intersection Improvements*		
500	8.3 to 8.65	Northeast 162nd Avenue to Pioneer Elementary School	0.43 to 0.58
Solution:	*Sidewalk on both sides of roadway*		
500	17.33 to 18.78	Southeast Gardner Road to northeast 15th Avenue	1.27 to 1.71
Solution:	*Provide sidewalks on both sides*		
502	2.05 to 7.04	Northeast 10th Avenue to Northeast 20th Avenue	0.14 to 0.18
Solution:	*Widening shoulder for bike*		
502	2.05 to 2.05	10th Avenue (Duluth)	0.01 to 0.01
Solution:	*Pedestrian refuge*		
502	7 to 7.31	Northwest 20th Avenue vicinity to Northwest 15th Avenue vicinity	0.37 to 0.49
Solution:	*Sidewalk on both sides of roadway*		

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Bicycle Touring Routes *(continued)*			
503	13.82 to 20.29	Northeast Rock Creek Road vicinity To Amboy vicinity	3.60 to 4.86
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	15.88 to 16.35	Northeast 365th Street vicinity to Northeast 165th Avenue	0.53 to 0.71
Solution:	*Provide a minimum of 4' shoulders*		
503	20.24 to 21.1	City of Amboy	0.82 to 1.12
Solution:	*Improve shoulders & provide sidewalks*		
503	20.29 to 20.39	Amboy vicinity	0.03 to 0.05
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	20.77 to 21.58	Chelatchie Creek Bridge to Bridge #503/019	0.44 to 0.60
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	21.59 to 23.48	North Branch Chelatchie Creek St to 266th vicinity	1.04 to 1.40
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	24.46 to 24.65	Chelatchie Creek Bridge	0.09 to 0.12
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	24.66 to 24.81	Chelatchie Creek to Northeast Healy Road	0.06 to 0.08
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	24.81 to 26.17	northeast Healy Road to Milepost 27 vicinity	0.74 to 1.00
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	26.56 to 27.83	Milepost 26 vicinity to Lewis River Bridge	0.69 to 0.93
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	27.92 to 30.73	Lewis River Bridge to Speelyia Creek Bridge	1.55 to 2.09
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	30.75 to 31.31	Speelyia Creek Bridge SR 503 Spur	0.30 to 0.40
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	31.31 to 32.49	SR 503 to Speelyia Creek Bridge	0.64 to 0.86
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	32.51 to 36.29	Speelyia Creek Bridge to Cougar Crest Road	2.09 to 2.83
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	36.12 to 36.74	Rock Creek Bridge vicinity	0.33 to 0.45
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	36.29 to 36.48	Cougar Crest Road to Old Lake Merrill Road vicinity	0.09 to 0.12
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	38.19 to 39.55	Woodland Park Road to Jim Creek Bridge	0.74 to 1.00
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	39.61 to 40.1	Jim Creek Bridge to North Dubois Road Wye	0.25 to 0.33
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	40.23 to 43.33	North Dubois Road vicinity to Merwin Village Road vicinity	1.71 to 2.31
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	52.12 to 54.38	McCracken Road vicinity to I-5	2.40 to 3.24
Solution:	*Sidewalk on both sides of roadway*		
503	52.19 to 52.49	McCracken Road vicinity To Spruce Avenue	0.14 to 0.20
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
503	52.78 to 53.01	City of Woodland to Gun Club Road vicinity	0.11 to 0.15
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
504	0 to 0.34	I-5 to Boyd Avenue northeast vicinity	0.26 to 0.35
Solution:	*Sidewalk improvements*		
504	2.19 to 5.21	Tower Road vicinity to Seaquest State Park vicinity	1.88 to 2.54
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
504	17.83 to 19.54	Kid Valley vicinity	1.13 to 1.53
Solution:	*Widen shoulder to 4' minimum for bicycle touring route.*		
505	0 to 1.4	Winlock to Harkins Road	1.50 to 2.02
Solution:	*Sidewalk & shoulder improvements*		
506	0 to 0.44	Ryderwood vicinity	0.45 to 0.61
Solution:	*Sidewalks/crosswalk & caution signal*		
506	5.6 to 6.6	Winlock Vader Road vicinity to E St vicinity	0.50 to 0.68
Solution:	*Improve shoulders to minimum of 4'*		
507	2.2 to 4.25	North Tower Street to Howard Avenue vicinity	2.73 to 3.69
Solution:	*Sidewalk on both sides of roadway*		

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Bicycle Touring Routes *(continued)*			
508	8.11 to 8.6	Alexander Road vicinity to 4th Avenue	0.53 to 0.71
Solution:	*Improve shoulders to minimum of 4'*		
Economic Vitality			
101	54.18 to 54.7	City Street to Washington Street Vicinity (Raymond)	0.00 to 0.00
Solution:	*Traffic calming techniques*		
Heritage Corridor Plans			
4	0.1 to 54.8	Junction US 101 to vicinity Longview	4.43 to 5.99
Solution:	*Interpretive panels, viewpoints, Safety Rest Areas, traveler information, guardrail replacement*		
6	0 to 51.3	Vicinity Raymond to vicinity Chehalis	0.20 to 0.28
Solution:	*Interpretive panels, viewpoints, traveler information, pullouts*		
7	0 to 47.4	Vicinity Morton to Junction SR 507	0.20 to 0.28
Solution:	*Interpretive panels, viewpoints, traveler information*		
12	66.6 to 185.5	Vicinity Morton to Junction SR 410	4.43 to 5.99
Solution:	*Provide interpretive panels, viewpoints, traveler information, Safety Rest Areas, pullouts*		
14	18.1 to 178.9	Vicinity Washougal to Vicinity Plymouth	4.43 to 5.99
Solution:	*Interpretive panels, viewpoints, traveler information, Safety Rest Areas, pullouts*		
97	0 to 76.3	Vicinity Maryhill Museum to vicinity Union Gap	0.25 to 0.33
Solution:	*Develop Corridor Management Plan (CMP)*		
101	0 to 55.8	Astoria Megler Bridge to vicinity Raymond	4.43 to 5.99
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interp. Safety Rest Area, Viewpoint, and other Enhancements.*		
122	0 to 7.9	Vicinity Mayfield Dam to Vicinity Mossyrock	0.11 to 0.15
Solution:	*Develop Corridor Management Plan (CMP)*		
123	0 to 16.3	Vicinity Ohanapecosh to Vicinity Cayuse Pass	0.11 to 0.15
Solution:	*Develop Corridor Management Plan (CMP)*		
141	0 to 29.3	Vicinity Bingen to Skamania County Line	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
142	0 to 35.3	Vicinity Lyle to Vicinity Goldendale	4.43 to 5.99
Solution:	*Develop Corridor Management Plan (CMP)*		
401	0 to 12.1	Vicinity Naselle	4.43 to 5.99
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interp. Safety Rest Area, Viewpoint, and other Enhancements.*		
501	0 to 5.2	Vicinity Ridgefield	0.11 to 0.15
Solution:	*Develop Corridor Management Plan (CMP)*		
503	0 to 54.3	Vicinity Woodland to vicinity Camas	0.25 to 0.33
Solution:	*Develop Corridor Management Plan (CMP)*		
504	0 to 52.4	Spirit Lake Memorial Highway	2.21 to 2.99
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interp. Safety Rest Area, Viewpoint, and other Enhancements.*		
505	0 to 19.29	Junction I-5 to Junction SR 504	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
508	0 to 32.8	Vicinity Napavine to vicinity Morton	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
Safety Rest Area			
12	140 to 190	Vicinity Rimrock (Milepost 165)	1.77 to 2.39
Solution:	*Develop Safety Rest Area*		
14	99 to 155	Vicinity Maryhill Museum (Milepost 101)	1.77 to 2.39
Solution:	*Develop Safety Rest Area*		
97	16 to 62	Vicinity Satus Pass (MP46)	1.78 to 2.40
Solution:	*Develop Safety Rest Area*		
101	0 to 4	Vicinity Station Camp (Milepost 1)	1.77 to 2.39
Solution:			

South Central Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
All Weather Roadways (Freeze/Thaw)			
241	8.19 to 25.14	Factory Road Vicinity to Junction State Route 24	11.71 to 15.85
Solution:	*Reconstruct roadway to eliminate roadway closures due to freeze-thaw conditions.*		
Avalanche and Flood Closures			
90	58.04 to 58.25	Snoqualmie Pass East - Snowshed Vicinity	404.65 to 547.47
Solution:	*Construct six-lane avalanche protection, investigate tunnel options*		
Bicycle Touring Routes			
12	315.79 to 317.98	Milepost 316 to Milepost 318	0.20 to 0.28
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
12	357.05 to 357.71	Waitsburg Vicinity	0.13 to 0.17
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
12	366.6 to 367.02	Dayton Vicinity	0.11 to 0.15
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
12	391.01 to 403.13	Junction SR 127 to Pomeroy	1.29 to 1.75
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
12	432.71 to 434.1	US 128 junction to Bridge Street	0.78 to 1.06
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
22	0.98 to 2.57	I-82 to Toppenish City Limits	to *Solution:*
Widen shoulders for pedestrian/bike (cost included in I-1 project, I-82 to Toppenish)			
395	16.17 to 17.72	West 10th St to Yelm St Wye	0.85 to 1.15
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
395	18.25 to 18.25	US 395/SR 240 Interchange	0.22 to 0.30
Solution:	*Construct separate path @ US 395/US 240 Interchange vicinity for better pedestrian/bike access.*		
Columbia/Snake River Accommodations			
730	0 to 6.08	Oregon State Line to US 12	15.99 to 21.63
Solution:	*Widen to four lanes (in the event of the Snake River Drawdown)*		
Economic Vitality			
12	293.62 to 293.62	A Street Intersection	11.46 to 15.50
Solution:	*Construct diamond interchange*		
12	434.1 to 434.19	Snake River Bridge	44.40 to 60.06
Solution:	*Widen to six lanes*		
82	32.72 to 33.24	Fair Avenue Ramps	10.63 to 14.38
Solution:	*Construct two flyover ramps (I-82 to Fair Avenue)*		
82	36.03 to 36.64	Valley Mall Blvd Interchange	9.78 to 13.23
Solution:	*Construct capacity improvements for interchange ramps and crossroad*		
82	37.24 to 38.48	South Union Gap interchange	25.50 to 34.50
Solution:	*Complete interchange - add two ramps: Union Gap to westbound I-82 and eastbound I-82 to Union Gap*		
82	99.8 to 99.8	I-82 to Red Mountain Road	10.57 to 14.31
Solution:	*Construct Red Mountain Interchange on I-82 and four lane roadway connecting to existing US 224; widen US 224 to four lanes to Red Mountain Vicinity*		
90	55 to 70	Snoqualmie Pass East	321.81 to 435.39
Solution:	*Reconstruct to six travel lanes*		
90	108.31 to 108.31	Damman Road Vicinity	10.20 to 13.80
Solution:	*Construct interchange*		
125	5.77 to 6.76	Pine St to North City Limits	1.78 to 2.40
Solution:	*Widen to four lanes*		
129	36.62 to 41.4	Cleveland St to 6th Street	15.45 to 20.91
Solution:	*Widen to four lanes*		
129	41.4 to 42.17	6th St to SR 129 Spur, Clarkston	5.77 to 7.81
Solution:	*Widen to four lanes*		
182	10.8 to 10.84	Argent Road	10.44 to 14.12
Solution:	*Construct Interchange*		
224	0 to 4.24	I-82 to Red Mountain Road	to *Solution:*
Construct Red Mountain Interchange on I-82 and four lane roadway connecting to existing US 224; widen US 224 to 4 lanes to Red Mountain Vicinity (cost shown on I-82 Economic Vitality project)			
224	4.24 to 7.55	Red Mountain Road vicinity to South 38th Avenue	8.17 to 11.05
Solution:	*Widen to four lane roadway, signalize major intersections*		

South Central Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Economic Vitality *(continued)*			
395	56.66 to 56.66	Lind Road intersection	8.88 to 12.02
Solution:	*Construct interchange*		
397	0 to 11	I-82 to SR 397 intertie	12.88 to 17.42
Solution:	*Construct new roadway connecting I-82 in vicinity of Union Loop Road to SR 397*		
397	8.18 to 8.18	Railroad grade crossing (Ainsworth)	7.91 to 10.70
Solution:	*Construct Rail Road grade separation*		
397	8.43 to 9.18	Grey Avenue to North Property Line BPIC	0.89 to 1.21
Solution:	*Widen to four lanes with two-way left turn lane*		
Heritage Corridor Plans			
10	88.3 to 104.5	Vicinity Teanaway to Vicinity Ellensburg	0.87 to 1.17
Solution:	*Provide interpretive panels, viewpoints, and traveler information*		
12	295.3 to 431.7	Tri-Cities to Vicinity Clarkston	4.43 to 5.99
Solution:	*Complete Port of Wall Walla Viewpoint, and L&C Priority Projects with Transportation benefits*		
82	112.3 to 132.6	SR 395 vicinity Tri-Cities to Oregon Border	2.22 to 3.00
Solution:	*Develop Corridor Management Plan (CMP)*		
90	18.4 to 100.7	Vicinity Seattle to vicinity Ellensburg	4.43 to 5.99
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interp. Safety Rest Area, Viewpoint, and other Enhancements.*		
129	0 to 42.6	Oregon State Line to Vicinity Clarkston	0.22 to 0.30
Solution:	*Develop Corridor Management Plan (CMP)*		
261	0.1 to 29.4	Junction US 12 to Junction SR 260	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
410	29.7 to 116.5	Vicinity Enumclaw to vicinity Naches	4.45 to 6.01
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interp. Safety Rest Area, Viewpoint, and other Enhancements.*		
821	0 to 25.2	Vicinity Yakima to vicinity Ellensburg	4.45 to 6.01
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interp. Safety Rest Area, Viewpoint, and other Enhancements.*		
Safety Rest Area			
12	294 to 330	Vicinity Wallula (Milepost 304)	1.77 to 2.39
Solution:	*Develop Safety Rest Area*		
12	335 to 370	Vicinity Dayton (Milepost 361)	1.77 to 2.39
Solution:	*Develop Safety Rest Area*		
90	28 to 60	Vicinity Snoqualmie Pass (Milepost 54)	1.78 to 2.40
Solution:	*Develop Safety Rest Area*		

Eastern Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
All Weather Roadways (Freeze/Thaw)			
20	412 to 421.07	Milepost 412 to Kings Lake Road	11.12 to 15.04
Solution:	*Overlay*		
31	to	Metaline Falls to International Border	10.20 to 13.80
Solution:	*All weather reconstruction*		
211	27.24 to 37.4	Lind to Junction I-90	1.94 to 2.62
Solution:	*Reconstruct roadway to eliminate roadway closures due to freeze-thaw conditions.*		
211	104.57 to 116.78	Wilbur to Keller	2.08 to 2.82
Solution:	*Reconstruct roadway to eliminate roadway closures due to freeze-thaw conditions.*		
231	44.29 to 61.6	Junction 231 to Harrington	1.45 to 1.97
Solution:	*Overlay*		
231	45.4 to 61.14	Junction State Route 291 to Springdale	12.75 to 17.25
Solution:	*Overlay*		
231	62.14 to 75.61	Junction State Route 292 to Junction US 395	8.90 to 12.04
Solution:	*Reconstruct roadway to eliminate roadway closures due to freeze/thaw conditions.*		
Bicycle Touring Routes			
2	334.24 to 334.51	City of Newport	0.29 to 0.39
Solution:	*Widen shoulder to 4' minimum for bicycle touring route*		
20	to	Okanogan County line to Vicinity Newport (Idaho border)	0.43 to 0.58
Solution:	*Implement Corridor Management Plan, Priority Projects. Example: Interpretive Safety Rest Area, Viewpoint, and other Enhancements*		
20	302.56 to 302.6	City of Republic	0.79 to 1.07
Solution:	*Widen shoulder to 4' minimum for bicycle touring route.*		
20	305.48 to 307.77	SR 21 to Yentner Road	1.47 to 1.99
Solution:	*Widen shoulder to 4' minimum for bicycle touring route.*		
20	307.77 to 311.95	Yentner Road to Walker Hill Road	2.68 to 3.62
Solution:	*Widen shoulder to 4' minimum for bicycle touring route.*		
20	311.95 to 331.31	Walker Hill Road to Growden Road	12.50 to 16.92
Solution:	*Widen shoulder to 4' minimum for bicycle touring route.*		
20	331.31 to 331.65	Growden Road to South Fork Sherman Road	0.09 to 0.12
Solution:	*Widen shoulder to 4' minimum for bicycle touring route.*		
20	331.65 to 336.85	Vicinity South Fork Sherman Road	3.34 to 4.52
Solution:	*Widen shoulder to 4' minimum for bicycle touring route.*		
20	336.85 to 342.08	South Fork Sherman Road to US 395	1.43 to 1.93
Solution:	*Widen shoulder to 4' minimum for bicycle touring route.*		
20	390.41 to 421.42	Tiger vicinity to Cusick	2.91 to 3.93
Solution:	*Widen shoulder to 4' minimum for bicycle touring route.*		
Economic Vitality			
90	272.48 to 273.19	SR 902 (Medical Lake) Interchange	4.43 to 5.99
Solution:	*Interchange improvements*		
90	275.93 to 276.76	Geiger Road Interchange	3.99 to 5.39
Solution:	*Interchange capacity improvements*		
90	293.61 to 294.45	Barker Road interchange	7.09 to 9.59
Solution:	*Revise interchange*		
90	294.93 to 295.29	Greenacres interchange	13.31 to 18.01
Solution:	*Revise interchange*		
90	295.73 to 296.46	Harvard Road interchange	18.64 to 25.22
Solution:	*Harvard Road interchange improvements*		
90	298.8 to 299.82	Idaho Road interchange	15.98 to 21.62
Solution:	*Revise interchange*		
195	38.58 to 38.58	At SR 26 Intersection (Colfax)	4.43 to 5.99
Solution:	*Intersection capacity improvement*		
206	0 to 0.04	Market Street	8.87 to 11.99
Solution:	*Intersection improvements*		
395	61.12 to 61.12	Muse Road	8.87 to 11.99
Solution:	*Interchange construction.*		
395	67.32 to 68.32	Sutton Road	8.87 to 11.99
Solution:	*Construct interchange.*		

Eastern Region *(continued)*

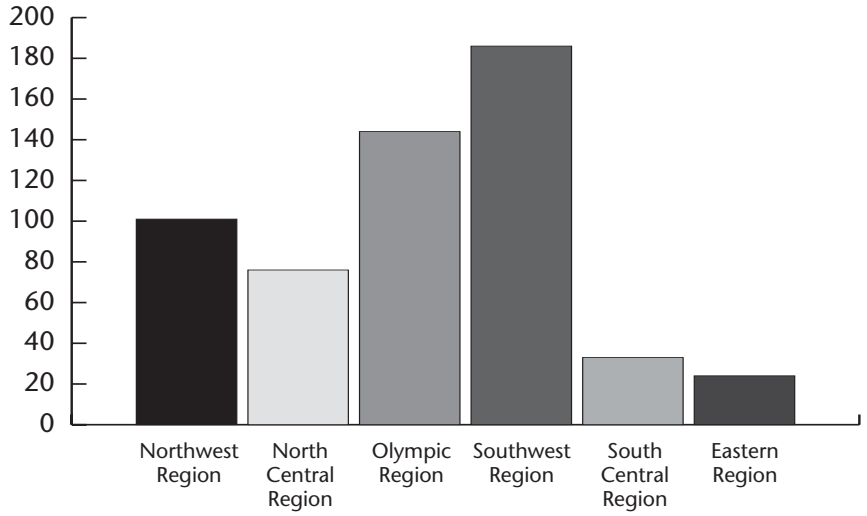
Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Economic Vitality *(continued)*			
395	70.59 to 70.59	Cunningham Road	8.87 to 11.99
Solution:	*Interchange construction.*		
395	180.46 to 180.46	Monroe Road	8.87 to 11.99
Solution:	*Interchange construction.*		
Heritage Corridor Plans			
25	23.4 to 121.2	Spokane River Bridge to Canadian Boarder	0.33 to 0.45
Solution:	*Develop Corridor Management Plan (CMP)*		
31	0 to 26.8	SR 20 in Tiger to the Canadian Border	4.43 to 5.99
Solution:	*Implement Corridor Management Plan (CMP) Priority Projects Example: Interpretive. Safety Rest Area, Viewpoint, and other Enhancements.*		
194	0 to 21	Almota to Pullman	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
211	0 to 15.2	US 2 Junction to vicinity Usk	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
231	0 to 28.1	Sprague to Junction US 2	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
261	to	Junction US 12 to Junction SR 260	0.20 to 0.28
Solution:	*Develop Corridor Management Plan*		
272	0 to 19.2	Colfax to Idaho State Line	0.20 to 0.28
Solution:	*Develop Corridor Management Plan (CMP)*		
395	232.3 to 241.6	Mill Creek to Columbia River	0.36 to 0.48
Solution:	*Develop Corridor Management Plan*		
International Trade/Port Access			
395	to	Lind Road Intersection	8.87 to 11.99
Solution:	*Construct Interchange*		
Safety Rest Area			
2	310 to 406	Junction US 2/SR 211 (Milepost 318)	1.77 to 2.39
Solution:			
25	22 to 81	Vicinity Hunters (Milepost 44)	1.77 to 2.39
Solution:			
28	to	Vicinity Odessa	1.77 to 2.39
Solution:	*Safety Rest Area*		

Environmental Retrofit Strategies

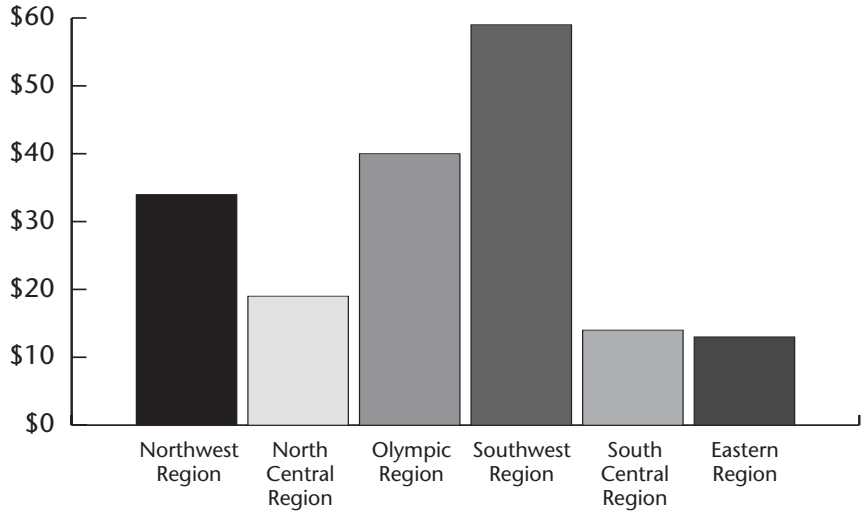
The strategies listed in this section describe the improvements that are needed to meet the environmental retrofit objectives for the next 20 years, from 2003-2022. It is important to note that these are planning strategies and that the project scope will be refined during the programming and design phases. Specific detail for each action strategy can be found in the Objective and Action Strategies section.

These graphs represent the total number and costs of solutions for the I4 Subprogram and do not reflect the identified statewide list of stormwater retrofit strategies. A statewide list of the top 304 prioritized outfalls is located at the end of this section.

Environmental Retrofit Improvement Subprogram
Number of Strategies by Region



Environmental Retrofit Improvement Subprogram
Estimated $ Cost in Millions by Region (2001 Dollars)



Northwest Region

Fish Barriers

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
5	182.73 to 182.73	Swamp Creek tributary to Sammamish River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	182.73 to 182.73	Swamp Creek tributary to Sammamish River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	213.22 to 213.22	Unnamed tributary to Pilchuck Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	213.25 to 213.25	Unnamed tributary to Pilchuck Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	213.26 to 213.26	Unnamed tributary to Pilchuck Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	213.66 to 213.66	Unnamed tributary to Pilchuck Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	224.62 to 224.62	Maddox Creek tributary to Skagit Bay	0.79 to 1.07
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	244.2 to 244.2	Barnes Creek tributary to Samish Lake	2.91 to 3.93
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	244.2 to 244.2	Barnes Creek tributary to Samish Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
9	38.6 to 38.6	Unnamed tributary to Stillaguamish River (05.0)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
9	41.07 to 41.07	Norway Park Creek tributary to Lake Mc Murr	0.51 to 0.69
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
9	48 to 48	Gribble Creek tributary to Skagit River	0.52 to 0.70
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
9	76.91 to 76.91	Unnamed tributary to Black Slough (SF Nooksack River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
9	77.12 to 77.12	Black Slough tributary to SF Nooksack River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
9	77.43 to 77.43	Unnamed tributary to Unnamed (SF Nooksack River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
11	18.62 to 18.62	Unnamed tributary to Chuckanut Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
18	18.19 to 18.19	Unnamed tributary to Downs Creek (Cedar River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
18	18.43 to 18.43	Taylor Creek tributary to Downs Creek (Cedar River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
18	25.8 to 25.8	Deep Creek tributary to Raging River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
18	27.6 to 27.6	Lake Creek tributary to Raging River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
18	27.6 to 27.6	Lake Creek tributary to Raging River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	99.9 to 99.9	Sutter Creek tributary to Skagit River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	110.95 to 110.95	Cub Creek tributary to Bacon Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
90	13.83 to 13.83	Lewis Creek tributary to Lake Sammamish	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
92	0.47 to 0.47	Stevens Creek tributary to Lake Stevens	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
92	1.93 to 1.93	Catherine Creek tributary to Little Pilchuck Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
99	6.86 to 6.86	WF Hylebos Creek tributary to Hylebos Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
104	25.7 to 25.7	Willow Creek tributary to Puget Sound	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Fish Barriers *(continued)*			
104	30.6 to 30.6	Unnamed tributary to Lyon Creek (Lake Washington)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
104	31.3 to 31.3	Lyon Creek tributary to Lake Washington	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
164	9.1 to 9.1	Unnamed tributary to White River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
169	22.12 to 22.12	Holder Creek tributary to Issaquah Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
203	4.37 to 4.37	Unnamed tributary to Snoqualmie River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
203	13.6 to 13.6	Unnamed tributary to Snoqualmie River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
405	15.09 to 15.09	Yarrow Creek tributary to Lake Washington	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
405	26.46 to 26.46	Perry Creek tributary to North Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
405	26.87 to 26.87	Unnamed tributary to North Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
410	27.44 to 27.44	Boise Creek tributary to White River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
410	27.44 to 27.44	Boise Creek tributary to White River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
410	27.77 to 27.77	Clay Creek tributary to Greenwater River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
410	36.49 to 36.49	Cyclone Creek tributary to White River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
410	55.51 to 55.51	Unnamed tributary to White River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
509	20.35 to 20.35	Des Moines Creek tributary to Puget Sound	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
522	2 to 2	Maple Leaf Creek tributary to Thorton Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
522	6.63 to 6.63	Unnamed tributary to Lake Washington	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
522	17.48 to 17.48	Unnamed tributary to Unnamed	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
522	18.44 to 18.44	Unnamed tributary to Evans Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
522	18.77 to 18.77	Unnamed tributary to Anderson	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
522	19.26 to 19.26	Anderson Creek tributary to Snohomish River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
522	20.21 to 20.21	Elliott Creek tributary to Snohomish River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
524	4.01 to 4.01	Scriber Creek tributary to Scriber Lake	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
524	4.01 to 4.01	Scriber Creek tributary to Scriber Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
524	5.54 to 5.54	Golde Creek tributary to Scriber Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
524	6.95 to 6.95	Unnamed tributary to Swamp Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
524	9.1 to 9.1	Unnamed tributary to North Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
527	2.78 to 2.78	Unnamed tributary to North River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Fish Barriers *(continued)*			
530	24.7 to 24.7	Unnamed tributary to Stillaguamish River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
530	25.7 to 25.7	Unnamed tributary to North Fork Stillaguamish River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
530	26.4 to 26.4	Unnamed tributary to Stillaguamish River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
530	26.66 to 26.66	Unnamed tributary to North Fork Stillaguamish River	2.21 to 2.99
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
530	26.7 to 26.7	Unnamed tributary to North Fork Stillaguamish River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
530	27.45 to 27.45	Unnamed tributary to North Fork Stillaguamish River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
530	34.3 to 34.3	Unnamed tributary to Fry Creek (North Fork Stilly)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
530	35.2 to 35.2	Unnamed tributary to Montague Creek	0.09 to 0.12
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
530	42.2 to 42.2	Little French Creek tributary to Stillaguamish	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
530	42.2 to 42.2	Little French Creek tributary to Stillaguamish	0.09 to 0.12
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
530	43 to 43	Fortson Creek tributary to North Fork Stillaguamish	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
530	44.2 to 44.2	Old Moose Creek tributary to North Fork Stillaguamish	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
530	44.2 to 44.2	Old Moose Creek tributary to North Fork Stillaguamish	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
532	9.75 to 9.75	Unnamed tributary to Pilchuck Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
534	1.2 to 1.2	Unnamed tributary to Bulson Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
539	4.3 to 4.3	Deer Creek tributary to Nooksack River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
542	2.4 to 2.4	Toad Lake Creek tributary to Squalicum Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
542	15.05 to 15.05	Unnamed tributary to North Fork Nooksack River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
542	15.05 to 15.05	Unnamed tributary to North Fork Nooksack River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
542	24.9 to 24.9	High Creek tributary to Kendall Creek	0.50 to 0.68
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
542	27.18 to 27.18	Unnamed tributary to Nooksack River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
542	28.72 to 28.72	Baptist Camp Creek tributary to North Fork Nooksack	0.07 to 0.09
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
542	29 to 29	Unnamed tributary to North Fork Nooksack River	0.50 to 0.68
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
542	32 to 32	Hedrick Creek tributary to Nooksack River	0.25 to 0.33
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
542	32 to 32	Hedrick Creek tributary to Nooksack River	1.05 to 1.41
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
542	34.56 to 34.56	Unnamed tributary to North Fork Nooksack River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
900	15.86 to 15.86	Unnamed tributary to May Creek	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
900	20.09 to 20.09	Unnamed tributary to Tibbetts Creek	0.07 to 0.09
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
900	20.34 to 20.34	Unnamed tributary to Tibbetts Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Northwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Noise Reduction			
	2 to 2	South 228th Street	0.54 to 0.74
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 12 feet high and 1440 long.*		
	3 to 3	Glenn Drive	0.26 to 0.35
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 12.5 feet high and 700 long.*		
	5 to 5	138th Ave Northeast	0.31 to 0.41
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 14 feet high and 720 long.*		
	6 to 6	Lake Forest Park	0.53 to 0.71
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 12 feet high and 1476 long.*		
	6 to 7	Uplake Terrace	0.48 to 0.64
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 10.5 feet high and 1612 long.*		
	25 to 26	Northeast Ramp SR518 Interchange	0.54 to 0.74
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 11.4 feet high and 1545 long.*		
520	1 to 2	Foster Island	0.35 to 0.47
Solution:	*The proposed mitigation is a Berm / Concrete barrier, which is approximately 5 feet high and 2710 long.*		
520	1 to 2	Arboretum	0.37 to 0.51
Solution:	*The proposed mitigation is a Berm / Concrete barrier, which is approximately 5 feet high and 2830 long.*		
544	24 to 24	Fifth Ave SE	0.41 to 0.55
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 12 feet high and 1145 long.*		

North Central Region

Fish Barriers

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
2	70.21 to 70.21	Mill Creek tributary to Nason Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
2	82.06 to 82.06	Unnamed tributary to Nason Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
2	87.1 to 87.1	Skinney Creek tributary to Chiwaukum Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
2	87.1 to 87.1	Skinney Creek tributary to Chiwaukum Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
2	87.67 to 87.67	Skinney Creek tributary to Chiwaukum Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
2	87.67 to 87.67	Skinney Creek tributary to Chiwaukum Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
2	88.03 to 88.03	Skinney Creek tributary to Chiwaukum Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
2	88.03 to 88.03	Skinney Creek tributary to Chiwaukum Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	168.25 to 168.25	Pine Creek tributary to Early Winters Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	173.16 to 173.16	Varden Creek tributary to Early Winters Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	174.98 to 174.98	Pekin Creek tributary to Early Winters Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	181.34 to 181.34	Little Boulder Creek tributary to Methow River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	185.93 to 185.93	Boesel Canyon Creek tributary	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	188.17 to 188.17	Unnamed tributary to Methow River	0.31 to 0.43
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	205.84 to 205.84	Beaver Creek tributary to Methow River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	205.84 to 205.84	Beaver Creek tributary to Methow River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	206.85 to 206.85	Frazer Creek tributary to Beaver Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	206.85 to 206.85	Frazer Creek tributary to Beaver Creek	0.18 to 0.24
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	208.44 to 208.44	Unnamed tributary to Frazer Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	213.99 to 213.99	Frazer Creek tributary to Beaver Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	215.96 to 215.96	Summit Creek tributary to Loup Loup Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	218.48 to 218.48	Summit Creek tributary to Loup Loup Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	219.38 to 219.38	Summit Creek tributary to Loup Loup Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	220.1 to 220.1	Unnamed tributary to Summit Creek (Okanogan	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	224.49 to 224.49	Tallant Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	225.6 to 225.6	Tallant Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	226.27 to 226.27	Tallant Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	226.96 to 226.96	Tallant Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

North Central Region *(continued)*

Fish Barriers *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
20	227.22 to 227.22	Tallant Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	227.22 to 227.22	Tallant Creek tributary to Okanogan River	0.84 to 1.14
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	227.22 to 227.22	Tallant Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	263.4 to 263.4	Bonaparte Creek tributary to Okanogan River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	263.62 to 263.62	Bonaparte Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	264.08 to 264.08	Bonaparte Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	266.22 to 266.22	Bonaparte Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	278.6 to 278.6	Bonaparte Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	279.3 to 279.3	Bonaparte Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	283.52 to 283.52	Unnamed tributary to Bonaparte Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	284.52 to 284.52	Unnamed tributary to Bonaparte Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
21	175.2 to 175.2	St. Peter's Creek tributary to Curlew Creek	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
26	1.79 to 1.79	Sand Hollow Creek tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
26	1.79 to 1.79	Sand Hollow Creek tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
26	29.85 to 29.85	Unnamed tributary to Lower Crab Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
26	29.92 to 29.92	Unnamed tributary to Lower Crab Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
28	2.28 to 2.28	Sand Canyon Springs tributary to Columbia	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
28	22.27 to 22.27	Baird Springs tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	152.92 to 152.92	Mill Creek tributary to Swauk Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	159.72 to 159.72	Swauk Creek tributary to Yakima River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	164.7 to 164.7	Tronsen Creek tributary to Peshastin Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	164.7 to 164.7	Tronsen Creek tributary to Peshastin Creek	0.07 to 0.09
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	165.77 to 165.77	Tronsen Creek tributary to Peshastin Creek	0.07 to 0.09
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	166.23 to 166.23	Tronsen Creek tributary to Peshastin Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	220.76 to 220.76	Byrd Canyon Creek tributary to Columbia River	0.33 to 0.45
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	222.02 to 222.02	Oklahoma Gulch tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	222.02 to 222.02	Oklahoma Gulch tributary to Columbia River	0.33 to 0.45
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	261.24 to 261.24	Unnamed tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

North Central Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Fish Barriers *(continued)*			
97	299.03 to 299.03	Johnson Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	324.67 to 324.67	Mosquito Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	328.16 to 328.16	Whistler Canyon Creek tributary to Okanogan	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
153	7.62 to 7.62	Squaw Creek tributary to Methow River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
153	24.3 to 24.3	Leecher Canyon Creek tributary to Methow River	0.87 to 1.17
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
155	60.76 to 60.76	Omak Creek tributary to Okanogan River	0.29 to 0.39
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
155	60.76 to 60.76	Omak Creek tributary to Okanogan River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
155	60.92 to 60.92	Trail Creek tributary to Omak Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
155	62.41 to 62.41	Unnamed tributary to Omak Creek	0.31 to 0.43
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
155	65.05 to 65.05	Clark Creek tributary to Omak Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
155	65.59 to 65.59	Swimptkin Creek tributary to Omak Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
155	66.94 to 66.94	Stapaloop Creek tributary to Omak Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
155	75.81 to 75.81	Mission Creek tributary to Omak Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
173	260.28 to 260.28	Swamp Creek tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
Noise Reduction			
2	115.1 to 115.2	County Park @ Monitor	0.54 to 0.74
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 8 feet high and 2400 long.*		
2	119.1 to 119.1	Wenatchee, Chelan County	0.30 to 0.40
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 8 feet high and 1350 long.*		
2	120.6 to 120.6	East Wenatchee, Douglas County	0.08 to 0.10
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 8 feet high and 400 long.*		
17	52.19 to 52.19	Chief Moses Jr. High School	0.26 to 0.36
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 8 feet high and 1200 long.*		
17	52.8 to 52.8	School / Park - Moses Lake	0.23 to 0.31
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 8 feet high and 1100 long.*		
17	53.2 to 53.2	Grand Drive, Moses Lake	1.14 to 1.54
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 12 feet high and 3071 long.*		
17	55.7 to 55.7	Grape Drive, Moses Lake	0.53 to 0.71
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 14 feet high and 1200 long.*		
17	56.9 to 56.9	Trailer Park	0.53 to 0.71
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 14 feet high and 1200 long.*		
17	57.1 to 57.1	Offut Drive, Moses Lake	1.92 to 2.60
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 14 feet high and 4330 long.*		
17	58.3 to 58.3	Castle Drive, Moses Lake	0.68 to 0.92
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 14 feet high and 1500 long.*		
207	13 to 13	Northwest 41.5	0.84 to 1.14
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 15 feet high and 1700 long.*		

Olympic Region

Fish Barriers

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
3	23.94 to 23.94	Unnamed tributary to Hood Canal	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	25.31 to 25.31	Unnamed tributary to Hood Canal	0.11 to 0.15
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	26.4 to 26.4	Unnamed tributary to Union River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	29.63 to 29.63	Unnamed tributary to Union River (Hood Canal)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	32.1 to 32.1	Gorst Creek tributary to Sinclair Inlet	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	32.1 to 32.1	Gorst Creek tributary to Puget Sound	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	44.6 to 44.6	Unnamed tributary to Strawberry Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	46.09 to 46.09	Unnamed tributary to Clear Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	50.87 to 50.87	SF Johnson Creek tributary to Liberty Bay	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	50.95 to 50.95	Johnson Creek (middle fork) tributary to Liberty Bay	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	52.21 to 52.21	Johnson Creek tributary to Liberty Bay	0.69 to 0.93
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	57.23 to 57.23	Unnamed tributary to Kinman Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	58.21 to 58.21	Unnamed tributary to Hood Canal	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
3	58.48 to 58.48	Spring Creek tributary to Hood Canal	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	105.85 to 105.85	Indian Creek tributary to Moxlie Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	21.3 to 21.3	Unnamed tributary to Alder Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	21.3 to 21.3	Unnamed tributary to Alder Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	22.8 to 22.8	Unnamed tributary to Alder Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
8	12.15 to 12.15	Unnamed tributary to Kennedy Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
8	12.16 to 12.16	Unnamed tributary to Kennedy Creek	0.37 to 0.49
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
8	13.5 to 13.5	Unnamed tributary to Kennedy Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
8	13.5 to 13.5	Unnamed tributary to Kennedy Creek	0.16 to 0.22
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
8	14.1 to 14.1	Unnamed tributary to Kennedy Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
8	14.8 to 14.8	Unnamed tributary to Kennedy Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
8	14.8 to 14.8	Unnamed tributary to Kennedy Creek	0.14 to 0.20
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
8	15.2 to 15.2	Unnamed tributary to Kennedy Creek	0.16 to 0.22
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
8	17.2 to 17.2	Unnamed tributary to Perry Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	5.2 to 5.2	Unnamed tributary to Chehalis River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Fish Barriers *(continued)*			
12	5.4 to 5.4	Unnamed tributary to Chehalis River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	6.57 to 6.57	Unnamed tributary to Higgins Slough	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	6.64 to 6.64	Unnamed tributary to Higgins Slough Tributary	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	6.9 to 6.9	Unnamed tributary to Higgins Slough (Chehalis River)	0.33 to 0.45
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	7.26 to 7.26	Unnamed tributary to Higgins Slough	0.25 to 0.33
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	28.2 to 28.2	Unnamed tributary to Chehalis River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	29.19 to 29.19	Unnamed tributary to Unnamed	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	29.45 to 29.45	Unnamed tributary to Chehalis River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
16	to	McCormick Creek tributary to Henderson Bay	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
16	14.63 to 14.63	Unnamed tributary to McCormick Creek	2.10 to 2.84
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
16	14.86 to 14.86	McCormick Creek tributary to Henderson Bay	0.18 to 0.24
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
16	15.01 to 15.01	Unnamed tributary to McCormick Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
16	19.54 to 19.54	Unnamed tributary to Burley Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
16	20.36 to 20.36	Unnamed tributary to Burley Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
16	26.8 to 26.8	Ross Creek tributary to Sinclair Inlet	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
16	27.1 to 27.1	Unnamed tributary to Ross Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
19	4.3 to 4.3	Unnamed tributary to EF Chimacum	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	68.99 to 68.99	Unnamed tributary to Lower Salmon Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	68.99 to 68.99	Unnamed tributary to Lower Salmon Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	71.02 to 71.02	Joe's Creek tributary to North River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	71.02 to 71.02	Joe's Creek tributary to North River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	73.35 to 73.35	Unnamed tributary to Unnamed (24.0133)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	75.05 to 75.05	Unnamed tributary to Little North River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	76.48 to 76.48	Mosquito Creek tributary to North River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	100.7 to 100.7	Unnamed tributary to SF Big Creek tributary	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	100.9 to 100.9	Unnamed tributary to SF Big Creek tributary	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	111.3 to 111.3	Unnamed tributary to Stevens Creek	0.13 to 0.17
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	111.3 to 111.3	Unnamed tributary to Stevens Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Fish Barriers *(continued)*			
101	123.05 to 123.05	McCalla Creek tributary to Quinault River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	126.2 to 126.2	Unnamed tributary to Quinault River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	137.35 to 137.35	Crane Creek tributary to Raft River	1.25 to 1.69
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	155.2 to 155.2	Unnamed tributary to Pacific Ocean	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	155.2 to 155.2	Unnamed tributary to Pacific Ocean	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	161.5 to 161.5	Unnamed tributary to Pacific Ocean	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	167.67 to 167.67	Fletcher Creek tributary to Hoh River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	175.45 to 175.45	Unnamed tributary to Old Joe Slough	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	181.4 to 181.4	Unnamed tributary to Dowans Creek (Bogachiel River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	181.4 to 181.4	Unnamed tributary to Dowans Creek (Bogachiel River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	189.2 to 189.2	Unnamed tributary to Grader Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	247.8 to 247.8	Peabody Creek tributary to Strait of Juan De Fuca	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	249.4 to 249.4	White Creek tributary to Strait of Juan De Fuca	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	250.5 to 250.5	Lees Creek tributary to Strait of Juan De Fuca	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	271.98 to 271.98	Chicken Coop Creek tributary to Strait of Juan De Fuca	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	277.9 to 277.9	Contractors Creek tributary to Discovery Bay	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	324.1 to 324.1	Unnamed tributary to Hood Canal	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	324.3 to 324.3	Unnamed tributary to Hood Canal	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	331.9 to 331.9	Unnamed tributary to Hood Canal	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	360.6 to 360.6	Unnamed tributary to Madrona Beach (Puget Sound)	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
104	4.25 to 4.25	Unnamed tributary to Barnhouse Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
104	5.75 to 5.75	Unnamed tributary to Chimacum Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
104	12.57 to 12.57	Unnamed tributary to Squamish Harbor	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
104	12.7 to 12.7	Unnamed tributary to Squamish Harbor	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
104	16.55 to 16.55	Unnamed tributary to Hood Canal	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
104	17.82 to 17.82	Unnamed tributary to Port Gamble	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
104	19.39 to 19.39	Unnamed tributary to Port Gamble	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
104	22.95 to 22.95	Unnamed tributary to Appletree Cove	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Fish Barriers *(continued)*			
105	31.39 to 31.39	Unnamed tributary to South Bay (Grays Harbor)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
105	38.1 to 38.1	Unnamed tributary to Johns River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
106	0.85 to 0.85	Skobob Creek tributary to Hood Canal	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
106	2.95 to 2.95	Unnamed tributary to Skokomish River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
106	6.95 to 6.95	Unnamed tributary to Hood Canal	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
106	6.95 to 6.95	Unnamed tributary to Hood Canal	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
107	0.76 to 0.76	Unnamed tributary to Little North River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
108	7.6 to 7.6	Unnamed tributary to Skookum Creek	0.60 to 0.82
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
109	3.41 to 3.41	Unnamed tributary to Grays Harbor	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
109	26.1 to 26.1	Unnamed tributary to Pacific Ocean	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
109	26.11 to 26.11	Unnamed tributary to Pacific Ocean	0.25 to 0.33
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
109	33.1 to 33.1	Unnamed tributary to Pacific Ocean	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
109	33.4 to 33.4	Unnamed tributary to Pacific Ocean	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
109	33.4 to 33.4	Unnamed tributary to Pacific Ocean	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
109	35.6 to 35.6	Unnamed tributary to Pacific Ocean	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
109	36.3 to 36.3	Unnamed tributary to Pacific Ocean	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	12.3 to 12.3	Unnamed tributary to Hoko River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	19.5 to 19.5	Unnamed tributary to Clallam River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	19.5 to 19.5	Unnamed tributary to Clallam River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	19.8 to 19.8	Unnamed tributary to Clallam River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	19.8 to 19.8	Unnamed tributary to Clallam River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	21.1 to 21.1	Unnamed tributary to Green Creek (Pysht River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	24.91 to 24.91	Unnamed tributary to Pysht River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	29.1 to 29.1	Indian Creek tributary to Strait of Juan de Fuca	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	29.7 to 29.7	Unnamed tributary to Butler Creek (Strait of Juan de Fuca)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	29.71 to 29.71	Butler Creek tributary to Butler Cove (Straits)	0.18 to 0.24
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	32 to 32	Jim Creek tributary to Strait of Juan de Fuca	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	32 to 32	Jim Creek tributary to Strait of Juan de Fuca	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Fish Barriers *(continued)*			
112	32.8 to 32.8	Joe Creek tributary to Strait of Juan de Fuca	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	32.8 to 32.8	Joe Creek tributary to Strait of Juan de Fuca	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	47.1 to 47.1	Nelson Creek tributary to Lyre River	0.07 to 0.09
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	48.49 to 48.49	Field Creek tributary to Strait of Juan de Fuca	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	49.5 to 49.5	Whiskey Creek tributary to Strait of Juan de Fuca	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	52.9 to 52.9	Unnamed tributary to Salt Creek (Strait of Juan de Fuca)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	54.35 to 54.35	Bear Creek tributary to Salt Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	56.5 to 56.5	Unnamed tributary to Coville Creek (Strait of Juan de Fuca)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	57.6 to 57.6	Coville Creek tributary to Strait of Juan de Fuca	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
112	57.6 to 57.6	Coville Creek tributary to Strait of Juan de Fuca	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
113	0.9 to 0.9	Unnamed tributary to Beaver Creek (Soleduck	0.03 to 0.03
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
302	0.9 to 0.9	Unnamed tributary to Coulter Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
305	7.28 to 7.28	Klebeal Creek tributary to Agate Pass	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
305	9.6 to 9.6	Unnamed tributary to Liberty Bay	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
305	9.6 to 9.6	Unnamed tributary to Liberty Bay	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
305	9.88 to 9.88	Bjorgen Creek tributary to Liberty Bay	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
305	11.62 to 11.62	Unnamed tributary to Puget Sound	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
305	12.29 to 12.29	Unnamed tributary to Dogfish Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
307	0.07 to 0.07	Dogfish Creek tributary to Liberty Bay	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
307	0.49 to 0.49	Unnamed tributary to Dogfish Creek (15.0286)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
307	0.98 to 0.98	Unnamed tributary to Unnamed to Dogfish Creek	0.96 to 1.30
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
307	0.98 to 0.98	Unnamed tributary to Unnamed to Dogfish Creek	0.96 to 1.30
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
307	1.32 to 1.32	Unnamed tributary to Dogfish Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
307	1.45 to 1.45	Unnamed tributary to Dogfish Creek (Liberty Bay)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
307	2.5 to 2.5	Unnamed tributary to Gamble Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
308	1.33 to 1.33	Little Scandia Creek tributary to Liberty Bay	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
510	5.85 to 5.85	Unnamed tributary to McAllister Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Olympic Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Noise Reduction			
167	11 to 11	Southwest of SR 167 Interchange near milepost 11	0.60 to 0.82
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 10 feet high and 2129 long.*		
512	1 to 2	South side of SR 512, Parkland	2.84 to 3.84
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 9 feet high and 5680 long.*		
512	1 to 2	North side of SR 512, Parkland	1.18 to 1.60
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 7 feet high and 5850 long.*		

Southwest Region

Fish Barriers

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
4	3.8 to 3.8	Unnamed tributary to Naselle River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
4	3.85 to 3.85	Birnie Creek tributary to Columbia River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
4	4.5 to 4.5	Johnson Creek tributary to Naselle River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
4	4.5 to 4.5	Johnson Creek tributary to Naselle River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
4	6.97 to 6.97	Unnamed tributary to Salmon Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
4	7.59 to 7.59	Unnamed tributary to Salmon Creek (Naselle River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
4	7.59 to 7.59	Unnamed tributary to Salmon Creek (Naselle River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
4	8.21 to 8.21	Unnamed tributary to Salmon Creek (Naselle River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
4	8.73 to 8.73	Unnamed tributary to Salmon Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	3.31 to 3.31	Cold Creek tributary to Burnt Bridge Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	5.55 to 5.55	Cougar Canyon Creek tributary to Salmon Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	7.92 to 7.92	Unnamed tributary to Whipple Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	8.07 to 8.07	Unnamed tributary to Whipple Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	8.42 to 8.42	Whipple Creek tributary to Lake River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	26.8 to 26.8	Bybee Creek tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	27.8 to 27.8	Unnamed tributary to Schoolhouse Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	27.8 to 27.8	Unnamed tributary to Schoolhouse Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	41.62 to 41.62	King Creek tributary to Cowlitz River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	42.29 to 42.29	Unnamed tributary to Cowlitz River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	44.29 to 44.29	Unnamed tributary to Cowlitz River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	46.77 to 46.77	Unnamed tributary to Cowlitz River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	47.48 to 47.48	Unnamed tributary to Salmon Creek (26.0187)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	53.07 to 53.07	Unnamed tributary to Cowlitz River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	53.9 to 53.9	Unnamed tributary to Cowlitz River	0.29 to 0.39
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	54.4 to 54.4	Unnamed tributary to Cowlitz River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	54.93 to 54.93	Unnamed tributary to Hill Creek (26.0423)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	57.98 to 57.98	Unnamed tributary to Foster Creek (Cowlitz River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
5	58.63 to 58.63	Foster Creek tributary to Cowlitz River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Southwest Region *(continued)*

Fish Barriers *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
6	0.75 to 0.75	Case Pond tributary to Ellis Slough	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
6	2.96 to 2.96	Unnamed tributary to Willapa River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
6	5.37 to 5.37	Unnamed tributary to Willapa River	0.31 to 0.41
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
6	8.32 to 8.32	Unnamed tributary to Willapa River	0.92 to 1.24
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
6	9.83 to 9.83	Unnamed tributary to Willapa River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
6	9.92 to 9.92	Unnamed tributary to Willapa River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
6	17.36 to 17.36	Unnamed tributary to Fern Creek (Willapa River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
6	21.27 to 21.27	Unnamed tributary to Fern Creek (Willapa River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
6	25.24 to 25.24	Unnamed tributary to Rock Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	3.36 to 3.36	Unnamed tributary to Tilton River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	5.5 to 5.5	Unnamed tributary to Tilton River	0.07 to 0.09
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	5.5 to 5.5	Unnamed tributary to Tilton River	0.11 to 0.15
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	6.91 to 6.91	Unnamed tributary to Tilton River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	8.89 to 8.89	Tilton River tributary to Mayfield Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	9.85 to 9.85	Unnamed tributary to Summit Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	10.5 to 10.5	Unnamed tributary to Nisqually River	0.07 to 0.09
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	10.51 to 10.51	Unnamed tributary to Round Top Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	10.8 to 10.8	Unnamed tributary to Round Top Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	11.6 to 11.6	Coal Creek tributary to Nisqually River	0.01 to 0.01
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
7	12.8 to 12.8	Unnamed tributary to Mineral Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	72.45 to 72.45	Unnamed tributary to Lacamas River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	81.22 to 81.22	Silver Creek tributary to Mossyrock reservoir	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	91.25 to 91.25	Unnamed tributary to Riffe Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	93.8 to 93.8	Unnamed tributary to Unnamed to Riffe La	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	94.15 to 94.15	Highland Creek tributary to Tilton River	0.14 to 0.20
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	95.75 to 95.75	Highland Creek tributary to Tilton River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	95.75 to 95.75	Highland Creek tributary to Tilton River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	95.98 to 95.98	Unnamed tributary to Highland Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Fish Barriers *(continued)*			
12	103.43 to 103.43	Unnamed tributary to Riffe Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	103.98 to 103.98	Steffen Creek tributary to Riffe Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	106.71 to 106.71	Unnamed tributary to Lunch Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	112.08 to 112.08	Unnamed tributary to Kiona Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	112.95 to 112.95	Oliver Creek tributary to Kiona Creek (26.1022)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	114.96 to 114.96	Miller Creek tributary to Cowlitz River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	124.97 to 124.97	Burton Creek tributary to Cowlitz River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	149.98 to 149.98	Unnamed tributary to Millridge Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
14	117.1 to 117.1	Unnamed tributary to Columbia River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
14	140.8 to 140.8	Pine Creek tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
14	140.8 to 140.8	Pine Creek tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
14	140.8 to 140.8	Pine Creek tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
14	140.8 to 140.8	Pine Creek tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	12.9 to 12.9	Unnamed tributary to Little Klickitat River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	18.4 to 18.4	Jenkins Creek tributary to Little Klickitat River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	21.16 to 21.16	W Prong L Klickitat River tributary	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	21.35 to 21.35	Butler Creek tributary to E Prong	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	23.99 to 23.99	Dry Creek tributary to Little Klickitat River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	25.41 to 25.41	E Prong L Klickitat River tributary	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	25.59 to 25.59	Idlewild Canyon Creek tributary to E Prong	0.23 to 0.31
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	27.97 to 27.97	SF Shinando Creek tributary to Shinando Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	30.1 to 30.1	Shinando Creek tributary to Satus Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	1 to 1	Unnamed tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	1.3 to 1.3	Unnamed tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	2 to 2	Unnamed tributary to Columbia River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	2.29 to 2.29	Unnamed tributary to Columbia River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	2.58 to 2.58	Unnamed tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	3.3 to 3.3	Unnamed tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Southwest Region *(continued)*

Fish Barriers *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
101	21.3 to 21.3	Unnamed tributary to Willapa Bay	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	21.4 to 21.4	Unnamed tributary to Willapa Bay	0.12 to 0.16
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	23.31 to 23.31	Unnamed tributary to Columbia River	0.11 to 0.15
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	46.12 to 46.12	Unnamed tributary to Willapa Bay	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	46.96 to 46.96	Hansen Creek tributary to Willapa	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	53.56 to 53.56	Old Mill Pond Creek tributary to Willapa River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	61.15 to 61.15	Butte Creek tributary to Smith Creek (Willapa River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	61.17 to 61.17	Unnamed tributary to Butte Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	61.26 to 61.26	Unnamed tributary to Butte Creek (Smith Creek)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	64.36 to 64.36	Unnamed tributary to Smith Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
101	65.71 to 65.71	Unnamed tributary to Elkhorn Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
103	13.3 to 13.3	Espy Slough tributary to Willapa Bay	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
103	19.84 to 19.84	Stackpole Slough tributary to Willapa Bay	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
105	1.86 to 1.86	Unnamed tributary to Willapa River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
105	6.23 to 6.23	Unnamed tributary to Willapa Bay	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
105	21.22 to 21.22	Pacific County Drain Ditch 1 tributary to Pacific Ocean	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
105	21.22 to 21.22	Pacific County Drain Ditch 1 tributary to Pacific Ocean	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
105	21.22 to 21.22	Pacific County Drain Ditch 1 tributary to Pacific Ocean	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
122	4.99 to 4.99	Unnamed tributary to Mayfield Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
122	5.84 to 5.84	Unnamed tributary to Mayfield Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
123	3.36 to 3.36	Unnamed tributary to Ohanapecosh River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
123	3.36 to 3.36	Unnamed tributary to Ohanapecosh River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
123	6.35 to 6.35	Unnamed tributary to Ohanapecosh River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
123	6.35 to 6.35	Unnamed tributary to Ohanapecosh River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
142	3.65 to 3.65	Unnamed tributary to Klickitat River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
142	13.4 to 13.4	Snyder Canyon Creek tributary to Klickitat River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
142	13.4 to 13.4	Snyder Canyon Creek tributary to Klickitat River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
142	16.48 to 16.48	Unnamed tributary to Klickitat River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Fish Barriers *(continued)*			
142	25.1 to 25.1	Smith-Mason Creek tributary to Mill Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
142	25.1 to 25.1	Smith-Mason Creek tributary to Mill Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
142	25.32 to 25.32	Mill Creek tributary to Little Klickitat River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
401	0.76 to 0.76	Unnamed tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
401	4.33 to 4.33	Unnamed tributary to Columbia River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
401	5.56 to 5.56	Unnamed tributary to SF Naselle River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
401	5.56 to 5.56	Unnamed tributary to SF Naselle River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
401	5.85 to 5.85	Unnamed tributary to SF Naselle River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
401	6.02 to 6.02	Unnamed tributary to SF Naselle River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
401	6.13 to 6.13	Unnamed tributary to SF Naselle River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
401	8.8 to 8.8	Cement Creek tributary to SF Naselle	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
401	9.18 to 9.18	Unnamed tributary to SF Naselle River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
411	7.14 to 7.14	Unnamed tributary to Cowlitz River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
411	9.56 to 9.56	Unnamed tributary to Cowlitz River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
500	9.78 to 9.78	Unnamed tributary to Lacamas Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
503	13.25 to 13.25	Unnamed tributary to Rock Creek (EF Lewis River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
503	34.09 to 34.09	Unnamed tributary to Yale Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
503	35.2 to 35.2	Unnamed tributary to Yale Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
503	35.32 to 35.32	Unnamed tributary to Yale Reservoir (Lewis River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
503	35.6 to 35.6	Unnamed tributary to Dog Creek (Lewis River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
503	35.8 to 35.8	Dog Creek tributary to Yale Reservoir	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
503	42.1 to 42.1	Cape Horn Creek tributary to Lewis River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
503	46.2 to 46.2	Colvin Creek tributary to Lewis River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
503	46.55 to 46.55	Unnamed tributary to Lewis River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
503	49.03 to 49.03	Kenyon Creek tributary to North Fork Lewis River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
504	2.49 to 2.49	Unnamed tributary to Salmon Creek (26.0187)	0.09 to 0.12
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
504	2.73 to 2.73	Unnamed tributary to Salmon Creek (26.0187)	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
504	2.76 to 2.76	Unnamed tributary to Salmon Creek (26.0187)	0.90 to 1.22
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
504	3.17 to 3.17	Unnamed tributary to Salmon Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Fish Barriers *(continued)*			
504	4.55 to 4.55	Unnamed tributary to Silver Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
504	4.55 to 4.55	Unnamed tributary to Silver Lake	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
504	17 to 17	Unnamed tributary to North Fork Toutle River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
504	17.6 to 17.6	Unnamed tributary to North Fork Toutle River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
504	23.58 to 23.58	Unnamed tributary to North Fork Toutle River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
505	19.2 to 19.2	Unnamed tributary to Spirit Lake Highway	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
506	2.3 to 2.3	Unnamed tributary to Stillwater Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
506	2.77 to 2.77	Unnamed tributary to Stillwater Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
506	2.77 to 2.77	Unnamed tributary to Stillwater Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
506	2.98 to 2.98	Unnamed tributary to Stillwater Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
506	5.41 to 5.41	Unnamed tributary to Stillwater Creek	1.18 to 1.60
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
506	7.68 to 7.68	Unnamed tributary to Cowlitz River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
508	4.27 to 4.27	Unnamed tributary to SF Newaukum River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
508	5.19 to 5.19	Unnamed tributary to SF Newaukum River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
508	18.32 to 18.32	Unnamed tributary to Mill Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
508	18.95 to 18.95	Unnamed tributary to Tilton River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
508	20.37 to 20.37	Shermans Creek tributary to Tilton River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
508	23.89 to 23.89	Unnamed tributary to Tilton River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
508	31.8 to 31.8	Unnamed tributary to Tilton River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
Noise Reduction			
6	to	McLeod Rd. Bellingham	1.28 to 1.74
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 15 feet high and 2600 long.*		
6	49 to 50	Castle Rock	0.45 to 0.61
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 6 feet high and 2770 long.*		
6	111 to 111	Thompson Place	0.71 to 0.97
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 12 feet high and 2904 long.*		
6	112 to 113	Queets Dr., Thurston County	0.48 to 0.64
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 8 feet high and 2040 long.*		
6	122 to 122	Fort Lewis, Pierce County	0.68 to 0.92
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 8.5 feet high and 3660 long.*		
6	145 to 146	South 292nd St.	1.25 to 1.69
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 16 feet high and 2300 long.*		
6	168 to 168	Roanoke to Shelby	0.31 to 0.43
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 10 feet high and 1150 long.*		
6	168 to 168	Boston to Roanoke	0.94 to 1.28
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 16.5 feet high and 1650 long.*		
6	168 to 168	Boston to Roanoke	0.44 to 0.60
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 14 feet high and 990 long.*		

Southwest Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Noise Reduction *(continued)*			
6	168 to 168	Roanoke to Shelby	0.68 to 0.92
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 15 feet high and 1400 long.*		
6	170 to 170	Ravenna	0.56 to 0.76
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 11 feet high and 1700 long.*		
6	171 to 171	Northeast 80th St. on west side of highway	0.54 to 0.74
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 10 feet high and 1920 long.*		
6	171 to 172	Northeast 85th St. east side	1.83 to 2.47
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 20 feet high and 2450 long.*		
6	172 to 172	North 85th St.	0.56 to 0.76
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 11 feet high and 1724 long.*		
6	175 to 175	Northeast 155th St.	0.84 to 1.14
Solution:	*The proposed mitigation is a Berm / Concrete barrier, which is approximately 14 feet high and 2200 long.*		
6	175 to 175	North145th St.	0.68 to 0.92
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 20 feet high and 918 long.*		
6	176 to 176	North 171st	0.70 to 0.94
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 14 feet high and 1550 long.*		
6	177 to 177	Northeast 175th to 185th	0.69 to 0.93
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 11.4 feet high and 2000 long.*		
6	192 to 193	47th St.	0.79 to 1.07
Solution:	*The proposed mitigation is a Berm / Concrete barrier, which is approximately 10 feet high and 2950 long.*		
6	194 to 195	North of US 12 Interchange	0.71 to 0.97
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 16 feet high and 1330 long.*		
6	194 to 195	25th St.	0.56 to 0.76
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 14 feet high and 1240 long.*		
6	202 to 203	116th Street Northeast	0.26 to 0.35
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 10 feet high and 838 long.*		
6	206 to 207	Smokey Point	0.59 to 0.79
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 14 feet high and 1300 long.*		
6	226 to 226	South end of SR 536 Interchange	1.89 to 2.55
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 20 feet high and 2650 long.*		
6	231 to 231	Westview School	0.35 to 0.47
Solution:	*The proposed mitigation is a Berm / Concrete barrier, which is approximately 20 feet high and 610 long.*		
6	253 to 254	North of Lakeway interchange Bellingham	1.13 to 1.53
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 14 feet high and 2500 long.*		
14	3 to 4	Evergreen Blvd., Vancouver, Clark County	0.90 to 1.22
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 12 feet high and 2450 long.*		

South Central Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Fish Barriers			
12	168.3 to 168.3	Hause Creek tributary to Tieton River	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	168.56 to 168.56	Pine Creek tributary to Tieton River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	178.89 to 178.89	Bear Canyon Creek tributary to Tieton River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	178.89 to 178.89	Bear Canyon Creek tributary to Tieton River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
12	348.5 to 348.5	Mud Creek tributary to Dry Creek (Walla Walla River)	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
82	0.1 to 0.1	Unnamed tributary to Yakima River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
82	26.26 to 26.26	Unnamed tributary to Yakima River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
90	38.8 to 38.8	Change Creek tributary to Southfork Snoqualmie River	0.09 to 0.12
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
90	60.58 to 60.58	Unnamed tributary to Keechelus Lake	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
90	61.34 to 61.34	Price Creek tributary to Yakima River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
90	62.71 to 62.71	Swamp Creek tributary to Yakima River	1.86 to 2.52
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
90	62.71 to 62.71	Swamp Creek tributary to Yakima River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
90	70.9 to 70.9	Silver Creek tributary to Yakima River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
90	70.9 to 70.9	Silver Creek tributary to Yakima River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
90	91.73 to 91.73	Horseshoe Canyon Creek tributary to Yakima River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
90	92.69 to 92.69	Unnamed tributary to Morrison Canyon (Yakima River)	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
90	93.35 to 93.35	Morrison Canyon Creek tributary to Yakima River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
97	37.15 to 37.15	Highbridge Springs tributary to Satus Creek	0.00 to 0.00
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
224	0.1 to 0.1	Unnamed tributary to Yakima River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
410	80.2 to 80.2	Wash Creek tributary to American River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
410	80.2 to 80.2	Wash Creek tributary to American River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
410	82.8 to 82.8	Survey Creek tributary to American River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
Noise Reduction			
12	338.5 to 338.5	Wellington Ave., Walla Walla south side	0.73 to 0.99
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 13 feet high and 1275 long.*		
12	338.5 to 338.5	Walla Walla north side	0.60 to 0.81
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 14 feet high and 1205 long.*		
90	71 to 72	Easton school, Kittitas County	0.33 to 0.45
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 8 feet high and 1400 long.*		
90	72 to 72	Easton, Kittitas County	0.32 to 0.44
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 10 feet high and 1100 long.*		
97	64 to 64	Mobile Home Park, Yakima County	0.43 to 0.59
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 12 feet high and 1150 long.*		
97	68 to 69	Wapato, Yakima County	1.15 to 1.55
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 12 feet high and 3050 long.*		

South Central Region *(continued)*

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Noise Reduction *(continued)*			
240	38 to 39	Richland, Benton County	0.57 to 0.77
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 12 feet high and 1500 long.*		
395	16 to 16	W. 19th Avenue, Benton County	0.71 to 0.97
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 12 feet high and 1900 long.*		
395	17 to 18	SW Columbia River Bridge, Kennewick	0.56 to 0.76
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 12 feet high and 1485 long.*		
395	19 to 19	Flamingo Mobile Home Community, Pasco	0.44 to 0.60
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 10 feet high and 1500 long.*		
395	20 to 20	Riviera Trailer Park Village, Pasco	0.39 to 0.53
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 10 feet high and 1350 long.*		

Eastern Region

Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Fish Barriers			
20	309.31 to 309.31	O' Brien Creek tributary to Sanpoil River	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	309.96 to 309.96	North Fork O'Brien Creek tributary to O'Brien Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	310.06 to 310.06	North Fork O'Brien Creek tributary to O'Brien Creek	0.20 to 0.26
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	361.47 to 361.47	Unnamed tributary to Keogh Lake	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	363.73 to 363.73	Narcisse Creek tributary to Lake Pend Oreille	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
20	363.73 to 363.73	Narcisse Creek tributary to Lake Pend Oreille	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
21	117.05 to 117.05	Jack Creek tributary to Sanpoil River	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
21	120.1 to 120.1	Empire Creek tributary to Sanpoil River	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
21	122.05 to 122.05	Lime Creek tributary to Sanpoil River	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
21	134.2 to 134.2	North Nanamkin Creek tributary to Sanpoil River	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
21	134.2 to 134.2	North Nanamkin Creek tributary to Sanpoil River	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
21	136.5 to 136.5	Bear Creek tributary to Sanpoil River	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
21	139.4 to 139.4	Anderson Creek tributary to Sanpoil River	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
21	146.7 to 146.7	Rattlesnake Gulch tributary to Sanpoil River	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
23	52.3 to 52.3	Sheep Creek tributary to Upper Crab Creek	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
25	37.6 to 37.6	Alder Creek tributary to Lake Roosevelt	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
25	42.37 to 42.37	Hunters Creek tributary to Lake Roosevelt	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
31	3.8 to 3.8	Ione Millpond tributary to Pend Oreille River	0.64 to 0.86
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
31	10.7 to 10.7	Sweet Creek tributary to Pend Oreille River	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
194	1.2 to 1.2	Little Almota Creek tributary to Snake River	0.21 to 0.29
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
395	212.8 to 212.8	Unnamed tributary to Colville River	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
395	249.9 to 249.9	Matsen Creek tributary to Kettle River	0.43 to 0.58
Solution:	*Improve structure to eliminate restriction to fish passage at this location.*		
Noise Reduction			
23	32 to 33	60th Northwest St.	0.43 to 0.58
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 8 feet high and 1900 long.*		
263	28 to 29	Wallingford Ave	0.29 to 0.39
Solution:	*The proposed mitigation is a Concrete barrier, which is approximately 10 feet high and 1030 long.*		

Northwest Region

Rank	Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
46	5	243.28 to 243.28	Whatcom County	0.02 to 0.03
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
54	90	9.3 to 9.3	King County	1.72 to 2.33
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
54	90	9.31 to 9.31	King County	1.34 to 1.82
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
54	90	9.7 to 9.7	King County	0.00 to 0.00
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
55	90	22.14 to 22.14	King County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
55	5	186.94 to 186.94	Snohomish County	0.21 to 0.28
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
55	90	20.24 to 20.24	King County	0.12 to 0.16
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
55	90	20.38 to 20.38	King County	0.03 to 0.05
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
55	90	18.62 to 18.62	King County	0.05 to 0.07
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
55.5	90	15.45 to 15.45	King County	0.18 to 0.24
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
55.5	90	17.22 to 17.22	King County	0.00 to 0.00
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
56	90	15.43 to 15.43	King County	0.03 to 0.04
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
56	522	5.58 to 5.58	King County	0.01 to 0.02
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
56	90	10.5 to 10.5	King County	0.13 to 0.18
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
56	90	14.8 to 14.8	King County	0.00 to 0.00
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
56	90	14.78 to 14.78	King County	0.04 to 0.05
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
56	5	215.09 to 215.09	Snohomish County	0.25 to 0.34
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
56	90	10.51 to 10.51	King County	1.28 to 1.74
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
56.5	522	13.24 to 13.24	King County	0.04 to 0.06
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
57	520	6.07 to 6.07	King County	0.12 to 0.16
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
57	522	12.13 to 12.13	King County	0.04 to 0.06
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
57	520	8.87 to 8.87	King County	0.14 to 0.18
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
57	520	8.62 to 8.62	King County	0.12 to 0.16
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
57	520	6.25 to 6.25	King County	0.01 to 0.02
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
57	520	5.81 to 5.81	King County	0.07 to 0.10
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
57	520	5.62 to 5.62	King County	0.08 to 0.10
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
58	518	2.39 to 2.39	King County	0.21 to 0.28
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
58	5	177.61 to 177.61	King County	0.03 to 0.03
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
58	5	174.47 to 174.47	King County	0.03 to 0.03
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
58	5	177.6 to 177.6	King County	0.03 to 0.03
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
58	5	174.8 to 174.8	King County	0.01 to 0.02
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
58	518	2.6 to 2.6	King County	0.12 to 0.17
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
58	518	3.66 to 3.66	King County	0.05 to 0.06
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
58	5	203.61 to 203.61	Snohomish County	0.02 to 0.03
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
58	5	203.75 to 203.75	Snohomish County	0.03 to 0.03
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
58	5	204.05 to 204.05	Snohomish County	0.00 to 0.00
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
58	520	4.46 to 4.46	King County	0.01 to 0.02
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
59	5	172.32 to 172.32	King County	0.54 to 0.74
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
59	5	181.71 to 181.71	Snohomish County	0.03 to 0.03
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
59	405	29.66 to 29.66	Snohomish County	1.68 to 2.27
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			

Northwest Region *(continued)*

Rank	Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
59	5	8.51 to 8.51	King County	0.09 to 0.12
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	172.43 to 172.43	King County	0.01 to 0.01
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	172.36 to 172.36	King County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	174.22 to 174.22	King County	0.20 to 0.26
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	183.21 to 183.21	Snohomish County	0.12 to 0.16
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	186.34 to 186.34	Snohomish County	0.05 to 0.07
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	186.15 to 186.15	Snohomish County	0.07 to 0.09
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	185.92 to 185.92	Snohomish County	0.22 to 0.30
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	183.6 to 183.6	Snohomish County	0.04 to 0.05
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	177.98 to 177.98	Snohomish County	0.03 to 0.04
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	174.33 to 174.33	King County	0.01 to 0.01
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	184.61 to 184.61	Snohomish County	0.24 to 0.33
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	177.97 to 177.97	Snohomish County	0.06 to 0.08
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59	5	203.42 to 203.42	Snohomish County	0.02 to 0.03
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
59.5	5	2.96 to 2.96	King County	1.22 to 1.65
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
60	5	155.5 to 155.5	King County	0.03 to 0.03
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
60	5	5.44 to 5.44	King County	0.04 to 0.06
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
60	5	5.43 to 5.43	King County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
60	5	156.04 to 156.04	King County	0.36 to 0.49
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
60	5	2.26 to 2.26	King County	0.50 to 0.68
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
60	5	5.38 to 5.38	King County	0.04 to 0.05
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
60.5	5	155.09 to 155.09	King County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
60.5	5	155.18 to 155.18	King County	0.00 to 0.00
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	5	154.99 to 154.99	King County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	5	154.26 to 154.26	King County	0.05 to 0.07
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	5	154.43 to 154.43	King County	0.03 to 0.03
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	5	154.43 to 154.43	King County	0.11 to 0.15
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	5	154.49 to 154.49	King County	1.45 to 1.96
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	5	154.57 to 154.57	King County	0.18 to 0.25
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	5	154.92 to 154.92	King County	0.03 to 0.03
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	5	155.04 to 155.04	King County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	5	202.3 to 202.3	Snohomish County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	5	154.66 to 154.66	King County	0.05 to 0.07
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	5	154.22 to 154.22	King County	0.03 to 0.03
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	2	3.44 to 3.44	Snohomish County	0.04 to 0.06
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	515	2.21 to 2.21	King County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	5	153.26 to 153.26	King County	0.25 to 0.33
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	5	153.39 to 153.39	King County	0.04 to 0.05
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	5	3.99 to 3.99	King County	0.24 to 0.32
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	5	4.01 to 4.01	King County	0.05 to 0.07
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			

Northwest Region *(continued)*

Rank	Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
62.5	5	145.6 to 145.6	King County	0.05 to 0.07
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62.5	5	202.32 to 202.32	Snohomish County	0.07 to 0.10
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63	509	26.28 to 26.28	King County	0.05 to 0.07
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63	509	24.65 to 24.65	King County	2.52 to 3.41
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63	509	23.85 to 23.85	King County	0.24 to 0.32
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63	405	7.16 to 7.16	King County	0.97 to 1.31
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63	405	23.62 to 23.62	King County	0.17 to 0.23
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63.5	5	200.22 to 200.22	Snohomish County	0.00 to 0.00
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	405	13.53 to 13.53	King County	0.06 to 0.08
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	405	2.66 to 2.66	King County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	405	2.39 to 2.39	King County	0.75 to 1.01
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	405	2.38 to 2.38	King County	6.22 to 8.41
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	5	200.05 to 200.05	Snohomish County	0.00 to 0.00
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	405	12.97 to 12.97	King County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	405	12.79 to 12.79	King County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	5	200.05 to 200.05	Snohomish County	0.00 to 0.00
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
65	405	10.18 to 10.18	King County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
65	405	12.73 to 12.73	King County	0.05 to 0.07
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
65.5	5	195.37 to 195.37	Snohomish County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	405	10.14 to 10.14	King County	0.08 to 0.11
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	18	8 to 8	King County	0.04 to 0.05
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	18	22.77 to 22.77	King County	0.04 to 0.06
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	405	1.58 to 1.58	King County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66.5	18	18.91 to 18.91	King County	0.00 to 0.00
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66.5	18	1.9 to 1.9	King County	0.22 to 0.30
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66.5	5	191.89 to 191.89	Snohomish County	0.07 to 0.09
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
67	18	0.3 to 0.3	King County	0.00 to 0.00
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
69	5	189.74 to 189.74	Snohomish County	0.84 to 1.14
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
70	5	187.86 to 187.86	Snohomish County	0.00 to 0.00
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
70.5	5	187.86 to 187.86	Snohomish County	0.10 to 0.14
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
74.5	5	187.75 to 187.75	Snohomish County	0.03 to 0.03
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
78	5	187.72 to 187.72	Snohomish County	0.03 to 0.05
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
79	5	187.64 to 187.64	Snohomish County	0.13 to 0.17
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
80	5	187.62 to 187.62	Snohomish County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
82.5	5	187.11 to 187.11	Snohomish County	0.45 to 0.61
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
82.5	5	187.58 to 187.58	Snohomish County	0.04 to 0.05
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			

Olympic Region

Rank	Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
47.5	5	120.98 to 120.98	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
48	5	120.93 to 120.93	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
48	5	120.91 to 120.91	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49	5	120.88 to 120.88	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49	5	120.89 to 120.89	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49.5	5	120.86 to 120.86	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
50	5	120.78 to 120.78	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
50	5	120.85 to 120.85	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
51	5	119.15 to 119.15	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
51.5	5	118.9 to 118.9	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
51.5	5	114.97 to 114.97	Pierce County	0.16 to 0.22
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
53	5	114.11 to 114.11	Pierce County	0.18 to 0.24
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
54	161	20.06 to 20.06	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	7	50.61 to 50.61	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	7	50.61 to 50.61	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	7	51.08 to 51.08	Pierce County	0.11 to 0.14
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	7	51.24 to 51.24	Pierce County	0.11 to 0.14
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	7	50.59 to 50.59	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	7	50.55 to 50.55	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	7	50.49 to 50.49	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66.5	7	48.54 to 48.54	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
67	5	138.44 to 138.44	Pierce County	0.03 to 0.03
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
68	5	138.43 to 138.43	Pierce County	0.03 to 0.05
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
69	5	136.09 to 136.09	Pierce County	0.21 to 0.29
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
69	5	138.43 to 138.43	Pierce County	0.04 to 0.06
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
70.5	5	135.94 to 135.94	Pierce County	0.36 to 0.49
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
71	512	9.69 to 9.69	Pierce County	0.34 to 0.46
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
71	512	9.6 to 9.6	Pierce County	0.03 to 0.03
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
72	512	9.34 to 9.34	Pierce County	0.08 to 0.11
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
73	512	9.27 to 9.27	Pierce County	0.22 to 0.30
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
73.5	512	3.31 to 3.31	Pierce County	0.19 to 0.26
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
74	5	121.3 to 121.3	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
74	5	122.67 to 122.67	Pierce County	0.42 to 0.56
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
100	5	120.9 to 120.9	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
100	5	121.05 to 121.05	Pierce County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			

Southwest Region

Rank	Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
67	205	36.05 to 36.05	Clark County	0.04 to 0.05
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
67	205	37.67 to 37.67	Clark County	0.14 to 0.20
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
67	205	35.17 to 35.17	Clark County	0.08 to 0.10
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
67	500	5.49 to 5.49	Clark County	0.26 to 0.36
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
67	205	36.04 to 36.04	Clark County	0.18 to 0.24
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
67.5	205	32.79 to 32.79	Clark County	0.03 to 0.03
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
68	205	32.68 to 32.68	Clark County	0.19 to 0.26
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
68	205	32.67 to 32.67	Clark County	0.11 to 0.14
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
69	205	32.31 to 32.31	Clark County	0.21 to 0.28
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
69	205	32.25 to 32.25	Clark County	0.05 to 0.07
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
70	205	30.66 to 30.66	Clark County	0.04 to 0.05
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
70	205	30.65 to 30.65	Clark County	0.36 to 0.49
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
70	205	30.43 to 30.43	Clark County	0.42 to 0.56
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
71	205	29.68 to 29.68	Clark County	0.08 to 0.11
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
73	205	29.67 to 29.67	Clark County	0.87 to 1.18
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
74	14	7.6 to 7.6	Clark County	0.10 to 0.14
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
74	205	36.05 to 36.05	Clark County	0.51 to 0.70
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
75	14	7.27 to 7.27	Clark County	0.25 to 0.34
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
78	14	7.25 to 7.25	Clark County	0.26 to 0.36
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
80	14	5.41 to 5.41	Clark County	0.03 to 0.04
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
81	14	4.85 to 4.85	Clark County	0.10 to 0.14
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
81.5	14	4.01 to 4.01	Clark County	0.03 to 0.04
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
82	14	0.47 to 0.47	Clark County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			

Eastern Region

Rank	Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
46	90	299.09 to 299.09	Spokane County	0.01 to 0.02
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
46	90	299.36 to 299.36	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
46	90	298.45 to 298.45	Spokane County	0.01 to 0.02
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	295.9 to 295.9	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	297.85 to 297.85	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	297.75 to 297.75	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	297.4 to 297.4	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	296.6 to 296.6	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	298.07 to 298.07	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	295.8 to 295.8	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	295.6 to 295.6	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	295.4 to 295.4	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	295.25 to 295.25	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	295.05 to 295.05	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	294 to 294	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
48	90	297.2 to 297.2	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	293.3 to 293.3	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	290 to 290	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	291.9 to 291.9	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	292.1 to 292.1	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	292.5 to 292.5	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	292.68 to 292.68	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	292.87 to 292.87	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	292 to 292	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	293.1 to 293.1	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	293.45 to 293.45	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	293.75 to 293.75	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	293 to 293	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	294.05 to 294.05	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	294.25 to 294.25	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	294.4 to 294.4	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	290.5 to 290.5	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	294.6 to 294.6	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	289.89 to 289.89	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	294.9 to 294.9	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	294.52 to 294.52	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	288.1 to 288.1	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	290.01 to 290.01	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	287.8 to 287.8	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			
49	90	288.05 to 288.05	Spokane County	0.09 to 0.13
Solution:	Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.			

Eastern Region *(continued)*

Rank	Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
49	90	287.75 to 287.75	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49	90	288.2 to 288.2	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49	90	288.45 to 288.45	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49	90	288.59 to 288.59	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49	90	289.8 to 289.8	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49	90	289.25 to 289.25	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49	90	289.72 to 289.72	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49	90	289.87 to 289.87	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49	90	289.88 to 289.88	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49	90	287.9 to 287.9	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
49	90	288.61 to 288.61	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
53	195	91.21 to 91.21	Spokane County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
56	90	287.6 to 287.6	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
58	90	287.4 to 287.4	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
60	90	287.25 to 287.25	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	90	286.13 to 286.13	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	90	286 to 286	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	90	286.27 to 286.27	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	90	286.3 to 286.3	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	90	286.88 to 286.88	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
61	90	287.1 to 287.1	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	90	267.45 to 267.45	Spokane County	0.20 to 0.28
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	90	268.5 to 268.5	Spokane County	0.20 to 0.28
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	90	268.65 to 268.65	Spokane County	0.03 to 0.04
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	90	286.05 to 286.05	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	90	286.01 to 286.01	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	90	279.6 to 279.6	Spokane County	2.16 to 2.93
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	90	268.6 to 268.6	Spokane County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	90	285.9 to 285.9	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
62	90	285.8 to 285.8	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63	27	86.39 to 86.39	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63	27	86.45 to 86.45	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63	27	86.46 to 86.46	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63	27	86.38 to 86.38	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63.5	27	86.32 to 86.32	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63.5	27	86.19 to 86.19	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63.5	27	86.21 to 86.21	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63.5	27	86.2 to 86.2	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
63.5	27	86.31 to 86.31	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	27	85.7 to 85.7	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			

Eastern Region *(continued)*

Rank	Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
64	27	85.8 to 85.8	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	27	85.94 to 85.94	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	27	85.95 to 85.95	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	27	85.96 to 85.96	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	27	85 to 85	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	27	86.18 to 86.18	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	27	85.81 to 85.81	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64	27	85.82 to 85.82	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.42 to 85.42	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.1 to 85.1	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.2 to 85.2	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.43 to 85.43	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.44 to 85.44	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.45 to 85.45	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.46 to 85.46	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.52 to 85.52	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.54 to 85.54	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.5 to 85.5	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.69 to 85.69	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.75 to 85.75	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.53 to 85.53	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
64.5	27	85.21 to 85.21	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
65	27	85.15 to 85.15	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
65	27	85.14 to 85.14	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
65	27	85.19 to 85.19	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.86 to 84.86	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.85 to 84.85	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.6 to 84.6	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.65 to 84.65	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.64 to 84.64	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.5 to 84.5	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.59 to 84.59	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.58 to 84.58	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.52 to 84.52	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.51 to 84.51	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.95 to 84.95	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.48 to 84.48	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	85.12 to 85.12	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.49 to 84.49	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
66	27	84.57 to 84.57	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			

Rank	Highway Number	Milepost	Vicinity Description	Estimate Cost Range ($ in Millions)
Eastern Region *(continued)*				
66	27	84.87 to 84.87	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
67	195	93.3 to 93.3	Spokane County	1.01 to 1.37
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
67	27	84.47 to 84.47	Spokane County	0.09 to 0.13
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
68	195	91.6 to 91.6	Spokane County	0.05 to 0.07
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
68	195	92.2 to 92.2	Spokane County	1.01 to 1.37
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
68	195	91.8 to 91.8	Spokane County	0.06 to 0.08
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
68	195	92.45 to 92.45	Spokane County	1.01 to 1.37
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
68	195	92 to 92	Spokane County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			
69	195	91.2 to 91.2	Spokane County	0.01 to 0.02
Solution:	*Implement appropriate Best Management Practices (BMP) to correct stormwater runoff quality and quantity. Typical BMPs used include wet ponds and bioswales.*			