# *2015 Update: WSDOT Priorities for New Revenue - Unfunded System Investments*

| Investment Name<br>City/County<br>Leg Districts | Identified Deficiency | Prior Investment Level<br>&<br>Solution<br>*($ in millions)* | Updated<br>Investment Level &<br>Solution Recommended<br>*($ in millions)* | Could Investment Be Significantly Improved with Additional Scoping & Pre-Design Efforts? | Could Solutions be Refined Through Additional Planning? | Staging Options: Alternative Initial Investment to Refine Investment Scope, Schedule and Budget |
|---|---|---|---|---|---|---|
| **Governor's Priorities** | | | | | | |
| **Highway System Maintenance**<br>Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | **$595.0**<br>Provides 10-year investment to maintain historical levels of service, address backlog, cover utility increases, replace equipment, and maintain agency owned facilities. | **$96.0**<br>Provides an increased investment in system maintenance activities. | ☐ | ☐ | |
| **Traffic Operations**<br>Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | **$82.0**<br>Provides 10-year investment for system operation devices, incident response, low cost enhancements, and implementing new technologies for improved mobility and safety. | **$50.0**<br>Provides an increased investment in traffic operation activities. | ☐ | ☐ | |
| **Highway Preservation**<br>Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | **$2,563.0**<br>Provides 10-year funding to preserve the state highway system; including roads, bridges, and associated highway features. | **$1,064.0**<br>Provides an increased investment in highway preservation. | ☐ | ☐ | |
| **Capital Facilities Preservation**<br>Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | **$474.0**<br>Provides 10-year funding to preserve the agency owned building and facilities. | **$50.0**<br>Provides an increased investment in capital facilities preservation. | ☐ | ☐ | |
| **WSF Preservation**<br>Puget Sound | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | **$453.0**<br>Provides funding to preserve the state ferry system terminals and vessels. | **$600.0**<br>Provides for a 4th 144 new vessel, an increased investment in WSF terminal and vessel preservation and addresses PSCCA account shortfalls. | ☐ | ☐ | |
| **WSF Ferry Conversion to LNG**<br>Puget Sound | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | **$183.0**<br>Provides for the conversion of the 6 WSF Issaquah class vessels from diesel fuel powered to liquid natural gas. | **$145.0**<br>Provides for the conversion of WSF vessels to liquid natural gas. | ☐ | ☐ | |
| **Rail Preservation**<br>Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | **$50.0**<br>Provides a 10-year investment to preserve the state-owned PCC railroad by replacing worn ties, ballast, and track; preserving selected bridges throughout the rail line; and improving at grade | **$44.0**<br>Provides an increased investment in rail preservation. | ☐ | ☐ | |
| **Fish Barrier Removal & Stormwater Retrofits**<br>Greater Puget Sound/Statewide | Existing resources are insufficient to meet court injunction requirements and achieve desired performance expectations. | **$2,400.0**<br>20-year investment needed to eliminate fish barriers and allow for increased fish habitat upstream from state highways. This placeholder is the estimated settlement range anticipated as a court ordered remedy. | **$516.0**<br>In addition to redirecting over $350.0 of current law funds from other purposes to fish barrier removal projects in the next 10 years, this provides additional funding for fish barrier removal and stormwater retrofit projects. | ☐ | ☐ | |
| **I-5 JBLM Corridor - stage 1**<br>Lakewood-Tillicum / Pierce<br>Districts 2, 22, 28 | The corridor experiences intermitted delays and heavy congestion during the peak commute and the scheduled training exercises and daily operation of JBLM; accentuated by merges at interchanges throughout the corridor. There are no existing viable alternate routes through this corridor. | **$820.0**<br>The full range of Moving WA strategies to reduce congestion through this corridor. Needs include system improvements to enable hard shoulder running, interchange reconstruction to enable mainline widening and manage military gate access, and new lanes to handle overall corridor demand. | **$250.0 - 450.0**<br>Constructs some or all of the following investments which are being refined through the EIS process: Increases the capacity of I-5 by one lane (HOV or managed) in each direction between Thorne Lane Interchange and the Steilacoom-DuPont Interchange. This 4.5 mile improvement includes replacement of the Thorne Lane Interchange, Berkeley Street Interchange and the Steilacoom-DuPont Interchange . It also includes construction of the Gravelly Lake Drive to Thorne Connector to improve local access. There will also be Bicycle and pedestrian facilities added along the corridor.<br>*$1.8 million needed on average per biennium to maintain and operate the features added to the system by this improvement* | ☑ | ☐ | In 2012, the legislature provided funding to complete the interchange justification reports for DuPont Steilacoom Road interchange, 41st Division Street interchange, Berkley Street interchange, Thorne Lane interchange, Martin Way interchange and Marvin Road interchange. Additionally, a funding request has been proposed in the 15-17 budget request to complete the corridor EIS. |
| **I-90 Snoqualmie Pass Phase 2 - stage 1**<br>Snoqualmie Pass / Kittitas<br>District 13 | Routine congestion through this major freight and recreational corridor during peak travel times; existing concrete is worn out and needs replacement. | **$390.0**<br>Completes the widening from the end of the existing funded projects (MP 62) to Easton. | **$130.0 - 170.0**<br>Widens an additional 2 mile section between MP 62-64; including reconstruction of the Stampede Pass and Cabin Creek Interchanges to eliminate the existing low clearances.<br>*$750 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | Resources are currently available through TPA funding available on the corridor to advance some scoping and pre-design activities. |

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| **SR 167 New Freeway - stage 1**<br>Fife-Edgewood / Pierce<br>Districts 25, 31 | The existing SR 167 is not sufficient to operate as a major high volume route between other high volume routes in the Fife-Puyallup area which adds to unreliable travel times in the Pierce county area. Freight movements from the Port to the Green River valley are also limited. | **$1,500.0**<br>Constructs a new alignment between SR 509 in Tacoma and SR 512 in Puyallup; including two lanes in each direction, and new interchanges at I-5, Valley Ave, and SR 161.<br>*As part of the Puget Sound Gateway Project, this investment is complemented by investments shown in the "SR 509 Completion" and "I-5 Tacoma to Everett mobility improvement" projects.* | **$790.0 - 955.0**<br>Constructs a new alignment between SR 509 in Tacoma and SR 512 in Puyallup; including the full build-out of the facility between SR 509 and I-5, a new interchange at I-5, two lanes in each direction between I-5 and Valley Ave. and one lane in each direction between Valley Ave and SR 512 (including 2 interchanges on the I-5 to SR 512 segment).<br>**Toll Candidate: An estimated $95.0 million could be generated from tolls to contribute to the capital cost of this project.**<br>*$4.4 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | In 2012, the legislature provided funding to complete the right-of-way acquisition plan and re-evaluation of NEPA. |
| **US 395 North Spokane corridor -stage 1**<br>Spokane / Spokane<br>Districts 3, 4, 7 | Partially constructed new grade separated north-south route has not alleviated the congestion on existing route with low speeds through signalized intersections. | **$1,300.0**<br>Completes the construction of a new corridor between Francis and I-90. Completes the BNSF rail realignment. Builds interchanges at Wellesley and Trent Avenues. Makes improvements on I-90 to accommodate the connection with the new corridor. | **$360.0 - 470.0**<br>Completes the BNSF rail realignment, Wellesley Ave interchange, and extends the new corridor south from Francis Ave to the Trent Avenue Interchange (SR 290).<br>*$2.1 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | In 2012, the legislature provided funding to develop preliminary bridge plans, complete environmental analysis and geometric alignments, finalize railroad design and begin purchase of long lead time right-of-way. |
| **I-405 Renton to Lynnwood - stage 1**<br>Renton / King<br>Districts 1, 11, 21, 32, 41, 45, 48 | Highly congested during the peak periods in the morning and evening compute periods. | **$1,820.0**<br>Widens the I-405 corridor between Renton and Bellevue; including the implementation of Express Toll Lanes (ETL), rebuilding the I-405/SR 167 interchange and rebuilding other impacted interchanges.<br>*This project includes elements of unfunded Nickel or TPA project scope.* | **$1,100.0 - 1,330.0**<br>Continues widening of the I-405 corridor between Renton and Bellevue; including the implementation of Express Toll Lanes (ETL) and rebuilding impacted interchanges. Also builds the first segment of the I-405/SR 167 interchange master plan by constructing a direct connector on northbound and southbound lanes between SR 167 HOT and I-405 express toll lanes. This project would complete a 40 mile corridor wide express toll facility.<br>**Toll Candidate: An estimated $215.0 million could be generated from tolls to contribute to the capital cost of this project, based on the January 2104 funding and phasing report. Refinements will be made as express toll collection history is established.**<br>*$6.1 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | $7.0 million<br>Use existing and anticipated corridor TPA savings to advance design to further refine cost estimates and identify savings opportunities. |
| **SR 509 New Freeway - stage 1**<br>SeaTac-Des Moines-Kent-Federal Way / King<br>District 33 | The existing SR 509 has unused capacity between SeaTac and Seattle which, along with the need for improved freight movements south from SeaTac, could become an additional north-south corridor to alleviate heavy demands on I-5 into and out of Seattle. | **$1,300.0**<br>Extends SR 509 south from SeaTac to I-5. The ultimate project includes two lanes on SR 509 and interchanges at S 188th and S 24th (allows new south access road to Sea-Tac airport), added SB lanes on I-5 to 320th in Federal Way, and improvements on I-5 in the vicinity of SR 516 to accommodate the SR 509 with connections to I-5 and local routes.<br>*As part of the Puget Sound Gateway Project, this investment is complemented by investments shown in the "SR 167 Completion" and "I-5 Tacoma to Everett mobility improvement" projects.* | **$758.0 - 960.0**<br>Connects SR 509 south from SeaTac to I-5; including one lane in each direction between S 188th and S 24th/28th Avenue, two lanes in each direction between S24th/28th Avenue and I-5, interchanges at S 188th and S 24th, and improvements on I-5 in the vicinity of SR 516 to accommodate the SR 509 with connections to I-5 and local routes. Evaluation of conversion of I-5 HOV lanes to Express Toll Lanes associated with the Puget Sound Gateway project is underway.<br>**Toll Candidate: An estimated $85.0 million could be generated from tolls to contribute to the capital cost of this project.**<br>*$4.2 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | In 2012, the legislature provided funding to complete NEPA re-evaluation and tolling analysis; update design and provide for property management. |
| **SR 520 Seattle Corridor - west end**<br>Seattle/ King<br>District 43 | | **$1,400.0**<br>Completes corridor improvements between I-5 and the West High Rise to address congestion and safety needs of the corridor. | **$1,400.0 - 1,570.0**<br>Completes corridor improvements between I-5 and the West High Rise to address congestion and safety needs of the corridor.<br>*$7.4 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | In 2014, the legislature provided authority from existing program funds to continue pre-design and community outreach efforts on this project. |
| **US 2 Highway Safety***<br>Snohomish - Skykomish / Snohomish<br>Districts 39, 44 | | **Not identified on prior list** | **$15.0 - 20.0**<br>Provides safety enhancements on US 2 between Snohomish and Skykomish.<br>*$90 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-5 Mill Plain Boulevard Interchange***<br>Vancouver / Clark<br>District 49 | | **Improvement was included in the CRC project in prior lists** | **$80.0 - 104.0**<br>Provides interchange upgrades for vehicle and truck freight access through this heavily used urban area.<br>*$460 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |

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| **I-5 Marine View Drive to SR 528***<br>Everett - Marysville / Snohomish<br>District 38 | | **Not identified on prior list** | **$34.0 - 45.0**<br>Provides for northbound hard shoulder running during peak congestion and installs ITS and ramp meters in the corridor.<br>*$200 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-5 Marysville interchanges - stage 1***<br>Marysville / Snohomish<br>District 38 | Interchange limitations and connectivity with local system are creating back-ups on the off-ramps which extend onto the mainline during peak periods. | **$120.0**<br>Complete the reconstruction of the 116th NE interchange by finishing the ramp work to complement other funded improvements at the interchange to improve mobility and safety. Improve the 88th Street NE interchange and I-5/SR 529 intersection improvements to improve capacity. | **$15.0 - 20.0**<br>Complete the reconstruction of the 116th NE interchange by finishing the ramp work to complement other funded improvements at the interchange to improve mobility and safety. Commitment to the Tulalip tribe.<br>*$90 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-5 179th Street interchange***<br>North of Vancouver / Clark<br>District 17, 18 | | **Not identified on prior list** | **$60.0 - 79.0**<br>Reconstructs the existing interchange and adjacent roadways to allow for improved movements between I-5 and 179th.<br>*$350 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-5 Slater Road Interchange ***<br>Ferndale / Whatcom<br>District 42 | Congested interchange with limited capacity is being strained by heavy commercial development in the vicinity. | **Not identified on prior list** | **$10.0 - 13.0**<br>Construct improvements to improve LOS and accommodate planned future development in the area around the interchange.<br>*$60 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 9 / SR 204 Interchange***<br>Lake Stevens/ Snohomish<br>Districts 44 | Highly congested intersection during the peak periods in the morning and evening compute periods. | **Previously included as part of the SR 9 corridor - stage 1 project** | **$58.0 - 76.0**<br>Constructs improvements at the SR 204 intersection.<br>*$330 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 9 Snohomish River bridge replacement***<br>Snohomish / Snohomish<br>Districts 44 | | **Not identified on prior list** | **$128.0 - 167.0**<br>Widens between Marsh Road and the 2nd Street interchange and constructs a second bridge over the Snohomish River to increase capacity and safety in the corridor.<br>*$740 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | In 2012, the legislature provided funding to advance preliminary and geotechnical engineering on the Snohomish River Bridge Replacement project. |
| **SR 14 Vancouver corridor***<br>Vancouver / Clark<br>Districts 17, 49 | Congestion during the peak commutes, including off-ramp back-ups onto the mainline, resulting from development. | **$35.0**<br>Construct auxiliary lanes between I-205 and 164th avenue, including improvements at the I-205 NB/SR 14 interchange. | **$60.0 - 79.0**<br>Construct auxiliary lanes between I-205 and 164th avenue, including improvements at the I-205 NB/SR 14 interchange. Constructs the West Camas Slough Bridge ($25 CYD)<br>*$350 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 524 Lynnwood corridor ***<br>Lynnwood / Snohomish<br>District 32 | Highly congested corridor during the peak periods in the morning and evening compute periods with decreasing modal performance. | **$14.0**<br>Improves SR 524 (196th St SW) by providing additional multi-modal capacity and safety. | **$14.0 - 18.0**<br>Improves SR 524 (196th St SW) by providing additional multi-modal capacity and safety. Improvements include construction of Business Access and Transit lanes in each direction, a planted center median/left turn/u-turn, sidewalks, landscaping, street lights and new traffic signals.<br>*$80 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | City is designing and purchasing right of way. Only construction funding is needed. |
| **SR 526 Hardeson Rd Interchange ***<br>Everett / Snohomish<br>District 38 | | **Not identified on prior list** | **$45.0 - 60.0**<br>Constructs new interchange on SR 526 at Hardeson Rd.<br>*$262 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 531 Smokey Point corridor ***<br>Smokey Point / Snohomish<br>District 39 | Routine congestion throughout the corridor due to heavy volumes resulting from growth in the area. | **$69.0**<br>Widen SR 531 between 43rd Ave NE and 67th Ave NE to relieve congestion. | **$40.0 - 52.0**<br>Widen SR 531 between 43rd Ave NE and 67th Ave NE to relieve congestion.<br>*$230 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **Transit Projects**<br>Statewide | | **Not identified on prior list** | **$300.0**<br>Provides a 12-year investment to financially support the transit portion, infrastructure and service improvements, of the integrated, multimodal solutions required to meet identified corridor performance gaps. | ☐ | ☐ | |

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| **Regional Mobility Grant Program - part 1**<br>Statewide | | **$1,000.0**<br>Infrastructure and service improvements necessary to ensure high occupancy use of congested corridors. Includes P&R improvements, Transit Access, increased Transit Service, expanded Express Transit, and multi modal information systems in congested corridors. | **$300.0**<br>Provides a 12- year investment to implement infrastructure and service improvements necessary to ensure high occupancy use of congested corridors. Includes P&R improvements, Transit Access, increased Transit Service, expanded Express Transit, and multi modal information systems in congested corridors. | ☐ | ☐ | |
| **Special Needs Transit Grants - part 1**<br>Statewide | | **Not identified on prior list** | **$60.0**<br>Provides a 12- year investment for services identified in local Human Service Transportation Plans to help people with few or no transportation options have access to communities, services and goods through public transportation. | ☐ | ☐ | |
| **Safe Routes to School Grant Program - part 1**<br>Statewide | | **$100.0**<br>Increases the investment in Safe Routes to Schools. | **$80.0**<br>Provides a 12- year investment to increase the amounts available for Safe Routes to Schools projects. | ☐ | ☐ | |
| **Bike/Ped Grant Program**<br>Statewide | | **Previously included as part of the Complete Streets Program** | **$150.0**<br>Provides a 12- year investment of competitive grants to improve bicycle and pedestrian mobility and safety. | ☐ | ☐ | |
| **Commute Trip Reduction/demand management - part 1**<br>Statewide | | **Not identified on prior list** | **$72.0**<br>Provides a 12- year investment for competitive grants to local governments to increase resident's use of efficient transportation for all types of travel trips including commuter transportation. | ☐ | ☐ | |
| **Complete Streets Program - part 1**<br>Statewide | | **$400.0**<br>Implements a Complete Streets Program to improve mobility through enhanced connectivity for those choosing to walk, bike, or access transit while increasing the number of bicycling and walking trips. | **$117.0**<br>Provides a 12- year investment to implements Complete Streets Program to improve mobility through enhanced connectivity for those choosing to walk, bike, or access transit while increasing the number of bicycling and walking trips. | ☐ | ☐ | |
| **EV infrastructure bank capitalization**<br>Statewide | | **$20.0**<br>Provides funding for strategic investments in expanding electric vehicle infrastructure beyond the I-5 corridor. | **$20.0**<br>Provides funding for strategic investments in expanding electric vehicle infrastructure beyond the I-5 corridor. | ☐ | ☐ | |
| **Local Assistance Program, practical design/reforms**<br>Statewide | | **Not identified on prior list** | **$45.0**<br>Provides a 12- year investment for the Local Assistance Program to enhance energy efficiency efforts across the state. | ☐ | ☐ | |
| **Tier 2 - High Priorities** | | | | | | |
| **Highway System Maintenance**<br>Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | see Highway System Maintenance in above tier | **$500.0 - 530.0**<br>Provides the balance of a 10-year investment to maintain the highway system, agency equipment, and agency facilities at historic levels of service. | ☐ | ☐ | |
| **Traffic Operations**<br>Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | see Traffic Operations in above tier | **$32.0 - 40.0**<br>Provides the balance of a 10-year investment traffic operations. | ☐ | ☐ | |
| **Highway Preservation**<br>Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | see Highway Preservation in above tier | **$2,422.0 - 2,600.0**<br>Provides the balance of a 10-year investment to preserve the state highway system; including roads, bridges, and associated highway | ☐ | ☐ | |
| **Capital Facilities Preservation**<br>Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | see Capital Facilities Preservation in above tier | **$424.0 - 500.0**<br>Provides the balance of a 10-year investment to preserve agency-owned buildings and facilities. | ☐ | ☐ | |
| **Airport Infrastructure Preservation**<br>Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | **$163.0**<br>Provides resources necessary to address the backlog of preservation needs and safety improvements at airports that are not eligible for FAA funding. | **$163.0 - 175.0**<br>Provides resources necessary to address the backlog of preservation needs and safety improvements at airports that are not eligible for FAA funding. | ☐ | ☐ | |
| **Rail Preservation**<br>Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | see Rail Preservation in above tier | **$6.0 - 10.0**<br>Provides the balance of a 10-year investment to preserve the state-owned PCC railroad. | ☐ | ☐ | |
| **Fish Barrier Removal & Stormwater Retrofits**<br>Greater Puget Sound/Statewide | Existing resources are insufficient to meet court injunction requirements and achieve desired performance expectations. | see Fish Barrier Removal & Stormwater Retrofits in above tier | **$2,000.0 - tbd**<br>Provides the balance of the funding needed to eliminate fish barriers and allow for increased fish habitat upstream from state highways. | ☐ | ☐ | |

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| **ADA Improvements**<br>Statewide | Existing resources are insufficient to comply with federal ADA requirements for highway system features. | **Not identified on prior list** | **$50.0 - 75.0**<br>Provides for increased investment to improve highway system ADA features to comply with federal ADA requirements. | ☑ | ☐ | $1.0 - 2.0 million<br>Provides for additional data collection, scoping, and plan implementation refinements to improve scope and estimate of investment needed to comply with ADA requirements. |
| **Safety Projects**<br>Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations. | **$550.0**<br>Provides a 10-year investment to implement strategic safety projects around the state to minimize future severe and fatal incidents based on Target Zero priorities. | **$550.0 - 650.0**<br>Provides a 10-year investment to implement strategic safety projects around the state to minimize future severe and fatal incidents based on Target Zero priorities. | ☐ | ☐ | |
| **Operational Technology Capital Improvements**<br>Puget Sound / Statewide | Existing resources are insufficient to address ongoing needs and achieve desired performance expectations on existing congested corridors and areas of emerging congestion. | **$500.0**<br>Implements strategic operational investments to reduce congestion and collisions through improvements such as expanded system monitoring and incident detection, ramp metering, minor widening for hard shoulder running supported by lane control and variable speed limit technologies. | **$350.0 - 500.0**<br>Implement strategic operational investments to reduce congestion and collisions through improvements such as expanded system monitoring and incident detection, ramp metering, minor widening for time of day shoulder driving supported by lane control and variable speed limit technologies. Initial focus on high priority urban freeway corridors that do not have near term capacity relief.<br>*$2.1 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | $0.5 - 2.0 million<br>Focus on highest priority congested Puget Sound corridors that do not have near term capacity relief. Includes continued scoping and pre-design efforts.<br>$50.0 - $100.0 million<br>Implementation of initial highest benefit investments. Focus includes I-5: Lakewood to Tacoma; SR 167 NB: Sumner to Auburn; I-5: Olympia to DuPont; I-5: Everett to Arlington, and SR 512: Tacoma to Puyallup. |
| **I-5 JBLM Corridor - stage 2**<br>Lakewood-Tillicum / Pierce<br>Districts 2, 22, 28 | The corridor experiences intermitted delays and heavy congestion during the peak commute and the scheduled training exercises and daily operation of JBLM; accentuated by merges at interchanges throughout the corridor. There are no existing viable alternate routes through this corridor. | see I-5 JBLM Corridor - stage 1 | see staging option for investment recommendation | ☐ | ☑ | $2-4 million<br>Conduct a study to evaluate the range of alternatives for making capacity improvements to I-5 between the Steilacoom-DuPont Interchange and the Nisqually Interchange. This study utilizes the concepts of least cost planning to find and evaluate solutions for the narrow bridges and other constraints within the corridor and the environmental sensitivity of the Nisqually Basin. |
| **I-5 Tacoma to Everett mobility improvements**<br>Tacoma-Seattle-Everett / King-Pierce-Snohomish<br>Districts 1, 11, 21, 27, 30, 32, 33, 37, 38, 43, 44, 46 | This key economic corridor experiences heavy congestion throughout the day and especially during the peak commute; accentuated by merges at interchanges throughout the corridor. HOV lanes in this corridor fall below state and federal performance standards, reducing carpool and transit use and raising costs. High cost pavement reconstruction is required over several years in the Seattle area. These projects present challenges to maintain mobility during construction, and present the opportunity to make mobility improvements concurrently. | **$570.0**<br>The full range of Moving WA strategies to reduce congestion through this corridor. Needs include system improvements to enable hard shoulder running, ramp meter fill-in, interchange reconstruction to enable mainline widening, and express toll operations on new and repurposed lanes to manage overall corridor demand and provide sustained reliability.<br>*As part of the Puget Sound Gateway Project, a portion of this investment is complemented by investments shown in the "SR 509 Completion" and "SR 167 Completion" projects.* | **$500.0 - 1,000.0**<br>Includes immediate operational improvements to I-5 ($65.0) and initial corridor planning ($10.0) for long range mobility improvements to I-5 that to accompany a future project to replace concrete pavement in portions of the study area. Immediate operational improvements to I-5 include construction of an additional northbound I-5 lane past Seneca Street, integration of freeway and Seattle city street traffic management & modal systems, part-time transit bus shoulder lanes and other similar treatments throughout the corridor. Subsequent environmental assessment, design and construction of corridor improvements may range between $500.0 to $1,000.0. Long range operational improvements could include new express toll lanes to improve HOV lane performance, lower-cost extensions of HOV or express toll lanes between Tacoma and Lakewood, an always-southbound lane in the I-5 reversible roadway, and the full range of operational, demand management, freight and transit enhancements needed to gain full utilization of the existing roadway. Tolling options may be considered to fund ongoing corridor preservation, operation, maintenance, and/or the identified mobility improvements.<br>*$3.8 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☑ | $65.0 million<br>Immediate operational improvements to I-5 include construction of an additional northbound I-5 lane past Seneca Street, integration of freeway and Seattle city street traffic management & modal systems, part-time transit bus shoulder lanes and other similar treatments throughout the corridor.<br><br>$10.0 million<br>An adopted corridor improvement plan is needed with broad local support. Initial corridor planning will include operational assessment, alternatives development, initial environmental and performance screening, and outreach to stakeholders and the public. Estimated investment level and recommended solution will be refined based on this effort. |
| **SR 9 corridor**<br>South of Snohomish / Snohomish<br>Districts 1, 44 | The corridor is highly congested during the peak period commutes. Previous capacity improvements at the south end of the corridor have provided relief, however bottlenecks remain from 176th St SE to SR 96 and from Marsh Road to 2nd St. | **$300.0**<br>Multi-stage improvements that widen the SR 9 corridor and make selected intersection improvements to enhance mobility and safety.<br>*This project includes elements of unfunded Nickel or TPA project scope.* | **$50.0 - 66.0**<br>Continues improvements on SR 9 by widening between 176th and SR 96 and provides additional selected intersection improvements in the corridor.<br>*$290 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-82 West Richland - Red Mountain interchange -stage 1**<br>West Richland / Benton<br>District 16 | 1. Existing intersection is congested and restricts effective movements to areas of strong growth.<br><br>2. Local business is looking for direct access to the interstate to support planned growth. | **$27.5**<br>Multi-phase improvements in the Red Mountain vicinity to improve safety at existing intersections and improve access to area vineyards. | **$3.0 - 4.0**<br>Constructs a roundabout at the SR 224/SR 225 and I-82 ramp terminals.<br>*$20 thousand needed on average per biennium to maintain and operate the features added to the system by this improvemen*t. | ☐ | ☐ | In 2012, the legislature provided funding to purchase right-of-way and complete environmental documentation. |

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| Investment Name<br>City/County<br>Leg Districts | Identified Deficiency | Prior Investment Level<br>&<br>Solution<br>*($ in millions)* | Updated<br>Investment Level &<br>Solution Recommended<br>*($ in millions)* | Could Investment Be Significantly Improved with Additional Scoping & Pre-Design Efforts? | Could Solutions be Refined Through Additional Planning? | Staging Options: Alternative Initial Investment to Refine Investment Scope, Schedule and Budget |
|---|---|---|---|---|---|---|
| **I-90 Seattle to Issaquah Corridor - stage 1**<br>Seattle-Bellevue-Issaquah / King<br>Districts 37, 41 | Highly congested corridor during the peak periods in the morning and evening compute periods. | **$674.0**<br>Improves capacity on the I-90 corridor between I-405 and Issaquah; including improvements at the I-90/I-405 interchange. Installs infrastructure between Seattle and Issaquah that is necessary to implement tolling. | **$193.0 - 250.0**<br>Implement tolling on the I-90 floating bridge ($20), converts HOV lane to Express Toll Lane east of I-405 ($20), and install ATM and restripe the roadway to allow for EB and WB shoulder use during peak periods between Eastgate and West Lake Sammamish Parkway and Sunset Way($153).<br>**Toll Candidate: Up to $1.1 billion could be generated from tolls to contribute to the capital cost of this project or the SR 520 West End project. Traffic & revenue studies are underway and will help refine the estimate.**<br>*$1.1 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | $3.0 million<br>Start design, complete environmental documentation and conduct noise study. |
| **SR 167 Auburn to Puyallup HOT lane extension - stage 1**<br>Auburn-Sumner-Puyallup / King-Pierce<br>Districts 25, 47 | Peak hour congestion occurs due to inconsistencies in lane configurations and merges at interchange resulting in a lack of throughput capacity. | **$335.0**<br>Hot Lanes currently end in Auburn. This project would extend them to SR 410 in Sumner | **$35.0 - 45.0**<br>Extends the HOT lanes from 8th St E (Jovita Blvd) on SR 167 northbound lanes to 15th St SW in Auburn.<br>*$200 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-205 Vancouver - SR 500 to Padden Parkway**<br>Vancouver / Clark<br>Districts 17,49 | Congestion in the corridor during peak hours due to increasing demand and existing drop lanes. | **$30.0**<br>Widen I-205 between SR 500 and Padden Parkway. | **$30.0 - 39.0**<br>Widen I-205 between SR 500 and Padden Parkway.<br>*$170 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **US 395 North Spokane corridor -stage 2**<br>Spokane / Spokane<br>Districts 3, 4, 7 | Partially constructed new grade separated north-south route has not alleviated the congestion on existing route with low speeds through signalized intersections. | see US 395 North Spokane corridor -stage 1 | **$390.0 - 510.0**<br>Completes the corridor from Francis Avenue to a interim connection with I-90. In addition to completing the corridor to the Trent Ave. Interchange, this investment would also complete a connection with I-90.<br>*$2.3 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | n/a |
| **SR 520 Bellevue - Redmond corridor - east end - stage 1**<br>Bellevue-Redmond / King<br>Districts 41, 48 | Highly congested corridor during the peak periods in the morning and evening commute periods. | **$865.0**<br>Constructs improvements at 148th interchange and reconstructs 124th interchange. Constructs flyover ramps connecting the express toll lanes on I-405 to the HOV lane on SR 520 with access improvements to downtown Bellevue. Evaluates conversion of SR 520 HOV lane to Express Toll Lane east of I-405 to Redmond. | **$350.0 - 460.0**<br>Constructs improvements at the 148th Ave NE interchange and reconstructs the 124th Ave NE interchange to a full diamond interchange, improving access to Bellevue and Redmond off the SR 520 corridor.<br>*$2.0 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | In 2012, the legislature provided funding to complete the interchange justification report for the 124th St. interchange and get to 30% design on the 148th St. interchange. |
| **SR 522 Kenmore to Monroe - complete corridor - stage 1**<br>West of Monroe / Snohomish<br>Districts 1, 39, 46 | This section of the highway is highly congested during peak period commutes. This is accentuated by multiple signalized intersections along a predominately limited access highway. | **$240.0**<br>Completes the widening of SR 522 between Woodinville and Monroe by adding a lane in each direction between Paradise Lake Rd and the Snohomish River, constructs a new interchange at Paradise Lake Rd, and makes selected improvements (including widening) in the Kenmore/Bothell area. | **$170.0 - 225.0**<br>Completes the widening of SR 522 between Woodinville and Monroe by adding a lane in each direction between Paradise Lake Rd and the Snohomish River and constructs a new interchange at Paradise Lake Rd.<br>*$980 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 902/Spokane - interchange**<br>West of Spokane / Spokane<br>Districts 3, 6 | Insufficient interchange configuration to accommodate movements to support developing and planned growth in the area. | **$40.0**<br>Reconstructs the SR 902 Medical Lake Interchange and provides intersection and ramp improvements. | **$18.0 - 23.0**<br>Construct roundabouts at ramp terminals and the SR 902/Geiger Blvd. intersection to improve traffic operations of the interchange; upgrade all ramps to current design standards; widen the existing bridge over I-90 from two to four lanes.<br>*$100 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **Regional Mobility Grant Program - part 2**<br>Statewide | | see Regional Mobility Grant Program - part 1 | **$700.0 - 750.0**<br>Infrastructure and service improvements necessary to ensure high occupancy use of congested corridors. Includes P&R improvements, Transit Access, increased Transit Service, expanded Express Transit, and multi modal information systems in congested corridors. | ☐ | ☐ | |
| **Rural Mobility Grant Program**<br>Statewide | | **$200.0**<br>Targeted investments to improve performance and accessibility of transit in rural areas. | **$200.0**<br>Targeted investments to improve performance and accessibility of transit in rural areas. | ☐ | ☐ | |

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|---|---|---|---|---|---|---|
| **Safe Routes to Schools - part 2**<br>Statewide | | see Safe Routes to Schools - part 1 | **$20.0 - 30.0**<br>Provides additional funding for Safe Routes to Schools investments. | ☐ | ☐ | |
| **Complete Streets Program - part 2**<br>Statewide | | see Complete Streets Program - part 1 | **$250.0 - 300.0**<br>Provides additional funding to improve mobility through enhanced connectivity for those choosing to walk, bike, or access transit while increasing the number of bicycling and walking trips. | ☐ | ☐ | |
| **Freight Rail Grants**<br>Statewide | | **$50.0**<br>Provides funding for additional grants to support the preservation and improvement of short lines across the state. | **$50.0**<br>Provides funding for additional grants to support the preservation and improvement of short lines across the state. | ☐ | ☐ | |
| **Tier 3 - Medium Priorities** | | | | | | |
| **US 2 – Sultan Vicinity**<br>Sultan / Snohomish<br>District | Seasonal and recreational traffic volumes cause recurring winter and weekend congestion. | **Not identified on prior list** | **$10.0 - 13.0**<br>Construct roundabouts at Fern Bluff/Old Owen and 5th to reduce congestion and queuing from signals.<br>*$60 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **US 2 and SR 285 North Wenatchee corridors - stage 1**<br>Wenatchee / Chelan<br>District 12 | Peak hour congestion in the corridor is amplified by the large number of access points and ineffective turning movements. | **$180.0**<br>Completes a series of projects that constructs mobility improvements along US 2 and SR 285 in north Wenatchee; including improvements to the intersection of US 2/SR 285/Easy Street and creating a new alignment though north Wenatchee parallel to SR 285. | **$24.0 - 31.0**<br>Constructs mobility improvements along US 2 and SR 285 in north Wenatchee; including adding ITS, signal coordination, transit improvements, intersection improvements, and access control to North Wenatchee Ave (SR 285) and improvements to the intersection of US 2/SR 285/Easy Street.<br>*$170 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | $0.5 - 1.0 million<br>Provides for scoping and pre-design of a refined scope, schedule, and budget to improve mobility and movements through the corridor. Also provides for community outreach on refined scope. |
| **SR 3 Belfair Area corridor**<br>Belfair / Mason<br>District 35 | Peak hour congestion occurs due to left turn movements where no TWLTL exists and many access points exist in that section of the corridor. | **$6.0**<br>Completes the staged funding approach of the Belfair widening projects to finish pedestrian improvements and access management improvements. This section is from SR 106 to Sweetwater Creek. | **$6.0 - 8.0**<br>Completes the staged funding approach of the Belfair widening projects to finish pedestrian improvements and access management improvements. This section is from SR 106 to Sweetwater Creek.<br>*$30 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 3/SR 304 Bremerton interchange**<br>Bremerton / Kitsap<br>District 26 | Peak PM backups occur at the southbound merge of SR 3 and SR 304. | **$11.0**<br>Widen SR 3 to 2 lanes and extend the SR 304 southbound merge onto SR 3. | **$3.0 - 4.0**<br>Modifies the SR 3/SR304 Interchange so that the two southbound lanes continue through the interchange and the traffic on SR 304 will merge into the SR 3 traffic.<br>*$20 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | In 2012, the legislature provided funding to begin environmental documentation and preliminary design. |
| **I-5 Columbia River Crossing**<br>Vancouver / Clark<br>District 49 | | **$3,300.0**<br>Bi-state project that will improve a 5 mile segment of I-5 between SR 500 in Washington and Victory Boulevard in North Portland. Replaces the I-5 bridge, improves the mainline, reconstructs 5 interchanges, extends light rail to downtown Vancouver, and adds bicycle and pedestrian facilities. | **$3,300.0 -**<br>Replaces the I-5 bridge, improves the mainline, reconstructs 5 interchanges, extends light rail to downtown Vancouver, and adds bicycle and pedestrian facilities. | ☐ | ☐ | |
| **I-5 Chehalis corridor - stage 1**<br>Chehalis / Lewis<br>District 20 | The corridor has peak hour and weekend congestion. This is accentuated by one lane less than roadway leading in and out of corridor. | **$350.0**<br>Widen I-5 between 13th and Mellen street by adding a lane in each direction and reconstruct the 13th street, SR 6, and Chambers Way interchanges. | **$220.0 - 288.0**<br>Widen I-5 between 13th and Mellen street, plus replaces the interchange at Chamber Way. Additional third lane between 13th street and SR 6 interchanges will remain an auxiliary (add-drop) lane until those interchanges are replaced.<br>*$1.2 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-5 / US 101 Interchange**<br>Olympia / Thurston<br>District 22 | Congested interchange during the peak periods accentuated by significant number of merge/diverge and weave movements. | **Not identified on prior list** | There have been some operational modifications at this location such as lowering the speed limit on SR 101. | ☑ | ☐ | $1.0 million<br>Provides for scoping and pre-design of operational and low cost solutions to improve mobility and movements through the interchange. |
| **I-5/SR 512 Lakewood interchange - stage 1**<br>Lakewood / Pierce<br>District 29 | Backups on the southbound off-ramp during peak period commutes extend onto the I-5 mainline in the southbound direction. | **$605.0**<br>Selected improvements in the vicinity of the SR 512 interchange to improve mobility and relieve congestion. | **$55.0 - 72.0**<br>Constructs short term improvements to address congestion at the SR 512 interchange; including auxiliary lanes between NB I-5 Bridgeport Way and EB SR 512 ($9.0) and NB I-5 between SR 512 and 84th ($15.0), a SB I-5 flyover ramp to SR 512-Steele Street ($30.0), and WB SR 512 channelization and signing ($1.0).<br>*$320 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | $2.0 - 3.0 million<br>Provides for scoping and pre-design of a refined scope, schedule, and budget to improve mobility and movements through the interchange. |

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|---|---|---|---|---|---|---|
| **I-5 Federal Way - triangle vicinity**<br>Federal Way / King<br>District 30 | Congested interchange during the peak periods accentuated by significant number of merge/diverge and weave movements. | **$85.0**<br>Multi-stage project to improve congestion and safety at the I-5/SR 18/SR 161 interchange. *This project includes elements of unfunded Nickel or TPA project scope.* | **$40.0 - 52.0**<br>Constructs the next stage of the project to add SB CD lanes to improve congestion and safety.<br>*$230 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | In 2012, the legislature provided funding to update environmental documentation, complete right-of-way plans and complete design to 30% for the next stage of the project which improves SB I-5 movements to SR 18, SR 161 and the local network. |
| **I-5 Mount Vernon - interchange**<br>Mount Vernon / Skagit<br>District 40 | Congested interchange with limited capacity is being strained by heavy commercial development in the vicinity. | **$10.0**<br>Widen SR 538 under I-5 to remove the bottleneck. | **$6.2 - 8.0**<br>Add one lane in each direction of SR 538 (College Way) under the I-5 Bridge by cutting back and retaining the abutment fill between the interior piers and the bridge abutment on both sides.<br>*$40 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-5 Bellingham interchanges**<br>Bellingham / Whatcom<br>Districts 40, 42 | Short on- and off-ramps cause merge issues on the mainline. | **$1,500.0**<br>Interchange improvements throughout the corridor in Bellingham. | **$128.0 - 167.0**<br>Reconstruct the Iowa interchange and replace existing ramps and bridges to alleviate congestion.<br>*$740 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | $3 million<br>Complete an interchange justification report. |
| **I-5 Marysville interchanges - stage 2**<br>Marysville / Snohomish<br>District 38 | Interchange limitations and connectivity with local system are creating back-ups on the off-ramps which extend onto the mainline during peak periods. | see I-5 Marysville interchanges - stage 1 | **$98.0 - 128.0**<br>Improve the 88th Street NE interchange ($43) and I-5/SR 529 intersection improvements ($55) to improve capacity.<br>*$570 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **US 12 near Walla Walla--complete corridor - stage 1**<br>Touchet / Walla Walla<br>District 16 | Partial realignment has been constructed on this corridor has been completed, resulting in some congestion on un-improved corridor sections due to slow moving vehicles and multiple access points. | **$360.0**<br>Expands on prior corridor investments by completing the corridor widening between Frenchtown and Wallula Junction. | **$126.0 - 165.0**<br>Expands on prior corridor investments by continuing widening west from earlier projects by constructing a new alignment between Nine Mile Hill and Frenchtown.<br>*$730 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 18 / I-90 intersection**<br>West of North Bend / King<br>District 5 | Turning movements at the interchange are causing backups on both routes during peak periods. | **$180.0**<br>Construct direct ramps between the two routes to improve traffic flow and safety. This project can be staged; westbound I-90 to westbound SR 18 is the highest priority. | **$180.0 - 235.0**<br>Construct direct ramps between the two routes to improve traffic flow and safety. This project can be staged; westbound I-90 to westbound SR 18 is the highest priority.<br>*$1.0 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 28 East Wenatchee corridor - stage 2**<br>East Wenatchee / Douglas<br>District 12 | Peak hour congestion occurs due to left turn movements where no TWLTL exists and many access points exist in that section of the corridor. | **$300.0**<br>Completes a series of staged projects that constructs mobility improvements along SR 28; including widening and interchange/intersection improvements along the corridor to improve mobility and safety. | **$50.0 - 66.0**<br>Constructs mobility improvements along SR 28 to reduce congestion; includes widening to 4 lanes from 9th to Hadley; constructs intersection improvements from 9th Street to 38th Street and from US 2/97 & SR 28 Intersection to the Odabashian Bridge. This investment represents project specific stages 3 & 4)<br>*$290 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | In 2012, the legislature provided funding to complete environmental documentation on the project. This funding was removed in 2013. |
| **I-82 Yakima - Union Gap corridor - stage 1**<br>Yakima / Yakima<br>Districts 14, 15 | Local growth and planned economic development is anticipated to increase peak hour congestion and strain effective movements from the local network to the state system. | **$127.0**<br>Widen I-82 to six lanes between North First Street and Yakima Avenue and improve connections to the local system and make improvements to the South Union Gap interchange to include full access in all directions. | **$55.0 - 72.0**<br>Widen I-82 to six lanes between North First Street and Yakima Avenue and improve connections to the local system.<br>*$310 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | In 2012, the legislature provided funding for pre-design activities, environmental analysis and to complete traffic analysis. |
| **I-82 Yakima - Union Gap corridor - stage 2**<br>Yakima / Yakima<br>Districts 14, 15 | Local growth and planned economic development is anticipated to increase peak hour congestion and strain effective movements from the local network to the state system. | see I-82 Yakima - Union Gap corridor - stage 1 | **$40.0 - 52.0**<br>In addition to the widening, make improvements to the South Union Gap interchange to include full access in all directions.<br>*$230 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | Project pre-design is being completed with an existing federal earmark. |
| **I-82 West Richland - Red Mountain interchange -stage 2**<br>West Richland / Benton<br>District 16 | 1. Existing intersection is congested and restricts effective movements to areas of strong growth.<br><br>2. Local business is looking for direct access to the interstate to support planned growth. | see I-82 West Richland - Red Mountain interchange -stage 1 | **$24.0 - 31.0**<br>This investment constructs a new interchange to provide improved access to commercial and industrial properties.<br>*$140 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | In 2012, the legislature provided funding to purchase right-of-way and complete environmental documentation. |

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|---|---|---|---|---|---|---|
| **I-90 Seattle to Issaquah Corridor - stage 2**<br>Seattle-Bellevue-Issaquah / King<br>Districts 37, 41 | Highly congested corridor during the peak periods in the morning and evening compute periods. | see I-90 Seattle to Issaquah Corridor - stage 1 | **$515.0 - 674.0**<br>Construct flyover ramps between the express toll lanes on I-405 and the HOV lanes on I-90 in Renton and Issaquah.<br>*$3.0 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-90 Snoqualmie Pass - stage 2**<br>Snoqualmie Pass / Kittitas<br>District 13 | Routine congestion through this major freight and recreational corridor during peak travel times; existing concrete is worn out and needs replacement. | see I-90 Snoqualmie Pass - stage 1 | **$255.0 - 334.0**<br>Completes design on the final phase of the corridor (between MP 64 and Easton) and begins right of way acquisition.<br>*$1.5 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | Corridor savings has been authorized to refine the delivery plan of the entire corridor. |
| **I-90 Ellensburg intersection**<br>Ellensburg / Kittitas<br>District 13 | Existing intersection is congested and restricts effective movements to areas of strong growth. | **$4.0**<br>Construct improvements at the US 97 and Dolarway Road intersection adjacent to the I-90 ramp terminals to improve capacity. | **$4.0 - 5.0**<br>Construct improvements at the US 97 and Dolarway Road intersection adjacent to the I-90 ramp terminals to improve capacity.<br>*$20 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-90 Geiger Road Interchange - interchange**<br>West of Spokane / Spokane<br>District 3, 6 | Insufficient interchange performance to accommodate planned economic development and growth in the area. | see SR 902 / Spokane - interchange | **$7.6 - 10.0**<br>Construct roundabouts at the westbound off-ramp terminal and at the intersection of Geiger/Grove Roads to improve traffic operations.<br>*$40 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-90 Spokane corridor - stage 1**<br>East of Spokane Valley / Spokane<br>District 4 | Congestion during peak hours through the corridor accentuated with weave movements at selected interchanges and drop lanes. | **$189.0**<br>Widens and makes interchange improvements on I-90 east of Spokane Valley to the Idaho State Line. | **$25.0 - 33.0**<br>The total project as proposed is $45 million, the above amount reflects the states contribution. The project will address existing access point deficiencies, over height restrictions, and failing level of service between Barker Road and Harvard Road through modifications to the Barker Road interchange, removal of the Greenacres interchange and improved access to the City of Liberty Lake at Henry Road and the Harvard Road Interchange. The City of Liberty Lake has expressed partnering with the State up to $20 million in local funds, including funding available through the LIFT (ESSHB2673) demonstration project funds.<br>*$140 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | A federal earmark is being used to scope, advance pre-design, and document system improvements in the corridor. Efforts will result in an improved scope, schedule, and budget. |
| **SR 167 Auburn to Puyallup HOT lane extension - stage 2**<br>Auburn-Sumner-Puyallup / King-Pierce<br>Districts 25, 47 | Peak hour congestion occurs due to inconsistencies in lane configurations and merges at interchange resulting in a lack of throughput capacity. | see SR 167 Auburn to Puyallup HOT lane extension - stage 1 | **$300.0 - 393.0**<br>Completes the extension of the HOT lanes in both directions to the SR 410/SR 512 interchange.<br>*$1.7 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☑ | |
| **SR 167 New Freeway - stage 2**<br>Fife-Edgewood / Pierce<br>Districts 25, 31 | The existing SR 167 is not sufficient to operate as a major high volume route between other high volume routes in the Fife-Puyallup area which adds to unreliable travel times in the Pierce county area. Freight movements from the Port to the Green River valley are also limited. | see SR 167 New Freeway - stage 1 | **$640.0 - 774.0**<br>Full build out of the project to include two lanes in each direction over the entire corridor and HOV lanes in each direction between I-5 and Puyallup. All other interchange modifications and I-5 improvements are the same as the reduced scope.<br>*$3.5 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | n/a |
| **I-205 Mill Plain to SR 500 corridor**<br>Vancouver / Clark<br>Districts 17, 49 | Peak period congestion has developed in the corridor as a result of growth in the area. | **Not identified on prior list** | **$17.8 - 23.0**<br>This project will improve mobility by adding a lane in each direction between Mill Plain and SR 500.<br>*$100 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **US 395 Ridgeline Intersection**<br>Kennewick / Benton County<br>District 8 | Congested intersection in a highly urbanized community with a large number of truck trips. | **Not identified on prior list** | **$25.0 - 33.0**<br>Constructs a grade separated interchange crossing to eliminate an existing unsignalized intersection in a fast growing area of the city.<br>*$140 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | $1 - 2 million<br>For project scoping and pre-design efforts to refine the scope, schedule, and budget of the investment. |
| **I-405 Renton to Lynnwood - stage 2**<br>Renton / King<br>Districts 1, 11, 21, 32, 41, 45, 48 | Highly congested during the peak periods in the morning and evening compute periods. | see I-405 Renton to Lynnwood - stage 1 | **$645.0 - 780.0**<br>This investment would construct dual toll express lanes between Bothell and Lynnwood ($570) and construct the 132nd full interchange ($75).<br>*$3.6 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |

## *2015 Update: WSDOT Priorities for New Revenue - Unfunded System Investments*

| Investment Name<br>City/County<br>Leg Districts | Identified Deficiency | Prior Investment Level<br>&<br>Solution<br>*($ in millions)* | Updated<br>Investment Level &<br>Solution Recommended<br>*($ in millions)* | Could Investment Be Significantly Improved with Additional Scoping & Pre-Design Efforts? | Could Solutions be Refined Through Additional Planning? | Staging Options: Alternative Initial Investment to Refine Investment Scope, Schedule and Budget |
|---|---|---|---|---|---|---|
| **SR 432 / SR 433 Longview Intersection**<br>Longview/ Cowlitz<br>District 19 | The high volume of truck traffic going thru the intersection and the rail crossings on three legs of the intersection causes congestion for most hours of the day. | **Not identified on prior list** | **$100.0 - 131.0**<br>The project will improve mobility and safety of vehicular and rail traffic at the intersection by constructing a grade separated intersection at the junction of SR 432 and SR 433.<br>*$580 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 500 Vancouver - interchange**<br>Vancouver / Clark<br>District 49 | Peak hour congestion in the morning and afternoon in vicinity of two remaining signalized intersections along a grade separated corridor. | **$70.0**<br>Remove at grade intersections, replacing the intersection at 42nd avenue with a bridge over SR 500 and constructing and interchange at 54th avenue. | **$70.0 - 92.0**<br>Remove at grade intersections, replacing the intersection at 42nd avenue with a bridge over SR 500 and constructing and interchange at 54th avenue.<br>*$400 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 509 New Freeway - stage 2**<br>SeaTac-Des Moines-Kent-Federal Way / King<br>District 33 | The existing SR 509 has unused capacity between SeaTac and Seattle which, along with the need for improved freight movements south from SeaTac, could become an additional north-south corridor to alleviate heavy demands on I-5 into and out of Seattle. | see SR 509 New Freeway - stage 1 | **$506.0 - 612.0**<br>Full build out of the project to include two lanes in each direction over the entire length of SR 509. Includes two SB lanes on I-5 to 272nd Street and one SB land to 320th Street. All other interchange modifications and I-5 improvements are the same as the reduced scope.<br>*$2.8 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | n/a |
| **SR 518 Des Moines interchange - stage 1**<br>Des Moines / King<br>District 33 | Restricted access to local network in areas of planned development are anticipated to impede performance of existing interchange. | **$76.0**<br>Rebuilds the existing interchange into a full access interchange to the Northeast Redevelopment Area and Des Moines Memorial Drive. | **$10.0 - 13.0**<br>Constructs an EB off ramp at the Des Moines Memorial Drive.<br>*$60 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 520 Bellevue - Redmond corridor - east end - stage 2**<br>Bellevue-Redmond / King<br>Districts 41, 48 | Highly congested corridor during the peak periods in the morning and evening commute periods. | see SR 520 Bellevue - Redmond corridor - east end - stage 1 | **$315.0 - 412.0**<br>Constructs flyover ramps connecting the express toll lanes on I-405 to the HOV lane on SR 520 with access improvements to downtown Bellevue. Evaluates conversion of SR 520 HOV lane to Express Toll Lane east of I-405 to Redmond.<br>*$1.8 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | n/a |
| **SR 522 Kenmore to Monroe - complete corridor - stage 2**<br>West of Monroe / Snohomish<br>Districts 1, 39, 46 | This section of the highway is highly congested during peak period commutes. This is accentuated by multiple signalized intersections along a predominately limited access highway. | see SR 522 Kenmore to Monroe - complete corridor - stage 1 | **$70.0 - 92.0**<br>Widens the corridor in the Kenmore/Bothell area to provide greater route continuity, Bus Access and Transit lanes, and bike/pedestrian improvements.<br>*$400 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 526 - 40th Ave W to I-5**<br>Everett/ Snohomish<br>District 38 | Highly congested corridor during the peak periods in the morning and evening compute periods. | **Not identified on prior list** | **$40.0 - 52.0**<br>Construct EB & WB Peak Use Should lanes and improve SR 526/W Boeing Access Exit Rd and Broadway/SR 99/SR 526/SR 527 intersection modifications.<br>*$230 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | $3.0 million<br>Refine scope, cost estimate and complete environmental. |
| **SR 539 Lynden - corridor to border - stage 1**<br>Lynden / Whatcom<br>District 42 | No existing mobility problem identified. This route has experienced increasing volumes due to border related traffic. | **$56.0**<br>Completes corridor widening to the international boundary. | **$12.0 - 16.0**<br>Continue widening SR 539 from Birch Bay Lynden Rd to Main St.<br>*$70 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **Tier 4 - Low Priorities** | | | | | | |
| **US 2 Monroe Bypass**<br>Monroe / Snohomish<br>District 39 | No existing mobility problem identified. Traffic demand on US 2 through the Monroe city limits exceeds capacity occasionally. | **$43.0**<br>Multi-stage project to increase mobility and safety in the corridor. | **$43.0 - 56.0**<br>Constructs a two lane limited access highway that terminates north of the Kelsey shopping center.<br>*$250 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **US 2 Everett trestle**<br>Everett / Snohomish<br>Districts 38, 44 | Westbound congestion on the trestle and SR 204 during the morning commute. | **$750.0**<br>Replace the existing US 2 trestle and reconfigure the US 2/SR 204 interchange. | **$200.0 - 262.0**<br>Modify the US 2/SR 204 interchange to add capacity to existing ramps.<br>*$1.2 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |

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|---|---|---|---|---|---|---|
| **US 2 and SR 285 North Wenatchee corridors - stage 2**<br>Wenatchee / Chelan<br>District 12 | Peak hour congestion in the corridor is amplified by the large number of access points and ineffective turning movements. | see US 2 and SR 285 North Wenatchee corridors - stage 1 | **$10.0 - 13.0**<br>Complete an EIS, preliminary design work, and right of way plans for a new alignment as a SR 285 alternative corridor. | ☑ | ☐ | See US 2 and SR 285 North Wenatchee corridors - Stage 1 |
| **SR 3/Belfair Bypass - New Alignment - stage 1**<br>Belfair / Mason<br>District 35 | Peak hour congestion occurs on existing alignment due to left turn movements and many access points. | **$63.0**<br>Constructs a new alignment around Belfair to reduce congestion and improve safety. | **$46.3 - 61.0**<br>Constructs a shorter bypass from vicinity of No. Mason HS to Log Yard Road and has low speed connections with SR 3.<br>*$270 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☑ | $500,000<br>Provides for public outreach and coordination on preferred alignment, refinement of alignment, and coordination with stakeholders. |
| **SR 3/Belfair Bypass - New Alignment - stage 2**<br>Belfair / Mason<br>District 35 | Peak hour congestion occurs on existing alignment due to left turn movements and many access points. | see SR 3/Belfair Bypass - New Alignment - stage 1 | **$17.6 -23.0**<br>Constructs the "full length" bypass from the SR 302 intersection to Lake Flora Road intersection. This project includes high speed connections.<br>*$100 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☑ | see SR 3/Belfair Bypass - New Alignment - stage 1 |
| **SR 3 / SR 16 Gorst Interchange**<br>Gorst / Kitsap<br>District 35 | Inadequate intersection capacity on SR 16 to manage turning movements. | **Not identified on prior list** | Kitsap County and Bremerton have secured funding for a planning study to evaluate this location. | ☐ | ☑ | Participated with Kitsap County to evaluate traffic flow on local roads in the vicinity of this interchange. |
| **SR 3 Gorst intersection**<br>Gorst / Kitsap<br>District 35 | Peak hour congestions backs up traffic, interfering with movements in the interchange. | **$7.0**<br>Sam Christopherson Ave. Intersection | **$4.0 - 5.0**<br>Construct improvements at the intersection of SR 3 and Sam Christopherson Avenue. (Roundabout)<br>*$20 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 4 Abernathy Creek Br**<br>Longview / Cowlitz<br>District 19 | *Unfunded Nickel/TPA Project*<br>Narrow bridge with recurring scour concerns. | **$10.0**<br>Replaces and existing aging structure to preserve the functionality of the corridor and extend the asset life. | **Programmatic Evaluation**<br>Deficiency is associated with the preservation of an existing structure; problem/solution should be addressed by the programmatic bridge preservation investment placeholder identified above and funded when the deficiency prioritizes. | ☐ | ☐ | |
| **I-5 Flood Protection**<br>Chehalis-Centralia / Lewis<br>District 20 | Potential for flooding and closure of Interstate 5 at Chehalis. | **$100.0**<br>Constructs a series of levees and walls, and/or raises sections of I-5 to reduce the risk of I-5 closures in the Chehalis - Centralia area during flood events. | **$100.0**<br>The current proposal is to construct a series of levees and walls, and/or raise sections of I-5. This alternative may not be cost effective. An upstream flood control dam being considered by the legislature would substantially reduce the frequency and duration of I-5 closures due to a flood event, resulting in a lower-cost investment. | ☐ | ☐ | Funding was provided in the 13-15 capital budget to coordinate an approach with stakeholders in the area. |
| **I-5 Chehalis corridor - stage 2**<br>Chehalis / Lewis<br>District 20 | The corridor has peak hour and weekend congestion. This is accentuated by one lane less than roadway leading in and out of corridor. | see I-5 Chehalis corridor - stage 1 | **$130.0 - 170.0**<br>Reconstructs the 13th street and SR 6 interchanges and converts auxiliary lane to a third through lane.<br>*$750 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-5/SR 512 Lakewood interchange - stage 2**<br>Lakewood / Pierce<br>District 29 | Backups on the southbound off-ramp during peak period commutes extend onto the I-5 mainline in the southbound direction. | see I-5/SR 512 Lakewood interchange - stage 1 | **$495.0 - 648.0**<br>Tier 2 - In addition to the short term improvements, this investment rebuilds the interchange to improve traffic movements between I-5 and SR 512.<br>*$2.9 million needed on average per biennium to maintain and operate the* | ☐ | ☑ | $1.0 - 2.0 million<br>Perform corridor analysis to evaluate the timing of and specific investments for improving mobility throughout the corridor; including public outreach and coordination with stakeholders. |
| **I-5 South Tacoma HOV**<br>Tacoma / Pierce<br>Districts 27, 29 | Peak hour and periodic congestion occurs due to projects in development and congestion beyond the limits of this section of roadway. | **$528.0**<br>Extends HOV lanes south in both directions between the SR 512 interchange and the SR 16 interchange. Reconstructs the 72nd Street and 84th Street interchanges to accommodate the widening and improve traffic movements on and off the interstate. | **$528.0 - 692.0**<br>Extends HOV lanes south in both directions between the SR 512 interchange and the SR 16 interchange. Reconstructs the 72nd Street and 84th Street interchanges to accommodate the widening and improve traffic movements on and off the interstate.<br>*$3.0 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☑ | see I-5/SR 512 Lakewood interchange - stage 2 |
| **I-5 / SR 525 Interchange Phase**<br>Lynnwood / Snohomish<br>District 32 | *Unfunded Nickel/TPA Project*<br>Highly congested interchange during the peak periods in the morning and evening compute periods with restricted movements between routes at the existing interchange. | **$19.4**<br>This project will improve Lynnwood City center access from collector distributor systems on I-5. | **Project is proposed for indefinite deferral**<br>Operational improvements will be considered to enhance interchange operation of the I-5/164th interchange and defer the I-5/SR 525 work to future. | ☐ | ☐ | |
| **US 12/Old Naches Highway**<br>Yakima / Yakima<br>Districts 14, 15 | No existing mobility problem identified. Only signalized segment of a high speed highway. Heavy truck traffic and increased demand in this urbanizing area is anticipated to cause significant delays in the future. | **$36.5**<br>Constructs a new interchange to remove an at grade signalized intersection, improving mobility and safety in the corridor. | **$36.5 - 48.0**<br>Constructs a new interchange to remove at-grade signalized intersection and adjacent access points improving mobility and safety.<br>*$210 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☑ | Statewide approach to be evaluated to refine criteria on how to address corridors with sequences of at-grade intersections. |

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|---|---|---|---|---|---|---|
| **US 12 near Walla Walla--complete corridor - stage 2**<br>Touchet / Walla Walla<br>District 16 | Partial realignment has been constructed on this corridor has been completed, resulting in some congestion on un-improved corridor sections due to slow moving vehicles and multiple access points. | see US 12 near Walla Walla--complete corridor - stage 1 | **$234.0 - 306.0**<br>Complete the final phase of the corridor by widening between Nine Mile Hill and Wallula Junction.<br>*$1.4 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | $7.0 - 10.0 million<br>Advance the scoping and pre-design of the remaining corridor. This investment will refine the scope, schedule, and budget to complete corridor widening.<br>$34.0 million to complete design and right of way acquisition. |
| **SR 16 Wollochet Drive interchange**<br>Gig Harbor / Pierce<br>District 26 | On-ramp configuration prevents effective merging onto the mainline (eastbound direction). | **$8.0**<br>Add ramps to existing interchange to improve safety and mobility during peak hours. | **$8.0 - 10.5**<br>Add ramps to existing interchange to improve safety and mobility during peak hours.<br>*$45 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 17 Moses Lake Intersection**<br>Moses Lake / Grant<br>District 13 | Off-ramp back up toward the mainline during peak hours. | **$10.0**<br>Widen the Stratford Road bridge and modify interchange ramps to reduce congestion. | **$6.5 - 8.5**<br>Modify the Stratford Road south interchange ramps and construct roundabout just south of the ramp terminal to improve mobility and increase pedestrian/bicycle movements across SR 17.<br>*$40 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | $50k to refine project impacts, traffic analysis and right-of-way requirements. |
| **SR 20 Oak Harbor intersection**<br>Oak Harbor / Island<br>District 10 | No existing mobility problem identified. Future growth anticipates intersection failure by 2025. | **$25.0**<br>Construct selected intersection improvements at four intersections and widen highway to increase capacity and accommodate bike/pedestrian improvements. | **$25.0 - 30.0**<br>Construct selected intersection improvements at four intersections and widen highway to increase capacity and accommodate bike/pedestrian improvements.<br>*$140 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 20 Sharpes Corner - intersection - stage 1**<br>South of Anacortes / Skagit<br>District 40 | Some congestion during the peak hour restricts effective turning movements at grade intersections. | **$40.0**<br>*This project includes elements of unfunded Nickel or TPA project scope.* | **$12.0 - 16.0**<br>Construct intersection improvements at Sharpes Corner and the Miller-Gibralter intersections.<br>*$70 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | In 2012, the legislature provided funding to complete the right-of-way plan, preliminary engineering, environmental documents and initiate permitting. This funding was removed in 2013. |
| **SR 20 Sharpes Corner - intersection - stage 2**<br>South of Anacortes / Skagit<br>District 40 | Some congestion during the peak hour restricts effective turning movements at grade intersections. | see SR 20 Sharpes Corner - intersection - stage 1 | **$7.0 - 9.0**<br>Construct additional pedestrian improvements.<br>*$40 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | n/a |
| **SR 20 Sedro-Woolley corridor**<br>Sedro-Woolley / Skagit<br>District 39 | N/A | **$20.0**<br>State contribution to a series of projects totaling $6.5M that widen SR 20 and makes intersection improvements. Provides alternate routes and connections to State Highway System. The remaining $5M is secured by locals. | **Investment no longer needed**<br>Project is under construction by local agency and will be completed in late 2014. | ☐ | ☐ | |
| **SR 24 Moxee Corridor**<br>Moxee / Yakima<br>District 15 | Peak hour congestion developing in a signalized corridor with high growth. | **$23.0**<br>Add lanes between University Parkway and Moxee and make selected intersection improvements to improve congestion. | **$23.0 - 30.0**<br>Add lanes between University Parkway and Moxee and make selected intersection improvements to improve congestion.<br>*$130 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☑ | $500,000<br>Provides for public outreach and coordination on investments needed to improve mobility between I-82 and Moxee. |
| **SR 28 East Wenatchee corridor - stage 2**<br>East Wenatchee / Douglas<br>District 12 | Peak hour congestion occurs due to left turn movements where no TWLTL exists and many access points exist in that section of the corridor. | see SR 28 East Wenatchee corridor - stage 1 | **$24.0 - 31.0**<br>In addition to widening between 9th Street and 23rd Street, constructs the Cascade Avenue interchange at US 2/ SR 97 and SR 28.<br>*$140 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | n/a |
| **I-82 South of Ellensburg corridor**<br>South of Ellensburg / Kittitas<br>District 13 | Slow moving vehicles back-up traffic on this very long steep grade on a major truck route and is identified as a State Freight Economic Corridor. | **$64.0**<br>Construct truck climbing lanes between Selah and Ellensburg to improve congestion due to slow truck movements on steep grades. | **$14.0 - 18.0**<br>Construct a truck climbing lane between Thrall Road and Manastash Ridge in the eastbound direction.<br>*$80 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **I-90 Spokane corridor - stage 2**<br>East of Spokane Valley / Spokane<br>District 4 | Congestion during peak hours through the corridor accentuated with weave movements at selected interchanges and drop lanes. | see I-90 Spokane corridor - stage 1 | **$28.0 - 37.0**<br>In addition to the Barker Road interchange and I-90 widening to Harvard Road, constructs a new Liberty Lake interchange.<br>*$16 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☑ | $1.0 million<br>Provides for a study to evaluate corridor and identify systemic investments to improve mobility between Barker Road and the state line. |

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|---|---|---|---|---|---|---|
| **US 97 Blewett Pass**<br>Blewett Pass / Chelan-Kittitas<br>Districts 12, 13 | Slow moving vehicles back-up traffic on up hill sections of this narrow and winding route. | **$25.0**<br>Constructs truck climbing lanes and passing lanes in selected locations to improve congestion due to slow truck movements on steep grades. | **$17.0 - 22.0**<br>Creates additional northbound and southbound lanes at select locations to allow traffic to pass slow moving vehicles. Additional lanes are created by restriping, lengthening and striping slow vehicle turnouts, and adding additional lanes in strategic, low-cost locations.<br>*$100 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | $75,000<br>Identify environmental impacts and refine site location. |
| **SR 99 Lynnwood area**<br>Lynnwood / Snohomish<br>Districts 21, 32 | Congested during the peak periods in both directions with poor modal performance. | **$35.0**<br>Widen SR 99 to improve mobility and route continuity between 148th and Airport Road. | **$35.0 - 46.0**<br>Widen SR 99 to improve mobility and route continuity between 148th and Airport Road.<br>*$200 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **US 101 Dawley Rd Vic to Blyn Highway**<br>Sequim / Clallam<br>District 24 | *Unfunded Nickel/TPA Project*<br>Slow moving vehicles back-up traffic on up hill sections of this narrow and winding route. | **$2.8**<br>Constructs a climbing lane to allow for improved mobility and safety around slow moving vehicles. | **Project is proposed for indefinite deferral**<br>Deficiency is not significant. Location should be monitored and evaluated for future potential investments as future deficiencies prioritize. | ☐ | ☐ | |
| **US 101 Gardiner Vicinity**<br>Gardiner / Jefferson<br>District 24 | *Unfunded Nickel/TPA Project*<br>Slow moving vehicles back-up traffic on up hill sections of this narrow and winding route. | **$1.8**<br>Constructs a climbing lane to allow for improved mobility and safety around slow moving vehicles. | **Project is proposed for indefinite deferral**<br>Deficiency is not significant. Location should be monitored and evaluated for future potential investments as future deficiencies prioritize. | ☐ | ☐ | |
| **US 101 Sequim intersection**<br>Sequim / Clallam<br>District 24 | | **$5.0**<br>Constructs improvements at the Simdars interchange to provide full access in both directions of US 101. | **$5.0 - 6.5**<br>Constructs improvements at the Simdars interchange to provide full access in both directions of US 101.<br>*$30 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 107 Chehalis River Bridge**<br>Montesano / Grays Harbor<br>District 19 | *Unfunded Nickel/TPA Project*<br>Sub-standard railing on the bridge poses a risk to meeting the desired safety performance of the feature. | **$1.7**<br>Upgrades the existing bridge rail to higher standards. | **Programmatic Evaluation**<br>Deficiency is associated with the preservation of an existing structure; problem/solution should be addressed by the programmatic bridge preservation investment placeholder identified above and funded when the deficiency prioritizes. | ☐ | ☐ | |
| **SR 109 Moclips River Bridge**<br>Moclips / Grays Harbor<br>District 24 | *Unfunded Nickel/TPA Project*<br>Existing bridge span is insufficient to allow 100 year flood volumes to pass under the structure. | **$4.5**<br>Replaces and existing aging structure to preserve the functionality of the corridor and extend the asset life. | **Programmatic Evaluation**<br>Deficiency is associated with the preservation of an existing structure; problem/solution should be addressed by the programmatic bridge preservation investment placeholder identified above and funded when the deficiency prioritizes. | ☐ | ☐ | |
| **SR 155 Omak - bridge**<br>Omak / Okanogan<br>District 7 | Narrow bridge with limited bike/ped space causes delay when large oncoming vehicles need to cross the bridge simultaneously. | **$26.0**<br>Replace narrow bridge to eliminate safety hazard and improve mobility near the fairgrounds. | **$10.0 - 13.0**<br>Removes existing sidewalks and railings from bridge, adds structural support members and constructs driving lane/shoulder in place of sidewalks. Adds separated bike/pedestrian structure.<br>*$60 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☑ | ☐ | In 2012, the legislature provided funding to begin design and coordination with the City of Omak and the Colville Tribe on pedestrian access issues. This funding was removed in 2013. $100k to prepare environmental documents and conduct community outreach. |
| **SR 161/36th to Vicinity 24th St E**<br>Edgewood / Pierce<br>Districts 25, 31 | Route continuity problem and multiple access points on the corridor creates some congestion and ineffective modal options. | **$31.4**<br>Continues the widening of the corridor to 5 lanes. | **$31.4 - $38.0**<br>Constructs additional lanes on SR 161 from 36th to vicinity of 24th St. E.<br>*$170 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☑ | $500,000<br>The city of Edgewood has indicated a preference to keep this section 3 lanes rather than 5. This investment would engage the community through public outreach to identify a preferred solution to address mobility through the corridor and achieve the desired system performance. |
| **SR 162 Sumner to Orting corridor**<br>Sumner / Pierce<br>Districts 2, 31 | Peak hour congestion occurs as a result to the high growth in the area. | **$85.0**<br>Widen SR 162 to 2 lanes in each direction between SR 410 in Sumner and 96 Street E near Alderton, including widening the Puyallup River bridge. | **$85.0 - 111.0**<br>Widen SR 162 to 2 lanes in each direction between SR 410 in Sumner and 96 Street E near Alderton, including widening the Puyallup River bridge.<br>*$490 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **US 195 Hatch Road to Medowlane Road**<br>South of Spokane/ Spokane<br>District 6 | Increasing growth in the vicinity is making turning movements difficult at an at-grade intersection. | **$73.0**<br>Construct a new interchange and associated frontage road. | **$50.0 - 65.0**<br>Construct a new interchange(s) and associated frontage road to improve safety and mobility in the corridor.<br>*$290 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **US 195 Spring Flat Creek**<br>Colfax / Whitman<br>District 9 | *Unfunded Nickel/TPA Project*<br>No existing mobility problem identified. Functionally obsolete bridge with weight restrictions. | **$4.0**<br>Replaces an existing aging structure to preserve the functionality of the corridor and extend the asset life. | **Programmatic Evaluation**<br>Deficiency is associated with the preservation of an existing structure; problem/solution should be addressed by the programmatic bridge preservation investment placeholder identified above and funded when the deficiency prioritizes. | ☐ | ☐ | |

## *2015 Update: WSDOT Priorities for New Revenue - Unfunded System Investments*

| Investment Name<br>City/County<br>Leg Districts | Identified Deficiency | Prior Investment Level<br>&<br>Solution<br>*($ in millions)* | Updated<br>Investment Level &<br>Solution Recommended<br>*($ in millions)* | Could Investment Be Significantly Improved with Additional Scoping & Pre-Design Efforts? | Could Solutions be Refined Through Additional Planning? | Staging Options: Alternative Initial Investment to Refine Investment Scope, Schedule and Budget |
|---|---|---|---|---|---|---|
| **SR 302 Purdy New Corridor Analysis**<br>Purdy /Kitsap-Pierce<br>District 26 | Existing alignment and corridor characteristics cause periodic congestion and are not able to maintain historic travel times as a result of growth. | **$2.0**<br>Completes the corridor analysis EIS. | **$2.0 - $2.5**<br>Completes the corridor analysis EIS. | ☐ | ☑ | Partial EIS already completed. |
| **SR 305 Poulsbo corridor**<br>Poulsbo / Kitsap<br>District 23 | Peak hour congestion occurs as a result of the drop lane and closely spaced signals/cross-streets. | **$5.0**<br>Widen SR 305 to 4 lanes between Poulsbo S city limits and Hostmark Street to provide additional lanes that will operate as HOV during peak hours, improve intersections throughout the corridor, and provide for bike/pedestrian improvements. | **$5.0 - 6.5**<br>Widen SR 305 to 4 lanes between Poulsbo S city limits and Hostmark Street to provide additional lanes that will operate as HOV during peak hours, improve intersections throughout the corridor, and provide for bike/pedestrian improvements. Consider turn lanes to provide safer local access.<br>*$30 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☑ | $500,000<br>Provides for public outreach and coordination on investments needed to improve mobility in the corridor. |
| **SR 509 Normandy Park**<br>Normandy Park / King<br>District 33 | Lack of sidewalks. | **$8.0**<br>Widen 1st Ave (SR 509) from SW 174th Street to SW 192nd Street; including two way center turn land and bike/pedestrian improvements. | **$10.0 - 13.0**<br>Widen 1st Ave (SR 509) from SW 174th Street to SW 192nd Street; including two way center turn land and bike/pedestrian improvements.<br>*$60 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 510 Yelm Loop**<br>Yelm / Thurston<br>District 2 | Partially constructed bypass has not alleviated congestion on current alignment due to volumes and slow speeds. | **$54.6**<br>Completes the new alignment that constructs a bypass around Yelm; improving mobility and safety. | **$54.6 - 71.5**<br>Completes the remaining eastern portion of the bypass between Cullen's Road and SR 510.<br>*$320 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 518 Des Moines interchange - stage 2**<br>Des Moines / King<br>District 33 | Restricted access to local network in areas of planned development are anticipated to impede performance of existing interchange. | see SR 518 Des Moines interchange - stage 1 | **$66.0 - 86.0**<br>In addition to the EB off ramp, rebuilds the existing interchange into a full access interchange to the Northeast Redevelopment Area and Des Moines Memorial Drive.<br>*$390 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 539 Lynden - corridor to border - stage 2**<br>Lynden / Whatcom<br>District 42 | No existing mobility problem identified. This route has experienced increasing volumes due to border related traffic. | see SR 539 Lynden - corridor to border - stage 1 | **$36.0 - 47.0**<br>This investment would complete the widening to the border.<br>*$210 thousand needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **SR 704 Cross Base Highway**<br>Tacoma / Pierce<br>District 28 | Lack of alternative east-west corridor to support growth in the area has increased congestion on adjacent routes. | **$410.0**<br>Completes a new alignment between I-5 and Spanaway Loop Road. | **$410.0 - 540.0**<br>Completes a new alignment between I-5 and Spanaway Loop Road.<br>*$2.4 million needed on average per biennium to maintain and operate the features added to the system by this improvement.* | ☐ | ☐ | |
| **Notes and Assumptions - v9** | | | | | | |
| *** Projects were not specifically identified in the Governor's proposed budget detail, but are of priority interest to the Governor** | | | | | | |
| **Project investments build on the assumptions reflected in the Governor's 15-17 budget request.** | | | | | | |
| **Project list is not financially constrained and does not tie to any revenue scenario or financial plan.** | | | | | | |
| **Estimated toll revenues are provided for informational purposes** | | | | | | |
| **Only significant stand-alone mobility and economic initiative projects are specifically identified as line item investments** | | | | | | |
| **Impact of system additions on maintenance and operations is identified by project, where applicable** | | | | | | |
| **Estimate range reflects current year dollars presented in previous versions, inflated to reflect the cost of delivery if the project is aged out 10 years.** | | | | | | |