

TPA Projects Analysis
November 15 2007

Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 503/500	SW	Clark	Orchards	SR 503/SR 500 Intersection Improvements -- Construct a southbound right turn lane and restrict access to reduce traffic collisions	2011	.2 mi.	0	0.2	Two lanes. Paved shoulders 3 ft. Intersection includes striped and signalized crossing. Sidewalks on 503. ADT 785. Trucks 14%. No posted speed shown on GIS data.		\$1,000,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										TBD	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
4, 401	SW	Cowlitz	Naselle Vicinity	SR 4 and SR 401 Roadside Safety Improvements -- Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on SR 4 and 401.	2009						700,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
	SW	Cowlitz	Woodland	Woodland Industrial Area -- Analysis of access and operational issues on north side of Woodland. Project	Not Listed						300,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										Consider non-motorized circulation and safety.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
2	NC	Douglas	South of Orondo	US 2 South of Orondo Passing Lane. Construct a passing lane for eastbound US 2 to reduce risk of head-on collisions.	2009	0.95	128.01	128.96	No crossings, sidewalks. ADT 3100. Trucks 16%. 45 mph posted speed. Shoulders 8 - 9 ft.	Low density residential	\$2.6 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None		N/A	N/A	N/A	Maintain 6 foot shoulder width.	Maintain 6 foot shoulder width. This may require ROW.	TBD
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
US 97	NC	Douglas	South of Chelan Falls	US 97 South of Chelan Falls Passing Lane. Construct a passing lane for northbound US 97 to reduce risk of head-on collisions.	2010	0.44	208.35	208.79	No crossings, or sidewalks. 60 mph posted speed. Paved shoulders 6 ft. ADT 2000. Trucks 15%.	No attractors.	\$1 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None		N/A	N/A	N/A	None	Maintain 6 foot shoulder width. This may require ROW.	TBD

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SR 28; US 2	NC	Douglas	East Wenatchee	SR 28/Junction US 2/97 to 9th Street - Stage 1 -- This stage will extend Eastmont Ave to the intersection of US2/97 and SR 28 and constructs improvements at the intersection reducing travel time on SR 28.	2011	8 mi.	0	8	Two to six lanes. 36 crossings, only one is striped and signalized. No sidewalks. Paved shoulder conditions vary from none to 9 ft. ADT 4800 - 8900. Posted speed 25 - 60 MPH. Trucks 5 - 15%.	One elementary school approx. .10 mi. off corridor. Schools and parks .5 to 1.0 mi. off corridor. Park n' Ride on corridor.	\$47,300,000
			Douglas Co.	Sidewalks on SR 28		3.67	0.0B	3.67B	None	Construct local project.	\$2,906,550
			East Wenatchee	Urban area bypass, Top Foods vicinity		3.34	0.81B	4.15B	None	Need more information about request	\$700,000
			Douglas Co.	Loop Trail Connector to Cascade Neighborhood (location is 7 mi. from TPA project limit on SR 2/97)		0.06	120.05	120.06	None	Construct local project.	\$200,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 285	NC	Douglas	Wenatchee	SR 285/George Sellar Bridge - Additional Eastbound Lane -- Adds an eastbound lane to the bridge to increase flow on and off of the George Sellar Bridge to minimize travel time and associated congestion related collisions.	2009	0.48	0.13	0.61	Four lanes. Three crossings, none striped or signalized. Sidewalks on bridge but not on west end from bridge to corner. 1 - 2 ft paved shoulder. ADT 19,000. Trucks on SR 285 2 - 5%; no truck data for bridge. Posted speed 40 MPH.	Project section has one attractor, a park .25 mi. north of corridor. Schools, retail, on SR 285 beginning .5 mile from project.	\$6,000,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
			East Wenatchee	SE Connection to Apple Capital Loop Trail			0.16	0.16	None	1) Construct local requested project. 2) Construct 950 lineal ft. of sidewalk and curb to fill gap between corner of eastbound SR 285 and beginning of bridge	1) \$2,000,000 + 2) \$66,516
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
21, 25, 395	ER	Ferry	Regionwide	State Highways in North Stevens and Ferry Counties - Roadside Safety Improvements -- Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on SR 21, 25 and 395.	2009						900,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 17	NC	Grant	Moses Lake vicinity	SR 17 Widening -- Initial scoping and environmental processes for widening additional sections of SR 17, including between Ephrata and Moses Lake.	not given	8.6 mi	59.16	67.76	Two lanes. Five crossings, none striped or signalized. Paved shoulders 5 - 7 ft. No sidewalks. 800 - 3400 ADT. Trucks 21%.	Two public fishing locations. No other attractors. No pedestrian attractors.	\$5,000,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None					None	None	

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SR 17	NC	Grant	Othello to Soap Lake	SR 17/ Intersection Illumination -- Install street lights on SR 17 to reduce nighttime collisions at the intersections with 12 SE, 10 SE, M SE, Neppel Road, and 19 NE.	2011	53.18	14.31	67.49	Moses Lake: two to four lane road. Six crossings, all are striped and signalized. Sidewalks at curb radii only. 2800 - 8500 ADT. Trucks 11 - 37%. Posted speed 50 - 60.	School, mall and retail close to corridor in Moses Lake, but with large setback from SR 17. Fast food restaurants and other retail clustered between MP 50.97 and MP 51.40.	\$400,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None					None	Construct sidewalk on west side of road from MP 51.00 to MP 51.20.	\$58,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 243	NC	Grant	Desert Aire	SR 243/ Intersection Illumination -- Install street lights on SR 243 to reduce nighttime collisions at the intersections with R SE and 26 SW	2010	5.2	7	12.2	Two lane road. Five crossings, none striped or signalized. Paved shoulders 3 - 6 ft. 1350 - 1570 ADT. Trucks 22.5%. Posted speed 60 MPH.	No attractors	\$200,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None					None	None.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 285	OR	Grays Harbor	Hoquiam	US 101/W Fork Hoquiam River Bridge - Replacement -- Replace the existing bridge with a new bridge designed to current standards. Two locations.	2009	2 @ .01	99.07 97.71	99.08 97.72	Two lanes. No shoulders. No crossings or sidewalks. ADT 2383. Trucks 18%. Posted speed 55 MPH.	No attractors.	\$5,000,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None					None	Include 6' sidewalks and 5' bike lane on both sides of Washington Street. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	Included in project cost to meet standards
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
11, 525, 900	NW	Island	Regionwide	SR 11, SR 525 and SR 900 Roadside Safety Improvement -- Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes.	2010						800,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	

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20, 530	NW	Island	Regionwide	SR 20 and SR 530 Roadside Safety Improvement -- Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes	2010						1,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
169, 410, 525, 900, 520	NW	Island	Regionwide	SR169, SR410, SR525, SR900 and SR 520 Roadside Safety Improvement -- Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes	2010						1,200,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
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Ferry Terminal	NW	Jefferson	Port Townsend	Port Townsend Ferry Terminal improvements. Builds a vehicle holding area to improve ferry loading and reduce congestion on city streets.	2009	N/A	12.56	12.56	Sidewalks from SR 20 to ferry loading dock. No bike lanes or shoulders approaching loading dock.	Commercial/downtown core area.	\$13.4 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None		N/A	N/A	N/A	No bike lane striping.	Stripe bike lane into ferry terminal.	\$50,000

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I-5	NW	King	Federal Way	I-5 / 272 nd Interchange. Replacement of I-5 bridges, realignment of ramps, transit and HOV connections and related local improvements. This funding will keep design and right of way acquisition proceeding until additional funds are available to complete the project.	not given	2.0 mi	146.06	148.06	Typical urban freeway section with grade-separated interseptions. Six lanes. ADT 86,000-95,000. Trucks 9%. Posted speed 60 MPH.	Schools, church, Park n' Ride along intersecting street .5 mi. outside of corridor. Cannot tell what streets intersect.	\$10,000,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None					None	TBD	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 202	NW	King	SR 202 Corridor	SR 202/Sahalee to Duthie Corridor -- This will be a study of the SR 202 corridor, investigating added capacity and safety improvement issues.	not given	6 mi.	10.23	18.23	Two lanes. Paved shoulders of 1 - 5 ft. 13 crossings, none striped or signalized; no sidewalks. Several creeks whose bridges have no shoulder. 4600 - 6500 ADT. Trucks 7 - 9%. Posted speed 55 MPH. Pedestrian crash history in the Vic.	Picnic area on corridor. Small amount of retail and one park from .5 mi. off corridor.	\$700,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None					Bike lanes or paved shoulders at least six feet wide from MP 8.22 (E. Lake Sammamish Pkway) to MP 13.00 (244th Ave NE). Requested by Cascade Bicycle Club in "Left By the Side of the Road" report.	TBD	\$5,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 203	NW	King	Duvall	SR 203/SR 203/268th to NE Big Rock. Construct shoulder and intersection improvements along the corridor to reduce risk of collisions.	2009	1.99	12	13.99	Two crossings, none marked or signalized. Paved shoulders <4 ft. 3800-6400 ADT. Trucks 10%. Posted speed 40-60 mph.	Park. Roundabout.	\$3.8 Million
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None		N/A	N/A	N/A	Widen paved shoulders to greater than 4 ft. (Cascade Bicycle Club)	Maintain paved shoulder at least 4 ft wide.	no additional.
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-90	NW	King	East of North Bend	I-90 Eastgate to 465th Corridor Study. Route development plan to identify short and long term mobility and safety needs	not given	15.41	16.27	31.68	Separated Paths exist from approximately MP 22 through the Cascade Mountains to the Columbia River portions along I-90. SR 900 also has separated paths and connections in design.		\$2 Million
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None		N/A	N/A	N/A	Opportunity to connect separated paths in this area. Develop a separated path that completes the Mountains to Sound Greenway from Richards Road to 148th, 148th to W. Lake Sammamish Pkway, W. Lake Sammamish Pkway to SR 900, SR 900 to e. Lake Sammamish Pkwy.	Make sure any improvements do not create barriers to local bike or pedestrian crossings.	TBD

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SR 99	NW	King	Seattle	SR 99 / Aurora Avenue Improvements - Phase 2 -- Construct NB and SB SR 99 transit/HOV lanes and a right turn lane from N 145th St. through N. 165th St. intersection. Transit stops along the corridor will be upgraded. This project will improve motorist safety and address increased traffic volumes at this location	2010	3.02	36.75	39.77	Sidewalks with many gaps. ADA improvements needed. Many crossings, some marked and signalized. Transit corridor. Posted speed 45mph. ADT 17,000-18,000. Trucks 3%.	Busy urban corridor with retail, schools, commercial, housing. Transit corridor.	\$10 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				City of Edmonds requests pedestrian lighting along corridor.			N/A	N/A	Additional opportunity to incorporate innovations in stormwater management.	Install pedestrian lighting, fill sidewalk gaps and bring up to ADA compliance.	\$500,000 \$600,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-405, SR 167, SR 169	NW	King	Tukwila, Renton	I-405 / SR 167 to SR 169 -- Adding a northbound lane on I-405 beginning at the SR 167 Interchange and extending to the SR 169 Interchange. The project will reduce congestion and improves efficiency of SR 167 Interchange in Renton.	2009	2.47	2	4.47	SR 169 has sidewalks under I-405. No marked crossings or pedestrian signals across on- and off-ramps. No ADA facilities. ADT on SR 169 15,000; trucks 10%.	Schools, parks, residential and commercial development.	\$20 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None			N/A	N/A	Connect the Cedar River Trail, the Interurban Trail and the Lake Washington Trail	In addition to trail connections, at SR 169 make accessibility improvements, maintain sidewalks and install pedestrian safety warnings.	\$3.5 Million
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-405	NW	King	Renton & Bellevue	I-405/44th St. to 112th Ave. Constructs two additional lanes in each direction, transit improvements, park n' ride expansion, HOV access ramps.	2015	2.05	6.97	9.47	Freeway section, grade separated. ADT 70,000. Trucks 7%. Posted speed 60. Conditions for intersecting streets unknown.	Schools, parks, retail nearby. Three local arterials intersect project section. Park n ride at northern end of section	\$150 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				Bellevue sidewalk landing			N/A	N/A	Connect the Cedar River Trail, the Interurban Trail and the Lake Washington Trail	In addition to trail connections, maintain safe and accessible pedestrian and bicycle conditions at NE 30th, NE 44th and 112th SE.	\$5 - \$15 Million
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-405	NW	King	Kirkland vicinity	I-405 / NE 132nd St. interchange. Provides access from southbound I-405 to NE 132nd St. and from NE 132nd St. to northbound I-405. Will reduce congestion and enhance mobility.	2018	1	20.49	21.49	Freeway section, grade-separated. ADT 63,000-78,000. Posted speed 60 mph. Trucks 7%	Park n ride on each side of corridor at project MP. Schools, church, hospital and parks nearby.	\$60 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None			N/A	N/A	Extend a separated I-405 trail to the north and improve local street connections.	In addition to trail connections, construct accessible, marked pedestrian facilities across all on- and off-ramps; include pedestrian signals if needed. Connect to local sidewalks if currently existing.	\$3-\$6 Million

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I-405; SR 522	NW	King	Bothell vicinity	I-405 / NE 124th Street to SR 522-- Adds a northbound lane on I-405 between NE 124th and NE 160th, allowing motorists to safely merge on and off the freeway in this area	2017	4.0 mi.	19.49	23.49	Typical urban freeway section. Six lanes with grade-separated intersections.	Schools, parks, Park n' Rides within corridor and just off corridor.	\$170,000,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None					None	TBD	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-5	NW	King	Federal Way	I-5/SR 161 Interchange & SR 18 Interchange -- Construct a direct freeway to freeway connection which will eliminate the current weave situation on mainline I-5. Improves operation of I-5/ SR-18/SR 161 interchange and address one of the most dangerous interchanges in the state.	2009	0.75	141.31	142.06	Typical urban freeway section with grade-separated intesections. eight lanes. ADT 85,000. Trucks 9%. Posted speed 60 MPH.		\$100,000,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None						TBD	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
	NW	King	Seattle	Duwamish Truck Mobility Improvement Project This project will make improvements to address intersection deficiencies so trucks can make necessary turning movements. This project will reduce truck delays.	2016						2,300,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										TBD	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
	NW	King	Fauntleroy Ferry	Fauntleroy Ferry Terminal Preservation -- Preserves the Fauntleroy Ferry Terminal by replacing loading systems and the terminal building	2017				Downtown Seattle. Residential and some commercial in area.	Pedestrian and Bicyclist involved crashes on Fauntleroy in the Vic. School in the Vic.	24,300,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				Further enhance local area trail connections (Fauntleroy Community Association)					None	Improve pedestrian and bicycle connections from the terminal to the local system. Include additional pedestrian lighting.	\$1,000,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
	NW	King	Seattle	Lander Street Overcrossing -- Construct a new railroad overcrossing of the Burlington Northern Santa Fe mainline. This new overcrossing will increase capacity for roadway freight and goods movement and provide a more direct route to the Port of Seattle.	2014				Lander Street crosses BNSF at least 4 places in downtown Seattle. Mixed use commercial/industrial. Some residential in the area as well.	There are a number of fatal and serious pedestrian and bicyclist involved crashes in the Vic.	8,400,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				Pedestrian Signal at South Lander Street and 3rd Avenue South (Seattle)						In addition to the locally identified need, all efforts should be made to improve pedestrian and bicycle safety in this area within any transportation project. Ensure connection to bicycle and pedestrian facilities from the project area to those on either side.	\$500,000 (signal) and improvements included in project cost
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	NW	King	Auburn	M Street SE Grade Separation Project -- Constructs railroad overpass crossings on M Street and the Stampede Pass bound Burlington Northern Santa Fe Railroad tracks by taking M Street under the rail line. This will provide significant travel time savings for freight traffic both north and south bound.	2011					Both residential and commercial area in downtown Auburn.	Three elementary schools within the vic. At least three recent injury crashes involving pedestrians and bicycles on M St. on N side of BNSF tracks.	6,000,000
			City	Locally Identified Need		Length	BMP	EMP		Need Identified by Other Source	Recommendation	Est. Cost
				E-W trail connection Green River Trail adjacent to Auburn-Black Diamond Rd (Auburn)							As identified by city, make contribution/match for E-W connection (Green River Trail adjacent to Auburn-Black Diamond Rd) to Interurban Trail passing through project area to Transit Station west of M St. Maintain 6' sidewalks and 5' bike lane on both sides of M Street. Add pedestrian lighting. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	\$1,000,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost	
	NW	King	Kent	S. 212th Street Grade Separation -- Construct a railroad overcrossing for Union Pacific and Burlington Northern to increase roadway capacity, eliminate rail-auto accidents and allow for higher rail operating speeds.	2011				Downtown Kent. Commercial and residential area. Less than 500 feet from Interurban trail and recent non-motorized improvements on 212th. This project may cross Interurban Trail.	Obrien School. Three pedestrian/bicyclist involved crashes at intersection of 212th and Rail.	10,000,000	
			City	Locally Identified Need		Length	BMP	EMP		Need Identified by Other Source	Recommendation	Est. Cost
				Don't have TIP yet. Additional items may be identified by local agency.							Ensure connections to bicycle and pedestrian facilities are added/improved. Improve connectivity to Interurban Trail.	
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11, 525, 900	NW	King	Regionwide	SR 11, SR 525 and SR 900 Roadside Safety Improvement -- Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes.	2010						800,000	
			City	Locally Identified Need		Length	BMP	EMP		Need Identified by Other Source	Recommendation	Est. Cost
											In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	

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203, 522	NW	King	Monroe Vicin	SR 203 and SR 522 Roadside Safety Improvement -- Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes.	2009						600,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
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92, 520, 530, 534	NW	King	Regionwide	SR 92, SR 520, SR 530 and SR 534 Roadside Safety Improvement -- Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes.	2010						1,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
99	NW	King	Seattle	SR 99/Spokane Street OC Timber -- Replace the existing bridge with a new structure designed to current standards to increase safety and enhance traffic flow.	2009						3,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	Included in project cost

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
169, 410, 525, 900, 520	NW	King	Regionwide	SR169, SR410, SR525, SR900 and SR 520 Roadside Safety Improvement -- Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes.	2010						1,200,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
	NW	King	Kent	Willis Street Grade Separation -- Constructing railroad overcrossings to improve a key freight link through Kent's industrial center, increase roadway capacity, eliminate rail/auto accidents and allow for higher rail operating speeds	2016				Downtown Kent.	Kent Elementary and St. Christopher Achademy in Vic. This project may cross the Interurban Trail	4,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										Improve connections to Interurban Trail. Include 6' sidewalks and 5' bike lane on both sides of Willis Street. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	No additional/within project cost
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 509 I-5	NW	Pierce; King	Federal Way and SeaTac	SR 509/ I-5 - Freight & Congestion Relief Project will ease congestion on I-5, improve freight mobility, lower travel times, accommodate plans for a new south-oriented access to Sea-Tac International Airport, and increase safety on south King county roadways. Also provides for improvements in storm water, wetlands, and remediation of contamination.	not given	A: 9.19 B: ??	Part A: 0 Part B: various	Part A: 9.19 Part B: various	Part A: 2 - 4 lanes. Paved shoulders 0 - 4 ft. Seven crossings, none striped or signalized. Sidewalks at MP 4.05 - 6.43 w/obstruction at 5.76. Bike lanes at MP 2.66 - 3.88. ADT 2200 - 17,700. Posted speed 35 - 60 MPH. Trucks 4 - 9%. Part B: Four lanes. No crossings. Majority of corridor has no shoulder. Location at north end has 4 ft shoulders. ADT 7400 - 28,000. Trucks 3 - 7%. Posted speed at locations is 0 MPH.	Part A: Schools, parks and churches from .25 mi. outside of corridor. Piers .5 mi. outside of corridor. Part B: Schools and parks from .25 mi. outside of corridor.	\$30,000,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None					None	TBD	

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 3	NW	Kitsap	Belfair	SR 3 / Belfair Bypass new alignment. Environmental assessment, right-of-way and design on new alignment around Belfair to decrease travel times.	not given	8	23.97	31.97	Several crossings, one striped and signalized. Small section of sidewalk. Posted speed 25 - 55 mph. ADT 6200-8300. Paved shoulders 3 - 6 ft wide. Trucks 7 -8%.	One school on route. Parks in vicinity. New alignment may not include any attractors.	\$15 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None		N/A	N/A	N/A	None	To improve traffic circulation, increase pedestrian and bicycle safety and mobility, and promote compact, efficient development make local street connections that improve the grid system in place of a new highway bypass.	TBD
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
US 97	NC	Kittitas	Blewett Pass	US 97 / Blewett Pass passing lane. Construct passing lane for northbound US 97 to reduce risk of head-on collisions.	2010	0.36	140.5	140.86	Paved shoulders 8 ft wide. No sidewalks or crossings. ADT 2500. Trucks 20%. Posted speed 60 mph.		\$1.7 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None		N/A	N/A	N/A	None	Maintain 6 ft shoulders to accommodate bicycle travel.	TBD
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-90	SC	Kittitas	Hyak - Easton vicinity	I-90 / Snoqualmie Pass passing lane. Construct new six lane roadway to address avalanche closures with tunnel and new bridges near existing snowshed.	2011	0.36	53.34	65.33	Separated trail - Mountains to Sound Greenway. Paved shoulders 5 ft wide. No sidewalks or crossings. ADT 13,500. Trucks 18%. Posted speed 65 mph.	Campgrounds, access to parks and other recreation facilities.	\$387.7 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None		N/A	N/A	N/A	None	Increase paved shoulder width to at least 6 ft.	No additional.
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-5	SW, OR	Lewis, Thurston	Centralia	I-5 / Mellen St. to Grand Mound. Widen I-5 to relieve congestion. Project to be constructed in two phases.	2009	6.24	81.07	87.57	Grade-separated interstate freeway. ADT 30,000. Posted speed 60-70. Trucks 18-20%. No sidewalks or shoulders on intersecting road within project section.	10 schools within VIC also parks and hospital along corridor.	\$160,000,000
			City	Locally Identified Need		Length	BMP	BMP	Need Identified by Other Source	Recommendation	Est. Cost
				Lewis, Thurston, Cowlitz Connector Trail - Old Jackson Hwy east of I-5 (Lewis County)						See my comments	\$3,000,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
	SW	Lewis	Chehalis	High Speed Crossovers, Chehalis Jct Construct universal high speed (50 mph) crossovers near Chehalis. The project is part of the capacity improvements to support the 6th, 7th and 8th Amtrak Cascades round trips	2014						3,900,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
	SW	Lewis	Napavine	High Speed Crossovers-Newaukum Construct universal high speed (50 mph) crossovers near the Newaukum River north of Napavine. The project is part of the capacity improvements to support the 6th, 7 th and 8th Amtrak Cascades round trips	2014						3,500,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
6	SW	Lewis	Pe Ell	SR 6/Rock Creek (6/102) Replace the existing bridge with a new bridge designed to current standards	2012						6,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	No additional/within project cost
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
6	SW	Lewis	Pe Ell	SR 6/Rock Creek (6/103) Replace the existing bridge with a new bridge designed to current standards	2012						6,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	No additional/within project cost
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 3	OR	Mason	Shelton	SR 3 / Jct 101 to Mill Creek. Widen roadway and replace bridge to meet current design standards for safety and capacity.	2009	0.92	0	0.92	Many crossings; none marked or signalized. Two vehicle lanes. Paved shoulder <4 ft. ADT low. . Posted speed 40 mph. No shoulder on bridge	Suburban residential and some commercial approaching Shelton.	\$2,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				Need local TIPs		N/A	N/A	N/A	None	Shoulders on new bridges should be at least 4 ft. Maintain 6' sidewalks. Share the road signs.	Included in project cost to meet standards
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 3	OR	Mason	Shelton	SR 3 / Fairmont Ave to Goldsborough Creek. Improves intersections, widens roadway and replaces bridge to reduce collisions and increase capacity.	2010	0.68	1.82	2.5	Several crossings, 2 marked, 1 signalized. Sidewalk on east side of road. Two vehicle lanes. 25-30 posted speed. ADT low. Approx. 4 ft paved shoulder	Bordeaux Elementary School in VIC. Retail, residential.	\$9,900,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				Need local TIPs		N/A	N/A	N/A	None	Maintain paved shoulders at least 4 ft wide. Bring existing pedestrian facilities up to ADA compliance. Add sidewalks on west side of SR 3 through project. Install pedestrian lighting.	\$2,500,000

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 3	OR	Mason	Belfair	SR 3/Belfair Area Improvements. south of SR 106 to Cokelet Lane. improvements include pedestrian and bicycle facilities, storm sewer improvements and mitigation requirements.	2011	2.63	24.42	27.05	35 mph posted speed. 4 ft paved shoulders. 2 lane. No sidewalks. Two signalized crossings and two marked crossings.	2 elementary schools. Residential and commercial development meets urban criteria.	\$15,700,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
			Belfair	None		N/A	N/A	N/A		Install 6' sidewalks and 5' marked and signed bike lanes. Drop speed limits to 30 mph. Install or maintain crossings at : MP 25.42, 25.55, 25.66, 26.01, 26.28, 26.55. Install curb extensions at each crosswalk location and include pedestrian refuge islands at MP 26.01, 26.28, 26.34 and 26.55. Install pedestrian lighting throughout.	\$5,000,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 20	NC	Okanogan	Winthrop, Twisp, Tonasket	SR 20 Roadside safety improvements. Install guardrail and improve roadsides to reduce the severity of collisions when a vehicle leave the roadway.	2009	3.02	185.74	278.31	1st section:Several crossings. Small sidewalk lengths in Winthrop and Twisp. Paved shoulders 2-7 ft; mostly 2-3 ft. ADT 700-1200. 2nd second: Crossings; short sidewalks section in Tonasket. Shoulders same. ADT 400-772.	Crossings 400 ft north of Tonasket on SR 97. Some striped. Tourism related businesses and some residential in all towns. Diagonal parking in Winthrop.	\$1.2 mill.
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
			Okanogan County	Susie Stephens Trail		1.31	192.89	194.2		Improvements needed but cost too high to include in TPA.	\$1.6 mill.
			Okanogan County	Shoulder widening and improvements		80.41	194.2	274.61		Improvements needed but cost too high to include in TPA.	\$29 mill.
			Twisp	Shoulder widening and improvements		1.12	200.99	202.11		Construct shoulder improvements.	\$400,000
			Okanogan County	Shoulder widening and improvements; requested project is just outside TPA project area		3.04	277.57	280.61		Improvements needed but cost too high to include in TPA.	\$2,500,000
										Where rumble strips applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure at least 4 feet of useable shoulder between rumble strip and outside edge of shoulder. If guardrail or barrier is present, USE 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
	ER	Pend Oreille	Regionwide	State Highways in Spokane, Stevens and Pend Oreille Counties – Roadside Safety Improvements Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on SR 20, 21, 206, 211, 231, 290, 291, 292, 902 and 904.	2009						1,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
101	SW	Pacific	West of South Bend	SR 101/Bone River Replace the existing bridge with a new bridge designed to current standards	2012						12,800,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	No additional/within project cost
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
101	SW	Pacific	North of Ilwaco	SR 101/Middle Nemah River Bridge Replace the existing bridge with a new bridge designed to current standards	2012						4,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	No additional/within project cost
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
6	SW	Pacific	West of Raymond	SR 105/North River Replace the existing bridge with a new bridge designed to current standards	2010						23,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	No additional/within project cost

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
6	SW	Pacific	West of Raymond	SR 105/Smith Creek Replace the existing bridge with a new bridge designed to current standards							8,400,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	No additional/within project cost
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
4, 401	SW	Pacific	Naselle Vicinity	SR 4 and SR 401 Roadside Safety Improvements Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on SR 4 and 401	2009						700,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 161	OR	Pierce	Eatonville	SR 161 / Clear Lake North Rd to Tanwax Cr. Realign and widen roadway to enhance motorist safety by reducing collisions.	2010	0.67	9.46	10.13	Three crossings, none marked or signalized. Two lane road. Paved shoulders 2 - 3 ft. Posted speed 45 MPH. ADT 2600. 12% trucks.	Rural residential.	\$29,700,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				Need local TIPs			N/A	N/A	None	Foothills Trail Connection/Extention	TBD
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 302	OR	Pierce	Purdy	SR 302 / Creston to Purdy vicinity. Widen roadway and provide intersection improvements to reduce collisions.	2012	2	13	15	Two lane road; Several crossings; none marked or signalized. Paved shoulders 3 - 4 ft. ADT 9300-11,075. Trucks 7%. Posted speed 40 mph.		\$5,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None		N/A	N/A	N/A	None	Maintain at least 4 ft wide shoulders.	Included in project cost to meet standards

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 162	OR	Pierce	Puyallup River	SR 162 / Puyallup River Bridge. Replace the existing bridge with a new bridge designed to current standards.	2009	0.04	6.81	6.85	Two lane road. No crossings or shoulders. ADT 9200. Trucks 10%. Posted speed 50 mph.		\$15,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				Need local TIPs		N/A	N/A	N/A	None	Include 6' sidewalks and 5' bike lane on both sides bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	Included in project cost to meet standards
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 302	OR	Pierce	Pierce County	SR 302 Establish New Corridor. Environmental study for future project that widens SR 302 from Elgin Clifton road to 144th St. New interchange will be constructed at SR 16 / SR 302.	not given	6.27	10.6	16.87	Two to four lanes. 17 crossings, none marked or signalized. Paved shoulders 3 - 5 ft. Posted speed 40 - 50 mph. ADT 9300 - 11,075. Trucks 6-7%.	Elementary and High Schools at Purdy. Park n Rides.	\$5,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				Need Local TIPs		N/A	N/A	N/A	None	Include 6' sidewalks with ADA-compliant facilities throughout project with additional lighting and curb extensions near attractors; signalized pedestrian crossings. Include at least five-foot shoulder to accommodate bicyclists along length of corridor.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
	OR	Pierce	Sumner	8th Street East Up Railroad Undercrossing Construct a new undercrossing for 8th Street, underneath the Union Pacific mainline track. This project will eliminate the congestion and improve rail freight movement.	2016				Within Sumner City Limits. Suburban area.	Dieringer Middle Schools in Vic. Sumner/Pacific Trail within Vic.	5,600,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				8th Street Trial Connection (Sumner and Pierce County)						Complete or make significant match contribution to locally identified need	\$1,000,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
	OR	Pierce	Fife	North Canyon Road Extension/BNSF Overcrossing Construct a new overcrossing of the Burlington Northern Santa Fe mainline tracks. The overcrossing will be sited to accommodate an extension of Canyon Road to connect with 70 th Avenue East in Fife and ultimately with the planned extension of SR 167. This will enhance freight mobility between Port of Tacoma and the manufacturing and industrial businesses in mid Pierce County	2009				Downtown Fife. Commercial and some residential.	Three pedestrian/bicyclist involved crashes in the Vic, including on on the BNSF line.	2,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				Construct a 1.7 mile segment of the overall ten-mile Puyallup River Trail. Reconstruct a ped grade separation across Union Pacific RR tracks from one side of 54th Ave E to other side. 54th closed at the tracks. (City of Fife)						In addition to making a contribution/match for locally identified need, ensure 6' sidewalks and 5' bike lane on both sides of Canyon Road. Ensure connection to bicycle and pedestrian facilities on either side of project.	\$2,000,000

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
704	OR	Pierce	Tacoma	SR 704/Cross Base Highway - New Alignment This project proposes to build a new highway link that will directly connect the I-5 corridor with the mid-county of Pierce County. The Cross-Base Highway will be a new 6-mile, 4-lane limited access highway with additional turn lanes at four intersections.	2009				New highway through residential area south of military installation.	Suburban residential development.	15,000,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				Need additional local TIPS					Connector Steilacoom Blvd., Tacoma Way 84th from Farwest to 58th E (Cascade Bike Club)	To improve traffic circulation, increase pedestrian and bicycle safety and mobility, and promote compact, efficient development make local street connections that improve the grid system in place of a new highway bypass.	Connector (Cascade Bike Club) \$3,000,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
9	NW	Snohomish	North of Arlington	SR9/Pilchuck Creek Replaces the existing bridge which is very narrow (about 17 ft) with a new one to meet design standards	2011		34.85		Low density residential area. 35 mph posted speed. 2 lane road with 11 foot lanes. 1100 ADT. 11% truck traffic.		\$6 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None						Include 6' minimum sidewalks and 5' bike lane.	No additional within project cost
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
529	NW	Snohomish	Everett	E. Marine View Drive Widening (529) Widens roadway to four lanes, including left turn pockets, curb and gutter, sidewalks, illumination revisions, rechannelization, asphalt overlay, signal improvements, a new signal and reconstruction of undercrossing at North Broadway. Will relieve congestion and increase freight mobility.	2009		4.89 VIC		12,000 ADT (MP 4.79) 32,000 ADT (3.82). 9% truck traffic.	Residential.	\$6 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				East-West Marine View Drive Bike-Ped Improvements (Everett TIP)					Sidewalk and shoulder ends at MP 4.84.	Incorporate 6' sidewalks and 5' bike lanes. Consider contribution/match for local pedestrian and bicycle safety improvements identified in TIP.	\$601,000 (TIP)
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
92	NW	Snohomish	Granite Falls (Jordon Rd Vic)	Granite Falls Alternate Route Constructs a two-lane roadway for a distance of 2.1 miles with two 12 foot lanes and 8 foot shoulders on each side with extra lanes at the intersections. This alternate route improves access and level of service for truck traffic and will serve as a strategic freight corridor for natural resources and timber. Shifts traffic away from downtown core and addresses adverse noise and air quality impacts			0	Ext.	SR 92 is 2 lanes. 55 mph posted speed. 13,000 ADT. 12-13% truck traffic. 4-5 foot shoulders. Residential and suburbanizing area.	Pedestrian crash history on Jordon Rd. in Vic of project. High speed freight route in the area could cut off pedestrian and bicycle access from west side residential to schools and downtown (less than one mile).	\$3.2 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										Make contribution/match to local area trail connection from westside to schools - Saratoga to Alpine.	\$500,000

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
5/529	NW	Snohomish	Everett	East Everett Avenue (529) Crossing Construct a bridge over the Burlington Northern Santa Fe Canada tracks. Improves truck access between Interstate 5 and a 150 acre industrial area that has no access when trains are present.	2016		I-5 194.05 Vic		17,000 ADT; 5% truck traffic. 30 mph posted speed. Sidewalk and signalized crossings on grid. Mixed use commercial area.	Pedestrian crash history on SR 529, Everett Ave. Two schools on Everett Ave west of I-5.	\$2.5 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				I-5 Snohomish River Bicycle-Pedestrian Bridge (in project Vic); Pigeon Creek No 1 Rail Crossing; 36th St. Rail Under Crossing						Mitigate freight and rail impacts to pedestrian and bicycle safety by contribution/match for locally identified needs.	\$300,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
5	NW	Snohomish	Everett	41Street / Riverfront Parkway (Phase 2) Builds an overpass bridge to separate vehicle traffic from rail traffic. Constructs a connecting, new roadway to the industrial area for improved freight movement.	2011		192 VIC			Pedestrian crash history on 41st street in project Vic	\$4.3 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
			Everett	Interurban to Riverfront walkway; Pigeon Creek No 1 Rail Crossing (in project Vic); 36th St. Rail Under Crossing; I-5 Snohomish River Bicycle-Pedestrian Bridge						Mitigate freight and rail impacts to pedestrian and bicycle safety by contribution/match for locally identified needs.	\$600,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
525	NW	Snohomish	Lynnwood	I-5 / SR 525 Interchange New Ramp Phase 1 Constructing a new ramp from southbound I-5 to westbound SR 525 to enhance traffic flow. This project will also provide illumination, signing, and drainage improvements.	2010		182.5	183.4	Alderwood Mall area. 25,000 ADT.	7 recent pedestrian and bicyclist involved crashes on 184th in Vic.	\$18.2 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
			Lynnwood	After performing initial planning and design, WSDOT determined that project would not be cost effective. Decision will be made this fall on which design concept will be implemented.					164th St SW from 52nd to I-5 (Cascade Bike Club). Improve local/regional traffic flow, walkability, bikability by making local grid connections.	Maintain and improve if possible connections to Interurban pedestrian and bicycle trail and make bicycle safety improvements 164th and pedestrian improvements to 184th.	TBD
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
524	NW	Snohomish	Lynnwood	I-5 / 196th Street (SR 524) Interchange SB Braided Ramp Constructing a southbound ramp which will eliminate traffic weaving between the SB I-5 traffic exiting at 196th Street SW and the SR 525 and I-405 to I-5 southbound on-ramp traffic movement. This ramp design will improve operations and reduce collision. Project definition and schedule in development	2010		181.06	182.06	South of Alderwood Mall area. 25,000 ADT.	Pedestrian and bicyclist involved crashes in Vic.	\$44 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
									Interurban Trail Connection - Missing Link in Everett (Cascade Bike Club)	Maintain and improve if possible connections to Interurban pedestrian and bicycle trail and connect to recent bicycle and pedestrian improvements on 200th.	TBD

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-5	NW	Snohomish	Tulalip	I-5 / 116th Street Interchange WSDOT contribution to Tulalip Tribe's project which will make improvements to the I-5/116th Interchange project.			202.2	202.7			\$900,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
											TBD
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-5	NW	Snohomish	Smokey Point	I-5 / 172nd St Street (SR 531 Smokey Point) Interchange Improvements Construct a new loop ramp for westbound SR 531 to southbound I-5 traffic, realign and widen both the southbound and northbound I-5 access ramps to connect to the new 6-lane bridge built during phase I. Will reduce congestion and accidents within the interchange and connecting streets	2009		205.5	207.5	Various ADT volumes reported by WSDOT. Mixed use commercial. SR 531 posted speeds 35 mph.	The SR 531 bike lane ends at I-5 Ramps (MP 6.20 to 6.40) and bicycling on I-5 is allowed in this area.	\$17.8 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
									Recently completed pedestrian risk project on SR 531 in Vic at Lakewood School	Connect SR 531 sidewalk and bikelanes from MP 6.20 to 6.40. Install additional pedestrian illumination and refuge islands.	\$500,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
9	NW	Snohomish	Clearview/Marysville	SR 9 Corridor Improvements Increase traffic flow and enhance motorist safety from Clearview to Arlington. Widens and improves seven intersections including SR 96, SR 92, 20th St. SE (Hewitt Ave), Soper Hill Road/Lundeen Parkway, SR 528, 84th St. NE, and SR 531/172nd St NE to two lanes in each direction and add left and right turn lanes. Also includes upgrading the existing illumination and traffic signals and modifying the drainage system at each intersection	2010		6.97	26.05	10,000 to 15,000 ADT. 40-55 mph posted speed. 2 lane with 4-6 foot shoulder. Few sidewalks (<.5 mile) located on curb radii at 3 signalized intersections only.	Rapidly suburbanizing area.	\$123 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
									Complete the Arlington to Skagit County Segment of the Centennial Trail (Cascade Bike Club)	Maintain a 5' shoulder. Upgrade sidewalks/ramps to ADA standards. Install sidewalks from MP 15.77 to 16.48. Install share the road signs at bridge locations where shoulder width is less than 5' including: 8.86, 91.4, 10.66, 11.84, 21.05. Extend the Centennial Trail for the length of the project and connect the Snohomish River and Centennial Trails.	\$18 Million

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
532	NW	Snohomish	Stanwood vicinity	SR 532-Camano Island to I-5 Corridor Improvements Increase traffic flow and enhance motorist safety traveling the SR 532 corridor from Camano Island to I-5. The project will improve several intersection choke points and improve and consolidate driveways.	2011		0	10.09	16,000 to 20,000 ADT. 8% truck traffic. 35-45 mph posted speed in urban/urbanizing area, 55 from MP 6 to 10.09. 3 signalized marked crossings. Pedestrian/bicycle crash history at 102nd and 72nd intersections.	Schools, commercial and residential along the corridor.	\$51.3 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										Install sidewalk, refuge islands, and pedestrian lighting from MP. 3.79 to 4.65. Install additional pedestrian lighting at intersections with 102nd and 72nd. Install share the road signs before bridges when shoulder width is less than 5' including: MP 3.38 and 4.97.	\$2 Million
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-5 SR 11	NW	Skagit	South of Bellingham	I-5/ SR 11 Interchange/ Josh Wilson Road Realignment Upgrade interchange design and realign Josh Wilson Rd to SR 11. Reduce congestion and accidents within the interchange and connecting streets. Project definition and schedule in development	2009	0.01	0.11	0.12	GIS data difficult to interpret for this location; lacks detail. No ADT, posted speed, attractors, trucks shown. No road alignment shown. Could be crossings in this project but cannot tell for sure. SR View reveals paved shoulders approx. 5 ft, rural area with no crossings or attractors.		\$10,000,000
				Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None					None	TBD	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EAMP	Existing Conditions	Within the Vicinity	Cost
	NW	Skagit	South of Bellingham	Chuckanut Park and Ride Development of Skagit Transit Authority (SKAT) Chuckanut Park and Ride. Project definition and schedule in development.	Not Given						4,000,000
			City	Locally Identified Need		Length	BMP	EAMP	Need Identified by Other Source	Recommendation	Est. Cost
										Include crossing improvements of major arterials adjacent to the Park and Ride. Include pedestrian lighting, refuge islands and designaged pedestrian walkways to and through the Park and Ride.	\$500,000

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EAMP	Existing Conditions	Within the Vicinity	Cost
11, 525, 900	NW	Skagit	Regionwide	SR 11, SR 525 and SR 900 Roadside Safety Improvement -- Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes.	2010						800,000
			City	Locally Identified Need		Length	BMP	EAMP	Need Identified by Other Source	Recommendation	Est. Cost
										In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EAMP	Existing Conditions	Within the Vicinity	Cost
20, 530	NW	Skagit	Regionwide	SR 20 and SR 530 Roadside Safety Improvement Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes.	2009						1,000,000
			City	Locally Identified Need		Length	BMP	EAMP	Need Identified by Other Source	Recommendation	Est. Cost
										In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EAMP	Existing Conditions	Within the Vicinity	Cost
20	NW	Skagit	South Of Anacortes	SR 20/ Sharpes Corner Vicinity - Interchange This project will reduce the risk of collisions and provide relief at the Sharps Corner and Fidalgo Bay Road intersections. Multiple options will be considered	2011		47.89		4 Lane separated highway. Commercial area. Signalized intersection. 20,000 ADT. 9% truck traffic. 55 mph posted speed.	Commercial development.	19,200,000
			City	Locally Identified Need		Length	BMP	EAMP	Need Identified by Other Source	Recommendation	Est. Cost
				SR 20 Trail from Burlington to March Point					Install ped crossing on 4th leg of intersection - SR 20 MP 51.92 (WSDOT)	Make contribution/match for locally identified trail need and ensure connections from the project to the trail are made. Install ped crossing at 51.92.	\$2,500,000 (total trail need) \$28,000 (ped crossing)

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EAMP	Existing Conditions	Within the Vicinity	Cost
92, 520, 530, 534	NW	Skagit	Regionwide	SR 92, SR 520, SR 530 and SR 534 Roadside Safety Improvement Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes.	2010						1,000,000
			City	Locally Identified Need		Length	BMP	EAMP	Need Identified by Other Source	Recommendation	Est. Cost
										In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
2	ER	Spokane	Spokane	US 2/Colbert Road Intersection Improvements Constructing either a roundabout or installing a new traffic signal at the intersection of US 2 and Colbert Road. This improvement will enhance safety by reducing the number of severe collisions at this intersection.	2009		299.86		Four lane separated highway. 55 mph posted speed. 20,000 ADT.	Area suburbanizing. Two schools in the Vic - Colbert Elementary and Faith Christian School.	\$1 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				Shared Use Path from Brighten Place to Colbert Elementary (Spokane County)					WSDOT identified the crossing of US 2 near MP 291.	In addition to locally identified need, install trail connection from Vic of project to Boston Rd. to make a safe connection from residential areas to schools across US 2. Also, include pedestrian and bicycle accomodation in roundabout design.	\$ 50,000.00
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
2	ER	Spokane	Spokane	US 2/North Glen-Elk Chattaroy Road Constructing either a roundabout or installing a new traffic signal at the intersection of US 2 and North Glen-Elk Chattaroy Road. This improvement will enhance safety by reducing the number of severe collisions at this intersection.	2009		302.3		Four lane separated highway. 55 mph posted speed. 20,000 ADT.	Area suburbanizing. Two schools in the Vic - Colbert Elementary and Faith Christian School.	\$1 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				Shared Use Path from Brighten Place to Colbert Elementary (Spokane County)						In addition to locally identified need, install trail connection from Vic of project to Boston Rd. to make a safe connection from residential areas to schools across US 2. Also, include pedestrian and bicycle accomodation in roundabout design.	\$50,000

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
290	ER	Spokane	Spokane	SR 290/Spokane River Replace the existing bridge with a new bridge designed to current standards	2014		0.82	0.92	8,000 to 12,000 ADT. 9% truck traffic.	Mixed use commercial area.	\$34 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
			Spokane							Include 6' sidewalks and 5' bike lane on both sides. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	No additional within project cost
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
	ER	Spokane	Spokane	Park Road BNSF Grade Separation Project Construct a railroad bridge and lower the grade of Park Road. This project will separate the rail line and the roadway increasing motorist safety and increase freight mobility at this location	2016		Near MP 1.44 of SR 290			Downtown Spokane. Pedestrian involved crash in the Vic.	\$5 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
			Spokane							Include 6' sidewalks and 5' bike lane on both sides of Park Road. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	No additional within project cost
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
	ER	Spokane		Havana Street / BNSF Separation Project Constructing a bridge over the Burlington Northern Santa Fe railroad tracks to allow a more efficient utilization of Havana Street and provide a relief to both Freya and Fancher Streets	2013		Near MP 3.2 of SR 290			Downtown Spokane. Pedestrian involved crash in the Vic.	\$4 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
										Include 6' sidewalks and 5' bike lane on both sides of Park Road. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	No additional within project cost
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
395	ER	Spokane	Spokane	North Spokane Corridor This project advances preliminary design and purchases of Right of Way for the new North Spokane Corridor on US 395. Individual sections of the corridor will be designed and constructed under separate projects.			0	10.28	Downtown area with mixed use commercial and residential; some suburban development on north end. 12 Schools within 1/4 mile of the proposed corridor.	New highway through downtown Spokane about 2 miles east of and running parallel to US 2.	\$152 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
							0	10.28	Shared use path along the corridor (WSDOT Eastern Region) - \$10 Million	To improve traffic circulation, increase pedestrian and bicycle safety and mobility, and promote compact, efficient development make local street connections that improve the grid system in place of a new highway through Spokane. See Map C.3-1, Report C and following discussion	\$0

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
21, 25, 395	ER	Stevens/Ferry		State Highways in North Stevens and Ferry Counties - Roadside Safety Improvements Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on SR 21, 25 and 395.	2009						\$900,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				4th Ave and US 395 Path from Oak St. to SR 25 (Kettle Falls), US 395 Sidewalk Improvements from Meyers (Kettle Falls), US 395 West Pedestrian Crossing at Juniper (Kettle Falls), US 395 Pedestrian Crossing near E. City Limits (Kettle Falls)						Where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure 4 feet of useable shoulder remains between rumble strip and outside edge of shoulder. If guardrail or barrier is present, use 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	\$10,000 for signage; \$433,000 (Kettle Falls);
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 4, SR 401		Wahkiakum	Naselle vicinity	SR 4 and SR 401 Roadside Safety Improvements Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on SR 4 and 401	2009		31.9			Grays River School and High School located at SR 401/4. Residential development in the area.	\$700,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
			Naselle vicinity	Naselle Pathway - Applied for Safe Routes to Schools Funding in 2006			N/A	N/A	SR 401 Share the Road signs at bridge locations where sholder narrows including MPs: 11.37, 11.59 SR 4/401 Intersection construct sidewalks on SR 401 from MP 12 to 12.13. Improve intersection by adding sidewalks, lighting and pedestrian refuge island.	At a minimum, provide match for local trail project, install Share the Road signs, sidewalk, intersection improvements, lighting and pedestrian refuge	\$3 Million
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
US 12, SR 124	SC	Walla Walla	Pasco	US 12/SR 124 Burbank Interchange Construct a new interchange to reduce the number of collisions at this site.	2009	2.54	291.14	293.68	Pedestrian crash history in the vicinity. Four-lane highway. Two grade-separated intersections. No signalized or marked crossings. Paved shoulders 4 ft except on Snake River Bridge; narrow to 1-2 ft. 6355 - 9600 ADT. Trucks 16%	One park close to US 12. Three schools within 1/2 mile of SR 12.	\$20 Million
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None			N/A	N/A	None	Contribute to area trail connection to schools. Maintain 4 ft shoulder on all interchange facilities.	Trail \$500,000

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-5	NW	Whatcom	Bellingham	I-5/36th Street Vicinity to SR 542 Vicinity Extend I-5 on and off ramps for the Lakeway Drive, Iowa Street, and SR 542 Interchanges to reduce the risk of collisions along this section of I-5. Including the widening of shoulders, bridges, and construction of retaining walls where needed.	2010	3.1	252.32	255.42	At I-5, SR 542 has sidewalks, and three crossings within 1/4 mi. of interstate. One striped, two are striped and signalized. ADT on SR 542 8000 - 15,000. Trucks 9%. Posted speed 35 mph.	Pedestrian crash history on SR 542/Sunset Drive in the vicinity. Two elementary schools, Parkview and Sunnyland, parks and retail in corridor of both I-5 and SR 542.	\$4.7 mill
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None			N/A	N/A	None	All pedestrian facilities should be maintained on new on- and off-ramps, and brought up to ADA compliance. Any local streets crossing I-5 should remain pedestrian accessible. Contributions/match for local trail projects should be considered.	\$700,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 542	NW	Whatcom	Nugents Corner	SR 542/Everson Goshen Rd Vicinity to SR 9 Vicinity - Passing Shoulder Construct safety improvements along the corridor, including shoulder and intersection improvements, to reduce collisions	2010	5.0 mi	4.8	10	Two lane road, paved shoulders 6 - 10 ft. Seven crossings, none striped or signalized. 4000 - 5500 ADT. Trucks 10%. Posted speed 55 MPH.	Pedestrian crash history at Sand Rd. Elem. School one-half mile off corridor. Low density residential, suburbanizing. Suburban commercial at MP 7.13.	\$5,400,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None			N/A	N/A	None	Pedestrian lighting and refuge island at MP 7.13 Sand Rd.	\$200,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-5	NW	Whatcom	Bellingham	I-5/Chuckanut Creek Vicinity Upgrade stormwater treatment facility to current standards to improve the water quality that is discharging into Chuckanut Creek.	2009	3	247.06	250.06	Four-lane freeway section. No crossings or intersections within project boundaries. 21,000 ADT. Trucks 9%. Posted speed 60 mph.	Two parks at least .10 mile outside corridor. No other attractors.	\$900,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None			N/A	N/A	None	None.	No additional
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-5	NW	Whatcom	Blaine	I-5/Dakota Creek Vicinity Construct stormwater treatment facility to current standards to improve the water quality that is discharging into Dakota Creek	2009	0.22	273.99	274.21	Four-lane freeway section. No crossings or intersections within project boundaries. 8,000 ADT. Trucks 11%. Posted speed 70 mph.		\$700,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None			N/A	N/A	None	None.	No additional
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-5	NW	Whatcom	Bellingham	I-5/Padden Creek Vicinity Upgrade stormwater treatment facility to current standards to improve the water quality that is discharging into Padden Creek.	2009	0.3	250.36	250.66	Four-lane freeway section. No crossings or intersections within project boundaries. 21,000 ADT. Trucks 9%. Posted speed 60 mph.		\$400,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None			N/A	N/A	None	None.	No additional

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Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-5	NW	Whatcom	Bellingham	I-5/Squalicum Creek Vicinity Construct stormwater treatment facility to current standards to improve the water quality that is discharging into Squalicum Creek.	2009	0.37	255.11	255.48	Four-lane freeway section. Grade-separated intersection w/SR 542, which has sidewalk.. 29,000 - 38,000 ADT. Trucks 9%. Posted speed 60 mph.	Light commercial within corridor.	\$400,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None			N/A	N/A	None	None.	No additional
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-5	NW	Whatcom	East of Deming	Nooksack / SR 542 This project will address numerous repetitive damage locations along the Nooksack River and its tributaries on SR 542. Improvements will use a combination of road relocations and re-directing the river to prevent further erosion.	2009	34.97	22	56.97	Two lane road. 31 crossings, none striped or signalized. Paved shoulders 1 - 3 ft. Eastern half of route 200 - 350 ADT; western half 950 - 2100 ADT. Trucks 6 - 10%. Posted speed 25 - 50 MPH.	Maple Falls Elementary School at MP 25.84 Silver Lake Rd. Campgrounds and service center on corridor; campgrounds off corridor.	\$13,400,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None			N/A	N/A	Rural Center from MP. 25.68 to 25.87, including school crossing on walk route to local elementary. Pedestrian lighting, refuge islands and sidewalk needed.	None.	\$500,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
SR 823	SC	Yakima	Selah vicinity	Wenas Corridor/SR 823 Improvements New alignment of SR 823 from Naches Ave. to 5th Ave. New road will be four lanes with sidewalks, new signals and illumination. New signals along SR 823 at Fremont Ave., Naches Ave. and North Park Drive. Also reconstructs Railroad Avenue linking it to SR 823. Project definition and schedule in development	not given	1.07	1.93	3	Four lanes, with .10 mi. section of two lanes. No shoulder or bike lane. Sidewalks. 14 crossings; 4 striped, 2 striped and signalized. 5200 - 12,500 ADT. Trucks 6%. Posted speed 25 - 30 MPH.	Residential along most of corridor, with retail. Many schools 1/4 mi. off corridor.	\$7,300,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None			N/A	N/A	Missing sidewalk connection between 2.38 and 3.00. Pedestrian lighting and refuge islands at crossing locations MP 2.36 and 2.54.	Complete missing sidewalk connection, install lighting and refuge islands at MP 2.36 and 2.54. Sections of corridor with 5200 ADT do not require four lanes; in this section use two vehicle lanes, center turn, leaving a paved shoulder for accommodating bikes.	\$500,000
Hwy #	Region	County	City	TPA Description	Year	Length	BMP	EMP	Existing Conditions	Within the Vicinity	Cost
I-82	SC	Yakima	Yakima vicinity	I-82/Valley Mall Blvd Interchange Improvements Reconfigure the Valley Mall Blvd interchange to relieve congestion and improve traffic flow and reduce collisions.	2009	0.6	35.97	36.57	Four lane freeway section. One grade-separated intersection. 13,000 - 19,000 ADT. Trucks 14%. 60 MPH.	WSDOT office .10 mile off corridor. Commercial area.	\$24,600,000
			City	Locally Identified Need		Length	BMP	EMP	Need Identified by Other Source	Recommendation	Est. Cost
				None			N/A	N/A	WSDOT designing round about at this location.	Ensure that pedestrian and bicycle accomodation is incorporated into interchange design.	\$1 Million