
2009 Concurrency Report

A Report On The Level Of Service (LOS) Of The County's Arterial Road Network

This report updates the report dated April 2008.

Prepared by Snohomish County Department of Public Works
Transportation and Environmental Services Division

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Executive Summary

The 2009 concurrency report summarizes the level-of-service (LOS) of Snohomish County's arterial road system and the strategies by the Department of Public Works to remedy LOS deficiencies. This report covers the period from March 2008 (the date of publication of the previous report) through April 2009.

Concurrency Management System

A review of Snohomish County's concurrency management system is available on the County's web site. The web site includes the full 2009 concurrency report, previous concurrency reports, and many other documents related to the County's traffic mitigation and concurrency regulations. (The site is called the '30.66B' site because Chapter 30.66B is the County's traffic mitigation and concurrency ordinance.) The path and internet address starts at the Snohomish County home page and follows the DPW organizational chart as follows:

http://www1.co.snohomish.wa.us/Departments/Public_Works/Divisions/TES/ProgramPlanning/3066B/

Arterial Units in Arrears (AUIA)

Snohomish County Code defines arterial unit in arrears (AUIA) as any arterial unit operating (or within six years forecast to operate) below the adopted LOS standard (LOS F in urban or LOS D in rural), unless a financial commitment is in place for improvements (or strategies) to remedy the deficiency within six years. Any new development that adds three or more directional peak-hour trips to an AUIA cannot be deemed concurrent and cannot be approved. There are currently four arterial units in arrears that are summarized below. The four arterial units in arrears are located along three major corridors that either have large volumes of projected traffic (pipeline) within the next six years or are impacted by intersecting State routes. The three corridors are:

- 1) 20th Street SE that has large pipeline volumes and is also impacted by its intersection with SR 204 and SR 2;
- 2) Airport Way/Marsh Road that are impacted by their intersection with SR 9, and;

- 3) Seattle Hill Road/35th Avenue SE which is impacted by large pipeline volumes due to development along the corridor and northward and their intersection with SR 96 and SR 524. Projects to alleviate the congestion along these corridors are detailed below.

Arterial Units at Ultimate Capacity

SCC 30.66B.110(1) states, "When the County Council determines that excessive expenditure of public funds is not warranted for the purpose of maintaining adopted LOS standards on an arterial unit (AU), the County Council may designate, by motion, such arterial unit as being at ultimate capacity. Improvements needed to address operational and safety issues must be identified in conjunction with such ultimate capacity designation." The County currently has three arterial units at ultimate capacity. Snohomish-Woodinville Road, (AU#211), in TSA E was designated at Ultimate Capacity in 1997. 164th Street SE/SW, (AU#218), east of Interstate 5 and 164th Street SW, (AU#219), west of Interstate 5, both located in TSA D, were designated at Ultimate Capacity in December 2007.

Arterial Units at Risk of Falling into Arrears (Operational Analysis (OA) at Risk)

Snohomish County's Department of Public Works (DPW) uses a four-tiered approach to monitoring the level of service on the road system. A critical tier of monitoring LOS is Operational Analysis because it monitors arterials that have a poor LOS (a LOS E or worse in the urban area or LOS C or worse in the rural area). For arterial units meeting these criteria, DPW monitors the units with travel time and delay studies conducted on an annual basis. Not all arterials monitored for operational analysis are considered at risk. Arterial units that are close to being deficient (i.e., 1-2 mph above LOS F urban or LOS D rural) are considered to be at risk of falling into arrears. There are currently seventeen arterials at risk of falling into arrears that are summarized below.

Four (4) Arterial Units are in Arrears

1. 20th Street SE from US 2 Westbound trestle entrance to SR 9 (AU#238)
2. Airport Way from SR 9 to 99th Avenue SE (AU#353)
3. Marsh Road from Lowell Larimer Road to SR 9 (AU#198)
4. Seattle Hill Road from 35th Avenue SE to SR 96 (AU#202)

Three (3) Arterial Units at Ultimate Capacity

1. 164th Street SE/SW from I-5 NB Ramps to Mill Creek City Limits (AU#218)
2. 164th Street SW from Lynnwood City Limits to I-5 SB Ramps (AU#219)
3. Snohomish-Woodinville Road from King Co. Line to SR 522 (AU#211)

Three (3) Arterial Unit are No Longer in Arrears

1. 35th Avenue SE from 168th Street SE to Seattle Hill Road (AU#204)
- 2 / 3. York Road/35th Avenue SE from Grannis Road to SR 524 (AU#337/AU#420)

Seventeen (17) Arterial Units are at Risk of Falling into Arrears

1. 4th Avenue W from 112th Street SW to Everett City Limits (AU#352)
2. 4th Avenue W from 128th Street SW to 112th Street SW (AU#229)
3. 20th Street SE from SR 9 to South Lake Stevens Road (AU#316)

4. 35th Avenue SE from 168th Street SE to Seattle Hill Road (AU#204)
- 5 / 6. 35th Avenue SE from Grannis Road to 168th Street SE (AU#207 & AU#336)
7. Airport Road /128th Street SW from SR 99 to I-5 (AU#228)
8. Airport Way from 99th Avenue SE to Snohomish City Limits (AU#235)
9. Bunk Foss/Ritchey Roads from SR 9 to South Machias Road (AU#256)
10. Gibson Road from SR 99 to 128th Street SW (AU#293)
11. Lincoln Way from Beverly Park Road to Admiralty Way (AU#453)
12. Meadow Road from 164th Street SW to 148th Street SW (AU#454)
13. Meridian Avenue S from Meadow Place SW to SR 96 (AU#298)
14. Poplar Way from Lynnwood City Limits to Brier City Limits (AU#278)
15. Springhetti Road from Broadway Avenue to Airport Way (AU#445)
- 16 / 17. York Road/35th Ave. SE from SR 524 to Grannis Road (AU#337 & AU#420)

Table 1: Summary of Level-of-Service (LOS) Status

Below is the annual summary of the current and past LOS status of arterial units:

	'01	'02	'03	'04	'05	'06	'07	'08	'09	% of Total ('09)
LOS above screening level ^a	185	225	261	258	255	252	250	251	259	86%
LOS below screening level ^a	<u>60</u>	<u>42</u>	<u>34</u>	<u>37</u>	<u>340</u>	<u>64</u>	<u>53</u>	<u>50</u>	<u>42</u>	<u>14%</u>
Total number of arterial units	245	267	295	295	295	316	303	301	301	100%
Breakout of arterial units below the screening level:										
Monitoring level	18	20	10	10	18	25	23	19	10 ^b	3.3%
Operational analysis level	33	15	17	21	14	30	22	21 ^d	25 ^c	8.4%
Arterial units in arrears	8	6	6	5	7	8	7	7 ^e	4	1.3%
Arterials at Ultimate Capacity	1	1	1	1	1	1	1	1	3	1.0%
Total below screening level	60	42	34	34	40	64	53	50	42	14%

^a See *Review of Concurrency Management System* described above for an explanation of the various 'tiers' of the concurrency management system. In simple terms, arterial units above the screening level are those clearly passing the LOS test. Below the screening level, as congestion increases, the level of analysis typically goes from monitoring to operational analysis which determines if the arterial unit is in arrears.

^b One of these arterial units has two numbers (209 and 332) because it is on the border between transportation service areas (TSAs) and thus counts as two arterial units.

^c Two of these arterial units have two numbers (337 and 420) and (336 and 207) because they are on the border between transportation service areas (TSAs) and thus each counts as two arterial units.

^d Two of these arterial units have two numbers (336/207 and 209/332) because they are on the border between transportation service areas (TSAs) and thus each counts as two arterial units.

^e One of these arterial units has two numbers (337 and 420) because it is on the border between transportation service areas (TSAs) and thus counts as two arterial units.

2009 Concurrency Report

The 2009 concurrency report summarizes the level-of-service (LOS) of Snohomish County's arterial road system and the strategies by the Department of Public Works to remedy LOS deficiencies. This report covers the period from March 2008 (the date of publication of the previous report) to April 2009.

List of Acronyms Used in This Report

ALOSI	Arterial LOS Improvement
AU	Arterial Unit
AUIA	Arterial Unit in Arrears
DPW	Snohomish County Department of Public Works
IRC	Inadequate Road Condition
LOS	Level of Service
SR	State Route (state highway)
TSA	Transportation Service Area
WSDOT	Washington State Department of Transportation
TIP	Snohomish County's six-year transportation improvement program. The current TIP was adopted on November 24, 2008 for the years 2009-2014.

Arterial Units in Arrears

Overview of Concurrency

The concurrency requirements of Snohomish County Code (Chapter 30.66B) require that for every development application, the County determines whether or not capacity exists (and will likely exist within six years) when the development adds its new trips to the road system. This concurrency determination includes two important considerations:

- 1) An estimate of existing traffic volumes and all new traffic that will be added to the road system from developments that have been deemed concurrent, and;
- 2) The additional capacity that will be provided on the road system by any improvements which will be constructed and open to the public within the next six years.

20th Street SE from US 2 Westbound Trestle Entrance to SR 9 (AU#238)

Effective November 8, 2004, 20th Street SE from the US 2 westbound trestle entrance to SR 9 (AU#238) was determined to be in arrears based on projections of future LOS. The history of this arterial unit is closely related to the conditions on arterial units AU#316 and AU#238 farther to the east along the 20th Street SE corridor. When arterial units AU#316 and AU#238 were taken out of arrears in 2003, significant numbers of new development applications for the Cavalero Hill area were submitted, resulting in the addition of significant numbers of new trips in the pipeline. All of these new vehicular trips have been added to the pipeline of traffic to be considered when forecasting LOS.

Analysis considering all additional pipeline trips and all of the capacity improvements that are currently fully-funded for construction and will be constructed within six years, determined the average AM peak hour travel speed on 20th Street SE from SR 9 to the US 2 westbound trestle

entrance is forecast to be 8.3 mph, which is below the 13 mph standard needed to meet concurrency requirements.

This arterial unit is treated as three separate sections in the County's adopted 2009-2014 Transportation Improvement Program (TIP) as follows from east to west:

- TIP# E.27.01, 99th Avenue SE to 91st Avenue SE (fully funded)(overlaps AU#238 and AU#316). Widen 20 ST SE to 5 lanes with curb, gutter and sidewalks. Install new signals at 91 Ave SE and 99 Ave SE and upgrade the existing signal at SR 9.
- TIP# E.27.04, 91st Avenue SE to Cavalero Road (fully funded). Widen to 5 lane section with 2 way left turn lanes, bicycle lanes, curb, gutter and sidewalk. Provide signals at 79th, 83rd and Cavalero Road.
- TIP# E.27.05, Cavalero Road to SR 204/US 2 (fully funded). Widen to 4 lane section with 12' wide multiuse path on south side and sidewalk on north side.

Improvements to all three sections of this arterial unit have been fully funded. TIP# E.27.01, 99th Avenue SE to 91st Avenue SE is under construction with completion programmed for 2011. TIP# E.27.04, 91st Avenue SE to Cavalero Road is programmed for start of construction in 2011 and completion in 2014. TIP# E.27.05, Cavalero Road to SR 204/US 2, is programmed for start of construction in 2011 with completion in 2014.

The arterial unit is fully-funded for physical improvements, but additional funding for full implementation of TDM measures that would remedy the LOS deficiency within six years is still needed to take this AU out of arrears.

The scope of the improvements include widening the road section to five lanes, with two travel lanes and a bicycle lane in each direction, a raised planted center median with two-way left-turn lanes at signalized intersections, and full urban improvements (curb, gutter, sidewalk, and enclosed drainage). The improvements will also include the north westbound travel lane being designated as a high-occupancy vehicle (HOV) lane in the AM peak hour, which would allow persons in buses, vanpools, and carpools to achieve higher average travel speeds by bypassing all or part of the queue that backs up from the merge.

Note: There is one more issue with respect to 20th Street SE. Even once all of the planned improvements on 20th Street SE are completed, it is not clear they will actually create enough additional capacity to allow the County to lift the AU1A designation. The main operational constraint for this arterial unit is the westbound direction at the merging of 20th Street SE with SR 204 and the entrance to the US 2 Trestle. Currently, the capacity of the US 2 Trestle, and the merge conditions from westbound US 2 to I-5 also constrain operations in this corridor, but the extension of HOV lanes on I-5 north to the interchange with US 2 have helped to diminish this constraint.

The County has engaged in talks with WSDOT about a joint study to determine possible short-term improvements to the 20th Street SE/ SR 204 merge. At this time the study, TIP#E.27.07, is programmed for 2011 with some anticipation that it may be placed on hold if state funding is not provided.

Airport Way from SR 9 to 99th Avenue SE (AU#353)

This unit was declared "in arrears" on December 8, 2000. Airport Way is a rural arterial that carries urban traffic volumes and is thus considered an urban arterial unit with an adopted standard of LOS E (13 mph). Both Marsh Road and Airport Way are impacted by delay due to the signal at SR 9. Traffic congestion is further compounded by traffic at

the stop-controlled intersection of Springhetti Road and Airport Way and its close proximity to SR 9. Based on travel time studies conducted in 2000, 2001, 2002, and 2007, the westbound LOS is consistently LOS F.

In 2005 DPW, in coordination with WSDOT, completed a feasibility study that identified specific improvements for the Airport Way/Marsh Road/SR 9 intersection. The study included the use of a traffic simulation model to determine which improvements would effectively improve operating conditions and travel times. Currently, WSDOT is the lead agency for all of the improvements at this location.

The final improvements include additional lanes on all approaches to these intersections and relocating the intersection of Springhetti Road and Airport Way to the east. The new Springhetti Road and Airport Way intersection will be a 3 way stop with Airport Road westbound (towards SR 9) having a free right turn lane to help the AM peak hour traffic to flow with minimum disturbance or hindrance. The WSDOT web site project information page indicates construction on these improvements has started and will end in 2010. Funding of 53.4 million is from the 2003 and 2005 Gas Tax and existing state funds. The project manager is John Chi.

County TIP project TIP# E.38.03 provides for widening of Airport Way from SR 9 to Bridge #1 at the Snohomish city limits. The project is not yet fully funded. The TIP shows preliminary engineering and right-of-way acquisition for the years 2011-2013. The plan shows two lanes with rural standards for the section from SR 9 to 99th Avenue SE and three lanes with urban standards and bike lanes from 99th Avenue SE to the Snohomish City Limits.

Marsh Road from Lowell Larimer Road to SR 9 (AU#198)

This unit was declared "in arrears" on June 18, 2004. Marsh Road is a rural arterial that carries urban traffic volumes and is thus considered an urban arterial unit with an adopted standard of LOS E (13 mph). There were no improvements programmed or fully-funded to remedy the LOS deficiency. Therefore, DPW determined that Marsh Road was to be placed in arrears.

The PM eastbound direction of travel for Marsh Road has a history of operating at a deficient LOS. Since June of 2000, travel time studies on this arterial unit have consistently been recorded below the adopted standard for an urban arterial. However, there were two programmed and funded projects that were expected to provide operational relief to Marsh Road. The first was the reopening of Lowell-Snohomish River Road between Everett and Snohomish. The second was the widening to five lanes and extension of 134th PI SE/Cathcart Way from Seattle Hill Road to SR 9.

Lowell-Snohomish River Road reopened in January 2002. Cathcart Way was opened in May 2003. By the spring of 2004 travel patterns using the two new routes had stabilized, but the expected diversion of traffic and the anticipated improvement in travel time on Marsh Road was not as great as anticipated. Travel time studies performed in 2006 determined that the arterial unit was operating at LOS F with an average speed of 8.53 mph for eastbound travel in the PM peak hour.

It is likely there will be improvements to the LOS on this arterial unit from the WSDOT improvements currently under construction at the intersection of SR 9 and Marsh Road which were described under Airport Way (AU#353) above.

In addition, the County completed a feasibility study identifying improvements to the two intersections at the west end of Marsh Road (where Marsh Road intersects with Lowell Larimer Road and with Seattle Hill Road within several hundred feet of one another). The study indicated that all of the arterials operated with an acceptable LOS in 2006 and that only Seattle Hill Road from SR 96 to Lowell Larimer Road operated at a deficient LOS in 2025. Based on this study, there are no additional plans for these intersections until the State improvements have occurred at the intersection of SR 9 and Marsh Road/Airport Road.

A potential future issue may be a suite of thirteen plats that are planned along Lowell-Larimer Road, east of Marsh Road, which may adversely affect the intersection of Marsh Road and Seattle Hill Road. Seven of these plats were approved by the Hearing Examiner on October 31, 2008, with concurrence from the Council with through access from Lowell-Larimer Road allowed to connect through to the Highlands subdivision located to the south. An additional connection is proposed within three other plats to the east that would connect Lowell-Larimer Road to 71st. These connections should help with dispersing traffic which may be added to the intersection of Marsh Road and Seattle Hill Road, which could affect the LOS.

Seattle Hill Road from 35th Avenue SE to SR 96 (AU#202)

This unit was determined to be in arrears on August 25, 2005. This urban minor arterial provides access and circulation to the rapidly growing commercial and residential areas of the East Mill Creek UGA, Silver Firs and Snohomish Cascade neighborhoods.

Under current conditions, this arterial unit has a southbound AM average travel speed of about 21 mph, which results in an acceptable LOS and a northbound PM average travel speeds of about 12 mph, which results in an unacceptable LOS F. The threshold for a acceptable LOS is "E" represented by a travel speed of 13 mph or faster for this type of roadway. The northbound leg of the intersection of Seattle Hill Road and SR 96 in the PM is the cause of this arterial unit being in arrears. The County is currently working with WSDOT to determine solutions to the intersection that would allow this unit to be taken out of arrears.

The 2009 – 2014 TIP (TIP# E.28.04) has one project fully funded to complete improvements at the intersection of 35th Ave. SE and Seattle Hill Road. The improvements are a 100-foot northbound right turn pocket at the intersection of 132nd Street SE and Seattle Hill Road and a 250-foot westbound right turn pocket, together with signalization improvements, curb, gutter and sidewalks. Construction of these improvements has started and is anticipated to be completed in 2009. After completion of these improvements the County will perform a travel time study to determine if this arterial unit can be taken out of arrears.

The County is currently engaged in a traffic corridor study along Seattle Hill Road and 35th Avenue SE to determine if the arterial unit can be taken out of arrears. The programmed County improvements at the intersection of Seattle Hill Road and 35th Avenue SE (TIP# E.28.04) are planned to be constructed in 2009.

Arterial Units at Ultimate Capacity

SCC 30.66B.110(1) states, "When the county council determines that excessive expenditure of public funds is not warranted for the purpose of maintaining adopted LOS standards on an arterial unit, the county council may designate, by motion, such an arterial unit as being at ultimate capacity. Improvements needed to address operational and safety issues must be identified in conjunction with such ultimate capacity designation." The County currently has three arterial units at ultimate capacity:

- Snohomish-Woodinville Road in TSA E (AU#211) was designated at Ultimate Capacity in 1997.
- 164th Street SE/SW east of Interstate 5 located in TSA D (AU#218), was designated at Ultimate Capacity in December 2007.
- 164th Street SW west of Interstate 5 located in TSA D (AU#219), was designated at Ultimate Capacity in December 2007.

Arterial Units No Longer in Arrears

35th Avenue SE from 168th Street SE to Seattle Hill Road (AU#204)

Effective November 25, 2005, Arterial Unit #204, 35th Avenue SE from 168th Street SE to Seattle Hill Road was determined to be in arrears. This urban minor arterial provides access and circulation to the rapidly growing commercial and residential areas of the East Mill Creek UGA, Silver Firs and Snohomish Cascade neighborhoods. With 2005 data and the addition of pipeline traffic, the future northbound PM travel speeds on 35th Avenue SE would be reduced to approximately 8 mph. Since improvements by DPW to remedy the LOS deficiency were not funded at the time, the arterial unit was determined to be in arrears.

The remedy for the deficient LOS in the northbound PM movement was the extension of the northbound right turn pocket from 105 feet to its maximum feasible length (425 feet) at the intersection of 35th Avenue SE and Seattle Hill Road. Several developers coordinated design and construction of the extension of the northbound right turn pocket as part of the approval for their developments. These improvements resulted in a forecast future northbound travel speed on the arterial unit of just over the threshold 13 mph in the PM peak hour. In addition to the developer-constructed improvements, the County has programmed other improvements at this intersection in the adopted TIP (TIP# E.28.04). The programmed County improvements are fully funded and are planned to be constructed in 2009.

On November 24, 2008 this arterial unit was taken out of arrears. The extension of the northbound right turn pocket from 105 feet to its maximum feasible length (425 feet) at the intersection of 35th Avenue SE and Seattle Hill Road, has been completed and under current conditions, this arterial unit has an acceptable LOS with northbound average travel speeds in the PM peak hour of approximately 24 mph. The threshold for an acceptable LOS is "E" which represents a travel speed of 13 mph or faster for this type of roadway.

York Road/35th Avenue SE from SR 524 to Grannis Road (AU#337 and AU#420)

This arterial unit went into arrears in December of 2006 after the arterial unit was projected to have an average travel speed of less than 13 miles per hour (the LOS E threshold for this classification of urban arterial). The LOS declined because of two reasons, the first being the large number of developments in the area that have been deemed concurrent and were “in the pipeline”, meaning that the forecast of future LOS included the trips that will be added to the arterial unit when those developments are occupied. The second was due to increased traffic that diverted to this AU to bypass a construction project on SR 9 to the east. In May 2006 this arterial unit was operating at LOS E in the most congested peak hour and direction which is southbound in the AM with a measured average travel speed of 15.3 mph. The arterial unit was determined to be in arrears based on the latest forecast travel speed of 10.1 mph. The primary operational constraint is the intersection of York Road with SR 524 and the close proximity of this intersection with the immediate intersection to the north (York Road and Jewell Road). The AU was taken out of arrears in October of 2008 based on the LOS improving because the construction project on SR 9 was completed and the diverted bypass traffic was significantly reduced.

Arterial Units at Risk of Falling into Arrears

Overview of At Risk of Falling Into Arrears

An arterial unit that consistently operates at or approaches the LOS standard (i.e., 1-2 mph above LOS F/urban or LOS D/rural) can be described as “at risk of falling into arrears.” This is not a formal designation. The designation is based on the professional judgment of the County Traffic Engineer and is intended mainly as information for the concurrency reports.

Snohomish County’s Department of Public Works (DPW) uses a four-tiered approach to determining the level of service on the road system, screening, monitoring, operation analysis and future LOS analysis. A critical tier of monitoring LOS is operational analysis because it monitors arterials that have a poor LOS (a LOS E or worse in the urban area or LOS C or worse in the rural area). For arterial units meeting these criteria, DPW monitors the units with travel time and delay studies conducted on an annual basis. Not all arterials classified as operational analysis are considered at risk. Arterial units that are close to being deficient (i.e., 1-2 mph above LOS F urban or LOS D rural) are considered to be at risk of falling into arrears. There are currently seventeen arterials at risk of falling into arrears that are summarized below.

4th Avenue W from 112th Street SW to Everett City Limits (AU#352)

A travel time study conducted by DPW indicates this arterial unit will operate, in the current and forecast condition, at a deficient LOS E in the PM northbound movement. The Transportation Element identifies needed widening of this arterial unit from three lanes to five lanes with bicycle lanes and urban standards. The adopted 2009-2014 Transportation Improvement Program (TIP E.39.02) includes improvements to the intersection of 108th Street SW and 4th Avenue W.

4th Avenue W from 128th Street SW to 112th Street SW (AU#229)

A travel time study conducted by DPW indicates this arterial unit will operate, in the current and forecast condition, at a deficient LOS E in the AM and PM southbound movement. The

predominant cause for the reduced LOS is the intersection of 4th Avenue W with 128th Street SW. The current improvements along this segment of 4th Avenue W are a 5-lane urban road section with bicycle lanes and urban standards on both sides. There are no additional improvements anticipated along this arterial. However, minor channelization and signal optimization may be possible for the north leg of the intersection at 128th Street SW and 4th Avenue W.

20th Street SE from SR 9 to S Lake Stevens Road (AU#316)

This arterial unit was taken out of arrears on August 16, 2006 based on major widening proposed in the 6-year TIP and State funding for improvements along SR 9. The improvements are fully funded and construction is underway. Improvements include widening 20th Street SE to a 5-lane road section with bicycle lanes and urban standards. These improvements are programmed to be completed in 2011. This arterial unit is treated as two separate sections in the County's TIP as follows from east to west:

- TIP# E.27.02, 99th Avenue SE to S Lake Stevens Road
- TIP# E.27.01, 99th Avenue SE to 91st Avenue SE (which includes SR 9 to 91st Avenue SE)

35th Ave SE from 168th St SE to Seattle Hill Road (AU#204)

On November 25, 2005, 35th Avenue SE between 168th Street SE and Seattle Hill Road (AU# 204) was determined to be in arrears. At that time the PM, peak hour, northbound, travel speed was expected to fall to 8 mph with the addition of pipeline traffic. An average travel speed of 13 mph or greater is necessary to maintain LOS "E" for this classification of arterial. Increasing the length of the northbound right turn drop lane from 75 feet to approximately 450 feet was expected to increase the deficient travel speed just above 13 mph. Several developments in the Seattle Hill Road/35th Avenue SE corridor received conditional concurrency and were required to construct this improvement. As a result, the lengthening of the right turn drop lane has been completed by the development community.

In addition, because of rapid development in this area of the county, the county retained the consulting firm of HNTB to perform a VISSIM analysis of the Seattle Hill Road/35th Avenue SE/York Road/39th Avenue SE corridor for existing and pipeline conditions. Included in the pipeline analysis were programmed and funded improvements for the corridor. One of the projects in the pipeline analysis is the improvement of the intersection of 35th Avenue SE and Seattle Hill Road to include right turn drop lanes for all four approaches to the intersection. The results of the VISSIM analysis show that AU 204 is now projected to operate with a travel speed of 23-24 mph for the northbound PM peak hour under pipeline conditions.

Arterial Unit 204, 35th Avenue SE between 168th Street SE and Seattle Hill Road was removed from arrears status on November 24, 2008 based on the following:

- Arterial Unit 204 currently operates at an acceptable level-of-service, approximately 18 mph for the northbound, PM, peak hour movement.
- The extension of the northbound right turn drop lane at the intersection of 35th Avenue SE and Seattle Hill Road has been completed and is projected to result in an acceptable travel speed (just over 13 mph) for the critical movement under pipeline conditions.
- Additional programmed and funded improvements for the intersection of 35th Avenue SE and Seattle Hill Road are projected to result in average travel speeds of 23-24 mph, or LOS "C", for this arterial unit under pipeline conditions.
- The pipeline conditions are supported by a VISSIM analysis performed by HNTB.

35th Avenue SE from Grannis Road to 168th Street SE (AU#207 and AU#336)

This arterial unit originally went into arrears in June of 2003 after the arterial unit was projected to have an average travel speed of less than 13 miles per hour (the LOS E threshold for this classification of urban arterial). The reason for the decline in LOS was the large number of developments in the area that have been deemed concurrent and were in the pipeline. It was determined that adding northbound and southbound turning lanes on 35th Avenue SE at 180th Street SE would remedy the projected LOS deficiency. At the time, there were no scheduled improvements in the 6-year TIP.

Nevertheless, subdivision applications submitted after the date in which the arterial unit went into arrears were granted concurrency on the condition that they construct the turning lanes needed to maintain LOS. Conditional concurrency imposes conditions on a development such that new trips cannot be added to the road system until improvements to remedy the LOS deficiency are completed. Thus, these developments would not be allowed to get building permits until the improvements were under contract and would not be able to get a final inspection on homes until the project was complete.

One of the developers with conditional concurrency prepared plans and specifications, and completed construction of the improvements identified as necessary to remove the arterial unit from arrears. On November 16, 2004, Traffic Operations conducted a travel time study on the improved corridor and determined the current operating speed to be 26.0 miles per hour. Analyses were also performed on the corridor with the improved conditions and with pipeline traffic and yielded a projected average travel speed of 13.9 miles per hour. On this basis, the AUIA status of 35th Avenue SE, between Grannis Road and 168th Street SE was removed, effective December 16, 2004.

The arterial unit is continuing to be monitored on a regular basis as new developments are proposed. The sources of delay along this arterial are the intersections with 180th Street SE and Grannis Road. The 2009-2014 TIP has programmed \$3.2 million dollars (TIP# E.28.02) for intersection improvements at 35th Avenue SE and 180th Street SE, and is fully-funded for construction in 2009 and completion in 2010. TIP# E.28.03 programs \$2 million dollars for signal and channelization improvements at the intersection of 35th Avenue SE and Grannis Road. This project is considered fully-funded for construction in 2009, with completion anticipated for 2011. The most recent future LOS analysis for this arterial unit, which assumes the completion of these improvements, indicates a future average travel speed of 14.0 miles per hour for the critical AM southbound direction. Based on the current low level of development in this area this arterial unit is unlikely to go back into arrears, but when development does begin to pick up, it is highly likely that the projected LOS may again fall below 13 miles per hour and the arterial unit may go back into arrears at some point in the future.

Airport Road/128th Street SW from SR 99 to I-5 (AU#228)

Travel time studies are pending and are anticipated to be completed in the fall of 2009. However, like 4th Avenue W (AU#229) discussed above, earlier travel time studies by DPW on this arterial unit suggest the possibility that LOS may be failing for this arterial unit. Major improvements in this corridor were completed in 2001. In recent years, DPW has taken measures to improve traffic flow including access restrictions and signal timing coordination. Currently, DPW monitors LOS on this arterial in real time and makes adjustments to signal timing from the traffic operations center as needed to minimize congestion.

Airport Way from 99th Avenue SE to Snohomish City Limits (AU#235)

For this urban arterial unit located in TSA C, DPW is closely watching deteriorating LOS for PM northbound. Delay is occurring because of the stop-controlled intersection at Airport Way and First Street in the City of Snohomish and the signalized intersection one block farther north at Second Street and Avenue D. DPW worked with the city to create a northbound, right-turn lane at the approach to First Street that has improved the LOS on Airport Way. This was done by restriping the deck of the Snohomish River Bridge to provide two northbound lanes and one southbound lane. However, 2007 and 2008 travel time studies show that the effect of the improvement has not improved LOS enough so that this arterial unit could no longer be considered at risk of falling into arrears. TIP# E.38.03 programs \$12 million dollars towards a major widening from SR 9 to the Snohomish City limits, but the project is not fully funded. A signal was also planned by the City of Snohomish for the intersection of First Street and Airport Way to allow the County and City to coordinate signals in order to maximize the flow of traffic through the intersections of Airport Way with Lowell-Snohomish River Rd, First Street and Second Street. The City of Snohomish has indicated that this planned signal for the intersection of First Street and Airport Way is no longer funded and has been removed from the city's plan. Based on the City's removal of this signal, and that no other improvements are identified or funded, it is very likely this AU will be declared in arrears in the 2nd quarter of 2009.

Bunk Foss Road/Ritchey Road from SR 9 to S Machias Road (AU#256)

This rural arterial unit is located in TSA C. The adopted LOS standard for this arterial unit is LOS C. The raw data from the May 2008 travel time study by DPW indicates that the AM westbound movement currently operates at LOS D. The delay for this movement is the controls at the intersection of SR 9 and the intersection of Old Machias Road. After factoring in the travel time credits allowed for the controlled intersections, this arterial unit is currently operating at a LOS C. The pipeline does not show a significant increase along this arterial over the next 6 years. The County will continue to monitor this arterial. No additional work is planned for this arterial unit.

Gibson Road from SR 99 to 128th Street SW (AU#293)

Recent future level-of-service (LOS) analysis by developers in conjunction with development applications suggest the possibility that LOS may be approaching the adopted standard for this unit in the westbound direction in the AM and PM peak hour because of difficulties of vehicles turning left (southbound) onto SR 99. A proposed remedy for the deficient LOS is to restrict left-turn movements from Gibson Road onto SR 99. WSDOT has indicated the possibility of signalizing this intersection. This may be facilitated by a request by the fire district for this area to signalize the intersection of SR 99 with Manor Way (the next major intersection south of Gibson Road). A channelization plan showing "C" curbing along SR 99 restricting left turns from both sides of Gibson Road has been approved by WSDOT and it is likely these improvements will be constructed as a development proposed condition.

Lincoln Way from Beverly Park Road to Admiralty Way (AU#453)

The 2008 travel time study on this arterial unit suggests the possibility that LOS may be failing for this arterial unit. DPW performed travel time studies in 2007 and 2008 which determined that this arterial unit is operating at or near a deficient LOS. Signals at both SR 99 and SR 525 contribute to problems associated with this arterial unit. DPW is currently evaluating possible options for improving this arterial despite the fact that it intersects two different State routes (SR 99 and SR 525) in close proximity.

Meadow Road from 164th Street SE/SW to 148th Street SW (AU#454)

A 2007 travel time study indicated the LOS for PM southbound to be LOS D and PM northbound to be LOS B. A future level of service analysis based on the 2007 travel time study and the trips in the pipeline, determined the PM southbound LOS would decline to an unacceptable LOS. A 2008 travel time study indicated the LOS for AM southbound to be LOS C and AM northbound to be LOS A. DPW has determined that the intersection of Meadow Road and 164th Street SE is the major contributing factor to the near deficient LOS (PM – SB), which will likely be improved with future improvements to the intersections along 164th Street SE/SW. These improvements on 164th will consist of upgrades to signalization timing between intersections, channelization and increased TDM.

Meridian Avenue S from Meadow Place SW to SR 96 (AU#298)

A 2007 travel time study indicated the LOS for AM northbound to be LOS C and southbound to be LOS C and PM northbound to be LOS E and PM southbound to be LOS C. DPW has determined that the intersection of SR 96 (128th St) and Meridian Avenue S (aka 3rd Avenue SE at its north end) is the major contributing factor to the PM northbound deficient LOS. A significant contributing factor to the delay at this intersection is also its close proximity to I-5 and the associated backups and the high volumes along SR 96. The signalization at this intersection is controlled by WSDOT. A recent development has been approved and is under construction north of SR 96 on 3rd Avenue SE, and as a result 3rd Avenue SE was extended to the north and is now a through street. Based on this change upgrades to the signal were required by WSDOT which may help with the northbound AM delays at this intersection. DPW will conduct a new travel time study and complete a new future level of service (LOS) analysis in 2009.

Poplar Way from Lynnwood City Limits to Brier City Limits (AU#278)

Like several other arterial units at risk for concurrency, recent future level-of-service (LOS) analysis by DPW suggest the possibility that LOS may be approaching the adopted standard for this arterial unit. A developer's traffic study identified the need for a southbound right-turn pocket at the intersection of Larch Way and Poplar Way that will improve the LOS along this arterial. DPW will continue to monitor the arterial unit in conjunction with new development as it occurs in this corridor and will conduct a new travel time study in 2009. Any needed improvements at intersections along this arterial will likely occur only as a condition of development.

Springhetti Road from Broadway Avenue to Airport Way (AU#445)

This rural arterial unit, located in TSA C east of SR 9, is a new arterial as of the adopted February 1, 2006 Comprehensive Plan. The adopted LOS standard for this arterial unit is LOS C. Recent travel time studies by DPW in 2007 and 2008 indicate that the PM northbound movement currently operates at an LOS E. It is likely that the higher volume and delay along Springhetti Road is a result of the northbound delay and congestion at SR 9 and Airport Road and its close proximity to that intersection.

In 2005, DPW, in coordination with WSDOT, completed a feasibility study that identified specific improvements for the Airport Way/Marsh Road/SR 9 intersection. The study included the use of a traffic simulation model to determine which improvements would effectively improve operating conditions and travel times. Because of the close proximity of the intersection of Springhetti Road and Airport Way with SR 9, improvements at Springhetti Road were also included with the County/WSDOT feasibility study.

WSDOT, as the lead agency, started construction in April 2008, with completion to be in the spring of 2010. WSDOT's design effort utilized the improvements identified through the County's feasibility study discussed above. The final improvements will include additional lanes on all approaches to SR 9 and new intersections at Marsh Road and SR 9, and at the Marsh/Airport Way/Springhetti intersection. The Marsh/Airport Way/Springhetti intersection will be relocated to the west farther away from the SR 9 Marsh Road intersection so there is less impact the SR 9 / Marsh Road intersection.

York Road/39th Avenue SE from SR 524 to Grannis Road (AU#337 and AU#420)

Note that this arterial unit has two numbers because it is on the border between two transportation service areas (TSAs) and is thus counted as two arterial units in the summary tables.

This arterial unit went into arrears in December of 2006 after the arterial unit was projected to have an average travel speed of less than 13 miles per hour (the LOS E threshold for this classification of urban arterial). The LOS declined because of two reasons, the first being the large number of developments in the area that have been deemed concurrent and were "in the pipeline" meaning that the forecast of future LOS included the trips that will be added to the arterial unit when those developments are occupied. The second was due to increased traffic that diverted to this AU to bypass a construction project on SR 9. In May 2006 this arterial unit was operating at LOS E in the most congested peak hour and direction, which is AM southbound, with a measured average travel speed of 15.3 mph. The arterial unit was determined to be in arrears based on the latest forecast travel speed of 10.1 mph. The primary operational constraint is the intersection of York Road with SR 524 and the close proximity of this intersection with the immediate intersection to the north (York Road and Jewell Road). The AU was taken out of arrears in October of 2008 based on the LOS improving because the construction project on SR 9 was completed and the diverted bypass traffic was significantly reduced. One remedy to this constraint is the extension of the southbound right-turn lane on York Road at its intersection with SR 524, and rechannelization of the intersection of York Road and Jewell Road. DPW continues to analyze the traffic operations along this corridor to evaluate different improvement alternatives.

Summary Tables

Table 1: Summary of Level-of-Service (LOS) Status

Below is the annual summary of the current and past LOS status of arterial units:

	'01	'02	'03	'04	'05	'06	'07	'08	'09	% of Total ('09)
LOS above screening level ^a	185	225	261	258	255	252	250	251	259	86%
LOS below screening level ^a	60	42	34	37	340	64	53	50	42	14%
Total number of arterial units	245	267	295	295	295	316	303	301	301	100%
Breakout of arterial units below the screening level:										
Monitoring level	18	20	10	10	18	25	23	19	10 ^b	3.3%
Operational analysis level	33	15	17	21	14	30	22	21 ^d	25 ^c	8.4%
Arterial units in arrears	8	6	6	5	7	8	7	7 ^e	4	1.3%
Arterials at Ultimate Capacity	1	1	1	1	1	1	1	1	3	1.0%
Total below screening level	60	42	34	34	40	64	53	50	42	14%

^a See *Review of Concurrency Management System* described above for an explanation of the various 'tiers' of the concurrency management system. In simple terms, arterial units above the screening level are those clearly passing the LOS test. Below the screening level, as congestion increases, the level of analysis typically goes from monitoring to operational analysis which determines if the arterial unit is in arrears.

^b One of these arterial units has two numbers (209 and 332) because it is on the border between transportation service areas (TSAs) and thus counts as two arterial units.

^c Two of these arterial units have two numbers (337 and 420) and (336 and 207) because they are on the border between transportation service areas (TSAs) and thus each counts as two arterial units.

^d Two of these arterial units have two numbers (336/207 and 209/332) because they are on the border between transportation service areas (TSAs) and thus each counts as two arterial units.

^e One of these arterial units has two numbers (337 and 420) because it is on the border between transportation service areas (TSAs) and thus counts as two arterial units.

Table 2: Summary of Concurrency Determinations

Table 2 shows a summary of the concurrency determinations that were made in 2008. This is up significantly from the concurrency determinations that were made in previous years. The data is organized by Transportation Service Areas and by size and type of Development. Size is determined by the number of peak-hour trips (PHT).

	Transportation Service Areas						Totals by Year			
	A	B	C	D	E	F	2008	2007	2006	2005
Small Residential (less than 7 PHT)	8	13	11	19	6	8	65	148	168	93
Medium Residential (7 - 50 PHT)	5	2	2	9	1	4	23	132	215	120
Large Residential (>50 PHT)	1	0	0	3	0	1	5	24	34	17
Small Non-Residential (less than 5 PHT)	1	1	1	2	7	1	13	5	3	7
Medium Non-Residential (5 - 50 PHT)	1	0	0	8	0	1	10	18	13	11
Large Non-Residential (>50 PHT)	0	0	1	3	2	0	6	4	8	4
Total	16	16	15	44	16	15	122	331	441	252

Table 3: Group E Capacity Concurrency Projects in the 2009-2014 TIP

The Snohomish County Council adopted the 2009-2014 TIP on November 24, 2008. The TIP is divided into separate Groups. Group E is titled Capacity and identifies those projects that are designed to improve capacity on the County's arterial network. Within Group E are projects that will improve a single or multiple AU's with concurrency problems, i.e. in or forecast to go into arrears.

Table 3 lists those "concurrency projects" adopted in the 2009-2014 TIP.

CONC ¹	TIP #	PROJECT
CF	E.27.01	20 ST SE CORRIDOR: PH 1: 91 AVENUE SE TO 99 AVENUE SE
CF	E.27.02	20 ST SE CORRIDOR: PH 2: 99 AVENUE SE TO S LAKE STEVENS RD
CF	E.27.04	20 ST SE CORRIDOR: CAVALERO RD TO 91 ST AVENUE SE
CU	E.27.05	20 ST SE CORRIDOR: US 2 TO CAVALERO RD
CU	E.28.02	35 AVENUE SE/180 ST SE INTERSECTION IMPROVEMENT
CF	E.28.03	35 AVENUE SE/GRANNIS RD INTERSECTION SIGNAL AND CHANNELIZATION
CF	E.28.04	35 AVENUE SE/SEATTLE HILL RD CHANNELIZATION
CU	E.31.02	52 AVENUE W FROM LYNNWOOD CITY LIMITS TO BEVERLY PARK ROAD
CU	E.32.04	51 AVENUE NE AT 136 ST NE INTERSECTION IMPROVEMENT
CU	E.38.03	AIRPORT WAY FROM SR 9 TO BRIDGE #1; MAJOR WIDENING
CU	E.47.02	SEATTLE HILL RD FROM 35 AVENUE SE TO 132 ST SE
CU	E.48	88 ST NE: 44 DR NE TO 61 DR NE (JOINT PROJECT WITH CITY OF MARYSVILLE)

¹ **CONC:** Concurrency projects in the TIP are highlighted by the use of two designations, CF and CU.

- CF indicates a fully funded project that will eliminate a concurrency problem, or prevent a concurrency problem from occurring elsewhere in the arterial network.
- CU indicates a project to eliminate a concurrency problem, or prevent a concurrency problem from occurring elsewhere in the arterial network, that is *not* yet fully funded.

Table 4: Arterial Status in 2009 Compared with 2008

Table 4 shows the 2008 status of arterial units and changes between the 2008 report and the 2009 report sorted by TSA. The abbreviations in the table are:

Arterial Unit Status

S = Screening
M = Monitoring
OA = Operational Analysis
AUIA = Arterial Unit In Arrears
UC = Ultimate Capacity

Additional Terms

ADT = average daily traffic
FC = forecast LOS
V/C = LOS estimate based on comparison of volumes and estimated capacity
W / IMPS = with fully-funded improvements completed or expected to be complete within six years
U/R = U = Urban & R = Rural

OA Level Study Terms

TTS = Travel Time Study
IntTTS = Intermediate TTS
RECON = Reconnaissance

TSA	RD NAME	FROM	TO	U/R	UNIT	2008	2009	2009 NOTES
A	MARINE DR	7 DR NW	83 PL NW	R	423	M	S	RECON LOS A
A	MARINE DR NE	I-5 SB ON/OFF RAMPS	MARYSVILLE UBG	R	163	M	S	RECON LOS A (IMPROVED)
A	SMOKEY PT BLVD	200 ST NE	SR 530	R	357	M	OA	RECON LOS C - RURAL
A	SMOKEY PT BLVD "Y"	SMOKEY PT BLVD	SR 530	R	371	M	S	ADT THRESHOLD NOT MET
B	20 ST SE	SR 2 WB TRESTLE ENT.	SR 9	U	238	AUIA	AUIA	TIP PROJECTS, CONSTRUCTION
B	20 ST SE	SR 9	S LK STEVENS RD	U	316	OA	OA	TTS: AM WB LOS F, TIP PROJECTS: AT RISK
B	79 AVE SE	20 ST SE	8 ST SE	U	385	M	S	ADT THRESHOLD NOT MET
B	BUNK FOSS / RITCHEY RD	SR 9	S MACHIAS RD	R	256	OA	OA	TTS: WB LOS D - RURAL, AT RISK
B	S DAVIES RD	S LK STEVENS RD	CHAPEL HILL RD	U	178	M	S	RECON: PM SB LOS C
B	S LK STEVENS RD	20 ST SE	WILLIAMS RD	U	179	M	S	RECON LOS A & B; TIP PROJECT
C	88 ST SE/92 ST SE	SR 2 OVERPASS	BRIDGE # 633	U	237	M	S	WORST CASE RECON LOS B
C	AIRPORT WAY	99 AVE SE	SNOHOMISH C/L	U	235	OA	OA	TTS: NB PM & FC LOS F; STATE, TIP PROJECTS: AT RISK.
C	AIRPORT WAY	SR 9	99 AVE SE	U	353	AUIA	AUIA	STATE & TIP PROJECTS: SR 9, AIRPORT WAY!
C	MARSH RD	LOWELL LARIMER RD	SR 9	U	198	AUIA	AUIA	STATE PROJECT@SR 9
C	SPRINGHETTI RD	BROADWAY AVE	AIRPORT WAY	R	445	OA	OA	STATE, TIP PROJECTS: SR 9, AIRPORT WAY! TTS & FC LOS E, AT RISK

TSA	RD NAME	FROM	TO	U/R	UNIT	2008	2009	2009 NOTES
D	4 AVE W	128 ST SW	112 ST SW	U	229	OA	OA	TTS & FC LOS E, AT RISK
D	4 AVE W	112 ST SW	EVERETT C/L	U	352	OA	OA	FC LOS E, AT RISK
D	36TH AVE W	LYNNWOOD C/L	164TH ST SW	U	287	M	M	RECON: AM NB LOS D
D	35 AVE SE	168 ST SE	SEATTLE HILL RD	U	204	AUIA	OA	FC LOS E, AT RISK
D	36 AVE W/35 AVE W	164 ST SW	148 ST SW	U	415	M	M	TTS LOS C (ALMOST D)
D	52 AVE W	LYNNWOOD C/L	148 ST SW	U	222	M	S	TIP PROJECT
D	52 AVE W / BEVERLY PARK RD	148 ST SW	MUKILTEO C/L	U	223	M	M	RECON: PM NB LOS D
D	112 ST SW	BEVERLY PARK RD	AIRPORT RD	U	234	S	OA	AM, PM IntTTS LOS D & E (Pending TAD Review)
D	132 ST SE/134 PL SE	SR 96	SNOH. CASCADE DR	U	259	M	M	RECON LOS C, OA-VC
D	148 ST SW/MAD. WAY	SR 99	ASH WAY	U	225	M	M	RECON: PM WB LOS D
D	164 ST SW/SE	I-5 NB ON/OFF RAMPS	MILL CREEK C/L	U	218	UC	UC	NO CHANGE FROM LAST YEAR
D	164 ST SW/SE	LYNNWOOD C/L	I-5 SB ON/OFF RAMPS	U	219	UC	UC	NO CHANGE FROM LAST YEAR
D	180 ST SE	SR 527	35 AVE SE	U	206	OA	OA	FC LOS E, TIP PROJECT
D	AIRPORT WAY/128 ST SW	SR 99	I-5 SB ON/OFF RAMPS	U	228	OA	OA	FC LOS E, AT RISK
D	ALDERWOOD MALL PKWY	164 ST SW	LYNNWOOD C/L	U	220	OA	OA	FC LOS E
D	BEVERLY PARK RD	SR 525	AIRPORT RD (EVT)	U	227	M	OA	TTS & FC LOS E
D	GIBSON RD	SR 99	128 ST SE	U	293	OA	OA	FC LOS F, AT RISK
D	LARCH WAY	164 ST SW	178 ST SW (TSA F)	U	304	M	M	NO CHANGE FROM LAST YEAR
D	LINCOLN WAY	BEVERLY PARK RD	ADMIRALTY WAY	U	453	OA	OA	FC LOS E W / IMPS, EXISTING TTS F: AT RISK
D	MEADOW RD	164 ST SW	148 ST SW	U	454	OA	OA	FC LOS F, 164TH W / IMPS, AT RISK
D	MERIDIAN AVE S	MEADOW PL SW	SR 96	U	298	OA	OA	FC LOS D; TTS PM NB LOS E, AT RISK
D	SEATTLE HILL RD	35 AVE SE	SR 96	U	202	AUIA	AUIA	TTS & FC LOS F (LOS E W/IMP)
D/E	35 AVE SE	GRANNIS RD	168 ST SE	U	336/207	OA	OA	TTS PM NB LOS E; FC LOS E:W/IMP, AT RISK
E	180 ST SE	SR 9	BROADWAY AVE	U	262	OA	OA	RECON LOS E, EXCEPT EB AM LOS D: AT RISK
E	180 ST SE	35 AVE SE	SR 9	U	350	M	S	IMPROVED EXISTING WORST CASE LOS TO B

TSA	RD NAME	FROM	TO	U/R	UNIT	2008	2009	2009 NOTES
E	SNO- WOODINVILLE RD	KING CO LINE	SR 522 EB RAMPS	U	211	UC	UC	NO CHANGE FROM LAST YEAR
E/F	39 AVE SE	228 ST SE	SR 524	U	209/332	OA	M	RECON LOS B, IMPROVED
E/F	YORK RD/35 AVE SE	SR 524	GRANNIS RD	U	420/337	AUIA	OA	FC LOS E: W / IMPS, AT RISK
F	204 ST SW	LYNNWOOD C/L	28 AVE W	U	215	OA	OA	TTS & FC LOS E
F	228 ST SE	LOCUST WAY	BOTHELL C/L	U	212	M	S	RECON LOS B
F	228 ST SE	35 AVE SE/BTHL C/L	39 AVE W	U	333	M	M	NO CHANGE FROM LAST YEAR
F	LARCH WAY	MTLK TERR C/L	CYPRESS WAY	U	214	OA	OA	FC LOS E
F	LOGAN RD/LARCH WAY	CYPRESS WAY (N- LEG)	DAMSON RD	U	276	S	M	RECON PM EB LOS D
F	POPLAR WAY	LYNNWOOD C/L	BRIER C/L	U	278	OA	OA	TTS PM SB LOS E, FC LOS E: AT RISK