

SNOHOMISH COUNTY COUNCIL
Snohomish County, Washington
AMENDED ORDINANCE NO. 01-040



CO00000180

RELATING TO THE TRANSPORTATION ELEMENT OF THE GROWTH MANAGEMENT ACT
COMPREHENSIVE PLAN, ADOPTING MAP AND
TEXT AMENDMENTS, AMENDING AMENDED ORDINANCE NO. 94-
125 AND AMENDED ORDINANCE NO. 00-091, AND RATIFYING AND
REENACTING THE TRANSPORTATION ELEMENT

WHEREAS, RCW 36.70A.130 and 36.70A.470 direct counties planning under the Growth Management Act (GMA), Chapter 36.70A RCW, to adopt procedures for interested persons to propose amendments to the GMA comprehensive plan and development regulations; and

WHEREAS, Chapter 32.07 SCC implements the requirements of RCW 36.70A.130 and 36.70A.470 and establishes annual docket cycles for the consideration of proposed amendments to the GMA comprehensive plan and development regulations; and

WHEREAS, the consolidated final docket for the year 2000 annual docket cycle included a proposal by the Snohomish County Department of Public Works (DPW) to amend the transportation element of the GMA comprehensive plan; and

WHEREAS, after consideration by the Department of Planning and Development Services and the Snohomish County Planning Commission, and after substantial public participation, the County Council adopted various proposals contained in the consolidated final docket for the year 2000, including the amendments to the transportation element of the GMA comprehensive plan proposed by DPW, by Amended Ordinance No. 00-091; and

WHEREAS, the amendments to the transportation element of the GMA comprehensive plan proposed by DPW were appealed to the Central Puget Sound Growth Management Hearings Board (CPSGMHB); and

WHEREAS, the CPSGMHB found in Hensley et al. v. Snohomish County, CPSGMHB Case No. 01-3-0004c (Order on Dispositive Motion dated April 30, 2001), that on account of a clerical error associated with publication of notice in the official county newspaper the County failed, as to amendment of the transportation element of the GMA comprehensive plan, to comply with notice and public participation requirements of the GMA; and

WHEREAS, the CPSGMHB remanded the amendments to the transportation element of the GMA comprehensive plan adopted by Section 6 of Amended Ordinance No. 00-091 to the Snohomish County Council for appropriate legislative action to repeal, modify, or reenact those amendments; and

WHEREAS, on June 18 and 25, 2001, following public notice as provided in Chapter 32.05 SCC and the Snohomish County Charter, and upon consideration of the legislative record before the Council upon adoption of Amended Ordinance No. 00-091, the County Council held a public hearing to consider taking legislative action as directed by the CPSGMHB.

NOW, THEREFORE, BE IT ORDAINED:

Section 1. The County Council adopts and incorporates the foregoing recitals as if fully set forth herein.

Section 2. The County Council makes the following additional findings of fact and conclusions regarding the amendments to the transportation element proposed by the Snohomish County Department of Public Works (DPW) and adopted by Section 6 of Amended Ordinance No. 00-091:

A. The amendments proposed by DPW are supported by the following findings of facts and conclusions:

1. The supplemental documentation, text, figures and maps are necessary to ensure ongoing consistency between the transportation and land use elements of Snohomish County's GMA Comprehensive Plan.
2. The arterial and bikeway circulation needs have changed since 1995, because of changes in land development patterns and construction of new transportation facilities, and this requires amendment of arterial and bikeway circulation maps.
3. Sound Transit, with Snohomish County participation, has adopted and is implementing a program of high-capacity transit improvements within Southwest Snohomish County. This necessitates an update of Snohomish County's high capacity transit concepts to better reflect actual plans.
4. DPW, in collaboration with the Washington State Department of Transportation, has identified and recommends state transportation improvements that will serve and support the county's comprehensive land use plan. These amendments fulfill the requirements of House Bill 1497, passed in 1998, which requires Snohomish County to prepare and adopt a subelement dealing with state-owned transportation facilities and disclosing land development impacts on state transportation facilities.

- B. The amendments proposed by DPW are consistent with the following final review and evaluation criteria of SCC 32.07.080:
1. The proposed amendments maintain consistency with other elements of the GMA comprehensive plan;
 2. All applicable elements of the GMA comprehensive plan support the proposed amendments;
 3. The proposed amendments more closely meet the goals, objectives and policies of the GMA comprehensive plan as discussed in the specific findings; and
 4. The proposed GMA comprehensive plan amendments are consistent with the county-wide planning policies.
- C. The amendments proposed by DPW satisfy the procedural and substantive requirements of and are consistent with the GMA, including consideration by the Snohomish County Planning Commission prior to enactment of Amended Ordinance No. 00-091.
- D. The amendments proposed by DPW maintain the GMA comprehensive plan's consistency with the multi-county policies adopted by the Puget Sound Regional Council and with the countywide planning policies for Snohomish County.
- E. There has been early and continuous public participation in the review of the amendments proposed by DPW through the consideration and enactment of both this ordinance and Amended Ordinance No. 0-091.
- F. A Draft Supplemental Environmental Impact Statement (DSEIS) was issued on September 12, 2000, which addressed the amendments proposed by DPW. A Final Supplemental Environmental Impact Statement (FSEIS), which included response to comments on the DSEIS, was prepared following a 30-day comment period and was issued on November 28, 2000. The purpose of the FSEIS is to analyze potential significant adverse environmental impacts of the proposals and any alternatives that were not previously identified in the two EIS documents and a series of addenda prepared for the Snohomish County GMA Comprehensive Plan – General Policy Plan and Transportation Element between 1994 and 1999.
- G. The amendments proposed by DPW are within the scope of the analysis contained in the FSEIS and related adopted environmental documents.
- H. The requirements of the State Environmental Policy Act (SEPA) have been satisfied with respect to the subject matter of this ordinance.

- I. This ordinance does not adopt or modify county level of service (LOS) standards, but rather documents LOS objectives approved by the Washington State Transportation Commission as a part of the County's efforts to discharge its responsibilities regarding state-owned facilities under RCW 36.70A.060(6).
- J. Exhibit C to Amended Ordinance No. 00-091, which is incorporated by reference in Section 6 of Amended Ordinance No. 00-091, consists of a summary of the amendments to the transportation element contained in Exh. C-1. Also, Exhibit C lists an additional project along 180th Street SE to be added to the county's GMA Comprehensive Plan: Transportation Element to support the Clearview Rural Commercial docket action.
1. The 180th Street SE project improvement adopted by Council in Amended Ordinance No. 00-091 was listed as a "Rural 2-lane Standards" improvement. This recommended improvement level was based upon the Planning Commission recommendation of Alternative 1 for the Clearview docket item.
 2. Testimony in the docket hearing record for Clearview, including Exh. 30, p. III-80 of the DSEIS, indicated that, should the Council choose Alternative 2, the corresponding improvement level for 180th Street SE should be a rural 3-lane standard.
 3. Council ultimately adopted an alternative whose land use intensity was between alternatives 1 and 2. Council therefore finds it is appropriate to amend the 180th Street SE improvement listed in Exhibit C, to rural 3-lane standards.
 4. Upgrading the 180th Street SE improvement will add costs to this project. The DPW annually updates expenditure and revenue estimates for projects identified in the transportation element through the Transportation Needs Report (TNR) which is a technical report that provides detailed information on the county's transportation needs. The TNR provides a flexible basis for regularly updating transportation needs and improvement descriptions initially identified within the transportation element. The 180th Street SE project improvement as amended with this ordinance will be added to the TNR in 2001.
 5. The County Council on an annual basis considers the Six Year Transportation Improvement Program (TIP) which is a schedule of transportation improvements matched to anticipated revenues that the county expects to pursue over the subsequent six years. The TIP is prepared consistent with the transportation element. The 2002-2007 TIP will be adopted in 2001 to include the 180th Street SE improvement as amended with this ordinance.
- K. Exhibit 47 to the legislative record for Amended Ordinance No. 00-091 contains proposed minor changes to the Transportation Element Amendment as originally recommended by the Planning Commission. The document entitled "Snohomish County GMA Comprehensive Plan Transportation Element Amendments" dated December 2000, which is attached as Exhibit A to this ordinance, incorporates the changes recommended in Exhibit 47.

- L. On April 26, 2001, the Puget Sound Regional Council (PSRC) certified that the amendments to the transportation element contained in Exhibit C-1 to Amended Ordinance No. 00-091, a copy of which is attached as Exhibit A hereto, adequately conform with the requirements of the GMA and are consistent with the policies and provisions of the 1995 Metropolitan Transportation Plan, as amended in 1996. The PSRC recently adopted the "Destination 2030 Metropolitan Transportation Plan". The county will perform consistency review of this plan and determine needed amendments to the county's Transportation Element in the next GMA Comprehensive Plan amendment cycle.

Section 3. The County Council bases its findings of facts and conclusions on the legislative record of this ordinance and Amended Ordinance No. 00-091, including relevant testimony and exhibits considered by the Snohomish County Planning Commission and County Council.

Section 4. Based on the foregoing findings and conclusions, the Snohomish County Growth Management Act Comprehensive Plan – Transportation Element adopted as Exhibit C in Section 4 of Amended Ordinance 94-125 on June 28, 1995, is amended as set out in the document titled "Snohomish County GMA Comprehensive Plan Transportation Element Amendments" dated December, 2000, which is attached as Exhibit C, as amended, and Exhibit C-1 to Amended Ordinance No. 00-091 and as Exhibit A and A-1 hereto and incorporated by reference into this ordinance as if set forth in full.

Section 5. Section 6 of Amended Ordinance No. 00-091, adopted on December 20, 2000, is amended to read:

Section 6. Based on the foregoing findings and conclusions, the Snohomish County Growth Management Act Comprehensive Plan – Transportation Element adopted as Exhibit C in Section 4 of Amended Ordinance 94-125 on June 28, 1995, is amended as indicated in Transportation Element Amendments, dated December 2000, which are attached hereto as Exhibits C as amended and C-1 and incorporated by reference into this ordinance as if set forth in full.

Section 6. The Transportation Element Amendments dated December, 2000, adopted by Section 4 of this ordinance and attached as Exhibit C as amended and Exhibit C-1 to Amended Ordinance No. 00-091 and as Exhibit A and A-1 hereto are hereby ratified, confirmed, and validated effective January 6, 2001, the effective date of Amended Ordinance No. 00-091.

Section 7. If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by the CPSGMHB or by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

PASSED this 27 day of June, 2001.

SNOHOMISH COUNTY COUNCIL
Snohomish County, Washington

Dave Sam
Chairperson

ATTEST:

Sheila McCallister
Clerk of the Council, *asst.*

- APPROVED
- EMERGENCY
- VETOED

DATE: 6/27/01
[Signature]
Snohomish County Executive

ATTEST: Sheila McCallister
Asst. Clerk of the Council

Approved as to form only:

Deputy Prosecuting Attorney

D-15

EXHIBIT C

Proposed Transportation Element Amendments

Please Note: All page and table references are to page numbers and tables in the Transportation Element of the Snohomish County GMA Comprehensive Plan in effect since July 10, 1995.

Amend the Transportation Element of the Snohomish County GMA Comprehensive Plan by supplementing or replacing specific components identified as follows:

1. Amend the Snohomish County GMA Comprehensive Plan: Transportation Element to include supplemental text, tables, figures and maps related to arterial classification, bikeway classification, regional high-capacity transit improvements and state transportation facilities as contained within the additional volume entitled Transportation Element Amendments, September 2000, attached as Exhibit C-1.
2. Amend Map 2 - Arterial Circulation Map, of the Snohomish County GMA Comprehensive Plan: Transportation Element (rear cover insert), according to the attached Table 1 - the additional volume entitled Transportation Element Amendments, September 2000, attached as Exhibit C-1. A separately published large-scale version of the Arterial Circulation map is also amended.
3. Amend Figures 9 and 10 (pages 57 and 59) - Countywide Bicycle Facility System, of the Snohomish County GMA Comprehensive Plan: Transportation Element, according to the attached Table 2 - Recommended Bikeway Classifications and illustrated by Figures 6 through 7 of the additional volume entitled Transportation Element Amendments, September 2000, attached as Exhibit C-1.
4. Amend Figure 8 (page 50) - Regional High Capacity Transit Alignments and Service Area, of the Snohomish County GMA Comprehensive Plan: Transportation Element, according to Table 4 - Sound Transit Planned Improvements for Snohomish County and as illustrated by Figure 8 of the additional volume entitled Transportation Element Amendments, September 2000, attached as Exhibit C-1. A separately published large-scale version of the Countywide Bicycle Facility System map is also amended.
5. Amend the Snohomish County GMA Comprehensive Plan: Transportation Element by replacing Table 22 - Snohomish County State Supportive Projects 2012 (pages 99 to 103) with Table 9 State Highway Improvement Projects and Staging contained in the additional volume entitled Transportation Element Amendments, September 2000, attached as Exhibit C-1.

6. Add a new project to Table 17 (page 83) of the Snohomish County GMA Comprehensive Plan: Transportation Element, along with a graphic illustration of its location and limits on Map1 – Recommended Road and Freeway Improvements (rear cover insert). The project addition is:

<u>Map Number:</u>	<u>W-54</u>
<u>Location and Limits:</u>	<u>180th Street SE, UGA Boundary (east of 35th Avenue SE) to SR-9</u>
<u>Road Class:</u>	<u>MaC (Major Collector)</u>
<u>Miles:</u>	<u>2.0</u>
<u>Recommended Improvement:</u>	<u>Rural 3-Lane Standards</u>
<u>Staging:</u>	<u>Long-range</u>

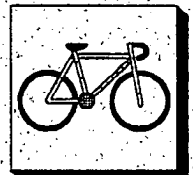
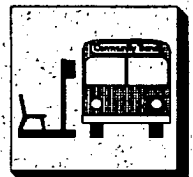
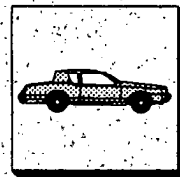
Exhibit A
Ordinance 01-040



Snohomish County
GMA Comprehensive Plan

TRANSPORTATION ELEMENT

Transportation Element
Amendments



December 2000

A COMPONENT OF THE SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN
3000 ROCKEFELLER AVENUE, EVERETT, WA 98201-4046

**SNOHOMISH COUNTY
GMA COMPREHENSIVE PLAN**

Transportation Element Amendments

**Adopted on December 20, 2000 as per Snohomish County Council Amended
Ordinance No. 00-091: Adopting Map and Text Amendments to the
Growth Management Act Comprehensive Plan, Section 6.**

PREFACE

This document is the first amendment of the Transportation Element of Snohomish County's Comprehensive Plan, originally adopted in July of 1995. Snohomish County's Comprehensive Plan can be updated annually as per the Growth Management Act (RCW 36.70A.130). This particular amendment provides updates and additions to the original transportation element that will maintain its consistency with the rest of the comprehensive plan and the GMA. Inquiries, as to the content of this document, should be directed to the George M. Godley, AICP, Transportation Planning Supervisor with the Snohomish County Public Works Department at (425) 388-3488.

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SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN

I. INTRODUCTION

The amendment process for Snohomish County's Comprehensive Plan, and its various elements, is enabled by the GMA {RCW 36.70A.130}. Essentially, the county is required to review and amend its comprehensive plan no more frequently than once a year. Snohomish County has established a process whereby interested parties can propose plan amendments as part of an annual docket for consideration by the County Council. Steps in this docketing process involve:

- an initial screening of amendment proposals to ensure they're consistent with the General Policy Plan,
- a recommendation by staff to the council regarding proposals to consider for placement on the amendment docket,
- council action on establishing what amendment proposals will be considered for the docket,
- documentation and environmental review of the comprehensive plan amendment docket,
- public involvement and hearing activities (including review by the planning commission), and
- adoption of the docket of plan amendments.

Amendment of the transportation element is required to undergo the docketing process as described above, as it is a key element of the county's comprehensive plan.

A. Purpose and Background

The Department of Public Works is proposing four amendments to the Transportation Element that will provide corrections, needed updates and substantive consistency with the Growth Management Act. The four proposed amendments of the Transportation Element consist of:

1. corrections, additions and deletions to the adopted County Arterial Circulation Map,
2. additions and updates to the adopted Countywide Bicycle Facility System Map based on the Paths for People Nonmotorized Transportation Study,
3. an update of the Regional High-capacity Transit map to include a revised Sound Transit facilities and services map, and
4. formal inclusion of state highways and transportation facilities as part of the county's transportation element.

The proposed amendments are summarized in four sections later within this document. This limited amendment allows an adjustment to the transportation element prior to the GMA

SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN

required year 2002 amendment that will be a substantive update of the county's comprehensive plan and transportation element.

B. 2002 Comprehensive Plan Update

The Growth Management Act (RCW 36.70A.130 {1}) was recently changed to also direct the counties and cities to review, and if needed, revise their comprehensive plans and development regulations at least every five years. Snohomish County's first plan update, according to the GMA, should be completed by September 1, 2002 and then every five years thereafter.

The transportation element would necessarily undergo a formal and thorough revision as part of the GMA required update of the county's comprehensive plan. This will serve to maintain internal consistency, particularly with regard to land use plans, and also to allow the transportation element to be relevant to contemporary transportation issues. The update would cover: travel forecasts and level of service analysis, recommended transportation improvements, cost and revenue analysis and any necessary policy revisions.

The Puget Sound Regional Council (PSRC) and the Washington State Department of Transportation (WSDOT) are both in the process of updating their respective transportation plans. PSRC's Metropolitan Transportation Plan and WSDOT's State Transportation Plan are slated to be adopted within the 2001 to 2002 timeframe. These planning efforts should align well with Snohomish County's update of its comprehensive plan and transportation element.

II. COUNTY ARTERIAL CIRCULATION MAP

The Arterial Circulation Map designates existing and future county arterials. The arterials are classified by type (principal, minor and collector) and urban vs. rural. Specific design standards and right-of-way requirements are associated with each class of arterial.

A. Background.

In July 1995 the County Council adopted the Transportation Element of the Snohomish County Comprehensive Plan, which includes a circulation map showing county arterials by their functional class (principal, minor and collector). It also shows general alignments for planned new arterials also by functional class. Principal, minor and collector arterials as classes of roadway have different design features depending on their role in moving traffic and whether they are within an urban or rural area. For example, principal arterials are designed to move higher volumes of traffic for substantial distances while limiting access from adjacent land. Conversely, collector arterials move lower volumes of traffic for short distances to feed principal and minor arterials, but provide a significant amount of access to adjacent land uses. The importance of the arterial circulation map is that it:

- demonstrates that an arterial network is planned to adequately serve existing and planned land development,
- serves as a tool for performing development review by identifying rights-of-way and arterial improvements needed to serve land development, and
- meets federal, state and local planning requirements for arterial classification and mapping, which is important to ensure eligibility for various funding grants.

B. Arterial Circulation Map Changes.

Table 1 presents a list of arterial roadways recommended for classification or as corrections to the Arterial Circulation Map adopted in July of 1995 (included as an enclosure to the 1995 Transportation Element). The location and limits of the arterials are identified along with the old and new functional class. The recommended design or action is also presented, along with the appropriate plan phase (short-range or long-range).

The specific location of each arterial reclassification is illustrated by Figure 1 through 5 attached to this memorandum. Figure 1 shows the general alignments for arterial classification changes and within the lower part of the Southwest UGA. Figure 2 shows arterial classification changes within the Lake Stevens and Marysville vicinity. Figure 3 shows arterial classification changes within the northwest county vicinity, while Figure 4 shows arterial alignments in the vicinity of Granite Falls. Lastly, Figure 5 shows arterial classification and alignment changes for the upper part of the Southwest UGA.

Table 1

2000 TRANSPORTATION ELEMENT AMENDMENT
Recommended Arterial Roadway Classifications
Snohomish County

Map No.	Location and Limits	Old Road Class	New Road Class	Miles	Recommended Design or Action	Plan Phase
COLLECTOR ARTERIALS						
CL-1	Chapel Hill Road N. Davies Rd. to 99th Ave. SE	LO	CL	0.47	Urban 2-Lane standards consistent with rest of collector arterial.	LR
CL-2	51st Avenue NE Grove to 84th Street NE	LO	CL	0.48	Urban 2-Lane standards because is operating as collector arterial.	SR
CL-3	51st Avenue NE 84th to 88th Street NE	n/a	CL	0.26	Urban 2-Lane Extension to complete collector to serve UGA.	LR
CL-4	51st Avenue NE 88th to 108th Streets NE	LO	CL	1.16	Urban 2-Lane standards because is operating as collector arterial.	SR
CL-6	Locust Way Lockwood Rd to County Line	LO	CL	0.37	Map correction reflecting Urban 2-Lane collector arterial standards.	SR
CL-7	121st Street SW Beverly Park Rd to Harbour Point Blvd	LO	CL	0.34	Replaces 112th Street SW Extension for connection of Beverly Park Rd and Harbour Pt. Blvd.	LR
CL-8	Market Place SE Extension 99th Street SE to SR-9	CL	CL	0.45	Map update showing actual connection to Market Place west of SR-9.	n/a
CL-9	Market Place SE Extension SR-9 to SR-204	CL	CL	0.46	Map update showing actual connection to SR-204.	n/a
CL-11	240th Street SW SR-104 to 84th Avenue W	CL	LO	0.14	Remove Urban 2-Lane classification because is operating as local road.	n/a
CL-12	84th Avenue W 238th to 240th Streets SW	CL	LO	0.13	Remove Urban 2-Lane classification because is operating as local road.	n/a
CL-14	Vernon Road Lundeen Pk Wy to 92nd Ave. NE	LO	CL	1.00	Urban 2-Lane standards consistent with rest of collector arterial.	LR

PA = Principal Arterial (urban)
 CL = Collector (urban)
 MA = Minor Arterial (urban)
 MaC = Major Collector (rural)
 MiC = Minor Collector (rural)
 LO = Local Road

Short-Range Phase - 2000 to 2005
 Long-Range Phase - 2006 to 2012

Table 1 (continued)

2000 TRANSPORTATION ELEMENT AMENDMENT
Recommended Arterial Roadway Classifications
Snohomish County

Map No.	Location and Limits	Old Road Class	New Road Class	Miles	Recommended Design or Action	Plan Phase
COLLECTOR ARTERIALS (continued)						
CL-15	148th Street SE (west) Puget Park Drive to Seattle Hill Road	CL	CL	0.74	Map update showing actual connection to Seattle Hill Road.	n/a
CL-16	148th Street SE (east) Puget Park Drive to 132nd Street SE Extension	n/a	CL	0.65	Map update showing eventual connection needing further study, and to be built by new development.	LR
MINOR ARTERIALS						
MA-1	Marine Drive/180th Street NW (move to 176th Street NW)	LO	MaC	0.18	Map correction showing Rural 2-Lane standards.	n/a
MA-2	63rd Avenue NE (Sunnyside Blvd) 46th to 64th Streets NE	LO	MA	1.93	Map update showing City of Marysville classification for continuity.	n/a
MA-4	112th Street SW Extension Beverly Park Rd to SR-525	MA	n/a	0.60	Delete from Transportation Element because construction not feasible.	n/a
MA-6	Beverly Park Road Airport Rd to SR-525	CL	MA	1.35	Urban 5-Lane standard because of deletion of 112th Street Extension.	LR
MA-7	E. Lake Goodwin Road (SR-531) SR-531 to State Park Entrance	MiC	MaC	1.59	Map correction showing State Route 531 as rural major collector arterial.	n/a
MA-8	88th Street NE I-5 to 27th Avenue NE	MA	MA	0.45	Map update showing actual connection to 27th Avenue NW.	n/a
MA-9	238th Street SW SR-99 to SR-104	LO	MA	0.23	Urban 2-Lane standards because is operating as minor arterial.	LR

PA = Principal Arterial (urban)
 CL = Collector (urban)
 MA = Minor Arterial (urban)
 MaC = Major Collector (rural)
 MiC = Minor Collector (rural)
 LO = Local Road

Short-Range Phase - 2000 to 2005
 Long-Range Phase - 2006 to 2012

Table 1 (continued)

2000 TRANSPORTATION ELEMENT AMENDMENT
Recommended Arterial Roadway Classifications
Snohomish County

Map No.	Location and Limits	Old Road Class	New Road Class	Miles	Recommended Design or Action	Plan Phase
PRINCIPAL ARTERIALS						
PA-1	132nd Street SE Extension Sno-Cascade Dr to SR-9	PA	PA	2.10	Map correction showing preferred alignment from SEIS.	LR
PA-2	State Route - 92 SR-9 to 169th Drive SE, also show realignment replacing Crooked Mile Road	MA	PA	8.10	Update to classification because it is operating as a principal arterial, along with map correction showing actual alignment of SR-92 as it enters Granite Falls.	n/a n/a
PA-3	Granite Falls Bypass (SR-92) 169th Dr. SE to Mountain Loop Highway	n/a	PA	1.62	Bypass of City of Granite Falls with realignment of State Route - 92.	LR
PA-4	Paine Field Blvd. SR-525 to SR-526	PA	PA	0.82	Map update showing actual connection to SR-526.	n/a

PA = Principal Arterial (urban)
 CL = Collector (urban)
 MA = Minor Arterial (urban)
 MaC = Major Collector (rural)
 MiC = Minor Collector (rural)
 LO = Local Road

Short-Range Phase - 2000 to 2005
 Long-Range Phase - 2006 to 2012

SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN

The proposed changes to the arterial circulation map amount to thirteen updates, four corrections, one deletion and six new or revised alignments of classified arterials. This amounts to a total of 24 changes to the arterial circulation map adopted in 1995, with the rationale for each change described below.

- a. Chapel Hill Road (N. Davies Road to 99th Avenue SE) is currently classified as a local road, but actually operates as part of a collector arterial that runs from N. Davies Road to State Route 204. This classification change (CL-1) would have the aim of making Chapel Hill Road's ultimate design compatible with the recently constructed Market Place SE collector arterial that connects Chapel Hill Road west over to SR-204. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995 and 2000 Draft Lake Stevens UGA Plan and EIS.
- b. 51st Avenue NE (Grove Street to 108th Street NE) is currently classified as a local street where it exists between Grove Street in the City of Marysville and 108th Street NE in the unincorporated County. These three classification changes (CL-2, CL-3, CL-4) would make the county's arterial circulation map compatible with that of the City of Marysville, and allow 51st Avenue to operate with continuity as a north-south collector arterial. This change does not present significant impacts that were not already considered by the adoption of the County's and City's Transportation Elements in 1995 and 1996, respectively.
- c. Locust Road. (Lockwood Road to Countyline) is currently operating as a collector arterial. A mapping error was made with the original adoption of the Transportation Element in 1995 and is being corrected for consistency with King County's arterial network. This change (CL-6) does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- d. 121st Street SW (Beverly Park Road to Harbour Point Boulevard) replaces the 112th Street SW Extension as the connection to State Route 525. This alignment change (CL-7), along with improvements discussed later (item p. Beverly Park Road), completes the intent of the County's 1995 adoption of the Transportation Element for this corridor. This change does not present impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- e. Market Place SE Extension (99th Street SE to SR-9) has been recently constructed and is operating as a collector arterial. This change (CL-8) entails a map correction showing that this roadway now exists. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- f. Market Place SE Extension (SR-9 to SR-204) has been recently constructed and is operating as an actual collector arterial. This change (CL-9) entails a map correction

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- showing that this roadway now exists. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995
- g. 240th Street SW (SR-104 to 84th Avenue W.) is currently operating as a local street and will not need to operate as a collector arterial in the future. This change (CL-11) will make its classification consistent with that of the City of Edmonds and does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995
 - h. 84th Avenue W. (238th to 240th Streets SW) is currently operating as a local street and will not need to operate as a collector arterial in the future. This change (CL-12) will make its classification consistent with that of the City of Edmonds and does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
 - i. 238th Street SW (State Route 99 to State Route 104) is currently operating as a minor arterial. The 238th Street SW roadway (MA-9) would replace 240th Street and 84th Street SW as a more direct and appropriate minor arterial connecting to State Route 104. This change will make its classification consistent with that of the City of Edmonds and does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995
 - j. Vernon Road (Lundeen Park Way to 92nd Avenue NE) is currently operating as a collector arterial. This reclass (CL-14) would make Vernon Road consistent with connecting roads, which include: Soper Hill Road, Lundeen Parkway and N. Davies Road. All of these arterials are operating as minor or collector arterials. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995 and the Draft Lake Stevens UGA Plan and EIS.
 - k. 148th Street SE (Puget Park Drive to Seattle Hill Road) is newly constructed and operating as a collector arterial. This change (CL-15) entails a map correction showing that this roadway now exists. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
 - l. 148th Street SE (Puget Park Drive to 132nd Street SE Extension) is identified for construction by new development. This proposed arterial connection is subject to further study to determine its feasibility and specific alignment. This map update (CL-16) shows a general alignment to be specified at a later date as development occurs.
 - m. Marine Drive/180th Street NW (move to 176th Street NW) is a map correction (MA-1) to show 176th Street NW as the appropriate connection between the north and south sections of Marine Drive. The 176th Street NW connection is currently operating as the connector

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with the appropriate traffic control. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.

- n. 63rd Avenue NE/Sunnyside Blvd. (46th to 64th Street NE) is currently designated as a minor arterial within the City of Marysville. This map change (MA-2) entails showing 63rd Avenue NE as a city minor arterial consistent with the designation of Sunnyside Boulevard as the county's connecting collector arterial. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995 and the City of Marysville's Transportation Element in 1996.
- o. 112th Street SW Extension (Beverly Park Road to SR-525) is a future arterial connection that is not practical or cost effective to construct. The County Transportation Element adopted in 1995 recognized this possibility and recommended widening Beverly Park Boulevard to five lanes if the 112th Street SW extension proved infeasible. This change (MA-4) removes the proposed arterial from the circulation map and does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- p. Beverly Park Road (Airport Road to State Route 525) is currently operating as a minor arterial. Improvement of this arterial to a three lane or five lane cross-section was identified in the 1995 County Transportation Element as dependent on the feasibility of the 112th Street SW extension to SR-525. A five-lane configuration would be needed if the 112th extension were proved infeasible. This change (MA-6) confirms the need for a five-lane cross-section from Airport Road to SR-525. This change does not present impacts that were not already considered by the adoption of the County's Transportation Element in 1995 and the environmental analysis for the Beverly Park Road project.
- q. E. Lake Goodwin Road/State Route 531 (State Route 531 to Wenberg State Park Entrance) is a state highway currently operating as a rural major collector arterial. This change (MA-7) corrects the county's arterial circulation map to show the appropriate county classification for the state highway. This map correction does not present impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- r. 88th Street NE (Interstate 5 to 27th Avenue NE) is currently operating as a minor arterial in conjunction with the recently constructed interchange at 88th Street NW and I-5. This change (MA-8) entails a map correction showing that this roadway now exists as consistent with, and part of the 88th Street corridor through the City of Marysville. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.

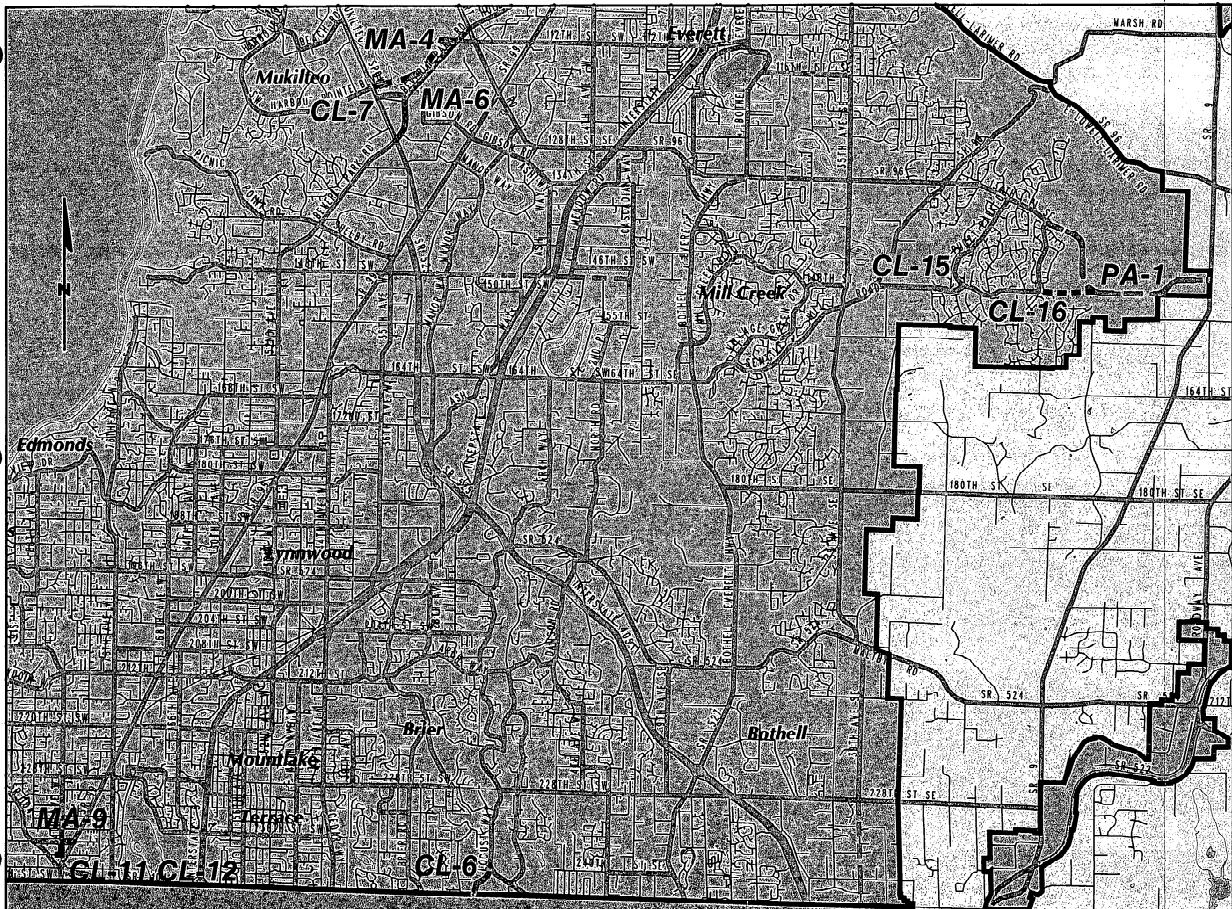
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
- s. 132nd Street SE/State Route 96 Extension (Snohomish-Cascade Drive to SR-9) is a proposed principal arterial for future construction. The Transportation Element, adopted in 1995, examined and recommended a general alignment for the extension. It was recognized that the final design report and environmental process would produce a preferred alignment from a number of options. The change (PA-1) presented is a map correction to specify the actual alignment adopted by the County Council. Upon completion of construction the alignment will become a state highway. This map correction does not present significant impacts that were not already considered by adoption of the Snohomish County's Transportation Element in 1995.
- t. State Route 92 (SR-9 to 169th Drive SE) is currently operating as a principal arterial according to the county's classification system. This change (PA-2) is a map correction showing the highway's true functional class and reconstructed alignment near the City of Granite Falls. This map correction does not imply any design change to this state highway nor does it present impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- u. Granite Falls Bypass (169th Drive SE to Mountain Loop Highway) is proposed as a new alignment for rerouting traffic from State Route-92 around downtown Granite Falls. This change (PA-3) places a new and generalized alignment on the county's arterial circulation map within the unincorporated county and City of Granite Falls. Addition of this alignment to the arterial network, part of which is in the unincorporated county, has the potential for significant impacts due to traffic diverted from the current route within downtown Granite Falls. It also has as other impacts typical of a new roadway. These impacts are examined and disclosed through a February 2000 "non-project" environmental impact statement. The final alignment of this arterial roadway will occur at a later date with evaluation and adoption of a right-of-way plan.
- v. Paine Field Boulevard (SR-525 to SR-526) is recently constructed and currently operates as a principal arterial. This change (PA-4) entails a map correction showing that this roadway alignment now exists. Snohomish County is seeking a road jurisdiction transfer so that Paine Field Boulevard will become part of the State Route 525 corridor through the City of Mukilteo and unincorporated county. This change does not present impacts that were not already considered by the adoption of the County's Transportation Element in 1995.

These changes to the Arterial Circulation map do not present specific project proposals at this time. Project-level analysis and recommendations will be part of a more detailed set of amendments required by the Growth Management Act (RCW 36.70A.130 {1}) and to be completed by September of 2002.

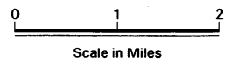
Figure 1
Proposed Changes to
Comprehensive Plan:
Arterial Circulation

Southwest County



-  Minor Arterial (Urban)
Major Collector (Rural)
-  Collector (Urban)
Minor Collector (Rural)
-  Recommended Collector (Urban)
Recommended Minor Collector (Rural)
-  Principal Arterial
-  Recommended Principal Arterial
-  Subject to Further Study
-  Deletions from Plan
-  Arterial Circulation Plan
-  Proposed Arterials
-  Local Streets
-  UGA Boundary
-  Urban Growth Area
-  Incorporated City

Refer to Table 1 for more information on specific projects.



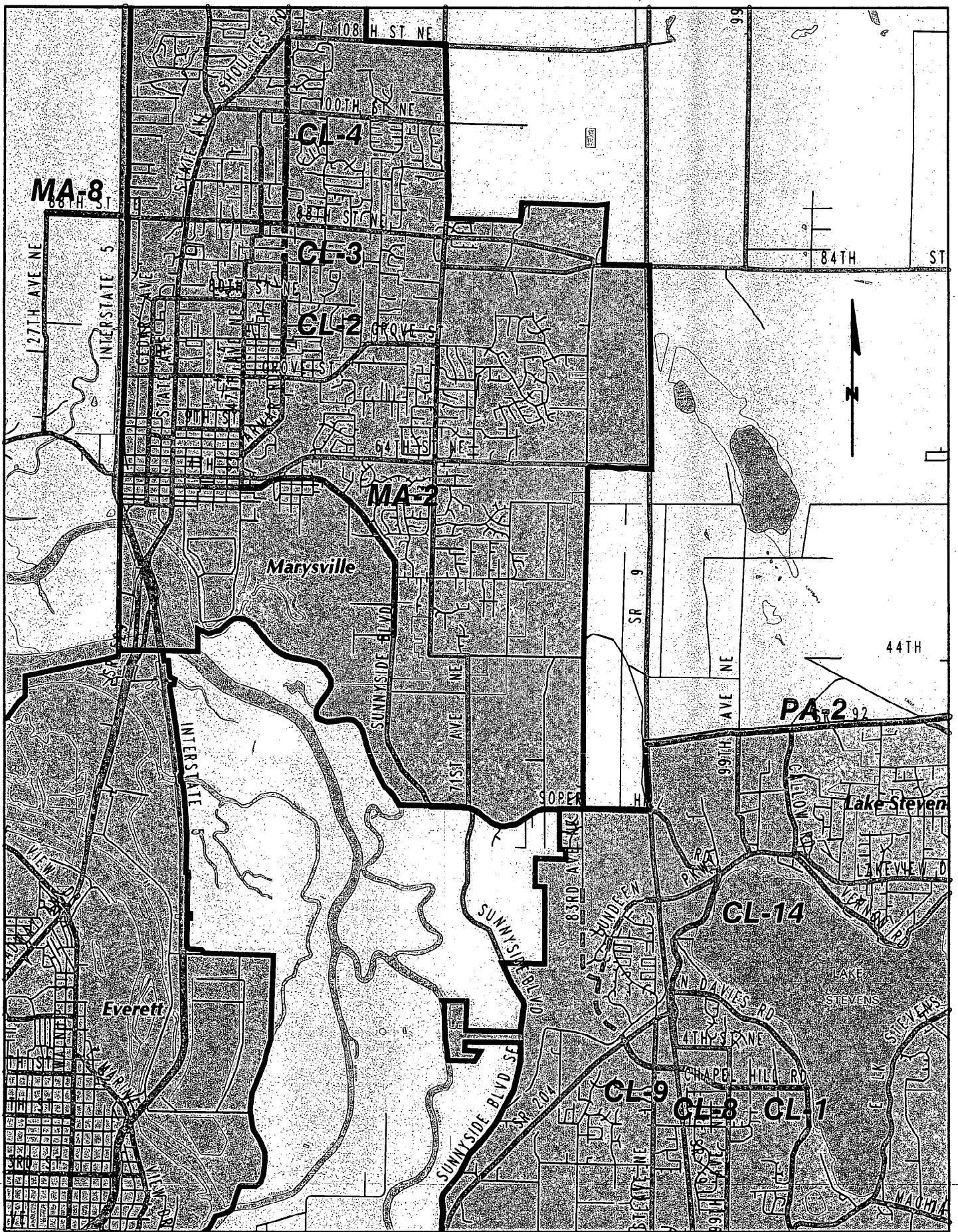


Figure 2

Proposed Changes to Comprehensive Plan: Arterial Circulation
Lake Stevens/Marysville

	Minor Arterial (Urban) Major Collector (Rural)		Recommended Principal Arterial		Local Streets	Refer to Table 1 for more information on specific projects.
	Collector (Urban) Minor Collector (Rural)		Subject to Further Study		UGA Boundary	
	Recommended Collector (Urban) Recommended Minor Collector (Rural)		Deletions from Plan		Urban Growth Area	
	Principal Arterial		Arterial Circulation Plan		Incorporated City	
			Proposed Arterials		0 .5 1 Scale in Miles	



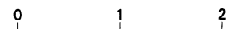
Snohomish County

Figure 4
Proposed Changes to
Comprehensive Plan:
Arterial Circulation

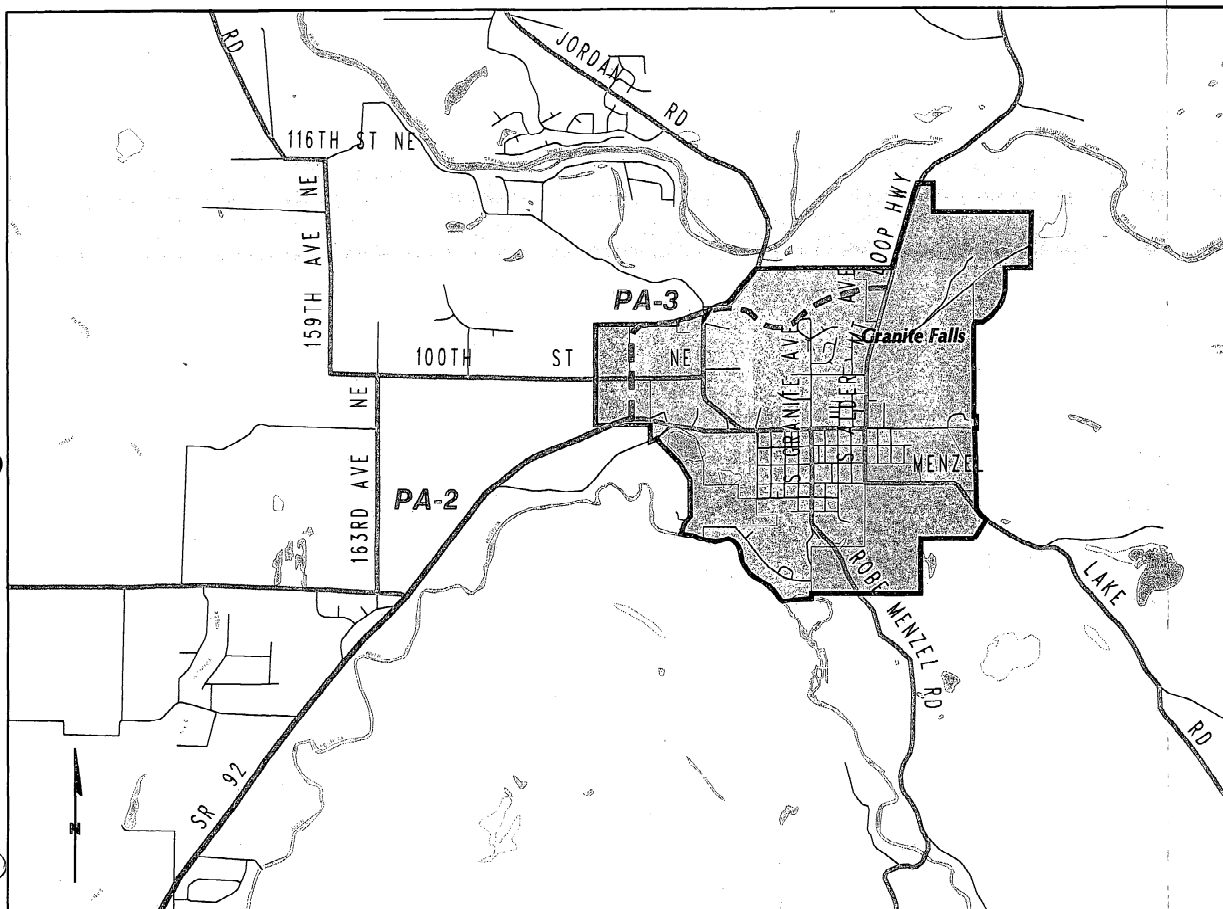
Granite Falls

- Minor Arterial (Urban)
Major Collector (Rural)
- Collector (Urban)
Minor Collector (Rural)
- Recommended Collector (Urban)
Recommended Minor Collector (Rural)
- Principal Arterial
- Recommended Principal Arterial
- Subject to Further Study
- Deletions from Plan
- Arterial Circulation Plan
- Proposed Arterials
- Local Streets
- UGA Boundary
- Urban Growth Area
- Incorporated City

Refer to Table 1 for more information on specific projects.



Scale in Miles



Map by Snohomish County Department of Planning and Development Services, Cartography Section. I:\sno\trans\104\am\rdm\dkk April 20, 2000. Revised 11-27-00.

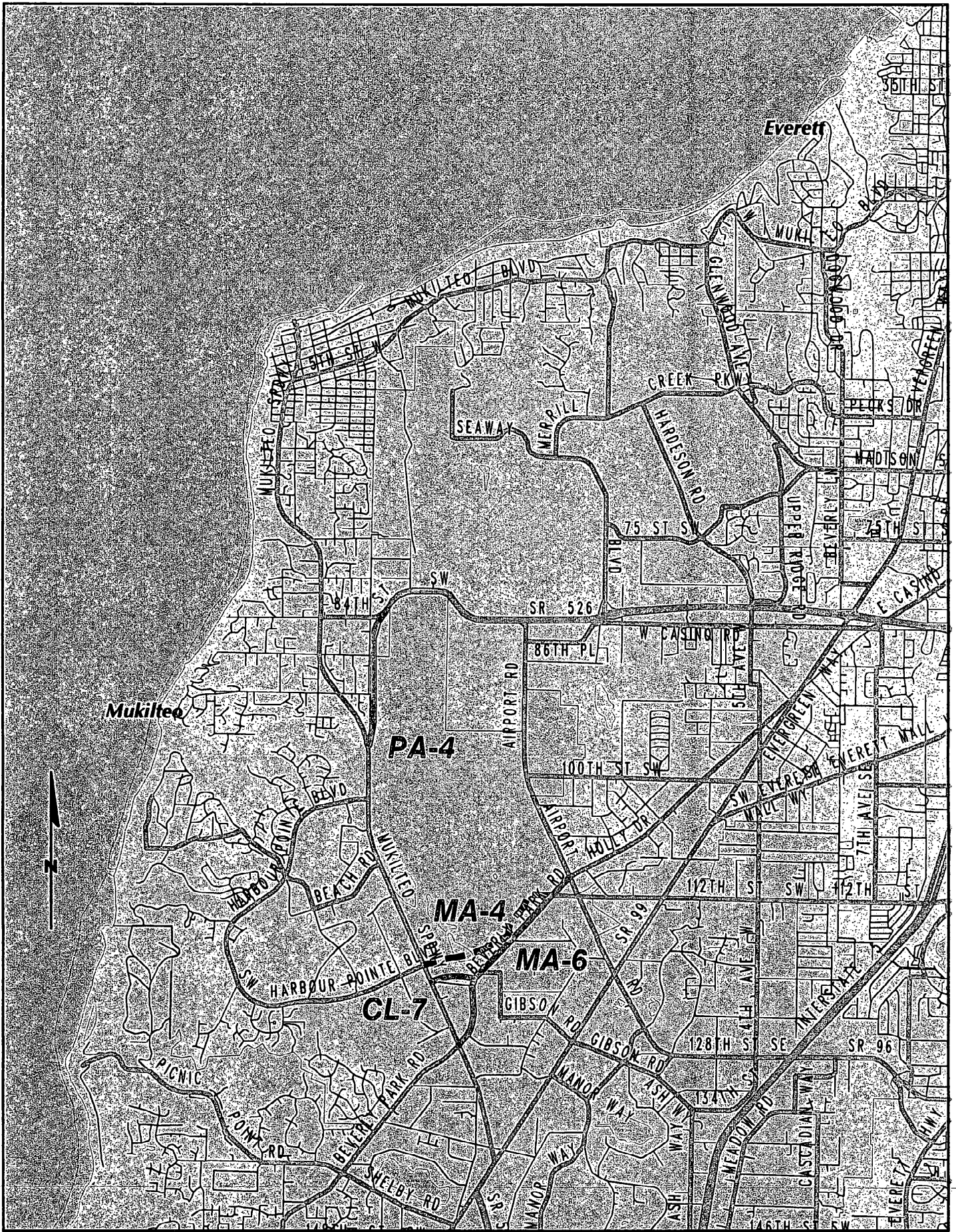


Figure 5
Proposed Changes to Comprehensive Plan: Arterial Circulation
Paine Field

	Minor Arterial (Urban) Major Collector (Rural)		Recommended Principal Arterial		Local Streets	Refer to Table 1 for more information on specific projects.
	Collector (Urban) Minor Collector (Rural)		Subject to Further Study		UGA Boundary	
	Recommended Collector (Urban) Recommended Minor Collector (Rural)		Deletions from Plan		Urban Growth Area	
	Principal Arterial		Arterial Circulation Plan		Incorporated City	
			Proposed Arterials		0 .5 1 Scale in Miles	



III. COUNTYWIDE BICYCLE FACILITY SYSTEM MAP

A. Background.

The Countywide Bicycle Facility System map, adopted in 1995 (Figures 9 and 10, pages 57 and 59 of the Transportation Element), designates existing and future bikeways that are intended to accommodate both recreational and travel-oriented bicycling. The bikeways are classified by type (separated paths, lanes adjacent to roadways, and routes on road shoulders). General design features and right-of-way requirements are associated with each bikeway class; just as with arterial roadways. The relevance and importance of the bikeway circulation map is:

- its use in presenting a bikeway concept in context of county land use and the arterial system,
- its use as a tool for performing development review by identifying right-of-way needs and design features as part of needed arterial improvements, and
- a basis for collaborating with the state and cities to create an integrated network of bikeways that serves the greater community.

For Snohomish County there are three general classes of bikeway and walkway facilities that can be described as:

- Off-road, Separated Multi-use Paths (Class I) -- are physically separated from motorized vehicular traffic by open space or a barrier. These paths generally serve multiple users including pedestrians, bicyclists and equestrians. An example of a Class I Path is the Centennial Trail connecting the Cities of Snohomish and Lake Stevens.
- Bicycle Lanes and/or Walkways (Class II) -- are distinguished from the off-road paths in that they are not separated from motorized traffic. Bicycle lanes can be designated for exclusive use by bicyclists and are delineated from traffic lanes by a broad, painted white stripe or raised polyester markers. Bicycle lanes can also be present with walkways and pedestrian use. Walkways, where they are present, can be traditional raised sidewalks or extensions of the paved roadway surface and its shoulders.
- Bicycle or Walkway Routes (Class III) -- are roadways that have been designated by signs as a suggested route for bicyclists. Roadway shoulders, where they are present, serve as informal walkways. Bicycle routes are not delineated with stripes except for a line delineating the shoulder. Bicycle routes are found on roadways with shoulders at least 4 feet wide or at least with widened curb-lanes. Roadway shoulders are generally suitable where the volume of bicyclists and pedestrians is low.

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The four proposed bikeway changes will allow the bicycle facility system, envisioned in 1995, to evolve and adapt to current conditions.

B. Countywide Bikeway Circulation Map Changes.

The four proposed changes to the County Bikeway Facility System Map are presented by Table 2. The changes include the addition of two separated paths and two bicycle lanes on local roads. Three of these proposals are intended as operations improvements to the Interurban Trail. And one is an enhancement to the proposed Lowell-Snohomish River Road route so that it can eventually connect to the Centennial Trail. Figure 6 illustrates the location of the bikeway map changes.

Table 2

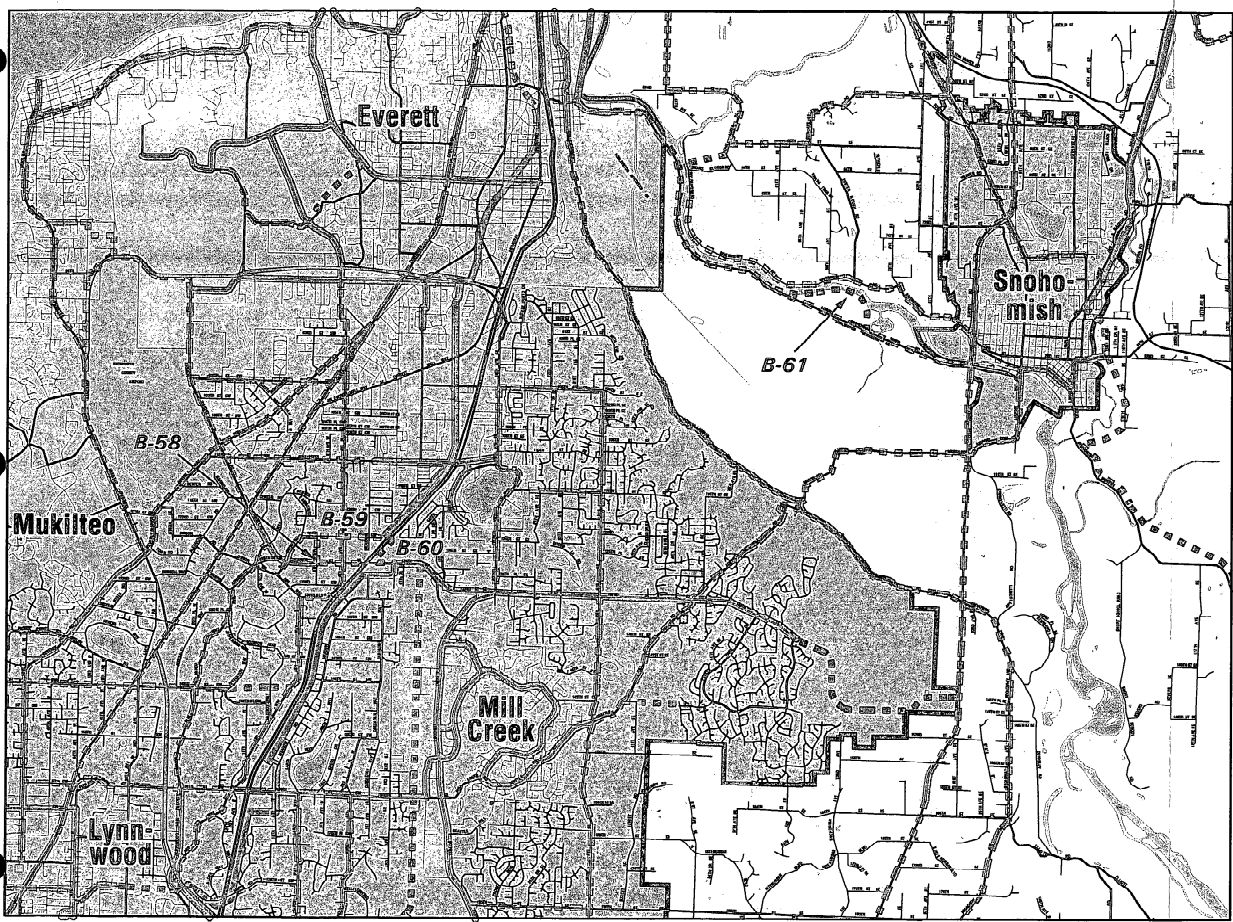
2000 TRANSPORTATION ELEMENT AMENDMENT
Recommended Bikeway Classifications
Snohomish County









Map No.	Location and Limits	Road Class	Miles	Recommended Design or Action	Plan Phase
B-58	8th Avenue W 124th Street to 128th Street SW	LO	0.29	Bicycle Lanes	SR
B-59	124th Street SW/E. Gibson Road Gibson Road to I-5	LO	0.47	Bicycle Lanes <i>Delete 128th Street SW 8th Avenue SW to 3rd Avenue SE</i>	SR
B-60	Interurban Trail 128th Street SE @ 3rd Avenue SE to 124th Street SE @ I-5	SP	0.40	Bicycle Path and I-5 Overpass	SR
B-61	Lowell-Snohomish River Road 67th Avenue SE to Foster Slough	SP	0.94	Bicycle Path	LR




PA = Principal Arterial (urban)
 CL = Collector (urban)
 MA = Minor Arterial (urban)
 LO = Local Road
 SP = Separated Multi-use path

Short-Range Phase - 2000 to 2005
 Long-Range Phase - 2006 to 2012

Figure 6
Countywide Bicycle Facility System
Arterial Circulation
Proposed Changes to Transportation Element



-  Existing Bikeways
-  Current Bikeway Classifications in Comprehensive Plan
-  New Bikeway Classifications added to Comprehensive Plan
-  Bikeway Classifications Removed From Comprehensive Plan
-  Local roads (CRIS)
-  Arterial Circulation
-  City Limits
-  Urban Growth Area
-  Incorporated City



 Scale in Miles

 Snohomish County

Map by Snohomish County Department of Planning and Development Services; Cartography Section. I:\carto\trans\roads\roads\bike_millano_blue.aml rdm\skt 1999. Revised 11-27-00.

IV. REGIONAL HIGH-CAPACITY TRANSIT (SOUND TRANSIT)

A. Background.

This particular amendment is a simple update of Figure 8 – Regional High-capacity Transit (HCT) Alignments and Service Area (on page 51 of the Transportation Element adopted in 1995). Snohomish County's Transportation Element of the Comprehensive Plan contains an implementation measure that states the county's ongoing position on high-capacity transit. It declares that the county's strategy is to:

Continue participation in the Regional Transit Authority (a.k.a., Sound Transit) covering Pierce, King and Snohomish Counties with the intent of positioning Snohomish County to benefit from improved high-capacity transit.

This strategy is consistent with Council motion no. 93-214, which expresses the county's position on continued participation in Regional Transit Authority (RTA), and includes:

- consideration of commuter rail services between Everett and Seattle as supplemental to the recommended high-capacity transit system after a thorough cost-effectiveness analysis;
- the opportunity to reconsider participation in the RTA if major modifications to the regional transit plan become necessary (including proposed financing and plan phasing), and
- voter approval of the financial plan for implementing a regional transit plan towards the year 2012, possibly in two ballots.

Table 3 presents a summary of major milestones, accomplishments and events associated with the Regional Transit Authority (RTA) since early 1996. The RTA is now known as Sound Transit and is in the process of building a regional public transportation system for the central Puget Sound. This amendment will update the high-capacity transit map to better reflect Sound Transit's planned improvements within Snohomish County.

B. Sound Transit's Implementation Program for Snohomish County.

Snohomish County's fundamental strategy has not changed, since 1995, while it has successfully participated in Sound Transit. Table 4 presents Sound Transit's implementation program for HCT in Snohomish County. It includes: commuter rail service between Seattle and Everett to be instituted in 2002, multi-modal transportation stations within the cities of Everett, Mukilteo and Edmonds, high-occupancy vehicle access provisions at major freeway

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interchanges, regional express bus service and transit centers, and services focused on key activity centers within the county.

Figure 7, on page 31, illustrates Sound Transit’s implementation program and is proposed as a replacement for Figure 8 within the 1995 County Transportation Element. This update is being accomplished in order to maintain consistency between Snohomish County and Sound Transit’s plans. Sound Transit’s implementation program supports Snohomish County’s comprehensive plan, particularly with regard to the aim of developing transit-oriented urban centers within the Southwest Urban Growth Area (UGA).

Table 3

Sound Transit Historical Timeline

Date	Major Milestone, Event or Accomplishment
April 2000	<ul style="list-style-type: none"> • Preliminary engineering starts on the track and corridor improvements for the Sounder commuter rail service between Everett and Seattle.
March 2000	<ul style="list-style-type: none"> • Property acquisition is approved for the Everett multimodal center.
February 2000	<ul style="list-style-type: none"> • Planning starts on 164th Street SW HOV direct access ramps. • Property acquisition approved for the Pacific Avenue overpass.
January 2000	<ul style="list-style-type: none"> • FTA issues “Record of Decision” for the Everett to Seattle commuter rail project.
December 1999	<ul style="list-style-type: none"> • Sounder commuter rail made an inaugural run between Seattle and Tacoma.
September 1999	<ul style="list-style-type: none"> • First Regional Express buses start operating in Snohomish County. Five bus routes start operation 7 days a week.
August 1999	<ul style="list-style-type: none"> • The “Puget Pass”, a region-wide bus pass goes into operation.
July 1999	<ul style="list-style-type: none"> • The 1,000 stall Ash Way Park & Ride lot is opened.
April 1999	<ul style="list-style-type: none"> • Transit-oriented development policies adopted by Sound Transit.
February 1999	<ul style="list-style-type: none"> • Planning starts on south Everett projects.
June 1998	<ul style="list-style-type: none"> • Planning starts on Lynnwood projects.
November 1996	<ul style="list-style-type: none"> • Voters approve the RTA’s plan, entitled “Sound Move”, the financial plan and tax package.
May 1996	<ul style="list-style-type: none"> • The RTA Board adopted the ten-year regional transit plan entitled “Sound Move”.

Snohomish County has established a regulatory process, as well as administrative policies and procedures, for applying transit-supportive measures under land development review. The county’s development review process involves application for permits, review and

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approvals by the department of public works. In some cases, there is a quasi-judicial hearing associated with some development projects. Importantly, transit-supportive measures can be imposed or volunteered that can effect approval decisions for permits or development agreements, particularly as related to types and cost of development impact mitigation. As Sound Transit implements the various transit related improvements, Snohomish County will endeavor to integrate them with supportive land development uses, densities and patterns.



















Table 4

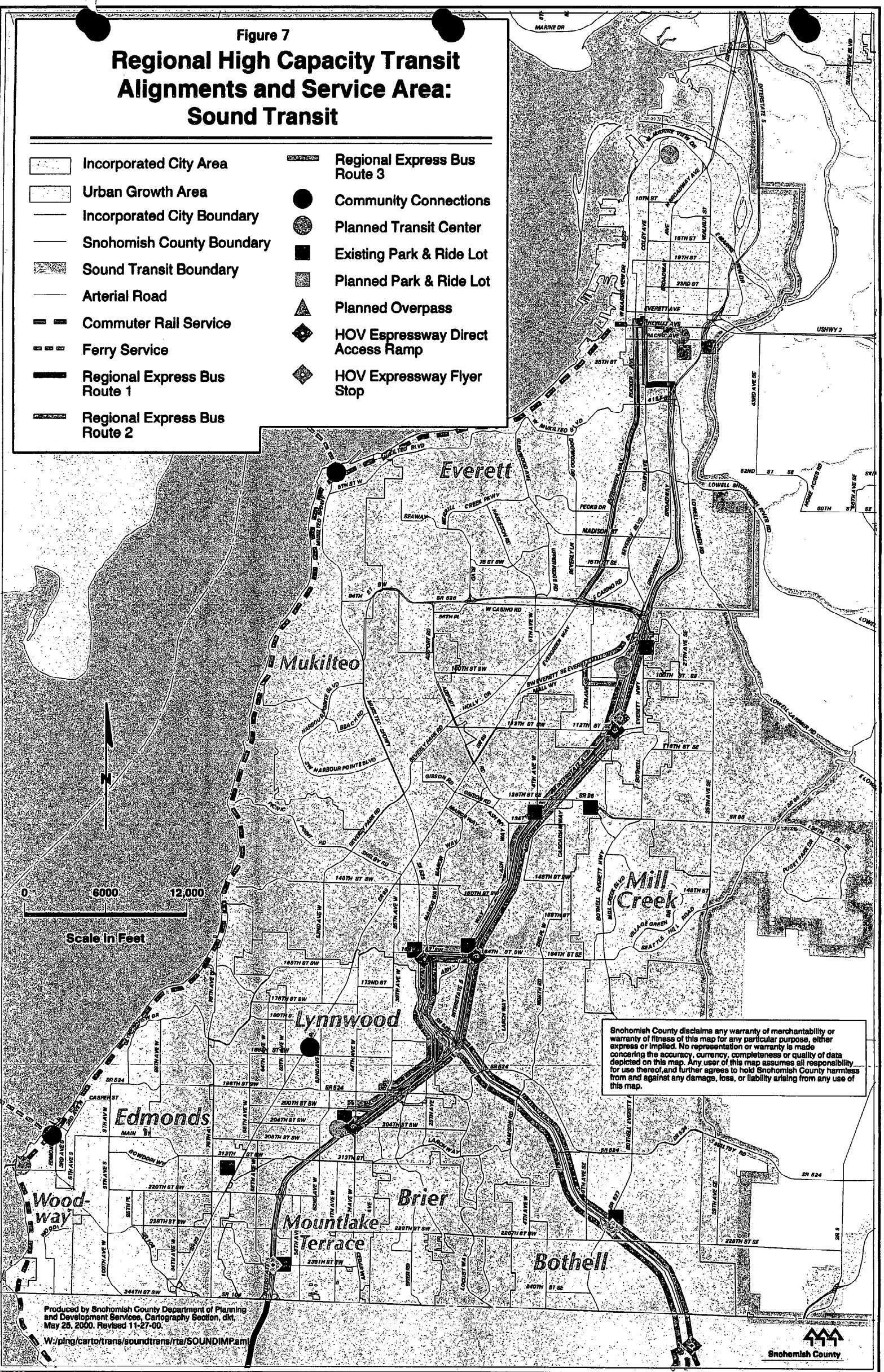
Sound Transit Planned Improvements for Snohomish County

Improvement Category	Location/Limits	Status	
Commuter Rail	Everett to Seattle (track and facilities).	Planned	
Multimodal Stations	Everett	Planned	
	Mukilteo	Planned	
	Edmonds	Planned	
HOV Access	I-5 @ 164 th Street SW	Planned	
	I-5 @ Lynnwood Park & Ride	Planned	
	I-5 @ 112 th Street SW	Planned	
	SR-525 @ 164 th Street SW	Planned	
Regional Express Bus	Everett-Lynnwood-Seattle	Operational	
	Everett Mall-Bothell-Bellevue	Operational	
	Lynnwood-Bothell-Bellevue	Operational	
Community Connections	Lynnwood Transit Center	Planned	
	Park & Ride Connector (above)	Planned	
	Ash Way Park & Ride	Complete	
	Swamp Creek Park & Ride	Planned	
	Mountlake Terrace Flyer Stop	Planned	
	Pacific Avenue Overpass (Everett)	Planned	
	South Everett Transit Center	Planned	
	East Everett Park & Ride Enhancements	Planned	
	North Everett Transit Center	Planned	
	Lynnwood Park & Ride Enhancements	Planned	
	112 th Street SW Park & Ride / Flyer Stop	Planned	
	State Route 99 Improvement Project	Planned	

Figure 7

Regional High Capacity Transit Alignments and Service Area: Sound Transit

- | | | | |
|--|------------------------------|---|-----------------------------------|
|  | Incorporated City Area |  | Regional Express Bus Route 3 |
|  | Urban Growth Area |  | Community Connections |
|  | Incorporated City Boundary |  | Planned Transit Center |
|  | Snohomish County Boundary |  | Existing Park & Ride Lot |
|  | Sound Transit Boundary |  | Planned Park & Ride Lot |
|  | Arterial Road |  | Planned Overpass |
|  | Commuter Rail Service |  | HOV Expressway Direct Access Ramp |
|  | Ferry Service |  | HOV Expressway Flyer Stop |
|  | Regional Express Bus Route 1 | | |
|  | Regional Express Bus Route 2 | | |



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Produced by Snohomish County Department of Planning and Development Services, Cartography Section, dkt, May 25, 2000. Revised 11-27-00.



V. STATE-OWNED TRANSPORTATION FACILITIES

A. Background.

1. GMA Requirements for State Transportation Facilities

In 1998, the Legislature amended the Growth Management Act (House Bill 1487) to require counties and cities to prepare, by December 31, 2000, amendments to their comprehensive plans that include state transportation facilities. The specific revision topics to be addressed by Snohomish County are:

- an inventory of state-owned facilities within the county,
- estimate traffic impacts to state-owned transportation facilities resulting from land use decisions so performance can be monitored and improvements can be planned,
- the documenting of level of service criteria or standards for measuring state facility performance,
- identifying current and future state facility needs that are consistent with the statewide multimodal transportation plan (RCW 36.70A.070 {6}).

This amendment to Snohomish County's Comprehensive Plan will provide supplemental documentation and information to the county's adopted Transportation Element, which already addresses state-owned facilities. Supplemental documentation will include: a state-owned facility inventory, travel forecasts and a revised list of state-owned facility improvements that are needed to support the county's comprehensive plan. Previous county level of service analysis for state highways will be updated to report on: the level of service objectives established by the State Transportation Commission for programming purposes; the level of service standards adopted by Snohomish County and, the level of service criteria shown in the Snohomish County/WSDOT interlocal agreement.

2. County Population/Employment Growth and State Facilities

Snohomish County is one of the fastest growing counties in the State of Washington. Under the Growth Management Act, Snohomish County is required to accommodate and manage its share of the state's expected growth towards the year 2012. In 2000, Snohomish County population level is estimated at 593,500 persons, while employment levels are estimated at 220,180 workers. Towards the year 2012, population and employment levels in the county are expected to exceed 714,240 persons and 269,090 workers, respectively. This level of growth, both within the cities and unincorporated county, will impact local arterials and state highways throughout Snohomish County.

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Snohomish County is divided into six distinct transportation service areas (TSA) that have, associated with them, specific county arterial improvement projects. In addition, each TSA has a specific traffic mitigation fee computed based on trip growth towards the year 2012 (please see Appendix A, Figure 9 for illustration of the TSAs.) Within each TSA are urban growth areas (UGA) where most growth in the county will be focused. These UGAs are connected and served by a network of state highways that will be handling traffic increases associated with urban growth. Appendix A contains a tabular inventory of state highways and a map showing TSAs, UGAs and the state highway units.

Table 5 presents the population, employment and daily traffic growth trends that are expected to characterize each TSA towards the year 2012. Listed for each are the state highways serving the TSA and the UGAs framed by each TSA. The summary descriptions of growth presented for each TSA are translated into future traffic forecasts and level of service (LOS) impacts for specific state highway units identified within Appendix B. Like the growth trends information presented within Table 5, the traffic forecasts and LOS impacts within Appendix B are presented for 1997, 2006, 2012 and the longer term horizon of 2020.

The significance of Table 5 and Appendix B are that they present the traffic impacts, of long-term growth and development within Snohomish County, on the state highway system. This allows the WSDOT to gauge the performance of the various highway units in relation to Snohomish County growth trends. This as per the requirements of the GMA. More discussion of level of service is presented within subsequent sections of this document.

B. State Transportation Facilities Inventory

Snohomish County is directed to prepare and document an inventory of transportation facilities within its jurisdictional boundaries as per the Growth Management Act {RCW 36.70A.070 (6) (a) (iii) (A)}. This was accomplished in some detail as part of preparing the 1995 Transportation Element. Documentation regarding this earlier inventory is provided by the Inventory of Transportation Facilities and Services, 1992. Snohomish County Planning Department. The inventory prepared in 1992 does include state facilities, but not the level of detail implied for state highways by the GMA requirements introduced in 1998. Therefore, most important to this amendment is an update of the county's inventory to include more details on state-owned highways of statewide and regional significance.

The inventory of state-owned facilities, presented here, within the whole of Snohomish County includes the following categories:

- Freeways and Highways,
- Freeway Interchanges,
- Park-and-Rides, and
- Ferry Terminals.

Table 5
Growth Trends by Transportation Service Area

Transportation Service Area "A"				
ITEM	1997	2006	2012	2020
Population (Persons)	92,978	116,357	133,158	142,540
Percent Growth from 1997	0%	25%	43%	53%
Employment (Persons)	25,197	30,349	32,216	34,780
Percent Growth from 1997	0%	20%	28%	38%
Daily Vehicle Trip Ends	437,893	541,136	585,662	634,670
Percent Growth from 1997	0%	24%	34%	45%
State highways serving TSA:	Interstate 5 and State Routes 2, 9, 528, 529, 530, 531, and 532.			
Urban Growth Areas:	Arlington, Darrington, Marysville and Stanwood.			

Transportation Service Area "B"				
ITEM	1997	2006	2012	2020
Population (Persons)	46,185	55,180	61,508	70,639
Percent Growth from 1997	0%	19%	33%	53%
Employment (Persons)	5,682	7,391	8,410	8,822
Percent Growth from 1997	0%	30%	48%	55%
Daily Vehicle Trip Ends	147,554	191,792	211,106	232,498
Percent Growth from 1997	0%	30%	43%	58%
State highways serving TSA:	Interstate 5 and State Routes 2, 9, 92 and 204.			
Urban Growth Areas:	Part of Everett, Granite Falls and Lake Stevens.			

Note: See Appendix B for specific State Route level of service information.

Table 5 (continued)

Growth Trends by Transportation Service Area

Transportation Service Area "C"				
ITEM	1997	2006	2012	2020
Population (Persons)	52,120	61,527	69,575	78,601
Percent Growth from 1997	0%	18%	33%	51%
Employment (Persons)	12,240	15,228	16,431	17,816
Percent Growth from 1997	0%	24%	34%	46%
Daily Vehicle Trip Ends	234,372	286,922	309,430	358,259
Percent Growth from 1997	0%	22%	32%	53%
State highways serving TSA:	Interstate 5 and State Routes 2, 9, 203, and 522.			
Urban Growth Areas:	Gold Bar, Index, Monroe, Snohomish and Sultan.			

Transportation Service Area "D"				
ITEM	1997	2006	2012	2020
Population (Persons)	197,625	247,911	284,548	320,225
Percent Growth from 1997	0%	25%	44%	62%
Employment (Persons)	109,189	134,621	145,946	157,252
Percent Growth from 1997	0%	23%	34%	44%
Daily Vehicle Trip Ends	1,245,554	1,555,670	1,702,512	1,872,804
Percent Growth from 1997	0%	25%	37%	50%
State highways serving TSA:	Interstate 5 and State Routes 96, 99, 525, 526, 527, and 529.			
Urban Growth Areas:	Everett, Mill Creek and Mukilteo.			

Table 5 (continued)

Growth Trends by Transportation Service Area

Transportation Service Area "E"				
ITEM	1997	2006	2012	2020
Population (Persons)	19,859	25,645	28,849	32,994
Percent Growth from 1997	0%	29%	45%	66%
Employment (Persons)	2,883	3,604	3,955	4,600
Percent Growth from 1997	0%	25%	37%	60%
Daily Vehicle Trip Ends	61,124	82,892	91,166	104,346
Percent Growth from 1997	0%	36%	49%	71%
State highways serving TSA: State Routes 9, 203, 525 and 527.				
Urban Growth Areas: Maltby Industrial Area and Woodenville (King County)				

Transportation Service Area "F"				
ITEM	1997	2006	2012	2020
Population (Persons)	142,424	171,589	188,952	210,766
Percent Growth from 1997	0%	20%	33%	48%
Employment (Persons)	53,101	63,631	71,142	80,124
Percent Growth from 1997	0%	20%	34%	51%
Daily Vehicle Trip Ends	830,260	1,010,702	1,089,126	1,217,976
Percent Growth from 1997	0%	22%	31%	47%
State highways serving TSA: Interstates 5 and 405, and State Routes 99, 104, 524, and 527.				
Urban Growth Areas: Bothell, Brier, Edmonds, Lynnwood, Mount Lake Terrace, and Woodway.				

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What follows here is a discussion and disclosure of information for each category. The bulk of the discussion is focused on freeways and highways, where a major technical update is needed for this amendment to be in compliance with the GMA. For the remaining categories a brief summary is provided, since work completed in 1995 complies with the current provisions of the GMA.

1. State Highways and Freeways

In Snohomish County the highways owned by the state include two interstate highways (I-5 and I-405), one U.S. highway (US 2) and seventeen state highways. These facilities represent nearly 280 highway miles within the County. Table 6 shows a breakdown of state highway mileage by individual highway.

Table 6

State Highways within Snohomish County

State Highway	Limits	Mileage	Significance
I-5	King County to Skagit County Lines	39.89	Statewide
I-405	King County Line to I-5	5.30	Statewide
SR-2	Chelan County Line to I-5	40.67	Statewide
SR-9	SR-522 to Skagit County Line	37.64	Regional
SR-92	SR-9 to Granite Avenue	8.25	Regional
SR-96	SR-5 to Snohomish-Cascade Drive	4.80	Regional
SR-99	County Line to SR-526/I-5	11.90	Regional
SR-104	I-5 to Edmonds Ferry Terminal	4.79	Statewide
SR-203	County Line to SR-2	6.19	Regional
SR-204	SR-2 to SR-9	2.38	Regional
SR-522	County Line to SR-2	11.23	Statewide
SR-524	SR-104 to SR-522	14.68	Regional
SR-525	I-5 to Mukilteo Ferry Terminal	8.71	Statewide
SR-526	I-5 to SR-525	4.52	Statewide
SR-527	County Line to I-5	10.62	Regional
SR-528	I-5 to SR-9	3.46	Regional
SR-529	I-5 to SR-528	7.88	Regional
SR-530	I-5 to County Line	35.56	Regional
SR-531	Wenberg State Pk to Lakewood Rd	9.88	Regional
SR-532	County Line to I-5	7.18	Regional

More important than the actual mileage is the amount of traffic handled by the state highway facilities. Traffic levels are often expressed in daily vehicle-miles-of-travel (VMT), which is

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equal to the daily traffic times the length of the highway segment. Estimated 1999 VMT for the state highways in Snohomish County is nearly 8.8 million, with I-5 accounting for about 4.3 million of the total.

Appendix A provides more specific details on each state highway in the form of units (i.e., a sections breakdown of each state highway that has similar geometrics and operating characteristics). Please refer to Figure 9, which illustrates the state highway units on which the detailed inventory is based. The inventory contains information on each state highway unit and includes:

- length in mileage,
- federal functional class,
- number of lanes,
- speeds and estimated range for average annual daily traffic, and
- an estimate of the mean VMT.

Additional relevant information regarding state highways is also available in electronic form within databases generously produced by the Washington State Department of Transportation (WSDOT) and Puget Sound Regional Council (PSRC).

2. Freeway Interchanges

Snohomish County, as part of the earlier 1992 inventory, produced a document and electronic database that detailed the characteristics of current and future freeway interchanges within the county. The Inventory of Existing, Proposed and Conceptual Interchanges, 1992. Snohomish County Tomorrow mapped and diagramed 32 existing and eight proposed and conceptual interchanges. One of the proposed interchanges, I-5 and 88th Street NE, was constructed in 1998 and the SR-99/SR-525 interchange is under construction and nearing completion. This brings the existing total to 34 interchanges upon completion of the SR-99/SR-525 interchange. Readers should refer to the 1992 inventory document cited above for further details

3. State-owned Park-and Rides

The WSDOT owns and/or operates 5 park-and-rides within Snohomish County. Table 7 presents the information on each of the state-owned park and rides. Collectively, these par-and-rides provide 580 stalls for 10.4 percent of the Snohomish County total of approximately 5,554 stalls. These park-and-rides are served by three transit operators, which are: Community Transit, Sound Transit and King County/Metro Transit.

Table 7

**State-Owned Park-and-Rides
within Snohomish County**

Park-and-Ride	Location	Capacity	Operator/Owner
Snohomish South	SR-9 South of Snohomish River	12	WSDOT, NW Region
Snohomish North	SR-2 and SR-9 Interchange	75	WSDOT, NW Region
Freeborn Road	I-5 and 300 th St. NE Interchange	19	WSDOT, NW Region
Swamp Creek	164 th St. SE west of SR-525	410	CT lease from WSDOT
Sultan	SR-2 and Main Street	64	WSDOT, NW Region
	Total stalls	580	

Snohomish County's updated Inventory of Transportation Facilities and Services, 1992. Snohomish County Planning Department, with its electronic databases, contains additional information on state-owned and locally owned park-and-rides.

4. Ferry Terminals.

Snohomish County is the home of state-owned, ferry terminals located in the Cities of Edmonds and Mukilteo that carry vehicles and passengers on routes to the City of Kingston in Kitsap County and City of Clinton on Whidbey Island/Island County. Two jumbo ferries serve Edmonds with capacities of 200 plus vehicles and 2,000 plus passengers. Two regular ferries serve Mukilteo with capacities of 130 vehicles and 1,200 passengers. Table 8 presents information on the operating features of these two state-owned ferry terminals.

Table 8

**State-Owned Ferry Terminals
within Snohomish County**

Ferry Terminal	Operating Features	Vehicle Parking	Comments
Edmonds/Kingston	Single slip w/ overhead passenger loading.	175	Served by jumbo ferries every 40-45 approximately minutes.
Mukilteo/Clinton	Single slip w/ vehicle deck passenger loading.	110	Served by regular ferries every 34 approximately minutes.

Snohomish County's updated Inventory of Transportation Facilities and Services, 1992. Snohomish County Planning Department, with its electronic databases, contains additional information on state-owned ferry terminals.

5. Summary.

This update of the Snohomish County's transportation facilities inventory, which includes more details on state-owned facilities, focuses mainly on details related to the state-owned highway system (i.e., highways of both regional and statewide significance). This is because the existing facilities and services inventory produced in 1992 (with ongoing updates) addresses all other GMA requirements related to inventorying. Highway level of service is also major part of the GMA inventory requirement and is presented separately within the following section.

C. State-owned Highway Level of Service Objectives and Analysis

The concept of level of service (LOS) uses qualitative and quantitative measures to describe operational conditions within a traffic stream on a given roadway or at an intersection. The levels of service are much like an academic grading system whereby LOS "A" represents the best condition and LOS "F" represents the worst condition. The six levels of service (A-F) are affected by travel speed; traffic volume compared to capacity, freedom to maneuver in traffic and stopped delay at signalized intersections where they exist. The following generalized descriptions are adapted from the Transportation Research Board, 1997. Special Report 209: Highway Capacity Manual, Third Edition, Washington D.C.

- LOS "A"
Represents a near free flow condition. Vehicles are unimpeded within the traffic stream and can be maneuvered easily. Stopped delay at signalized intersections is low, with most vehicles arriving at the intersection on a green phase and not stopping.
- LOS "B"
Represents a stable flow condition. Vehicles are relatively unimpeded within the traffic stream and can be maneuvered with minor restrictions. Stopped delay at signalized intersections still low, with only some vehicles arriving at the intersections on a yellow-red phase and stopping.
- LOS "C"
Represents a stable flow condition, but with a lower average travel speed. Vehicles are significantly impeded within the traffic stream and may be somewhat difficult to maneuver, particularly when changing lanes at mid-block locations. Stopped delay at signalized intersections is a significant with a moderate proportion of vehicles queuing at the intersections or arriving on a yellow-red phase and stopping.
- LOS "D"
Represents an unstable flow condition where there can be significant delay and a lower average travel speed. Vehicles are increasingly impeded within the traffic stream and will be difficult to maneuver, particularly in changing lanes at mid-block

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locations. Stopped delay at signalized intersections affects a large proportion of vehicles queuing at the intersections or arriving on a yellow-red phase and stopping. Some vehicles wait for two or more cycles before clearing intersections.

- LOS "E"

Represents an unstable flow condition where there can be significant delay. Vehicles are increasingly impeded within the traffic stream and will be very difficult to maneuver, particularly in changing lanes at mid-block locations. Stopped delay at signalized intersections affects most of the vehicles queuing at the intersections or arriving on a yellow-red phase and stopping. Many vehicles wait for two or more cycles before clearing intersections.

- LOS "F"

Represents a forced flow condition where there can be considerable delay and very low travel speeds. Vehicles are greatly impeded within the traffic stream and will be very difficult to maneuver when changing lanes at mid-block locations and at intersections. Stopped delay at signalized intersections is in excess of 60 seconds, with a large proportion of vehicles queuing at the intersections. Vehicular backups extend back from signalized intersections through unsignalized intersections with storage that is distributed throughout the arterial unit.

While these generalized descriptions are relevant to the remainder of this section on level of service, more definitive applications of LOS are discussed herein.

1. WSDOT Level of Service (LOS) Objectives for Highways of Statewide Significance

The Washington State Transportation Commission developed and published, in 1998, the State Highway System Plan 1999-2018. This plan is intended to address state highways as part of the overall state transportation system. The State Highway System Plan establishes a number of transportation service objectives including level of service criteria for highways of statewide significance (HSS). The highway LOS criteria, for urban and rural areas of the state, are intended to aid in programming state highway projects within the WSDOT's Six-Year Transportation Improvement Program (TIP).

The level of service objectives established by the State Highway Plan are divided into two categories, rural and urban. For rural areas, LOS "C" (uncongested conditions) is the service objective, while for urban areas the service objective is LOS "D" (mitigate congestion when peak period level of service falls below "LOS" D).

The rural and urban level of service objectives, as described above, are used to guide project programming decisions on highways of statewide significance. While inconsistencies exist between the county's rural/urban designations and the federal urban area designations, they do not appear to be presenting obstacles to effective state project programming.

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2. WSDOT /Snohomish County Interlocal Agreement Level of Service Criteria

The WSDOT and Snohomish County entered into an interlocal agreement, in September of 1997, to improve the review and approval process for land developments, particularly as it pertains to mitigating impacts on state highways. The WSDOT agreed to review applications consistent with the county's 120-day process, and to analyze, document and make recommendations for needed mitigation. Snohomish County agreed to impose mitigation measures recommended by the WSDOT to the extent that the measures were reasonably related to the impact of proposed land development. Mitigation could be in the form of SEPA-based voluntary fee payments, improvements to state highway intersections or high accident locations (HAL), and/or other measures such as frontage improvements and right-of-way transfers.

Traffic impacts, from land development, on state highways and their mitigation are generally evaluated during the p.m. peak hour. Recommendations by WSDOT to the county, to mitigate traffic impacts, depend on whether a particular land development surpasses one of the following LOS thresholds:

- adds ten or more p.m. peak hour trips to a high accident location (HAL) identified by the WSDOT,
- adds ten or more p.m. peak hour trips to a state intersection that is operating at level of service "F" or worse,
- or generates 50 or more p.m. peak-hour vehicle trips which will cause a LOS "F" condition.

The WSDOT can request that a condition of development approval be a requirement that improvements to remedy the LOS "F" or HAL condition be completed and accepted by WSDOT. If land development will cause a LOS "F" condition at a state highway intersection, the WSDOT can request that it not be approved until the developer offers to fund or provide the intersection improvements needed to achieve LOS "E" or better. The WSDOT may designate intersections at ultimate capacity where LOS thresholds cannot be maintained without excessive expenditure of funds, or violation of design and operations standards. Other options, besides maintaining LOS thresholds, can be recommended by WSDOT in the form of reasonably related operations and safety improvements, or improvements to alternative routes. Where a LOS "F" intersection or HAL cannot be improved, the WSDOT would not object to land developments on the grounds that it impacts that particular intersection or location. Generally speaking, intersection operations at, or preferably above, LOS "E" is the objective the county is trying to maintain relative to state highways.

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3. Snohomish County Level of Service Analysis for Highways of Statewide Significance (HSS) And Highways of Regional Significance (HRS)

As discussed and presented earlier in this chapter (Table 8), there are a number of state highways that have been designated by the Washington State Transportation Commission as being of "statewide significance". These highways of statewide significance (HSS) are Interstate 5 and 405 and State Routes 2, 104, 522, 525, and 526 and part of SR-529. The term HSS means these highways are important to the movement of people, goods and services on a statewide basis and have beneficial effects on the welfare and economy of the state. Figure 8, later in this chapter identifies the HSS with bold borders.

Highways of non-statewide significance, or of "regional significance" as the county refers to them, have significant and beneficial effects mainly for the central Puget Sound region and Snohomish County.

Snohomish County has adopted level of service standards for arterial roads in rural and urban growth areas within the unincorporated county. For county roads these are LOS "C" for rural arterials and LOS "E" within urban growth areas (UGA). Level of service is measured and reported as an average along an arterial corridor. Sections of the county arterial roadway are called "arterial units" and are assigned "generalized" maximum service volumes for each level of service (A-E) based on design/functional class, pavement width, number of travel lanes and the presence of traffic signals. Existing and forecast traffic volumes are compared to the range of maximum service volumes for each arterial unit. This allows the county to determine at what LOS the arterial unit is currently operating or, for that matter, operating in the future.

Snohomish County will evaluate and monitor the impacts of growth and development on state highways, similar to the method used for county units, by measuring level of service on "highway units" representing sections of the various state highways. Accordingly, the county can compare existing and forecast traffic volumes to maximum service volumes, for a highway unit, in order to determine LOS. The service volume for LOS "E" is construed as the practical capacity of a state unit, thus a volume-to-capacity ratio can also be computed to determine how the highway unit is performing or how it may be impacted by land development in Snohomish County. This approach is compatible with Snohomish County's and WSDOT's interlocal agreement, but focuses on state highway units instead of just intersections.

The volume-to-capacity and level of service analysis, presented within Appendix B, gives the county an important technical input for determining a preferred staging of state highway projects to support the county's comprehensive land use plan. The analyses also allows the county to monitor and disclose the traffic impacts of county land development on state highways.

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The level of service analysis for state highway units is adapted from the Transportation Research Board, 1997. Special Report 209: Highway Capacity Manual, Third Edition, Washington D.C., and involves:

- establishing highway units for three types of facilities (freeways, urban routes and rural routes),
- computing “generalized” maximum service volumes (MSV) at LOS “E” for each of the three types of highway units for a peak hour of operation,
- preparing p.m. peak-hour traffic forecasts (4:30-5:30 p.m.), from regional daily trip tables provided by the Puget Sound Regional Council, for each identified highway unit for 1997, 2006, 2012 and 2020 (*the traffic forecasts are shown as an average range of vehicles that would likely use the arterial unit in both directions*), and
- calculating volume-to-capacity ratios from the state highway traffic forecasts and MSV’s to be used in determining a likely range for the level of service that would be experienced on the state highway unit.

Table 9 presents the volume-to-capacity ratios and a level of service (LOS) scale associated with each type of state highway unit. Relying on these v/c ratios, a level of service analysis was performed on the state highway units to determine the traffic impacts of the county’s land use policies as presented by the comprehensive plan.

Table 9

Level of Service and Volume-to-Capacity by State Highway Unit Type

LOS	Freeways (1)	Urban Routes (2)	Rural Routes (3)
A	0.28	0.37	0.31
B	0.44	0.47	0.52
C	0.66	0.66	0.72
D	0.84	0.82	0.86
E	1.0	1.0	1.0
F	>1.0	>1.0	>1.0

- (1) HCM 1997, page 3-11, Table 3-1, maximum v/c ratio, free-flow speed 65mph.
 (2) County Technical Paper 3-18-99a, page 3, estimated v/c ratio.
 (3) HCM 1997, page 7-8, Table 7-1, maximum v/c ratio, free-flow speed 55mph.

Appendix B contains data and information regarding travel forecasts, capacities and level of service. Specifically presented is an existing LOS range and a potential LOS range for each state highway unit for 2006, 2012 and 2020. Figure 9, within Appendix A, illustrates the various state highway units. The results of this analysis are used to recommend staging of specific state highway improvements as they would best support the county’s comprehensive plan and improve traffic flow on the state highway units, and importantly, the overall road network in Snohomish County. The staging of state highway projects is for consideration by,

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Snohomish County, Washington State and the Puget Sound Regional Council. Section "D" of this chapter discusses the staging of the state highway projects.

D. State Highway Improvements Supportive of Snohomish County's Comprehensive Plan.

1. State Highway System Improvements.

Staging of state highway improvement projects is presented by Table 10 for three timeframes. These include 2001 through 2006, 2007 through 2012 and a post-2012 timeframe. The MSV associated with LOS "E" (capacity) is generally the threshold used to trigger consideration of a project within any of the three timeframes. However, this technical consideration of staging is tempered by whether a project:

- is recommended within the county's transportation element,
- is recommended within the PSRC's metropolitan transportation plan, and/or
- is recommended as a highway of statewide significance within the WSDOT's statewide plan.

In addition, whether a specific project completes an areawide or systemwide improvement is an important secondary consideration, particularly in coordinating the timing of two or more state projects.

Forty-four freeway, interchange and highway projects are identified by this amendment to Snohomish County's comprehensive plan. Seventeen are identified for the 2001 through 2006 timeframe, while another seventeen are identified for the 2007 to 2012 timeframe. There are about 10 additional projects presented and identified for the timeframe beyond 2012. Figure 8 illustrates the location and limits of the state highway improvement projects presented by Table 10. Widening, high-occupancy vehicle, new alignment and major upgrade projects are distinguished. Improved and new interchange projects are also illustrated.

2. Staging of State Highway System Improvements.

The staging presented by Table 10, for the most part, is consistent with the Washington State Transportation Plan (WTP) and Metropolitan Transportation Plan (MTP). Both of these plans are currently undergoing refinement and revision as part of planning efforts pursued by the WSDOT and Puget Sound Regional Council (PSRC). It is expected that the updates will be completed in late 2001. While there are minor inconsistencies with the WTP and MTP as they now exist, the County's Transportation Element will maintain compatibility with these plans until such time they are updated and final consistency can be achieved.

Table 10
State Highway Proposed Improvement Projects

State Route	Begin Mile Post	End Mile Post	Project Length	Location	Improvement	Staging		
						2000-2006	2007-2012	After 2012
US 2	0.00	2.71	2.71	I-5 to SR 204	Add EB and WB HOV lanes, and modify I-5 I/C		X	
US 2	2.71	8.80	6.09	SR-204 to 92nd Street SE	Widen to 4 Lanes, improve Bickford Road I/C & WB HOV at SR-204 I/C			X
US 2	14.25	16.12	1.87	SR 522 to Monroe City Limit (E)	Widen to 4 lanes) or Construct two lane bypass(new alignment)		X	
US 2	16.12	24.22	8.10	Monroe ECL to Sultan ECL	Widen to 4 lanes, median divided, no median in Sultan		X	
US 2	2.71	2.71	0.00	at SR 204	Interchange Improvements (WB ramps)		X	
US 2	14.25	14.25	0.00	at SR 522	Interchange Improvements		X	
I-5	189.30	192.22	2.92	I12th Street to Broadway Off Ramp	Add NB and SB HOV Lanes	X		
I-5	192.22	194.34	2.12	Broadway Off Ramp to SR 2	Add NB and SB HOV Lanes	X		
I-5	194.34	199.58	5.24	SR 2 to SR 528	Add NB and SB HOV Lanes		X	
I-5	199.58	205.63	6.05	SR 528 to SR 531	Add NB and SB HOV Lanes			X
I-5	205.63	208.71	3.08	SR 531 to SR 530	Widen to 8 Lanes (with HOV) and reconstruct I/C ramps			X
I-5	208.71	212.41	3.70	SR 530 to SR 532	Widen to 8 Lanes (with HOV)			X
I-5	181.59	181.59	0.00	at SR 524	Interchange Improvements	X		
I-5	194.34	194.34	0.00	at SR 2	Interchange Improvements	X		
I-5	186.49	186.49	0.00	128th Street SW	Improve interchange - WB to SB loop ramp w/ HOV bypass		X	
I-5	189.46	189.46	0.00	at SR 527/SR 526	HOV Freeway-to-Freeway Connection -SE Quadrant			X
I-5	205.63	205.63	0.00	at SR 531	Improve interchange and widen overpass to 5/6 lanes	X		

X = Under Construction

X

Table 10 (Continued)
State Highway Proposed Improvement Projects

State Route	Begin Mile Post	End Mile Post	Project Length	Location	Improvement	Staging		
						2000-2006	2007-2012	After 2012
SR 9	0.00	4.03	4.03	SR 522 to 176th SE	Widen to 5 lanes w/ access management		X	
SR 9	4.03	12.23	8.20	176th St. to SR 2	Widen to 4 lanes w/ access management			X
SR 9	12.23	17.49	5.26	SR 2 to SR 92	Widen to 5 Lanes		X	
SR 9	0.00	0.00	0.00	at SR 522	(See SR 522)			
SR 96	0.00	3.28	3.28	I-5 to Seattle Hill Road	Transit Enhancements		X	
SR 96	3.28			Seattle Hill Rd. to Sno. Cascade Dr.	Widen to 5 Lanes	X		
SR 96				Snohomish Cascade Dr. to SR 9	New Alignment (4/5 lanes) and connection to SR-9	X		
SR 99	43.50	43.71	0.21	SR-104 Vicinity	Construct 6/7 lane Transit/HOV lane connection between Shoreline and Lynnwood Improvements	X		
SR 99	46.00	53.21	7.21	208th Street SW to Evergreen Way	Widen to 6/7 lanes for HOV w/ access management and signal coordination		X	
SR 99	46.84	46.84	0.00	at SR 525	(See SR 525)			
SR 104	24.50	25.13	0.63	Ferry Terminal to Pine Street	Align SR-104 to proposed ferry terminal location			X
SR 204	0.00	2.35	2.35	US 2 to SR 9	Widen to 4 Lanes, WB HOV		X	
SR 204	0.00	0.00	0.00	at US 2	(See US 2)			
I-405	26.73	30.30	3.57	SR 527 to I-5	Add HOV Lanes	X		

X = Under Construction

Table 10 (Continued)

State Highway Proposed Improvement Projects

State Route	Begin Mile Post	End Mile Post	Project Length	Location	Improvement	Staging		
						2000-2006	2007-2012	After 2012
SR 522	14.09	22.18	8.09	SR 9 to Snohomish River Bridge	Widen to 4 lane limited access freeway	X		
SR 522	22.18	24.68	2.50	Snohomish River Bridge to SR 2	Widen to 4 lane limited access freeway		X	
SR 522	24.68	24.68	0.00	at US 2	(See US 2)			
SR 522	14.09	14.09	0.00	at SR 9	Interchange Improvements		X	
SR 522	16.60	16.60	0.00	at SR 524/Paradise Lk. Rd.	Add New Interchange	X		
SR 522	18.60	18.60	0.00	at Echo Lake Road	Add New Interchange	X		
SR 524	5.29	9.50	4.21	I-5 to SR 527	Widen to 4/5 lanes in partnership w/ Lynnwood		X	
SR 524	9.50	14.68	5.18	SR 527 to SR 522	Widen to 3-5 lanes			X
SR 524	5.29	5.29	0.00	at I-5 Interchange	(See I-5)			
SR 525	0.00	2.72	2.72	I-5 to SR 99	Widen to 4 lane limited access freeway	X		
SR 525	0.00	2.72	2.72	I-5 to SR 99	Add HOV Lanes			X
SR 525	2.72	6.56	3.84	SR 99 to SR 526	Widen to 5 Lanes	X		
SR 525	2.77	2.77	0.00	at SR 99	Construct fully directional interchange	X		
SR 525	6.56	8.47	1.91	SR 526 to Multimodal Terminal	Connection to proposed ferry terminal (depends on location)			X
SR 526	0.00	4.52	4.52	SR 525 to I-5	Add Reversible HOV lane or HOV lane in each direction			X
SR 526	4.52	4.52	0.00	at I-5/SR 527 Interchange	(See I-5)			

X

= Under Construction

Table 10 (Continued)

State Highway Proposed Improvement Projects

State Route	Begin Mile Post	End Mile Post	Project Length	Location	Improvement	Staging		
						2000 - 2006	2007 - 2012	After 2012
SR 527	6.62	8.85	2.23	164th Street to 112th Street	Widen to 3 1/2 Lanes	X		
SR 527	11.92	11.92	0.00	at I-5/SR 526 Interchange	(See I-5)			
SR 528	2.07	3.07	1.00	SR 529 to SR 9 -- (currently improvement of 83rd to 67th Avenue SE section is under construction)	Widen to 4 lanes with access management	X	X	
SR 531	6.00	8.60	2.60	25th Ave. NE to SR-9	Widen to 5 Lanes		X	
SR 531	6.27	6.44	0.17	at I-5	(See I-5)			

X = Under Construction

SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN

Importantly, the staging of state highway improvement projects within Table 10 is presented as that which would best support the land use and transportation elements of the county's comprehensive plan. The primary intent is to provide guidance to the Washington State Transportation Commission and Department of Transportation regarding the county's state highway needs. This guidance is not intended as a replacement for the State's project prioritization process, but as an important input that reflects local needs. With this in mind, the three stages of projects carry the following significance for the County's comprehensive plan:

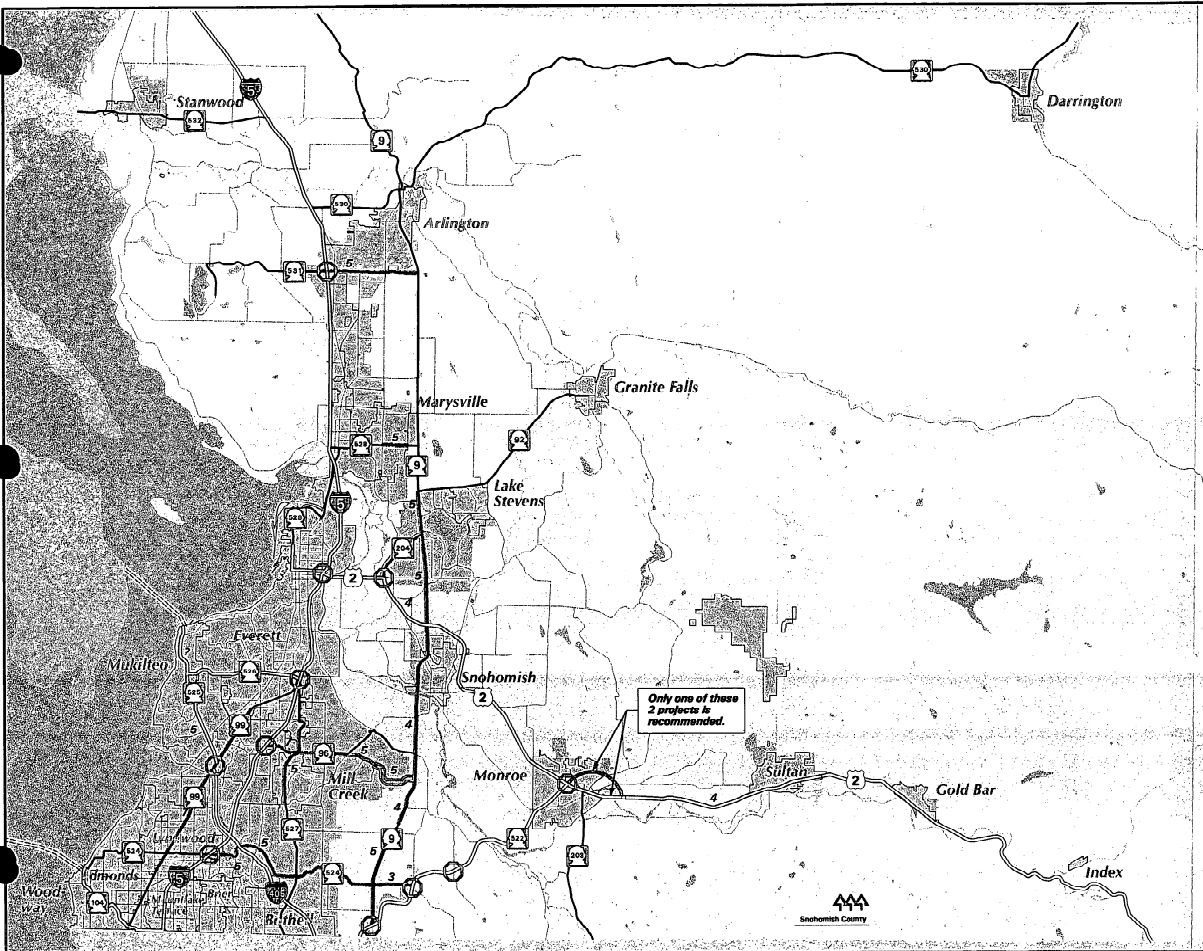
- Stage 2000-2006 – identifies state highway projects of critical importance to the county with regard to serving planned land development over the next six years, while avoiding level of service and concurrency problems on city streets, county roads and at key intersections with state highways;
- Stage 2007-2012 – identifies projects needed to maintain the long-range adequacy of the system of streets, roadways and highways serving Snohomish County, as well as, consistency with the countywide planning policies and local comprehensive plans of Snohomish County; and
- Staging After 2012 – identifies projects which would enhance the broader transportation system's ability to adequately and safely serve the adopted local comprehensive plans and support community development goals and objects.

The Transportation Element of Snohomish County's GMA Comprehensive Plan acknowledged the importance of state highways to the movement of people, goods and services throughout this county and the Central Puget Sound region. State highways provide a continuous and long distance network of roadways serving the outermost reaches of the county, as well as, connecting urban and rural areas with the rest of the region. It will become increasingly difficult to maintain acceptable levels of service and adequate safety conditions on county and city arterials if levels of service deteriorate on state highways. Congestion and delay on state highways means longer travel times and delay on city and county arterials. Transit service and ridership will suffer if state highways are not improved and they become further congested.

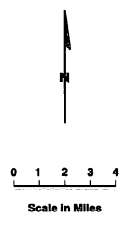
The County and the cities of Snohomish County will need to work diligently on coordinating and programming mutually beneficial improvement projects with the WSDOT. The information and plan amendments, contained within this state facilities subelement, represent one step towards better project coordination and the disclosure of land use impacts on state transportation facilities.

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Figure 8
State Highways
Proposed
Improvement Projects
Western Snohomish County



- Unincorporated Snohomish County
- Urban Growth Area
- Incorporated City
- Highway of State Significance (HSS)
- Ferry Route (HSS)
- Other Highway (State or Federal Non-HSS)
- Local Road
- Widening Project (Red number indicates to how many lanes)
- HOV Lane Addition
- New Road Alignment
- Upgrade to Four Lane Freeway
- Interchange Improvement
- New Interchange



Map by Snohomish County Department of Planning and Development Services; Cartography Section, L:\GIS\Transroads\Ass_imp_00_17.amd.dwg, Aug. 17, 2000. Revised 11-27-00.

APPENDICES

APPENDIX A

State Highway Unit Inventory

Appendix A

State Highway Unit Inventory

The summary information presented within Appendix A, for state highways located within Snohomish County, is organized around specifically selected sections of each state highway called "state highway units". The state highway units, as illustrated by Figure 9, generally have similar design features, number of lanes, operating characteristics and functional classification. The tabular information presented by this Appendix is an aggregation of technical information on each highway provided by the Office of Urban Mobility, Washington State Department of Transportation (WSDOT) in Seattle, Washington.

The original WSDOT data is summarized for the state highway units for ease of use and to serve as a planning tool to understand the design and operating features of proposed improvements to the various state highways. This method of organizing state highways also provides a basis for Snohomish County to gauge and report the current and future performance of the state highway units in terms of a generalized, but measurable level of service (see Appendix B State Highway Forecasts and Level of Service Analysis).

Presented for each state highway is a discrete unit that is identified in terms of its geographic limits, and beginning and ending mileposts. Federal functional classification of each highway unit is provided, as well as, whether the unit is part of a highway of statewide significance (HSS). The number of lanes in each direction, low and high posted speeds, the range of average daily traffic (ADT) and the mean vehicle miles of travel (VMT) are operating characteristics that round-out the description of each state highway unit.

Essentially, there are twenty state highways servicing greater Snohomish County that are viewed in terms of ninety-four highway units. Seven of the state highways are designated as being of statewide significance in terms of moving people, goods and services. This gives these highways a higher priority in terms of programming and funding improvements at the state level.

Chapter V, section B, on page 34 of this document, provides more information on the intent and uses of this state highway unit inventory.

Appendix A
State Highway Unit Inventory

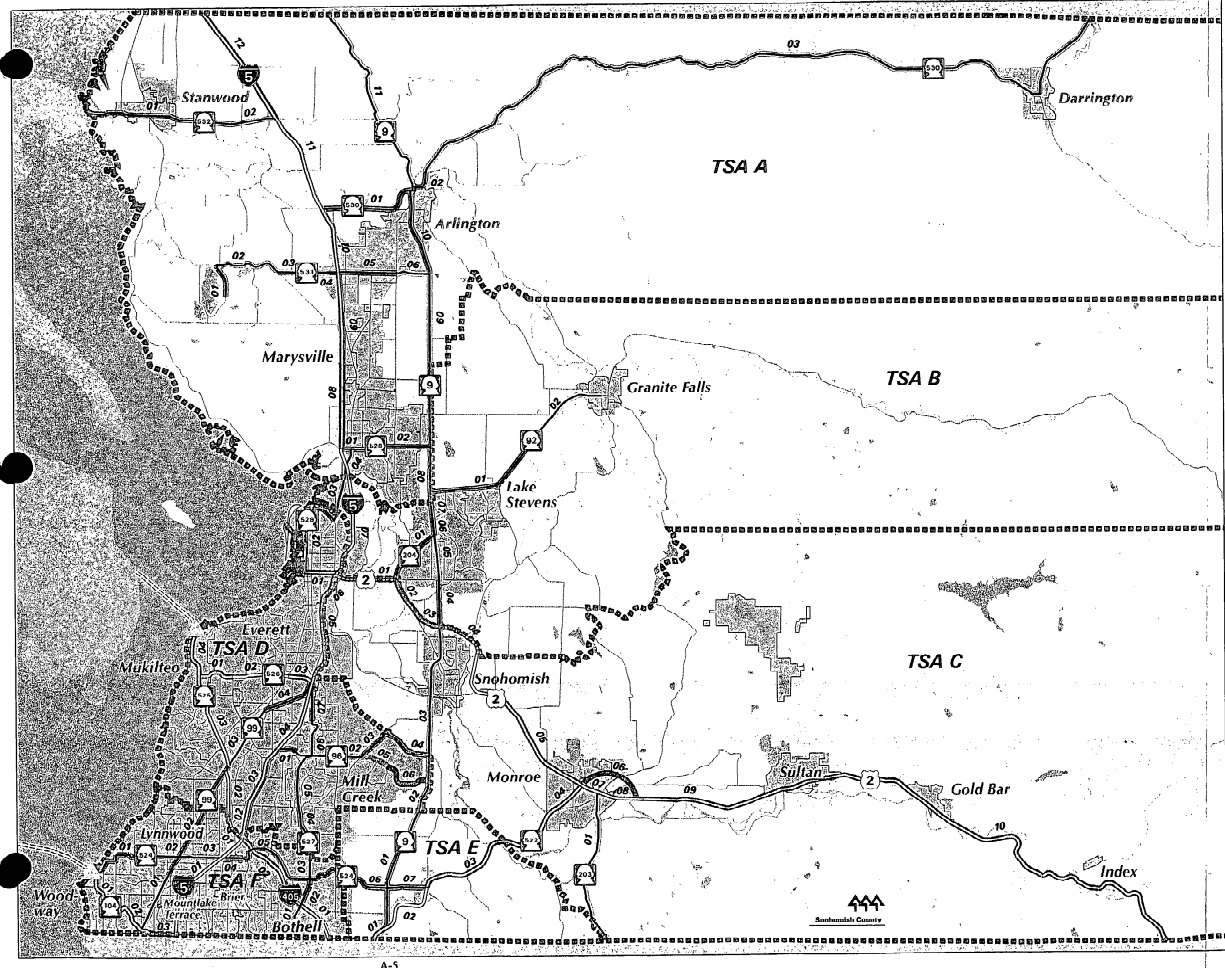
Unit	Milepost Location		Mile Post		Length	Federal Functional Class (FFC)	HSS(1)	# of Lanes				Legal Speed		AADT Range		Mean VMT
	Begin	End	Begin	End				S to N W to E	N to S E to W	Low	High	Low	High			
SR - 99																
9901	County Line	208th Street SW	39.77	42.27	2.50	Urban Principal Arterial	No	2	2	2	45	45	30,178	37,782	75,445	
9902	208th Street SW	SR 525	42.27	46.84	4.57	Urban Principal Arterial	No	2	2	2	45	50	34,986	42,372	176,763	
9903	SR 525	Evergreen Way	46.84	49.48	2.64	Urban Principal Arterial	No	2	2	2	50	50	29,274	39,216	90,407	
9904	Evergreen Way	SR 526/I-5	49.48	51.67	2.19	Urban Principal Arterial	No	3	3	3	35	40	32,070	36,045	74,586	
SR - 104																
10401	Edmonds Ferry Terminal	SR 104/5th Street Merge	24.41	25.66	1.25	Urban Principal Arterial	Yes	2	2	2	25	40	6,093	12,619	11,695	
10402	SR 104/5th Street Merge	Lake Ballinger Way	25.66	28.11	2.45	Urban Principal Arterial	Yes	2	2	2	35	40	18,285	24,494	52,404	
10403	Lake Ballinger Way	I-5	28.11	29.20	1.09	Urban Principal Arterial	Yes	2	2	2	40	40	34,792	46,254	44,170	
SR - 203																
20301	County Line	US 2	18.07	24.26	6.19	Rural Minor Arterial	No	1	1	1	25	55	7,131	10,734	55,292	
SR - 204																
20401	US 2	SR 9	0.00	2.38	2.38	Urban Minor Arterial	No	1	1	1	35	55	21,736	23,933	54,346	
SR - 405																
40501	County Line	SR 527	25.00	26.73	1.73	Urban Interstate	Yes	3	3	3	60	60	98,691	98,691	170,735	
40502	SR 527	I-5/SR 525	26.73	30.30	3.57	Urban Interstate	Yes	2	2	2	60	60	89,001	89,001	317,734	
SR - 522																
52201	County Line	SR 9	13.45	14.08	0.63	Urban Expressway-Freeway	Yes	2	2	2	55	55	35,214	35,214	22,185	
52202	SR 9	Paradise Lake Rd./SR 524	14.08	16.60	2.52	Urban Expressway-Freeway	Yes	1	1-2	1-2	55	55	22,568	23,203	57,671	
52203	Paradise Lake Rd./SR 524	164th Street SE	16.60	23.17	6.57	Rural Principal Arterial	Yes	1	1	1	55	55	21,492	21,492	141,202	
52204	164th Street SE	US 2	23.17	24.68	1.51	Rural Principal Arterial	Yes	1	1	1	55	55	12,754	12,754	19,259	
SR - 524																
52401	SR 104	Edm./Lyn. City Limits	0.00	2.67	2.67	Urban Principal Arterial	No	1	1	1	25	35	10,302	13,448	31,706	
52402	Edm./Lyn. City Limits	SR 99	2.67	3.29	0.62	Urban Principal Arterial	No	2	2	2	35	35	19,521	19,521	12,103	
52403	SR 99	I-5	3.68	5.41	1.73	Urban Principal Arterial	No	2	2	2	35	35	29,977	42,446	62,646	
52404	I-5	24th Avenue W	5.41	6.00	0.59	Urban Minor Arterial	No	2	2	2	35	35	18,757	18,757	11,067	
52405	24th Avenue W	SR 527	6.00	9.62	3.62	Urban Minor Arterial	No	1	1	1	35	0	13,726	16,655	54,990	
52406	SR 527	SR 9	9.62	12.95	3.33	Urban Minor Arterial	No	1	1	1	35	35	8,843	15,104	39,872	
52407	SR 9	SR 522	12.95	14.68	1.73	Rural Major Collector	No	1	1	1	35	35	6,934	6,934	11,996	
SR - 525																
52501	SR 5/SR 405	Ash Way	0.00	0.54	0.54	Urban Expressway-Freeway	Yes	1	2	2	60	60	26,254	46,137	19,546	
52502	Ash Way	SR 99	0.54	2.72	2.18	Urban Expressway-Freeway	Yes	1	1	1	60	60	34,719	34,719	75,687	
52503	SR 99	SR 526	2.72	6.70	3.98	Urban Principal Arterial	Yes	1	1	1	35	40	23,066	31,155	107,900	
52504	SR 526	Mukilteo Ferry Terminal	6.70	8.71	2.01	Urban Principal Arterial	Yes	1	1	1	25	35	9,074	20,343	29,564	
SR - 526																
52601	SR 525	Airport Road	0.00	1.43	1.43	Urb. Exp.-Fwy./Princ. Art.	Yes	2-3	2	2	35	55	18,375	35,735	38,689	
52602	Airport Road	Evergreen Road	1.43	3.54	2.11	Urban Expressway-Freeway	Yes	2	2-3	2-3	55	55	26,798	63,296	95,049	
52603	Evergreen Road	I-5	3.54	4.52	0.98	Urban Expressway-Freeway	Yes	2	1-2	1-2	35	55	78,473	78,473	76,904	

Appendix A
State Highway Unit Inventory

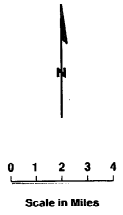
Unit	Milepost Location		Mile Post		Length	Federal Functional Class (FFC)	HSS(1)	# of Lanes				Legal Speed		AADT Range		Mean VMT
	Begin	End	Begin	End				S to N	N to S	W to E	E to W	Low	High	Low	High	
SR - 527																
52701	County Line	SR 405	1.30	2.74	1.44	Urban Expressway-Freeway	No	1-3	1-2	45	45	16,570	41,808	42,032		
52702	SR 405	SR 524	2.74	3.75	1.01	Urban Expressway-Freeway	No	2-3	2-3	45	45	34,350	44,879	40,011		
52703	SR 524	180th Street SE	3.75	5.50	1.75	Urban Expressway-Freeway	No	2	2	45	45	27,601	31,897	52,061		
52704	180th Street SE	164th Street SE	5.50	6.62	1.12	Urban Exp.-Fwy/Princ. Arterial	No	2	2	40	45	25,389	25,389	28,436		
52705	164th Street SE	Dumas Road	6.62	8.37	1.75	Urban Principal Arterial	No	1	1	35	45	20,115	20,115	35,201		
52706	Dumas Road	112th Street SE	8.37	10.39	2.02	Urban Expressway-Freeway	No	1	1	35	35	14,421	23,279	38,077		
52707	112th Street SE	I-5	10.39	11.92	1.53	Urban Expressway-Freeway	No	2	2	35	35	24,862	39,917	49,556		
SR - 528																
52801	I-5	SR 529	0.00	0.36	0.36	Urban Minor Arterial	No	1/2	2	25	25	22,772	27,499	9,049		
52802	SR 529	SR 9	0.36	3.46	3.10	Urban Minor Arterial	No	1	1	25	35	10,932	10,932	33,889		
SR - 529																
52901	I-5	W Marine View Drive	0.00	1.46	1.46	Urban Principal Arterial	Yes	2	2	25	30	6,473	17,823	17,736		
52902	W Marine View Drive	Broadway Avenue	1.46	4.92	3.46	Urban Principal Arterial	No	2	2	30	35	6,583	7,771	24,832		
52903	Broadway Avenue	I-5	4.92	7.04	2.12	Urban Expressway-Freeway	No	2	2	45	55	24,613	24,983	52,572		
52904	I-5	SR 528	7.04	7.88	0.84	Urban Principal Arterial	No	1	1	25	45	18,462	18,462	15,508		
SR - 530																
53001	I-5	SR 9	0.00	3.84	3.84	Rural Minor Arterial	No	1	1	25	55	8,310	16,778	48,169		
53002	SR 9	Arlington Heights Road	3.84	4.99	1.15	Rural Minor Arterial	No	1	1	25	40	13,658	13,658	15,707		
53003	Arlington Heights Road	County Line	4.99	35.56	30.57	Rural Minor Arterial	No	1	1	30	55	3,779	11,313	230,681		
SR - 531																
53101	Wenber State Park	Lakewood Road	0.00	1.44	1.44	Rural Major Collector	No	1	1	35	35	4,259	4,259	6,133		
53102	Lakewood Road	Forty Five Road	1.44	4.07	2.63	Rural Major Collector	No	1	1	35	35	4,259	4,259	11,201		
53103	Forty Five Road	25th Avenue NE	4.07	6.28	2.21	Rural Major Collector	No	1	1	25	35	8,295	12,571	23,057		
53104	25th Avenue NE	Smokey Point Blvd.	6.28	6.63	0.35	Rural Major Collector	No	2	2	35	35	29,657	29,657	10,380		
53105	Smokey Point Blvd.	67th Avenue NE	6.63	8.60	1.97	Rural Major Collector	No	1	1	50	50	8,137	18,777	26,510		
53106	67th Avenue NE	SR 9	8.60	9.88	1.28	Rural Major Collector	No	1	1	35	35	8,137	8,137	10,415		
SR - 532																
53201	County Line	64th Avenue NW	2.91	6.45	3.54	Rural Major Collector	No	1	1	35	55	15,249	15,327	54,120		
53202	64th Avenue NW	I-5	6.45	10.09	3.64	Rural Major Collector	No	1	1	40	55	13,089	14,309	49,864		

(1) Highway of Statewide Significance

Figure 9
State Highway
Units and Inventory
Western Snohomish County



- Unincorporated Snohomish County
- Urban Growth Area
- Incorporated City
- Highway of State Significance (HSS)
- Ferry Route (HSS)
- Other Highway (State or Federal Non-HSS)
- Local Road
- Highway Unit - Randomly shown as one of seven colors. Each color change represents a new highway unit.
- TSA Boundary
- Highway Units Label
- Ferry Terminal



Map by Snohomish County Department of Planning and Development Services; Cartography Section, L:\GIS\Projects\MapInventory\MapInventory00_17.amd Aug. 28, 2000. Revised 11-27-00.

APPENDIX B

State Highway Forecasts and Level of Service Analysis

Appendix B

State Highway Forecasts and Level of Service Analysis

The information presented in Appendix B is a summary of existing and forecast afternoon peak hour traffic volumes estimated for each of the state highway analysis units defined in this report. As detailed earlier, each state highway facility in Snohomish County was delineated into several smaller units, with an effort made to keep each unit consistent in terms of number of lanes, posted travel speeds, existing and potential future traffic levels, and where applicable, proposed WSDOT improvement project extents. These highway units, with their corresponding unit number and endpoint descriptions, are listed in the leftmost columns of Appendix B.

Next in the table is the project phasing information, which reflects the recommended time frame for an improvement project on that particular unit. Listed next to the project phasing is an estimate of peak hour vehicular capacity for each unit, referred to in the report as the Maximum Service Volume (MSV) for each roadway. The MSV is determined by the number of lanes, adjusted primarily by the following factors: directional split, number of traffic signals, substandard lane widths, and lack of adequate shoulders. Highway units impacted by a recommended improvement project will have a MSV increase reflected in the future year traffic analysis.

Following the project phasing and capacity information, Appendix B then presents the estimated and forecast future year peak hour traffic volumes for each highway unit in Snohomish County. Current year estimates were derived from existing count data drawn from a variety of sources, including the latest WSDOT Annual Traffic Report, databases provided by WSDOT staff, in-house traffic count results, and other actual traffic count data obtained from local jurisdictions, corridor studies, and development traffic studies.

Future year traffic estimates were developed using Snohomish County's in-house traffic model, which is maintained using current travel demand information provided by the Puget Sound Regional Council (PSRC). This ensures consistency both with regional forecasts of population and employment, and the county's adopted land use plan. Note that a range is presented for each traffic estimate, reflecting variability inherent both in estimating prevailing peak hour traffic conditions from a variety of sources, and forecasting traffic volumes on major state routes on a countywide basis.

The final columns in Appendix B use the traffic volumes and estimated MSV for each highway unit to develop a Volume to Capacity (V/C) Ratio for each time period, which can then be equated to a Level of Service (LOS) rating. In general, as the traffic volumes

SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN

approach the theoretical capacity, represented by the 1.0 V/C ratio, the roadway LOS degrades along a scale from A to F, with V/C ratios in excess of 1.0 resulting in LOS F.

Again, the variability inherent in estimating existing and future year traffic volumes is shown by a range of forecast V/C ratios, with some LOS ranges developed as a result. The final LOS ratings were then used, along with current WSDOT and PSRC plans, to identify, phase, and evaluate a list of improvement projects on state highways that support the county's adopted comprehensive plan and land use element.

Appendix B
 State Highway Unit Level of Service Analysis
 BI-directional, P.M. Peak Hour Vehicles

Unit	From	To	Project Phasing	Capacity Base	Capacity Project	Estimated and Forecast Ranges				Volume-to-Capacity Ratio			Level of Service		
						1997	2006	2012	2020	1997	2006	2012	2020	1997	2006
SR - 2															
201	I-5	SR 204	2012	6,000	9,000	4,931 - 5,451	5,709 - 6,310	6,095 - 6,737	6,397 - 7,071	0.82 - 0.91	0.95 - 1.05	0.68 - 0.75	0.71 - 0.79	D	D
202	Old SR 204	Old SR 2	2020	6,000	9,000	2,038 - 2,252	2,361 - 2,609	2,547 - 2,815	2,709 - 2,995	0.34 - 0.38	0.39 - 0.44	0.43 - 0.47	0.30 - 0.33	B	B
203	Old SR 2	SR 9	2020	3,170	6,000	1,492 - 1,649	1,632 - 1,804	1,831 - 2,023	1,953 - 2,159	0.47 - 0.52	0.52 - 0.57	0.58 - 0.64	0.33 - 0.36	C	C
204	SR 9	92nd Street	2020	2,720	5,430	1,421 - 1,571	1,743 - 1,927	1,625 - 1,796	1,701 - 1,880	0.52 - 0.58	0.64 - 0.71	0.60 - 0.66	0.31 - 0.35	C	C
205	92nd Street	SR 522	None	2,720	2,720	1,776 - 1,962	2,044 - 2,259	1,895 - 2,205	2,072 - 2,290	0.65 - 0.72	0.75 - 0.83	0.76 - 0.84	C-D	D	
206	SR 522	City Limit Monroe (E)	2012	-	2,720	na	na	1,856 - 2,052	2,061 - 2,300	na	na	0.68 - 0.75	0.77 - 0.85	n/a	D - E
207	SR 522	Old Owen Road	None	2,650	2,650	1,954 - 2,160	2,492 - 2,754	1,480 - 1,636	1,558 - 1,722	0.74 - 0.82	0.94 - 1.04	0.56 - 0.62	0.59 - 0.65	D	E
208	Old Owen Road	City Limit Monroe (E)	None	2,720	2,720	1,828 - 2,020	2,453 - 2,711	1,135 - 1,255	1,274 - 1,408	0.67 - 0.74	0.90 - 1.00	0.42 - 0.46	0.47 - 0.52	C - D	E
209	City Limit Monroe (E)	City Limit Sultan (E)	2012	2,380	4,720	1,544 - 1,706	2,169 - 2,397	2,708 - 2,993	3,069 - 3,393	0.65 - 0.72	0.91 - 1.01	0.57 - 0.63	0.65 - 0.72	C	E - F
I - 5															
501	County Line (SR 104)	I-405	None	9,000	9,000	11,794 - 13,036	12,544 - 13,885	13,184 - 14,571	13,210 - 14,601	1.31 - 1.45	1.39 - 1.54	1.47 - 1.62	1.47 - 1.62	F	F
502	I-405	164th Street SW	None	9,000	9,000	11,907 - 13,161	13,258 - 14,654	14,198 - 15,693	14,568 - 16,102	1.32 - 1.46	1.47 - 1.63	1.58 - 1.74	1.62 - 1.79	F	F
503	164th Street SW	SR 96/128th Street SW	None	9,000	9,000	11,137 - 12,309	11,786 - 13,026	12,631 - 14,181	13,591 - 15,021	1.24 - 1.37	1.31 - 1.45	1.43 - 1.58	1.51 - 1.67	F	F
504	SR 96/128th Street SW	SR 526	None	9,000	9,000	11,147 - 12,321	12,037 - 13,304	14,729 - 16,279	15,145 - 16,739	1.24 - 1.37	1.34 - 1.48	1.64 - 1.81	1.68 - 1.86	F	F
505	SR 526	Broadway Off Ramp	2006	12,000	15,000	11,847 - 13,094	13,132 - 14,514	16,262 - 17,974	16,685 - 18,441	0.99 - 1.09	0.88 - 0.97	1.08 - 1.20	1.11 - 1.23	E - F	E
506	Broadway Off Ramp	US 2	2006	9,000	12,000	11,334 - 12,527	12,375 - 13,677	15,301 - 16,912	16,244 - 17,954	1.26 - 1.39	1.03 - 1.14	1.28 - 1.41	1.35 - 1.50	F	F
507	US 2	SR 528	2012	9,000	12,000	8,570 - 9,472	9,965 - 11,014	12,824 - 14,284	13,510 - 14,932	0.95 - 1.05	1.11 - 1.22	1.08 - 1.19	1.13 - 1.24	E - F	F
508	SR 528	116th Street NE	2020	9,000	12,000	7,230 - 7,991	8,444 - 9,393	10,911 - 12,059	11,647 - 12,873	0.80 - 0.89	0.94 - 1.04	1.21 - 1.34	0.97 - 1.07	D - E	F
509	116th Street NE	SR 531	2020	9,000	12,000	6,283 - 6,945	7,410 - 8,190	9,691 - 10,711	10,382 - 11,474	0.70 - 0.77	0.82 - 0.91	1.08 - 1.19	0.87 - 0.96	D	E
510	SR 531	SR 530	2020	9,000	12,000	5,463 - 6,039	6,861 - 7,593	8,450 - 9,340	9,156 - 10,120	0.61 - 0.67	0.76 - 0.84	0.94 - 1.04	0.78 - 0.84	C - D	E
511	SR 530	SR 532	None	9,000	9,000	4,788 - 5,303	6,093 - 6,735	7,716 - 8,528	8,476 - 9,368	0.53 - 0.59	0.68 - 0.75	0.94 - 1.04	0.94 - 1.04	C	E - F
512	SR 532	County Line	None	9,000	9,000	3,833 - 4,237	5,061 - 5,594	6,584 - 7,255	7,328 - 8,097	0.43 - 0.47	0.56 - 0.62	0.73 - 0.81	0.81 - 0.90	B - C	C
SR - 9															
901	SR 522	180TH Street SE	2012	1,880	5,430	1,319 - 1,457	1,834 - 2,027	2,424 - 2,679	2,766 - 3,057	0.70 - 0.78	0.98 - 1.08	0.45 - 0.49	0.51 - 0.56	C - D	E - F
902	180TH Street SE	Lowell-Larimer Road	2020	2,720	5,440	1,454 - 1,607	2,018 - 2,230	2,617 - 2,959	3,003 - 3,319	0.54 - 0.59	0.74 - 0.82	0.98 - 1.09	0.55 - 0.61	C	D - E
903	Lowell-Larimer Road	US 2	2020	2,720	5,440	1,292 - 1,428	1,719 - 1,900	2,074 - 2,292	2,546 - 2,814	0.48 - 0.53	0.63 - 0.70	0.78 - 0.84	0.47 - 0.52	C	C - D
904	US 2	Hewitt Ave./20th St. SE	2012	1,880	4,400	1,196 - 1,322	1,519 - 1,679	1,589 - 1,756	2,076 - 2,295	0.64 - 0.70	0.81 - 0.89	0.36 - 0.40	0.47 - 0.52	C - D	E - F
905	Hewitt Ave./20th St. SE	SR 204	2012	1,880	4,400	1,313 - 1,451	2,189 - 2,420	2,054 - 2,271	2,348 - 2,595	0.70 - 0.77	1.16 - 1.29	0.47 - 0.52	0.53 - 0.59	D	F
906	SR 204	Lundeen Park Way	None	3,980	3,980	1,823 - 2,015	3,182 - 3,516	2,702 - 2,985	2,982 - 3,296	0.46 - 0.51	0.80 - 0.88	0.68 - 0.75	0.75 - 0.83	B - C	D - E
907	Lundeen Park Way	SR 92	2012	1,620	3,800	1,070 - 1,846	2,095 - 2,315	2,372 - 2,622	2,625 - 2,902	1.03 - 1.14	1.29 - 1.43	0.62 - 0.69	0.69 - 0.76	F	F
908	SR 92	SR 528	None	2,720	2,720	1,340 - 1,481	1,674 - 2,072	1,859 - 2,055	2,031 - 2,244	0.49 - 0.54	0.69 - 0.76	0.68 - 0.76	0.75 - 0.83	B - C	C - D
909	SR 528	SR 531	None	2,720	2,720	963 - 1,065	1,358 - 1,498	1,421 - 1,570	1,597 - 1,766	0.35 - 0.39	0.50 - 0.55	0.52 - 0.58	0.59 - 0.65	B	C
910	SR 531	County Line	None	2,720	2,720	693 - 765	1,074 - 1,187	1,198 - 1,325	1,428 - 1,578	0.26 - 0.28	0.40 - 0.44	0.44 - 0.49	0.53 - 0.58	A	B
911	SR 530	County Line	None	2,720	2,720	371 - 410	533 - 589	607 - 671	690 - 984	0.14 - 0.15	0.20 - 0.22	0.22 - 0.25	0.33 - 0.36	A	A
SR - 82															
8201	SR 9	147th Avenue NE	None	2,720	2,720	1,078 - 1,192	1,210 - 1,337	1,321 - 1,460	1,408 - 1,554	0.40 - 0.44	0.45 - 0.49	0.49 - 0.54	0.52 - 0.57	B	B - C
8202	147th Avenue NE	Granite Avenue	None	2,720	2,720	924 - 1,022	1,084 - 1,198	1,046 - 1,156	1,061 - 1,173	0.34 - 0.38	0.40 - 0.44	0.39 - 0.43	0.39 - 0.43	A - B	B
SR - 96															
9601	SR 5	Dumas Road	None	3,720	3,720	3,128 - 3,458	3,750 - 4,144	4,304 - 4,758	4,377 - 4,837	0.84 - 0.93	1.01 - 1.11	1.16 - 1.28	1.18 - 1.30	E	F
9602	Dumas Road	Seattle Hill Road	None	3,720	3,720	2,198 - 2,430	2,565 - 2,834	3,077 - 3,401	3,232 - 3,572	0.59 - 0.65	0.69 - 0.76	0.83 - 0.91	0.87 - 0.96	C	D
9603	Seattle Hill Road	E Lowell-Larimer Road	None	1,880	1,880	950 - 1,050	1,340 - 1,481	715 - 790	865 - 989	0.51 - 0.56	0.71 - 0.79	0.38 - 0.42	0.48 - 0.53	C	D
9604	E Lowell-Larimer Road	SR 9	None	1,880	1,880	353 - 391	698 - 772	403 - 445	525 - 580	0.19 - 0.21	0.37 - 0.41	0.21 - 0.24	0.28 - 0.31	A	A

Appendix B
State Highway Unit Level of Service Analysis
BI-directional, P.M. Peak Hour Vehicles

Unit	From	To	Project Phasing	Capacity Base	Estimated and Forecast Ranges															
					1997			2006			2012			2020			2020			
					1997	2006	2012	1997	2006	2012	1997	2006	2012	1997	2006	2012	1997	2006	2012	2020
9605	Seattle Hill Road	Snohomish Cascade Dr.	2006	1,790	4,400	1,188 - 1,313	1,948 - 2,153	1,650 - 1,823	1,861 - 2,056	0.66 - 0.73	0.44 - 0.49	0.38 - 0.41	0.42 - 0.47	D	B - C	B	B			
9606	Snohomish Cascade Drive	SR 9	2006	4,400	na	na	1,318 - 1,456	na	na	na	na	0.25 - 0.28	0.30 - 0.33	n/a	n/a	A	A			
SR - 99																				
9901	County Line	208th Street SW	Done	3,800	5,760	2,535 - 2,801	2,969 - 3,281	3,640 - 4,023	3,905 - 4,317	0.67 - 0.74	0.78 - 0.86	0.96 - 1.06	0.68 - 0.75	D	D - E	E - F	D			
9902	208th Street SW	SR 525	2012	3,720	5,760	2,671 - 2,953	3,018 - 3,335	3,963 - 4,380	4,380 - 4,841	0.72 - 0.79	0.81 - 0.90	0.69 - 0.76	0.76 - 0.84	D	D - E	D	D - E			
9903	SR 525	Evergreen Way	2012	3,800	5,760	2,674 - 2,958	3,102 - 3,429	4,775 - 5,278	5,455 - 6,029	0.70 - 0.78	0.82 - 0.90	0.83 - 0.92	0.95 - 1.05	D	D - E	E - F	D			
9904	Evergreen Way	SR 526/I-5	None	5,630	5,630	2,590 - 2,862	3,316 - 3,665	3,780 - 4,178	3,871 - 4,279	0.46 - 0.51	0.59 - 0.65	0.67 - 0.74	0.69 - 0.76	B - C	C	D	D			
SR - 104																				
10401	Edmonds Ferry Terminal	SR 104/5th Street Merge	None	4,180	4,180	746 - 824	863 - 953	885 - 979	954 - 1,054	0.18 - 0.20	0.21 - 0.23	0.21 - 0.23	0.23 - 0.25	A	A	A	A			
10402	SR 104/5th Street Merge	Lake Ballinger Way	None	3,800	3,800	1,690 - 1,868	1,902 - 2,103	1,919 - 2,121	1,994 - 2,204	0.45 - 0.49	0.50 - 0.55	0.51 - 0.56	0.53 - 0.58	B - C	C	C	C			
10403	Lake Ballinger Way	I-5	None	3,720	3,720	2,965 - 3,277	3,253 - 3,595	3,470 - 3,835	3,519 - 3,880	0.80 - 0.88	0.87 - 0.97	0.93 - 1.03	0.95 - 1.05	D - E	E	E - F	E - F			
SR - 203																				
20301	County Line	US 2	None	2,380	2,380	784 - 866	1,175 - 1,299	1,181 - 1,306	1,248 - 1,377	0.33 - 0.36	0.49 - 0.55	0.50 - 0.55	0.52 - 0.58	B	B - C	B - C	C			
SR - 204																				
20401	US 2	SR 9	2012	2,390	4,780	1,842 - 2,036	2,401 - 2,653	2,390 - 2,642	2,480 - 2,741	0.77 - 0.85	1.01 - 1.11	0.50 - 0.55	0.52 - 0.57	D - E	F	C	C			
SR - 405																				
40501	County Line	SR 527	None	9,000	9,000	6,767 - 7,479	7,458 - 8,243	10,224 - 11,300	11,100 - 12,268	0.75 - 0.83	0.83 - 0.92	1.14 - 1.26	1.23 - 1.36	D	D - E	F	F			
40502	SR 527	I-5/SR 525	2006	6,000	9,000	7,201 - 7,959	7,846 - 8,672	10,506 - 11,612	11,201 - 12,381	1.20 - 1.33	0.87 - 0.96	1.17 - 1.29	1.25 - 1.38	F	E	F	F			
SR - 522																				
52201	County Line	SR 9	None	6,000	6,000	2,793 - 3,087	3,984 - 4,404	4,590 - 5,074	5,353 - 5,917	0.47 - 0.52	0.66 - 0.73	0.77 - 0.85	0.89 - 0.99	C	D	D - E	E			
52202	SR 9	Paradise Lake Rd./SR 524	2008	3,170	6,000	1,800 - 1,990	2,461 - 2,721	3,037 - 3,357	3,394 - 3,752	0.57 - 0.63	0.41 - 0.45	0.51 - 0.56	0.57 - 0.63	C	B - C	C	C			
52203	Paradise Lake Rd./SR 524	164th Street SE	2008	2,380	5,430	1,494 - 1,652	2,108 - 2,330	2,898 - 3,203	3,188 - 3,521	0.63 - 0.69	0.39 - 0.43	0.53 - 0.59	0.59 - 0.65	C	B	C	C			
52204	164th Street SE	US 2	2012	2,380	5,430	970 - 1,072	1,342 - 1,484	2,214 - 2,447	2,548 - 2,816	0.41 - 0.45	0.56 - 0.62	0.41 - 0.45	0.47 - 0.52	B	C	B	B			
SR - 524																				
52401	SR 104	Edm./Lyn. City Limits	None	1,620	1,620	1,133 - 1,253	1,259 - 1,391	1,317 - 1,455	1,443 - 1,595	0.70 - 0.77	0.78 - 0.86	0.81 - 0.90	0.89 - 0.99	D	D - E	D - E	E			
52402	Edm./Lyn. City Limits	SR 99	None	2,930	2,930	1,724 - 1,906	1,860 - 2,056	2,004 - 2,215	2,189 - 2,419	0.59 - 0.65	0.64 - 0.70	0.68 - 0.76	0.75 - 0.83	C	C - D	D	D - E			
52403	SR 99	I-5	None	2,930	2,930	2,745 - 3,033	3,011 - 3,328	3,025 - 3,344	3,187 - 3,522	0.94 - 1.04	1.03 - 1.14	1.03 - 1.14	1.09 - 1.20	F	F	F	F			
52404	I-5	24th Avenue W	None	2,930	2,930	1,458 - 1,612	1,874 - 2,072	2,476 - 2,737	2,824 - 3,121	0.50 - 0.55	0.64 - 0.71	0.85 - 0.93	0.96 - 1.07	C	D	E - F	E - F			
52405	24th Avenue W	SR 527	2012	1,780	4,180	1,202 - 1,328	1,698 - 1,877	2,330 - 2,575	2,539 - 2,806	0.68 - 0.75	0.95 - 1.05	0.56 - 0.62	0.61 - 0.67	D	E - F	C	C - D			
52406	SR 527	SR 9	2020	1,780	4,180	1,077 - 1,191	1,440 - 1,591	1,451 - 1,603	1,550 - 1,714	0.61 - 0.67	0.81 - 0.89	0.82 - 0.90	0.37 - 0.41	C - D	D - E	D - E	B			
52407	SR 9	SR 522	2020	1,780	4,180	703 - 777	892 - 986	956 - 1,056	1,214 - 1,342	0.40 - 0.44	0.50 - 0.55	0.54 - 0.59	0.29 - 0.32	B	C	C	A			
SR - 525																				
52501	SR 5/ SR 405	Ash Way	2006	3,170	6,000	3,419 - 3,779	3,870 - 4,278	5,898 - 6,518	6,571 - 7,263	1.08 - 1.19	0.65 - 0.71	0.98 - 1.09	1.10 - 1.21	F	C - D	E - F	F			
52502	Ash Way	SR 99	2006	3,170	6,000	2,789 - 3,063	3,178 - 3,512	5,197 - 5,744	5,766 - 6,372	0.88 - 0.97	0.53 - 0.59	0.87 - 0.96	0.96 - 1.06	E	C	E - F	E - F			
52503	SR 99	SR 526	2006	1,620	3,800	1,896 - 2,096	2,365 - 2,614	3,178 - 3,512	3,451 - 3,814	1.17 - 1.29	0.62 - 0.69	0.84 - 0.92	0.91 - 1.00	F	C - D	E	E - F			
52504	SR 526	Mukilteo Ferry Terminal	None	1,780	1,780	1,397 - 1,544	1,868 - 2,085	2,272 - 2,511	2,667 - 2,948	0.79 - 0.87	1.06 - 1.17	1.28 - 1.41	1.50 - 1.66	D - E	F	F	F			
SR - 526																				
52601	SR 525	Airport Road	2020	3,720	4,500	1,587 - 1,755	2,022 - 2,235	2,282 - 2,522	2,590 - 2,863	0.43 - 0.47	0.54 - 0.60	0.61 - 0.68	0.58 - 0.64	B - C	C	C - D	C			
52602	Airport Road	Evergreen Road	2020	6,000	9,000	3,392 - 3,750	3,593 - 3,971	3,958 - 4,374	4,165 - 4,603	0.57 - 0.63	0.60 - 0.66	0.66 - 0.73	0.46 - 0.51	C	C - D	D	C			
52603	Evergreen Road	I-5	2020	6,000	9,000	5,307 - 5,865	5,545 - 6,129	6,364 - 7,034	6,629 - 7,327	0.89 - 0.98	0.92 - 1.02	1.06 - 1.17	0.74 - 0.81	E	E - F	F	D			

Appendix B
State Highway Unit Level of Service Analysis
BI-directional, P.M. Peak Hour Vehicles

Unit	From	To	Project Phasing	Capacity		Estimated and Forecast Ranges											
				Base	Project	P.M. Peak Hour Volumes			Volume-to-Capacity Ratio			Level of Service					
				1997	2006	2012	2020	1997	2006	2012	2020	1997	2006	2012	2020		
SR - 527																	
52701	County Line	SR 405	None	1,580	1,580	2,165 - 2,393	2,268 - 2,506	2,382 - 2,632	1,10 - 1,21	1,37 - 1,52	1,44 - 1,59	1,51 - 1,67	F	F	F	F	
52702	SR 405	SR 524	None	3,670	3,670	3,252 - 3,584	3,612 - 3,992	3,860 - 4,288	0,89 - 0,98	1,07 - 1,18	0,86 - 1,09	1,05 - 1,16	E	F	E-F	F	
52703	SR 524	180th Street SE	None	3,980	3,980	2,546 - 2,814	3,430 - 3,781	3,546 - 3,919	0,84 - 0,71	0,83 - 0,92	0,86 - 0,95	0,89 - 0,98	C-D	E	E	E	
52704	180th Street SE	184th Street SE	None	4,180	4,180	2,375 - 2,625	3,209 - 3,547	3,404 - 3,763	0,57 - 0,63	0,77 - 0,85	0,77 - 0,85	0,81 - 0,90	C	D-E	D-E	D-E	
52705	184th Street SE	Dumas Road	2006	1,620	3,800	2,449 - 2,707	2,799 - 3,094	3,090 - 3,415	1,09 - 1,20	0,64 - 0,71	0,74 - 0,81	0,81 - 0,90	F	C-D	D	D-E	
52706	Dumas Road	112th Street SE	2006	1,580	3,720	1,559 - 1,723	2,074 - 2,293	2,500 - 2,763	0,89 - 1,08	0,56 - 0,62	0,63 - 0,69	0,67 - 0,74	E-F	C	C-D	D	
52707	112th Street SE	I-5	None	3,720	3,720	2,554 - 2,822	3,610 - 3,950	3,766 - 4,162	0,89 - 0,76	0,96 - 1,06	0,97 - 1,07	1,01 - 1,12	D	E-F	E-F	F	
SR - 528																	
52801	I-5	SR 529	None	2,930	2,930	1,653 - 1,827	2,137 - 2,362	2,186 - 2,417	0,56 - 0,62	0,67 - 0,74	0,73 - 0,81	0,75 - 0,83	C	D	D	D-E	
52802	SR 529	SR 9	2012	1,720	3,990	1,267 - 1,401	1,399 - 1,546	1,464 - 1,618	0,74 - 0,82	0,81 - 0,90	0,84 - 0,96	0,87 - 0,96	D	D-E	A-B	A-B	
SR - 529																	
52901	I-5	W Marine View Drive	None	3,670	3,670	901 - 995	1,488 - 1,645	1,833 - 2,026	1,956 - 2,192	0,25 - 0,27	0,41 - 0,45	0,50 - 0,55	0,53 - 0,59	A	B	C	C
52902	W Marine View Drive	Broadway Avenue	None	3,800	3,800	555 - 613	702 - 775	754 - 833	928 - 1,025	0,15 - 0,16	0,19 - 0,20	0,20 - 0,22	0,24 - 0,27	A	A	A	A
52903	Broadway Avenue	I-5	None	3,520	3,520	2,044 - 2,260	2,589 - 3,006	2,658 - 2,938	0,56 - 0,64	0,77 - 0,85	0,74 - 0,81	0,76 - 0,84	C	D-E	D	D-E	
52904	I-5	SR 528	None	1,620	1,620	1,484 - 1,640	1,989 - 2,188	1,949 - 2,154	2,015 - 2,227	0,92 - 1,01	1,23 - 1,36	1,20 - 1,33	1,24 - 1,38	E-F	F	F	F
SR - 530																	
53001	I-5	SR 9	None	2,380	2,380	1,177 - 1,301	1,492 - 1,650	1,739 - 1,923	0,50 - 0,55	0,52 - 0,57	0,63 - 0,69	0,73 - 0,81	B-C	B-C	C	D	
53002	SR 9	Arlington Heights Road	None	2,720	2,720	1,051 - 1,161	1,221 - 1,349	1,368 - 1,512	0,39 - 0,43	0,42 - 0,46	0,45 - 0,50	0,50 - 0,56	B	B	B	B-C	
53003	Arlington Heights Road	County Line	None	2,380	2,380	483 - 533	648 - 716	817 - 903	0,20 - 0,22	0,27 - 0,30	0,28 - 0,31	0,34 - 0,38	A	A	A	B	
SR - 531																	
53101	Wenberg State Park	Lakewood Road	None	2,380	2,380	143 - 158	171 - 189	193 - 213	0,06 - 0,07	0,07 - 0,08	0,08 - 0,09	0,08 - 0,09	A	A	A	A	
53102	Lakewood Road	Forty Five Road	None	2,380	2,380	485 - 536	664 - 734	693 - 768	0,20 - 0,23	0,28 - 0,31	0,29 - 0,32	0,39 - 0,43	A	A	A-B	B	
53103	Forty Five Road	25th Avenue NE	None	2,380	2,380	847 - 937	932 - 1,030	1,108 - 1,225	0,36 - 0,39	0,39 - 0,43	0,47 - 0,52	0,50 - 0,55	B	B	B	B-C	
53104	25th Avenue NE	Smokey Point Blvd.	None	4,430	4,430	2,333 - 2,579	2,603 - 2,877	2,569 - 2,840	0,53 - 0,58	0,59 - 0,65	0,58 - 0,64	0,59 - 0,65	C	C	C	C	
53105	Smokey Point Blvd.	67th Avenue NE	2012	1,720	3,990	1,399 - 1,547	1,809 - 1,779	1,715 - 1,895	1,824 - 2,016	0,81 - 0,90	0,94 - 1,03	0,43 - 0,46	0,46 - 0,51	D-E	E-F	B-C	B-C
53106	67th Avenue NE	SR 9	2012	1,880	4,400	628 - 694	768 - 846	723 - 800	742 - 821	0,33 - 0,37	0,41 - 0,45	0,16 - 0,18	0,17 - 0,19	A	B	A	A
SR - 532																	
53201	County Line	64th Avenue NW	None	2,380	2,380	1,321 - 1,461	1,855 - 2,051	2,172 - 2,401	2,409 - 2,662	0,56 - 0,61	0,76 - 0,86	0,81 - 1,01	1,01 - 1,12	C	D-E	E-F	F
53202	64th Avenue NW	I-5	None	2,380	2,380	1,004 - 1,110	1,051 - 1,162	1,634 - 1,806	1,725 - 1,907	0,42 - 0,47	0,44 - 0,49	0,69 - 0,76	0,73 - 0,80	B	B	C-D	D