

Appendix G

Memorandum – SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study Technical Recommendations and Implementation Options

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SUBJECT: SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study MP 45.7 to 52.3

Memo Purpose

The purpose of this memo is to summarize draft recommendations and support the implementation of the recommendations of the SR 99 Lynnwood and unincorporated Snohomish County Pre-Design Study. Implementation can come from development code updates, capital projects, maintenance projects or other sources. To inform different options, the details, considerations and policies associated with the recommendations are included in this memo. Recommendations and implementation strategies will be reviewed by partner agencies.

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ACRONYMS AND ABBREVIATIONS

Acronym / Abbreviation	Definition
ADA	Americans with Disabilities Act
ARR	Access Revision Report
BAT	Business Access and Transit Lane
BRT	Bus Rapid Transit
EAG	Executive Advisory Group
HSIP	Highway Safety Improvement Program
ICE	Intersection Control Evaluation
MPH	Miles Per Hour
MUGA	Municipal Urban Growth Area
MUTCD	Manual on Uniform Traffic Control Devices
PBP	Pedestrian/Bicyclist Program
ROW	Right-of-Way
RRFB	Rectangular Rapid Flashing Beacon
SR	State Route
SRTS	Safe Routes to School
SWCC	Sandy Williams Connecting Communities Program
TWG	Technical Working Group
VE	Value Engineering
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

1 EVALUATION AND DEVELOPMENT OF OPTIONS

The development of recommendations to meet the stated study purpose has been a continuous and iterative process over the course of the study.

The purpose was reviewed broadly with the community and agency partners.

“The purpose of the State Route 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study is to develop improvement options that enhance safety and convenient connections for active transportation users (people walking, biking, rolling and accessing transit) while prioritizing mobility needs of environmental justice populations (as defined by State guidance). This study includes SR 99 in Lynnwood and unincorporated Snohomish County between 212th Street Southwest and Airport Road.”

The development of initial concepts was documented in the Level 1 and Level 2 Screening Memo. Since that memo additional engagement with the community and agency partners included:

- An Online Open House and Survey
- Focus Groups through community-based organizations
- Presentations to community boards and commissions,
- Agency-to-agency coordination meetings with Snohomish County, Lynnwood, Everett, Community Transit and Sound Transit
- Technical working group (TWG) and Executive Advisory Group (EAG) meetings comprised of agency partners.

Initial recommendations were reviewed with a focus group of combined community-based organizations and groups.

From this engagement (described in Appendix F Community Engagement Memo of the final report) the Level 2 options evolved into the recommendations in this memo.

As noted in the Level 2 screening. options were developed as:

- Corridor-wide consisting of a preferred cross-section for varying lengths on the corridor and including lane widths, lane designations, median and landscape features and facilities designated for people walking, biking and rolling.
- Systemic overarching
- Spot Improvements

2 CORRIDOR CROSS-SECTIONS

2.1 Corridor Wide Concepts

Three visionary corridor-wide concepts are recommended for consideration on different segments and in different contexts along the corridor. The concepts include:

- Pedestrian and Bicycle facilities that meet complete streets needs for pedestrian and bicycle level of traffic stress 2
- Adequate lane widths to meet a 40 mile per hour (MPH) posted speed
- 6-foot wide landscaped buffer that can accommodate trees
- Landscaped median that allows for turn-lane median openings

The three corridor-wide concepts are defined below:

- Concept 1 - Separated Bike Facilities (125-foot right of way): Concept includes a six-foot wide directional bike lane, eight-foot wide sidewalk, with a one-foot wide buffer between them and a two-foot wide buffer to the edge of the ROW. The median is ten-feet wide. This concept requires reconstruction of one or both curb lines and 25 feet of ROW.

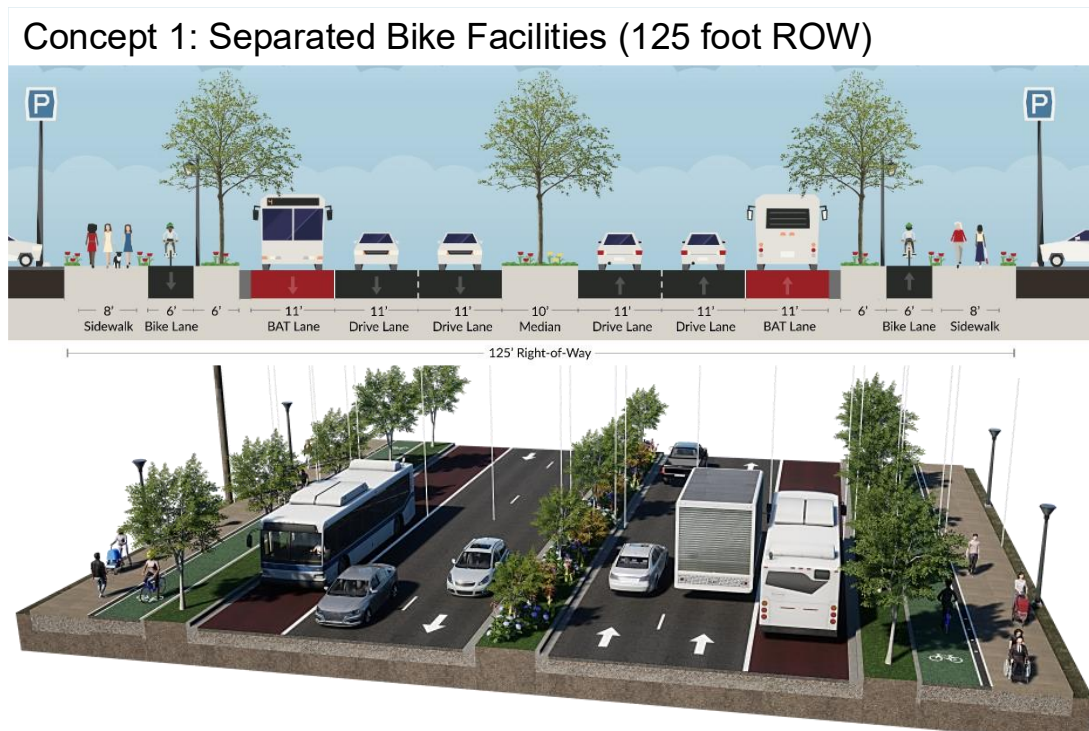


Figure 1 Concept 1 Separated Bike Facilities (125 foot ROW)

- Concept 2 - Separated Bike Facilities (130-foot ROW): This corridor cross-section is an optimal section and provides an opportunity to maintain current curb lines by having a 14-foot wide median. It includes a six-foot-wide directional bike

lane, eight-foot-wide sidewalk, with a one-foot wide buffer between them and a two-foot wide buffer to the edge of the ROW. The 14-foot-wide median allows for breaks for turn lanes and landscaping. This concept requires 30 feet of additional ROW.



Figure 2 Concept 2: Separated Bike Facilities (130 foot ROW)

- **Concept 3 - Shared Use Paths – (130-foot ROW):** This corridor cross-section is an optimal section and provides an opportunity to maintain current curb lines by having a 14-foot wide median. This section includes a 15-foot wide shared-use path with markings delineating pedestrian and bicycle space as well as a two-foot-wide buffer to the edge of the right-of-way. This six-foot wide landscaped buffer is adequate to accommodate trees. This concept requires 30 feet of additional ROW.

Concept 3: Shared Use Paths (130 foot ROW)

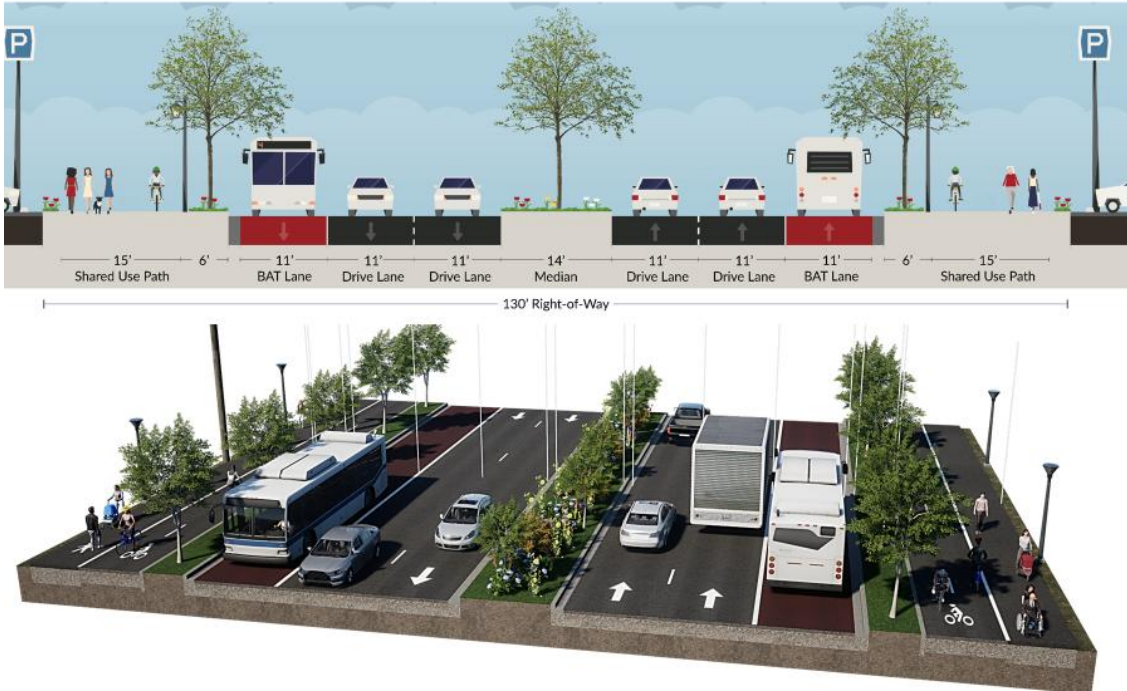


Figure 3 Concept 3: Shared Use Paths (130 foot ROW)

2.2 Recommendation

To best match the existing conditions and needs along the corridor. Concept 1 is recommended for Airport Road to 164th Street Southwest (unincorporated Snohomish County). For 164th Street Southwest to 212th Street Southwest (City of Lynnwood) a mix of Concept 2 and 3 is recommended. The recommendation is shown in Figure 4.

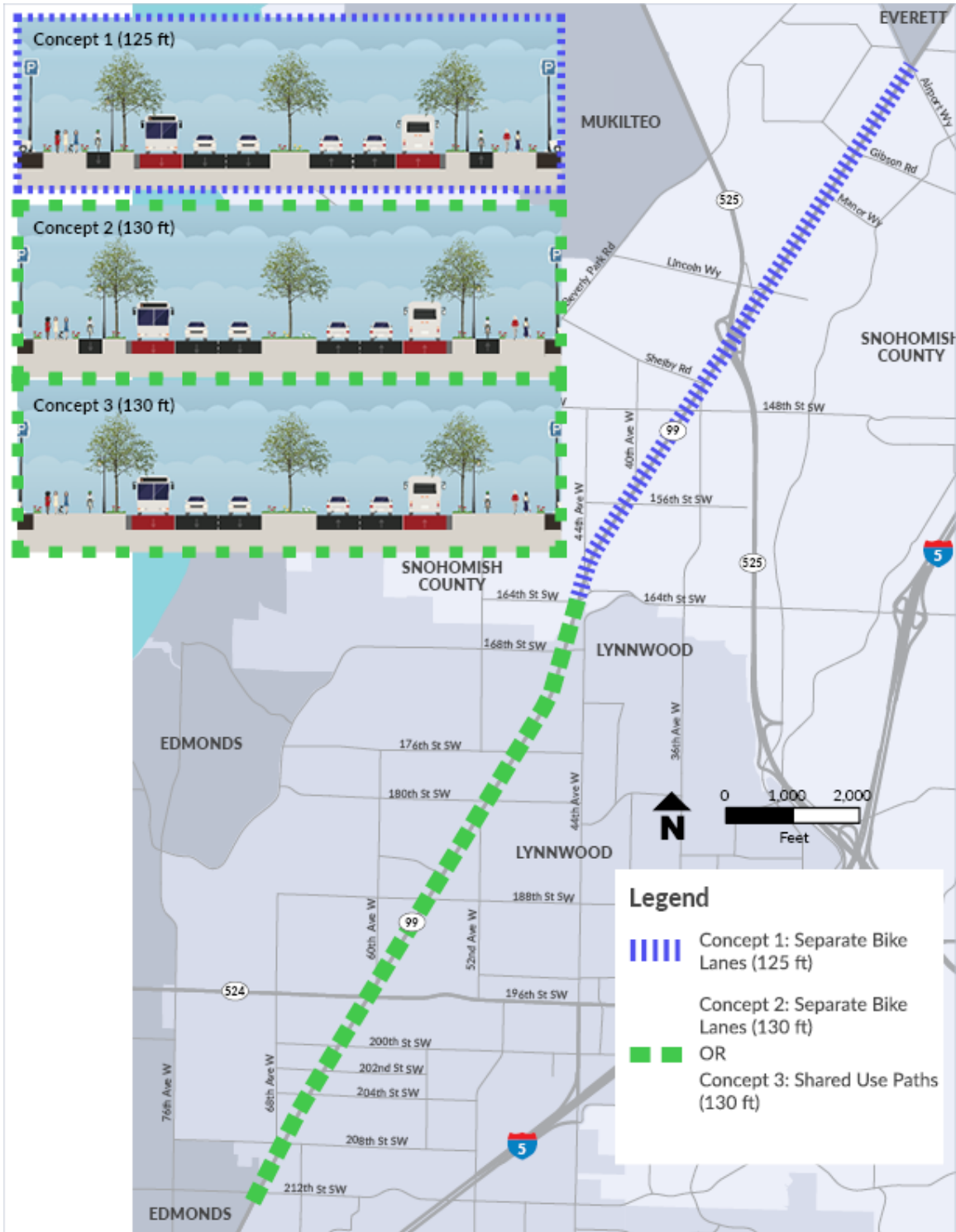


Figure 4 Recommended Corridor Wide Concept Map

Different concepts are recommended for the unincorporated Snohomish County and Lynnwood segments because different needs and conditions were identified through coordination and analysis of the existing conditions.

Unincorporated Snohomish County

The segment in unincorporated Snohomish County from 164th Street Southwest to Airport Road has longer blocks, less destinations and significant segments without existing curb. The benefits of Concept 1 best fit this condition as shown in Table 1

Table 1 Concept 1 Benefits

Unincorporated Snohomish County Conditions	Concept 1 Benefits
Long blocks and less frequent destinations resulting in higher speed bicycle travel	Provides separate bike lane allowing safe speed differential between pedestrians and bikes.
Not consistent existing curb	The benefit of maintaining existing curblines in Concept 2 or Concept 3 is not as great.
Physically Constrained areas (SR 525 Underpass)	Concept 1 requires less width than Concept 2 and 3.

Lynnwood

The segment of SR 99 in Lynnwood from 212th Street Southwest to 164th Street Southwest maintains existing curbs and sidewalks for almost the full length. This segment has varying block lengths and mature developments. There are anticipated land use changes and the City of Lynnwood Highway 99 Subarea plan identifies areas for development and plazas. To match the varying conditions and because of the projected development, both Concept 2 and Concept 3 are recommended for this segment.

Table 2 Concept 2 and 3 Benefits

Lynnwood Conditions	Concept 2 and 3 Benefits
Existing curbs and sidewalks for almost the full length	The 14-foot median in Concept 2 and 3 aligns the proposed and existing curblines allowing development improvements to be constructed at the existing curbline and match into the recommended cross section
Projected Land Use Changes	Planning for two concepts allows flexibility in changing conditions
Varying Block Lengths	More variety requires greater study of the concepts, by having two interchangeable recommendations flexibility is maintained.

2.2.1 Potential for Phased Implementation

All the concepts require similar width behind the curb (23 to 24 feet) making it easier to transition from one to another. Both Concept 2 and Concept 3 have the same curb line position and total width making it easy to evolve from a shared use path to a separated bicycle facility or vice versa as the context of the segment changes. These recommendations are preliminary and should be reassessed at the time of implementation based on the current conditions and local development.

2.3 Corridor Wide Changes

These recommendations evolved from Level 2 recommendations due to feedback from the community and agency partners. The changed elements are shown in Table 3.

Table 3 Corridor Wide Changes

Changed Element	Level 2	Final	Reason for change
Sidewalk Width (ft)	6	8	- Matching the combined width of sidewalk/ bike lane with the shared use path width provides future flexibility
Median Width (ft)	10	10 – 14	- Lynnwood wanted the ability to hold existing curblines. - Community Transit wanted flexibility for future center running BRT
Shared Use Path Width (ft)	11-12	15	- Community expressed desire for separation between modes, 15 ft allows marking to separate bicyclists and pedestrians
Buffer Width (ft)	4.5 – 6.5	6	- Greater buffer width provides a more comfortable environment - Trees were a priority for community and agencies - six feet provides sufficient space
Posted Speeds (Miles Per Hour MPH)	40 MPH	40 MPH/35 MPH	- Agency partners are in favor of a reduction in posted speed of 45 MPH to 40 MPH with consideration that some locations could be further reduced with changing contexts
Total ROW (ft)	115-120	125-130	- Fit all the wider elements

2.4 Corridor Wide Considerations

Continued Coordination: Successful implementation of the recommended corridor cross-sections will require close coordination among WSDOT, the City of Lynnwood, Community Transit and Snohomish County. Delivery of the study recommendations will depend on supporting policies, project programming and development coordination described later in this memo.

Concept Location: WSDOT and agency partners will need to continue coordination to identify which corridor wide concepts are most appropriate for each segment of the corridor based on existing curb lines, redevelopment potential and multimodal demand. As redevelopment occurs, frontage improvements can be used to implement portions of the visionary cross-section incrementally or ROW dedication can be used to mitigate future impacts of implementing the appropriate visionary cross section. This approach prioritizes right-of-way preservation and consistent design standards.

Transit Integration: The typical cross sections do not account for transit stops and the 6 foot planting strip is not sufficient by itself to accommodate an ADA boarding and alighting area. Transit stop locations will need to be integrated with the corridor wide concepts and spot locations, see section 7.5 for more details.. The final design and location of transit bus stops will need to be approved by the City of Lynnwood in Lynnwood and WSDOT in unincorporated Snohomish County. BAT Lane markings are included as part of the cross section recommendation and should be carried through the corridor. Additional coordination is needed to determine the standard and exact location of the BAT lane markings.

Coordination with other Recommendations: To advance the corridor wide recommendations, policies such as access management coordination, speed management and frontage improvement requirements are discussed in *Section 6 - Corridor Policies*, which outlines the interagency framework and updates necessary to move toward full implementation.

3 SPOT TREATMENTS

To further improve the corridor for people walking, biking, rolling and accessing transit, local enhancements along the corridor are proposed that would provide new pedestrian controlled crossings and other intersection improvements. These “spot treatments” included a range of complete streets elements (shown in Figure 5).

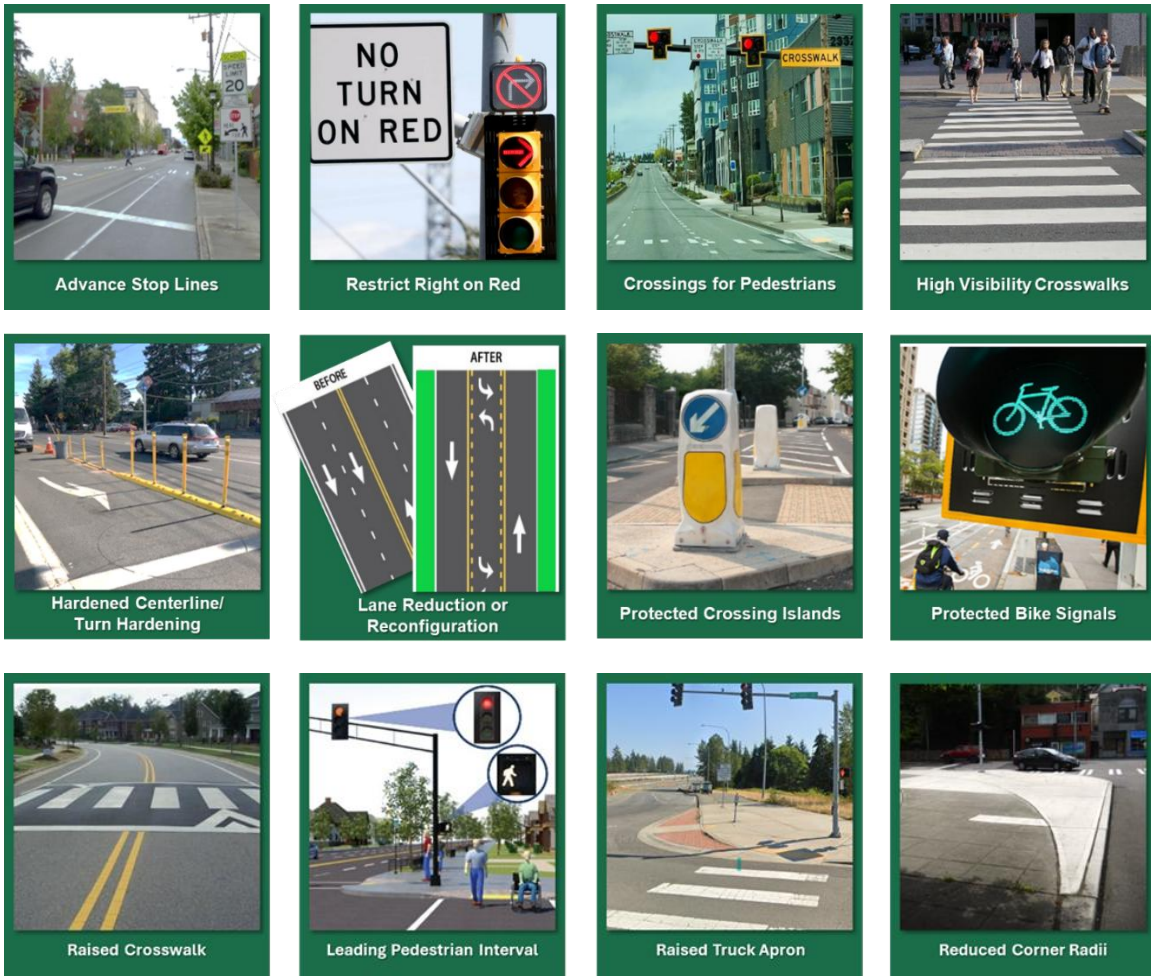


Figure 5 Complete Streets Elements

3.1 Spot Treatment Packages

The four spot treatment packages evolved from Level 2 due to continuous refinement with partner agencies. The changes are documented in Table 4, and the recommended packages are shown in Figure 6, Figure 7 and Figure 8. The names of the spot treatments were also simplified, but the numbers remain consistent with the Level 2 options.

Table 4 Changes in Spot Treatment Packages

Package	Changes
Package 1. Enhancements at Traffic Lights	<ul style="list-style-type: none"> - Bicycle and Pedestrian Facilities Routed behind Swift and local stations to minimize friction with passengers boarding or alighting buses at stops
Package 2. New Controlled Crossing at Intersections	<ul style="list-style-type: none"> - Added the option for a full signal with left turns from the side streets and left/U-turns from SR 99. The locations will be assessed for a range between a pedestrian only signal and a full signal. - Integrated local bus stops
Package 3. New Midblock Controlled Crossing	<ul style="list-style-type: none"> - Integrated local bus stops
Package 4. Enhancements at Driveways and Intersections without Traffic Lights	<ul style="list-style-type: none"> - No Major Changes

 **Package 1: Enhancements at Traffic Lights**

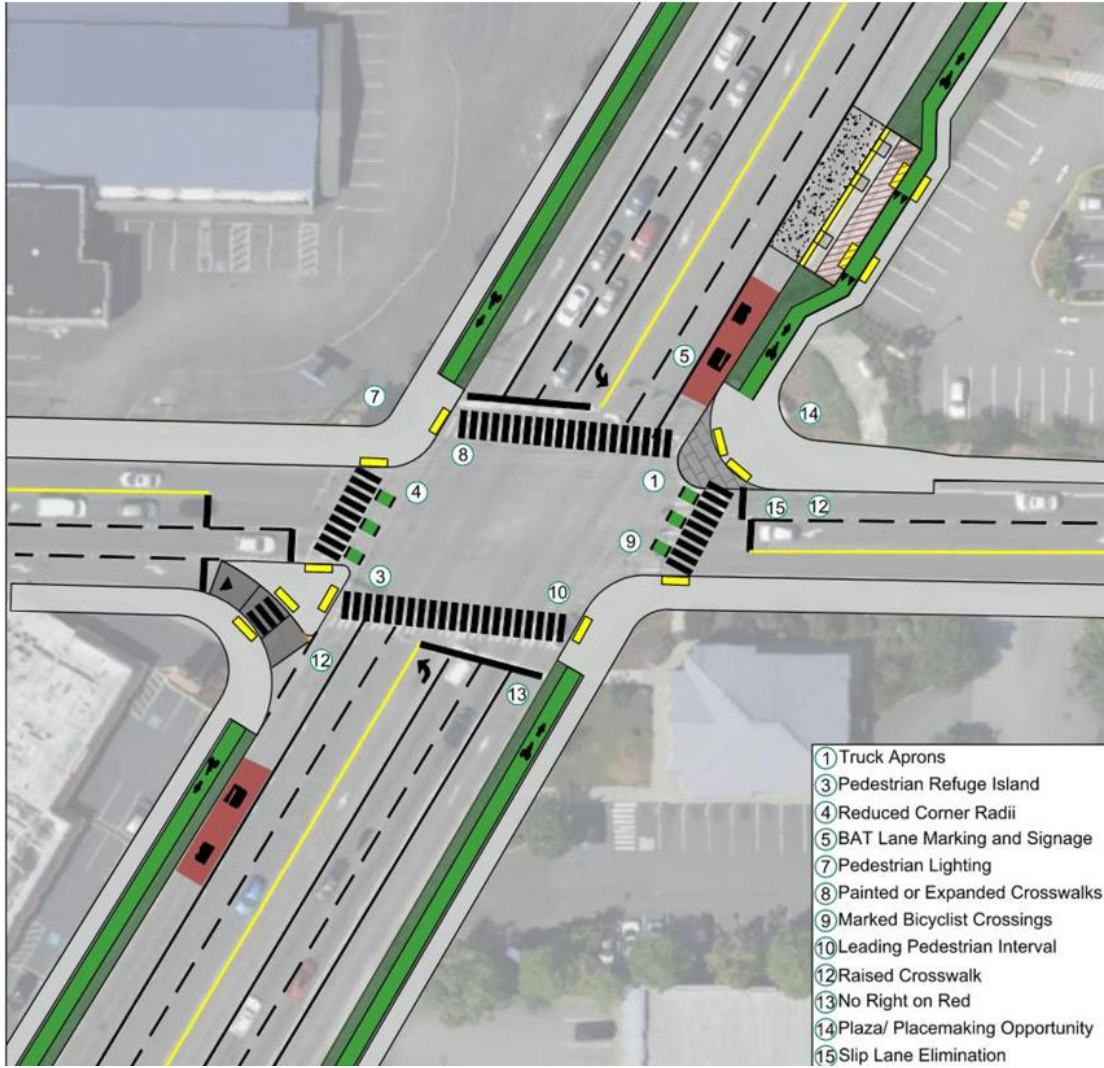
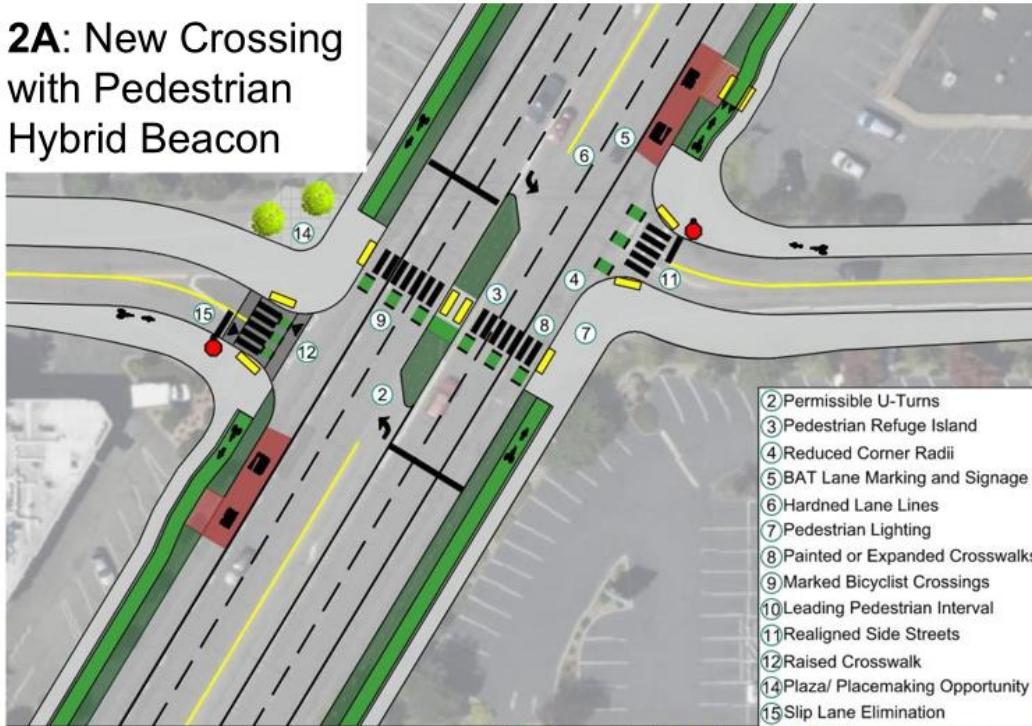


Figure 6 Spot Treatment Packages 1

Package 2: New Controlled Crossing at Intersections

2A: New Crossing with Pedestrian Hybrid Beacon



2B: New Crossing with Full Signal

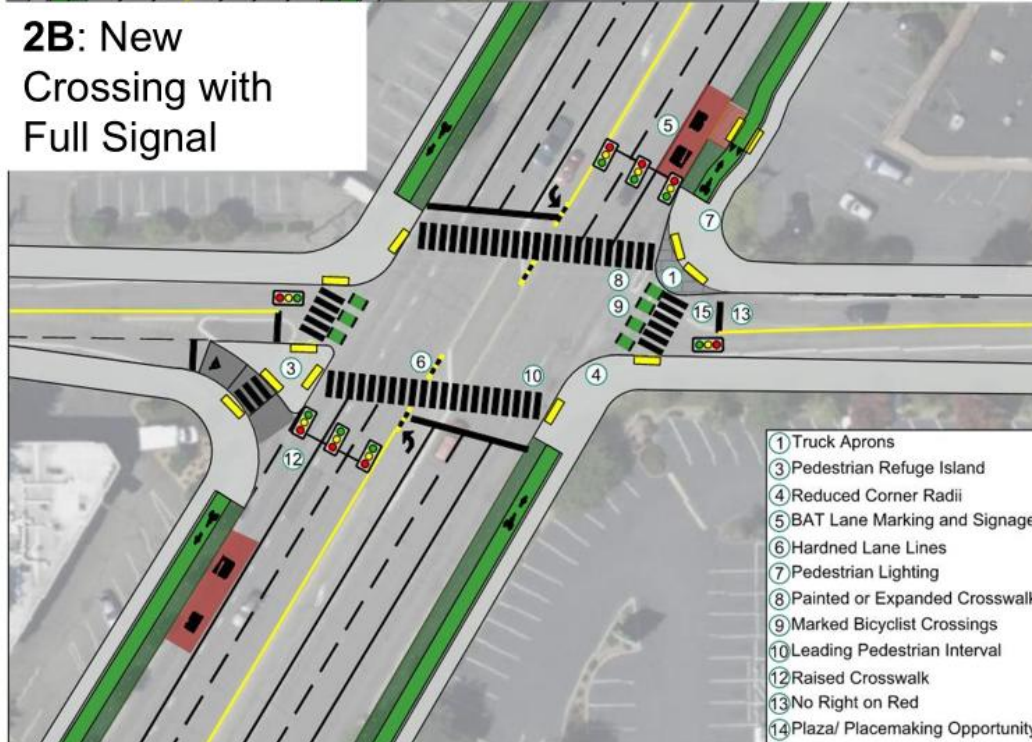


Figure 7 Spot Treatment Package 2



Package 3. New Mid-Block Controlled Crossing



Package 4. Enhancements at Driveways and Intersections without Traffic Lights

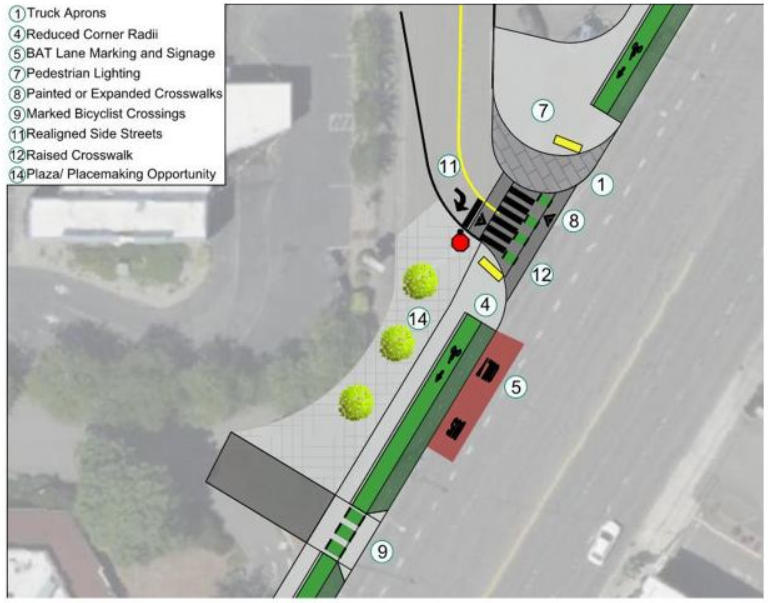


Figure 8 Spot Treatment Packages 3 and 4

3.2 Spot Treatment Locations

Feedback from the online open house and agency partners resulted in the addition and modification of spot treatment locations from Level 2 Screening as noted in Table 5

Table 5 Changed/ Added Spot Treatment Locations

Changed /Added Locations	Reason for Change
Carriage Club Estate - New Midblock Protected Crossing (spot Treatment Type 3) added at driveway.	Identified by the community in focus groups
52nd Avenue West - Spot treatment changed from package 4 to package 2	Requested by Lynnwood due to potential development
17400 Block – New Midblock Protected Crossing added	Identified by the community in focus groups

Ongoing coordination with Community Transit identified spot treatment locations where new or relocated local stops should be considered. General locations of potential new or relocated stops or stop pairs are shown on the refined spot treatment maps (Figures 9 and 10) that are broken down by segment. More detail about the spot treatment packages for each location are included in Table 6.

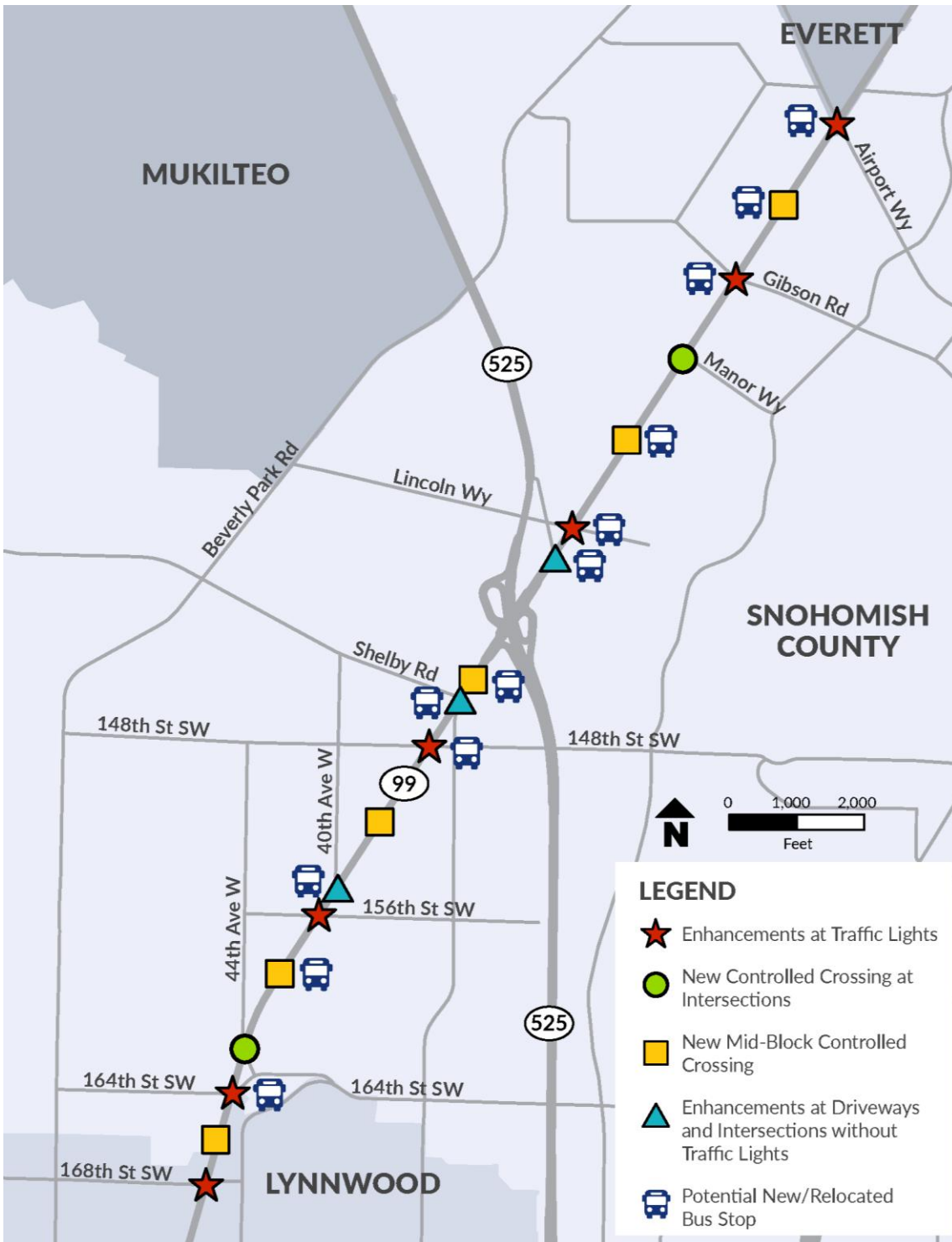


Figure 9 Spot Treatments Recommended in Snohomish County Segment of SR 99



Figure 10 Spot Treatments Recommended in Lynnwood Segment of SR 99

Table 6 Spot Treatment Details

Spot Location	Location	Package	Existing Bus Stop	Potential New/ Relocated Bus Stop	Leading Pedestrian Interval	Truck Apron	Slip Lane Elimination	Slip Lane Narrowing w/ Raised Crosswalk	Painted or Expanded Crosswalks	Pedestrian Refuge Island	No Right on Red for Side Streets	Reduced Corner Radii	Pedestrian Lighting	BAT Lane Marking and Signage	Marked Bicyclist Crossings	Hardened Lane Lines	Plaza/ Placemaking Opportunity	Realigned Side Streets	Permissible U-Turns
1	Airport Road	1	Swift	Relocate SB Local	X	X		X	X		0	X	X	X	X		X		0
2	Midblock from Airport Road and Gibson Road	3		New NB and SB Local					X	X			X		X	X			
3	Gibson Road	1	Local	Relocate NB Local	X	X			X		0	X	X	X	X				0
4	Manor Way	2	Local			X			X	X		X	X	X	X	X	X	X	0
5	Midblock from Manor Way to Lincoln Way	3		New NB and SB Local					X	X			X		X	X			
6	Lincoln Way	1	Swift Local	Relocate NB Local	X	X	X	X	X		0	X	X	X	X				0
7	31st Ave West	4		New NB Stop		X			X			X	X	X	X			X	
8	SR 525 Interchange	SR 525				X			X			X	X	X	X			X	
9	Lake Road	3		New NB Local			0		X	X			X		X	X			
10	Shelby Road	4	Proposed Local	New SB Local					X			X	X	X	X				
11	148th St SW	1	Swift	Relocate Swift NB FS	X	X		X	X		0	X	X	X	X				0
12	15300 Block	3	Local						X	X			X		X	X			
13	40th Ave West	4	Local	Relocate NB Local		X			X			X	X	X	X		X	X	
14	156th St SW	1	Local		X	X			X		0	X	X	X	X				0
15	16000 Block	3		New NB Local					X	X			X		X	X			
16	44th Ave West	2	Local			X			X	X		X	X	X	X	X	X	X	0
17	164th St SW	1		New SB Local	X	X			X		0	X	X	X	X				0
18	16600 Block	3	Local						X	X			X		X	X			
19	168th St SW	1	Local		X	X		X	X		0	X	X	X	X				0

20	17200 Block	3		New NB and SB Local					X	X			X		X	X			
21	174th Pl SW	1	Local		X	X			X		O	X	X	X	X				O
22	176th St SW	1	Swift		X	X	X	X	X		O	X	X	X	X				O
23	Midblock from 176th St SW to 180th St SW	3	Local	New NB Local					X	X			X		X	X			
24	180th St SW	2	Local			X	X	O	X	O		X	X	X	X		X	X	O
25	52nd Ave West	2				X	X		X			X	X	X	X			X	O
26	18200 Block	3		New NB and SB Local					X	X			X		X	X			
27	186th Pl SW	2				X			X	X		X	X	X	X	X			O
28	188th St SW	1	Local		X	X	O	X	X		O	X	X	X	X				O
29	Midblock from 188th St SW to 60th Ave West	3	Local						X	X			X		X	X			
30	60th Ave West	4	Local			X			X			X	X	X	X		X	X	
31	196th St SW	1	Swift Local		X	X		X	X		O	X	X	X	X				O
32	Midblock from 196th and 200th	3							X	X			X		X	X			
33	200th St SW	1	Swift Local		X	X			X		O	X	X	X	X				O
34	202nd St SW	2	Local			X	X	O	X	X		X	X	X	X	X	X	X	O
35	204th St SW	1	Swift Local	New SB Local	X	X			X		O	X	X	X	X				O
36	208th St SW	1	Local		X	X			X		O	X	X	X	X				O
37	2100 Block	3							X	X			X		X	X			
38	212th St SW	1	Local		X	X			X		O	X	X	X	X				O

X Recommended

O Consider

NB North Bound

SB South Bound

3.3 Spot Treatment Implementation Considerations

Control Type: Spot treatments will need additional coordination and analysis before selecting a control type and exact location, particularly with Package 2 and Package 3. The options considered for a controlled crossing of SR 99 are a full signal, a pedestrian signal, or a pedestrian hybrid beacon. Where a full signal is proposed an Intersection Control Evaluation (ICE) will be needed.

Agency Coordination: Additional coordination between WSDOT and Lynnwood will be needed to consider the following:

- Whether through movements should remain restricted or be allowed (and any potential for diversion to local/residential streets). Previous engagement found residents near 180th Street Southwest and 202nd Street Southwest did not want through movements.
- Left-turn accommodations to/from SR 99 and potential U-turn opportunities to maintain access while limiting conflict points.
- Appropriate control (full signal, pedestrian hybrid beacon, pedestrian half-signal) and spacing to adjacent signals/driveways and coordinated with Community Transit stops.

Coordination with other Recommendations: The recommended spot treatment packages will need additional design and analysis to ensure compatibility with the corridor recommendations and the policies considered in Section 5 – Corridor Policies.

Details at Intersections: There are also outstanding questions that will need further development in the design phase including how to keep bicycles and pedestrians separate through intersections and the roadway width needed at U-turn locations.

Transit Integration: The spot treatment packages show examples of a Swift station in package 1 and Local bus stations in packages 2 and 3. Local stops may also be present in locations where package 1 and package 4 are recommended and coordination with Community Transit should be done to integrate local stops to the spot treatment package at those locations, see section 7.5 for more details.

The placement of local stops and BAT lane markings shall be decided in the design process and additional location may be considered that are not referenced in this memo. Table 6 does not include all bus stop design elements necessary for each spot improvement and Community Transit should be consultant during the design phase to ensure their requirements are met. For example, whenever curb radii are modified, confirm that bus movements are still feasible.

3.4 SR 525 Interchange and 35th Avenue West

3.4.1.1 SR 99/SR 525 Interchange

The SR 99/SR 525 interchange is a major gap in all-user accessibility; it currently has high-speed merge/diverge ramps, limited lighting and no dedicated pedestrian or bicycle facilities.

Three concepts were developed to tackle these challenges, with each concept building upon the previous with additional control features and connection revisions to manage conflicts while balancing corridor access. Implementation of any changes at the interchange will require addressing access revisions as stated in the [WSDOT Design Manual Chapter 540 Managed Access](#).

Concept 1 – Enhanced Ramp Crossings. Maintain existing ramps while adding raised crossings and rapid rectangular flashing beacons (RRFBs) and adding a third, outside lane for transit and turning vehicles. This concept would have the lowest cost to implement but may introduce off-ramp queuing and needs additional analysis to select the control type at ramp terminals and the 35th Avenue West connection.

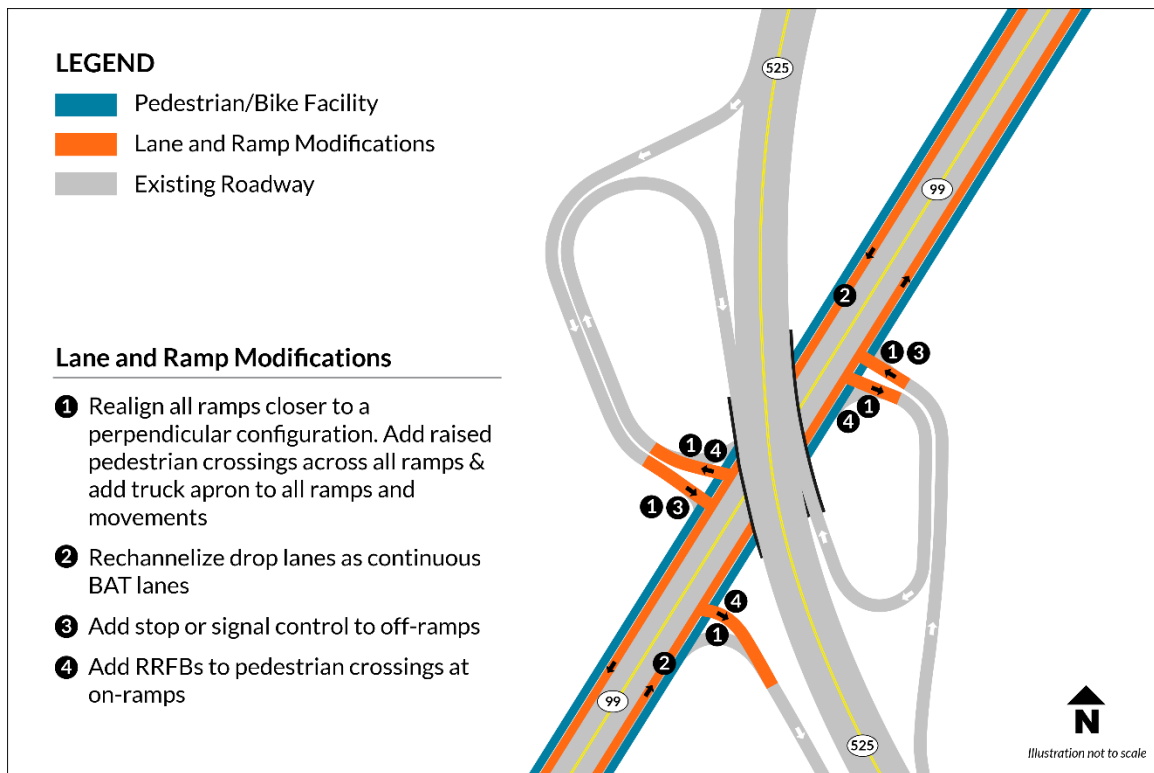


Figure 11: SR 99/SR 525 Interchange Concept 1 – Enhanced Ramp Crossings

Concept 2A/2B – Ramp Reconfiguration. Closes the northbound (NB) 99 to NB 525 loop ramp and shifts movements to signalized turns (**Figure 12**). This concept adds loop ramp and shifts movements to signalized turns. This concept adds control to all movements, but the ramp closure may shift traffic to Lincoln Way. Concept 2A provides dual right turns from the ramp to NB 99, and Concept 2B adds left turns from the ramp to SB 99.

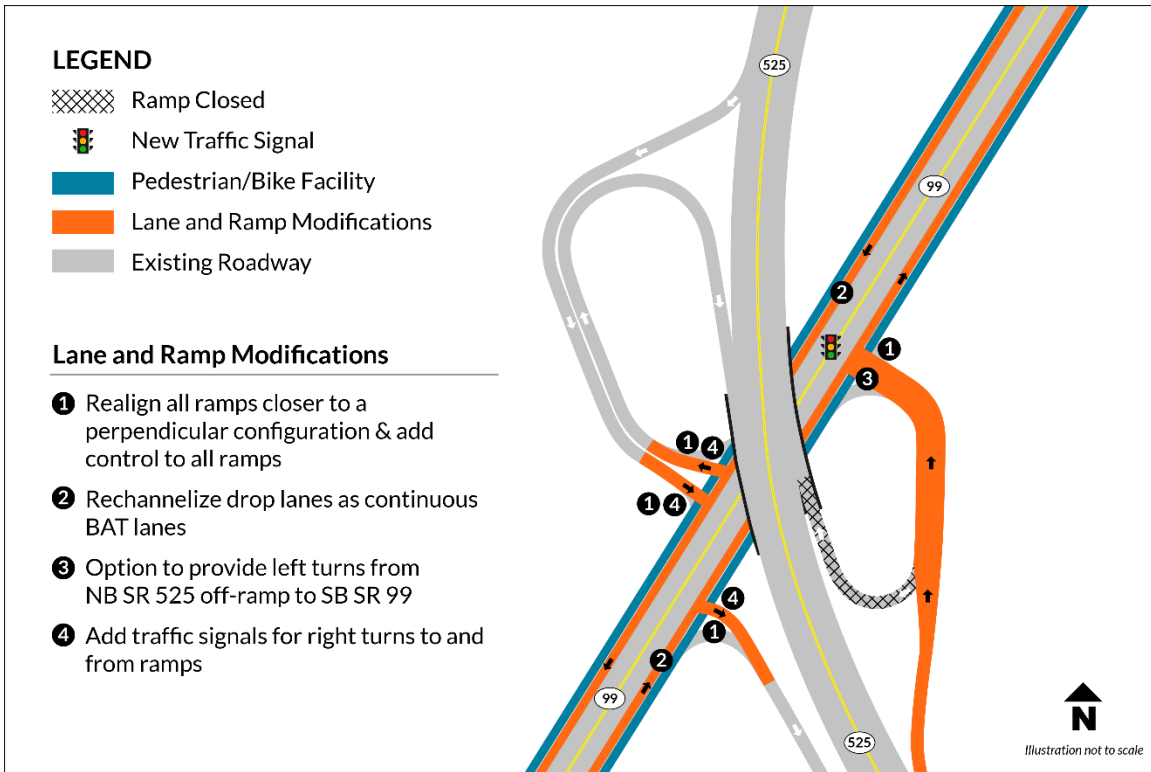


Figure 12: SR 99/SR 525 Interchange Concept 2A/2B – Ramp Reconfiguration

Concept 3 – Consolidated Ramp Movements. Removes multiple ramps and consolidates access to two ramps to reduce conflict points. Highest level of network change, concentrating volumes at Lincoln Way.

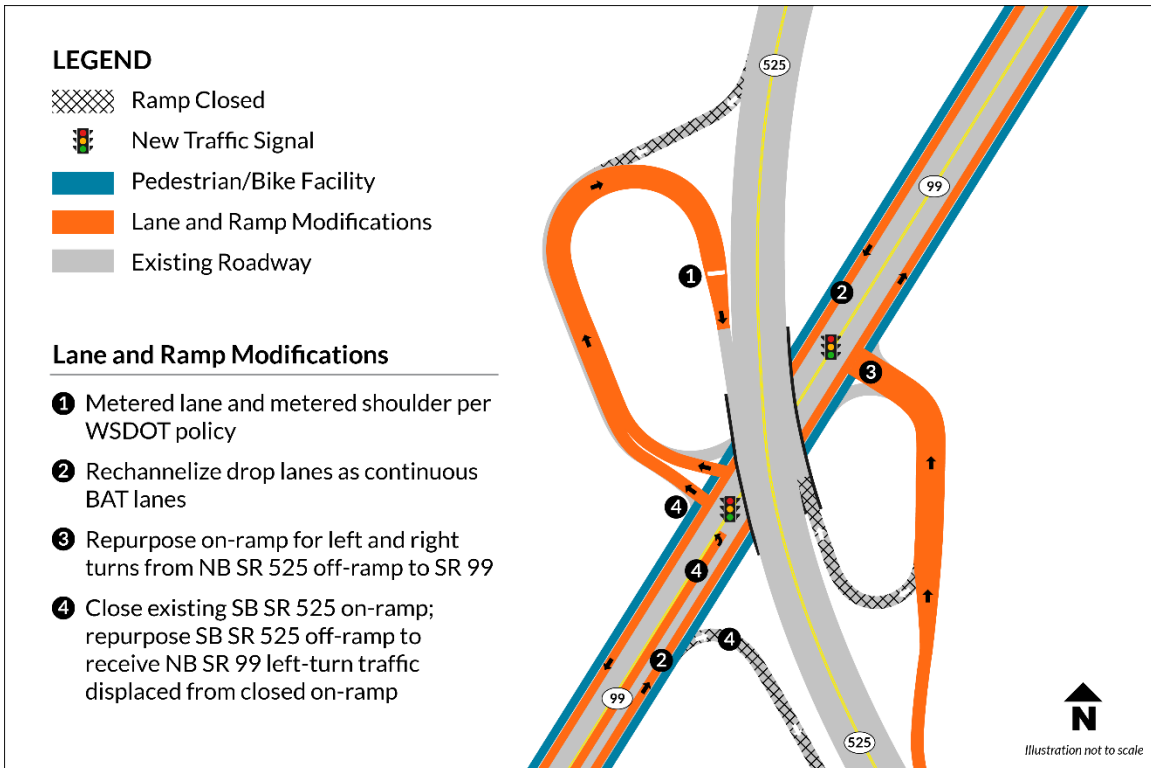


Figure 13: SR 99/SR 525 Interchange Concept 3 – Consolidated Ramp Movements

3.4.1.2 SR 99/SR 525 Interchange Implementation Considerations

Concept 1 has less scope and therefore lower costs associated with implementation. This concept could serve as the starting point for interchange enhancements, since Concept 2 and Concept 3 require more involved analysis and funding resources.

Concept 2 introduces more significant changes to the interchange that require an Intersection Control Evaluation (ICE) and an Access Revision Report (ARR). As an environmental and cost consideration, Concept 2 avoids a significant increase in impervious surface.

Concept 3 requires more robust traffic analysis to evaluate network effects in addition to an ICE and an ARR. More significant changes are proposed with Concept 3, which includes widening of the current southbound (SB) 99 to SB 525 loop ramp, which may introduce additional environmental and cost considerations.

3.4.1.3 SR 99 Cross-Section Under the SR 525 Bridge

Within the SR 525 interchange, the available width beneath the structure is approximately 140 feet consisting of approximately 64 feet in each direction, curb to curb, and a 12-foot median with fixed bridge columns. Currently, the corridor lacks dedicated pedestrian and bicycle facilities (the shoulder functions as the accessible path) and has higher-speed merge and diverge ramps to and from SR 525.



Figure 14: SR 99/SR 525 Interchange Existing Typical Cross-section

The •*Concept 2: Separated Bike Facilities – 130-foot ROW* cross section is utilized to illustrate a potential future cross section, which features the following:

- Two 11-foot general purpose lanes per direction.
- One 11-foot outside lane per direction as a shared BAT and turn lane for access to and from the ramps.
- Separated, directional bicycle facility and sidewalk on each side, buffered from the roadway and featuring landscape separation and shy distance to bridge columns.
- Removal of ramp gore areas to reinforce yielding behavior and support people walking, biking and rolling crossing ramp terminal intersections.



Figure 15: SR 99/SR 525 Interchange Proposed Typical Cross-section with *Concept 2: Separated Bike Facilities – 130 foot ROW*

3.4.1.4 35th Avenue West Connection

35th Avenue West, just north of the 148th Street Southwest intersection, provides higher-speed access to NB SR 99 connecting local traffic to the state facility. 35th Avenue West is a barrier to people walking, biking and rolling who must detour away from SR 99 to continue NB on the SR 99 corridor.

Three concepts were developed for 35th Avenue West:

1. Signalize and add a transit-only lane
2. Convert to a “T” with stop control
3. Close and repurpose as a shared-use path with vehicles currently accessing NB SR 99 to the 148th Street Southwest intersection

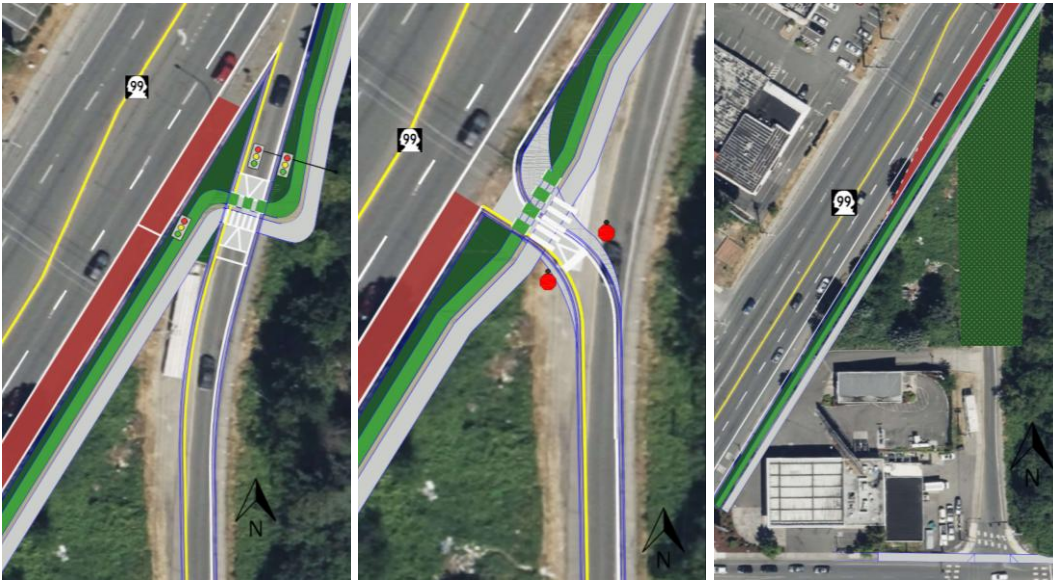


Figure 16: 35th Avenue West Connection Concepts 1, 2 and 3

3.4.1.5 35th Avenue West Connection Implementation Considerations

Concept 1 would require introducing a signal system to manage the shorter merging distance from 35th Avenue West to NB SR 99. Concept 2 would require additional grading and a realignment of 35th Avenue West to develop a “T” connection. Concept 3, closing 35th Avenue West, would require additional analysis to evaluate network effects and additional engagement with stakeholders.

Additional information about operations, cost and constructability, plus a focused value engineering (VE) review, can help inform selection of the preferred connection to SR 99.

4 RECOMMENDATIONS FOR FUTURE STUDY

Other improvement options were considered, but further analysis was beyond the scope of this study.

Center Running BRT: Community Transit has identified this corridor as a possible location for center running BRT. A full analysis of center running BRT would need to be led by Community Transit. Center running was considered in the development of the cross sections and all of the corridor wide concepts could be adapted to include center running BRT, although additional median width may be needed at station locations.

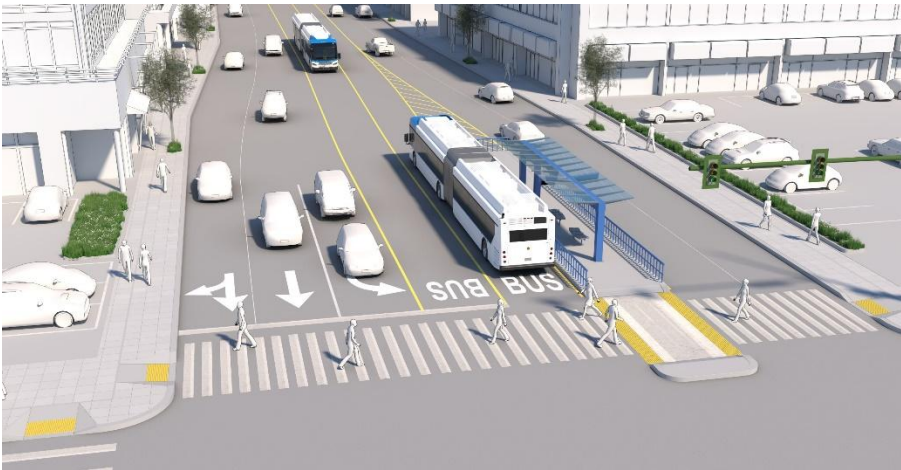


Figure 17 Center Running Transit Lane Example from Swift Gold Line



Pedestrian Overpass Bridge: Extensive feedback was received from agency partners and the community about the need for a pedestrian overpass at SR 99 and Airport Road. With Airport Road already being a major transit transfer point, this study recommends further studying and advancing a pedestrian overpass bridge as part of the future light rail station and the Everett Link extension.

Figure 18 At Wilburton Station the Eastrail Northeast 8th Street bridge in central Bellevue will provide a critical pedestrian and bicycle crossing over Northeast 8th Street (Sound Transit)

5 COST ESTIMATE

The total estimated investment for the corridor is **\$1 to \$1.1 billion**. This includes the capital costs for the design and construction of the recommendations as well as additional associated cost. A detailed breakdown of the cost estimate can be found in Attachment A.

5.1 Recommendations

The planning level estimate of capital costs to design and construct the full recommendations is **\$660 - \$780 million**. The estimate is broken down by recommended cross section area and includes all the spot treatments in that segment:

Table 7 Cost Estimate by Segment

Recommended Cross Section	Segment	Estimate (millions)
Concept 1	164th Street Southwest to Airport Road (unincorporated Snohomish County)	\$310 to \$390
Concept 2 OR Concept 3*	212th Street Southwest to 164th Street Southwest (City of Lynnwood)	\$350 to \$390

*There was no significant cost difference between Concept 2 and Concept 3

As design advances there are opportunities to reduce costs without modifying the recommendations by:

- Minimizing retaining walls (23% of the estimated construction cost) through shifting the roadway near steep slopes or drop offs as well as
- Minimizing stormwater treatment/drainage work (11% of estimated construction cost) by holding curb lines.

5.2 Additional Costs

Additional costs to support the corridor could include:

- **Right of Way Acquisition (\$310-\$370 million):** This cost could be significantly lower due to updated frontage requirements and right-of-way dedication requirements as redevelopment occurs.
- **Updating the fish passage culverts**
- **Undergrounding local utilities:** The utility owners would be responsible for this effort.
- **Maintenance Costs (\$2.8 to \$3.2 million every two years):** Biennial maintenance costs are estimated as 0.5% of the capital construction cost. Maintenance costs are a shared responsibility between WSDOT and local agencies.

6 RESULTS OF RECOMMENDATIONS

Implementation of the corridor-wide policies will result in meeting WSDOT Level of Traffic Stress standards for WSDOT facilities of 2 for both Bicycles and Pedestrians. The recommendations addresses all the needs of the corridor, see Figure 19.

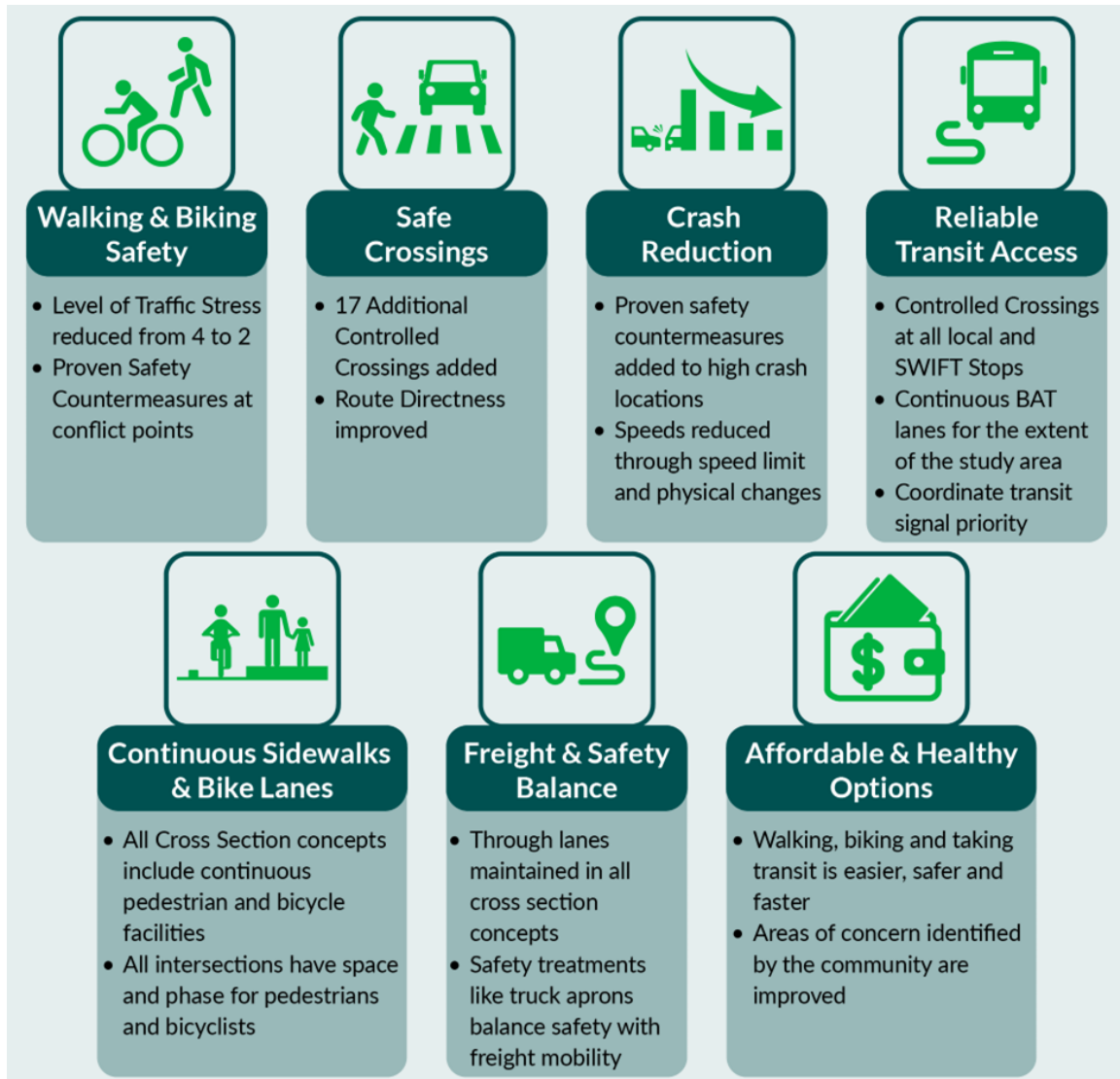


Figure 19 Recommendations Addressing Study Needs

7 CORRIDOR POLICIES

To ensure continued coordination and to advance the recommendations the following policies are recommended for WSDOT and partner agencies working along this corridor. Sections 7.1 to 7.6 detail context for the policy recommendations, and Section 7.9 lists the policy recommendations.

7.1 Speed Limit Reduction

WSDOT and its partner agencies have identified that the posted speed of 45 mph on SR 99 should be lowered within the SR 99 corridor between 212th Street Southwest and Airport Road as part of the improvements. Initial conversations have demonstrated support for a 40 mph target speed. This aligns the corridor with adjacent segments, advances Target Zero safety goals and enables design options that reinforce lower operating speeds, which creates a cycle that improves overall safety. Lowering posted speed limits is an important strategy in reducing crash severity and is consistent with guidance in the 11th Edition MUTCD. In Washington State, the 85th percentile speed is not the only tool considered in the setting of speed limits per [WAC 468-95-045](#). Section 2B.21 of the [11th Edition of the Manual on Uniform Traffic Control Devices](#) (11th Ed. MUTCD) also outlines various factors to consider and discourages the use of the 85th percentile speed for certain contexts. For a corridor like SR 99 which is identified on the High Injury Network within the Puget Sound Regional Council's Regional Safety Action Plan lowering speeds could reduce crash severity.

To initiate a speed limit reduction, WSDOT will utilize the information collected within this study, such as corridor land-use context, multimodal activity, crash history, etc., to establish the context and need. WSDOT will then coordinate with partner agencies to reach a final recommendation on the target speed.

With concurrence, WSDOT implements a calendar action, which is an agency action to formally adopt the new speed. After adoption, WSDOT works toward implementation of the reduced speed limit.

7.2 Review Design Guidelines

All improvements must follow design standards on sight distance, clearance and all other elements. Some of the proposed recommendations may not meet the current local and state design standards, but they still have benefits to the corridor. Some elements that may not be currently covered by standards or may need modifications include:

- Bike lane markings including green pavement
- Transit lane signage and markings to promote greater compliance with restrictions for buses consistent with Business Access and Transit including red pavement markings at lane entrances and lane extensions

- Where crash data or increased use by people walking, biking and rolling suggests, implement leading pedestrian intervals and restrictions of right turns on red
- Specifically, where two-way bike traffic on shared-use paths is implemented, there should be adequate locations for protected crossings. Two-way shared use paths for bicycles may consider driveway and cross street markings to alert vehicles turning across driveways of two-way bike travel.
- Designation of signal controlled intersections on SR 99 allowing u–turns will consider use, roadway function and design adherence to accommodate design vehicles

Updating design standards or working on exemptions for these elements will maximize effectiveness of these recommendations.

7.3 Review Access Management Policies

In the study area, SR 99 is classified as either a Managed Access Class 3 or 4 facility except for the segment through the SR 525 interchange area which is designated as Limited Access. For Class 3 and 4 Managed Access facilities access spacing is recommended to be 330 feet and 250 feet respectively. If concept 2 or 3 are moved forward, a change in access from limited to managed will be needed at the SR 525 interchange. WSDOT should work with Lynnwood to update access management policies as part of development review to better align with WSDOT Access Classifications as practical including:

- Implementation of medians to reduce conflicts at driveways
- Reduce or consolidate parcel driveways to meet WSDOT Access Classification and reduce conflicts for people walking, biking and rolling, specifically where there is two-way bicycle operations in shared use pathways.
- Coordinate with Transit Agencies to place driveways far from intersections to accommodate stops (A minimum distance of 250')

7.4 Study U–Turn Locations

Currently, the City of Lynnwood permits U-turns along SR 99 where marked. Future U-turn locations will be identified through coordination between WSDOT and local jurisdictions and supported by traffic analysis. With implementation of medians that block turns into driveways, established locations for U-turns, at signal controlled intersections of midblock along the corridor may become more desirable. Spot treatments 1, 2 and 3 are potential opportunities to allow U–turns.

7.5 Transit Integration

Community Transit and local agencies can coordinate on locating new bus stops or relocating stops. When considering transit station locations and new crossing locations items to consider include:

- Locating stops far-side of intersections or crossings as preferred by Community Transit to provide a travel time advantage
- Implementation of transit signal priority treatments when feasible and practical with local signal timing and coordination
- Locate stops close to new crossings OR locate crossings close to existing stops
- When new protected crossings are added consider opportunities for new bus stops

In addition, when spot treatments or corridor improvements impact existing bus stops, coordination is needed with Community Transit to integrate the stops. This integration should aim to:

- Route people walking, biking and rolling behind stations (as shown in Figure 20)
- Provide concrete bus pads at stations in roadway
- Develop solutions for constrained sites with anticipated high volume of people walking, biking and rolling

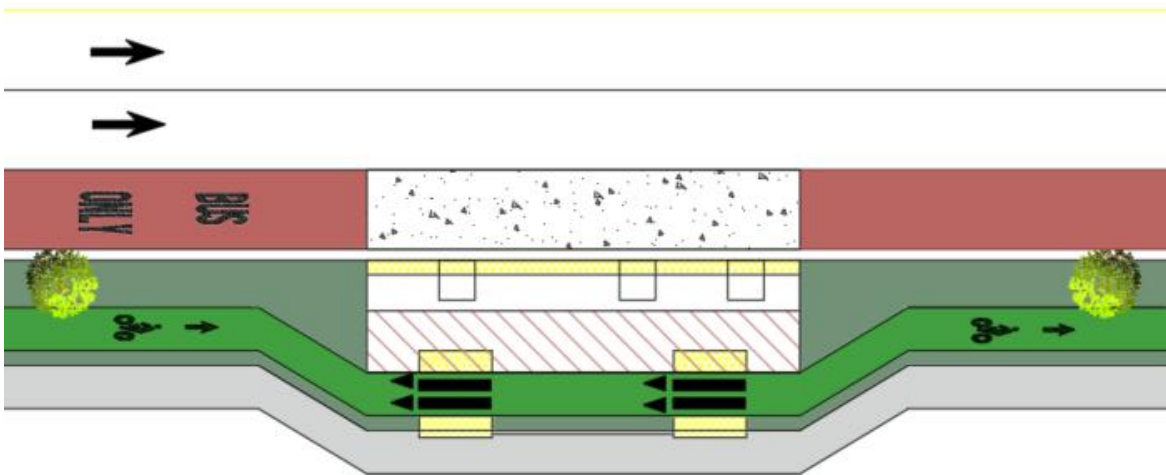


Figure 20 Pedestrian and Bicycle Facilities Behind Bus Station

Key segments with elevated safety risks and unreliable transit performance should be considered to identify risks of accessing transit stations.

- Add new bus station locations near new controlled crossing locations as they are located along the corridor.
- Consider relocating existing bus stations currently in areas with high safety risks and where serious injury crashes and unreliable bus service overlap.
- Implementing spot treatments at low-performance segments could improve accessibility and user safety.

7.6 Prioritization of Improvements

Additional analysis is needed by local agencies and WSDOT to prioritize Spot Treatment locations and corridor blocks for the recommended cross section. Prioritization will help inform capital improvement plans and strengthen grant applications. Criteria to consider for prioritization are:

- Crash History: where crashes have resulted in fatal or serious injuries of people walking, biking and rolling
- Land use changes: opportunities to implement cross-sections and spot improvements as supported by development regulations
- Multimodal demand: locations expected to increase demand because of land use changes such as high-density residential development

7.7 Update Plans

To advance the successful implementation of the SR 99 corridor recommendations, partner agencies should update their Comprehensive Plans to reflect the study's recommendations, align future development and investments and position agencies to secure funding and partnerships. WSDOT should update statewide plans to incorporate recommendations and policies. Agencies should use the prioritized list of corridor improvements and spot treatments to identify capital projects for inclusion in their Capital Improvement Programs.

7.8 Grants and Partnering

Updating plans to reflect these recommendations will strengthen grant applications and partnership opportunities. There are opportunities to leverage joint applications where highway projects require collaboration between local agencies and WSDOT Agencies. Opportunities include:

- WSDOT's Active Transportation Funding Programs
 - Pedestrian/Bicyclist Program (PBP)
 - Safe Routes to School Program (SRTS)

- Sandy Williams Connecting Communities Program (SWCC)
- WSDOT’s Highway Safety Improvement Program (HSIP)
 - County Safety program
 - City Safety program
- Transportation Improvement Board Grants
 - Urban Arterial Program/ Arterial Preservation Program
 - Urban Active Transportation Program
 - Complete Streets Program
- Puget Sound Regional Council Grants

7.9 Overview of Policy Actions

The policy actions are listed below by type.

Table 8 List of Policy Actions

#	Type	Actions	Lead (Support)
1	Speed Limit Reduction	Develop and implement a final recommendation for the target speed.	WSDOT (Lynnwood, Snohomish County)
2	Design Guidelines	Review and update design standards to address, bike lane markings, transit lane signage and markings, leading pedestrian intervals and restrictions of Right Turn on Red, pedestrian crossings of bike traffic on shared-use paths or two-way cycle tracks, driveway and cross street bike markings, and others as identified in review that support study vision	WSDOT, Lynnwood
3	Access Management	Designate which existing and proposed signal-controlled intersections on SR 99 to allow u–turns considering use, roadway function and design adherence to accommodate design vehicles.	
4	Access Management	Update SR 99 access management policies to include medians, reduce or consolidate parcel driveways as part of redevelopment and to relocate driveways away from intersections to accommodate bus stops.	Lynnwood (WSDOT, Community Transit)
5	Access Management	If signal control is proposed at the SR 99/SR 525 interchange, update SR 99/SR 525 limited access management designation to allow signal control.	WSDOT
6	U-Turns	Identify U-turn locations for the SR 99 Corridor considering existing signalized intersections and new controlled	WSDOT (Lynnwood,

		crossing (Package 2 and 3) locations supported by traffic analysis.	Snohomish County)
7	Transit Integration	Coordinate to locate new bus stops or relocate stops far-side of intersections incorporating transit signal priority treatments, integrating new controlled crossings with local signal timing and coordination and locating new bus stops close to new crossings OR new controlled crossings close to existing bus stops.	Community Transit, Lynnwood, WSDOT (Snohomish County)
8	Transit Integration	When feasible, route pedestrians and bicycles behind stations (as shown in Figure 17)	WSDOT, Lynnwood (Community Transit)
9	Transit Integration	Provide concrete bus pads in the roadway at Swift stations that are not anticipated to be relocated.	WSDOT (Lynnwood, Community Transit)
10	Transit Integration	Develop an urban Swift bus stop configuration, requiring not more than 10 feet in platform width, for constrained sites with anticipated high bicycle and pedestrian volume to minimize ROW impacts	Community Transit
11	Prioritization	Prioritize Spot Treatment locations and segments for the recommended corridor wide improvements.	WSDOT, Lynnwood, Snohomish County, Community Transit
12	Update plans	Update Comprehensive and Transportation plans to include recommended corridor wide concepts and spot locations.	Lynnwood, Snohomish County
13	Update plans	Include blocks of recommended cross sections or spot treatments in Capital Improvement Plans	Lynnwood, Snohomish County (WSDOT)
14	Update plans	Update Statewide Multimodal Transportation Plan and Active Transportation Plan with recommendations	WSDOT
15	Update plans	Update Transit Development plan and Long Range Plan to reflect recommendations	Community Transit
16	Update plans	Include recommended spot treatments and corridor wide concepts in programmed projects	WSDOT, City of Lynnwood, Snohomish County, Community Transit, Sound Transit
17	Grants and partnering	Apply for grants through state programs	Lynnwood, Snohomish County (WSDOT)

8 IMPLEMENTATION

8.1 Update Development Guidelines

As development occurs along the corridor, develop policies and strategies to implement stretches of the recommended cross sections and spot improvements. Code updates for development could be developed to:

- Preserve up to 30 feet of ROW (12 -15 feet on either side) behind the curb line to accommodate facilities for transit stations, people walking, biking and rolling and landscaping.
- Require frontage improvements to include:
 - o 6-foot landscaping strip behind curb and landscaping
 - o 15-foot shared use path OR 8-foot sidewalk and 6-foot bicycle lane with 1-foot separator
 - o 2-foot outside buffer
- Limit driveway access points as part of redevelopment or site development to minimize conflicts for people walking, biking and rolling. Specific guidance recommended to be included in driveway guidelines are:
 - o Preserve 200-foot of continuous curb at corner intersections for potential transit stops.
 - o Restrict driveways within 250 feet of intersections
 - o Restrict Driveways within 250 feet of controlled crossings
- Underground or relocate local utilities outside of sidewalk/bike lane/shared use path
- Updating and modifying storm drainage facilities when modifying sidewalks to relocate storm grates to align with gutters especially when constructing or completing sidewalks.
- Coordinate with Community Transit to avoid conflicts between landscaping/amenities and bus stops.

8.2 Programmed Projects

Implementation of this corridor pre-design study can occur through cooperative development along the corridor and through other planned and programmed projects. The following are planned and programmed projects identified along the corridor.

- WSDOT has identified the extension of Business Access and Transit (BAT) lanes in the 2027-2029 biennium between 148th Street Southwest and Airport Road. Some of these lanes can be accommodated within the paved roadway where there are paved shoulders. Extension of BAT lanes may require restrictions of parking in medians and construction where the roadway is currently not wide enough for six lanes.
- WSDOT has identified a roadway preservation project on SR 99 from 212th Street Southwest to 148th Street Southwest to improve pavement and address Accessibility (ADA improvements) along the corridor.
- Sound Transit is planning the Everett Light Rail Link Extension from Lynnwood to Everett with a provisional station planned at Airport Road when funds become available.
- Scriber Creek Trail, while not currently funded, the City intends to extend the current Scriber Creek Trail north along the existing creek including where it crosses SR 99. The Trail can include pedestrian and bicycle improvements where the Trail connects or crosses SR 99.

8.3 Future Implementation

Identifying investments including the corridor footprint and spot improvements now lays the groundwork to accommodate future improvements when funding becomes available. Future steps to secure this vision may include incorporating the study recommendations into the Highway 99 plan or to identify improvements as part of potential annexation processes as the Snohomish County Municipal Urban Growth Area (MUGA) is annexed to local agencies.

ATTACHMENT A COST ESTIMATE

Summary of Estimate

Total

Project Cost Estimate Range		
	Low	High
PE	\$100,000,000	\$140,000,000
R/W	\$310,000,000	\$370,000,000
CN	\$560,000,000	\$640,000,000
PE +CN (Design and Construct)	\$660,000,000	\$780,000,000
Total	\$ 970,000,000	\$ 1,150,000,000
Maintenance (0.5% of CN)	\$ 2,800,000	\$ 3,200,000

Concept 1

164th Street Southwest to Airport Road (unincorporated Snohomish County)

Project Cost Estimate Range		
	Low	High
PE	\$50,000,000	\$70,000,000
R/W	\$150,000,000	\$190,000,000
CN	\$260,000,000	\$320,000,000
PE +CN (Design and Construct)	\$310,000,000	\$390,000,000
Total	\$ 460,000,000	\$ 580,000,000

Concept 2 OR Concept 3*

212th Street Southwest to 164th Street Southwest (City of Lynnwood)

Project Cost Estimate Range		
	Low	High
PE	\$50,000,000	\$70,000,000
R/W	\$160,000,000	\$180,000,000
CN	\$300,000,000	\$320,000,000
PE +CN (Design and Construct)	\$350,000,000	\$390,000,000
Total	\$ 510,000,000	\$ 570,000,000

Project Cost Estimate Range			-10%	Project Cost	+10%
	Low	High			
PE	\$50,000,000	\$70,000,000	\$52,200,000	\$58,000,000	\$63,800,000
R/W	\$150,000,000	\$190,000,000	\$153,000,000	\$170,000,000	\$187,000,000
CN	\$260,000,000	\$320,000,000	\$258,300,000	\$287,000,000	\$315,700,000
Total	\$460,000,000	\$580,000,000	\$463,500,000	\$515,000,000	\$566,500,000

PAVING ESTIMATE - BREAKDOWN BY UNIT BID ITEM

SR: 99 MP: 49.12 to MP : 52.30 Prepared By: Yacoub Oweis
 Title: SR 99/164th ST SW Vic to Airport Way Vic - Corridor Improvement Date: 10/16/2025
 WIN: A099xxx \$0.00 0 Update: Yacoub Oweis
 PIN: 1099xxx \$0.00 0 Revision Date: 12/9/2025

							Project Totals					
							SECTION 1 (Index Cost December 2012) MP 45.86 TO MP 49.12		Inflated October 2025 (1.3481 Inflation Rate)		Total	Cost Summary
Work Item #	Work Item	Price per Unit	Unit	Qty	Cost	Cost	Qty	Cost	Cost			
Preparation												
0025	Clearing and Grubbing	\$10,000	Acre	10.8	\$107,927	\$145,497	11	\$145,497				
0050	Removal Of Structure And Obstruction		1 LS	1,000,000	\$1,000,000	\$1,348,100	1,000,000	\$1,348,100	\$1,493,597			
Grading												
310	Roadway Excavation Incl. Haul	\$25	CY	52,237	\$1,305,920	\$1,760,511	52,237	\$1,760,511				
0431	Gravel Barrow Incl. Haul	\$20	Ton	49,535	\$990,692	\$1,335,552	49,535	\$1,335,552				
0470	Embankment Compaction	\$5	CY	26,775	\$133,877	\$180,480	26,775	\$180,480	\$3,276,543			
Drainage												
xxxx	Drainage		1 EST	1	\$6,800,000	\$9,167,080	1	\$9,167,080	\$9,167,080			
Stormwater Treatment												
xxxx	Stormwater Treatment		1 EST	1	\$5,300,000	\$7,144,930	1	\$7,144,930	\$7,144,930			
Structure												
xxxx	Retaining Wall		1 LS	1	\$25,750,000	\$34,713,575	1	\$34,713,575	\$34,713,575			
Surfacing												
5100	Crushed Surfacing Base Course	\$40	Ton	17,000	\$680,000	\$916,708	17,000	\$916,708	\$916,708			
Hot Mix Asphalt												
xxxx	HMA for Mainline		1 Est	1	\$9,000,000	\$12,132,900	1	\$12,132,900	\$12,132,900			
Erosion Control & Planting												
xxxx	Roadside Restoration		1 Est	1	\$4,100,000	\$4,100,000	1	\$4,100,000				
xxxx	Wetland Mitigation		1 Est	1	\$11,400,000	\$11,400,000	1	\$11,400,000				
6490	Erosion Water Pollution Control		1 Est	1	\$2,100,000	\$2,100,000	1	\$2,100,000	\$17,600,000			
Traffic												
6700	Cement Conc. Traffic Curb and Gutter	\$80	LF	0	\$0	\$0	0	\$0				
6700	Traffic Curb	\$30	LF	20,200	\$606,000	\$606,000	20,200	\$606,000				
xxxx	Pavement Marking		1 LS	1	\$2,700,000	\$2,700,000	1	\$2,700,000				
xxxx	Delineation Median		1 LS	1	\$735,000	\$735,000	1	\$735,000				
6895	Temporary Pavement Marking – Short Duration	\$0.50	LF	202,000	\$101,000	\$101,000	202,000	\$101,000				
xxxx	Traffic Control		1 LS	1	\$10,000,000	\$10,000,000	1	\$10,000,000				
xxxx	Illumination	\$10,000	EA	120	\$1,200,000	\$1,200,000	120	\$1,200,000				
xxxx	JTS		1 LS	1	\$1,060,000	\$1,060,000	1	\$1,060,000				
xxxx	Traffic Signs		1 LS	1	\$150,000	\$150,000	1	\$150,000				
xxxx	Contractor Provided Uniformed Police Officer	\$100	HR	500	\$50,000	\$50,000	500	\$50,000				
xxxx	Temporary Video Detection System	\$15,000	EA	10	\$150,000	\$150,000	10	\$150,000	\$16,752,000			
Other												
7003	Type B Progress Schedule		1 LS	1	\$25,000	\$25,000	1	\$25,000				
7038	Roadway Surveying		1 LS	1	\$100,000	\$100,000	1	\$100,000				
7480	Roadside Cleanup		1 Est	1	\$100,000	\$100,000	1	\$100,000				
7055	Cement Conc. Sidewalk	\$100	SY	29,850	\$2,984,960	\$2,984,960	29,850	\$2,984,960				
7058	Cement Conc. Sidewalk Ramp Type 2A	\$10,000	EA	55	\$550,000	\$550,000	55	\$550,000				
xxxx	Traffic Island		1 LS	1	\$3,800,000	\$3,800,000	1	\$3,800,000				
xxxx	Driveway Intrace		1 LS	1	\$5,250,000	\$5,250,000	1	\$5,250,000				
7042	ADA Features Surveying	\$500	EA	55	\$27,500	\$27,500	55	\$27,500				
xxxx	Traffic Signal/Intersection Modification		1 LS	1	\$27,000,000	\$27,000,000	1	\$27,000,000				
xxxx	Mid Block Protected Crossing		1 LS	1	\$8,000,000	\$8,000,000	1	\$8,000,000				
xxxx	Cement Concrete Bus Pad		1 LS	1	\$950,000	\$950,000	1	\$950,000				
xxxx	Bus Shelter Relocation		1 LS	1	\$475,000	\$475,000	1	\$475,000				
7725	Reimbursement for Third Party Damage		1 EST	5	\$5	\$5	5	\$5				
7736	SPCC Plan		1 LS	\$2,500	\$2,500	\$2,500	2,500	\$2,500	\$49,264,965			

1.92%

Subtotal for Percentages										
Construction Subtotal:					\$134,685,382	\$152,462,298			\$152,462,298	
Miscellaneous	30.0%				\$40,405,615	\$45,738,689			\$45,738,689	
Construction Subtotal:					\$175,090,996	\$198,200,987			\$198,200,987	
Mobilization	10.0%				\$17,509,100	\$19,820,099			\$19,820,099	
Subtotal:					\$192,600,096	\$218,021,086			\$218,021,086	
Sales Tax	10.4%				\$20,030,410	\$22,674,193			\$22,674,193	
Subtotal:					\$212,630,506	\$240,695,279			\$240,695,279	
Construction Engineering and contingencies	15.0%				\$31,894,576	\$36,104,292			\$36,104,292	
	4.0%				\$8,505,220	\$9,627,811			\$9,627,811	
Construction Total:					\$253,030,302	\$286,427,382			\$287,000,000	
Utility Relocation	10%	Est			\$25,303,030	\$28,642,738			\$28,642,738	
Right of Way Cost		Est	Est		\$49,664,364	\$64,812,740			\$64,812,740	
Administration	60%		Est		\$29,798,618	\$38,887,644			\$38,887,644	
Condemnation	50%		Est		\$24,832,182	\$32,406,370			\$32,406,370	
R/W Total:					\$129,598,194	\$164,749,491			\$170,000,000	
Preliminary Engineering:	20.0%				\$50,606,060	\$57,285,476			\$57,285,476	
109970M Including Fish Passage					\$0	\$0			\$0	
Total Preliminary Engineering					\$50,606,060	\$57,285,476			\$58,000,000	
Project Costs:					\$433,234,557	\$508,462,349			\$515,000,000	

ASSUMPTIONS:

- This project will widen SR 99 between MP 49.12 to MP 52.30. The widening is according to X-Section attached to calculation sheet.
- Construction Engineering for I1 IA-Urban used 15% and contingencies adjusted to 4% per Ebase Manual August 2019.
- Preliminary Engineering for I1 IA-Urban used 20% per Cost Estimating Manual for Projects dated January 2023.

Project Cost Estimate Range			-10%	Project Cost	+10%
	Low	High			
PE	\$50,000,000	\$70,000,000	\$55,800,000	\$62,000,000	\$68,200,000
R/W	\$160,000,000	\$180,000,000	\$153,000,000	\$170,000,000	\$187,000,000
CN	\$300,000,000	\$320,000,000	\$278,100,000	\$309,000,000	\$339,900,000
Total	\$510,000,000	\$570,000,000	\$486,900,000	\$541,000,000	\$595,100,000

PAVING ESTIMATE - BREAKDOWN BY UNIT BID ITEM

SR: 99 MP: 45.86 to MP : 49.12
 Title: SR 99/212th ST SW Vic to 164th ST SW Vic - Corridor Improvement
 WIN: A099xxx \$0.00 0
 PIN: 1099xxx \$0.00 0

Prepared By: Yacoub Oweis
 Date: 10/1/2025
 Update: Yacoub Oweis
 Revision Date: 12/9/2025

Work Item #	Work Item	Price per Unit	Unit	Qty	Cost	Inflated October 2025 (1.3481 Inflation Rate)	Project Totals		
							SECTION 1 (Index Cost December 2012) MP 45.86 TO MP 49.12	Total	Cost Summary
Preparation									
0025	Clearing and Grubbing	\$10,000	Acre	15.8	\$158,061	\$213,082	16	\$213,082	
0050	Removal Of Structure And Obstruction		1 LS	1,000,000	\$1,000,000	\$1,348,100	1,000,000	\$1,348,100	\$1,561,182
Grading									
310	Roadway Excavation Incl. Haul	\$25	CY	58,651	\$1,466,276	\$1,976,686	58,651	\$1,976,686	
0431	Gravel Barrow Incl. Haul	\$20	Ton	54,252	\$1,085,044	\$1,462,748	54,252	\$1,462,748	
0470	Embankment Compaction	\$5	CY	29,326	\$146,628	\$197,669	29,326	\$197,669	\$3,637,102
Drainage									
xxxx	Drainage		1 EST	1	\$6,800,000	\$9,167,080	1	\$9,167,080	\$9,167,080
Stormwater Treatment									
xxxx	Stormwater Treatment		1 EST	1	\$5,300,000	\$7,144,930	1	\$7,144,930	\$7,144,930
Structure									
xxxx	Retaining Wall		1 LS	1	\$29,640,000	\$39,957,684	1	\$39,957,684	\$39,957,684
Surfacing									
5100	Crushed Surfacing Base Course	\$40	Ton	19,000	\$760,000	\$1,024,556	19,000	\$1,024,556	\$1,024,556
Hot Mix Asphalt									
xxxx	HMA for Mainline		1 Est	1	\$10,000,000	\$13,481,000	1	\$13,481,000	\$13,481,000
Erosion Control & Planting									
xxxx	Roadside Restoration		1 Est	1	\$4,100,000	\$4,100,000	1	\$4,100,000	
xxxx	Wetland Mitigation		1 Est	1	\$11,400,000	\$11,400,000	1	\$11,400,000	
6490	Erosion Water Pollution Control		1 Est	1	\$2,100,000	\$2,100,000	1	\$2,100,000	\$17,600,000
Traffic									
6700	Cement Conc. Traffic Curb and Gutter	\$80	LF	0	\$0	\$0	0	\$0	
6700	Traffic Curb	\$30	LF	20,800	\$624,000	\$624,000	20,800	\$624,000	
xxxx	Pavement Marking		1 LS	1	\$2,700,000	\$2,700,000	1	\$2,700,000	
xxxx	Delineation Median		1 LS	1	\$735,000	\$735,000	1	\$735,000	
6895	Temporary Pavement Marking – Short Duration	\$0.50	LF	207,000	\$103,500	\$103,500	207,000	\$103,500	
xxxx	Traffic Control		1 LS	1	\$10,000,000	\$10,000,000	1	\$10,000,000	
xxxx	Illumination	\$10,000	EA	160	\$1,600,000	\$1,600,000	160	\$1,600,000	
xxxx	JTS		1 LS	1	\$1,060,000	\$1,060,000	1	\$1,060,000	
xxxx	Traffic Signs		1 LS	1	\$150,000	\$150,000	1	\$150,000	
xxxx	Contractor Provided Uniformed Police Officer	\$100	HR	1,000	\$100,000	\$100,000	1,000	\$100,000	
xxxx	Temporary Video Detection System	\$15,000	EA	8	\$120,000	\$120,000	8	\$120,000	\$17,192,500
Other									
7003	Type B Progress Schedule		1 LS	1	\$25,000	\$25,000	1	\$25,000	
7038	Roadway Surveying		1 LS	1	\$100,000	\$100,000	1	\$100,000	
7480	Roadside Cleanup		1 Est	1	\$100,000	\$100,000	1	\$100,000	
7055	Cement Conc. Sidewalk	\$100	SY	30,601	\$3,060,053	\$3,060,053	30,601	\$3,060,053	
7058	Cement Conc. Sidewalk Ramp Type 2A	\$10,000	EA	96	\$960,000	\$960,000	96	\$960,000	
xxxx	Traffic Island		1 LS	1	\$4,400,000	\$4,400,000	1	\$4,400,000	
xxxx	Driveway Intranse		1 LS	1	\$14,550,000	\$14,550,000	1	\$14,550,000	
7042	ADA Features Surveying	\$500	EA	96	\$48,000	\$48,000	96	\$48,000	
xxxx	Traffic Signal/Intersection Modification		1 LS	1	\$21,000,000	\$21,000,000	1	\$21,000,000	
xxxx	Mid Block Protected Crossing		1 LS	1	\$8,000,000	\$8,000,000	1	\$8,000,000	
xxxx	Cement Concrete Bus Pad		1 LS	1	\$950,000	\$950,000	1	\$950,000	
xxxx	Bus Shelter Relocation		1 LS	1	\$475,000	\$475,000	1	\$475,000	
7725	Reimbursement for Third Party Damage		1 EST	5	\$5	\$5	5	\$5	
7736	SPCC Plan		1 LS	1	\$2,500	\$2,500	1	\$2,500	\$53,670,558

1.92%

Subtotal for Percentages					
Construction Subtotal:			\$144,819,066	\$164,436,592	\$164,436,592
Miscellaneous	30.0%		\$43,445,720	\$49,330,978	\$49,330,978
Construction Subtotal:			\$188,264,786	\$213,767,570	\$213,767,570
Mobilization	10.0%		\$18,826,479	\$21,376,757	\$21,376,757
Subtotal:			\$207,091,264	\$235,144,327	\$235,144,327
Sales Tax	10.4%		\$21,537,491	\$24,455,010	\$24,455,010
Subtotal:			\$228,628,756	\$259,599,337	\$259,599,337
Construction Engineering and contingencies	15.0%		\$34,294,313	\$38,939,901	\$38,939,901
	4.0%		\$9,145,150	\$10,383,973	\$10,383,973
Construction Total:			\$272,068,219	\$308,923,211	\$309,000,000
Utility Relocation	10%	Est	\$27,206,822	\$30,892,321	\$30,892,321
Right of Way Cost		Est	\$49,664,364	\$64,812,740	\$64,812,740
Administration	60%	Est	\$29,798,618	\$38,887,644	\$38,887,644
Condemnation	50%	Est	\$24,832,182	\$32,406,370	\$32,406,370
R/W Total:			\$131,501,986	\$166,999,074	\$170,000,000
Preliminary Engineering:	20.0%		\$54,413,644	\$61,784,642	\$61,784,642
Total Preliminary Engineering			\$54,413,644	\$61,784,642	\$62,000,000
Project Costs:			\$457,983,849	\$537,706,927	\$541,000,000

ASSUMPTIONS:

- This project will widen SR 99 between MP 45.86 to MP 49.12. The widening is according to X-Section attached to calculation sheet.
- Construction Engineering for I1 IA-Urban used 15% and contingencies adjusted to 4% per Ebase Manual August 2019.
- Preliminary Engineering for I1 IA-Urban used 20% per Cost Estimating Manual for Projects dated January 2023.