

Table 10-27 City of Woodinville's 20 Year Improvement Plan

CIP ID	Project	Need		Description Brief	Project Type				Level of Service			Estimated Cost (\$x1000)	Finance			
		Safety	Congestion		Regional	Local	Residential	Rec/Non Motorized	Existing LOS	2020 LOS without Improvements	2020 LOS with Improvements		City Share & Partnerships	Other Agencies	State	Developer
GR-10	135th Ave. NE NE 171st St. - NE 172nd St.		X	New 2/3 lane grid road, pedestrian improvements, bike lanes		X						917				100%
GR-17	135th Ave. NE NE 175th St. - NE 177th St.		X	New 2/3 lane grid road, pedestrian improvements, bike lanes		X						917				100%
GR-2	138th Ave. NE NE 171st St. - NE 172nd St.		X	New 2/3 lane grid road, pedestrian improvements, bike lanes		X						700				100%
GR-6	NE 172nd St. 138th Ave. NE 135th Ave. NE		X	New 2/3 lane grid road, pedestrian improvements, bike lanes		X						900				100%
GR-7	NE 177th Street 140th Ave. NE - Wood. -Duv. Rd.		X	New three lane grid road with bike lanes, pedestrian improvements, signals (2), lighting		X						500	50%			50%
I-1	Wood. -Duvall at 168th Ave.	X		Turn movement and pedestrian safety improvement	X							750	50%			50%
I-10, 11	124th Ave. at NE 148th St at NE 157th St.	X		New traffic signals, pedestrian crossings		X						750	20%			80%
I-15	136th Avenue and 195th Street	X		Widening, new lanes, rechannelization		X						300	90%			10%

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I-17	NE 171st Street and 133rd Ave NE Signal	X	X	New signal with pedestrian improvements		X						230	100%			
I-21	NE 175th Street and 133rd Ave NE Signal	X	X	New signal with pedestrian improvements		X						250	90%			10%
I-6	SR 202 at 127th Pl. NE	X	X	Installation of new signal, additional lanes, pedestrian improvements, bike lanes	X							5,400	25%		50%	25%
I-8	SR 202 at NE 145th St./148th Ave. NE (Hollywood)	X	X	Installation of roundabout, pedestrian improvement, bike lanes	X							2,400	40%		50%	10%
RM-1	144th Ave. NE South of county line		X	Alternative connection road to commercial area		X						600	100%			
RM-11	State Route 202 (WR Road) NE 145th St/148th Ave. NE I/S- 127th Place NE		X	Additional capacity lanes, pedestrian improvement, bike lanes, access improvement	X							10,200	10%		80%	10%
RM-12	SR202 (WR Road) 127th Place NE - 131st Ave. NE	X	X	Additional capacity lanes, pedestrian improvements, bike lanes, RR xing improvement	X							3,422	10%		80%	10%
RM-15	State Route 522/NE 195th St "North" Ramps Set		X	New access for SR 522 from 195th	X							7,200	10%		80%	10%
RM-16	Little Bear Creek Parkway (177th Pl.) - 139th Ave. NE 131st Ave. NE - NE 190th St.	X	X	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement		X						2,600	100%			

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RM-25	SR 522/SR 202 Access : CCRP)	X	X	Realignment of SR 202, future interchange connection to SR 522 & I-405	X							80,000	5%	5%	85%	5%
RM-27	Wood. - Snohomish Rd NE 175th St. - 140th Ave. NE		X	Left turn lane, pedestrian improvement, bike lanes		X						800	80%			20%
RM-3	Wood. - Snohomish Rd - North City Limits to NE 195th St.		X	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement	X							3,200	50%			50%
RM-5	Wood. -Snohomish Rd NE 195th St - 185th Ave. NE	X	X	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement, RR xing improvements	X							3,400	50%			50%
RM-6	Woodinville - Duvall Rd NE 190th St. - 171st Ave. NE	X	X	Additional capacity lanes, pedestrian improvement, bike lanes, intersection lighting, transit improvements	X							12,000	25%	25%		50%
RM-7	140th Ave. NE 185th Ave. NE-N/O 175th Ave. NE		X	Additional capacity lanes, signal improvements		X						2,500	25%			75%
RO-1	168th Ave. NE WD Rd to NE 195th St	X		Pedestrian improvements, bike lanes, lighting				X				400	90%			10%
RO-12	NE 171st-175th St 140th Ave. NE to164th Ave. NE	X		Turn improvement, pedestrian improvements, bike lanes		X						1,500	50%			50%
RO-14	NE 143rd Place 132nd Ave. NE to SR 202 (WR Rd.)	X		Intersection improvements (2), Pedestrian improvements, bike lanes, lighting		X						1,000	80%			20%

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RO-16	NE 195th Street 130th Ave. NE to WS Road	X		Turn improvement, pedestrian improvements, bike lanes		X						1,800	80%			20%
RO-17	124th Ave. NE - NE 160th St to NE 169th St	X	X	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement		X						1,300	80%			20%
RO-19	124th Ave. NE - NE 169th St to SR 202 WR	X	X	Widen lanes, turn lanes, pedestrian improvements, bike lanes, signal improvement		X						1,450	80%			20%
RO-20	NE 205th Street - 130th Ave. NE to 136th Ave. NE	X		Turn improvement, pedestrian improvements, bike lanes		X						500	50%			50%
RO-21	130th Ave NE-132nd Ave NE NE 182nd St. to NE 205th St.	X		Turn improvement, pedestrian improvements, bike lanes		X						2,600	50%			50%
RO-22	NE 186th St. -136th Ave. NE 132nd Ave. to NE 195th St.	X		Minor widening existing lanes, pedestrian improvements		X						1,800	80%			20%
RO-26	NE 190th Street 142nd Ave NE to 144th Ave NE		X	Improve existing road as alternate route from CBD to Industrial area		X						800	0%			100%
RO-3	156th Ave. NE WD Rd to NE 205th St	X		Turn improvement, pedestrian improvements, bike lanes		X						900	80%			20%
RO-4	Woodinville-Duvall Rd NE 178th St to NE 190th St	X	X	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement	X							1,600	80%			20%

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RO-27	SR 202 From NE 175th St. to NE 182nd St.	X	X	Additional capacity lanes and safety improvements, possible transit	X							10,300	25%	5%	60%	10%
RO-28	NE 195th St. From SR 522 Inter. To WS Rd	X	X	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement, RR xing improvements	X							400	95%			5%
S-5	"Leota Lake Loop" traffic calming 160th/167th Aves. NE, NE 180th Street	X		Traffic calming to reduce cut through traffic and speeding			X					800	95%			5%
I-22	NE 143rd Place At 132nd Ave.	X		Realignment of intersection			X					300	95%			5%
S-7	164th Ave. NE - NE 175th St to NE 180th St	X		Traffic calming to reduce cut through traffic and speeding			X					600	95%			5%
Notes:	(1) - Improvements is either a safety or capacity improvements over the existing system. Therefore, if sidewalks already existing for a widening projects, the project would not be considered to be an "improvement" over the existing system.															