



18/Eastbound Off-Ramp

Joint Transportation Commission Tour: October 2017



The project scope, as approved by the legislature, anticipated constructing the SR 18 EB off-ramp portion of a new interchange and bypass road as recommended in the *State Route 164 Corridor Planning Study* and the *SR 164 Bypass Feasibility Study*. WSDOT has communicated the opinion that a new partial interchange with an eastbound ramp cannot be designed and built within the \$15M in available funds, with estimates from the 2009 *SR 164 Bypass Feasibility Study* in excess of \$70M.

Based on early discussions with WSDOT, the Muckleshoot Indian Tribe (MIT), as lead proponent, has initiated working with WSDOT, the City of Auburn, the City of Enumclaw, King County, and other stakeholders to apply a Practical Solutions approach to developing the project. That process includes developing a project need statement and identifying a broader range of alternatives that address both the regional performance needs and the local access issues on both SR 18 and SR 164.

Per current discussions with the Muckleshoot Indian Tribe, WSDOT is proposing the following changes to the project title and description that are more reflective of the problem we are working to address:

Current LEAP Document 2017-1 Title – “Constructs an eastbound SR 18 off-ramp with connection to SR 164”

Proposed Title - “SR 164/East Auburn Access – Mobility Improvements”

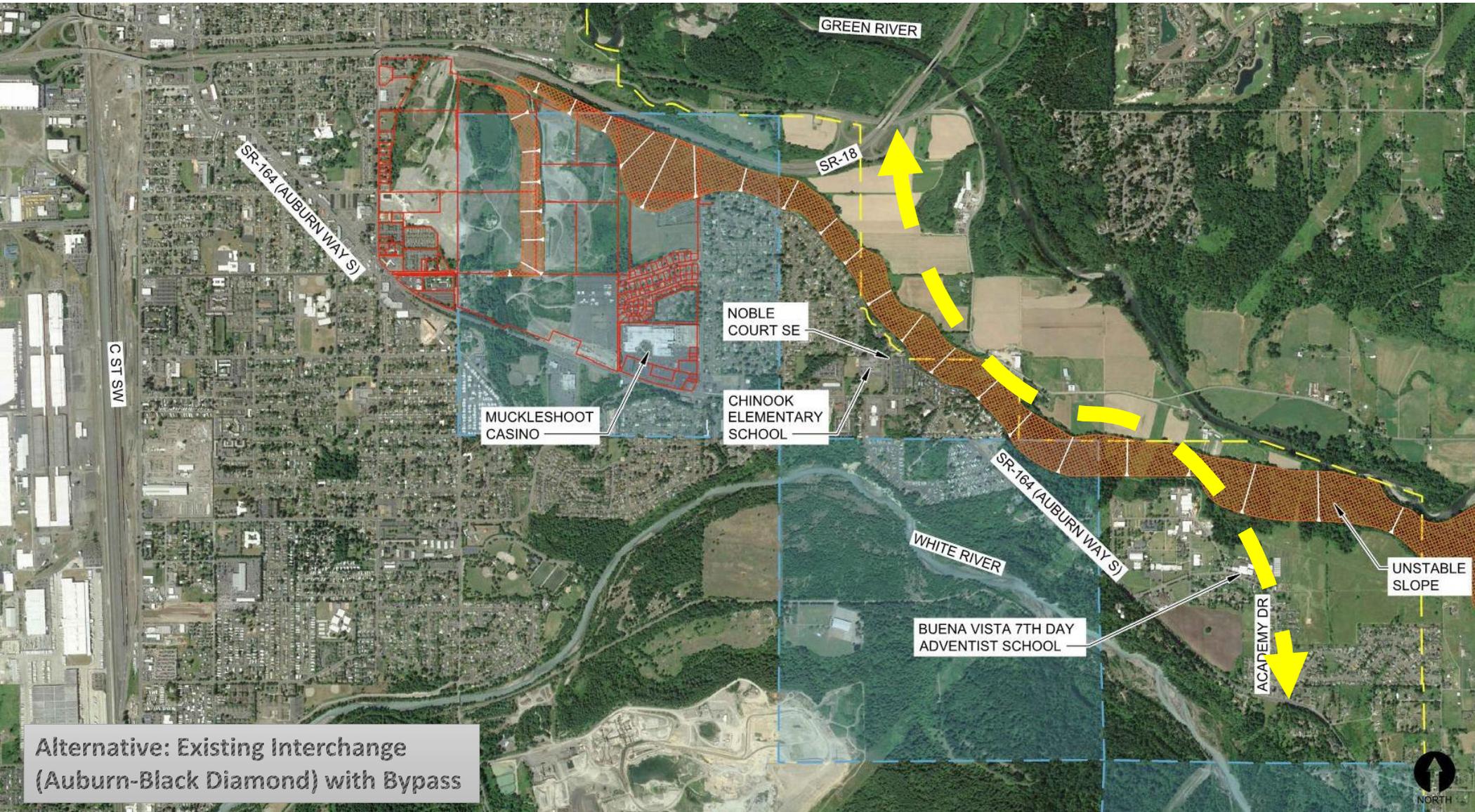
Proposed Scope Description – “The western portion of SR 164 experiences congestion exceeding capacity and greater than normal collision rates for both pedestrians and vehicles. The project will reduce congestion for the western portion of SR 164 and improves access to southeastern King County communities. The improvements are expected to enhance safety and support economic development.”

As the Practical Solutions process progresses, a key discussion element will be the intended land use for a large swath of underutilized tribal land located between SR 18 and SR 164 to the west of the Muckleshoot Casino.

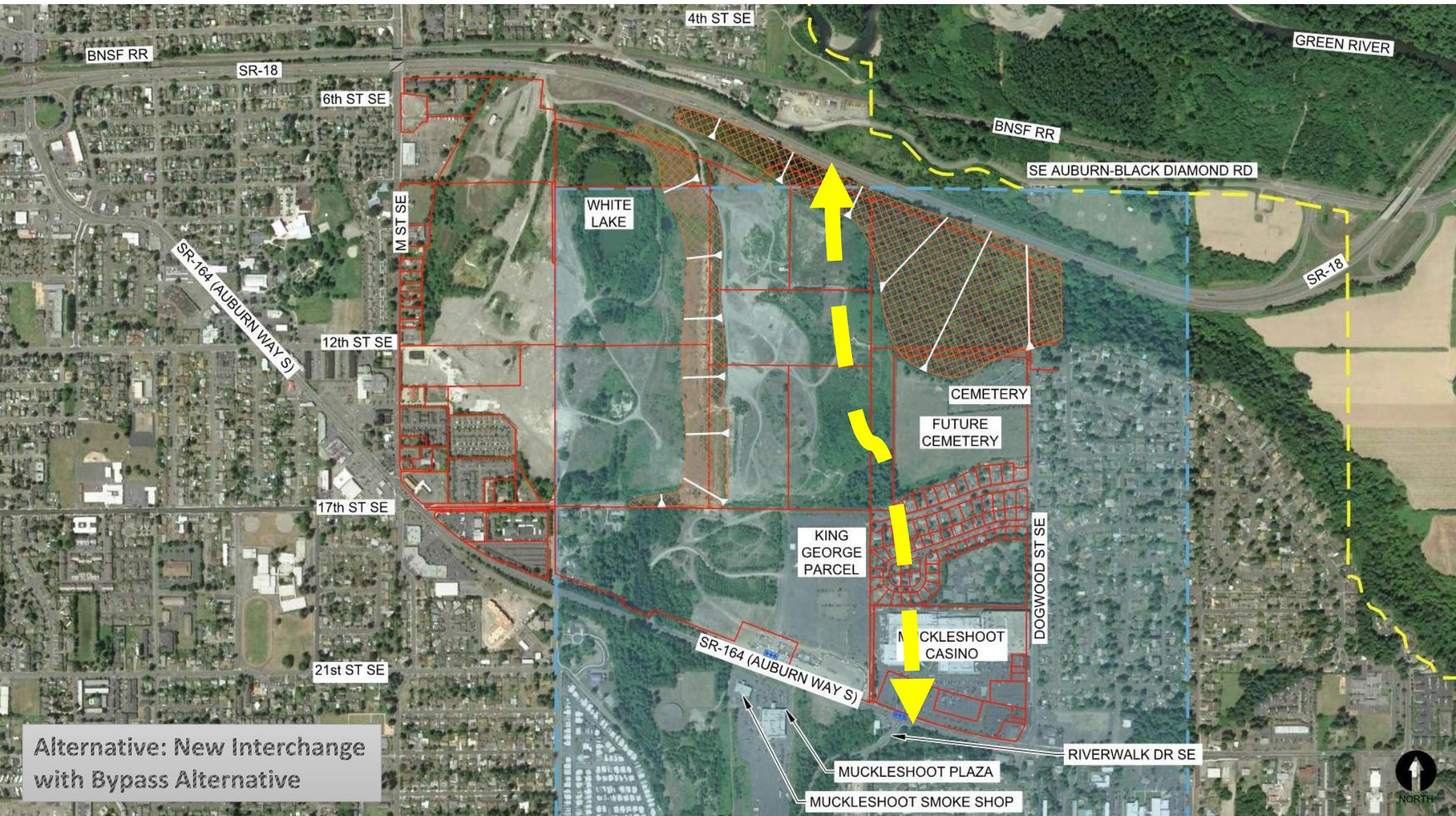
WSDOT and the MIT will utilize a Practical Solutions based approach to engage stakeholders and the community; identify potential solutions using a data driven Practical Solutions approach; and advance a least-cost integrated solution that addresses community and project needs. Until that effort is complete, and a Preferred Alternative identified, WSDOT cannot speak to how the remainder of the available \$15M in funding would be best utilized, nor how much additional funding would be required to complete design, acquire right of way, and construct the project.

Project Funding (Dollars in Millions):

	Fund Source	Prior	17-19	19-21	21-23	23-25	25-27	Future	Total
Preliminary Engineering	<i>CWA</i>		3.0						3.0
	<i>Other</i>								
Right of Way	<i>CWA</i>		1.0						1.0
	<i>Other</i>								
Construction	<i>CWA</i>		11.0						11.0
	<i>Other</i>								
Total	<i>CWA</i>		15.0						15.0
	<i>Other</i>								



Alternative: Existing Interchange (Auburn-Black Diamond) with Bypass



Alternative: New Interchange with Bypass Alternative