

**EXHIBIT "L"**

**TIMING OF PROPOSED MITIGATION IMPROVEMENTS (REVISED)**

**(Attached)**

**Table 30  
Timing of Proposed Mitigation Improvements (Revised)**

Mitigation Trigger (Phase I Dwelling Units)	Mitigation Trigger (Total PM Peak Hour Trips)	Location (number designations correspond to Figure 34)	Mitigation
0	0	7) SR-410/Myers Road <sup>1</sup>	Close EB left and SB left movements
50	113	9) SR-410/S. Prairie Rd.-198 <sup>m</sup> <sup>3</sup>	NB left turn lane, SB left turn, add EB right-turn overlap phase/equipment
50	113	10) SR-410/Sumner-Tapps Hwy. Ramps	New signal, off-ramp realignment
50	113	8) SR-410/Sumner-Buckley/181 <sup>st</sup> <sup>5</sup>	Second EB left turn. Revise center-turn lane on Sumner-Buckley to EB thru lane
150	339	11) SR-410/234th Ave. E.	New signal, other improvements per WSDOT
150	339	6) SR-410/SR-165 <sup>5</sup>	New signal, rechannelize
		13) Rhodes Lake Rd. <sup>4</sup>	Widen and reconstruct to improve roadway. <sup>4</sup>
350	792	5) SR-162/Pioneer Way	New signal
500	1131	16) SR-410/214 <sup>th</sup> Ave. E.	Revised signal timing, other improvements as proposed by East Lake Tapps project
500	1131	4) 200th Ave. Ct./S. Prairie Rd. <sup>5</sup>	New signal including SB right-turn overlap phase/equipment
500	1131	2) 198 <sup>th</sup> Ave. E./120 <sup>th</sup> St. E. <sup>5</sup>	New signal
650	1471 <sup>2</sup>	1) 198 <sup>th</sup> Ave. E. <sup>5</sup>	New arterial <sup>2</sup> , Rhodes Lake Road to 199th
650	1471	1) Rhodes Lake Road/198 <sup>th</sup> Ave. E. <sup>5</sup>	New signal
650	1471	1) Rhodes Lake Road/198 <sup>th</sup> Ave. E. <sup>3</sup>	NB left turn lane
650 (+/-)	1471 (+/-)	1) 198 <sup>th</sup> Ave. E. south of 120 <sup>th</sup> <sup>5</sup>	Overlay or provide pavement maintenance, as required
650	1471	9) SR-410/S. Prairie-198 <sup>th</sup> Ave. E. <sup>5</sup>	Second NB left turn lane
850	1924	4) 200th Ave. Ct./S. Prairie Rd. <sup>5</sup>	EB left turn lane
850	1924	4) 200th Ave. Ct./S. Prairie Rd. <sup>5</sup>	Two SB lanes from SR-410
1000	2263	4) 200th Ave. Ct./S. Prairie Rd. <sup>5</sup>	SB right turn lane
1000	2263	3) 200th Ave. Ct./104th St. E. <sup>5</sup>	New signal
1000	2263	4) 200th Ave. Ct./S. Prairie Rd. <sup>5</sup>	Second EB left turn lane
1200	2716	8) SR-410/Sumner-Buckley/181 <sup>st</sup> <sup>5</sup>	Revised signal timing
1200	2716 <sup>2</sup>	1) 198 <sup>th</sup> Ave. E. <sup>3,5</sup>	Second lane SB from Rhodes Lake Rd. to 120th St. E.
1200	2716 <sup>2</sup>	1) 198 <sup>th</sup> Ave. E. <sup>5</sup>	Four lane arterial south of 120th St. E.
1350	3055	3) 200th Ave. Ct./104th St. E. <sup>5</sup>	NB left turn lane & SB right turn lane
1550	3508	8) SR-410/Sumner-Buckley/181 <sup>st</sup> <sup>5</sup>	WB right turn lane
++ (see below)	++	14) SR-162/Military Road	To be determined
++	++	15) 214 <sup>th</sup> Avenue East/112 <sup>th</sup> Street East	New signal, possible channelization
++	++	12) SR-162/96th St. E.	New signal
++	++	17) SR-410, 214 <sup>th</sup> Ave. E to Hinkleman Extension	Widening
++	++	18) SR-410, Sumner-Tapps Hwy. to Sumner-Buckley Hwy.	To be determined, potential widening

++ The need, nature, timing and proportionate share participation for these improvements would be determined as part of the Traffic Mitigation Plan of the project's Development Agreement.

<sup>1</sup> This improvement is needed under Background conditions, prior to any Cascadia development.

<sup>2</sup> See Appendix D to Appendix H of this EIS. These trigger levels are estimates. Timing of improvements to 198<sup>th</sup> will be determined as part of the Mitigation Plan, which will be part of the Development Agreement.

<sup>3</sup> While not needed for Phase I of the Cascadia project, considerations of construction sequence may dictate adding a second northbound lane at the same time.

<sup>4</sup> The schedule for these improvements would be determined by Pierce County.

<sup>5</sup>Indicates those improvements which would likely improve response capability from Bonney Lake Fire District #24.

\*Signalization at SR-410/W. Mason Ave. would be considered as mitigation in addition to signalization at this intersection.

Note: *Italicized improvements relate to those that are part of the Pierce County Transportation Improvement Plan deemed critical to Cascadia.*

The proponent's proportionate share may be concentrated into constructed projects, rather than piecemeal financial contributions to all improvements listed above. Impacts that were to be addressed by any projects not contributed to or constructed by the proponent would have to be mitigated by Pierce County, other jurisdictions or other development proponents.