



2006 UPDATE OF THE TRANSPORTATION NEEDS REPORT 2004

A Component of the Transportation Element of
the King County Comprehensive Plan

EXECUTIVE RECOMMENDED

March 2006

2006 UPDATE OF THE TRANSPORTATION NEEDS REPORT 2004

A Component of the Transportation Element of
the King County Comprehensive Plan

PROPOSED CHANGES TO THE TNR 2004

Adopted

October 2, 2006



King County

King County Executive

Ron Sims

King County Council

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Larry Gossett–District 2

Kathy Lambert–District 3

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Development and
Summary
Of the
TNR

2006 Update of the TRANSPORTATION NEEDS REPORT 2004

An Element of the King County Comprehensive Plan

INTRODUCTION

The Transportation Needs Report (TNR) is a long-term, comprehensive list of recommended improvements to serve unincorporated King County's transportation needs. It includes transportation needs in unincorporated King County and significant projects in cities, adjacent counties, and on state highways. The transportation needs are those currently known (existing) as well as those that are forecast due to regionally-adopted targets for growth and development.

The TNR is a functional plan of the King County Comprehensive Plan 2004. Together with the Roads Six-Year CIP and the Roads annual budget, it fulfills the requirement of growth management legislation (RCW 36.70A.070) for a transportation capital facilities plan element of the King County comprehensive plan. The TNR was prepared consistent with all requirements of growth management legislation including:

1. It is based on the land use element of the comprehensive plan.
2. Its list of transportation needs and recommended improvements was developed using travel demand forecasts that are based on the regionally-adopted growth targets.
3. It includes a financial analysis that reflects the most recent land use changes, project amendments, costs, and financial revenue assumptions.

The TNR horizon year is 2022, which is consistent with regionally-adopted targets for population and employment growth.

The schedule for updating the TNR has been changed to coordinate with major updates to the Comprehensive Plan. Starting with TNR 2004, the update cycle will coincide with the four-year, comprehensive plan major amendment cycles. Beginning with this document, the TNR will be transmitted to Council for adoption with the comprehensive plan amendments instead of following later as has been the custom. If circumstances warrant, interim updates will be developed and transmitted with the annual comprehensive plan technical amendments. This document marks the first technical amendment between the four year major updates for the TNR.

PURPOSE

The TNR serves the following purposes:

Relationship to King County Comprehensive Plan 2004: A primary purpose of the TNR is to fulfill certain requirements of state growth management legislation for comprehensive planning. These requirements as outlined in state legislation (RCW 36.70A.070 (6)) are:

1. Specific actions and requirements for bringing into compliance locally-owned transportation facilities or services that are below an established level of service standard;
2. Forecasts of traffic for at least ten years based on the adopted growth targets and land use plan to provide information on the location, timing, and capacity needs of future growth;
3. Identification of state and local system needs to meet current and future demands;
4. An analysis of funding capability to judge needs against probable funding resources;
5. A multiyear financing plan based on the needs identified;

The TNR needs list and financial analysis fulfill these requirements. The needs list was developed using forecasts of traffic for the 2022 horizon year based on regionally-adopted growth targets and the land use element of the King County Comprehensive Plan 2004.

Transportation Planning and Funding: The TNR helps King County make decisions on planning and funding of transportation improvements. It provides guidance based on policies, strategies, and actions set forth in the comprehensive plan and the Roads Strategic Plan. It follows established processes linking land use planning with transportation needs.

The TNR plays a significant role in evaluating the difference between identified transportation needs and future expected revenues for King County. This analysis assesses the County's ability to keep pace with the demands of growth and assists in developing financial strategies to deal with unmet needs.

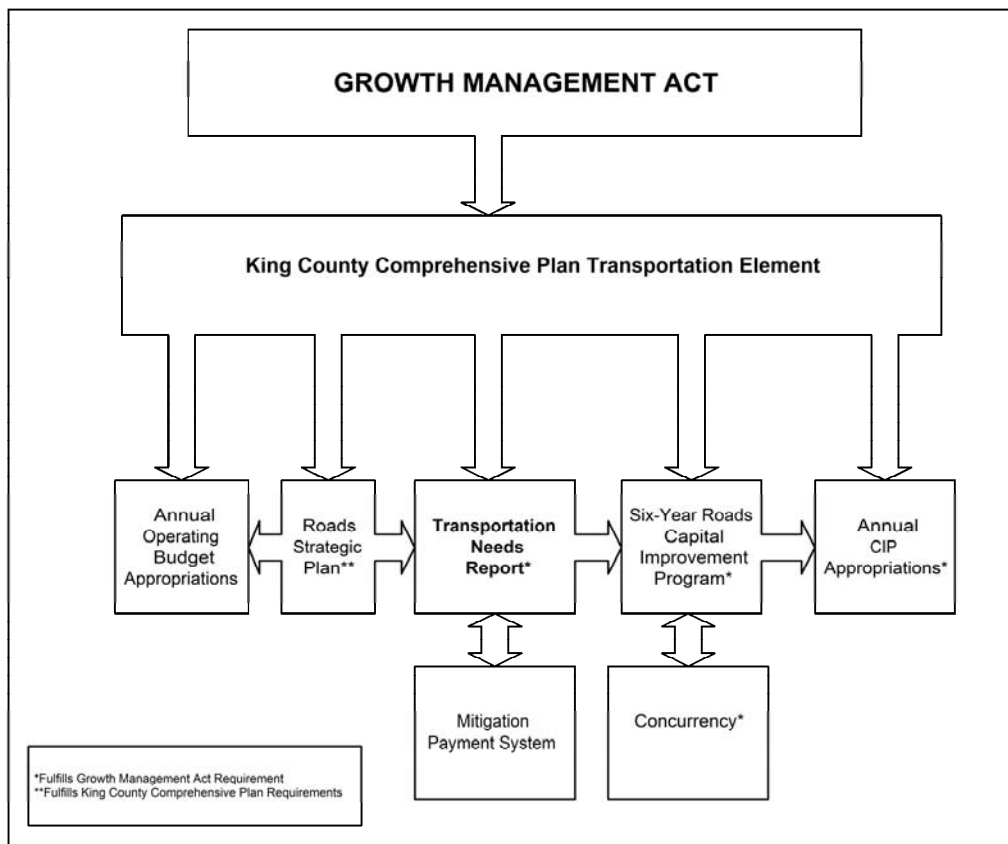
Coordination: The TNR helps to coordinate transportation improvements connecting King County with other jurisdictions including the Washington State Department of Transportation (WSDOT), adjacent cities, and counties. It also helps coordination between different divisions of the King County Department of Transportation. By clearly showing the location and scope of intended transportation improvements as well as the priority of these improvements, the TNR provides other jurisdictions with information to use in appropriately coordinating project implementation. Additionally, the private sector development community can use the TNR to identify areas where future growth could be accommodated by improved facilities.

Development Review: The TNR serves as a major source of information in the review of proposed land developments and in determining appropriate mitigation measures required as a condition of new development approval. The County's Mitigation Payment System (MPS) uses the TNR to identify growth projects that will be part of the impact fee system.

Road Vacation: Property owners can petition King County to have portions of the County's unused road rights-of-way sold to them if the property is not needed for current or future transportation purposes. The TNR is used to indicate the location of future projects on the road system in this road vacation process.

PROCESS

The development of the TNR is part of a comprehensive planning process that is guided by state growth management legislation. This process, as depicted in the flow diagram, links the guidance of the King County comprehensive plan and the Roads Strategic Plan with the development of the TNR, the six-year Roads capital improvement program, and the Roads annual budget. The mitigation payment system, which is authorized by growth management legislation and required by King County ordinance, is used to collect impact fees to help build road capacity projects needed to support growth. Projects receiving MPS funding are included in the TNR. The concurrency program, which is required by growth management legislation, tests proposed development to make sure road capacity needed to support future growth will be available when needed. If a project needed to support the travel needs of a proposed development is included in the Roads six-year capital needs program and if other requirements are met, the proposed development may be granted a concurrency certificate to proceed with permit application.



Development of the 2006 Update of the TNR 2004

As the Comprehensive Plan undergoes a major update each four years, a major TNR effort will accompany this work. In the two year mid period, the TNR will be limited to technical updates.

The approach in developing the 2004 TNR for the last major Comprehensive Plan was based on a needs assessment. Capacity needs were analyzed using travel demand forecasting methodology. Non-capacity needs were analyzed using prioritization processes developed for groups of like projects. The resulting capacity and non-capacity needs were subjected to a financial analysis to develop a financially-constrained program of needs.

For this technical update to the TNR, the following changes were incorporated.

Intelligent Transportation System (ITS) Plan

The previous list of 66 signal synchronization corridors and 24 Intelligent Transportation System corridors was replaced by a detailed list of 34 corridors improvements identified in the recently completed ITS Plan. These 34 corridors are located within the unincorporated area. The highest priority corridor ITS projects were funded in the 2006 Capital Improvement Program.

Vulnerable Road Segments

The Roads Services Division instituted the Vulnerable Roadway Segments (VRS) study in 2005 to identify and address specific roadway funding needs throughout the County. A vulnerable road segment was defined as a road segment that requires abnormally expensive and/or frequent repairs. This includes roads with failing retaining walls, seawalls, roads with chronic settlement problems, or roadways close to rivers with repetitive erosion problems.

Short-Span Bridge program

The Short-Span Bridge Program was started in 2006 to address the needs of short bridges nearing the end of their useful life. These bridges are less than twenty feet in length, and ineligible for federal or state bridge funds. The Road Services Division has identified over 50 bridges for this new program. The bridges have been inventoried and assigned a priority. It is expected that the bridge replacement program will last for a number of years, as several of the top ranked bridges will be built each year in a two year, design -- build schedule.

Operational Improvements

The Division undertook a staff review of operational road and intersection needs in the unincorporated area. Intersections examined for traffic signal needs will now be evaluated for turn lanes separately from the signal requirements. The inventory of needs was accompanied by a new priority process to rank these various needs.

Capital Project completions

Several dozen projects were completed since the adoption of the Transportation Needs Report 2004, and these completed projects were deleted from the needs list.

Annexations

Cities continue to annex portions of unincorporated King County and when the annexed properties include TNR project locations, they are removed from the County's long-term plan.

Prioritization Processes

New priority processes included in the TNR for 2006 include Intelligent Transportation Systems (ITS), Vulnerable Road Segments, Small-Scale Operational road and intersection improvements and Short-Span Bridges. Summaries of the prioritization processes for capacity and non-capacity projects are included in Appendix C.

Financial Analysis and Shortfall

A financial analysis was developed to balance projected needs with anticipated revenue. Revenues were projected to the horizon year for the Road Fund, Federal, State, and MPS revenues. Revenues were adjusted to take into account the annexation of the 10 major potential annexation areas (PAA). These major PAAs are anticipated to be annexed by 2010.

After the final annexation in 2011, property taxes were assumed to grow at 2% per year (1% statutory growth rate plus 1% new construction). Gas taxes were assumed to decline each year by about \$50,000 annually to represent the effect of annexations.

Projected needs were expressed in constant 2006 dollars and were totaled for the TNR program through the year 2022.

Comparing projected revenues with projected needs reveals a shortfall of \$572,316,000. Summary cost and revenue estimates are included in Appendix D.

The shortfall is calculated by subtracting the total projected needs by total projected revenues for the TNR time period. Recent TNRs show a trend of increasing growth of the financial shortfall:

<u>TNR</u>	<u>Amount of Shortfall</u>
1998	\$254 million
1999	\$227 million
2000	\$292 million
2001	\$388 million
2004	\$525 million
2006	\$572 million

The financial shortfall is an indication of King County's ability (or lack of ability) to serve the unincorporated area. This shortfall must be addressed by delaying improvements or by finding new sources of revenue or by some combination of the two strategies.

There are several methods available to address this shortfall. Additional revenue sources could be pursued. Implementation of needed improvements could be phased or delayed. Future development could be delayed, phased, or scaled back to assure the timely availability of needed infrastructure. These and perhaps other strategies will be employed and incorporated into future TNRs, CIPs, and budgets to balance needs with available revenues.

NEEDS LIST

Needs are grouped in this document by corridor and by geographic areas. Geographic areas are based on King County sub-areas as follows (in alphabetical order):

- 1) Bear Creek
- 2) East King County
- 3) East Sammamish
- 4) Enumclaw
- 5) Federal Way
- 6) North Highline/West Hill
- 7) Newcastle
- 8) Northshore
- 9) Snoqualmie Valley
- 10) Soos Creek
- 11) Tahoma/Raven Heights
- 12) Vashon Island

Corridors were selected by visual examination of geographic location of needs. Those that did not seem to naturally fall into corridors were categorized as “miscellaneous”. The needs were listed by corridor to highlight opportunities to achieve efficiencies by coordinating implementation of related projects.

Finding a project need

There are a number of ways to find identified needs. To find an identified need quickly, turn to the appropriate geographic area of the county and look up the need by the street name of the corridor. If it is outside of a designated corridor, look in the miscellaneous corridor group.

If you know the geographic area, use the maps to find the project or projects you are looking for and note the project number. The back of the document contains two indexes – Page Number by Project Number and Page Number by Project Name.

For additional information or to obtain copies of the Transportation Needs Report

For addition information about the Transportation Needs Report, please contact the King County Road Services Division by phone at 206-296-6590 or by e-mail at admin.roads@metrokc.gov.

To obtain copies of the latest version of the Transportation Needs Report, please visit the Road Services Division’s Web site at www.metrokc.gov/roads. If you do not have a computer or internet connection, please visit your local library for free internet access.

TNR
NEEDS
LIST

NEEDS LIST for the 2006 Update to the TNR 2004

Needs are divided into chapters based on sub-areas of King County, in the following order:

- 1) Bear Creek
- 2) East King County
- 3) East Sammamish
- 4) Enumclaw
- 5) Federal Way
- 6) North Highline / West Hill
- 7) Newcastle
- 8) Northshore
- 9) Snoqualmie Valley
- 10) Soos Creek
- 11) Tahoma/Raven Heights
- 12) Vashon Island

LEGEND for Needs List

Number - Unique identifier for project

PAA - Potential Annexation Area (urban locations)

Location - Where project is located

Need - The primary purpose of the proposed project

PRIORITIES - determined by individual programs

ITS - Intelligent Transportation Systems

Safety - HAL_HARS Signal programs

Bridge - Bridge and structure priorities

Reconst. - Major roadway maintenance

Guardrail - Guardrail installation and repair

Oper. - Traffic-oriented operational improvements

Capacity - Road Widening

Pedestrian - Sidewalks and Walkways

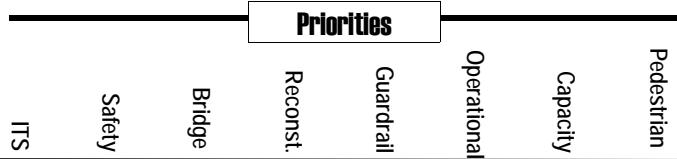
TBD- Priority To Be Determined as future work program item

Other data fields -

Equestrian - "X" indicates the location within the designated "Equestrian Communities" of Rural King County.

Cost-000 - Future cost to King County Road Services Division to complete the proposed project (2006 dollars in thousands)

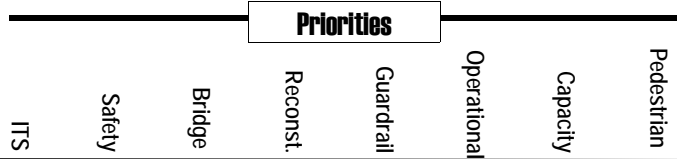
Comments - Preliminary elements of the proposed project.



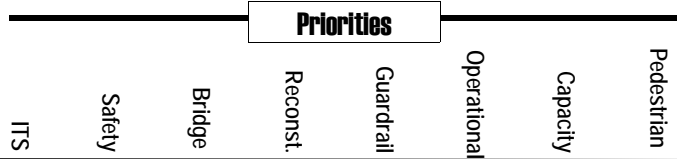
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Bear Creek														
CORRIDOR: Avondale Rd														
OP-RD-8	Rural - N/O I-90	Avondale Road Phase III From NE 133rd St To NE 155th St	Capacity Minor						High	Low			\$12,796	Widen To Three Lanes-- Construct Bridge
GR-24	Rural - N/O I-90	Avondale Road NE From NE 137th St To NE 143RD St	Safety					High				X	\$76	Construct Guardrail
BR-480A	Rural - N/O I-90	Bear Creek Bridge #480A On NE 116th St Crossing Bear Creek	Bridge			High							\$2,850	Replace Bridge
OP-INT-70	Rural - N/O I-90	Avondale Rd & Bear Creek Rd	Operations						Medium				\$501	Realign Intersection-- Improve Sight Distance
CP-13	Rural - N/O I-90	Avondale Road NE Ph II From NE 155th St to NE 168th St	Capacity Minor							Medium			\$5,024	Widen roadway to 3 lanes including 2 eight foot shoulders and a walkway.
100799	Rural - N/O I-90	Woodinville-Duvall Rd & Avondale Rd NE	Operations						TBD				\$6,666	Widen the intersection for additional turn lanes, signal improvements, illumination, curb, gutter, sidewalks, bike lanes
OP-INT-99	Rural - N/O I-90	Avondale Road & NE 165th St	Operations						Medium				\$640	Provide North and South bound Left Turn Lanes
ITS-3	Rural - N/O I-90	Avondale Road ITS From Novelty Hill Road to Woodinville-Duvall Road	ITS	High									\$5,313	Provide Intelligent Transportation System improvements which could include synchronized signals; cameras; vehicle detection; fiber connection

Priorities

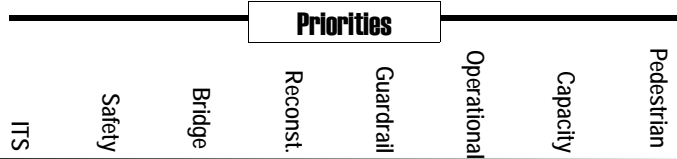
Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
HAL-11	Rural - N/O I-90	Avondale Road NE & NE 159th St	Safety		Medium									\$514	Preliminary suggested scope - Install signal. Add left-turn lane in NB/SB direction.
CORRIDOR: Misc															
ITS-11	Rural - N/O I-90	Union Hill Road ITS Ph I From 196th Ave NE to Ames Lake Rd.	ITS		High									\$3,819	Provide Intelligent Transportation System improvements which could include fiber optic communications; cameras; speed warning; vehicle detection
100111	Rural - N/O I-90	238th Ave NE & NE 63rd PL	Operations						Low					\$4,941	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
BR-52B	Rural - N/O I-90	Cottage Lake Creek Bridge #52B On NE 165th St Crossing Cottage Lake Creek	Bridge			Low								\$990	Construct short-span bridge
GR-61	Rural - N/O I-90	195th Ave NE From NE 95th St To 196th Ave NE	Safety					Medium				X		\$30	Construct Guardrail
B-74	Rural - N/O I-90	Bear Creek Rd From Avondale Rd To Seidel Rd	Nonmotorized									TBD	X	\$574	Provide Nonmotorized Facility
GR-60	Rural - N/O I-90	208th Ave NE From NE Union Hill Rd To Novelty Hill Rd	Safety					Medium				X		\$24	Construct Guardrail
GR-59	Rural - N/O I-90	238th Ave NE From NE Union Hill Rd To NE 80th St	Safety					Medium				X		\$84	Construct Guardrail



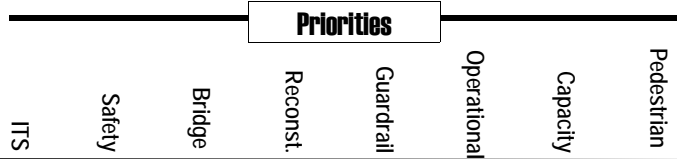
Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
BR-952A	Rural - N/O I-90	Evans Creek Bridge #952A On NE Union Hill Rd Crossing Evans Creek	Bridge			High							\$3,567	Replace Bridge	
B-75	Rural - N/O I-90	Mink Rd From Bear Creek Rd To Woodinville-Duvall Rd	Nonmotorized									TBD	X	\$788	Provide Nonmotorized Facility
OP-INT-71	Rural - N/O I-90	Bear Creek Rd & Mink Rd	Operations						Medium					\$501	Improve Sight Distance-- Realign Intersection
OP-RD-45	Rural - N/O I-90	232nd Ave NE From NE 142 St To Old Woodinville-Duvall Rd	Capacity Minor						Low				X	\$3,236	Reconstruct Roadway
BR-63	Rural - N/O I-90	Welcome Lake Bridge #63 On 218 Ave NE at Welcome Lake	Bridge			Medium								\$150	Seismic Retrofit
B-14	Rural - N/O I-90	Paradise Lake Rd From Woodinville-Duvall Rd To County Line	Nonmotorized									TBD	X	\$499	Provide Nonmotorized Facility
CORRIDOR: NE 124- NE 128- NE 132															
101088	Rural - N/O I-90	NE 132nd St / NE 128th St From 184 Ave NE to 196 Ave NE	Capacity Minor							Medium				\$8,500	Widen NE 128 St with RT lane and shoulder. Widen Avondale with RT lane. Widen NE 132 St to 3/4 lanes
N-89.10	Rural - N/O I-90	172nd Ave NE From Redmond City Limits To NE 138 St	Safety									TBD		\$363	Construct Neighborhood Pathway
OP-INT-82	Rural - N/O I-90	NE 124th St & 162 Pl NE	Operations						Medium					\$454	Turn Channels All Legs



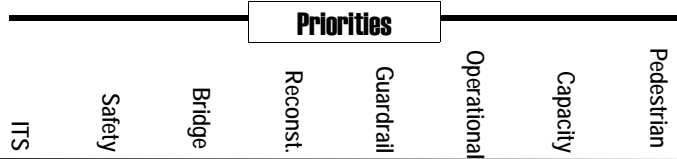
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
100701	Rural - N/O I-90	NE 133rd St From Bear Creek Rd to UPD W. Boundary	Capacity Minor							Low			\$4,039	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
BR-333A	Rural - N/O I-90	Bear Creek Bridge #333A On NE 133rd St Crossing Bear Creek	Bridge			High							\$3,450	Replace Bridge
BR-240A	Rural - N/O I-90	Cottage Lake Creek Bridge #240A On Bear Creek Rd Crossing Cottage Lake Creek	Bridge			High							\$2,770	Replace Bridge
CORRIDOR: NE Union Hill Rd														
101101	Rural - N/O I-90	238th Ave NE & Union Hill Rd	Operations						High				\$3,494	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
B-73	Rural - N/O I-90	Union Hill Rd From 238 Ave NE To Ames Lake-Carnation Rd	Nonmotorized								TBD	X	\$1,534	Provide Nonmotorized Facility
OP-RD-6	Rural - N/O I-90	236 / 238 Ave NE From SR-202 To UPD South Boundary	Capacity Minor						Medium	Low		X	\$6,203	Reconstruct Roadway
OP-RD-5	Rural - N/O I-90	Union Hill Rd From 208 Ave NE To 238 Ave NE	Capacity Minor						High			X	\$5,114	Widen Travel Lanes--Pave Shoulders--Provide Equestrian Facility
HARS-23	Rural - N/O I-90	Union Hill Rd From 201ST Ave NE To 201ST Ave NE	Safety		Low								\$2,153	Preliminary suggested scope - Horizontal and vertical realignment.



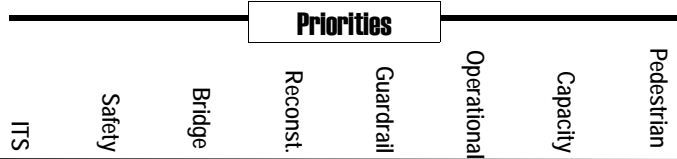
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Novelty Hill Rd														
OP-INT-50	Rural - N/O I-90	Novelty Hill Rd & Redmond Rd	Operations						TBD				\$640	Evaluate for turn lanes
100901	Rural - N/O I-90	Novelty Hill Road From Avondale Road to Remond C/L	Capacity Minor							TBD			\$872	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
100992	Rural - N/O I-90	Novelty Hill Rd From Avondale Rd to 244 Ave NE	Capacity Major							High			\$81,253	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-7	Rural - N/O I-90	Novelty Hill Road ITS, Ph I From 208th Ave NE to West Snoqualmie Road	ITS	High									\$3,653	Provide Intelligent Transportation System improvements which could include fiber optic communication; signal synchronization; vehicle detection; cameras; pavement sensors; dynamic message signs
OP-INT-11	Rural - N/O I-90	208th Ave NE & NE Union Hill Rd	Operations						Low				\$0	Provide Southbound Left Turn Lane
SW-50	Rural - N/O I-90	Novelty Hill Rd & Redmond Rd	Safety							TBD			\$300	Traffic Signal
100206	Rural - N/O I-90	Avondale Road NE / Novelty Hill Rd - ITS From SR-520 to 208 Ave NE	ITS	High									\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.



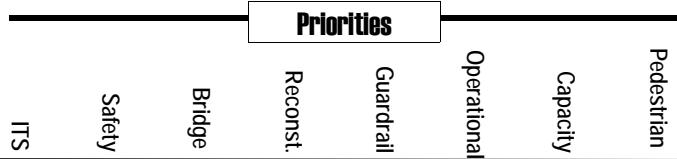
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Woodinville-Duvall Rd														
100106	Rural - N/O I-90	Woodinville-Duvall Rd & Mink Rd NE	Safety						Medium				\$2,394	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
GR-30	Rural - N/O I-90	Old Woodinville-Duvall Rd From Woodinville-Duvall Rd To Woodinville-Duvall Rd	Safety					High				X	\$229	Construct Guardrail
ITS-13	Rural - N/O I-90	Woodinville-Duvall Rd ITS, Phase II From 212th Ave NE to SR-203	ITS	Medium									\$3,487	Provide Intelligent Transportation System improvements which could include cameras; road weather information; data stations; dynamic message signs
OP-INT-63	Rural - N/O I-90	Saybrook Drive NE & Woodinville-Duvall Rd	Operations						TBD				\$640	Evaluate for turn lanes
100108	Rural - N/O I-90	Woodinville-Duvall Rd From NE 183 St To 185th Ave NE	Safety		Medium								\$1,550	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-6	Rural - N/O I-90	Woodinville-Duvall Rd ITS, Phase I From 168th Ave NE to 212th Ave NE	ITS	High									\$3,487	Provide Intelligent Transportation System improvements which could include synchronized signals; cameras; vehicle detection; fiber optic communications; dynamic message signs.



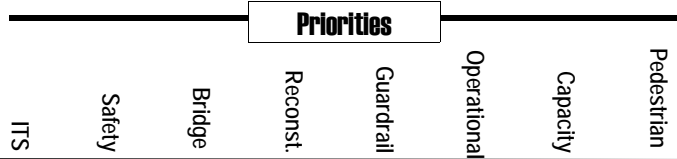
Number	PAA	Location	Need	Priorities									Cost-000	Comments		
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian				
OP-RD-9	Rural - N/O I-90	Old Woodinville-Duvall Rd From Woodinville-Duvall Rd To Woodinville-Duvall Rd	Capacity Minor							Low			X	\$3,956	Reconstruct Roadway	
CP-12	Rural - N/O I-90	Woodinville-Duvall Rd From 171st Ave NE to Avondale Rd	Capacity Minor								Medium			\$8,585	Widen roadway to increase capacity.	
101404	Rural - N/O I-90	Woodinville-Duvall Rd & 212th Ave NE	Safety							High				\$2,890	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.	
SPP-4000	Rural - N/O I-90	Woodinville-Duvall Rd From & east end of Old Woodinville-Duvall Rd	Nonmotorized										Low	X	\$107	Improve radius (SW corner)
100109	Rural - N/O I-90	Woodinville-Duvall Rd & 194th Ave NE	Safety		High									\$800	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.	
SW-63	Rural - N/O I-90	Saybrook Drive NE & Woodinville-Duvall Rd	Safety		TBD									\$300	Traffic Signal	
BR-1056B	Rural - N/O I-90	Bear Creek Bridge #1056B On Woodinville-Duvall Rd Crossing Bear Creek	Bridge			Medium								\$1,900	Construct short-span bridge	
B-36.12	Rural - N/O I-90	Woodinville-Duvall Rd From Avondale Rd To SR-203	Nonmotorized										TBD	X	\$2,498	Provide Nonmotorized Facility
HAL-35	Rural - N/O I-90	176th Ave NE & Woodinville Duvall Rd	Safety		Low									\$546	Preliminary suggested scope - Add left-turn lane in EB/WB directions.	



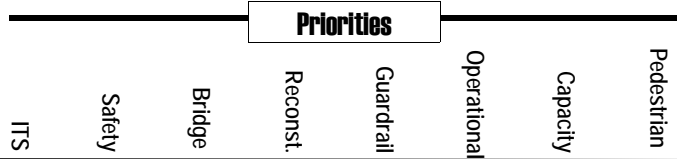
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA:		East King County												
CORRIDOR:		Misc												
BR-3050A	Rural - S/O I-90	Greenwater River Bridge #3050A SE 496th Pl Crossing Packard Creek	Bridge						Low				\$990	Construct short-span bridge
Recon-8	Rural - N/O I-90	North Fork Road Shoulder Repair	Reconstruction				High						\$107	Long Term Fix which includes rebuilding of shoulder and perhaps installing nails is expensive. Drainage part of job needs done by Fall 2004.
BR-999X	Rural - N/O I-90	Cascade Scenic Highway Bridge #999X On Cascade Scenic Highway Crossing Miller River Slough	Bridge						Medium				\$990	Construct short-span bridge



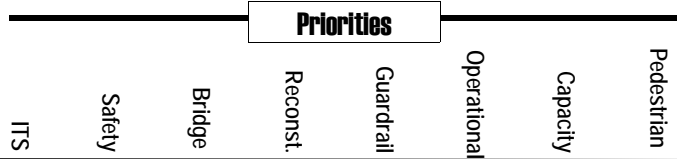
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: East Sammamish														
CORRIDOR: Issaquah-Fall City														
200108	Rural - N/O I-90	Patterson Creek Bridge #180L On SE 28 St Crossing Patterson Creek	Bridge						High				\$2,230	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-31	Rural - N/O I-90	Issaquah Fall City Rd ITS From Issaquah-Pine Lake Rd to SR-202	ITS	Low									\$4,649	Provide Intelligent Transportation System improvements which could include interconnected signals; fiber optic cable; vehicle detection; pavement sensors, cameras
OP-RD-11	Urban - Sammamish PAA	Issaquah-Fall City Rd/Duthie Hill Rd From Klahanie Blvd To 272 Pl SE	Capacity Minor						High	Low		X	\$5,909	Provide Left Turn Lane
201597	Urban - Sammamish PAA	Issaquah-Fall City Rd Ph III	Capacity Major							High			\$15,737	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-75	Urban - Not in primary PAAs	Issaquah-Beaver Lake Rd & Duthie Hill Rd	Operations						Low				\$314	Traffic Signal
GR-27	Rural - N/O I-90	Issaquah-Fall City Rd From 332nd Ave SE To Klahanie Dr SE	Safety					High					\$165	Construct Guardrail



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Misc														
200406	Rural - N/O I-90	Patterson Creek Bridge #5024A - Short Span - 264 Ave NE & Patterson Creek	Bridge			High							\$905	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SW-36	Rural - N/O I-90	Sahalee Way NE & NE 50th St	Safety		Low								\$300	Traffic Signal
Recon-35	Rural - N/O I-90	NE 50th St From 214 Ave NE to SR-202	Preservation				Low						\$40	Armor Shoulders @\$100/cyd
OP-INT-32	Rural - N/O I-90	Issaquah-Pine Lake Rd & SE 47/23	Operations						TBD				\$640	Evaluate for turn lanes
BR-927B	Rural - N/O I-90	Patterson Creek Bridge #927B	Bridge			High							\$3,214	Replace Bridge
3P-9917	Rural - N/O I-90	NE 50 St From 192 Pl NE to Sahalee Way NE	Nonmotorized								Low		\$1,162	Construct AC shoulder (South Side)
SW-32	Rural - N/O I-90	Issaquah-Pine Lake Rd & SE 47/23	Safety		Low								\$300	Traffic Signal
BR-578A	Rural - N/O I-90	Evans Creek Bridge #578A Redmond-Fall City Rd Crossing Evans Creek	Bridge			Low							\$990	Construct short-span bridge
OP-INT-36	Rural - N/O I-90	Sahalee Way NE & NE 50th St	Operations						TBD				\$640	Evaluate for turn lanes



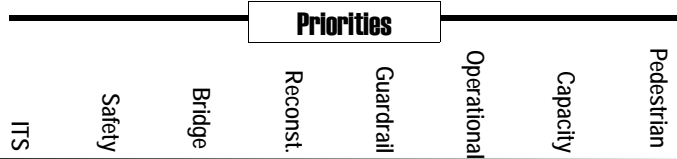
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Enumclaw														
CORRIDOR: 212 Ave SE														
EN-59	Rural - S/O I-90	212th Ave SE From SE 384 St To SE 358 St	Nonmotorized								TBD		\$750	Provide Nonmotorized Facility
OP-INT-74	Rural - S/O I-90	218th Ave SE & Green Valley Rd	Operations						Medium				\$163	Reconstruct Intersection
CORRIDOR: 244 Ave SE														
BR-3068	Rural - S/O I-90	Newaukum Creek Bridge #3068	Bridge						Medium				\$3,214	Replace Bridge
3P-0015	Rural - S/O I-90	SE 448th St From 244 Ave SE to Enumclaw City Limits	Nonmotorized								Medium		\$246	Construct AC shoulder (North Side)
EN-62	Rural - S/O I-90	244th Ave SE From SR-164 To SE 400 St	Nonmotorized								TBD		\$1,283	Provide Nonmotorized Facility
OP-INT-73	Rural - S/O I-90	SE 448th St & 244 Ave SE	Operations						Medium				\$114	Turn Channels - East & West Legs
HAL-12	Rural - S/O I-90	244th Ave SE & SE 400th St	Safety		High								\$253	Preliminary suggested scope - Install signal.
EN-10.10	Rural - S/O I-90	244th Ave SE From SR-164 To SE 456 St	Nonmotorized								TBD		\$262	Provide Nonmotorized Facility
CORRIDOR: 284 Ave SE														
BR-3049	Rural - S/O I-90	284th Ave SE Bridge #3049 284th Ave SE Crossing Boise Creek	Bridge						Medium				\$990	Construct short-span bridge



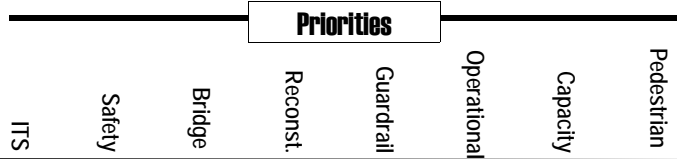
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
BR-3038	Rural - S/O I-90	Veazie Bridge #3038 On Veazie-Cumberland Crossing Coal Creek	Bridge			High							\$352	Seismic Retrofit
EN-41	Rural - S/O I-90	Veazie-Cumberland Rd/Palmer Rd From SE 386 St To SE 416 St	Nonmotorized								TBD	X	\$1,078	Provide Nonmotorized Facility
BR-3040A	Rural - S/O I-90	Newaukum Creek Bridge #3040A	Bridge			High							\$1,900	Replace Bridge
EN-80	Rural - S/O I-90	284th Ave SE From SE 416 St To SR-410	Nonmotorized								TBD	X	\$701	Provide Nonmotorized Facility

CORRIDOR: Misc

GR-104	Rural - S/O I-90	196th Ave SE From SE 400th St To SE 456th St	Safety					Low					\$13	Construct Guardrail
GR-103	Rural - S/O I-90	SE 432nd St From 268th Ave SE To 284th Ave SE	Safety					Low					\$140	Construct Guardrail
BR-3042	Rural - S/O I-90	Newaukum Creek Bridge #3042 On SE 416th St Crossing Newaukum Creek	Bridge			Medium							\$1,210	Construct short-span bridge
BR-3043	Rural - S/O I-90	Newaukum Creek Bridge #3043 On SE 416th St Crossing Newaukum Creek	Bridge			Medium							\$1,210	Construct short-span bridge
GR-92	Rural - S/O I-90	228th Ave SE From SE 400th St To SE 452ND St	Safety					Low					\$481	Construct Guardrail
SPP-4049	Rural - S/O I-90	SE 424th St From 268 Ave SE to 284 Ave SE	Nonmotorized								Low	X	\$75	Construct walkway



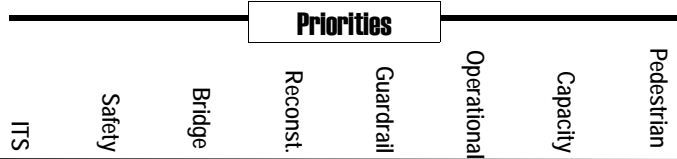
Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconstr.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
GR-77	Rural - S/O I-90	309th Ave SE From SE Green River Gorge Rd To SE 352ND St	Safety					Low						\$97	Construct Guardrail
GR-26	Rural - S/O I-90	SE 368th Way From 212th Way SE To SE 368th St	Safety					High						\$86	Construct Guardrail
BR-3051	Rural - S/O I-90	Boise Creek Bridge #3051 On 276th Ave SE Crossing Boise Creek	Bridge			Medium								\$990	Construct short-span bridge
BR-3060	Rural - S/O I-90	208th Ave SE Bridge #3060 208th Ave SE Crossing drainage ditch	Bridge			Low								\$1,170	Construct short-span bridge
EN-60	Rural - S/O I-90	Enumclaw-Franklin Rd From Franklin-Cumberland To SR-169	Nonmotorized									TBD	X	\$2,693	Provide Nonmotorized Facility
BR-3056A	Rural - S/O I-90	SE 408th St Bridge #3056A On SE 408th St Crossing drainage ditch	Bridge			Medium								\$1,210	Construct short-span bridge
3P-9983	Rural - S/O I-90	200th Ave SE From SE 400 St to 0.17 miles north	Nonmotorized									Low		\$428	Construct gravel shouler (West Side)
GR-47	Rural - S/O I-90	Mud Mountain Rd From SR-410 To SR-410	Safety					Medium						\$1,024	Construct Guardrail
BR-3052	Rural - S/O I-90	Boise Creek Bridge #3052 268th Ave SE Crossing Boise Creek	Bridge			Medium								\$1,040	Construct short-span bridge
GR-84	Rural - S/O I-90	SE 384th St From 160th Pl SE To 212th Ave SE	Safety					Low						\$405	Construct Guardrail



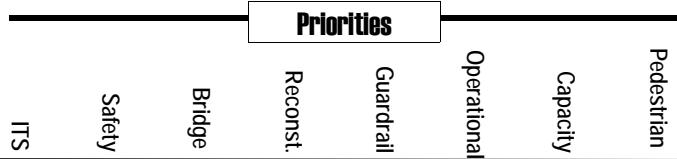
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
EN-6	Rural - S/O I-90	SE 400th Way From SE 400 St To SE 392 St	Capacity Minor						Medium			X	\$1,588	Reconstruct Roadway
GR-96	Rural - S/O I-90	SE 456th Way From 196th Ave SE To 228th Ave SE	Safety					Low					\$314	Construct Guardrail
BR-3030	Rural - S/O I-90	SE 380 St Bridge #3030 SE 308th St Crossing slough	Bridge			Low							\$990	Construct short-span bridge
BR-3201	Rural - S/O I-90	SE 424th St Bridge #3201 On SE 424th St Crossing Watercress Creek	Bridge			Low							\$990	Construct short-span bridge
BR-3188	Rural - S/O I-90	Newaukum Creek Bridge #3188 On SE 400th St Crossing Newaukum Creek	Bridge			Medium							\$4,178	Replace Bridge
GR-86	Rural - S/O I-90	284th Ave SE From Mud Mountain Dam Rd To SR-164	Safety					Low					\$363	Construct Guardrail
GR-90	Rural - S/O I-90	SE 368th St From SE 368th Way To 236th Ave SE	Safety					Low					\$116	Construct Guardrail
GR-42	Rural - S/O I-90	212th Ave SE From Green Valley Rd To SR 410	Safety					Medium					\$109	Construct Guardrail
EN-53	Rural - S/O I-90	SE 432nd St From 284 Ave SE To 268 Ave SE	Nonmotorized								TBD	X	\$701	Provide Nonmotorized Facility

Priorities

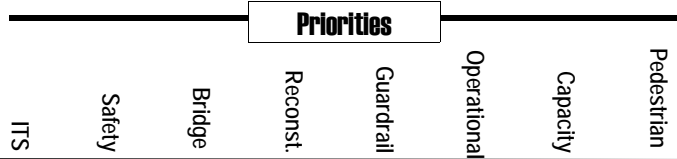
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Retreat-Kanasket														
OP-INT-72	Rural - S/O I-90	Stampede Pass Rail & Greenriver Headworks Rd	Operations						Low				\$72	Reconstruct Intersection-- Traffic Signal



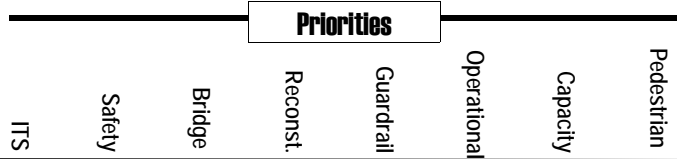
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA:		Federal Way												
CORRIDOR:		51 Ave S												
HAL-37	Urban - E. Federal Way PAA	51st Ave S & S 296th St	Safety		Medium								\$372	Preliminary suggested scope - Add NB/SB left-turn lane.
301204	Urban - E. Federal Way PAA	S 296th St & 51st Ave S	Operations						High				\$512	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-53	Urban - E. Federal Way PAA	48th Ave S & S 288th St	Operations						Low				\$640	Evaluate for turn lanes -- Left Turn Lane Eastbound
SW-53	Urban - E. Federal Way PAA	48th Ave S & S 288th St	Safety		TBD								\$300	Traffic Signal
SW-31	Urban - E. Federal Way PAA	51st Ave S & S 298th St	Safety		High								\$300	Traffic Signal
3P-9972	Urban - E. Federal Way PAA	51st Ave S From S 288 St to S 296 St	Nonmotorized								Low		\$337	Construct sidewalk (West Side)
OP-INT-31	Urban - E. Federal Way PAA	51st Ave S & S 298th St	Operations						TBD				\$640	Evaluate for turn lanes
GR-36	Urban - E. Federal Way PAA	51st Ave S From S 288th St To S 321st St	Safety					Medium					\$52	Construct Guardrail



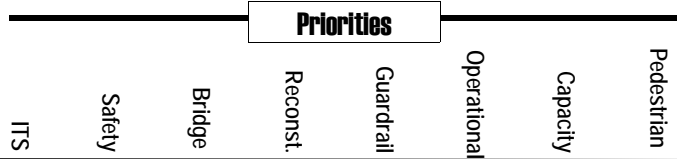
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Military Rd S														
CP-5	Urban - E. Federal Way PAA	Military Rd S From S 272 St To S 304 St	Capacity Major							Low			\$1,875	Widen to Four/Five lanes-- Construct Curb, Gutter, Sidewalk--Construct Bike Lane
F-66.30	Urban - E. Federal Way PAA	Military Rd S From Peasley Canyon Way S To SR-161	Nonmotorized									TBD	\$1,139	Provide Nonmotorized Facility
OP-INT-57	Urban - E. Federal Way PAA	Military Rd & S 360th St	Operations						Medium				\$640	Evaluate for turn lanes
OP-INT-62	Urban - E. Federal Way PAA	Military Rd & S 342nd St	Operations						TBD				\$640	Evaluate for turn lanes
SW-62	Urban - E. Federal Way PAA	Military Rd & S 342nd St	Safety										\$300	Traffic Signal
OP-RD-3	Urban - E. Federal Way PAA	Military Rd S From S 340 St to S 342 St	Operations						TBD				\$0	Provide Two Way Left Turn Lane: Left Turn Lane at S 342 St
OP-INT-10	Urban - E. Federal Way PAA	Military Rd S & S 374 St	Operations						Low				\$0	Provide Two Way Left Turn Lane
SW-57	Urban - E. Federal Way PAA	Military Rd & S 360th St	Safety										\$300	Traffic Signal



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Misc														
HAL-36	Urban - E. Federal Way PAA	20th Ave S (Milton Rd S) & S 360th St	Safety		Low								\$3,005	Preliminary suggested scope - Bring curve up to standards and improve sight distance.
3P-9976	Urban - E. Federal Way PAA	38th Ave S From S 344 St to Fishing Access Rd	Nonmotorized								Low		\$177	Construct AC shoulder (West Side)
Recon-24	Urban - E. Federal Way PAA	S 304th St From 32nd Ave S To 37th Ave S	Preservation				Medium						\$225	Armor Shoulders
CP-1	Urban - E. Federal Way PAA	S 312th St Study From 28th Ave S to 51st Ave S (Federal Way Lead)	Capacity Major							TBD			\$0	The City Center Access Project is a safety and mobility project addressing 2004 conditions as well as the city's forecasted 2030 transportation concurrency issues surrounding the South 320th Street and I-5 interchange
CP-2	Urban - E. Federal Way PAA	S 32nd Ave S Study From S 312th St to Military Road (Federal Way Lead)	Capacity Major							TBD			\$0	The City Center Access Project is a safety and mobility project addressing 2004 conditions as well as the city's forecasted 2030 transportation concurrency issues surrounding the South 320th Street and I-5 interchange
OP-INT-61	Urban - E. Federal Way PAA	28th Ave SE & S 360th St	Operations						Medium				\$640	Evaluate for turn lanes



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
OP-INT-11	Urban - Not in primary PAAs	Orillia Road S & S 204th St	Operations						TBD				\$0	Evaluate for Turn lanes
GR-62	Urban - Not in primary PAAs	S 331st St From CITY LIMIT To 46th Pl S	Safety					Medium					\$11	Construct Guardrail
GR-107	Urban - Not in primary PAAs	S 364th St From Military Rd To 55th Ave S	Safety					Low					\$74	Construct Guardrail
OP-INT-10	Urban - E. Federal Way PAA	S 321st St & Peasley Canyon Rd	Operations						High				\$0	Reconstruct approaches to meet Road Standards; Lengthen Turn Lanes
GR-71	Urban - Not in primary PAAs	28th Ave S From S 348th St To SR 161	Safety					Low					\$16	Construct Guardrail
SPP-4042	Urban - E. Federal Way PAA	38th Ave S From S 304 St to S 307 St	Nonmotorized								Low		\$86	Pave shoulders (East Side)
F-116.20	Urban - Not in primary PAAs	65th Ave S/S 296 St From SR 181 To 61 Ave S	Nonmotorized								TBD		\$291	Provide Nonmotorized Facility
SPP-4043	Urban - E. Federal Way PAA	44th Ave S From S 308 St to S 313 St	Nonmotorized								Medium		\$54	Pave shoulders (East Side)
3P-9970	Urban - E. Federal Way PAA	34th Ave S From S 288 St to S 298 St	Nonmotorized								Low		\$439	Construct sidewalk (West Side)
3P-9969	Urban - E. Federal Way PAA	Star Lake Rd From Military Rd S to 42 Ave S	Nonmotorized								Low		\$562	Construct AC shoulder (North Side)



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
300206	Urban - Not in primary PAAs	West Valley Highway From Pierce County to Auburn S City Limits	Safety						TBD				\$1,400	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SPP-4044	Urban - Not in primary PAAs	56th Ave S From #32050 to S 322 PL	Nonmotorized								Low		\$86	Pave shoulder (East Side)
3P-0105	Urban - E. Federal Way PAA	34th Ave S From S 288 St to S 290 St	Nonmotorized								Low		\$80	Construct AC shoulder (East Side)
SW-61	Urban - E. Federal Way PAA	28th Ave SE & S 360th St	Safety		TBD								\$300	Traffic Signal
3P-0012	Urban - E. Federal Way PAA	S 360th St From Enchanted Pkwy S to 21 Pl S	Nonmotorized								Medium		\$145	Construct AC shoulder (North Side)
OP-RD-48	Urban - E. Federal Way PAA	S 360th St From SR-161 to 28th Ave S	Operations						TBD				\$0	Operational road improvements

CORRIDOR: Peasley Canyon

HAL-47	Urban - Not in primary PAAs	Peasley Canyon Rd S & Peasley Canyon Way S	Safety		Low								\$673	Preliminary suggested scope - Horizontal realignment of S Peasley Canon Road (WB/EB direction).
ITS-8	Urban - E. Federal Way PAA	Peasley Canyon Road From Military Rd to West Valley Highway	ITS	High									\$7,306	Provide Intelligent Transportation System improvements which could include coordinated signals; cameras; vehicle detection

Priorities

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
300308	Urban - Not in primary PAAs	Peasley Canyon Rd & Peasley Way	Operations		Low								\$500	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

CORRIDOR: S 294 ST

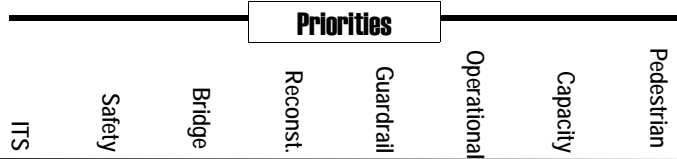
3P-9971	Urban - E. Federal Way PAA	36th Pl S/ S 294 St/ 45 Pl S From S 298 St to S 288 St	Nonmotorized									Low	\$670	Construct sidewalk (West Side)
HARS-47	Urban - E. Federal Way PAA	S 288th St From 42 Ave S To 43 Pl S	Safety		Medium								\$1,023	Preliminary suggested scope - Widen road for TWLTL and bike lanes.

CORRIDOR: SE 277 St

HAL-8	Urban - E. Federal Way PAA	S 277th St & 55th Ave S	Safety		TBD								\$0	WB LT pocket
BR-3126	Urban - Not in primary PAA	SE 277th St Bridge #3126 On SE 277th St Crossing Slough	Bridge			Medium							\$3,050	Construct short-span bridge
ITS-5	Urban - E. Federal Way PAA	SE 272nd St /S 277th St ITS From Pacific Highway South to 55th Ave SE	ITS	High									\$2,491	Provide Intelligent Transportation System improvements which could include fiber optic communication; synchronized signals; cameras; vehicle detection; transit signal priority
SW-6	Urban - E. Federal Way PAA	42nd Ave S & S 272nd St	Safety		High								\$300	Traffic Signal

Priorities

Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
300604	Urban - E. Federal Way PAA	Military Rd S. & 272nd St	Operations							High				\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
300108	Urban - E. Federal Way PAA	S 277th St - ITS From 55 Ave S to SR-167	ITS	High										\$800	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-6	Urban - E. Federal Way PAA	42nd Ave S & S 272nd St	Operations							TBD				\$640	Evaluate for turn lanes



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
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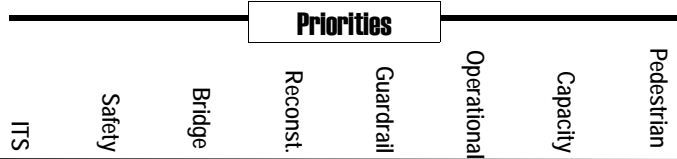
County SUBAREA: Newcastle

CORRIDOR: 156 Ave SE

OP-RD-25	Urban - East Renton PAA	154th Pl SE / SE 142 Pl From SE Jones Rd To 156 Ave SE	Capacity Minor						Low				\$2,435	Realign Roadway--Widen Roadway
SW-52	Urban - East Renton PAA	156th Ave SE & SE 142nd PL	Safety		TBD								\$2,273	Traffic Signal
NC-5.40	Urban - East Renton PAA	156th Ave SE From SE 142 Pl To SE 128 St	Nonmotorized								TBD		\$437	Provide Nonmotorized Facility
GR-19	Urban - Not in primary PAAs	154th Pl SE From SE Jones Rd To SE 142nd PL	Safety					High					\$28	Construct Guardrail
OP-INT-52	Urban - East Renton PAA	156th Ave SE & SE 142nd PL	Operations						TBD				\$640	Evaluate for turn lanes
ITS-19	Urban - East Renton PAA	156th Ave SE ITS From SE 128th St to SR 169	ITS	Medium									\$172	Provide Intelligent Transportation System improvements which could include cameras; pavement sensors; speed warning system

CORRIDOR: Coal Creek Pkwy

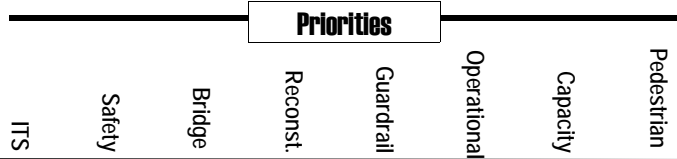
200891	Urban - Not in primary PAAs	Coal Creek Parkway From Renton City Limits to SE 72 St	Operations							Medium			\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-83	Urban - Not in primary PAAs	Coal Creek Parkway & May Valley Rd	Operations						Medium				\$615	Provide Left Turn Lane



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: May Valley Rd														
BR-593C	Urban - Not in primary PAAs	May Creek Bridge #593C	Bridge										\$990	Construct short-span bridge
ITS-29	Rural - S/O I-90	May Valley Road ITS From SR 900 to Issaquah Hobart Rd	ITS	Low									\$250	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; road weather info system
OP-RD-24	Rural - S/O I-90	May Valley Rd From Coal Creek Parkway To SR-900	Capacity Minor						Low			X	\$14,394	Widen Travel Lanes
SW-29	Rural - S/O I-90	May Valley Rd & SE 128th Way	Safety		Low								\$300	Traffic Signal
OP-INT-29	Rural - S/O I-90	May Valley Rd & SE 128th Way	Operations						TBD				\$640	Evaluate for turn lanes
SW-54	Rural - S/O I-90	148th Ave SE & May Valley Rd	Safety		TBD								\$321	Traffic Signal
OP-RD-26	Rural - S/O I-90	May Valley Road From SR-900 To SE 128 WY	Capacity Minor						Medium			X	\$5,638	Reconstruct/Spot Pave Shoulders--Improve Sight Distance
OP-INT-54	Rural - S/O I-90	148th Ave SE & May Valley Rd	Operations						TBD				\$640	Evaluate for turn lanes
200308	Rural - S/O I-90	May Creek Bridge #5005 & May Valley Rd over May Creek	Bridge					High					\$2,285	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Priorities

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
BR-72A	Urban - Not in primary PAAs	May Creek Bridge #72A On 148th Ave SE Crossing May Creek	Bridge			Medium							\$990	Construct short-span bridge
CORRIDOR: Misc														
SPP-4013	Urban - Not in primary PAAs	148th Ave SE From SE 113 St to SE 118 St	Nonmotorized									Low	\$146	Construct separated pathway
400105	Urban - East Renton PAA	144th Ave SE From SE 141 St to # 13430	Nonmotorized									Medium	\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
201896	Urban - Eastgate PAA	150th Ave SE From SE 36 St to Newport Way	Capacity Major									Low	\$0	Widen 150th Ave SE to seven lanes, add sidewalk, turn channels, new traffic signal. City of Bellevue lead agency.
SPP-4017	Urban - East Renton PAA	168th Ave SE & SE 134 St	Nonmotorized									Low	\$27	Install crosswalk overhead light
NC-103	Urban - Eastgate PAA	Allen Rd (148 SE) North Side From 146 Ave SE To SE 36 St	Nonmotorized									TBD	\$105	Provide Nonmotorized Facility
3P-0109	Urban - Eastgate PAA	154th Ave SE From SE 39 St to SE 42 St	Nonmotorized									Low	\$305	Construct sidewalk (West Side)
ITS-34	Urban - East Renton PAA	164th Ave SE ITS From SE 128th St. to SE May Valley Rd.	ITS	Low									\$1,328	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection
SPP-4019	Urban - East Renton PAA	SE 144th St From 168 Ave SE to 177 Ave SE	Nonmotorized									Low	\$262	Construct walkway



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SPP-4018	Urban - East Renton PAA	SE 144th St & 168 Ave SE	Nonmotorized								Low		\$27	Install crosswalk overhead light
200799	Urban - Not in primary PAAs	Ripley Lane From Renton C/L to Bellevue C/L	Preservation				TBD						\$0	Install wall along east shoulder and adjacent to the railroad tracks
3P-9918	Urban - Eastgate PAA	Allen Rd From 136 Ave SE to 146 Ave SE	Nonmotorized								Low		\$434	Construct sidewalk (North Side)
3P-0115	Rural - S/O I-90	SE 159th St From 204 Ave SE to 205 Ave SE	Nonmotorized								Low		\$70	Construct AC shoulder (North Side)

CORRIDOR: Newport Way

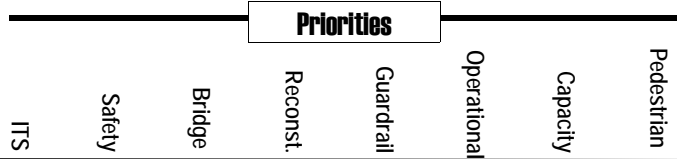
SPP-4010	Urban - Eastgate PAA	Newport Way From 152 Ave SE to 161 Ave SE	Nonmotorized								Low		\$107	Improve pathway (South Side)
200804	Urban - Eastgate PAA	Newport Way From Newport Way Library to Bellevue C/L	Safety		TBD								\$540	Add a sidewalk on Newport Way
SPP-4009	Urban - Eastgate PAA	Newport Way From SE Allen Rd to 153 Ave SE	Nonmotorized								Low		\$107	Improve pathway (North Side)
OP-RD-20	Urban - Eastgate PAA	Newport Way From 138 Ave SE To Eastgate Park Entrance	Capacity Minor						High	Low			\$2,189	Provide Left Turn Lane
OP-INT-84	Urban - Eastgate PAA	Newport Way & 164 Ave SE	Operations						Low				\$974	Traffic Signal--Turn Channels All Legs

CORRIDOR: SE 128 St

OP-INT-28	Rural - S/O I-90	196th Ave SE & SE 128th St/Way	Operations						TBD				\$640	Evaluate for turn lanes
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Priorities

Number	PAA	Location	Need	Priorities								Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian			Equestrian
OP-RD-21	Urban - Not in primary PAAs	SE 128th St From 168 Ave SE To E OF 169 Ave SE	Capacity Minor							High			\$1,071	Improve Sight Distance-- Turn Channels
HAL-16	Urban - East Renton PAA	160th Ave SE & SE 128th St	Safety		High								\$388	Preliminary suggested scope - Add left-turn lane in the WB/EB directions.
401104	Rural - S/O I-90	128th St & 196th Ave SE	Safety		TBD								\$3,272	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SW-28	Rural - S/O I-90	196th Ave SE & SE 128th St/Way	Safety		Low								\$0	Traffic Signal
ITS-28	Urban - East Renton PAA	SE 128th St. ITS From 148th Ave SE to May Valley Road	ITS	Low									\$3,819	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection; synchronize signals; communications



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
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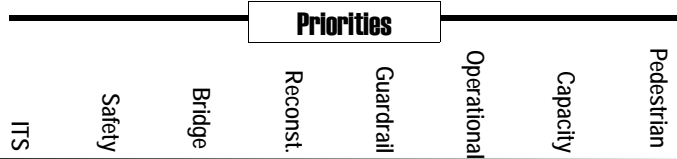
County SUBAREA: North Highline / West Hill

CORRIDOR: 1 Ave S

SW-24	Urban - North Highline PAA	1st Ave S & S 108th St	Safety		Medium								\$300	Traffic Signal
HARS-46	Urban - North Highline PAA	1st Ave S From S 110th St to S 112th St	Safety		TBD								\$0	CIP project for 1 Ave S had funding reduced
OP-INT-24	Urban - North Highline PAA	1st Ave S & S 108th St	Operations						TBD				\$640	Evaluate for turn lanes
3P-0110	Urban - North Highline PAA	1st Ave S From S 102 St to S 108 St	Nonmotorized								Low		\$364	Construct AC shoulder (West Side)
ITS-26	Urban - North Highline PAA	1st Ave S./Myers Way ITS From SW 100th St. to SW 112th St.	ITS	Low									\$830	Provide Intelligent Transportation System improvements which could include synchronized signals; transit signal priority; cameras; fiber optic communications
GR-37	Urban - North Highline PAA	S 100th St From 1st Ave S To 2nd Ave S	Safety					Medium					\$11	Construct Guardrail

CORRIDOR: 16 Ave SW

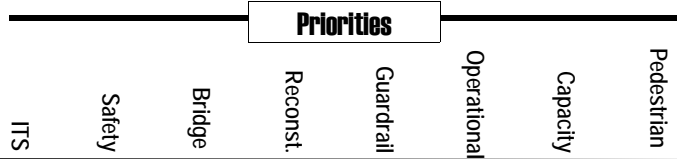
H-248	Urban - North Highline PAA	SW 104 St From 15 Ave SW To 17 Ave SW	Nonmotorized								TBD		\$51	Provide Nonmotorized Facility
3P-9924	Urban - North Highline PAA	17 Ave SW From SW 100 St to SW 104 St	Nonmotorized								Medium		\$182	Construct sidewalk (West Side)



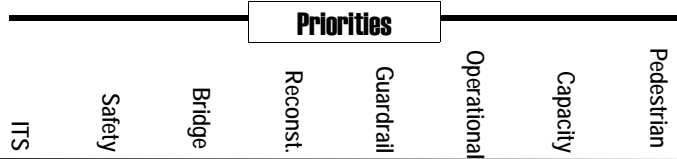
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
H-247	Urban - North Highline PAA	SW 102 St From 11AVE SW To 17 Ave SW	Nonmotorized								TBD		\$122	Provide Nonmotorized Facility
OP-INT-78	Urban - North Highline PAA	16th Ave SW & SW 106 St	Operations						Medium				\$222	Provide Left Turn Lane-- Pedestrian Crossing Signals
ITS-9	Urban - North Highline PAA	16th Ave SW From SW Roxbury to SW 116th St.	ITS	High									\$1,494	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; transit signal priority; fiber optic communications
H-224	Urban - North Highline PAA	SW 104 St From 17 Ave SW To 28 Ave SW	Nonmotorized								TBD		\$441	Provide Nonmotorized Facility
HAL-46	Urban - North Highline PAA	16th Ave SW & SW 107th St	Safety		Medium								\$111	Preliminary suggested scope - Upgrade lighting.

CORRIDOR: 76 Ave S

H-254	Urban - West Hill PAA	76th Ave S From S 124 St To S 128 St	Nonmotorized								TBD		\$94	Provide Nonmotorized Facility
3P-9948	Urban - West Hill PAA	76th Ave S From Renton Ave S to S 126 St	Nonmotorized								Medium		\$509	Construct sidewalk (East Side)
3P-9939	Urban - West Hill PAA	76th Ave S From S 120 St to S 124 St	Nonmotorized								Low		\$182	Construct sidewalk (East Side)
3P-0004	Urban - West Hill PAA	76th Ave S From S 115 St to S 116 St	Nonmotorized								Low		\$64	Construct AC walkway



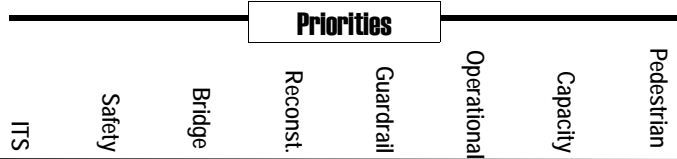
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: 78 Ave S														
OP-RD-13	Urban - West Hill PAA	78th Ave S From S 112 St To Renton Ave S	Capacity Minor						High				\$1,213	Construct Curb, Gutter, Sidewalk
3P-9949	Urban - West Hill PAA	78th Ave S From Renton Ave S to S 126 St	Nonmotorized								Low		\$659	Construct AC shoulder (West Side)
3P-0204	Urban - West Hill PAA	79th Ave S From S 124 St to S 125 St	Nonmotorized								Low		\$59	Construct sidewalk
3P-9938	Urban - West Hill PAA	78th Ave S From S 120 St to S 124 St	Nonmotorized								Low		\$177	Construct sidewalk (East Side)
H-261	Urban - West Hill PAA	78th Ave S From Renton Ave S To Langston Rd	Nonmotorized								TBD		\$139	Provide Nonmotorized Facility
CORRIDOR: Meyers Wy-1 AveS														
3P-0302	Urban - North Highline PAA	1st Ave S From SW 108 St to SW 112 St	Nonmotorized								Medium		\$70	Construct sidewalk (West Side)
3P-9932	Urban - North Highline PAA	2nd Ave S From Myers WY S to S 108 Pl	Nonmotorized								Low		\$48	Construct AC shoulder (West Side)
GR-55	Urban - North Highline PAA	1st Ave S From S 120th St To S 128th St	Safety					Medium					\$72	Construct Guardrail
OP-RD-14	Urban - North Highline PAA	6th Ave S From Glendale Way/S112 St To Myers Way (1 Ave S)	Capacity Minor						Low				\$1,533	Widen Roadway
OP-INT-33	Urban - North Highline PAA	Myers Way S & S 108th St	Operations						TBD				\$640	Evaluate for turn lanes



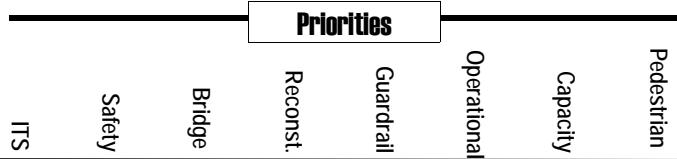
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SW-35	Urban - North Highline PAA	Myers Way S & 6th Ave S	Safety		Low								\$300	Traffic Signal
SW-33	Urban - North Highline PAA	Myers Way S & S 108th St	Safety		Low								\$300	Traffic Signal
OP-INT-35	Urban - North Highline PAA	Myers Way S & 6th Ave S	Operations						TBD				\$640	Evaluate for turn lanes
300301	Urban - North Highline PAA	1st Ave S. & Seattle C/L to Burien C/L	Safety		TBD								\$6,061	Provide curb, gutter, sidewalk, drainage and landscaping

CORRIDOR: Misc

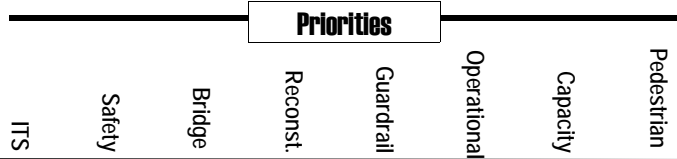
H-250	Urban - North Highline PAA	15 Ave SW - east side From SW 106 St To SW 107 St	Nonmotorized								TBD		\$43	Provide Nonmotorized Facility
HARS-29	Urban - North Highline PAA	Des Moines Way S From S 116 St To S 116th St	Safety		Low								\$2,266	Preliminary suggested scope - Widen road for TWLTL.
H-289	Urban - North Highline PAA	SW 98th St From 17 Ave SW To 21 Ave SW	Nonmotorized								TBD		\$157	Provide Nonmotorized Facility
SPP-4012	Urban - West Hill PAA	80th Ave S From S 114 St to S 118 St	Nonmotorized								Low		\$27	Improve and widen shoulder (West Side)
3P-9945	Urban - West Hill PAA	69th Ave S / S 125 St From S 128 St to 70 Pl S	Nonmotorized								Medium		\$134	Construct sidewalk (South Side)
OP-RD-12	Urban - North Highline PAA	8th Ave S From S Seattle City Limit To Glendale Way S/S 112 St	Capacity Minor						Low				\$6,288	Widen Roadway



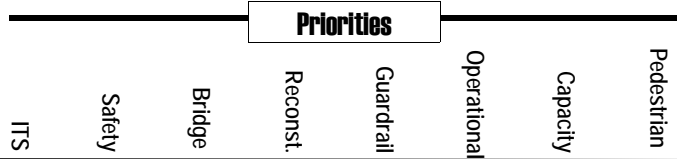
Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
GR-34	Urban - North Highline PAA	SW 107th Way From 26th Ave SW To 22nd Ave SW	Safety					High					\$33	Construct Guardrail
300506	Urban - North Highline PAA	Military Rd S From DES MOINES WY To S 116 St	Nonmotorized						Low				\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
H-256	Urban - West Hill PAA	S 124th St From 76 Ave SW To SKYWAY PARK	Nonmotorized									TBD	\$259	Provide Nonmotorized Facility
GR-50	Urban - North Highline PAA	Military Rd S From S 120th St To DES MOINES Way S	Safety					Medium					\$72	Construct Guardrail
H-251	Urban - North Highline PAA	8th Ave SW From SW 108 St To SW Roxbury St	Nonmotorized									TBD	\$197	Provide Nonmotorized Facility
GR-105	Urban - North Highline PAA	S 104th St From Des Moines Way S To End of route	Safety					Low					\$30	Construct Guardrail
OP-INT-79	Urban - West Hill PAA	87th Ave S & S 124 St	Operations						Low				\$260	Realign Intersection
HAL-43	Urban - North Highline PAA	8th Ave SW & SW 108th St	Safety		Low								\$272	Preliminary suggested scope - Install signal.
GR-58	Urban - North Highline PAA	SW 107th St From 22ND Ave SW To 12th Ave SW	Safety					Medium					\$11	Construct Guardrail
GR-48	Urban - West Hill PAA	Beacon Coal Mine Rd From S 129th St To S 138th St	Safety					Medium					\$15	Construct Guardrail



Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
300406	Urban - North Highline PAA	28th Ave SW From SW 110 St to SW 112 St	Nonmotorized										Low	\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
3P-9951	Urban - West Hill PAA	S 128th St From 76 Ave S to 78 Ave S	Nonmotorized										Low	\$118	Construct AC shoulder (South Side)
300306	Urban - West Hill PAA	S 128th St From 69 Ave S to 71 Ave S	Nonmotorized										Low	\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
3P-9944	Urban - North Highline PAA	SW 126th St From 4 Ave SW to Ambaum BLVD SW	Nonmotorized										Low	\$434	Construct AC shoulder (South Side)
SW-19	Urban - North Highline PAA	8th Ave SW & SW 108th St	Safety		Medium									\$300	Traffic Signal
3P-9920	Urban - North Highline PAA	28th Ave SW From SW Roxbury St to SW 102 St	Nonmotorized										Low	\$155	Construct AC shoulder (East Side)
300605	Urban - North Highline PAA	16th Ave SW - Sidewalks From SW Roxbury Blvd to SW 100th St	Nonmotorized										TBD	\$0	An engineering study will be conducted to determine likely costs associated with the reconstruction of sidewalks along 16th Avenue SW. Subsequent reconstruction and rehabilitation of the existing sidewalk will be considered in conjunction with the ongoing study currently being developed by the White Center Community



Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
3P-9937	Urban - West Hill PAA	S 120th St From 76 Ave S to 80 Ave S	Nonmotorized										Low	\$177	Construct sidewalk (South Side)
3P-9936	Urban - West Hill PAA	75th Ave S / S 122 St From Renton Ave S to 80 Ave S	Nonmotorized										Low	\$289	Construct sidewalk (South Side)
300197	Urban - North Highline PAA	South Park Bridge #3179 RTID & 14th/16th Ave S.	Bridge			High								\$9,024	Bridge cost represents remainder of local share. See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
3P-9935	Urban - North Highline PAA	Glendale Way S From S 118 St to Des Moines Mem Wy S	Nonmotorized										Low	\$145	Construct sidewalk (West Side)
3P-9950	Urban - West Hill PAA	S 126th St From Renton Ave S to 74 Pl S	Nonmotorized										High	\$59	Construct sidewalk (South Side)
OP-RD-2	Urban - North Highline PAA	Roxbury St From 4th Ave SW to 30th Ave SW	Operations							TBD				\$0	Widen from 4 to 5 Lanes; Improve Sight Distance
OP-INT-19	Urban - North Highline PAA	8th Ave SW & SW 108th St	Operations							TBD				\$640	Evaluate for turn lanes
3P-9922	Urban - North Highline PAA	SW 112th St From 16 Ave SW to 26 Ave SW	Nonmotorized										Low	\$407	Construct AC shoulder (South Side)
3P-9928	Urban - North Highline PAA	11 Ave SW From SW 102 St to SW 106 St	Nonmotorized										Low	\$220	Construct AC shoulder (East Side)
3P-9929	Urban - North Highline PAA	SW 122th St From 4 Ave SW to Ambaum Blvd SW	Nonmotorized										Low	\$407	Construct AC shoulder (North Side)



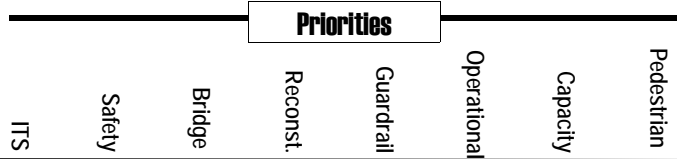
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
3P-9930	Urban - North Highline PAA	SW 112th St From 1 Ave S to 4 Ave SW	Nonmotorized								Low		\$118	Construct sidewalk (North Side)
3P-9934	Urban - North Highline PAA	10th Ave S From S 115 St to S 124 St	Nonmotorized								Low		\$541	Construct AC shoulder (East Side)
Recon-41	Urban - West Hill PAA	68th Ave S From Martin Luther King Way to Renton City Limits	Preservation				Low						\$2,000	Walls both sides 20ft tall @\$30/psf

CORRIDOR: Rainier Ave S

OP-INT-55	Urban - West Hill PAA	Rainier Ave S & Lakeridge Dr S	Operations						TBD				\$640	Evaluate for turn lanes
ITS-33	Urban - West Hill PAA	Rainier Ave S ITS From Seattle City Limits to Renton City Limits	ITS	Low									\$1,992	Provide Intelligent Transportation System improvements which could include synchronize signals; vehicle detection; cameras; transit signal priority
SW-55	Urban - West Hill PAA	Rainier Ave S & Lakeridge Dr S	Safety		TBD								\$300	Traffic Signal

CORRIDOR: Renton Ave S

OP-INT-76	Urban - West Hill PAA	Renton Ave S & 76 Ave S	Operations						TBD				\$666	Turn Channels - North & South Legs
ITS-12	Urban - West Hill PAA	Renton Ave S ITS From Rainier Ave S to Rainier Ave N	ITS	High									\$4,151	Provide Intelligent Transportation System improvements which could include synchronized signals; vehicle detection; cameras; transit signal priority



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
OP-RD-47	Urban - West Hill PAA	Renton Ave S From 68th Ave S to S 132nd St	Operations						High				\$0	Construct Bus Pull-outs

CORRIDOR: S 112 St-Glendale

3P-0205	Urban - North Highline PAA	4th Pl S From S 112 St to 5 Ave S	Nonmotorized								Low		\$43	Construct AC shoulder (West Side)
3P-9933	Urban - North Highline PAA	S 112th St From 6 Ave S to 8 Ave S	Nonmotorized								High		\$177	Construct sidewalk (South Side)
H-260	Urban - North Highline PAA	S 112th St From 4 Ave S To 8 Ave S	Nonmotorized								TBD		\$437	Provide Nonmotorized Facility
OP-INT-25	Urban - North Highline PAA	8th Ave S & S 112th St	Operations						TBD				\$640	Evaluate for turn lanes
SW-25	Urban - North Highline PAA	8th Ave S & S 112th St	Safety		Medium								\$300	Traffic Signal

CORRIDOR: S 116 St

GR-23	Urban - North Highline PAA	S 116th Way From Des Moines Way S To SR 99	Safety						High				\$33	Construct Guardrail
OP-INT-77	Urban - North Highline PAA	S 116th St & 24 Ave S	Operations						Medium				\$254	Realign Intersection

CORRIDOR: S 133 St

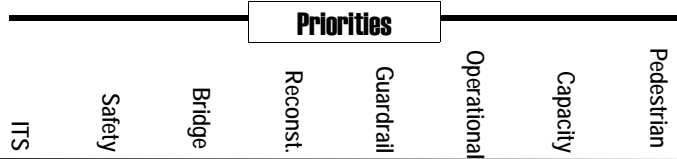
300207	Urban - West Hill PAA	S 132nd St & S Langston Rd	Safety		Medium								\$465	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
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Priorities

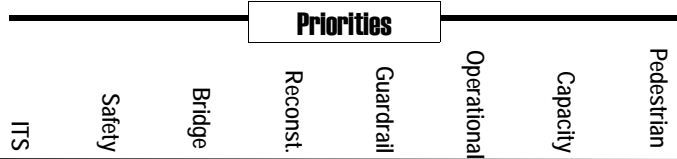
Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
300505	Urban - West Hill PAA	S 132nd St / S 133 St From 76 Ave S to SR-900	Nonmotorized									Medium	\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
3P-9947	Urban - West Hill PAA	S 132th St From S Langston Rd to Renton Ave S	Nonmotorized									Low	\$230	Construct AC shoulder (North Side)

Priorities

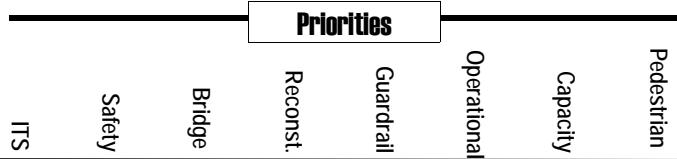
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Northshore														
CORRIDOR: 100 Ave NE														
HAL-30	Urban - Kirkland PAA	100th Ave NE & Juanita-Woodinville Rd	Safety		High								\$54	Preliminary suggested scope - Add protected/permissive left-turn phase in SB direction (already exists NB).
CP-10	Urban - Kirkland PAA	100th Ave NE From NE139 St to NE 145th St	Capacity Major							Medium			\$4,151	Widen roadway to 5 lanes.
100210	Urban - Kirkland PAA	100th Ave NE ITS From NE 132nd St. to NE 145th St.	ITS	High									\$1,210	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SW-38	Urban - Kirkland PAA	100th Ave NE & NE 140th PL	Safety		Medium								\$3,875	Traffic Signal
HAL-34	Urban - Kirkland PAA	100th Ave NE & Simmons Rd	Safety		TBD								\$0	Regrade hill north of intersection to improve sight distance
OP-INT-38	Urban - Kirkland PAA	100th Ave NE & NE 140th PL	Operations						TBD				\$640	Evaluate for turn lanes
HAL-26	Urban - Kirkland PAA	100th Ave NE & NE 137th St	Safety		High								\$29	Preliminary suggested scope - Change from protected/permissive to exclusive protected left-turn phase in NB and SB directions.



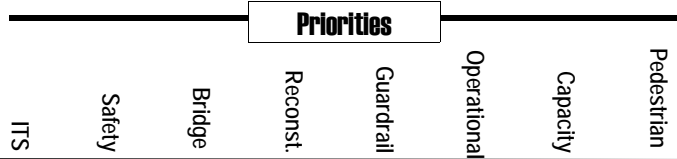
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: 124th Ave NE														
ITS-21	Urban - Kirkland PAA	124th Ave NE ITS From NE 132nd St to NE 160th St.	ITS	Medium									\$1,992	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection; fiber optic communications
HAL-18	Urban - Kirkland PAA	124th Ave NE & NE 140th St	Safety		Medium								\$376	Preliminary suggested scope - Add NB/SB left-turn lane. Addressed in CIP 101296.
CORRIDOR: 146-156-160-PL NE														
3P-0111	Rural - N/O I-90	NE 145th St From 160 Pl NE to 168 Ave NE	Nonmotorized								Low	X	\$370	Construct AC shoulder (North Side)
3P-9913	Rural - N/O I-90	168th Ave NE From NE 143 St to NE 145 St	Nonmotorized								Low	X	\$246	Construct AC shoulder (West Side)
GR-46	Rural - N/O I-90	156th Pl NE From NE 146th Pl To 160th Pl NE	Safety				Medium					X	\$44	Construct Guardrail
GR-100	Rural - N/O I-90	160th Pl NE From 156th Pl NE To NE 143rd St	Safety				Low					X	\$55	Construct Guardrail
N-89.50	Rural - N/O I-90	168th Ave NE From NE 143 Pl To NE 140 St	Safety								TBD		\$151	Construct Neighborhood Pathway
SPP-4004	Rural - N/O I-90	NE 153rd St From 152 Ave NE to 155 Ave NE	Nonmotorized								Medium	X	\$75	Improve shoulder
GR-81	Rural - N/O I-90	NE 143RD St From 160th Pl NE To 168th Ave NE	Safety				Low					X	\$56	Construct Guardrail



Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
OP-INT-81	Rural - N/O I-90	NE 146th Pl & 155 Ave NE	Operations							High			\$652	Reconstruct Intersection-- Improve Sight Distance-- Provide Equestrian Facility
CORRIDOR: 84 Ave NE														
OP-INT-80	Urban - Kirkland PAA	84th Ave NE & NE 138 St	Operations							Low			\$511	Provide Left Turn Lane-- Provide Right Turn Lane-- Construct Curb, Gutter, Sidewalk
N-42	Urban - Kirkland PAA	87th Ave NE From NE 132 St To NE 134 St	Nonmotorized									TBD	\$105	Provide Nonmotorized Facility
3P-0301	Urban - Kirkland PAA	NE 141st St From east of 84 Ave NE	Nonmotorized									Low	\$107	Construct sidewalk (South Side)
3P-9909	Urban - Kirkland PAA	87th Ave NE From NE 132 St to NE 134 St	Nonmotorized									Medium	\$86	Construct AC shoulder (East Side)
N-53.20	Urban - Kirkland PAA	NE 122nd Pl / NE 123 St / 84 Ave N From Juanita Drive To NE 125 Pl	Nonmotorized									TBD	\$219	Provide Nonmotorized Facility
100306	Urban - Kirkland PAA	84th Ave NE From NE 124th St to NE 132 St	Nonmotorized									Medium	\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SPP-4001	Urban - Kirkland PAA	NE 132nd St From Finn Hill Jr. High School (82 Ave NE)	Nonmotorized									Medium	\$5	Improve driveway (North Side)



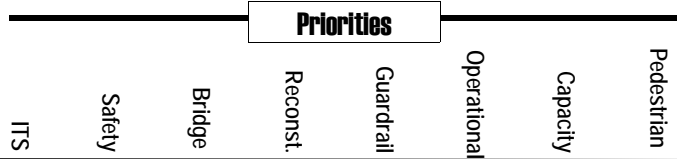
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Juanita Dr														
3P-9907	Urban - Kirkland PAA	Juanita Drive From NE 122 Pl to NE 124 St	Nonmotorized								High		\$64	Construct sidewalk (West Side)
OP-INT-10	Urban - Kirkland PAA	Juanita Drive & NE 80th St/112th Ave NE	Operations						Medium				\$0	Provide North and Southbound Left Turn Lanes
HAL-48	Urban - Kirkland PAA	Juanita Drive NE & NE 132nd St	Safety		High								\$247	Preliminary suggested scope - Add left-turn lane in the SB direction. Install intersection advance warning flasher on existing intersection-related warning sign on SB approach.
CORRIDOR: Juanita-Woodinville Way														
100110	Urban - Kirkland PAA	Juanita-Woodinville/NE 160th St. ITS From 100th Ave NE to 124th Ave NE	ITS	High									\$2,425	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CP-4	Urban - Not in primary PAAs	Juanita-Woodinville Way NE From 112 Ave NE to I-405	Capacity Major							High			\$3,406	HOV highway access
HARS-43	Urban - Not in primary PAAs	Juanita-Woodinville Way From NE 149th St To 112th Ave NE	Safety		Medium									Preliminary suggested scope - Coordinate signals. Add center turn lane.
CP-11	Urban - Not in primary PAAs	Juanita-Woodinville Way NE From 112th Ave NE to NE 145th St	Capacity Minor							High			\$4,215	Widen the existing road from NE 145th St to 112th Ave NE. Provide curb, gutter, and sidewalk, street lighting, and a traffic signal at NE 145th St.



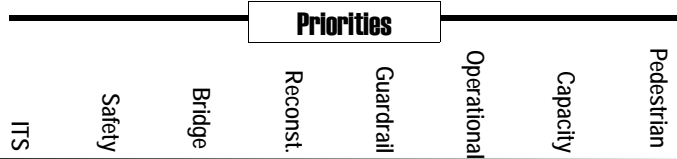
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
HARS-28	Urban - Not in primary PAAs	Juanita-Woodinville Way From NE 145 St To NE 147th St	Safety		Medium								\$523	Preliminary suggested scope - Widen road for TWLTL.
CORRIDOR: Misc														
GR-74	Urban - Not in primary PAAs	112th Ave NE From 112th Pl NE To Juanita Woodinville Way	Safety					Low					\$54	Construct Guardrail
N-56	Urban - Not in primary PAAs	108 / 112 Pl NE From East Riverside Dr To NE 164 St	Nonmotorized								TBD		\$315	Provide Nonmotorized Facility
OP-RD-18	Rural - N/O I-90	NE 175 / NE 172 Pl From 155 Pl NE To Du Rocher Rd (174 NE)	Capacity Minor						High			X	\$4,502	Reconstruct Roadway
OP-RD-7	Rural - N/O I-90	NE 165th St From 179 Pl NE To 183 Ave NE	Capacity Minor						Low			X	\$3,720	Reconstruct Roadway
CP-3	Urban - Not in primary PAAs	Lakepointe Dr - 175th St & 64th-68th/SR-522	Capacity Major							Low			\$1,071	King County participation in Road Improvement District (RID)
N-57.20	Urban - Not in primary PAAs	83rd Pl NE/NE 180 St From SR-522 To 88 Ave NE	Nonmotorized								TBD		\$131	Provide Nonmotorized Facility
N-150	Urban - Kirkland PAA	Holmes Point Rd From Denny Park To NE 135 PL	Nonmotorized								TBD		\$841	Provide Nonmotorized Facility
100105	Rural - N/O I-90	148th Ave NE From Hollywood Hill Elem. to NE 173 St	Nonmotorized								Medium	X	\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Priorities

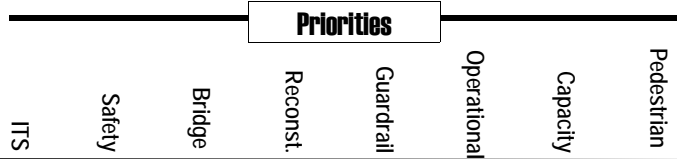
Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
OP-RD-16	Urban - Kirkland PAA	NE 145th St From 100 Ave NE TO Juanita-Woodinville Rd	Capacity Minor							Medium	Low		\$3,725	Turn channels at major intersections	
ITS-17	Urban - Kirkland PAA	NE 144th St. ITS From 124th Ave NE to 148th Ave NE	ITS	Medium									\$2,159	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; traveler information	
N-128	Urban - Not in primary PAAs	170th Ave NE From NE 195 St To COUNTY LINE	Safety									TBD	\$182	Construct Neighborhood Pathway	
OP-RD-17	Urban - Kirkland PAA	90th Ave NE From NE 134 St To NE 138 PL	Capacity Minor							Medium			\$1,104	Widen Travel Lanes	
GR-85	Urban - Kirkland PAA	108th Ave NE From NE 132ND St To Juanita Woodinville Way	Safety					Low					\$120	Construct Guardrail	
3P-9901	Urban - Not in primary PAAs	88th Ave NE From NE 198 St to NE 205 St	Nonmotorized									Low	\$584	Construct AC shoulder (East Side)	
ITS-10	Urban - Kirkland PAA	NE 132nd St From 100th Ave NE to 132nd Ave NE	ITS	High									\$2,325	Provide Intelligent Transportation System improvements which could include fiber optic communications; synchronize signals; Transit signal priority; cameras; vehicle detection; fiber optic communications	
3P-9903	Rural - N/O I-90	152nd Pl NE / 158 Ave NE From NE 160 St to NE 165 St	Nonmotorized									Low	X	\$155	Construct gravel shoulder (West Side)



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
N-82	Urban - Not in primary PAAs	NE 140th St AND / OR NE 145 St Crossing I-405	Nonmotorized								TBD			Provide Nonmotorized Facility
3P-9904	Rural - N/O I-90	148th Ave NE From NE 154 St to NE 167 St	Nonmotorized								Low	X	\$327	Construct gravel shoulder (East Side)
GR-91	Urban - Kirkland PAA	72nd Ave NE From Juanita Drive NE To end of route	Safety					Low					\$137	Construct Guardrail
SPP-4005	Rural - N/O I-90	NE 160th St From 152 Ave NE to 158 Ave NE	Nonmotorized								Medium	X	\$75	Enclose ditch and construct walkway (North Side)
SPP-4008	Urban - Not in primary PAAs	NE 100th St From 134 Ave NE to 136 Ave NE	Nonmotorized								Low		\$86	Construct pathway (North Side)
3P-0107	Urban - Not in primary PAAs	178th Ave NE From NE 131 St to NE 136 St	Nonmotorized								Medium		\$59	Construct sidewalk (West Side)
3P-0002	Urban - Kirkland PAA	90th Ave NE From NE 136 St to NE 138 St	Nonmotorized								Medium		\$145	Construct sidewalk (East Side)
N-89.40	Rural - N/O I-90	176th Ave NE From Woodinville-Duvall Rd To NE 195 St	Nonmotorized								TBD		\$179	Construct Neighborhood Pathway
N-89.30	Rural - N/O I-90	Du Rocher Rd From 172 Pl NE To Woodinville-Duvall Rd	Nonmotorized								TBD	X	\$420	Provide Nonmotorized Facility
3P-9906	Urban - Kirkland PAA	Holmes Point Dr From Denny Pk (N entrance) to NE 135 PL	Nonmotorized								Low		\$728	Construct AC shoulder (East Side)



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: NE 124- NE 128- NE 132														
ITS-16	Rural - N/O I-90	NE 124th St. ITS Ph II From SR 202 to Avondale Road NE	ITS	Medium									\$2,375	Provide Intelligent Transportation System improvements which could include cameras; fiber optic communications; vehicle detection; flood detection
CORRIDOR: NE 140 St														
SPP-4003	Urban - Kirkland PAA	NE 140th St From 124 Ave NE to 132 Ave NE	Nonmotorized								Medium		\$75	Construct walkway (South Side)
GR-89	Urban - Kirkland PAA	NE 140th St From 124th Ave NE To 132ND Ave NE	Safety					Low					\$15	Construct Guardrail



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
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County SUBAREA: Snoqualmie Valley

CORRIDOR: 308 Ave SE

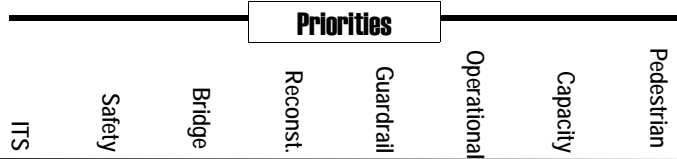
3P-9941	Rural - N/O I-90	308th Ave SE From SE 64 St to SE 87 Pl	Nonmotorized								Low		\$1,071	Construct gravel shoulder (East Side)
GR-66	Rural - N/O I-90	308th Ave SE From SE 87th Pl To SE 64th St	Safety					Medium					\$27	Construct Guardrail

CORRIDOR: 428 Ave SE-Reinig Rd

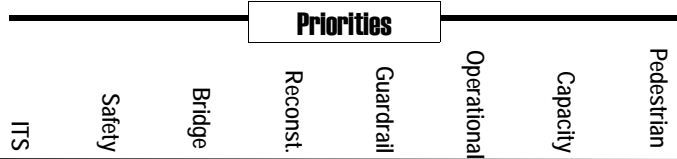
3P-9942	Rural - N/O I-90	428th Ave SE From SE Reinig Rd to SE 108 St	Nonmotorized								Low	X	\$1,162	Construct AC shoulder (West Side)
Recon-16	Rural - N/O I-90	Reinig Rd From Mill Pond Rd To 396th Dr SE	Preservation				High						\$150	Armor Shoulders
SQ-29	Rural - N/O I-90	428th Ave SE/NE 12 St From Reinig Rd To North Bend Way	Nonmotorized								TBD	X	\$788	Provide Nonmotorized Facility
SQ-2	Rural - N/O I-90	Mill Pond Rd From SR-202 To Reinig Rd	Nonmotorized								TBD		\$1,402	Provide Nonmotorized Facility
GR-67	Rural - N/O I-90	Reinig Rd From Mill Pond Rd To 428th Ave SE	Safety					Medium				X	\$36	Construct Guardrail

CORRIDOR: Cedar Falls Rd

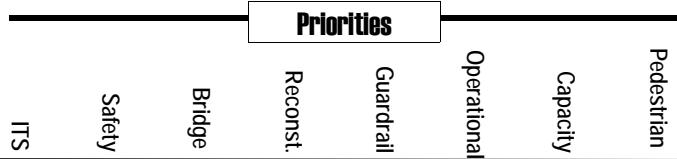
OP-RD-38	Rural - S/O I-90	436 Ave SE/Cedar Falls Rd From I-90 To Wilderness Rim	Capacity Minor					Medium				X	\$7,149	Realign Roadway
3P-9958	Rural - S/O I-90	SE 149th St / 442 Ave SE From 437 Pl SE to 443 Ave SE	Nonmotorized								Low		\$450	Construct AC shoulder (North Side)



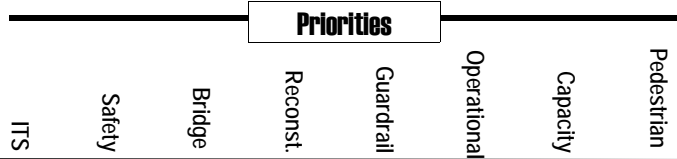
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
3P-9968	Rural - S/O I-90	Cedar Falls Rd SE From near Rattlesnake Lake	Nonmotorized								Low		\$643	Construct AC shoulder (West Side)
CORRIDOR: Misc														
OP-RD-46	Rural - N/O I-90	Stossell Creek Way From Swan Mill Road to the Snohomish County Line	Operations						TBD				\$400	Environmental improvements to road to improve habitat and reduce maintenance costs
BR-359C	Rural - N/O I-90	Lake Dorothy Overflow Bridge #359C SE Lake Dorothy Rd Crossing Overflow	Bridge			Low							\$1,730	Construct short-span bridge
BR-61B	Rural - N/O I-90	Fish Hatchery Bridge #61B SE Fish Hatchery Rd Crossing drainage ditch	Bridge			Low							\$990	Construct short-span bridge
200604	Rural - N/O I-90	Wagners Bridge #364B On North Fork Rd Crossing Snoqualmie River	Bridge			High							\$1,943	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
GR-21	Rural - N/O I-90	Lake Alice Rd From SE 47th St To SE 55th St	Safety					High					\$19	Construct Guardrail
Recon-19	Rural - N/O I-90	North Fork Rd SE From Wagners Bridge To Wagners Bridge	Preservation				Medium						\$86	Construct 10ft wall
OP-RD-4	Rural - N/O I-90	Ames Lake Rd From Union Hill To SR-202	Capacity Minor						Medium				\$7,217	Realign Roadway--Widen Travel Lanes--Pave Shoulders
BR-5034A	Rural - N/O I-90	Lake Joy Bridge #5034A	Bridge			Low							\$990	Construct short-span bridge



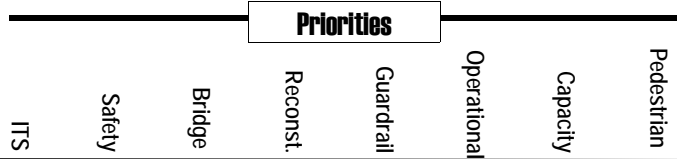
Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
GR-29	Rural - N/O I-90	Ames Lake-Carnation Farm Rd From NE 80th St To Carnation Farm Rd	Safety					High						\$63	Construct Guardrail
GR-28	Rural - N/O I-90	David Powell Rd From Preston-Fall City Rd SE To End of route	Safety					High						\$161	Construct Guardrail
200994	Rural - N/O I-90	Mount Si Bridge #2550A On MT SI Rd Crossing Middle Fork Snoqualmie River	Bridge			High								\$13,910	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
3P-9915	Rural - N/O I-90	Big Rock Rd From Batten Rd NE to 296 Ave NE	Nonmotorized									Medium	X	\$364	Construct AC shoulder (North Side)
200202	Rural - N/O I-90	Middle Fork Snoqualmie River Rd	Operations					High						\$103	Reconstruct the road with improved alignment, grade, width. Project lead is FHWA.
Recon-30	Rural - N/O I-90	Fay Rd From SR-203 to 302nd Way NE	Preservation				High							\$60	10ft wall @\$30/psf
GR-72	Rural - N/O I-90	SE 53rd Way From TOKUL Rd SE To 396th DR SE	Safety					Low					X	\$11	Construct Guardrail
OP-INT-43	Rural - N/O I-90	Meadowbrook Way & North Bend Way	Operations						TBD					\$300	Evaluate for turn lanes
GR-78	Rural - N/O I-90	Middle Fork Rd From 468th Ave SE To 496th Ave SE	Safety					Low						\$11	Construct Guardrail
OP-INT-89	Rural - N/O I-90	468th Ave SE & SE 140 St	Operations						Medium					\$180	Improve Sight Distance--Realign Intersection



Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
SQ-94	Rural - N/O I-90	SE 140th St/Middle Fork Road From North Bend Way To Old Gravel Pit	Nonmotorized										TBD	\$1,052	Provide Nonmotorized Facility
BR-5007	Rural - N/O I-90	Kelly Rd Bridge #5007 On Kelly Rd NE Crossing drainage ditch	Bridge			Medium								\$990	Construct short-span bridge
GR-82	Rural - N/O I-90	384th Ave SE From SE 92ND St To North Bend Way	Safety					Low						\$11	Construct Guardrail
BR-1086B	Rural - N/O I-90	Coal Creek Bridge #1086B On 378th Ave SE Crossing Coal Creek	Bridge			Low								\$990	Construct short-span bridge
BR-999W	Rural - N/O I-90	Miller River Bridge #999W On Miller River Rd Crossing Miller River	Bridge			High								\$575	Seismic Retrofit
GR-94	Rural - N/O I-90	NE 124th St From SR 203 To ENDRTE	Safety					Low				X	\$237	Construct Guardrail	
OP-RD-40	Rural - N/O I-90	NE 80th St From West Snoqualmie Valley Rd To Ames Lake Rd	Capacity Minor						Low				\$3,378	Reconstruct Roadway	
BR-909B	Rural - S/O I-90	Clough Creek (Kimball Creek) Bridge #909B SE 141st St Crossing Clough Creek	Bridge			Medium								\$990	Construct short-span bridge
OP-RD-37	Rural - N/O I-90	Tolt Hill Rd From Tolt Hill Bridge To 500' WEST OF SR-203	Capacity Minor						Medium				\$1,288	Reconstruct Roadway	



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
BR-1239A	Rural - N/O I-90	Upper Preston Bridge #1239A On Upper Preston Rd Crossing Echo Lake Creek	Bridge			Medium							\$3,674	Replace Bridge
200107	Rural - N/O I-90	Rutherford Slough Bridge #920A On SE 39th Pl Crossing Rutherford Slough	Bridge			High							\$869	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SQ-26	Rural - N/O I-90	Carnation Farm Rd From NE 80 St To SR-203	Nonmotorized								TBD		\$2,148	Provide Nonmotorized Facility
BR-122N	Rural - N/O I-90	Tate Creek Bridge #122N On SE 73RD St Crossing TATE Creek	Bridge			High							\$1,810	Replace Bridge
SW-43	Rural - N/O I-90	Meadowbrook Way & North Bend Way	Safety		Medium								\$640	Traffic Signal
Recon-37	Rural - N/O I-90	Mill Pond Rd From SE Stearns Rd to SE Reinig Rd	Preservation				Low						\$270	Armor Shoulders @\$100/cyd
GR-98	Rural - N/O I-90	Fish Hatchery Rd From SR-202 To SR-202	Safety					Low				X	\$262	Construct Guardrail
Recon-36	Rural - N/O I-90	NE 80 St From West Snoqualmie Valley Rd to Ames Lake-Carnation Rd	Preservation				Low						\$160	Armor Shoulders @\$100/cyd
HAL-38	Rural - N/O I-90	436th Ave SE & SE North Bend W	Safety		Low								\$254	Preliminary suggested scope - Install signal (currently No. 56 on signal priority array).



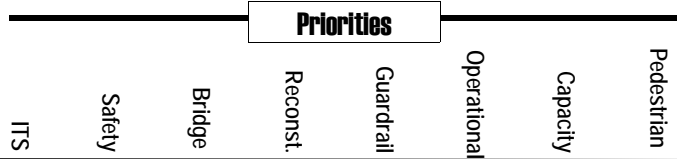
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
Recon-34	Rural - N/O I-90	284th Ave NE From NE 100 St to NE Carnation Farm Rd	Preservation				Low						\$100	Armor Shoulders @ \$100/cyd
Recon-33	Rural - N/O I-90	Upper Preston Rd From SE 97th St to SE 97th St	Preservation				Low						\$100	30ft wall @ \$30/psf
Recon-38	Rural - N/O I-90	NE 100 St From West Snoqualmie Valley Rd to 284 Ave NE	Preservation				Low						\$315	Armor Shoulders @ \$100/cyd

CORRIDOR: Mt. Si Rd

SW-44	Rural - N/O I-90	Mt Si Rd & 432nd Ave SE	Safety		Low								\$300	Traffic Signal
GR-75	Rural - N/O I-90	Mt Si Rd From SE North Bend Way To End of route	Safety				Low						\$11	Construct Guardrail
OP-INT-44	Rural - N/O I-90	Mt Si Rd & 432nd Ave SE	Operations						TBD				\$640	Evaluate for turn lanes
SQ-93	Rural - N/O I-90	Mt Si Rd From North Bend Way To NW Corner of Section 8	Nonmotorized								TBD		\$3,156	Provide Nonmotorized Facility
OP-RD-39	Rural - N/O I-90	Mt Si Rd From 452 Ave SE To 800' E	Capacity Minor						Low				\$362	Realign Roadway

CORRIDOR: NE Cherry Valley Rd

SQ-70	Rural - N/O I-90	Kelly Rd From Cherry Valley Rd To Big Rock Rd	Nonmotorized								TBD	X	\$1,840	Provide Nonmotorized Facility
3P-9916	Rural - N/O I-90	322nd Ave NE From NE Big Rock Rd to NE 130 St	Nonmotorized								Medium	X	\$428	Construct gravel shoulder (West Side)



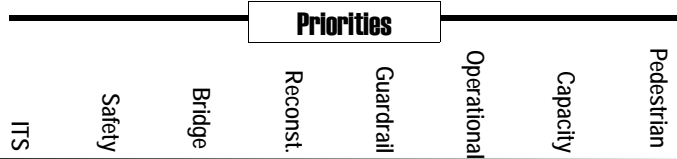
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SPP-4007	Rural - N/O I-90	Big Rock Rd From Kelly Rd NE to NE 117 St	Nonmotorized								Medium	X	\$0	Construct a walkway on the south side of the roadway.

CORRIDOR: Neal Rd SE

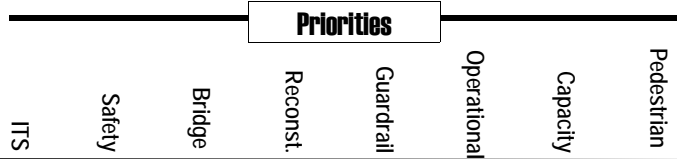
BR-249C	Rural - N/O I-90	C.W. Neal Road Bridge #249C On C.W. Neal Rd Crossing drainage ditch	Bridge										\$990	Construct short-span bridge
BR-249B	Rural - N/O I-90	C.W. Neal Road Bridge #249B On C.W. Neal Rd Crossing drainage ditch	Bridge										\$990	Construct short-span bridge
Recon-40	Rural - N/O I-90	Neal Rd SE From SR-203 to SR-203	Preservation										\$600	Armor Shoulders @ \$100/cyd
200207	Rural - N/O I-90	C.W. Neal Bridge #249A	Bridge										\$703	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
Recon-7	Rural - N/O I-90	Neal Rd SE Sinkhole Repair	Reconstruction										\$268	Work with WSDOT to realign road. Other possibility includes vacating road.

CORRIDOR: Novelty Hill Rd

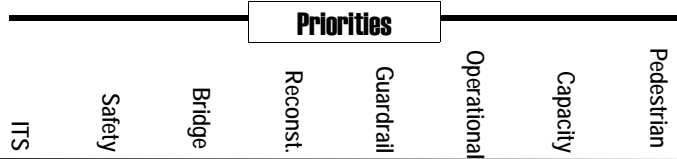
200301	Rural - N/O I-90	Novelty Hill Rd & West Snoqualmie Valley Rd	Operations										\$0	Construct traffic signal and add south bound right turn pocket
HARS-37	Rural - N/O I-90	Novelty Hill Rd From 243 Ave NE To 243RD Ave NE	Safety										\$5,430	Preliminary suggested scope - Horizontal and vertical realignment.



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Preston-Fall City														
HARS-39	Rural - N/O I-90	Preston-Fall City Rd SE From 334 Ave SE To 334th Ave SE	Safety		Low								\$3,049	Preliminary suggested scope - Realign horizontal curve.
SQ-12.10	Rural - N/O I-90	Preston-Fall City Rd From SR-202 To I-90	Nonmotorized									TBD	\$2,472	Provide Nonmotorized Facility
BR-186J	Rural - N/O I-90	Fire Station Bridge #186J On Preston-Fall City Rd Crossing Unimproved undercrossing	Bridge			High							\$1,790	Construct short-span bridge
OP-INT-88	Rural - N/O I-90	Preston-Fall City Rd & SE 43 St	Operations						Low				\$567	Realign Intersection
GR-13	Rural - N/O I-90	316th Pl SE From SE 86th St To End of route	Safety					High					\$45	Construct Guardrail
ITS-14	Rural - N/O I-90	Preston Fall City Rd ITS From I-90 to SR 202	ITS	Medium									\$4,815	Provide Intelligent Transportation System improvements which could include cameras; weather monitoring; vehicle detection
CORRIDOR: W Snoqualmie River Rd														
GR-44	Rural - N/O I-90	308th Ave SE From SR 202 To SE 40th St	Safety					Medium				X	\$32	Construct Guardrail
ITS-25	Rural - N/O I-90	West Snoqualmie River Road/Tolt Hill Road ITS From WSRR from SE 24th St to Tolt Hill and Tolt from SR-203 to SWRR	ITS	Low									\$376	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; pavement condition sensors



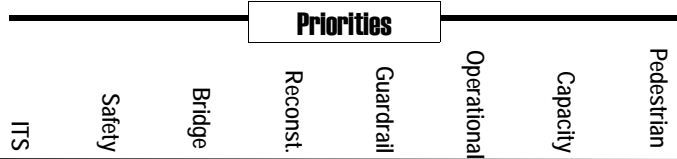
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
BR-916A	Rural - N/O I-90	West Snoqualmie River Rd Bridge #916A West Snoqualmie River Rd Crossing slough	Bridge			Medium							\$990	Construct short-span bridge
BR-228F	Rural - N/O I-90	312th Ave SE Bridge #228F On West Snoqualmie River Rd Crossing drainage ditch	Bridge			Low							\$990	Construct short-span bridge
200394	Rural - N/O I-90	Tolt Bridge #1834A	Bridge			High							\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
Recon-32	Rural - N/O I-90	Tolt Hill Rd From Tolt Hill Bridge to SR-203	Preservation				Low						\$60	Armor Shoulders @\$100/cyd
BR-344B	Rural - N/O I-90	308th Ave SE Bridge #344B On 308th Ave SE Crossing Patterson Creek	Bridge			Low							\$990	Construct short-span bridge
Recon-18	Rural - N/O I-90	W. Snoqualmie River Rd From NE Tolt Hill Rd To SE 24th St	Preservation				High						\$1,393	Armor Shoulders
200306	Rural - N/O I-90	Patterson Creek Bridge #344A - Short Span -- SE 24th St & Patterson Creek	Bridge			High							\$1,095	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
BR-228D	Rural - N/O I-90	West Snoqualmie Road Bridge #228D On Snoqualmie River Road Crossing drainage ditch	Bridge			Medium							\$990	Construct short-span bridge



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
GR-80	Rural - N/O I-90	West Snoqualmie River Rd From SE 24th St To Tolt Hill Rd	Safety					Low					\$74	Construct Guardrail
GR-18	Rural - N/O I-90	309th Ave SE From 308th Ave SE To SE 24th St	Safety					High					\$66	Construct Guardrail
Recon-17	Rural - N/O I-90	SE 24th St From 309th Ave SE To W. Snoqualmie River Rd	Preservation				High						\$107	Armor Shoulders

CORRIDOR: W Snoqualmie Valley Rd

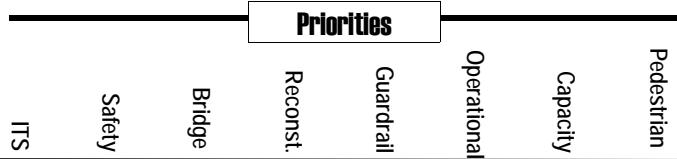
SQ-27	Rural - N/O I-90	West Snoqualmie Valley Rd From Woodinville-Duvall Rd To Carnation Rd	Nonmotorized								TBD		\$3,576	Provide Nonmotorized Facility
BR-5009B	Rural - N/O I-90	Snoqualmie Valley Rd Bridge #5009B	Bridge			Medium							\$990	Construct short-span bridge
201101	Rural - N/O I-90	NE 124th St & West Snoqualmie Valley Rd	Operations					High					\$1,748	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
B-41	Rural - N/O I-90	Ames Lake-Carnation Rd From Union Hill Rd To NE 80 St	Nonmotorized								TBD		\$1,412	Provide Nonmotorized Facility
ITS-18	Rural - N/O I-90	West Snoqualmie Valley Rd NE ITS From NE Woodinville Duvall Road to Ames Lake Rd	ITS	Medium									\$7,024	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; flood detection; weather monitoring station



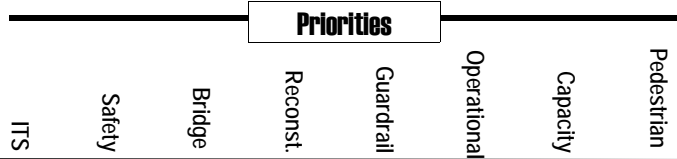
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
Recon-39	Rural - N/O I-90	West Snoqualmie Valley Rd From Snoqualmie County Line to Ames Lake-Carnation Rd	Preservation				Low						\$1,400	10ft wall@\$30/psf (Length=4700ft)
SQ-162	Rural - N/O I-90	W Snoqualmie Valley Rd From Woodinville-Duvall Rd To NE 165th St	Capacity Minor						Low				\$911	Reconstruct Roadway
200599	Rural - N/O I-90	Woodinville-Duvall Rd & W. Snoqualmie Valley Rd	Operations						High				\$813	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

CORRIDOR: Woodinville-Duvall Rd

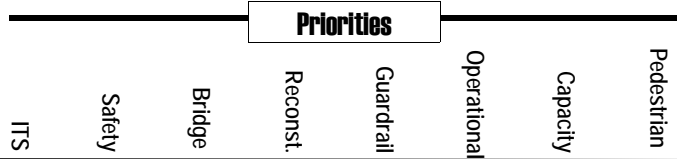
BR-1136D	Rural - N/O I-90	Woodinville-Duvall Bridges (3 Redecks) #1136D/#1136C/#1136E On Woodinville-Duvall Crossing Duvall Slough	Bridge				High						\$1,281	Redeck Bridge(s)
200408	Rural - N/O I-90	Duvall Slough #1136B On Woodinville-Duvall Rd Crossing Duvall Slough	Bridge				High						\$990	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Soos Creek														
CORRIDOR: 110-112 Ave SE														
SPP-4038	Urban - Lea Hill PAA	108th Ave SE / SE 281 St From Meadow Ridge Elem. to 112 Ave SE	Nonmotorized								Low		\$177	Construct raised/separated walkway (East Side)
SPP-4039	Urban - Lea Hill PAA	112th Ave SE From SE 286 St to 28800 block	Nonmotorized								High		\$75	Widen/raise walkway
GR-38	Urban - Lea Hill PAA	112th Ave SE From SE 304th St To SE 281st St	Safety					Medium					\$34	Construct Guardrail
OP-INT-60	Urban - Lea Hill PAA	112th Ave SE & SE 304th St	Operations						TBD				\$640	Evaluate for turn lanes
OP-INT-41	Urban - Lea Hill PAA	112th Ave SE & SE 312th St	Operations						Medium				\$640	Provide Left Turn Lane Westbound; Improve Sight Distance
OP-INT-10	Urban - Lea Hill PAA	112th Ave SE & SE 284th St	Operations						High				\$640	Provide North and South Bound Left Turn Lanes
SW-41	Urban - Lea Hill PAA	112th Ave SE & SE 312th St	Safety		Medium								\$300	Traffic Signal
SW-60	Urban - Lea Hill PAA	112th Ave SE & SE 304th St	Safety		TBD								\$4,830	Traffic Signal
HARS-32	Urban - Lea Hill PAA	112th Ave SE From SE 284th St To SE 287th St	Safety		High								\$156	Preliminary suggested scope - Improve lighting.



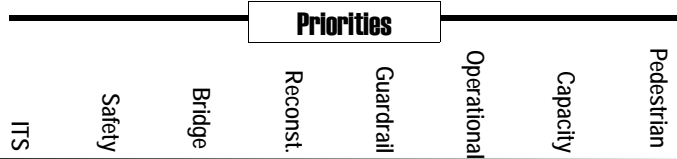
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: 124 Ave SE														
SPP-4031	Urban - Kent NE PAA	124th Ave SE From SE 192 St to SE 202 PL	Nonmotorized								Low		\$289	enlose ditches and construct raised walkway (East Side)
400206	Urban - Kent NE PAA	124th Ave SE From SE 202 Pl to SE 208 St	Nonmotorized								High		\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
Recon-4	Urban - Kent NE PAA	124th Ave SE From SE 192 St to SE 208 St	Reconstruction				TBD						\$1,056	Road Reconstruction
CORRIDOR: 124 Ave SE-N														
OP-RD-32	Urban - Lea Hill PAA	124th Ave SE From SE 288 St To SE 304 St	Capacity Minor						Medium				\$4,649	Widen Roadway
300205	Urban - Lea Hill PAA	SE 304th St & 124th Ave SE	Safety		TBD								\$2,088	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SPP-4045	Urban - Lea Hill PAA	124th Ave SE From SE 304 St to SE 312 St	Nonmotorized								Low		\$230	Construct walkway
Recon-5	Urban - Lea Hill PAA	124th Ave SE From SE 282 St to SE 298 Pl	Rehabilitation				TBD						\$332	Road Rehabilitation
OP-INT-11	Urban - Lea Hill PAA	124 Ave SE & SE 284th St	Operations						Low				\$0	Provide Left Turn Lane Northbound



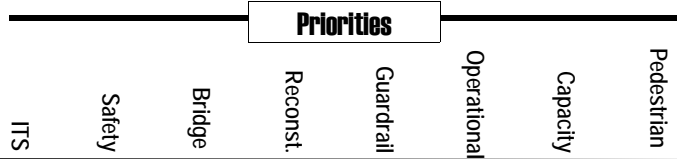
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: 124 Ave SE-S														
OP-RD-30	Urban - Lea Hill PAA	124th Ave SE From SE 304 St To SE 320 St	Capacity Minor						Medium				\$5,155	Construct Curb, Gutter, Sidewalk--Construct Bike Lane
ITS-22	Urban - Lea Hill PAA	124th Ave SE ITS From SE 312th St. to SR 516	ITS	Medium									\$280	Provide Intelligent Transportation System improvements which could include cameras; pavement sensors
301304	Urban - Lea Hill PAA	320th St & 124th Ave SE	Operations						High				\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: 132-140 Ave SE														
BR-3109B	Urban - Kent NE PAA	Lake Youngs Way Bridge #3109B SE Lake Youngs Way Crossing Soos Creek	Bridge			Low							\$2,330	Construct short-span bridge
OP-RD-36	Urban - Kent NE PAA	140 / 132 Ave SE Phase IV From SE 224th St To SE 242nd St	Capacity Minor						Medium	Low			\$11,567	Widen Roadway
3P-9963	Urban - Kent NE PAA	SE 218th Pl From 132 Ave SE to Soos Creek Elem.	Nonmotorized								Low		\$107	Construct AC shoulder (North Side)
SC-55.22	Urban - Kent NE PAA	140 / 132 Ave SE Phase II From SE 196 St To SE 208 St	Nonmotorized								TBD		\$437	Provide Nonmotorized Facility

Priorities

Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
ITS-23	Urban - Kent NE PAA	140th Ave SE/132nd Ave SE ITS From SE 240th St. to SE 192nd St.	ITS	Medium										\$3,653	Provide Intelligent Transportation System improvements which could include fiber optic communications; synchronized signals; cameras; vehicle detection
HARS-21	Urban - Fairwood PAA	140th Ave SE From SE 177th St To SE 180th St	Safety		High									\$339	Preliminary suggested scope - Widen road for TWLTL.
SPP-4040	Urban - Kent NE PAA	132 Ave SE & SE 234 St	Nonmotorized									Low		\$27	Install crosswalk overhead light
HARS-17	Urban - Fairwood PAA	140th Ave SE From SE 188 WY To SE 190th St	Safety		Medium									\$710	Preliminary suggested scope - Widen road for TWLTL.
OP-RD-43	Urban - Kent NE PAA	140 / 132 Ave SE Phase III From SE 208 St To SE 224 St	Capacity Minor						High	Low				\$10,044	Widen Roadway
SW-18	Urban - Kent NE PAA	132nd Ave SE & SE 224th St	Safety		Medium									\$300	Traffic Signal
OP-INT-18	Urban - Kent NE PAA	132nd Ave SE & SE 224th St	Operations							TBD				\$640	Evaluate for turn lanes
400106	Urban - Fairwood PAA	140 Ave/Way SE - ITS From SE 192nd St to SR-169	ITS	High										\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: 148 Ave SE														
OP-INT-17	Rural - S/O I-90	148th Ave SE & SE 208th St	Operations						High				\$640	Provide Left Turn Lane Northbound
SC-151	Rural - S/O I-90	SE 224th St From 132 Ave SE To 148 Ave SE	Nonmotorized								TBD	X	\$525	Provide Nonmotorized Facility
SW-17	Rural - S/O I-90	148th Ave SE & SE 208th St	Safety		Medium								\$300	Traffic Signal
400109	Rural - S/O I-90	148th Ave SE & SE 224th St	Operations		High								\$800	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Lea Hill-312 St														
SW-26	Urban - Lea Hill PAA	116th Ave SE & SE 312th St	Safety		Low								\$300	Traffic Signal
OP-INT-26	Urban - Lea Hill PAA	116th Ave SE & SE 312th St	Operations						Medium				\$640	Provide Left Turn Lane Eastbound
SC-36	Urban - Lea Hill PAA	104th Ave SE (Riverside Ave) From SE 304 Way To SE 320 St	Nonmotorized								TBD		\$491	Provide Nonmotorized Facility
OP-RD-33	Urban - Lea Hill PAA	Lea Hill Rd From 104 Ave SE To 112 Ave SE	Capacity Minor						Low	Low			\$2,882	Widen Roadway
HARS-4	Urban - Lea Hill PAA	Lea Hill Rd From 104th Ave SE To 104 Ave SE	Safety		High								\$148	Preliminary suggested scope - RPMs on centerline; illumination.



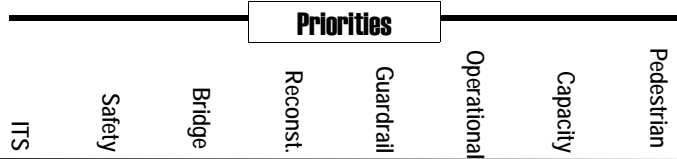
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
HAL-20	Urban - Lea Hill PAA	104th Ave SE & Lea Hill Rd	Safety		High								\$49	Preliminary suggested scope - Adjust signal phasing/timing. Add supplemental head in EB direction.
ITS-20	Urban - Lea Hill PAA	Lea Hill Road/SE 312nd St ITS From 104th Ave SE to SR-516	ITS	Medium									\$5,313	Provide Intelligent Transportation System improvements which could include fiber optic communication; pavement sensors; cameras; signal integration

CORRIDOR: Lk Holm Rd

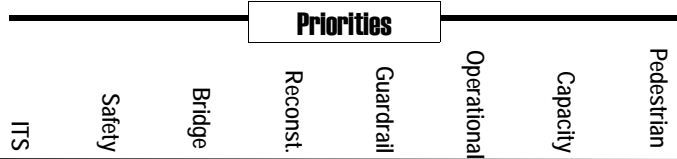
OP-RD-44	Rural - S/O I-90	Lake Holm Rd From Near Lake Holm (east)	Capacity Minor						Medium			X	\$362	Widen Roadway
HARS-24	Rural - S/O I-90	Lake Holm Rd From Auburn-Black Diamond Rd To Auburn-Black Diamond Rd	Safety		Medium								\$441	Preliminary suggested scope - Curve warning signs/chevrons; centerline RPMs (rumble treatment); improve pavement condition.

CORRIDOR: Misc

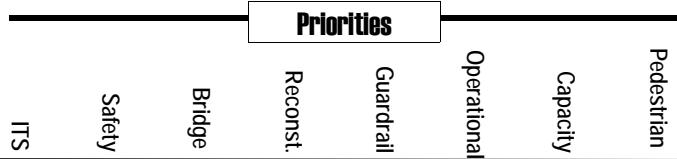
SPP-4023	Urban - Kent NE PAA	SE 208th St & 111 Ave SE	Nonmotorized								Low		\$107	Construct bus pull-off
SPP-4020	Urban - Kent NE PAA	100th Ave SE From SE 200 St to SE 204 St	Nonmotorized								Low		\$230	Construct walkway
OP-INT-10	Urban - Lea Hill PAA	132nd Ave SE & SE 288th St	Operations						Medium				\$640	Provide North and Southbound Left Turn Lanes; Improve Sight Distance



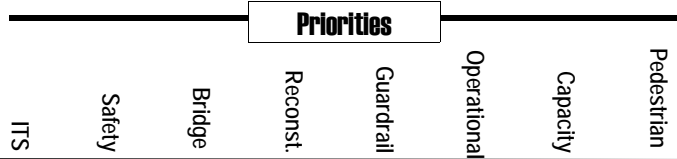
Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
SC-160	Rural - S/O I-90	SE 296th / 148 Ave SE From SR-18 To S.I.R.	Nonmotorized										TBD	\$2,327	Provide Nonmotorized Facility
3P-9955	Urban - Fairwood PAA	SE 169th St From 126 Pl SE to 128 Ave SE	Nonmotorized										Low	\$145	Construct AC shoulder (South Side)
OP-RD-34	Urban - Fairwood PAA	128th Ave SE From SE 168 St To Petrovitsky Rd	Capacity Minor						Medium					\$1,341	Widen Roadway
SPP-4028	Urban - Kent NE PAA	116th Ave SE From SE 196 St to SE 200 St	Nonmotorized										Medium	\$48	Construct pathway
BR-3205	Rural - S/O I-90	Soos Creek Bridge #3205 On 172nd Ave SE Crossing Soos Creek	Bridge										Low	\$990	Construct short-span bridge
BR-3109	Rural - S/O I-90	Soos Creek Bridge #3109 On SE 224th St Crossing Soos Creek	Bridge										High	\$990	Replace Bridge
SC-210	Urban - Not in primary PAAs	Talbot Rd (East Side) From S 176 St To S 177 St	Nonmotorized										TBD	\$43	Provide Nonmotorized Facility
BR-3110	Urban - Kent NE PAA	Soos Creek Bridge #3110	Bridge										High	\$1,210	Replace Bridge
300104	Urban - Not in primary PAAs	Green River Bridge #3216 On 83 Ave S Crossing Green River	Bridge										High	\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SC-3.30	Urban - Fairwood PAA	116th Ave SE From SE 157 St To SE 168 St	Nonmotorized										TBD	\$244	Provide Nonmotorized Facility



Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
SC-35	Rural - S/O I-90	SE 208th St From 132th Ave SE To 148th Ave SE	Nonmotorized									TBD	X	\$262	Provide Nonmotorized Facility
OP-INT-90	Rural - S/O I-90	196th Ave SE & SE 192 St	Operations						Medium					\$1,606	Reconstruct Intersection-- Improve Sight Distance-- Turn Channels
SC-199	Urban - Fairwood PAA	SE 179th St From 109 Ave SE To SR-515	Nonmotorized									TBD		\$97	Provide Nonmotorized Facility
OP-RD-29	Urban - Lea Hill PAA	SE 304th St From 108 Ave SE To 132 Ave SE	Capacity Minor						High					\$5,174	Widen Roadway
GR-99	Rural - S/O I-90	148th Ave SE From SE 296th St To SE 311th St	Safety					Low						\$132	Construct Guardrail
G-16	Urban - Not in primary PAAs	Green River Rd From S 258 St To 104 Ave SE	Nonmotorized									TBD		\$1,297	Provide Nonmotorized Facility
3P-9966	Urban - Fairwood PAA	Lake Youngs Pipeline Pathway From vicinity of 155 Pl SE	Nonmotorized									Low		\$32	Construct AC walkway
3P-9965	Urban - Fairwood PAA	SE 183rd St From 142 Ave SE to 147 Ave SE	Nonmotorized									Low		\$204	Construct sidewalk (South Side)
ITS-32	Urban - Lea Hill PAA	SE 304th St. ITS From 104th Ave SE to SR 18	ITS	Low										\$2,159	Provide Intelligent Transportation System improvements which could include pavement sensors; cameras; fiber optic communication; remote signal control
OP-RD-27	Rural - S/O I-90	164th Ave SE From SE 240 St To SE 248 St	Capacity Minor						Medium				X	\$117	Pave Shoulders



Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
ITS-30	Rural - S/O I-90	Lake Holm Rd ITS From 148th Ave SE to Auburn Black Diamond Rd.	ITS	Low									\$43	Provide Intelligent Transportation System improvements which could include a speed warning system
GR-64	Urban - Fairwood PAA	SE 168th St From 108th Ave SE To 116th Ave SE	Safety					Medium					\$71	Construct Guardrail
OP-RD-28	Urban - Lea Hill PAA	132 Ave SE From SE 288 St To SE 304 St	Capacity Minor						Low				\$4,649	Widen Roadway--Provide Left Turn Lane
GR-25	Urban - Not in primary PAAs	94th Pl S From Kent City Limit To Green River Rd	Safety					High					\$86	Construct Guardrail
SPP-4029	Urban - Kent NE PAA	SE 196th St From 116 Ave SE to 124 Ave SE	Nonmotorized								High		\$118	Improve walkway
GR-88	Rural - S/O I-90	156th Ave SE From SE 240th St To CITY LIMIT	Safety					Low					\$11	Construct Guardrail
GR-51	Urban - Not in primary PAAs	SE 192nd St From SR 515 To 148th Ave SE	Safety					Medium					\$30	Construct Guardrail
3P-9953	Urban - Fairwood PAA	SE 160th St From 116 Ave SE to 120 Ave SE	Nonmotorized								Low		\$198	Construct AC shoulder (South Side)
BR-3109A	Urban - Kent NE PAA	Soos Creek Bridge #3109A SE 216th St Crossing Soos Creek	Bridge			Low							\$990	Construct short-span bridge
HAL-23	Urban - Kent NE PAA	116th Ave SE & SE 223rd Dr	Safety		Medium								\$383	Preliminary suggested scope - Add left-turn lane in NB/SB directions.



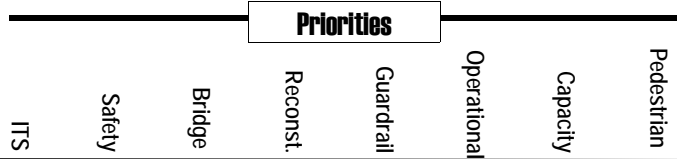
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SPP-4034	Urban - Kent NE PAA	SE 200th St From 100 Ave SE to 108 Ave SE	Nonmotorized								Medium		\$107	Construct raised walkway/sidewalk
SPP-4016	Urban - Fairwood PAA	Fairwood Blvd & 148 Ave SE	Nonmotorized								Low		\$27	Install crosswalk overhead light

CORRIDOR: North Soos Crk-Ped

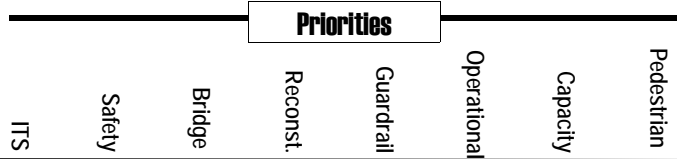
SPP-4027	Urban - Fairwood PAA	SE 188th St From 116 Ave SE to 120 Ave SE	Nonmotorized								Medium		\$75	Enclose ditches and improve shoulders
OP-RD-35	Urban - Fairwood PAA	116th Ave SE From SE 176 St To SE 192 St	Capacity Minor						Medium				\$4,908	Provide Left Turn Lane--Pave Shoulders
SPP-4026	Urban - Fairwood PAA	120th Ave SE From SE 180 St to SE 192 St	Nonmotorized								Low		\$348	Enclose ditches and improve shoulders
SPP-4024	Urban - Fairwood PAA	SE 180th St From & 118 Ave SE	Nonmotorized								Low		\$5	Install crosswalk
SPP-4030	Urban - Fairwood PAA	SE 184th St From 12200 block at power lines	Nonmotorized								Low		\$16	Widen shoulder (South Side)

CORRIDOR: Petrovitsky Rd

OP-INT-4	Urban - Fairwood PAA	105th Pl SE/SE Carr ROAD	Operations						TBD				\$640	Evaluate for turn lanes
Recon-3	Urban - Fairwood PAA	Petrovitsky Rd From 128 Ave SE to 143 Ave SE	Reconstruction				TBD						\$2,149	Road Reconstruction
GR-20	Urban - Fairwood PAA	Petrovitsky Rd From 108th Ave SE To SE 184th St	Safety					High					\$74	Construct Guardrail



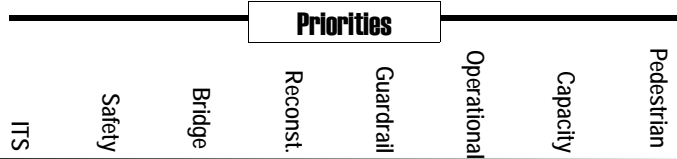
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
Recon-2	Urban - Fairwood PAA	Petrovitsky Rd From 108 Ave SE to 128 Ave SE	Rehabilitation				TBD						\$922	Road Rehabilitation
GR-17	Urban - Fairwood PAA	Carr Road From 96th Ave S To 108th Ave SE	Safety					High					\$41	Construct Guardrail
CP-8	Urban - Fairwood PAA	Carr Road From SR-167 to Benson Rd SE (SR-515)	Capacity Major							High			\$24,317	Widen roadway to provide capacity improvements
CP-9	Urban - Fairwood PAA	Benson Rd SE (SR-515) & Carr Rd	Operations						TBD				\$14,140	The intersection widening will provide water quality, bike lane, modify storm water drainage system, street lighting, and modified traffic signal.
SW-4	Urban - Fairwood PAA	105th Pl SE/SE Carr Road	Safety		High								\$300	Traffic Signal
SW-13	Rural - S/O I-90	Petrovitsky Rd & Sweeney Rd	Safety		High								\$300	Traffic Signal
HAL-5	Urban - Fairwood PAA	106th Pl SE & SE Carr Rd	Safety		High								\$123	Preliminary suggested scope - Adjust timing. Extend all-red clearance interval/increase yellow. Install larger signal backplates in EB and WB directions. Upgrade illumination, stop bars, and supplemental ped signing.
OP-INT-13	Rural - S/O I-90	Petrovitsky Rd & Sweeney Rd	Operations						Medium				\$640	Evaluate for turn lanes - Northbound Left Turn Lane



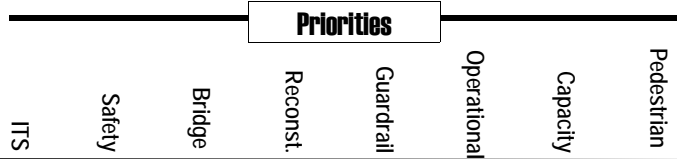
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SPP-4035	Rural - S/O I-90	SE 184th St From SE Petrovitsky Rd east to crosswalk	Nonmotorized								Low		\$59	Install concrete mountable curb (North Side)
OP-INT-85	Rural - S/O I-90	Petrovitsky Rd SE & SE 184 St Crossing	Operations						Low				\$342	Pedestrian Crossing Signals
400197	Urban - Fairwood PAA	140th Ave SE & Petrovitsky Rd	Operations						TBD				\$12,586	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-10	Urban - Fairwood PAA	Petrovitsky Rd & SE 192nd St	Operations						Low				\$0	Provide SE Bound Left Turn Lane
GR-22	Urban - Fairwood PAA	Petrovitsky Rd From SE 184th St To SE 232ND St	Safety					High					\$505	Construct Guardrail

CORRIDOR: SE 192 St

SC-216	Urban - Kent NE PAA	SE 192nd St & SR-515	Operations						TBD				\$3,384	Turn Channels - East & West Legs
SW-30	Urban - Fairwood PAA	129th Pl SE & SE 192nd St	Safety		Low								\$300	Traffic Signal
3P-0113	Urban - Kent NE PAA	SE 192nd St From 99 Pl S to 102 Ave SE	Nonmotorized								High		\$107	Construct AC shoulder (North Side)
401004	Urban - Fairwood PAA	124th Ave SE & SE 192nd St	Safety					TBD					\$1,457	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.



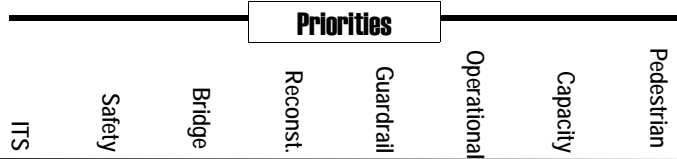
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
401595	Urban - Kent NE PAA	SE 192nd St From 140th Ave SE to Benson Rd	Capacity Minor							Low			\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-42	Urban - Fairwood PAA	129th Pl SE & SE 192nd St	Safety		Medium								\$600	Preliminary suggested scope - Add left-turn lane in WB and EB directions.
OP-INT-30	Urban - Fairwood PAA	129th Pl SE & SE 192nd St	Operations						TBD				\$0	Evaluate for turn lanes
3P-9961	Urban - Fairwood PAA	SE 192nd St From 102 Ave SE to 108 Ave SE	Nonmotorized								Low		\$177	Construct sidewalk (North Side)
CORRIDOR: SE 208-212 St														
HAL-6	Urban - Kent NE PAA	96th Ave S & S 212th Way	Safety		Medium								\$436	Preliminary suggested scope - Add right-turn lane.
HARS-33	Urban - Kent NE PAA	SE 208th St From 100 AV SE To 101st Ave SE	Safety		High								\$54	Preliminary suggested scope - Adjust signal timing along corridor.
HAL-31	Urban - Kent NE PAA	110th Ave SE & SE 208th St	Safety		Low								\$2,231	Preliminary suggested scope - Regrade roadway to improve sight distance.
HAL-97	Urban - Kent NE PAA	SE 208th St & 105th Pl SE	Safety		TBD								\$2,020	Vertical curve not included with CIP project
GR-101	Urban - Kent NE PAA	100th Ave SE From SE 216th St To SE 208th St	Safety					Low					\$71	Construct Guardrail
SPP-4021	Urban - Kent NE PAA	100th Ave SE From SE 208 St to SE 216 St	Nonmotorized								Low		\$54	Widen walkway



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
400301	Urban - Kent NE PAA	208th St & 105th Pl SE	Safety		TBD								\$1,471	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CP-14	Urban - Kent NE PAA	SE 212th Way / SE 208 St From SR-515 To SR-167	Capacity Major							Medium			\$32,137	Widen to Six Lanes--Turn Channels--Provide Transit/HOV Preferential Treatment/Operating Improvements--Construct Bike Lane
ITS-4	Urban - Kent NE PAA	SE 212th Way/SE 208th St ITS From SR 167th Ramps to 132nd Ave SE	ITS	High									\$2,823	Provide Intelligent Transportation System improvements which could include fiber optic communications; synchronized signals; cameras; vehicle detection

CORRIDOR: SE 224 St

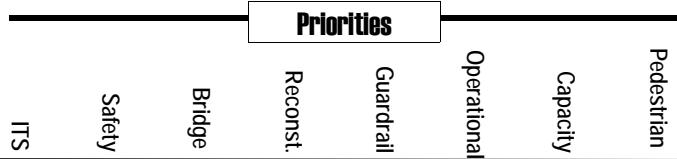
SPP-4036	Rural - S/O I-90	SE 224th St From 172 Ave SE to 180 Ave SE	Nonmotorized								Medium	X	\$43	Widen walkway
SPP-4037	Rural - S/O I-90	SE 224th St From Peter Grubb Rd SE to west	Nonmotorized								Medium	X	\$75	Enclose ditches and construct walkway (South Side)
T-113	Rural - S/O I-90	Peter Grubb Rd / SE 232 St From SE 224 St To SR-18	Nonmotorized								TBD	X	\$1,367	Provide Nonmotorized Facility
Recon-23	Urban - Kent NE PAA	SE 224th St From Soos Creek east to End of Road (1300 ft)	Preservation				Medium						\$107	Re-grade to end of road and possibly vacate road



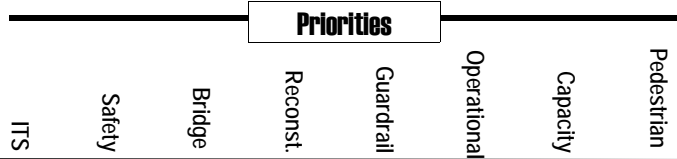
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: SE 240 St														
OP-INT-37	Rural - S/O I-90	196th Ave SE & SE 240th St	Operations						Medium				\$640	Evaluate for turn lanes
SPP-4033	Rural - S/O I-90	164th Ave SE From SE 224 St to SE 240 St	Nonmotorized								Low	X	\$75	Widen pathway and improve lighting
SW-56	Rural - S/O I-90	164th Pl SE & SE 240th St	Safety		Medium								\$1,472	Traffic Signal
SPP-4041	Rural - S/O I-90	SE 240th St From 156 Ave SE to 172 Ave SE	Nonmotorized								Medium	X	\$21	Widen walkway
SC-28	Rural - S/O I-90	SE 240th St From 138 Ave SE To 164 Ave SE	Nonmotorized								TBD	X	\$1,052	Provide Nonmotorized Facility
SC-15	Rural - S/O I-90	SE 240th St From 164 Ave SE To SR-18	Nonmotorized								TBD	X	\$1,577	Provide Nonmotorized Facility
SC-91	Rural - S/O I-90	196th Ave SE From SE 240 St To SE 232 St	Nonmotorized								TBD	X	\$350	Provide Nonmotorized Facility
BR-3106	Urban - Not in primary PAAs	Soos Creek Bridge #3106 On SE 244 St Crossing Soos Creek	Bridge			High							\$1,210	Replace Bridge
OP-INT-56	Rural - S/O I-90	164th Pl SE & SE 240th St	Operations						TBD				\$640	Evaluate for turn lanes
SW-37	Rural - S/O I-90	196th Ave SE & SE 240th St	Safety		Low								\$300	Traffic Signal
3P-0011	Urban - Not in primary PAAs	148th Ave SE & Big Soos Creek	Nonmotorized								Medium		\$134	Construct AC shoulder (West Side)

Priorities

Number	PAA	Location	Need	Priorities							Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity			Pedestrian
HARS-5	Rural - S/O I-90	SE 240th St From 180th Ave SE To 183RD Ave SE	Safety		High							\$604	Preliminary suggested scope - Widen road for TWLTL.



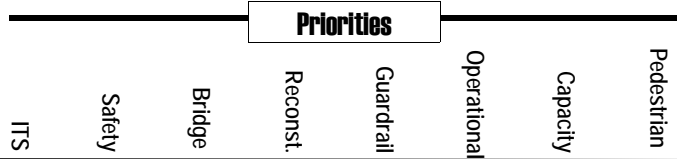
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Tahoma/Raven Heights														
CORRIDOR: 276 Ave SE														
SW-45	Rural - S/O I-90	276th Ave SE & SE 216th St	Safety		Medium								\$300	Traffic Signal
OP-INT-45	Rural - S/O I-90	276th Ave SE & SE 216th St	Operations						Medium				\$640	Evaluate for turn lanes, realign intersection
CORRIDOR: Issaquah-Hobart														
OP-RD-22	Rural - S/O I-90	May Valley Rd From SE 128 WY To Issaquah-Hobart Rd	Capacity Minor						Medium			X	\$6,738	Widen Travel Lanes
ITS-15	Rural - S/O I-90	Issaquah-Hobart/Front St. ITS From Issaquah City Limits to SR 18	ITS	Medium									\$615	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection; data stations; message signs; weather station
200508	Rural - S/O I-90	Issaquah-Hobart Rd From SE 125 St To SE 127th St	Safety		Medium								\$460	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CP-6	Rural - S/O I-90	Issaquah-Hobart Rd From Issaquah to SR-18	Capacity Major							Low			\$74,129	Widen to four lanes
OP-INT-21	Rural - S/O I-90	Issaquah-Hobart Rd & Mirrormont	Operations						TBD				\$300	Evaluate for turn lanes



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
200208	Rural - S/O I-90	Bandaret Bridge #493B & May Valley over Issaquah Creek	Bridge			High							\$3,689	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CP-7	City	Issaquah Bypass Rd & Issaquah-Hobart Rd to Sunset I/C	Capacity Major							TBD			\$0	Provide County funding to support cost of constructing City of Issaquah new SE Issaquah Bypass Road.
BR-1384A	Rural - S/O I-90	Fifteen Mile Creek Bridge #1384A On Issaquah-Hobart Rd Over Fifteen Mile Creek	Bridge			High							\$4,446	Conduct Feasibility/Needs Study--Replace Bridge
SW-21	Rural - S/O I-90	Issaquah-Hobart Rd & Mirrormont	Safety		Medium								\$640	Traffic Signal

CORRIDOR: Kent-Black Diamond

OP-INT-23	Rural - S/O I-90	Kent-Black Diamond Rd & Auburn-Black Diamond Rd	Operations						TBD				\$0	Evaluate for turn lanes
SC-16	Rural - S/O I-90	Kent-Black Diamond Rd From SR-18 To SE Lake Holm Rd	Nonmotorized								TBD	X	\$1,753	Provide Nonmotorized Facility
BR-3084	Rural - S/O I-90	Covington Creek Bridge #3084	Bridge			High							\$1,810	Replace Bridge
BR-3082	Rural - S/O I-90	Covington Creek Bridge #3082 Auburn-Black Diamond Road Crossing Covington Creek	Bridge			Medium							\$1,640	Construct short-span bridge
OP-INT-97	Rural - S/O I-90	Thomas Rd & Kent-Black Diamond Rd	Operations						Medium				\$659	Realign Intersection



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SW-23	Rural - S/O I-90	Kent-Black Diamond Rd & Auburn-Black Diamond Rd	Safety		Medium								\$300	Traffic Signal
400600	Rural - S/O I-90	Berrydale Overcrossing #3086OX & 290th	Bridge			High							\$3,022	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

CORRIDOR: Kent-Kangley Rd

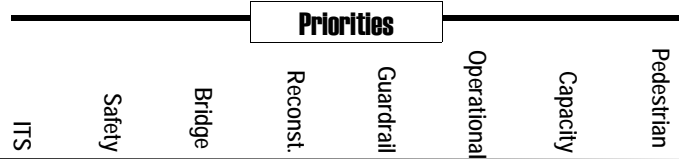
OP-INT-10	Rural - S/O I-90	Kent-Kangley Rd & Ravensdale Rd	Operations						Medium				\$0	Provide Turn Channelization: Signal or Roundabout
GR-49	Rural - S/O I-90	Kent-Kangley Rd From SR 169 To Kanaskat-Kangley Rd	Safety					Medium					\$49	Construct Guardrail
OP-INT-92	Rural - S/O I-90	Kent-Kangley Rd & Kanaskat-Retreat Rd	Operations						High				\$1,413	Realign Intersection--Turn Channels
T-33	Rural - S/O I-90	Black Diamond-Ravensdale Rd From SR-169 To Kent-Kangley Rd	Nonmotorized								TBD	X	\$1,893	Provide Nonmotorized Facility
400107	Rural - S/O I-90	Kent-Kangley Rd & Landsburg Rd	Operations		Low								\$500	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

CORRIDOR: Lake Sawyer Rd

SPP-4047	Rural - S/O I-90	Covington-Sawyer Rd From 188 Ave SE to 191 Pl SE	Nonmotorized								High	X	\$54	Widen shoulder and create walkway
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Priorities

Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
OP-INT-9	Rural - S/O I-90	216th Ave SE & SE Covington-Sawyer Rd	Operations							TBD				\$640	Evaluate for turn lanes
OP-RD-41	Rural - S/O I-90	Covington-Lake Sawyer Rd From Thomas Rd To 216 Ave SE	Capacity Minor							Medium			X	\$7,219	Realign Roadway
SW-9	Rural - S/O I-90	216th Ave SE & SE Covington-Sawyer Rd	Safety		High									\$300	Traffic Signal
BR-3085	Rural - S/O I-90	Covington Bridge #3085	Bridge			Medium								\$3,214	Replace Bridge
OP-INT-59	Rural - S/O I-90	180th/181st Ave SE (Thomas Rd) & SE Covington-Sawyer Rd	Operations							TBD				\$640	Evaluate for turn lanes
SPP-4046	Rural - S/O I-90	Covington-Sawyer Rd From & 191 Ave SE crosswalk	Nonmotorized									Low	X	\$5	create more space for students to wait to cross
Recon-6	Rural - S/O I-90	Covington-Lake Sawyer Rd From Covington C/L to 216 Ave SE	Rehabilitation				TBD							\$1,020	Road Rehabilitation
SW-58	Rural - S/O I-90	164th Pl SE & SE Covington-Sawyer Rd	Safety		TBD									\$300	Traffic Signal
3P-9973	Rural - S/O I-90	Covington-Sawyer Rd From east of 164 Pl SE	Nonmotorized									High	X	\$268	Construct AC shoulder (South Side)
3P-9974	Rural - S/O I-90	Covington-Sawyer Rd From east of 181 Ave SE	Nonmotorized									Medium	X	\$166	Construct AC shoulder (North Side)
SW-59	Rural - S/O I-90	180th/181st Ave SE (Thomas Rd) & SE Covington-Sawyer Rd	Safety		Medium									\$155	Traffic Signal



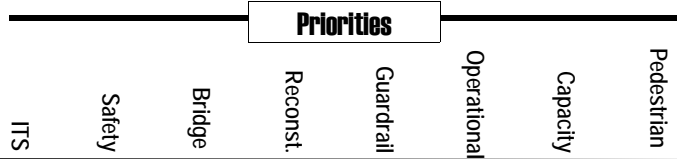
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
OP-INT-58	Rural - S/O I-90	164th Pl SE & SE Covington-Sawyer Rd	Operations						Medium				\$640	Realign Intersection; Improve Sight Distance; Left Turn Lane Westbound; Traffic Signal

CORRIDOR: May Valley Rd

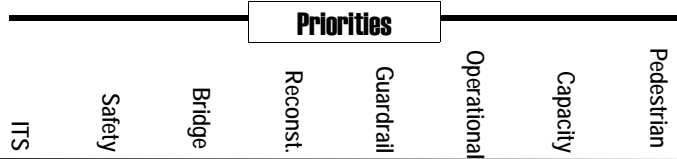
BR-493C	Rural - S/O I-90	Fifteen Mile Creek Bridge #493C On SE May Valley Rd Crossing Fifteen Mile Creek	Bridge						Medium				\$3,481	Replace Bridge
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CORRIDOR: Misc

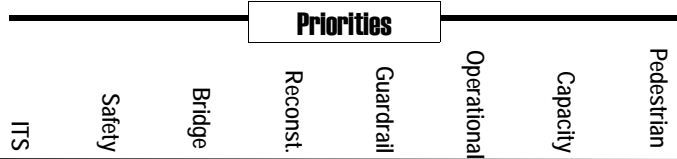
GR-56	Rural - S/O I-90	293rd Ave SE From SE Green River Gorge Rd To SE Green River Gorge Rd	Safety						Medium				\$144	Construct Guardrail
GR-40	Rural - S/O I-90	SE 235th Pl From 244th Ave SE To ENDRTE	Safety						Medium				\$33	Construct Guardrail
GR-43	Rural - S/O I-90	Green River Gorge Rd From 293RD Ave SE To 309th Ave SE	Safety						Medium				\$245	Construct Guardrail
GR-35	Rural - S/O I-90	Black Diamond-Ravensdale Road From City limits To Ravensdale Way	Safety						High				\$11	Construct Guardrail
GR-45	Rural - S/O I-90	Kanaskat-Kangley Rd From Cumberland-Kanaskat Rd To Kent-Kangley Rd	Safety						Medium		X		\$29	Construct Guardrail
3P-9967	Rural - S/O I-90	SE 216th Way From SR-169 to Dorre Don Way SE	Nonmotorized								High		\$80	Construct sidewalk (East Side)



Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
BR-3099	Rural - S/O I-90	Maxwell Rd Bridge #3099 225th Ave SE Crossing Gem Creek	Bridge			Low								\$990	Construct short-span bridge
GR-52	Rural - S/O I-90	Summit-Landsburg Rd From Landsburg Rd SE To Kent-Kangley Rd	Safety					Medium					X	\$55	Construct Guardrail
GR-57	Rural - S/O I-90	SE 208th St From 276th Ave SE To ENDTRE	Safety					Medium						\$334	Construct Guardrail
BR-3097	Rural - S/O I-90	Dorre Don Way Bridge #3097 Dorre Don Way Crossing drainage ditch	Bridge			Low								\$990	Construct short-span bridge
BR-3202	Rural - S/O I-90	Maxwell Rd Bridge #3202 225th Ave SE Crossing cattle UX	Bridge			Medium								\$990	Construct short-span bridge
ITS-27	Rural - S/O I-90	Auburn-Black Diamond ITS From At Kent-Black Diamond Rd and SE Lake Holm Rd	ITS	Low										\$126	Provide Intelligent Transportation System improvements which could include advanced intersection warning system; slide detection
SC-152	Rural - S/O I-90	168th Way (Ave) SE From Kent-Black Diamond Rd To Auburn-Black Diamond Rd	Nonmotorized									TBD	X	\$631	Provide Nonmotorized Facility
GR-54	Rural - S/O I-90	Lake Francis Rd From Cedar Grove Rd To SE 192nd St	Safety					Medium					X	\$15	Construct Guardrail
3P-9980	Rural - S/O I-90	168th Way SE & Covington Creek	Nonmotorized									Low	X	\$48	Widen bridge and construct sidewalk (East Side)



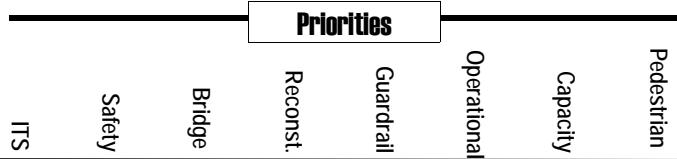
Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
GR-32	Rural - S/O I-90	Green Valley Rd From 218th Ave SE To SR-169	Safety					High						\$131	Construct Guardrail
T-104	Rural - S/O I-90	244th Ave SE From SR-18 To SE 196 St	Nonmotorized									TBD	X	\$448	Provide Nonmotorized Facility
OP-INT-95	Rural - S/O I-90	SE 216th Way & Dorre Don Way	Operations						Low					\$272	Turn Channels
GR-87	Rural - S/O I-90	244th Ave SE From SE 224th St To SE 235th PL	Safety					Low						\$79	Construct Guardrail
GR-68	Rural - S/O I-90	224th Ave SE From SE 296th St To 228th Ave SE	Safety					Medium					X	\$76	Construct Guardrail
OP-INT-27	Rural - S/O I-90	Auburn-Black Diamond & Green Valley Rd	Operations						TBD					\$640	Evaluate for turn lanes
T-31	Rural - S/O I-90	Sweeney Rd SE From 196 Ave SE To SE 232 St	Nonmotorized									TBD	X	\$876	Provide Nonmotorized Facility
T-13.20	Rural - S/O I-90	SE 216th St From Approx. 232 Ave SE To 276 Ave SE	Nonmotorized									TBD	X	\$947	Provide Nonmotorized Facility
GR-93	Rural - S/O I-90	SE 200th St From 276th Ave SE To 244th Ave SE	Safety					Low						\$31	Construct Guardrail
OP-INT-98	Rural - S/O I-90	SE 235th Pl & 244 Ave SE	Operations						Low					\$378	Improve Sight Distance
GR-12	Rural - S/O I-90	Dorre Don Way From SE 216th Way To End of route	Safety					High						\$236	Construct Guardrail



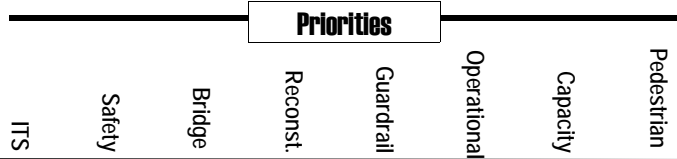
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
BR-3020	Rural - S/O I-90	Green Valley Rd Bridge #3020 SE Green Valley Rd Crossing drainage ditch	Bridge			Medium							\$990	Construct short-span bridge
3P-0202	Rural - S/O I-90	195th Ave SE From Lake Morton DR SE to SE 320 St	Nonmotorized								Low	X	\$70	Construct AC shoulder (West Side)
BR-3032	Rural - S/O I-90	Green River Gorge Bridge #3032 On SE Green River Gorge Rd Crossing Green River	Bridge			High							\$372	Seismic Retrofit
GR-95	Rural - S/O I-90	Courtney Rd From Kanaskat-Kangley Rd To End of route	Safety					Low					\$11	Construct Guardrail
BR-3022	Rural - S/O I-90	Green Valley Rd Bridge #3022	Bridge			Medium							\$990	Construct short-span bridge
OP-INT-10	Rural - S/O I-90	148th Ave SE & SE 308th St	Operations						Low				\$0	Improve Sight Distance
SW-27	Rural - S/O I-90	Auburn-Black Diamond & Green Valley Rd	Safety		Low								\$300	Traffic Signal

CORRIDOR: Petrovitsky Rd

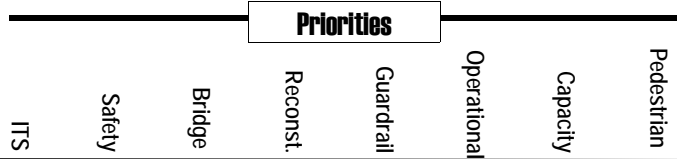
ITS-24	Rural - S/O I-90	Petrovitsky/Sweeney Rd SE ITS From 151st Ave SE and SR 18	ITS	Medium									\$7,356	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; fiber optic communications, weather station
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Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Retreat-Kanasket														
OP-INT-91	Rural - S/O I-90	Stampede Pass Rail & Hudson Rd RR Crossing	Operations						Medium				\$72	Reconstruct Intersection-- Traffic Signal
GR-11	Rural - S/O I-90	SE 309th St From Cumberland-Kanasket To End of route	Safety					High				X	\$97	Construct Guardrail
GR-63	Rural - S/O I-90	Cumberland-Kanasket Rd From Retreat-Kanasket Rd To SE 352nd St	Safety					Medium					\$111	Construct Guardrail
OP-INT-93	Rural - S/O I-90	Kanasket-Kangley Rd & Cumberland-Kanasket Rd	Operations						High				\$350	Realign Intersection
T-40	Rural - S/O I-90	Retreat-Kanasket Rd From Kent-Kangley Rd To Kanasket-Kangley Rd	Nonmotorized								TBD	X	\$1,893	Provide Nonmotorized Facility



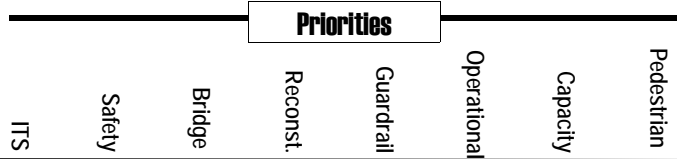
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA:		Vashon												
CORRIDOR:		Dockton Rd												
GR-1	Rural - Vashon	Dockton Rd SW From SW Ellisport Rd To SW 222nd St	Safety					High				X	\$102	Construct Guardrail
300208	Rural - Vashon	Dockton Rd (south portion) From Portage Way SW To Tramp Harbor Dock	Preservation				Low					X	\$13,500	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
300111	Rural - Vashon	Dockton Rd (north portion) From Tramp Harbor Dock To SW Ellisport Rd	Preservation				Low					X	\$3,000	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
GR-53	Rural - Vashon	Dockton Rd SW From 75th Ave SW To SW 248th St	Safety					Medium				X	\$27	Construct Guardrail
CORRIDOR:		Misc												
GR-41	Rural - Vashon	SW 275th St From 94th Ave SW To SANDY SHORES DR SW	Safety					Medium				X	\$34	Construct Guardrail
V-24	Rural - Vashon	SW 240th St / Bay View DR From Vashon Highway SW To Burton Acres Park Entrance	Nonmotorized								TBD	X	\$771	Provide Nonmotorized Facility
GR-97	Rural - Vashon	91st Ave SW From SW 156th St To Gorsuch Rd	Safety					Low				X	\$11	Construct Guardrail



Number	PAA	Location	Need	Priorities									Cost-000	Comments		
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian				
GR-65	Rural - Vashon	Cove Road From Westside Highway SW To Vashon Highway SW	Safety					Medium					X	\$20	Construct Guardrail	
3P-0106	Rural - Vashon	Bank Rd From Vashon Hwy SW to Beall Rd SW	Nonmotorized										Low	X	\$509	Construct AC shoulder (South Side)
GR-39	Rural - Vashon	Quartermaster Drive From Vashon Highway SW To Dockton Rd SW	Safety					Medium						X	\$49	Construct Guardrail
3P-9960	Rural - Vashon	Burton Dr From Vashon Island Hwy to 95 Ave SW	Nonmotorized										Low	X	\$439	Construct AC shoulder (South Side)
3P-9975	Rural - Vashon	Tahlequah Rd From near Tahlequah Ferry Dock	Nonmotorized										Low	X	\$161	Construct AC shoulder (South Side)
GR-102	Rural - Vashon	75th Ave SW From Dockton Rd SW To SW Point Robinson Rd	Safety					Low						X	\$12	Construct Guardrail
GR-106	Rural - Vashon	SW 156th St From 91st Ave SW To Vashon Highway SW	Safety					Low						X	\$11	Construct Guardrail
GR-31	Rural - Vashon	Cedarhurst Rd From Vashon Highway SW To 121st Ave SW	Safety					High						X	\$65	Construct Guardrail
GR-33	Rural - Vashon	Ellisport Rd From Dockton Rd SW To Monument Rd SW	Safety					High						X	\$39	Construct Guardrail

CORRIDOR: Vashon Island Highway-N

SW-2	Rural - Vashon	Vashon Highway & SW Bank Rd	Safety		High									X	\$300	Traffic Signal
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Number	PAA	Location	Need	Priorities									Cost-000	Comments	
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian			
GR-83	Rural - Vashon	Point Robinson Rd From Dockton Rd SW To End of route	Safety					Low					X	\$367	Construct Guardrail
GR-79	Rural - Vashon	Cemetery Rd From Westside Highway SW To Vashon Highway SW	Safety					Low					X	\$11	Construct Guardrail
GR-76	Rural - Vashon	Westside Highway SW From SW 220th St To SW 196th St	Safety					Low					X	\$28	Construct Guardrail
GR-73	Rural - Vashon	Westside Highway SW From SW 144th St To SW 196th St	Safety					Low					X	\$90	Construct Guardrail
GR-70	Rural - Vashon	Beall Rd SW From SW Cemetery Rd To SW Bank Rd	Safety					Medium					X	\$16	Construct Guardrail
GR-69	Rural - Vashon	Wax Orchard Rd SW From SW 220th St To Vashon Highway SW	Safety					Medium					X	\$475	Construct Guardrail
GR-6	Rural - Vashon	Vashon Highway SW From SW 240th St To SW Talequah Rd	Safety					High					X	\$356	Construct Guardrail
Recon-15	Rural - Vashon	Vashon Highway Seawall From 115th Ave SW To SW 240th Pl	Preservation				Low						X	\$15,790	Replace seawall
3P-9959	Rural - Vashon	107th Ave SW From SW 228 St to SW 232 St	Nonmotorized									Low	X	\$241	Construct AC shoulder (West Side)
Recon-27	Rural - Vashon	Quartermaster Drive Seawall From 1/4 mi. east of Monument Rd SW To Dockton Rd SW	Preservation				Low						X	\$320	Replace seawall

Priorities

Number	PAA	Location	Need	Priorities									Cost-000	Comments		
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian				
300211	Rural - Vashon	Vashon Highway SW & SW Cemetery Rd	Operations							High			X	\$940	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.	
V-31	Rural - Vashon	Bank Rd From 107 Ave SW To Beall Rd SW	Nonmotorized										TBD	X	\$525	Provide Nonmotorized Facility
OP-INT-2	Rural - Vashon	Vashon Highway & SW Bank Rd	Operations							TBD			X	\$640	Evaluate for turn lanes	
3P-0203	Rural - Vashon	Vashon Hwy SW / SW Bank Rd From SW 177 St to 98 Pl SW	Nonmotorized										High	X	\$70	Construct sidewalk (East and South Sides)

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Appendix A

Growth Targets

King County 2001-2022 Household and Employment Targets						
Subareas	Household Target	Housing Capacity in PAA*	PAA HH Target	Job Target	Job Capacity in PAA*	PAA Job Target
South King County						
Algona	298			108		
Auburn	5,928	2,635	926	6,079	252	252
Black Diamond	1,099			2,525		
Burien	1,552			1,712		
Covington	1,173			900		
Des Moines	1,576	5	2	1,695		
Federal Way	6,188	3,754	1,320	7,481	134	134
Kent	4,284	1,763	619	11,500	44	44
Milton	50	106	37	1,054		
Maple Valley	300			804		
Normandy Park	100			67		
Pacific	996	127	45	108		
Renton	6,198	5,622	1,976	27,597	458	458
SeaTac	4,478	14	5	9,288	496	496
Tukwila	3,200	13	5	16,000	497	497
Unincorp King County	4,935			2,582	701	701
Total	42,355	14,039	4,935	89,500	2,582	2,582
East King County						
Beaux Arts Village	3			-		
Bellevue	10,117	184	178	40,000	27	27
Bothell	1,751	603	584	2,000	174	174
Clyde Hill	21			-		
Hunts Point	1			-		
Issaquah	3,993	827	802	14,000	1	1
Kenmore	2,325			2,800		
Kirkland	5,480	770	747	8,800	221	221
Medina	31			-		
Mercer Island	1,437			800		
Newcastle	863	1	1	500		
Redmond	9,083	402	390	21,760	21	21
Sammamish	3,842			1,230		
Woodinville	1,869			2,000		
Yarrow Point	28			-		
Unincorp King County	6,801	**4222	**4099	4,637	**4193	**4193
Total	47,645	7,009	6,801	98,527	4,637	4,637
Sea-Shore						
Lake Forest Park	538			455		
Seattle	51,510			92,083		
Shoreline	2,651			2,618		
Unincorp King County***	1,670	1,670	1,670	694	1,544	694
Total	56,369	1,670	1,670	95,850	1,544	694
Rural Cities ****						
Carnation	246			75		
Duvall	1,037			1,125		
Enumclaw	1,927			1,125		
North Bend	636			1,125		
Skykomish	20			-		
Snoqualmie	1,697			1,800		
Total	5,563			5,250		
King County Total	151,932			289,127		

*PAA: Potential Annexation Area in Unincorporated King County Urban Area; **Bear Creek UPD; ***North Highline

****The Rural Cities' targets are for the current city limits and rural expansion area for each city. Thus the methodology for adjusting targets as annexations occur is not applicable to the rural cities.

Editor's Note: Source for 2001 housing and job capacity figures for PAAs is the 2002 King County Buildable Lands evaluation. Subarea unincorporated targets were allocated to PAAs based on proportional capacity.

Appendix B

City and State
Projects

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
Auburn Way NE	2nd St NE	4th St NE	Widen to 5 lanes	Auburn	King County
M St NE	E Main	8th St NE	Widen to 5 lanes	Auburn	King County
M St SE	E Main	Auburn Way S	Widen to 4 lanes	Auburn	King County
S 277th St	Auburn Way N	Green River	Widen to 5 lanes	Auburn	King County
S 277th Street	SR-181	SR-167	Widen to 4 lanes	Auburn	King County
148th Ave SE	SE 24th St	I-90 WB on ramp	Add SB lane from SE 24 ST to the WB I-90 on-ramp	Bellevue	King County
Bellevue Way	South Bellevue P & R	I-90	Add HOV lanes	Bellevue	King County
Coal Creek Pkwy	I-405	Newport Way	Widen to 5 lanes	Bellevue	King County
Factoria Blvd	SE 36th St	SE 38th St	Construct SB Lane on 128TH from 36TH to 38TH	Bellevue	King County
Richards Road	SE 28th St	Lake Hill Connector	Widen to 4-5 lanes	Bellevue	King County
Ambaum Blvd SW	SW 128th St	SW 148th St	Widen to 5 lanes	Burien	King County
SR 99	S 216th St	Kent-Des Moines Road	Add HOV lanes	Des Moines	King County
SR-410	244th Ave SE	Enumclaw ECL	Widen to 3 lanes	Enumclaw	King County
16th Ave S	SR-99	SR-18	Add HOV lanes	Federal Way	King County
1st Ave S	S 348th St	S 356th St	Widen to 5 lanes	Federal Way	King County
1st Ave/Wy S	S 320th St	S 348th St	Widen to 6 lanes	Federal Way	King County
21st Ave SW	SW 344th St	SW 356th St	Widen to 5 lanes	Federal Way	King County
23rd Ave S	S 317th St	S 324th St	Widen to 5 lanes	Federal Way	King County
Military Rd S	S 288th St	S 304th St	Widen to 5 lanes	Federal Way	King County
S 288th St	18th Ave S	Military Rd	Add 1 GP lane in each direction	Federal Way	King County
S 320th St	1st Ave S	SR 99	Add HOV lanes	Federal Way	King County
S 336th / S 340th St	26th PI SW	Hoyt Rd SW	Widen to 5 lanes	Federal Way	King County
S 336th/S 348th St	9th Ave S	13th PI S	Add 1 GP lane in each direction	Federal Way	King County
S 336th/S 348th St	1st Ave S	21st Ave SW	Add 1 GP lane in each direction	Federal Way	King County
S 348th St	9th Ave S	SR 99	Add HOV lanes	Federal Way	King County

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
S 348th St	1st Ave S	9th Ave S	Add HOV lanes	Federal Way	King County
S 356th St	SR 99	SR 161	Widen to 3 lanes	Federal Way	King County
S 356th St	21st Ave S	SR-99	Widen to 5 lanes	Federal Way	King County
SR 161	SR-18	S 352nd St	Add HOV lanes	Federal Way	King County
SR 99	S 312th St	S 324th St	Add HOV lanes	Federal Way	King County
SR 99	S 284TH ST	SR 509	Add HOV lanes	Federal Way	King County
SR 99	SR 509	S 312th St	Add HOV lanes	Federal Way	King County
SR 99	S 324th St	S 340th St	Add HOV lanes	Federal Way	King County
SR 99	S 340th St	S 356th St	Add HOV lanes, 2-way left-turn lane	Federal Way	King County
SR 99	S 312th St	S 324th St	Construct HOV lanes	Federal Way	King County
E Lake Sammamish Pkwy	SE 56th St	I-90	Widen to 5 lanes	Issaquah	King County
Issaquah bypass	Front St	I-90	Construct new 5 lane arterial	Issaquah	King County
Newport Way	W. Sunset Wy	NW Maple St	Widen to 3 lanes	Issaquah	King County
NW Maple St	SR 900	SE Newport Way	Extend NW Maple 650 ft from SR-900 to Newport Way, 5 lanes	Issaquah	King County
SE Newport Wy	Maple St extension	SE 54th St	Widen to 3 lanes	Issaquah	King County
SE Newport Wy	SR-900	SE 54th St	Widen to 3 lanes	Issaquah	King County
68th Ave NE	NE 175 St	NE 185 St	Widen to 6 lanes	Kenmore	King County
68th Ave NE	N 175th St	Samm River Bridge	Add 1 NB GP lane	Kenmore	King County
132nd Ave SE	SE 272ND ST	SE 256TH ST	Widen to 5 lanes	Kent	King County
132nd Ave SE	SE 240th St	SE 256th St	Widen to 3 lanes	Kent	King County
S 196th/S 200th St	SR-181	E Valley Hwy	Provide 5-lane roadway	Kent	King County
S 208th St	SR-167	108th Ave SE	Widen to 5 lanes	Kent	King County
SE 192nd St Corridor	SR 167 Bridge	Talbot Rd	Build new 5-lane arterial	Kent	King County
SR 99	Kent-Des Moines Road	South 252nd Street	Add HOV lanes	Kent	King County
SR 99	South 252nd Street	South 272nd Street	Add HOV lanes	Kent	King County

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
W Valley Hwy	Hawley Rd	S 272 St	Widen to 5 lanes	Kent	King County
W Valley Hwy	James Street	Green River Bridge	Widen to seven lanes (two general purpose lanes, and one HOV lane in each direction, plus turn lanes) from Harrison St to SR-516, and four lanes S to the Green River Bridge	Kent	King County
124th Ave NE	NE 85th St	NE 124th St	Widen to 3 lanes	Kirkland	King County
NE 124th St	116th Ave NE	132nd PI NE	New HOV lanes	Kirkland	King County
SR 169	SE 231 St	Wax Rd	Widen to 7 lanes	Maple Valley	King County
SR 169	SE 240 St	SE 253 St	Widen to 5 lanes	Maple Valley	King County
Newcastle Road/Lakemont Blvd	Coal Creek Parkway	164th Way SE	Widen to 3 lanes	Newcastle	King County
Avondale Rd	Novelty Hill Rd	Avondale Way	Add SB HOV lane	Redmond	King County
Bel-Red Rd	NE 30th ST	NE 40th ST	Widen to 5 lanes	Redmond	King County
East Lake Sammamish Pkwy	Redmond Way	187th AVE NE	Widen to 4 lanes	Redmond	King County
Redmond Way	148th Ave NE	I-405	Construct HOV lanes	Redmond	King County
Redmond-Woodinville Rd	160TH AVE NE	NE 124th ST	Widen to 5 lanes	Redmond	King County
Union Hill Road	Avondale Rd	178th PI NE	Widen to 6 lanes	Redmond	King County
W Lk Sammamish Pkwy	Leary Way	SR-520	Widen to 5 lanes	Redmond	King County
W. Lk. Sammamish Pkwy. NE	Marymoor Park Entrance	NE 51st St	Widen roadway from 2 to 4 lanes	Redmond	King County
Duvall Ave NE	NE 4th St	NE 25th Ct	Widen to 5 lanes	Renton	King County
Oakesdale Ave SW	Monster Rd	SR 900	Widen to 5 lanes	Renton	King County
Park Dr-Sunset Blvd	Garden Ave	I-405	Add EB HOV lane	Renton	King County
SW 27th St	SR-167	SR 181	Construct HOV lanes on SW 27 St, and extend arterial to Strander Blvd	Renton	King County
228th Ave SE	SE 8th St	NE 4th St	Widen to 5 lanes	Sammamish	King County
244th Ave NE	SE 8th Street	Just s/o SR-202	Provide continuous 2-lane arterial	Sammamish	King County
Sahalee Way NE	NE 8th	NE 37th	Widen to 5 lanes	Sammamish	King County

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
Sahalee Way NE	NE 37th	SR 202	Widen to 5 lanes	Sammamish	King County
28th/24th Ave S	S 188th St	S 216th St	Build new 5-lane road	Seatac	King County
International Blvd	S 152nd St	S 170th St	Widen to 6 lanes with turn channelization	Seatac	King County
International Blvd	S 200th Street	S 216th Street	Widen to 7 lanes	Seatac	King County
S 154th St	SR 518	24th Ave S	Widen to 4 lanes	Seatac	King County
S 188th St	16th Ave S	Des Moines Memorial Drive	Widen to 6 lanes	Seatac	King County
S 200th St	SR 509	Des Moines Memorial Drive	Widen to 3 lanes	Seatac	King County
South Airport Link	28th Ave S	S 188th St	New construction	Seatac	King County
Mercer Street Corridor	Queen Anne Ave	I-5	Convert to 2-way 4-6 lane road	Seattle	King County
Valley Street	Queen Anne Ave	I-5	Convert to 2-way 2-lane road	Seattle	King County
I-5/NE 185th St			Add HOV direct access ramp	Shoreline	King County
SR 99	N 205th St	N 145th St	Widen to 7 lanes for HOV	Shoreline	King County
I-405 @ NE 128th St			I-405 HOV direct access at NE 128th	Sound Transit	King County
I-405 @ NE 8th St			New HOV-access IC	Sound Transit	King County
E Marginal Way	Boeing Access Road	S 112th St	Widen to 3 lanes	Tukwila	King County
I-405	SR-522	I-5 Tukwila	Add 2 GP lanes in each direction	WSDOT	King County
I-405 @ NE 132nd St			Add half-diamond IC	WSDOT	King County
I-5	N 175th St	N 205th St	Add 1 NB lane	WSDOT	King County
I-5	Pierce CL	Kent	Complete 2-way HOV lanes	WSDOT	King County
I-5	Airport / Industrial Way Interchange Vicinity		HOV direct access to Industrial Way and the E-3 Busway	WSDOT	King County
I-5/SR-18/SR-161 Triangle			Connect SR-161 directly to I-5/SR-18	WSDOT	King County
I-90	Eastgate	Issaquah	Extend HOV lanes to Front Street and add auxiliary lanes from Eastgate to Front Street.	WSDOT	King County
I-90	I-5	I-405	Add one lane HOV each direction	WSDOT	King County
NE 85th St	148th Ave NE	Kirkland Way	Add HOV lanes	WSDOT	King County

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
SR 161	Jovita Blvd	S 360th St	Widen to 5 lanes	WSDOT	King County
SR 167	15 th St NW	County Line	Add HOV lanes	WSDOT	King County
SR 167	I-405	S 180th St	Add 2 lanes in each direction	WSDOT	King County
SR 167@ SW 27th St			HOV Direct Access Ramps at SW 27th St.	WSDOT	King County
SR 169	140th Way SE	I-405	Add HOV lanes	WSDOT	King County
SR 169	Black Diamond NCL	SR 516	Widen to 5 lanes	WSDOT	King County
SR 169	SR 516	SE Jones Road	Widen to 4 lanes	WSDOT	King County
SR 18	I-5 I/C	SR 164 I/C	Add a WB truck climbing lane from SR 167 to I-5	WSDOT	King County
SR 18	Maple Valley	I-90	Widen to 4 lanes	WSDOT	King County
SR 202	SR 522	NE 145th St./148th Ave NE	Widen to 5 lanes	WSDOT	King County
SR 202	E Lk Samm Pky	Sahalee Way	Widen to 5 lanes	WSDOT	King County
SR 509/I-5	S 188th Way	S 320 th St	Extend SR 509 (4 GP + 2 HOV) to I-5 @ SW 210th, add 1 GP each way on I-5 from S 204th St to S 320th St	WSDOT	King County
SR 516	SR 18	SR 169	Widen to 5 lanes	WSDOT	King County
SR 518	SR 518/SR 509 I/C	I-5	Add GP Lanes each way. I/C improvements	WSDOT	King County
SR 519 Extension	I-90	1st Ave S	Extend freeway around ballpark	WSDOT	King County
SR 520	W Lake Sammamish Parkway	Avondale Road	Widen to 4 lanes	WSDOT	King County
SR 520	I-405	I-5	Add 1 HOV lane in each direction. Replace SR 520 bridge	WSDOT	King County
SR 520	W Lk Sammamish Pkwy	SR-202	Add 2-way HOV lanes	WSDOT	King County
SR 522	96th Ave NE	Woodinville	Realign SR-522 through Bothell. Complete full diamond I/C @ NE 195th St	WSDOT	King County
SR 900	I-90	SE 78th St St	Widen to 4 lanes	WSDOT	King County
SR 99	S 284th St	S 272nd St	Add 2-way Business, Access and Transit (BAT) lanes	WSDOT	King County
SR 99 (Pacific Highway South)	S 348th St	S 188th St	Provide continuous HOV lanes	WSDOT	King County
8th St E	E Valley Hwy E	W Valley Hwy	Widen to 5 lanes	Pierce County	Pierce County

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
Lake Tapps Pkwy E	182nd Ave E	East Valley Hwy	Extend arterial from EVH to 182nd & widen to 4/5 lanes	Pierce County	Pierce County
Valley Ave E/70th Ave E	Freeman Rd E	20th St E	Widen to 5 lanes	Pierce County	Pierce County
SR-410	SR-167	Bonney Lake	Add 1 lane in each direction + EB hillclimb lane	Sumner	Pierce County
Norpoint Way	49th Ave NE	29th St NE	Provide 3-lane roadway	Tacoma	Pierce County
I-5	DuPont Rd U-xing	Fort Lewis Rd	Add HOV lanes in both directions, and NB GP lane	WSDOT	Pierce County
I-5	Fort Lewis Rd	Gravelly Lake Dr U-xing	Add HOV lane in both directions	WSDOT	Pierce County
I-5	Gravelly Lake Dr U-xing	Carlyle Rd U-xing	Add SB HOV lane & convert NB GP lane to HOV	WSDOT	Pierce County
I-5	Carlyle Rd U-xing	Pierce CL	Add HOV lanes in each direction	WSDOT	Pierce County
SR-16	I-5	SR-302	Add HOV lanes in each direction	WSDOT	Pierce County
SR-161	Jovita Blvd	36th St	Widen to 5 lanes	WSDOT	Pierce County
SR-161	176th St	234th St	Widen to 5 lanes	WSDOT	Pierce County
SR-167	I-5	Puyallup	Build new six-lane freeway (2 GP + 1 HOV each direction)	WSDOT	Pierce County
SR-167	SR-18	SR-161	Add HOV lanes in each direction	WSDOT	Pierce County
SR-167	I-5	Port of Tacoma	Build new four-lane freeway	WSDOT	Pierce County
SR-167 @ 24th Ave E			Build new interchange	WSDOT	Pierce County
SR-410	214th	234th	Add 1 lane in each direction	WSDOT	Pierce County
SR-410	214th Ave E	Park Ave Wy	Widen to 4 lanes	WSDOT	Pierce County
I-405	SR-522	I-5 Swamp Creek	Add 2 GP lanes in each direction	WSDOT	Snohomish County
I-5	SR-526	SR-2	Add HOV lanes	WSDOT	Snohomish County
I-5	44th Ave W	220th St SW	Add NB auxiliary lane	WSDOT	Snohomish County
I-5	SR-2	SR-528	Add 1 HOV lane in each direction	WSDOT	Snohomish County
SR-2	SR-522	City of Monroe ECL	Add new 2-lane bypass road	WSDOT	Snohomish County
SR-2	I-5	SR-204	Add 1 Hov lane in each direction	WSDOT	Snohomish County
SR-2	City of Monroe ECL	City of Sultan WCL	Widen to 4 lanes	WSDOT	Snohomish County
SR-2	City of Sultan WCL	Fir Rd (near Proctor Creek)	Widen to 4 lanes	WSDOT	Snohomish County

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
SR-522	Snohomish River	SR-2	Widen to 4 lanes	WSDOT	Snohomish County
SR-522	Paradise Lake Rd	Snohomish River	Widen to 4 lanes	WSDOT	Snohomish County
SR-524	I-5	SR-527	Widen to 5 lanes	WSDOT	Snohomish County
SR-527	SR-524	SE 228th St	Add HOV lanes	WSDOT	Snohomish County
SR-9	SR-522	176th St E	Widen to 5 lanes	WSDOT	Snohomish County
SR-99	SR-104	204th	Add 1 HOV lane in each direction	WSDOT	Snohomish County

Appendix C

Priority Processes

Capacity

HAL / HARS

Bridges

Short-Span Bridges

Guardrail

Traffic Signals

Pedestrian

ITS

Vulnerable Road Segments

Small-Scale Operational Road and

Intersection

PROJECT PRIORITY PROCESSES

CAPACITY NEEDS

Forecast travel information was used to identify future capacity needs and potential improvements. The travel forecasting model was developed by King County DOT staff using EMME/2 travel demand forecasting modeling software.

The model was calibrated to base year 2000 conditions using 2000 census data, existing roadway information, and empirical traffic count data. Detailed documentation of this model resides in the offices of the King County Department of Transportation, Roads Services Division.

A forecast year of 2022 was chosen consistent with the land use element of the comprehensive plan as required by state growth management legislation (RCW36.70A.070(6)). The model was run with regionally-adopted, 2022 target land use data for population and employment distributed to the model's zonal system. Growth targets and land use assumptions are included in Appendix A of this document. The model road network was developed to represent existing conditions plus a limited number of capacity projects that were considered committed for development and therefore certain to be in place by 2022. The Washington State Department of Transportation's 20-year list of transportation improvements to the state highway system was included in the network as were city projects that were listed in the 20-year time horizon of the regional plan, Destination 2030. City and state projects are listed in Appendix B.

By forecasting future year travel demand on a roadway network comprised of only existing and committed projects, it is possible to highlight areas that lack the capacity needed to accommodate the travel demand associated with the target year. This capacity needs information was identified by analyzing model results using forecast traffic volumes and forecast ratios of traffic volumes to roadway capacity.

Once the areas of forecast needs were identified, additional capacity was coded into the network to represent projects that might accommodate those needs. The model was run again using 2022 land use data. The results were analyzed using forecast traffic volumes, forecast ratios of traffic volumes to roadway capacity, and existing traffic count data. Additional adjustments were made to model network capacity to optimize performance. This process was repeated several times to identify the best set of capacity projects for meeting forecast needs based on the assumptions and conditions represented in the model.

The resulting needs represents the network capacity increases added to the final or optimum model run. This list represents the roadway capacity needs for 2022 assuming the regionally-adopted land use forecasts for population, households, and employment used to develop the land use component of the King County Comprehensive Plan 2004. All needs identified through this process are included in the needs list section of this document. Needs are also shown on maps included in Section III.

Since the capacity needs clearly exceeded available revenues, a priority scoring methodology was developed to help balance needs with available revenue. This methodology incorporated

existing, empirical data; forecast data for 2022 without an improved roadway network; and forecast data for 2022 with an improved roadway network. The following data elements were collected, calculated, and scored:

- Average weekday traffic
- Existing traffic volume to roadway capacity ratios
- 2022 forecast volume to capacity ratios (without capacity improvement)
- 2022 forecast traffic volumes with capacity improvements
- Ratio between 2022 traffic volumes to roadway capacity for the unimproved network compared with the volume to capacity ratio for the improved network
- Arterial Classification of the project need

A description of this scoring system is included in the following table.

Priority Scoring for Capacity Projects

EXISTING Average Daily Traffic (ADT) for project

5 groupings based on magnitude of ADT – from Count Station locations

ADT Value	Score
>20,000	5
15,000 – 20000	4
10,000 – 15,000	3
5,000 – 10,000	2
<5,000	1

EXISTING Volume to Capacity Ratio (V/C) problem in 2000 – from the model

5 groupings based on severity of V/C

V/C Value	Score
>1.2	5
1.0 – 1.2	4
8. – 1.0	3
.6 - .8	2
<.6	1

Yr 2022 V/C problem without improvements

5 groups rated on severity of V/C problem

V/C Value	Score
>1.4	5
1.2 – 1.4	4
1.0 – 1.2	3
.6 – 1.0	2
<.6	1

Year 2022 ADT with final recommended improvements

ADT Value	Score
>40,000	5
30,000 to 40,000	4
20,000 to 30,000	3
10,000 to 20,000	2
<10,000	1

Year 2022 Improvement in V/C, Recommended Improvement verses no action

Value	Score
> .6 V/C change	5
.5 to .6 V/C change	4
.4 to .5 change	3
.3 to .4 V/C ratio	2
.2 to .3 V/C ratio	1

SYSTEM-Level ratings

Arterial Classification

Value	Score
Principal	3
Minor	2
Collector	1
Local	0

FINAL SCORES AND GROUPING

Score 27 to 24 = High Priority Group
Score 23 to 20 = Medium Priority Group
Score 19 and below = Low Priority Group

NON-CAPACITY NEEDS

Non-capacity needs are prioritized by groups of like needs. Existing prioritization processes have been developed either in-house or by consultants for various categories including bridge, guardrail, high accident location, traffic signals, and others.

Existing prioritization processes used to develop the TNR are summarized below.

HIGH ACCIDENT LOCATION (HAL) AND HIGH ACCIDENT ROAD SEGMENT (HARS) NEEDS

In 2002-2003 the King County Department of Transportation list of prioritized High Accident Location (HAL) and High Accident Road Segment (HARS) Needs was updated. The first step in this process was to develop a list of candidate HAL and HARS locations for review and analysis. An initial list was compiled based on accident data from the three-year period 1998-2000. The list was made up of locations that had eight or more recorded accidents in the three-year period.

Certain locations were eliminated from consideration for inclusion in the final list of HAL and HARS locations and needs. These include:

- Locations where recent improvements were judged likely to have a significant effect on the predominant accident patterns were omitted as were locations slated for near-term improvements judged likely to have a significant effect on the predominant accident patterns.
- Locations requiring additional data or analysis were identified and eliminated.
- Any locations that had been recently annexed by other jurisdictions were excluded.
- Sites with no clear accident pattern and no noted deficiencies were excluded.
- Several locations have accident rates considered normal for their ADT. This is a result of their being selected based on the number of accidents in a 3-year period as opposed to accident rate. Sites with normal accident rates, no clear accident pattern, and no noted deficiencies were excluded.
- A few locations were eliminated because the only countermeasures that could be determined were deemed infeasible based upon their impact on traffic flow.

Relevant data were collected for each HAL and HARS location. Field trips were made to collect site-specific data. Site diagrams were sketched, and sites were photographed. This information was added to traffic volume data and accident data from King County's database and was used in the subsequent location-specific analysis. Accident data were used to identify predominant accident patterns.

Although each HAL and HARS location is unique, certain accident patterns are indicative of site deficiencies that can be addressed by specific countermeasures. Countermeasures are improvements that address the accident patterns at a given location. The purpose of a countermeasure is to reduce the occurrence of accidents. There is a broad range of

countermeasures, with approaches ranging from changing roadway geometrics to altering traffic signal timing.

Countermeasures were developed for each of King County's HAL and HARS locations based on predominant accident patterns, field observations, County practices, and the experience of the review team.

General assumptions were made based on average daily traffic (ADT) as to the general suitability of certain countermeasures such as the installation of new signals and left-turn channelization.

Although safety is a primary objective when developing countermeasures, other factors, such as level of service impacts, must be considered. Consideration also was given to the County's standard practices and procedures. County practices deemed applicable to the countermeasure selection process are:

- At signalized intersections, the use of split phasing is discouraged.
- Where no left-turn phasing exists, County practice is generally to first implement protected/permissive left-turn phasing prior to exclusive protected left-turn phasing.
- Where advance-warning signs already exist and accidents still occur, the next step is to install flags to warning signs on tangents and flashing beacons to warning signs on curves.
- Warrants need to be met for application of certain countermeasures such as installation of new signals, stop signs, and left-turn channelization.

Each countermeasure is associated with a corresponding accident reduction factor. Accident reduction factors are a measure of the potential effectiveness of a particular countermeasure. (Actual factors used were based on the Kentucky Transportation Center's *Development of Accident Reduction Factors, Research Report, KTC-96-13*.) There are different ways in which accident reduction factors can be applied. Some reduction factors are broken out by accident severity, for example, property damage only, injury, or fatality. Some are broken out by accident type, for example, left-turn, right angle, nighttime. Some general reduction factors are applied to all accidents. In general, when both accident-specific reduction factors and general reduction factors were given for the same countermeasure, the accident-specific reduction factors were applied. This decision was made to avoid over estimation of potential accident reduction resulting from applying multiple general countermeasures addressing the same accident pattern. The accuracy of the predicted accident reduction is a combination of the selection of both appropriate countermeasures and appropriate reduction factors based on individual site circumstances.

Benefit/cost analysis

Once countermeasures were developed and potential accident reductions were calculated, a benefit-cost analysis was prepared for each location. The benefit/cost ratio accounts for economics and therefore is frequently used to prioritize safety improvements. This method was also used to prioritize the 1996 HAL and HARS projects.

Quantification of the benefit of accidents avoided was based on accident cost figures compiled by WSDOT and derived from national sources. The probable number of reduced accidents was multiplied by the estimated WSDOT accident cost and divided by three (corresponding to three years of accident data) to determine an annual benefit. Countermeasure benefits were converted to a present value normalized over 20 years to account for projects with different service lives.

Planning-level countermeasure cost estimates were developed for use in the benefit/ cost analysis. Since the cost estimates could not be based on an actual design, it was necessary to make general assumptions in determining total project costs. To help simplify the cost estimating process, some of the countermeasures and components of countermeasures were assigned lump sum costs.

The benefit/cost ratio is equal to the benefit of the probable accident reduction divided by the project cost. A benefit/cost ratio greater than 1 indicates the benefits of a proposed countermeasure are greater than the costs. For HALs, the benefit/cost ratio ranged from 0.1 to 76 with six countermeasures resulting in a benefit/cost ratio of less than 1.0. For HARSs, the benefit/cost ratio ranged from 0.1 to 211, with ten countermeasures resulting in a benefit/cost ratio less than 1.0.

The results of the benefit/cost analysis and detailed documentation of the process used are contained in the report, *High Accident Locations and Road Segments Analysis, King County, Washington*; Jacobs Civil Inc.; July 2003.

BRIDGE NEEDS

Assessment of bridge needs begins with inspection. The inspection system, which is based on the National Bridge Inspection Standards (NBIS), calculates a sufficiency rating based on such factors structural adequacy and safety, serviceability and functional obsolescence, and how essential the bridge is for public use. The rating ranges from zero (worst) to 100 (best). Under this system, all bridges having a sufficiency rating less than or equal to 50 are either functionally obsolete or structurally deficient and are equally eligible for federal replacement funds. Any bridge with a sufficiency rating less than or equal to 80 that is functionally obsolete or structurally deficient is also eligible for rehabilitation funds.

Sufficiency rating alone establishes eligibility for federal funding, but it is inadequate to prioritize bridges for replacement or rehabilitation. It does not give enough weight to important criteria such as load limitations, hydraulics, geometric deficiency, and expected useful life. The priority process establishes the need for individual bridge replacement by score and rank using criteria approved by the King County Council (Ord. 11693).

The bridge seismic study completed in 1994 ranks the relative need of seismic retrofits for each bridge included in the study. Bridges scheduled for replacement or rehabilitation within 10 years were excluded. The study assigned equal weights to four criteria: structural vulnerability, importance, seismicity, and life hazard. The final assessment of which bridges to retrofit

considers the potential for the bridge to become a viable replacement candidate and to be replaced within ten years. Consideration is given to such factors as whether the bridge provides a sole access and if the cost of the retrofit is a reasonable amount to invest for a limited period of protection prior to replacement.

Priority process rankings are used in the development of the annual six-year CIP. Highest priority projects are in the current CIP. Consideration for additions are guided by the following goals: add the highest priority bridges to the replacement program, continue with existing seismic retrofit program, establish a routine painting program, and provide for major maintenance and repairs that cannot be accomplished by Maintenance Operations.

The methodology for prioritizing bridge needs is documented in, “Proposed Prioritization Process for King County Bridge Needs,” King County Department of Public Works, Roads and Engineering Division, July 1994 and “2002 Annual Bridge Report of the King County Department of Transportation, Road Services Division, Structural Design and Bridge Inspection Unit,” April 2003.

SHORT-SPAN BRIDGE NEEDS

The Short-Span Bridge Program was started in 2006 to address the needs of short bridges nearing the end of their useful life. These bridges are less than twenty feet in length, and ineligible for federal or state bridge funds. The Road Services Division has identified over 50 bridges for this new program. The bridges have been inventoried and assigned a priority. It is expected that the bridge replacement program will last for a number of years, as several of the top ranked bridges will be implemented each year in a two year, design -- build schedule.

The priority array used for the Short-Span Bridge Program is the same priority array used for the other bridge needs.

ROADSIDE BARRIER (GUARDRAIL) NEEDS

The methodology for identifying and ranking potential sites for safety mitigation using roadside barriers, specifically guardrails and bridge rails, was revised in 2002-2003. The new methodology is quantitative and was used to develop priority arrays for each of three categories of barriers: new barriers, retrofits to existing barriers, and bridge rail upgrades.

The methodology has two principal considerations—risk potential and severity. The risk potential factor is a function of parameters that quantify the exposure and probability associated with vehicles running off the road. Severity is a function of parameters that quantify and rate personal injury potential. These factors were derived from current statistics and existing roadside features. Factors are based on accidents, average daily traffic (ADT), road functional classification, corridor geometry, bridge geometry, speed limit, need as defined by embankment

slopes, and roadside obstacles. The algorithms for retrofit barriers and bridge rail upgrades also incorporate parameters for existing barrier and rail deficiencies.

The primary source for establishing potential new barrier locations was the existing barrier priority array initially established in 1988. All locations remaining on the list were included in the array. In addition, a comprehensive roadside hazard inventory was completed for the King County arterial roadway system and analyzed to identify locations that might require barriers. Twenty-one sites were identified for further investigation. Additional non-arterial sites suggested by citizens and county employees were also included.

All sites with existing roadside barriers that are not compliant with standards were included as candidates for barrier retrofit. About half of the existing barriers are non-compliant and were therefore included as candidates. Risk exposure and degree of deficiency were the primary considerations in the prioritization process. Severity was less of a concern than for new barriers because it was assumed that all barrier locations were warranted.

All bridges and culvert crossings maintained by King County were included as candidates for bridge rail upgrades. Many of the candidate bridges were built prior to 1964 and do not have bridge railings designed to current safety standards. The bridge rail array identifies locations with safety deficiencies and prioritizes their upgrade. Three specific bridge deficiency and difficulty factors were established: structural deficiency, difficulty of upgrade, and end transition deficiency. In addition, a risk potential factor (average daily traffic) and a severity factor (posted speed limit) were included.

Priority arrays were developed for each of the three categories of barrier using the appropriate factors and algorithms. Each priority array was fully tested following development. Statistically valid sample sizes were developed for each array, and engineers field reviewed and ranked the sites. In each case, rankings correlated 90% or better with the results of the priority arrays.

Detailed documentation of priority array development and methodology is available in the document, *King County Roadside Barrier Program Priority Array Development*; September 2003; Jacobs Civil Inc., TransCore ITS, Inc., Garry Struthers Associates, Inc.; for King County Department of Transportation Traffic Engineering Section.

TRAFFIC SIGNAL PRIORITY PROCESS

The process to prioritize signals conforms to the laws set forth by the federal government, adopted with amendments by state government, and presented in the *Manual on Uniform Traffic Control Devices* (MUTCD) published by the Federal Highway Administration and the U.S. Department of Transportation. The prioritization process evaluates signal warrants (tests) set forth in the MUTCD and assigns rating values to each warrant. The rating values assign weights to the individual warrants. The sum of the individual warrant rating values provides a basis for comparison to other potential signal locations.

Prioritization and selection of intersections for signalization starts with data collection. Traffic Engineering staff members collect data on vehicle and pedestrian volumes, prevailing speeds, and accident history at each intersection over the most recent three-year period. Each intersection is then evaluated using MUTCD warrants based on the number of approach lanes and the collected data.

The MUTCD states that the signal warrants define the minimum conditions under which installing a traffic control signal might be justified. However, selection and use of traffic control signals should be based on careful analysis of traffic operations, pedestrian and bicyclist needs and other factors, coupled with engineering judgment. Traffic signals should not be installed unless one or more of the eight signal warrants is met. Three of these warrants are based on traffic volumes at several periods during the day: the peak hour, the fourth highest hour, and the eighth highest hour. Another warrant examines the traffic accident history, focusing attention of accidents correctable by signalization (left-turn and right-angle types). Two warrants examine pedestrian activity to determine if pedestrian volumes warrant signalization. The final two warrants examine whether signalization would improve traffic flow in a coordinated signal system or roadway network.

Four primary warrants are used in the evaluation of all intersections. The remaining warrants are most applicable to urban sites with frequent pedestrian activity. Such sites are less common in unincorporated King County.

The four primary warrants are:

1. Warrant #1 – Eight-Hour Vehicular Volume
 - Condition A: Minimum Vehicular Volume
 - Condition B: Interruption of Continuous Traffic
2. Warrant #2 – Four-Hour Vehicular Volume
3. Warrant #3 – Peak-Hour Vehicular Volume
4. Warrant #7 – Crash Experience

To the MUTCD warrants, King County adds a factor for proximity to school site. This additional factor does not replace the pedestrian-related warrants. For locations near schools, shopping, and other pedestrian attractors, the volume of pedestrian activity is examined as well as pedestrian warrants. The proximity to school factor addresses the potential for pedestrian activity outside the average-day activities.

Rating values representing the degree to which signal warrants are met are calculated for each warrant. Values are summed by intersection, and the list of intersections is sorted to separate those that meet signal warrants from those that do not. Intersections that meet warrants are sorted by rating value from the largest to the smallest and are then numbered according to their order in the list. The resulting list of rank-ordered intersections is commonly called the priority array. It provides a starting point for determining the locations to signalize.

Intersections on the top of the priority array undergo extensive evaluation of alternatives including existing and forecast traffic operational analyses to determine the effectiveness of each

alternative, turn pocket lengths, and cost comparisons. Alternative measures to signalization include, but are not limited to, the construction of additional lanes, revising the intersection geometrics to channelize movements, installing street lighting, improving sight distance, roundabouts, measures to reduce approach speeds, changing lane use assignments, restricting movements, adding stop controls or intersection flashers. Particular attention is given to the predominant type of accident recurring at the intersection. A committee of signal design and maintenance staff reviews the information developed from these analyses and selects the improvement providing the safest, most cost-effective, long-term solution.

Detailed documentation of the signal prioritization process is contained in the report, *King County Countywide Signal Program, Signal Priority Process*, King County Road Services Division, Traffic Engineering Section, July 2004.

PEDESTRIAN NEEDS

The Pedestrian Priority Process (PPP) focuses on improving the most critical pedestrian facilities in unincorporated King County. This process helps the County identify and prioritize pedestrian walkway improvements for construction. PPP was initiated in response to concerns expressed by the King County Council regarding pedestrian safety. The program uses a rating process developed in 1990-1991.

There are four main steps to the process:

Identification of Candidate Locations – A list of potential improvements is compiled from recommendations by Road Services Division personnel, business and community groups, and the general public.

Preliminary Screening and Scoping of Candidate Locations – Road Services Division employees field check each location to eliminate those that are not significant safety hazards or that are infeasible.

Determination of Priority Process Score – Potential improvements are rated based on the following eight evaluation criteria:

1. auto traffic volume (TV)
2. auto speed limits (Sp)
3. pedestrian volume (PV)
4. physical safety of existing pedestrian facilities (EF)
5. accident history (Ac)
6. appearance on other plans (PI)
7. linkage to other pedestrian trails and pathways (L)
8. benefits to other travel modes: bicyclists, equestrians, bus riders, and the disabled (M)

Values for these criteria are used in the following formula to derive a total priority score:

$$2 \times \{(TV \times Sp \times PV \times EF) + Ac\} + Pl + L + M = \text{Priority Score}$$

Evaluation of Candidate Locations – Potential projects are reviewed. Low-scoring projects and those with prohibitive costs are given less consideration. The highest scoring projects are considered candidate projects for inclusion in the Road Services Division capital facilities plans.

Documentation of this process is contained in the report, *The Pedestrian Priority Process*, 1991, King County Roads and Engineering Division.

INTELLIGENT TRANSPORTATION SYSTEM (ITS) NEEDS

The corridor projects provide an overall ITS improvement program for key regional corridors. The key corridors were identified from the 2004 Transportation Needs Report (TNR) and from stakeholder feedback regarding transportation needs in unincorporated King County. ITS improvements proposed for the identified corridors include cameras, vehicle detection, traffic signal equipment and timing upgrades, pavement conditions sensors, and other devices where needs warrant, as well as communications infrastructure to support these devices. For the most part, these corridors are linked to each other or to other King County ITS projects, allowing for communications continuity and the establishment of a regional ITS corridor network. The corridors include both urban arterials and smaller-capacity rural roads.

A total of 34 corridor projects were identified. As with any planned improvement program, all of the projects cannot begin at once, and a prioritization process is needed to determine which projects best meet the needs of the County based upon their ability to meet key criteria. Criteria for analyzing the project priorities were established based upon examples from the 2004 Transportation Needs Report (TNR), as well as other criteria specific to ITS projects and the needs of the County. Each criterion was analyzed on a scale of 1 – 5 points; no single criterion was weighted more heavily than another. Priorities were established by totaling the points received by each project. A general priority level (Low, Medium, High) was then assigned by comparing the scores each project received.

It is recognized that actual project deployments are likely to be affected by such factors as funding availability and dependence on other projects, as well as require additional investigation into overall project feasibility. Therefore, the intent of the exercise was to provide a relative analysis of King County's ITS priorities, and not to establish a set order for deployment.

ITS Corridor Projects

The corridor projects include a broad cross-section of both urban and rural corridors, dispersed across the county. This section describes the process and criteria that was used to assign a relative (high, medium, low) priority to each project. These criteria were established with the purpose of providing a quantitative assessment of each project's alignment with King County needs and priorities. To the extent possible, the prioritization method was based upon criteria used in the 2004 TNR. The criteria include:

Average Daily Traffic (ADT): This criterion used the same traffic volume scale as capacity projects to assign priority to corridor projects along roads with the highest average daily traffic counts.

ADT Value	Score
>20,000	5
15,000 – 20,000	4
10,000 – 15,000	3
5,000 – 10,000	2
<5,000	1

Volume to Capacity Ratios: This criterion gave priority to roads whose volumes were approaching or exceeding capacity, based upon the following scale used in the TNR:

V/C Value	Score
> 1.2	5
1.0 – 1.2	4
.8 – 1.0	3
.6 -- .8	2
<.6	1

Accident Rates: Corridors with high accident rates were considered higher priority, using the following scale:

Accident Rate	Score
> 4.1	5
Below 4.0	4
Below 3.0	3
Below 2.0	2
Below 1.0	1

Transit Ridership: Corridors with greater volume of transit ridership were considered higher priority, using the following scale:

Average Weekday Ridership	Score
>400	5
300 – 400	4
200 – 300	3
100 – 200	2
1 -- 100	1

Potential for Annexation: Proposed and approved land annexations for 2004 and 2005 were reviewed as well as proposed future annexations. Corridors with little probability of annexation were considered higher priority using the following scale:

Proposed Annexation Year	Score
Rural	5
>2010	4
2009 – 2010	3

2007 – 2008	2
2005 -- 2006	1

Availability of Communications: Corridors with access to communications infrastructure were considered higher priority, using the following scale:

Communications	Score
King County fiber existing on corridor	5
King County or WSDOT fiber nearby	4
INET Hub Nearby	3
Other	2
None / Unknown	1

Links to Other Existing/Planned Projects: Higher priority was given to corridor projects that could coordinate or build off of other county ITS corridor projects, as follows:

Projects	Score
Links to Funded / Existing King County Corridor Project	5
Links to Other Strategic Plan Project	3

Hazard Areas: King County has identified a number of hazards along county roadways, including High Accident Road Segments (HARS), High Accident Locations (HAL), and areas prone to flooding, ice, and landslides. Corridors with two or more of these hazard locations were given a score of 5; corridors with one identified hazard were given a score of 3.

Hazard Areas	Score
Two or more hazards in corridor	5
One identified hazard in corridor	3

Final Priority Ranking

Total Corridor Priority	Total Score
High	Score > 23
Medium	Score 22 – 17
Low	Score <16

VULNERABLE ROAD SEGMENTS (VRS) STUDY

The Vulnerable Roadway Segments (VRS) study was instituted in 2005 to identify and address specific roadway funding needs throughout the County. A vulnerable road segment was defined as a road segment that requires abnormally expensive and/or frequent repairs. This includes roads with failing retaining walls, seawalls, roads with chronic settlement problems, or roadways close to rivers with repetitive erosion problems.

The first step of the study was to identify the vulnerable road segments throughout the County. The identification process consisted of a two-pronged effort; researching existing lists of

problem roads as well as finding new segments. The data collected from researching existing lists and working with the Road Services Division Maintenance Section provided enough information to start compiling a comprehensive list of the roadway segments found.

Priority Array Description

Several categories, listed below, were used in the development the priority score for vulnerable roadway segments. The value assigned to each of the categories were either calculated, or collected from various data sources. The amount of influence each of the categories has in producing the priority rank is broken down in the table below.

- Project Costs
- Average Daily Traffic Volume
- Detour Length
- Maintenance Frequency
- Maintenance Costs
- Structural Importance
- Guardrail Need
- Inclusion in a Future Project

PRIORITY RANK

Factor	Percent Rank
Project Cost vs. Maintenance Cost	16%
Structural Importance	12%
Guardrail	25%
Future Project	25%
Cost per Car	8%
Detour Length	6%
Maintenance Frequency	8%

The future project cost is the estimated total project cost to address or repair the issue along the vulnerable roadway segment. The cost analysis for the category is only at a planning level of detail and should be refined before a project begins. Projects that are less expensive are given more priority since they are easy fixes.

The guardrail need category is a yes or no toggle identifying if the road segment also needs to have guardrail rail installed. Road segments identified with this need are given more priority.

The maintenance cost category is the annual amount of money spent repairing the identified road segments to correct the identified problem. Projects with higher maintenance costs are given more priority.

Each of the road segments were assessed by an engineer who evaluated the roads vulnerability to closure and or loss of life if left uncorrected. Roads that were more vulnerable are given more priority.

The importance of the road segment in the counties transportation system is measured by the average daily traffic count, which is scaled with the project cost to determine the value the project has to county road users. Road segments with a lower cost per driver are given more priority. Some road segments however are rural and don't have an average daily traffic count. For these road segments estimated average daily traffic counts came from the road classification.

The hassle factor is a score of the frequency that maintenance addresses the issue identified on the vulnerable road segment. Road segments that have been identified with frequent maintenance needs are given more priority.

The detour length of each of the road segments was determined to measure the amount of inconvenience that would be placed on drivers if the road segment was closed at the location of the road segments vulnerability.

All of the scores are then weighted and the summed to produce a score between 0 to 100 ranking the different road segments and identifying the best project candidates. The road segment with the lowest score is the best candidate for a road project.

SMALL SCOPE OPERATIONAL PROJECTS

Program Description

Historically, small scope operational projects have been a lower consideration in the Road Services Division's CIP project development process, as these project are typically developed on an as-needed basis. In September 2005, the Division recognized the need to establish a program for these types of projects -- those that do not rate high enough to be funded from other prioritized program project lists. The goal for this program is to identify and support high benefit cost ratio projects that could address small scope traffic flow and safety issues. The focus of this effort is to develop a comprehensive list of pedestrian facilities, non-signal intersection improvements and roadway location projects with recommended improvements to serve unincorporated King County's transportation and pedestrian needs.

Program Development Process

As a new program and process, a statement of the programs goals and objectives was developed. A project recommendation and evaluation process was introduced that satisfied these goals and objectives. The project selection process used an objective methodology for ranking potential sites for safety and traffic improvements. Finally, a budget element was applied to make sure the most deserving projects are achieved first.

Goals and Objectives

The goal of this Small Scope Operational Program is to identify locations within unincorporated King County that could be enhanced by operational improvements, yet have not been implemented due to funding constraints. There are needs that have been identified for pedestrian facilities, non-signal intersection improvements and roadway locations that either do not fit the criteria of existing improvement programs or do not score high enough to be funded.. The objective of this program is to develop a prioritized list of small scale projects showing description of proposed work scope, limits and costs. Another common element of these projects is their short design and construction schedules, which makes this program highly responsive to emerging needs.

Project Selection Process

The staff from the Road Services Division's Traffic Engineering Section developed a logical, project-selection process for identifying, selecting and prioritizing projects. There are four tiers to this process:

- Identification of a candidate project
- Preliminary screening and scoping of candidate locations
- Determination of priority process score
- Evaluations of candidate locations

Identification of Candidate Projects

A list of potential improvements is compiled from recommendations by a number of sources including KCDOT engineering staff, businesses, community groups, and members of the general public.

Preliminary Screening and Scoping of Candidate Locations

A field review was conducted for candidate projects for scope verification, cost estimating, and identification of unique constraints and challenges. Field trips were made to most sites to collect relevant, up-to-date field information, site-specific data, create site diagrams and sketches and take photographs. In addition, King County traffic volume and accident data was included as part of the location-specific analysis.

The evaluation for each project was based on a preliminary screening of the project information obtained during data collection. Preliminary screening/feasibility analysis was undertaken prior to project development to assure a candidate project is feasible and satisfies program goals and criteria before it is evaluated. As each project was screened, it was assigned a relative (high, medium, low) priority to develop a preliminary ranking and determination of whether to advance formal prioritization process.

Determination of Priority Process Score

The priority process was developed with the purpose of providing a quantitative assessment of each project's merits for comparison with similar projects. Prioritization and selection of projects begins with project screening/feasibility analysis and ends with the prioritized project

list. Data on vehicle and pedestrian volumes, vehicle speeds, existing and planned facility capacities and accident history at each location over the most recent three or five year period was also collected as part of the analysis process.

Each project is unique due to the specific issues addressed. Certain concerns are indicative of site deficiencies that can be addressed by specific countermeasures. Countermeasures are the improvements that address problems at a given location to improve the safety or traffic operations. Countermeasures at each location were developed for the three separate categories (pedestrian facilities, non-signal intersection improvements and roadway locations) based on the predominant problems, field observations, King County practices and standards, and the experience of the review team.

Pedestrian-oriented projects used the existing pedestrian priority array (see Pedestrian Priority Process earlier in this appendix). . The algorithm for non-signal intersection improvements and roadway location projects was developed specifically by the Traffic Engineering staff to score projects in these categories. The potential improvements for these projects were rated on the following criteria:

NON-SIGNAL INTERSECTION IMPROVEMENT PROJECTS

Volume to Capacity Ratio

Volume to Capacity Ratio	Score
Greater than 1.0	15
.5 to .99	10
.25 to .49	5
Less than .25	0

Volume to Capacity Ratio relative to number of hours it exceeds various thresholds

Volume to Capacity Ratio	Score
V/C > .8 for 8 + hours	10
V/C > .8 for 5 - 7 hours	7
V/C > .6 for 8 + hours	5
V/C > .6 for 7 hours or less	0

SAFETY CRITERIA

Accidents per million Entering vehicles -average of 5 most recent years (ACC/MEV)

Accidents / MEV	Score
Greater than 1.0	30
.5 to .99	25
.25 to .49	15
.10 to .24	10
Less than .10	0

SAFETY CRITERIA

Intersection Geometrics with respect to King County Road Standards-1993 for angle of intersection, horizontal curvature of approach, vertical curvature of approach, and stopping sight distance

Road Design Standards Met	Score
4 Criteria Not Met	30
3 Criteria Not Met	20
2 Criteria Not Met	15
1 Criteria Not Met	10
Meets KCRS Criteria	0

SAFETY CRITERIA

Speeding

85th Percentile Speed in excess of the posted speed limit

Speed greater than posted speed	Score
Greater than 10 MPH	15
7 MPH to 10 MPH	10
5 MPH to 7 MPH	5
Less than 5 MPH	0

ROADWAY LOCATIONS PROJECT CRITERIA

Level-of-Service (congestion)

Level-of-Service	Score
A	0
B	0
C	5
D	15
E	20
F	25

SAFETY CRITERIA

Accidents per million vehicles (average of 5 most recent years)

Accidents per Million Vehicle miles traveled – 5 years	Score
Greater than 3.0	30
3.0 to 2.5	20
2.5 to 1.5	10
Less than 1.5	0

SAFETY CRITERIA

Roadway geometrics with respect to King County Road Standards 1993

Road Design Standards Met	Score
Meets none	30

Meets 1	25
Meets 2	15
Meets all	0

Speeding

Speed greater than posted speed	Score
Greater than 10 MPH	15
7 MPH to 10 MPH	10
5 MPH to 7 MPH	5
Less than 5 MPH	0

Evaluations of Candidate Locations

Scores for each location ranged from 0 to 100, with the following levels:

0 to 30	Low
31 to 50	Medium
51 to 100	High

Potential projects were reviewed with planning-level cost estimates and then subjected to a basic financial analysis. Low scoring projects or those with prohibitive costs are given less consideration. The highest scoring projects are prioritized and considered as best candidates for the Road Services Division's Small Scope Operational Projects program.

Project Selection

The small scope operational projects include a broad cross-section of both urban and rural locations, and priority arrays were developed for each of the three categories. The final project selection will be based on the priority scores weighted based on an assessment of each project's potential effectiveness. Consideration and higher priority was also given to such factors as whether the project could coordinate with or enhance other King County transportation needs and priorities.

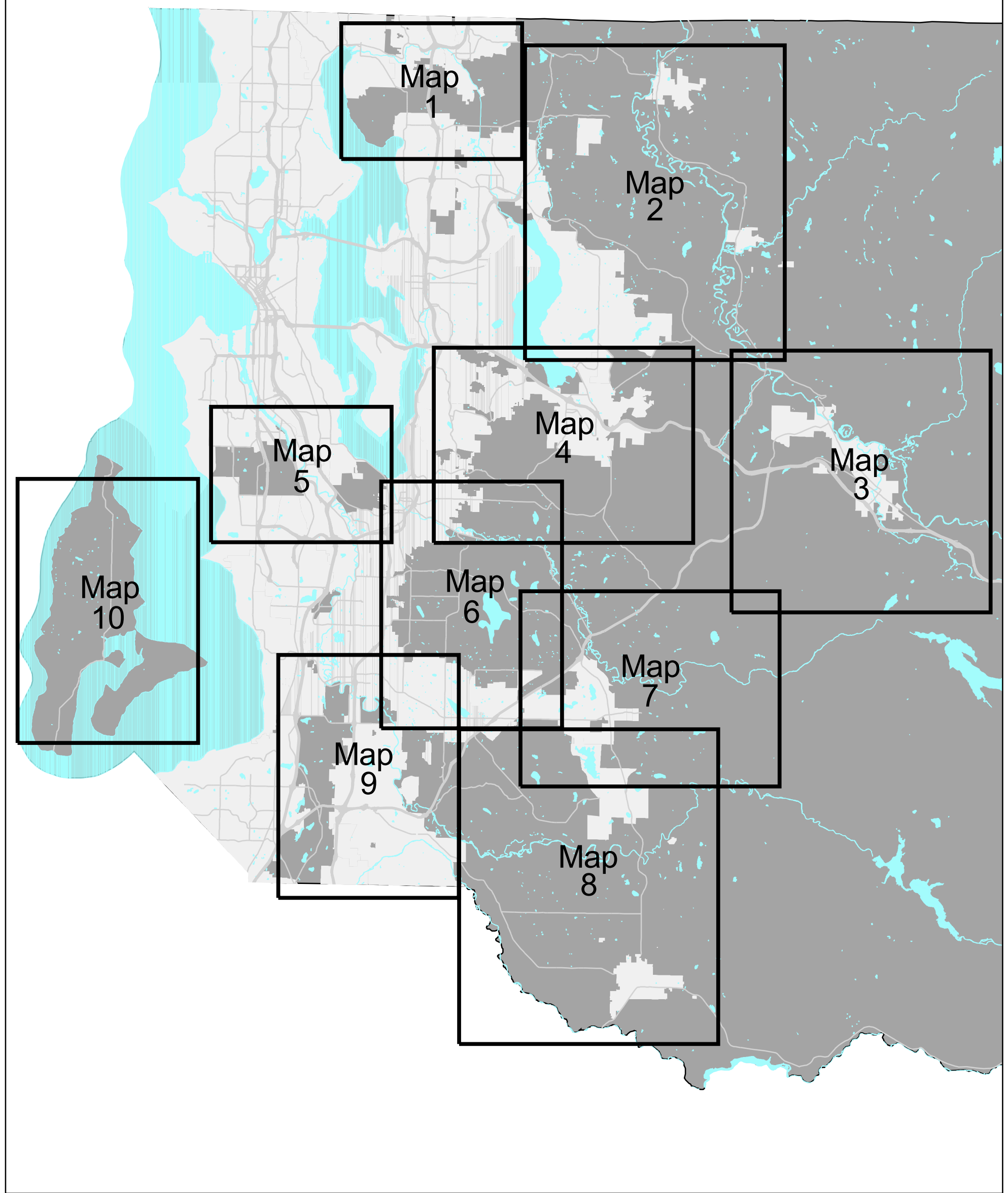
Appendix D

Financial Analysis

**TNR 2006 Financial Forecast
In Constant 2006 Dollars**

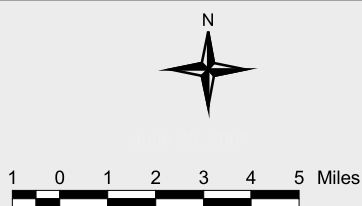
Year	Road Fund	Fed. BRAC	Federal	State	MPS	Other Local
2007	\$35,400,337	\$2,000,000	\$2,750,000	\$2,000,000	\$2,800,000	\$100,000
2008	\$33,177,088	\$2,000,000	\$2,750,000	\$2,000,000	\$2,700,000	\$100,000
2009	\$41,041,169	\$2,000,000	\$2,750,000	\$2,000,000	\$2,600,000	\$100,000
2010	\$41,706,196	\$2,000,000	\$2,750,000	\$2,000,000	\$2,500,000	\$100,000
2011	\$42,022,022	\$2,000,000	\$2,750,000	\$2,000,000	\$2,000,000	\$100,000
2012	\$44,923,426	\$2,000,000	\$2,750,000	\$2,000,000	\$1,900,000	\$100,000
2013	\$40,862,069	\$2,000,000	\$2,750,000	\$2,000,000	\$1,800,000	\$100,000
2014	\$36,609,378	\$2,000,000	\$2,750,000	\$2,000,000	\$1,700,000	\$100,000
2015	\$32,768,793	\$2,000,000	\$2,750,000	\$2,000,000	\$1,600,000	\$100,000
2016	\$29,082,063	\$2,000,000	\$2,750,000	\$2,000,000	\$1,500,000	\$100,000
2017	\$25,474,688	\$2,000,000	\$2,750,000	\$2,000,000	\$1,400,000	\$100,000
2018	\$22,133,442	\$2,000,000	\$2,750,000	\$2,000,000	\$1,400,000	\$100,000
2019	\$18,903,613	\$2,000,000	\$2,750,000	\$2,000,000	\$1,300,000	\$100,000
2020	\$15,810,472	\$2,000,000	\$2,750,000	\$2,000,000	\$500,000	\$100,000
2021	\$12,867,025	\$2,000,000	\$2,750,000	\$2,000,000	\$0	\$100,000
2022	\$10,072,768	\$2,000,000	\$2,750,000	\$2,000,000	\$0	\$100,000
	\$482,854,548	\$32,000,000	\$44,000,000	\$32,000,000	\$25,700,000	\$1,600,000
						\$618,154,548

TNR Need Category	Identified Needs	Allocation
Bridge	\$142,921	\$106,613
Capacity Major	\$238,076	\$109,000
Capacity Minor	\$202,958	\$45,000
ITS	\$96,185	\$14,000
Non Motorized	\$92,184	\$21,397
Operations	\$89,838	\$40,000
Preservation	\$39,783	\$29,000
Reconstruction	\$3,580	\$2,600
Rehabilitation	\$2,274	\$1,700
Safety	\$100,749	\$68,000
	\$1,008,548	\$437,310
Other CIP Needs		
Drainage/Fish Passage		\$25,000
Environmental		\$6,000
Overlay		\$81,000
Misc.		\$11,000
Debt Service		\$57,845
		\$180,845



TNR Index Map











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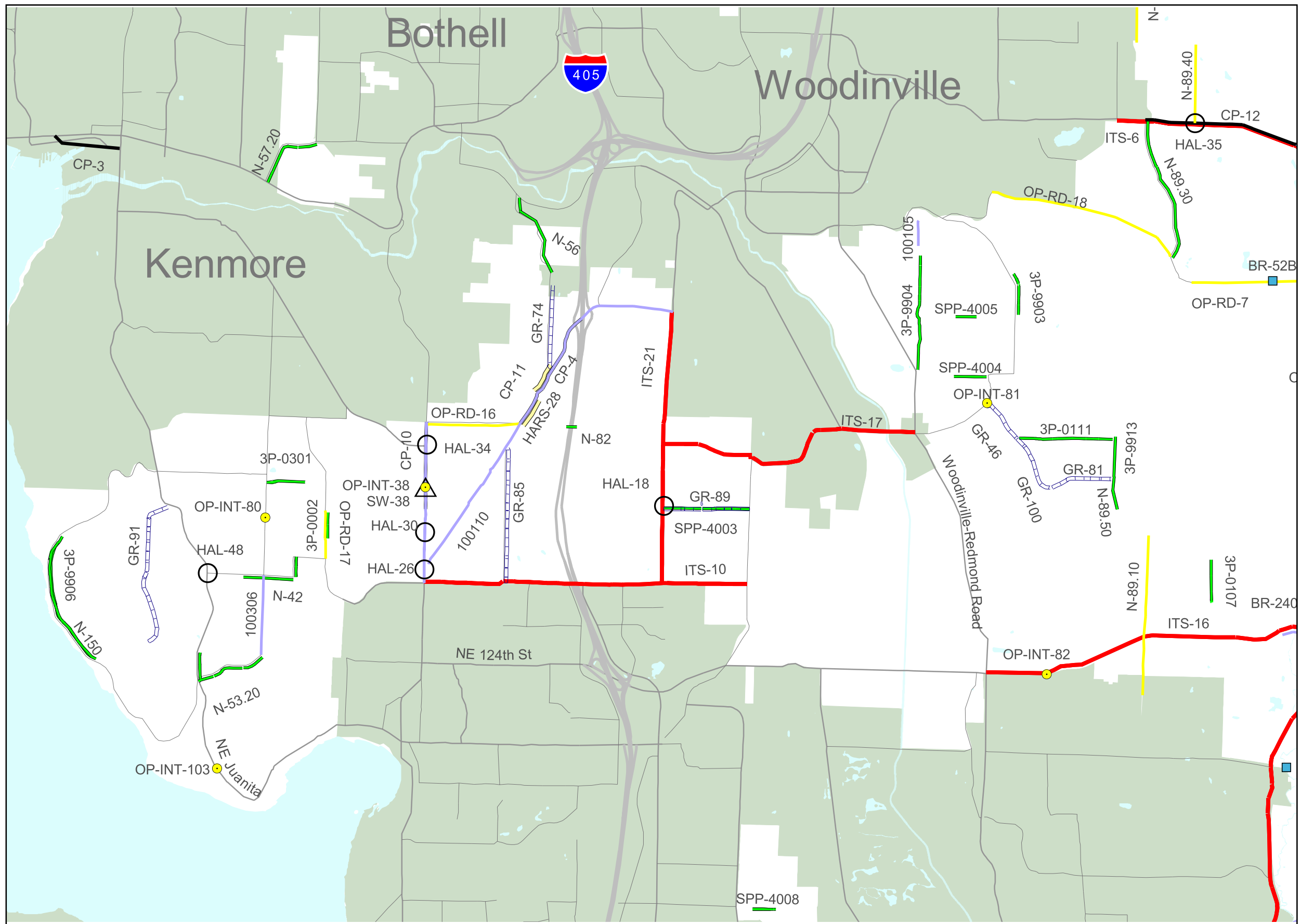


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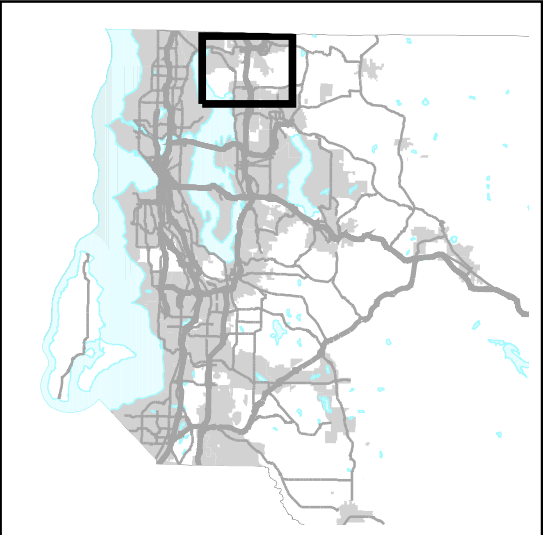
-  Northshore-Map 1
-  Bear Creek-Map 2
-  Snoqualmie Valley-Map 3
-  East Sammamish/Newcastle-Map 4
-  N. Highline/West Hill-Map 5
-  N. Soos Creek-Map 6
-  Tahoma/Raven Heights-Map 7
-  Enumclaw-Map 8
-  Federal Way/S. Soos Creek-Map 9
-  Vashon-Map 10
-  Cities



Legend

- △ Signals
- Bridges
- Operational Intersection
- HAL
- ★ CIP Intersections/Bridges
- ↘ Operational
- ↘ Capacity
- ↘ Guardrails
- ↘ Reconstruction
- ↘ CIP Paths/Roadways
- ↘ Pedestrian
- ↘ HARS
- ↘ ITS
- Cities

Color Version: <http://www.metrokc.gov/kcdot/roads/planning/tnr/>



King County



March 2006

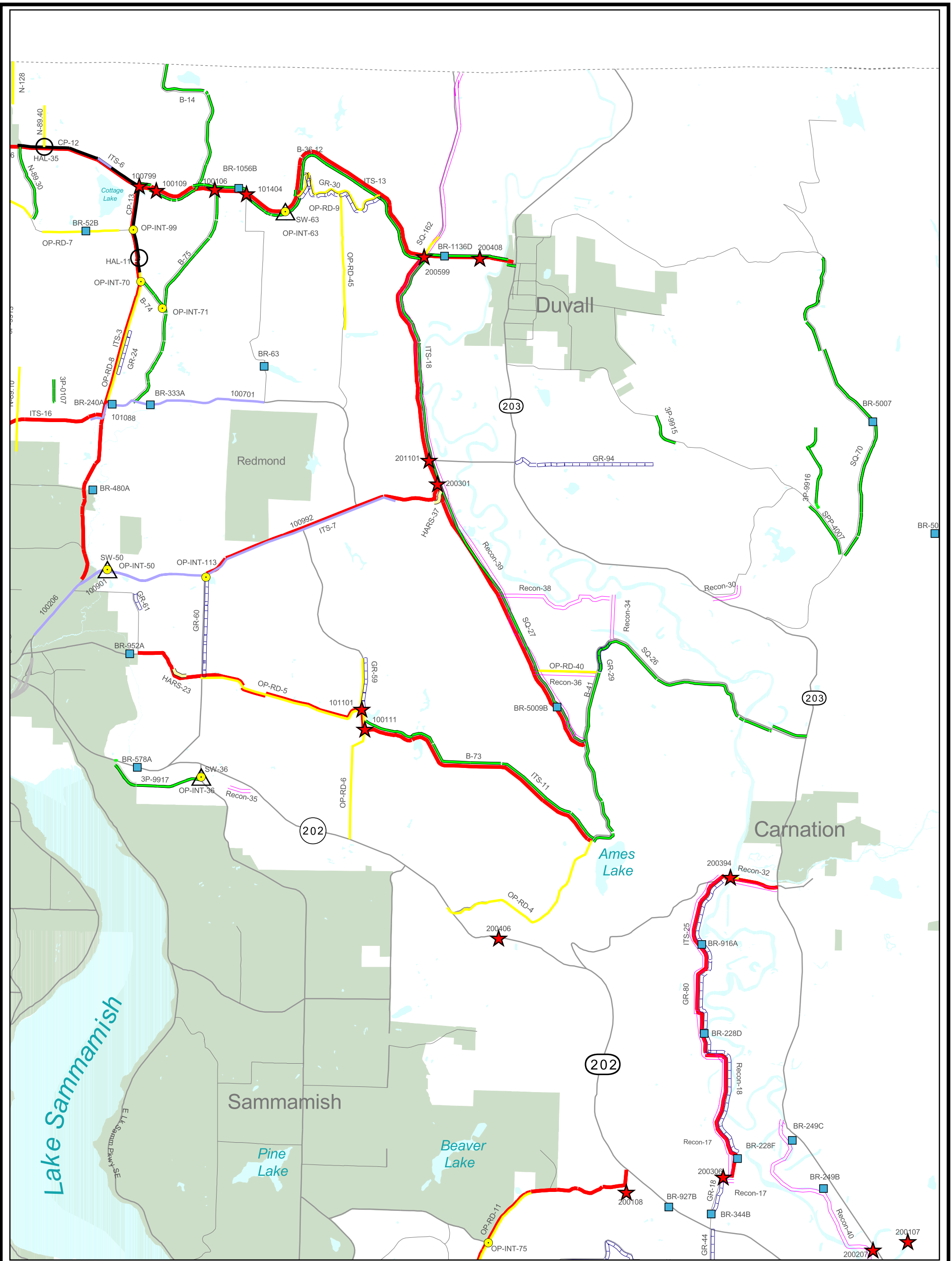
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0.3 0 0.3 Miles



Northshore

TNR - Map 1

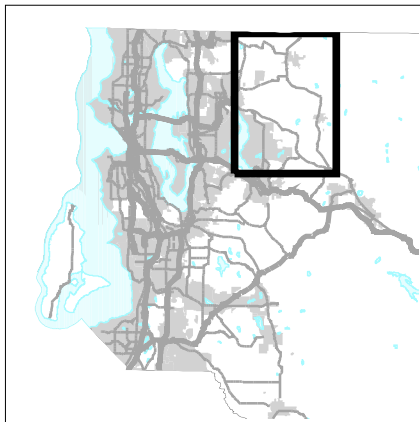


Bear Creek TNR - Map 2

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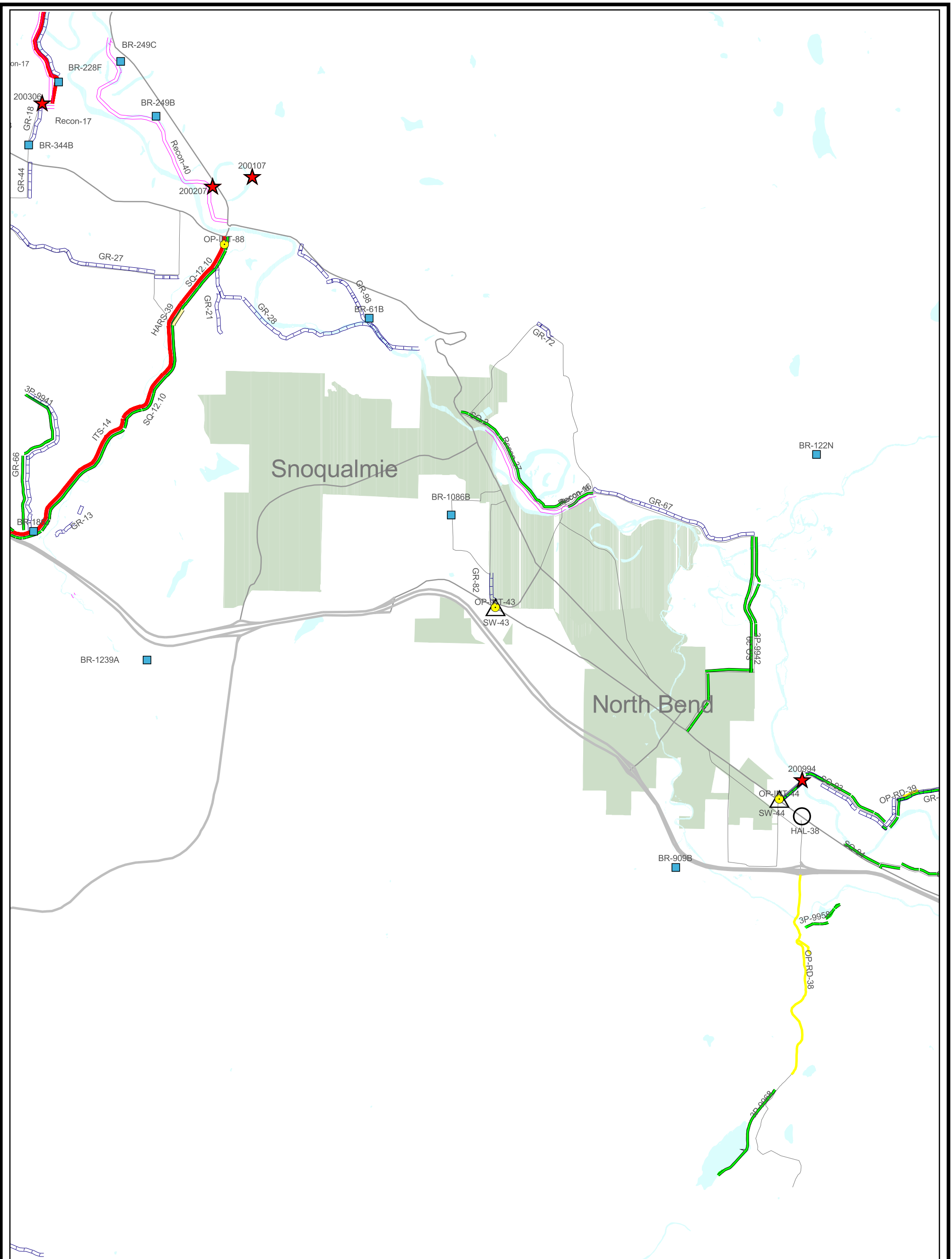
0.3 0 0.3 0.6 Miles



Legend

- △ Signals/Intersections
- Bridges
- Operational Intersection
- HAL
- ★ CIP Intersections & Bridges
- ↔ CIP Paths/Roadways
- ↔ Operational Road
- ↔ Guardrails
- ↔ Reconstruction
- ↔ Capacity
- ↔ Pedestrian
- ↔ HARS
- ↔ ITS
- Cities


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Snoqualmie Valley


TNR - Map 3

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King County

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March 2006

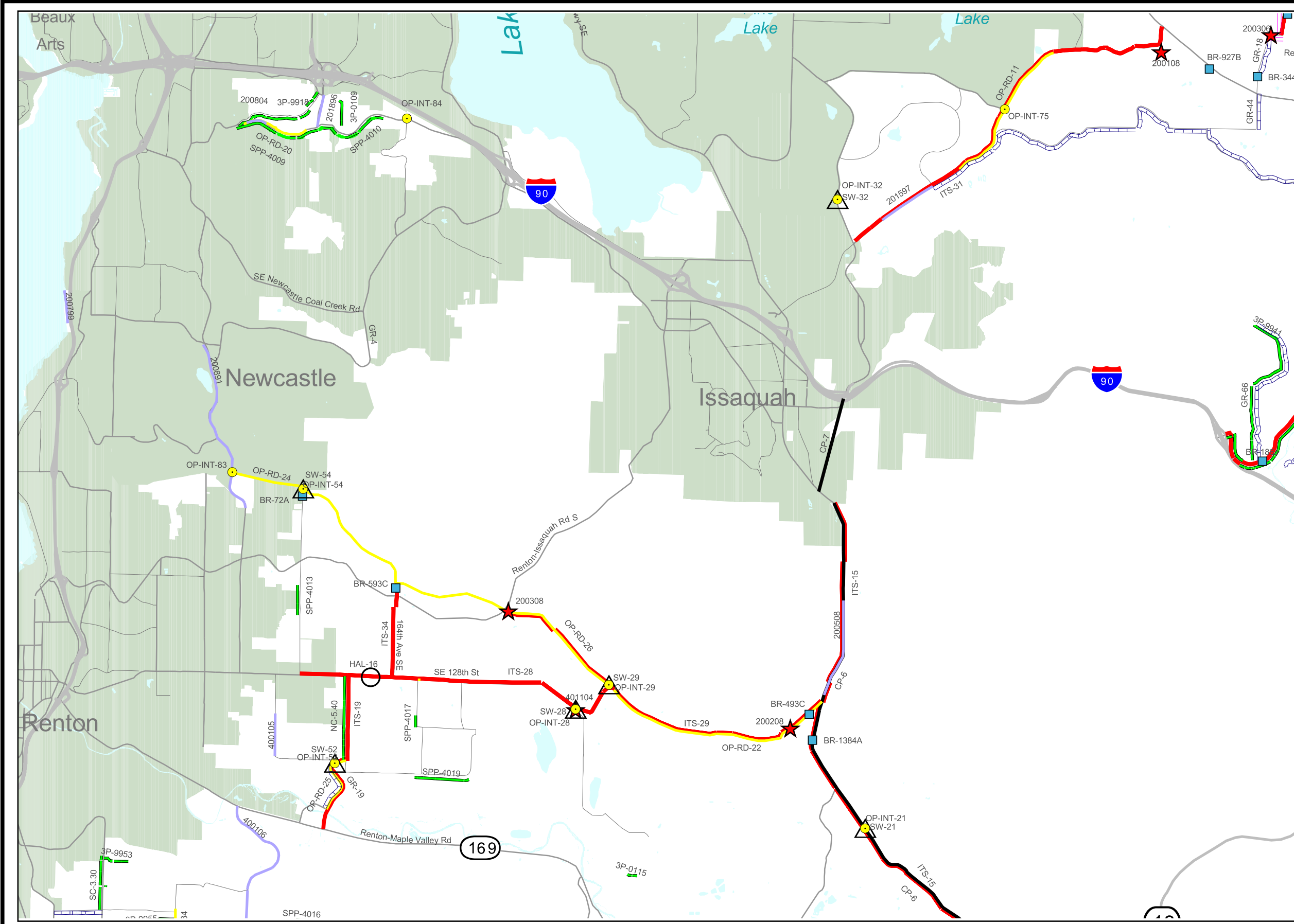
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Legend

	Signals/Intersections		Operational Road
	Bridges		Guardrails
	Operational Intersection		Reconstruction
	HAL		Capacity
	CIP Intersections & Bridges		Pedestrian
	CIP Paths/Roadways		HARS
			ITS
			Cities

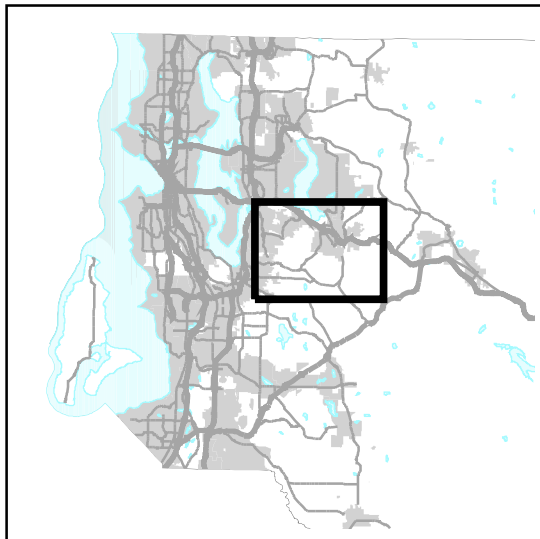
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Legend


- △ Signals
- Bridges
- Operational Intersection
- HAL
- ★ CIP Intersections/Bridges
- ↘ Operational
- ↘ Capacity
- ↘ Guardrails
- ↘ Reconstruction
- ↘ CIP Paths/Roadways
- ↘ Pedestrian
- ↘ HARS
- ↘ ITS
- Cities

Color Version: <http://www.metrokc.gov/kcdot/roads/planning/tnr/>






King County



March 2006

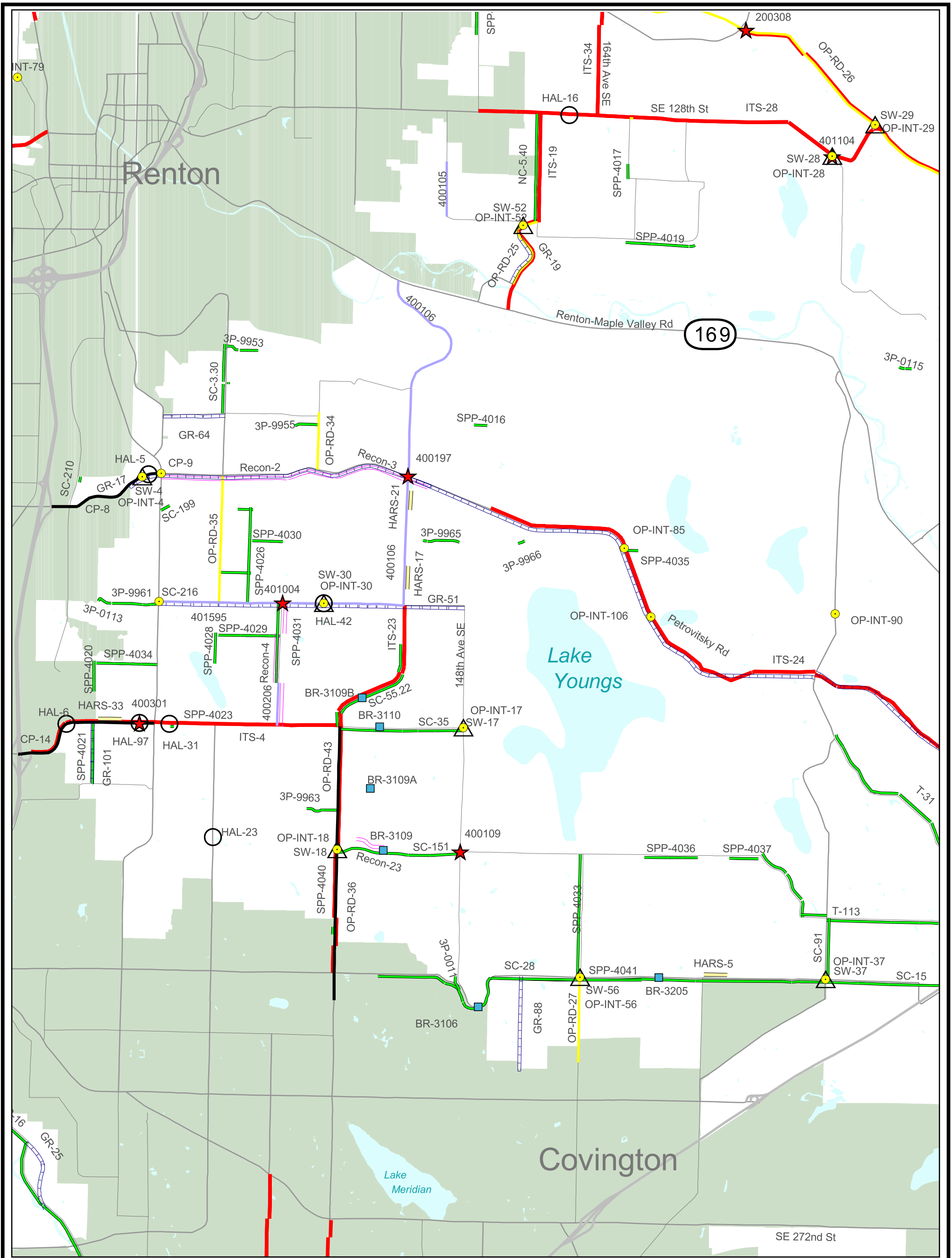
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0.5 0 0.5 Miles



Newcastle

TNR - Map 4



North Soos Creek TNR - Map 6

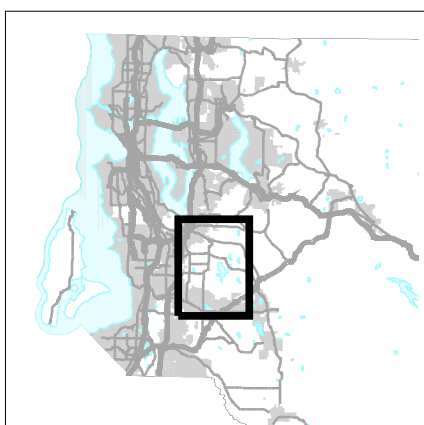
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King County

N

March 2006

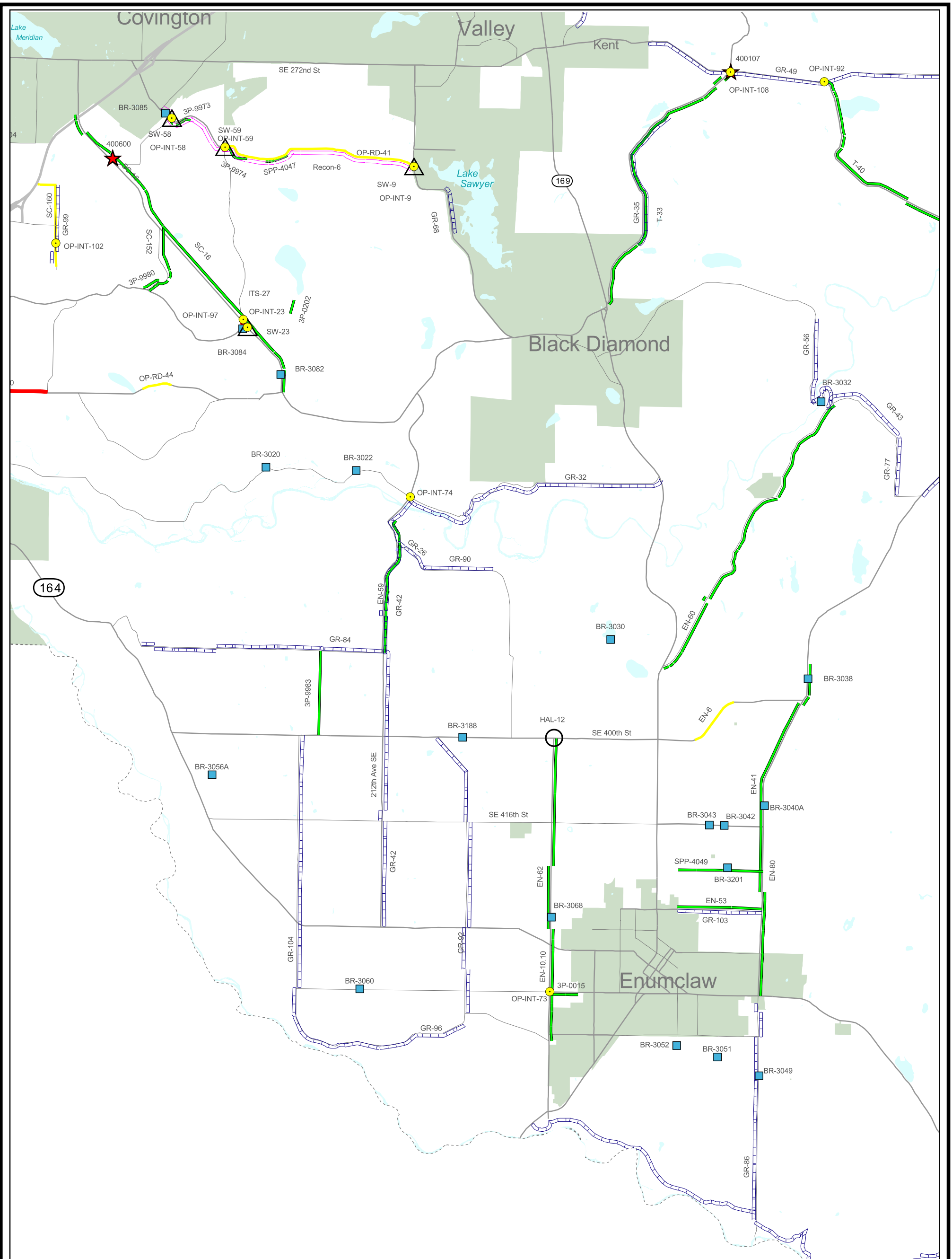
0.3 0 0.3 0.6 Miles



Legend

- △ Signals/Intersections
- Bridges
- Operational Intersection
- HAL
- ★ CIP Intersections & Bridges
- ↔ CIP Paths/Roadways
- ↗ Operational Road
- ↖ Guardrails
- ↘ Reconstruction
- ↙ Capacity
- ↕ Pedestrian
- ↔ HARS
- ↔ ITS
- Cities

Color Version: <http://www.metrokc.gov/kcdot/roads/planning/tnr>

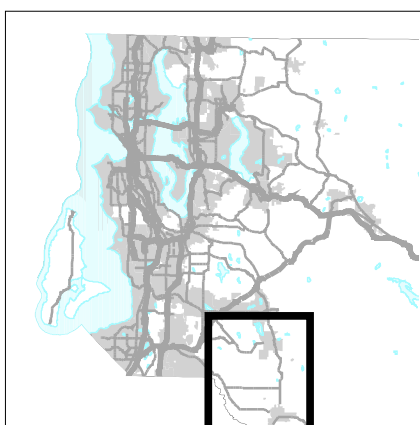


Enumclaw TNR - Map 8

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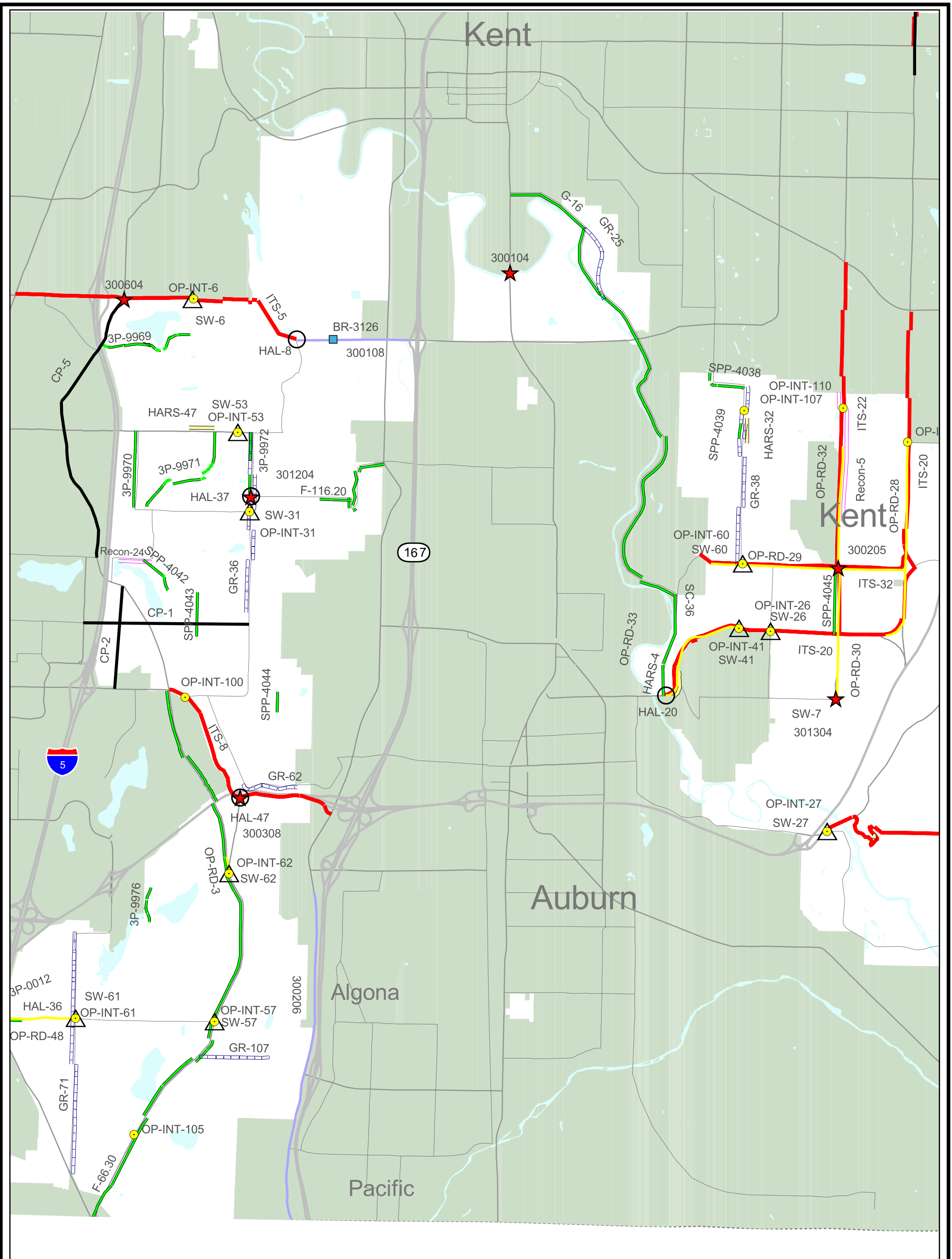
0.3 0 0.3 0.6 Miles



Legend


- Signals/Intersections
- Bridges
- Operational Intersection
- HAL
- CIP Intersections & Bridges
- CIP Paths/Roadways
- Operational Road
- Guardrails
- Reconstruction
- Capacity
- Pedestrian
- HARS
- ITS
- Cities

Color Version: <http://www.metrokc.gov/kcdot/roads/planning/tnr>




Federal Way TNR - Map 9

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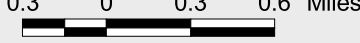
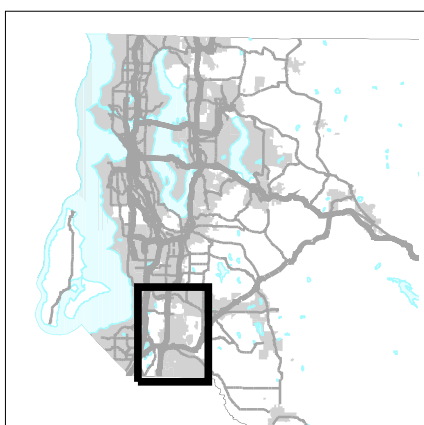
King County

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March 2006

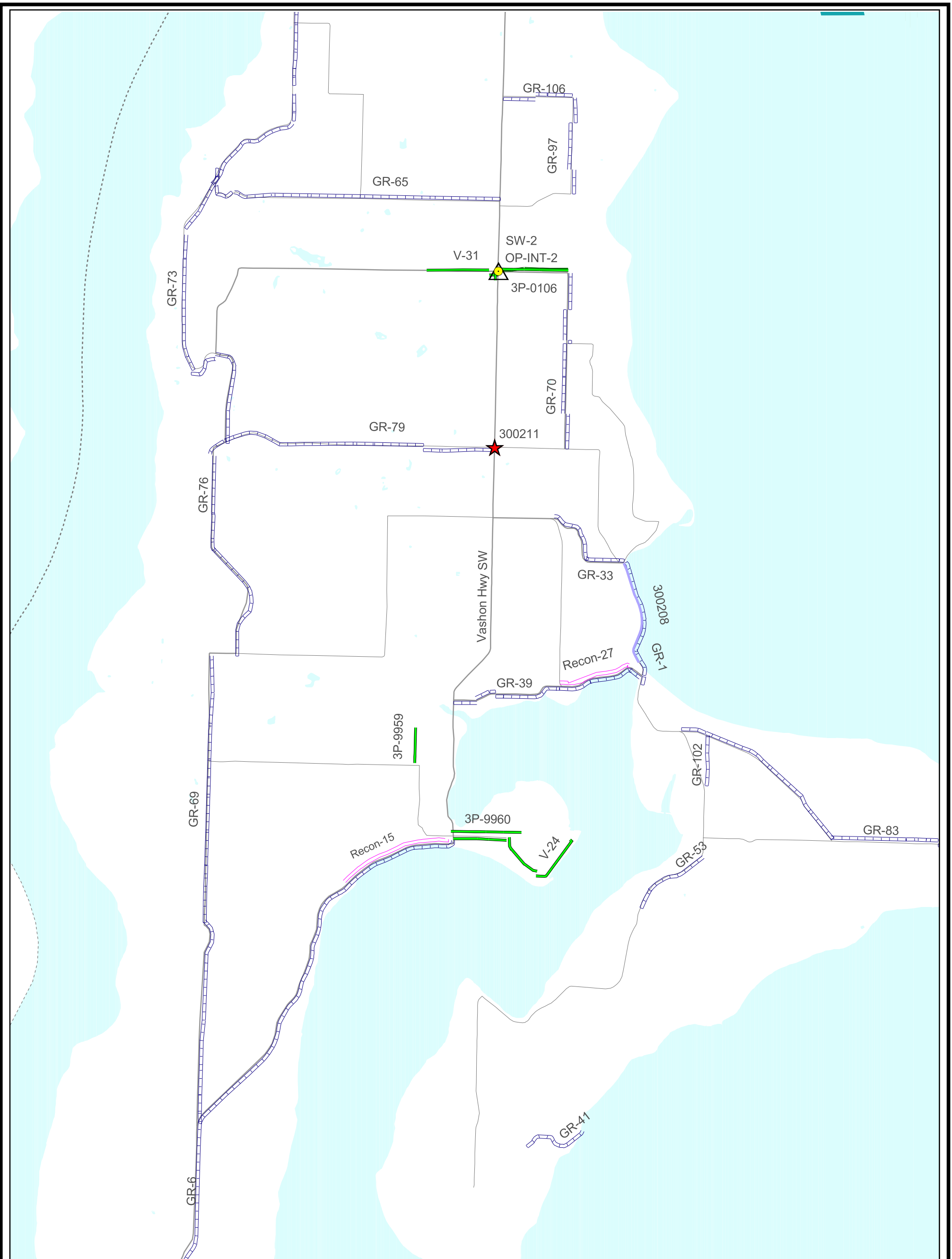
0.3 0 0.3 0.6 Miles

Legend

	Signals/Intersections		Operational Road
	Bridges		Guardrails
	Operational Intersection		Reconstruction
	HAL		Capacity
	CIP Intersections & Bridges		Pedestrian
	CIP Paths/Roadways		HARS
			ITS
			Cities

Color Version: <http://www.metrokc.gov/kcdot/roads/planning/trn>



Vashon

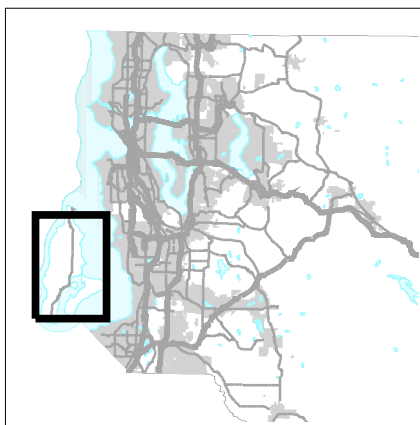
TNR - Map 10

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March 2006

0.3 0 0.3 0.6 Miles



Legend

- △ Signals/Intersections
- Bridges
- Operational Intersection
- HAL
- ★ CIP Intersections & Bridges
- ↔ CIP Paths/Roadways
- ↘ Operational Road
- ↘ Guardrails
- ↘ Reconstruction
- ↘ Capacity
- ↘ Pedestrian
- ↘ HARS
- ↘ ITS
- Cities

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