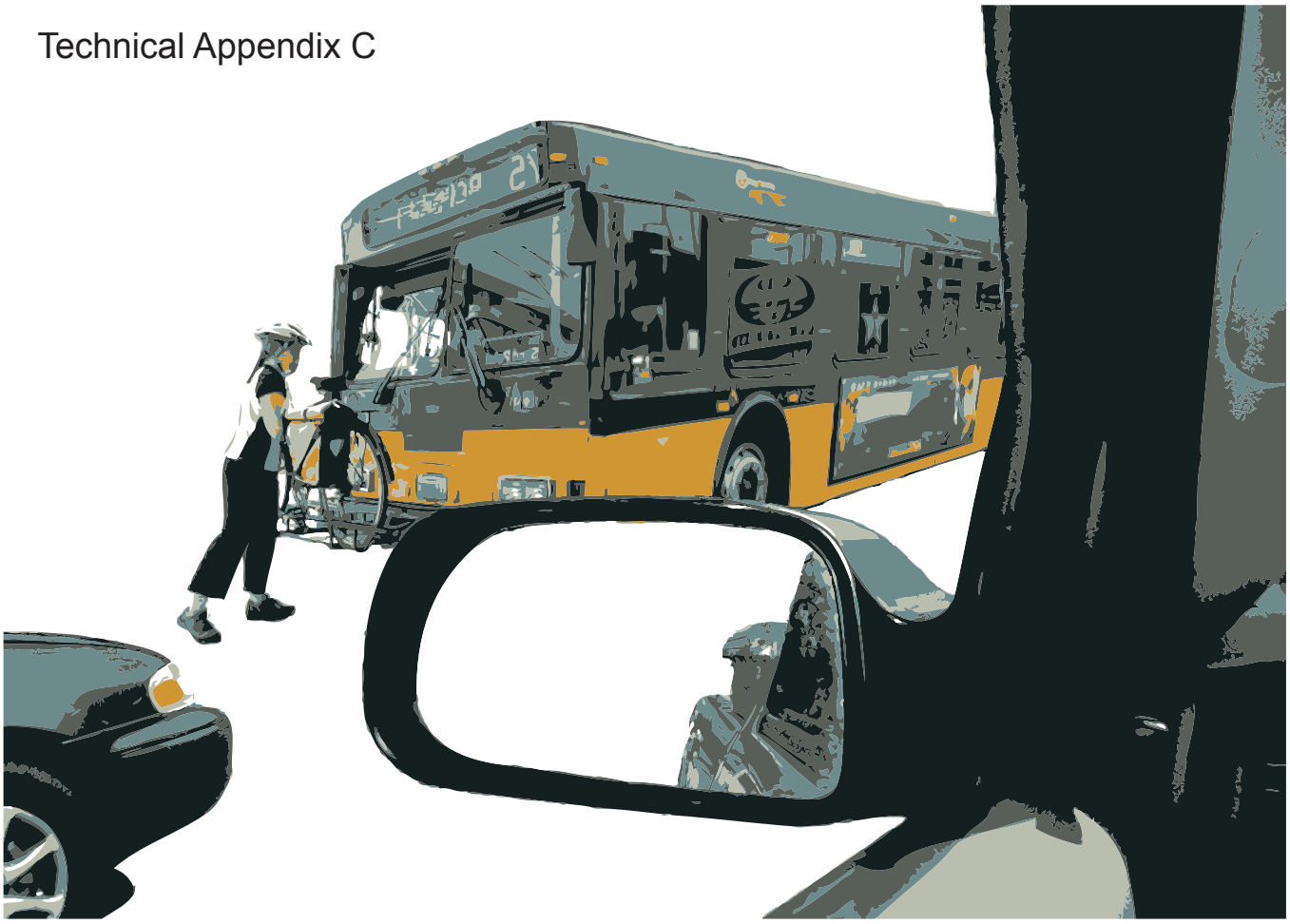
Technical Appendix C



Transportation Needs Report 2008

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

Executive Recommended
March 2008

King County
Department of Transportation
Road Services Division

TRANSPORTATION NEEDS REPORT 2008

An Element of the King County Comprehensive Plan

Executive
Recommended
Draft

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King County

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Of the

TNR

Transportation Needs Report 2008

Executive Recommended Draft
March 2008

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. 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.

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.

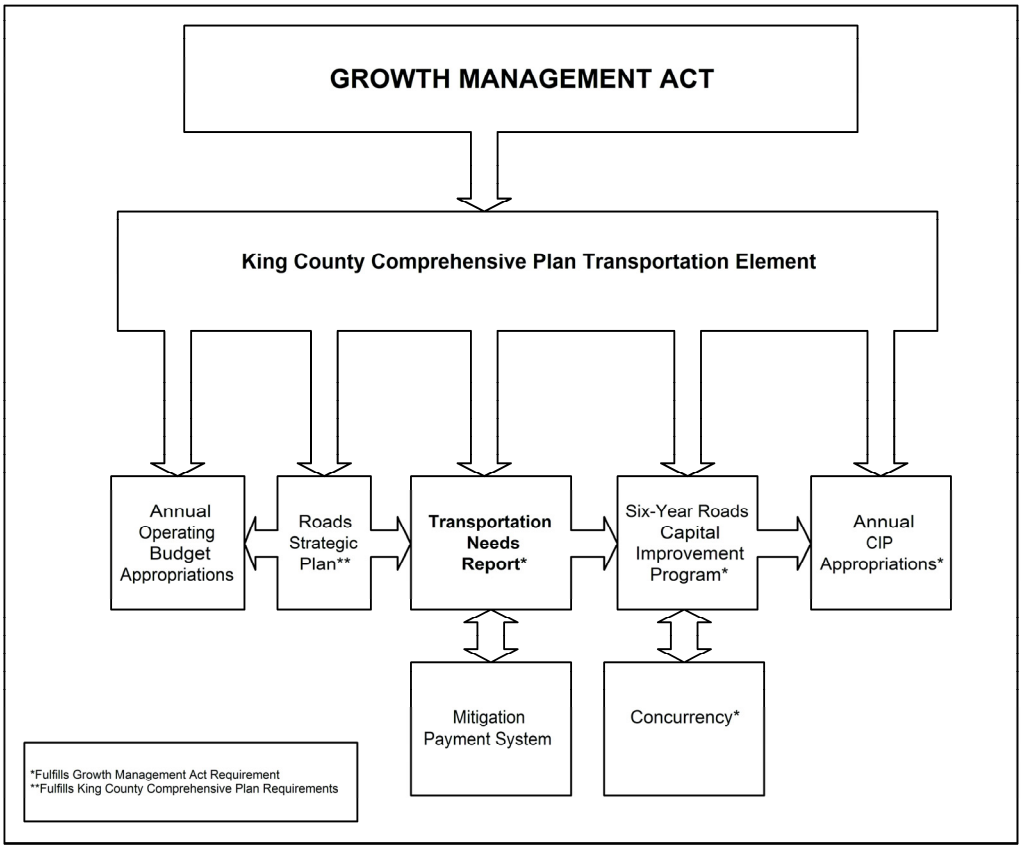
Development Review: The TNR serves as a major source of information in the review of proposed land developments and in determining appropriate mitigation measures required as a condition of new development approval. The County's Mitigation Payment System (MPS) uses the TNR to identify growth projects 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 TNR 2008

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.

For this update to the TNR, the following changes were incorporated and itemized into the TNR 2008.

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. Most VRS projects were added to the TNR in 2006, but the last part of the analysis was completed after the TNR went to print. The TNR 2008 includes 18 additional VRS needs. The VRS priority description has also been changed since 2006 and is included in Appendix C.

Countywide Guardrail Program
Following a technical analysis, several dozen guardrail corridors were eliminated from the TNR as no longer meeting guardrail warrants. Other guardrail locations were merged into existing corridors.

TNR Advanced Scoping
The Division undertook a field review of unfunded projects which had previously only undergone planning-level environmental review. The objective was to verify environmental constraints and estimate project costs before projects became candidates for CIP funding. Road Division engineers visited each site and checked for required environmental permits, identified project scope elements and estimated construction costs for approximately three dozen planned projects. A number of projects had a higher calculated cost than had been shown previously, and these projects have been updated in this version.

Capital Project completions
Several dozen projects were completed since the adoption of the Transportation Needs Report 2006, and these completed projects are 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 Transportation Needs Report. The major annexations since 2006 were the Lea Hill and West Hill areas into the City of Auburn and the Benson Hill area into the City of Renton. Together, the projects in the annexed areas totaled 54 planned projects for an estimated cost of $110 million.

Pavement Testing 2007
In the spring of 2007, King County Roads contracted with a private consultant for the purpose of a structural evaluation study of King County pavement sections. Forty three miles of rural roads were sampled to determine what pavement structure should be built to provide 10-, 20-, and 30-year design lives. If pavement sections required more than a two-inch overlay, they were considered substandard and candidates for reconstruction or rehabilitation rather than overlay. From the test results, 24 locations were recommended for road reconstruction rather than overlay treatment. These 24 locations were added to the TNR.

School Pathways Program
The Traffic Engineering Section's School Pathways Program works with the sixteen school districts in unincorporated King County and over 100 public schools benefit from this program. Each school district submits a prioritized list of projects to the Traffic Engineering Section annually. The program implements safe walkway routes for students by constructing pathways, eliminating missing links, and improving existing school walkway facilities along unincorporated county roadways. This TNR contains 20 new school walkway needs and 29 school walkway projects were deleted due to project completion, locations no longer recommended by their school districts or projects annexed to a city.

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 recent annexations of Lea Hill and West Hill to Auburn and Benson Hill to Renton. Within the timeframe of the plan, to 2022, all urban annexations were assumed to have occurred.

Projected needs were expressed in constant 2008 dollars and were totaled for the TNR program through the year 2022.

Comparing projected revenues with projected needs reveals a shortfall of $697 million. Summary cost and revenue estimates are included in Appendix D of this document.

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

TNR	Amount of Shortfall
1998	$254 million
1999	$227 million
2000	$292 million
2001	$388 million
2004	$525 million
2006	$572 million
2008	$697 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.

TNR

NEEDS

LIST

NEEDS LIST for the Transportation Needs Report 2008

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 (2008 dollars in thousands)

Comments - Preliminary elements of the proposed project.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA:	**Bear Creek**													
CORRIDOR:	Avondale Rd													
ITS-3	Rural - N/O I-90	Avondale Road ITS Phase 2 From NE 132nd St to Woodinville-Duvall Road	ITS	High									$5,691	Provide Intelligent Transportation System improvements which could include synchronized signals; cameras; vehicle detection; fiber connection
OP-INT-70	Rural - N/O I-90	Avondale Rd & Bear Creek Rd	Operations						Medium				$1,197	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			$5,382	Widen roadway to 3 lanes including 2 eight foot shoulders and a walkway.
100209	Rural - N/O I-90	Bear Creek Bridge #480A On NE 116th St Crossing Bear Creek	Bridge			High							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
100408	Rural - N/O I-90	Avondale Road ITS Phase 1 From Novelty Hill Rd to NE 132nd St	ITS										$1,643	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CP-16	Rural - N/O I-90	Woodinville-Duvall Rd & Avondale Rd NE	Capacity Major						TBD				$7,141	Widen the intersection for additional turn lanes, signal improvements, illumination, curb, gutter, sidewalks, bike lanes
OP-RD-8	Rural - N/O I-90	Avondale Road Phase III From NE 133rd St To NE 155th St	Capacity Minor						High				$14,420	Widen To Three Lanes--Construct Bridge

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								$551	Preliminary suggested scope - Install signal. Add left-turn lane in NB/SB direction.
OP-INT-99	Rural - N/O I-90	Avondale Road & NE 165th St	Operations						Medium				$686	Provide North and South bound Left Turn Lanes
CORRIDOR: Misc														
OP-RD-45	Rural - N/O I-90	232nd Ave NE From NE 142 St To Old Woodinville-Duvall Rd	Capacity Minor						Low			X	$3,466	Reconstruct Roadway
100508	Rural - N/O I-90	Mink Rd From Bear Creek Rd To Woodinville-Duvall Rd	Nonmotorized								TBD	X	$482	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
B-14	Rural - N/O I-90	Paradise Lake Rd From Woodinville-Duvall Rd To County Line	Nonmotorized								TBD	X	$535	Provide Nonmotorized Facility
B-74	Rural - N/O I-90	Bear Creek Rd From Avondale Rd To Seidel Rd	Nonmotorized								TBD	X	$615	Provide Nonmotorized Facility
OP-INT-71	Rural - N/O I-90	Bear Creek Rd & Mink Rd	Operations						Medium				$1,628	Improve Sight Distance--Realign Intersection
GR-60	Rural - N/O I-90	208th Ave NE From NE Union Hill Rd To Novelty Hill Rd	Safety					Medium				X	$26	Construct Guardrail

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: NE 124 - NE 128 - NE 132														
OP-RD-51	Rural - N/O I-90	NE 133rd St From Bear Creek Rd to UPD W. Boundary	Capacity Minor							Low			$4,327	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-16	Rural - N/O I-90	NE 124th St. ITS Ph II From SR 202 to Avondale Road NE	ITS	Medium									$2,544	Provide Intelligent Transportation System improvements which could include cameras; fiber optic communications; vehicle detection; flood detection
N-89.10	Urban - Not in primary PAAs	172nd Ave NE From Redmond City Limits To NE 138 St	Safety								TBD		$389	Construct Neighborhood Pathway
BR-240A	Rural - N/O I-90	Cottage Lake Creek Bridge #240A On Bear Creek Rd Crossing Cottage Lake Creek	Bridge			High							$2,967	Replace Bridge
OP-INT-82	Rural - N/O I-90	NE 124th St & 162 Pl NE	Operations						Medium				$486	Turn Channels All Legs
BR-333A	Rural - N/O I-90	Bear Creek Bridge #333A On NE 133rd St Crossing Bear Creek	Bridge			High							$3,696	Replace Bridge
OP-RD-52	Rural - N/O I-90	NE 132nd St / NE 128th St From 184 Ave NE to 196 Ave NE	Capacity Minor							Medium			$7,622	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: NE 165 St														
100309	Rural - N/O I-90	Cottage Lake Creek Bridge #52B On NE 165th St Crossing Cottage Lake Creek	Bridge			Low							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-RD-7	Rural - N/O I-90	NE 165th St From 179 Pl NE To 183 Ave NE	Capacity Minor				Low					X	$3,985	Reconstruct Roadway
CORRIDOR: NE Union Hill Rd														
ITS-11	Rural - N/O I-90	Union Hill Road ITS Ph I From 196th Ave NE to Ames Lake Rd.	ITS	High									$4,091	Provide Intelligent Transportation System improvements which could include fiber optic communications; cameras; speed warning; vehicle detection
RC-44	Rural - N/O I-90	Union Hill Rd From 196 Ave NE to 206 Pl NE	Preservation				Medium						$145	10ft tall wall
B-73	Rural - N/O I-90	Union Hill Rd From 238 Ave NE To Ames Lake-Carnation Rd	Nonmotorized								TBD	X	$1,643	Provide Nonmotorized Facility
OP-RD-5	Rural - N/O I-90	Union Hill Rd From 208 Ave NE To 238 Ave NE	Capacity Minor						High			X	$5,478	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								$2,306	Preliminary suggested scope - Horizontal and vertical realignment.

				Priorities										
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
BR-952A	Rural - N/O I-90	Evans Creek Bridge #952A On NE Union Hill Rd Crossing Evans Creek	Bridge			High							$3,821	Replace Bridge
101101	Rural - N/O I-90	238th Ave NE & Union Hill Rd	Operations						High				$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
RC-116	Rural - N/O I-90	Union Hill Rd From 238 Ave NE To 258 Ave NE	Reconstruction				Low					X	$1,327	Reconstruct roadway 1.5 miles
RC-51	Rural - N/O I-90	Union Hill Rd From 229 Ave NE to 238 Ave NE	Preservation				Medium						$1,976	20ft wall
SW-51	Rural - N/O I-90	238th Ave NE & NE 63rd PL	Operations		Low								$5,293	Improve intersection
CORRIDOR: Novelty Hill Rd														
OP-INT-50	Rural - N/O I-90	Novelty Hill Rd & Redmond Rd	Operations						TBD				$686	Evaluate for turn lanes
HARS-37	Rural - N/O I-90	Novelty Hill Rd From 243 Ave NE To 243rd Ave NE	Safety		Low								$5,817	Preliminary suggested scope - Horizontal and vertical realignment.
ITS-7	Rural - N/O I-90	Novelty Hill Road ITS, Ph I From 208th Ave NE to West Snoqualmie Road	ITS	High									$3,913	Provide Intelligent Transportation System improvements which could include fiber optic communication; signal synchronization; vehicle detection; cameras; pavement sensors; dynamic message signs

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
100992	Rural - N/O I-90	Novelty Hill Rd From Redmond C/L to 244 Ave NE	Capacity Major							High			$83,200	The EIS preferred alternative comprises three roads: Novelty Hill Road to 196th Avenue NE, at which point, the corridor continues southward to NE Union Hill Road. At the intersection of 196th Avenue NE and NE Union Hill Road, the project corridor extends to its western terminus of 192nd Avenue NE and NE Union Hill Road. See the CIP website for detailed project description.
100308	Rural - N/O I-90	Novelty Hill Rd & Redmond Rd	Safety		High								$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
100901	Rural - N/O I-90	Novelty Hill Road From Avondale Road to Remond C/L	Capacity Minor							TBD			$966	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-11	Rural - N/O I-90	208th Ave NE & NE Union Hill Rd	Operations						Low				$686	Provide Southbound Right Turn Lane
CORRIDOR: Woodinville-Duvall Rd														
OP-RD-9	Rural - N/O I-90	Old Woodinville-Duvall Rd From Woodinville-Duvall Rd To Woodinville-Duvall Rd	Capacity Minor						Low			X	$4,238	Reconstruct Roadway
CP-12	Rural - N/O I-90	Woodinville-Duvall Rd From 171st Ave NE to Avondale Rd	Capacity Minor							Medium			$9,196	Widen roadway to increase capacity.

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
SW-63	Rural - N/O I-90	Saybrook Drive NE & Woodinville-Duvall Rd	Safety		Low								$321	Traffic Signal
100106	Rural - N/O I-90	Woodinville-Duvall Rd & Mink Rd NE	Safety						Medium				$207	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									$3,735	Provide Intelligent Transportation System improvements which could include synchronized signals; cameras; vehicle detection; fiber optic communications; dynamic message signs.
OP-INT-63	Rural - N/O I-90	Saybrook Drive NE & Woodinville-Duvall Rd	Operations						TBD				$686	Evaluate for turn lanes
RC-43	Rural - N/O I-90	Woodinville-Duvall Rd From Old Woodinville-Duvall Rd to W. Snoqualmie Valley Rd	Preservation				High						$450	Walls both sides 10ft tall
HAL-35	Rural - N/O I-90	176th Ave NE & Woodinville Duvall Rd	Safety		Low								$585	Preliminary suggested scope - Add left-turn lane in EB/WB directions.
HARS-6	Rural - N/O I-90	Woodinville-Duvall Rd From NE 183 St To 185th Ave NE	Safety		Medium								$1,660	Preliminary suggested scope - Widen road for TWLTL.
100109	Rural - N/O I-90	Woodinville-Duvall Rd & 194th Ave NE	Safety		High								$1,393	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
B-36.12	Rural - N/O I-90	Woodinville-Duvall Rd From Avondale Rd To SR-203	Nonmotorized								TBD	X	$13,902	Provide Nonmotorized Facility
ITS-13	Rural - N/O I-90	Woodinville-Duvall Rd ITS, Phase II From 212th Ave NE to SR-203	ITS	Medium									$3,735	Provide Intelligent Transportation System improvements which could include cameras; road weather information; data stations; dynamic message signs
101404	Rural - N/O I-90	Woodinville-Duvall Rd & 212th Ave NE	Safety						High				$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
County SUBAREA: **East King County**														
CORRIDOR: Misc														
RC-8	Rural - N/O I-90	North Fork Road Shoulder Repair	Reconstruction				High						$115	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							$714	Construct short-span bridge
BR-3050A	Rural - S/O I-90	Greenwater River Bridge #3050A SE 496th Pl Crossing Packard Creek	Bridge			Low							$714	Construct short-span bridge

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: East Sammamish														
CORRIDOR: Issaquah-Fall City														
OP-RD-11	Urban - Sammamish PAA	Issaquah-Fall City Rd/Duthie Hill Rd From Klahanie Blvd To 272 Pl SE	Capacity Minor						High			X	$6,330	Provide Left Turn Lane
200108	Rural - N/O I-90	Patterson Creek Bridge #180L On SE 28 St Crossing Patterson Creek	Bridge			High							$2,472	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CP-17	Urban - Sammamish PAA	Issaquah-Fall City Rd Ph III	Capacity Major							High			$16,858	Widen roadway to 5 lanes with curb, gutter and sidewalks
ITS-31	Rural - N/O I-90	Issaquah Fall City Rd ITS From Issaquah-Pine Lake Rd to SR-202	ITS	Low									$4,980	Provide Intelligent Transportation System improvements which could include interconnected signals; fiber optic cable; vehicle detection; pavement sensors, cameras
SPP-4076	Urban - Sammamish PAA	Issaquah-Fall City Rd From 247th Ave SE to Klahanie Dr SE	Nonmotorized								TBD		$500	Construct walkway (South Side)
OP-INT-75	Urban - Not in primary PAAs	Issaquah-Beaver Lake Rd & Duthie Hill Rd	Operations						Low				$336	Traffic Signal
CORRIDOR: Misc														
BR-927B	Rural - N/O I-90	Patterson Creek Bridge #927B	Bridge			High							$3,443	Replace Bridge

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
200406	Rural - N/O I-90	Patterson Creek Bridge #5024A - Short Span - 264 Ave NE & Patterson Creek	Bridge			High							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
100509	Rural - N/O I-90	Evans Creek Bridge #578A Redmond-Fall City Rd Crossing Evans Creek	Bridge			Low							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: NE 50 St														
OP-INT-36	Rural - N/O I-90	Sahalee Way NE & NE 50th St	Operations						TBD				$686	Evaluate for turn lanes
3P-9917	Rural - N/O I-90	NE 50th St From 192 Pl NE to Sahalee Way NE	Nonmotorized								Low		$1,245	Construct AC shoulder (South Side)
RC-35	Rural - N/O I-90	NE 50th St From 214 Ave NE to SR-202	Preservation				Medium						$64	Armor Shoulders @$100/cyd
SW-36	Rural - N/O I-90	Sahalee Way NE & NE 50th St	Safety		Low								$321	Traffic Signal

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
County SUBAREA: Enumclaw														
CORRIDOR: 212 Ave SE														
OP-INT-74	Rural - S/O I-90	218th Ave SE & Green Valley Rd	Operations						Medium				$175	Reconstruct Intersection
GR-42	Rural - S/O I-90	212th Ave SE From Green Valley Rd To SR 410	Safety					High					$117	Construct Guardrail
EN-59	Rural - S/O I-90	212th Ave SE From SE 384 St To SE 358 St	Nonmotorized								TBD		$2,944	Provide Nonmotorized Facility
CORRIDOR: 244 Ave SE														
HAL-12	Rural - S/O I-90	244th Ave SE & SE 400th St	Safety		High								$271	Preliminary suggested scope - Install signal.
3P-0015	Rural - S/O I-90	SE 448th St From 244 Ave SE to Enumclaw City Limits	Nonmotorized								Medium		$264	Construct AC shoulder (North Side)
EN-10.10	Rural - S/O I-90	244th Ave SE From SR-164 To SE 456 St	Nonmotorized								TBD		$281	Provide Nonmotorized Facility
BR-3068	Rural - S/O I-90	Newaukum Creek Bridge #3068	Bridge			Medium							$3,443	Replace Bridge
EN-62	Rural - S/O I-90	244th Ave SE From SR-164 To SE 400 St	Nonmotorized								TBD		$9,146	Provide Nonmotorized Facility
OP-INT-73	Rural - S/O I-90	SE 448th St & 244 Ave SE	Operations						Medium				$122	Turn Channels - East & West Legs

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
CORRIDOR: 284 Ave SE														
EN-41	Rural - S/O I-90	Veazie-Cumberland Rd/Palmer Rd From SE 386 St To SE 416 St	Nonmotorized								TBD	X	$1,155	Provide Nonmotorized Facility
400210	Rural - S/O I-90	Newaukum Creek Bridge #3040A	Bridge			High							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
EN-80	Rural - S/O I-90	284th Ave SE From SE 416 St To SR-410	Nonmotorized								TBD	X	$751	Provide Nonmotorized Facility
400110	Rural - S/O I-90	284th Ave SE Bridge #3049 284th Ave SE Crossing Boise Creek	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
GR-86	Rural - S/O I-90	284th Ave SE From Mud Mountain Dam Rd To SR-164	Safety					Low					$389	Construct Guardrail
CORRIDOR: Misc														
GR-92	Rural - S/O I-90	228th Ave SE From SE 400th St To SE 452ND St	Safety					Low					$515	Construct Guardrail
GR-96	Rural - S/O I-90	SE 456th Way From 196th Ave SE To 228th Ave SE	Safety					Low					$336	Construct Guardrail
EN-60	Rural - S/O I-90	Enumclaw-Franklin Rd From Franklin-Cumberland To SR-169	Nonmotorized								TBD	X	$2,885	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
3P-9983	Rural - S/O I-90	200th Ave SE From SE 400 St to 0.17 miles north	Nonmotorized								Low		$458	Construct gravel shouler (West Side)
GR-84	Rural - S/O I-90	SE 384th St From 160th Pl SE To 212th Ave SE	Safety					Low					$434	Construct Guardrail
BR-3188	Rural - S/O I-90	Newaukum Creek Bridge #3188 On SE 400th St Crossing Newaukum Creek	Bridge			Medium							$4,476	Replace Bridge
GR-104	Rural - S/O I-90	196th Ave SE From SE 400th St To SE 456th St	Safety					Low					$14	Construct Guardrail
GR-47	Rural - S/O I-90	Mud Mountain Rd From SR-410 To SR-410	Safety					Medium					$1,097	Construct Guardrail
BR-3051	Rural - S/O I-90	Boise Creek Bridge #3051 On 276th Ave SE Crossing Boise Creek	Bridge			Medium							$714	Construct short-span bridge
RC-53	Rural - S/O I-90	Mud Mountain Rd at 29000 block	Preservation				Medium						$193	30' High Wall Needed
BR-3060	Rural - S/O I-90	208th Ave SE Bridge #3060 208th Ave SE Crossing drainage ditch	Bridge			Low							$714	Construct short-span bridge
EN-6	Rural - S/O I-90	SE 400th Way From SE 400 St To SE 392 St	Capacity Minor						Medium			X	$1,560	Reconstruct Roadway
BR-3056A	Rural - S/O I-90	SE 408th St Bridge #3056A On SE 408th St Crossing drainage ditch	Bridge			Medium							$714	Construct short-span bridge
BR-3052	Rural - S/O I-90	Boise Creek Bridge #3052 268th Ave SE Crossing Boise Creek	Bridge			Medium							$714	Construct short-span bridge

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
BR-3030	Rural - S/O I-90	SE 380 St Bridge #3030 SE 308th St Crossing slough	Bridge			Low							$714	Construct short-span bridge
400410	Rural - S/O I-90	SE 424th St Bridge #3201 On SE 424th St Crossing Watercress Creek	Bridge			Low							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: SE 416 St														
400208	Rural - S/O I-90	Newaukum Creek Bridge #3043 On SE 416th St Crossing Newaukum Creek	Bridge			Medium							$554	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
400310	Rural - S/O I-90	Newaukum Creek Bridge #3042 On SE 416th St Crossing Newaukum Creek	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: SE 432 St														
GR-103	Rural - S/O I-90	SE 432nd St From 268th Ave SE To 284th Ave SE	Safety					Low					$150	Construct Guardrail
EN-53	Rural - S/O I-90	SE 432nd St From 284 Ave SE To 268 Ave SE	Nonmotorized								TBD	X	$751	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
County SUBAREA: Federal Way														
CORRIDOR: 51 Ave S														
300311	Urban - E. Federal Way PAA	51st Ave S & S 288th St.	Safety										$857	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				$686	Evaluate for turn lanes -- Left Turn Lane Eastbound
GR-36	Urban - E. Federal Way PAA	51st Ave S From S 288th St To S 321st St	Safety					High					$56	Construct Guardrail
300611	Urban - E. Federal Way PAA	48th Ave S & S 288th St	Safety		Medium								$803	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
300411	Urban - E. Federal Way PAA	51st Ave S & S 316th St.	Safety										$1,285	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Military Rd S														
OP-INT-10	Urban - E. Federal Way PAA	Military Rd S & S 374 St	Operations						Low				$686	Provide Two Way Left Turn Lane

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
SW-57	Urban - E. Federal Way PAA	Military Rd & S 360th St	Safety		High								$321	Traffic Signal
300408	Urban - E. Federal Way PAA	Military Rd & S 342nd St	Safety		Medium								$1,393	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-57	Urban - E. Federal Way PAA	Military Rd & S 360th St	Operations						Medium				$686	Evaluate for turn lanes
CP-5	Urban - E. Federal Way PAA	Military Rd S From I-5 to S 272 St	Capacity Major							Low			$5,449	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		$7,485	Provide Nonmotorized Facility
OP-INT-11	Urban - E. Federal Way PAA	Military Rd & S 320th St	Operations										$437	Add eastbound right turn lane
OP-RD-3	Urban - E. Federal Way PAA	Military Rd S From S 340 St to S 342 St	Operations						TBD				$686	Provide Two Way Left Turn Lane: Left Turn Lane at S 342 St
SW-66	Urban - E. Federal Way PAA	Military Rd S & S Star Lake Rd	Safety		High								$500	Traffic Signal
OP-INT-66	Urban - E. Federal Way PAA	Military Rd S & S Star Lake Rd	Safety										$686	Evaluate to extend turn lanes

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
OP-INT-62	Urban - E. Federal Way PAA	Military Rd & S 342nd St	Operations						TBD				$686	Evaluate for turn lanes
CORRIDOR: Misc														
GR-71	Urban - Not in primary PAAs	28th Ave S From S 348th St To SR 161	Safety					Medium					$17	Construct Guardrail
RC-49	Urban - E. Federal Way PAA	58th Place S./56th Place S. From West Valley Rd to West Valley Rd	Preservation				Medium						$21,424	Major Roadwork Needed, Possible Re-alignement
SPP-4066	Urban - E. Federal Way PAA	28th Ave S From S 349 St to S360 ST	Nonmotorized								TBD		$250	Construct walkway
300110	Urban - E. Federal Way PAA	Star Lake Rd From Military Rd S to 42 Ave S	Nonmotorized								Low		$841	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-10	Urban - E. Federal Way PAA	S 321st St & Peasley Canyon Rd	Operations						High				$686	Reconstruct approaches to meet Road Standards; Lengthen Turn Lanes
OP-INT-11	Urban - Not in primary PAAs	Orillia Road S & S 204th St	Operations						TBD				$686	Evaluate for Turn lanes
SPP-4067	Urban - E. Federal Way PAA	32nd Ave S From S 360 St to S 368 St	Nonmotorized								TBD		$250	Construct walkway
3P-9976	Urban - E. Federal Way PAA	38th Ave S From S 344 St to Fishing Access Rd	Nonmotorized								Low		$190	Construct AC shoulder (West Side)

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
RC-24	Urban - E. Federal Way PAA	S 304th St From 32nd Ave S To 37th Ave S	Preservation				Medium						$187	Armor Shoulders
SPP-4042	Urban - E. Federal Way PAA	38th Ave S From S 304 St to S 307 St	Nonmotorized								Low		$92	Pave shoulders (East Side)
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
SPP-4043	Urban - E. Federal Way PAA	44th Ave S From S 308 St to S 313 St	Nonmotorized								Medium		$58	Pave shoulders (East Side)
3P-9970	Urban - E. Federal Way PAA	34th Ave S From S 288 St to S 298 St	Nonmotorized								Low		$470	Construct sidewalk (West Side)
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

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
CORRIDOR: Peasley Canyon														
RC-42	Urban - E. Federal Way PAA	Peasley Canyon Way S From S. Peasely Canyon Rd to Military Rd. S	Preservation				High						$514	Retaining wall 10' high
300308	Urban - Not in primary PAAs	Peasley Canyon Rd S & Peasley Canyon Way S	Operations		Medium								$377	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-47	Urban - Not in primary PAAs	Peasley Canyon Rd S & Peasley Canyon Way S	Safety		Low								$720	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-8	Urban - E. Federal Way PAA	Peasley Canyon Road From Military Rd to West Valley Highway	ITS	High									$7,826	Provide Intelligent Transportation System improvements which could include coordinated signals; cameras; vehicle detection
CORRIDOR: S 277 St														
OP-INT-12	Urban - E. Federal Way PAA	40th Ave S & S 272nd St	Operations										$271	Add turn lanes on S 272nd St
300407	Urban - E. Federal Way PAA	S 272nd Way & 55th Ave S.	Safety										$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-8	Urban - E. Federal Way PAA	S 277th St & 55th Ave S	Safety		TBD								$1,000	WB LT pocket

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
300508	Urban - Not in primary PAAs	SE 277th St Bridge #3126 On SE 277th St Crossing Slough	Bridge			Medium							$880	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									$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-5	Urban - E. Federal Way PAA	SE 272nd St /S 277th St ITS From Pacific Highway South to 55th Ave SE	ITS	High									$2,668	Provide Intelligent Transportation System improvements which could include fiber optic communication; synchronized signals; cameras; vehicle detection; transit signal priority
CORRIDOR: S 294 ST														
HARS-47	Urban - E. Federal Way PAA	S 288th St From 42 Ave S To 43 Pl S	Safety		Medium								$1,096	Preliminary suggested scope - Widen road for TWLTL and bike lanes.
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		$718	Construct sidewalk (West Side)
CORRIDOR: S 360 St														
OP-RD-48	Urban - E. Federal Way PAA	S 360th St From SR-161 to 28th Ave S	Operations						TBD				$3,681	Operational road improvements

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
SW-61	Urban - E. Federal Way PAA	28th Ave SE & S 360th St	Safety		High								$321	Traffic Signal
300109	Urban - E. Federal Way PAA	S 360th St From Enchanted Pkwy S to 21 Pl S	Nonmotorized								Medium		$1,018	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-61	Urban - E. Federal Way PAA	28th Ave SE & S 360th St	Operations						Medium				$686	Evaluate for turn lanes
HAL-36	Urban - E. Federal Way PAA	20th Ave S (Milton Rd S) & S 360th St	Safety		Low								$3,219	Preliminary suggested scope - Bring curve up to standards and improve sight distance.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Newcastle														
CORRIDOR: 156 Ave SE														
OP-INT-52	Urban - East Renton PAA	156th Ave SE & SE 142nd PL	Operations						TBD				$686	Evaluate for turn lanes
400407	Urban - East Renton PAA	156th Ave SE & SE 142nd PL	Safety		High								$2,272	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-RD-25	Urban - East Renton PAA	154th Pl SE / SE 142 Pl From SE Jones Rd To 156 Ave SE	Capacity Minor						Low				$2,608	Realign Roadway--Widen Roadway
NC-5.40	Urban - East Renton PAA	156th Ave SE From SE 142 Pl To SE 128 St	Nonmotorized								TBD		$468	Provide Nonmotorized Facility
ITS-19	Urban - East Renton PAA	156th Ave SE ITS From SE 128th St to SR 169	ITS	Medium									$184	Provide Intelligent Transportation System improvements which could include cameras; pavement sensors; speed warning system
CORRIDOR: Allen Rd														
NC-103	Urban - Eastgate PAA	Allen Rd (148 SE) North Side From 146 Ave SE To SE 36 St	Nonmotorized								TBD		$112	Provide Nonmotorized Facility
3P-9918	Urban - Eastgate PAA	Allen Rd From 13800 block (city limit) to 146 Ave SE	Nonmotorized								Low		$465	Construct sidewalk (North Side)

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
CORRIDOR: Coal Creek Pkwy														
OP-INT-83	Urban - Not in primary PAAs	Coal Creek Parkway & May Valley Rd	Operations						Medium				$659	Provide Left Turn Lane
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.
CORRIDOR: May Valley Rd														
OP-RD-24	Rural - S/O I-90	May Valley Rd From Coal Creek Parkway To SR-900	Capacity Minor						Low			X	$15,419	Widen Travel Lanes
OP-RD-26	Rural - S/O I-90	May Valley Road From SR-900 To SE 128 WY	Capacity Minor						Medium			X	$6,040	Reconstruct/Spot Pave Shoulders--Improve Sight Distance
OP-INT-54	Rural - S/O I-90	148th Ave SE & May Valley Rd	Operations						TBD				$686	Evaluate for turn lanes
OP-INT-29	Rural - S/O I-90	May Valley Rd & SE 128th Way	Operations						TBD				$686	Evaluate for turn lanes
BR-593C	Urban - Not in primary PAAs	May Creek Bridge #593C	Bridge			Medium							$714	Construct short-span bridge
BR-72A	Urban - Not in primary PAAs	May Creek Bridge #72A On 148th Ave SE Crossing May Creek	Bridge			Medium							$714	Construct short-span bridge
SW-29	Rural - S/O I-90	May Valley Rd & SE 128th Way	Safety		Low								$321	Traffic Signal
SW-54	Rural - S/O I-90	148th Ave SE & May Valley Rd	Safety		Low								$344	Traffic Signal

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
200308	Rural - S/O I-90	May Creek Bridge #5005 & May Valley Rd over May Creek	Bridge			High							$2,828	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-29	Rural - S/O I-90	May Valley Road ITS From SR 900 to Issaquah Hobart Rd	ITS	Low									$268	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; road weather info system
CORRIDOR: Misc														
3P-0109	Urban - Eastgate PAA	154th Ave SE From SE 39 St to SE 42 St	Nonmotorized								Low		$327	Construct sidewalke (West Side)
ITS-34	Urban - East Renton PAA	164th Ave SE ITS From SE 128th St. to SE May Valley Rd.	ITS	Low									$1,423	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection
3P-0115	Rural - S/O I-90	SE 159th St From 204 Ave SE to 205 Ave SE	Nonmotorized								Low		$75	Construct AC shoulder (North Side)
CORRIDOR: Newport Way														
OP-RD-20	Urban - Eastgate PAA	Newport Way From 138 Ave SE To Eastgate Park Entrance	Capacity Minor						High				$2,345	Provide Left Turn Lane
SPP-4010	Urban - Eastgate PAA	Newport Way From 152 Ave SE to 161 Ave SE	Nonmotorized								Low		$115	Improve pathway (South Side)

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
SPP-4009	Urban - Eastgate PAA	Newport Way From 13800 block(Bell. C/L) to 153 Ave SE	Nonmotorized								Low		$115	Improve pathway -- North Side and South Side
OP-INT-84	Urban - Eastgate PAA	Newport Way & 164 Ave SE	Operations						Low				$1,043	Traffic Signal--Turn Channels All Legs
201407	Urban - Eastgate PAA	Newport Way at 16630	Reconstruction				High						$0	Emergency Sinkhole repair
CORRIDOR: SE 128 St														
OP-INT-11	Urban - East Renton PAA	168th Ave SE & SE 128th St	Operations										$421	Add turn lanes on SE 128th St
HAL-16	Urban - East Renton PAA	160th Ave SE & SE 128th St	Safety		High								$4,134	Preliminary suggested scope - Add left-turn lane in the WB/EB directions.
OP-RD-21	Urban - Not in primary PAAs	SE 128th St From 168 Ave SE To E OF 169 Ave SE	Capacity Minor						High				$1,147	Improve Sight Distance--Turn Channels
ITS-28	Urban - East Renton PAA	SE 128th St. ITS From 148th Ave SE to May Valley Road	ITS	Low									$4,091	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection; synchronize signals; communications

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: North Highline / West Hill														
CORRIDOR: 1 Ave S														
3P-0110	Urban - North Highline PAA	1st Ave S From S 102 St to S 108 St	Nonmotorized								Low		$390	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									$889	Provide Intelligent Transportation System improvements which could include synchronized signals; transit signal priority; cameras; fiber optic communications
CORRIDOR: 16 Ave SW														
HAL-46	Urban - North Highline PAA	16th Ave SW & SW 107th St	Safety		Medium								$119	Preliminary suggested scope - Upgrade lighting.
H-224	Urban - North Highline PAA	SW 104 St From 17 Ave SW To 28 Ave SW	Nonmotorized								TBD		$472	Provide Nonmotorized Facility
OP-INT-78	Urban - North Highline PAA	16th Ave SW & SW 106 St	Operations						Medium				$238	Provide Left Turn Lane--Pedestrian Crossing Signals
300210	Urban - North Highline PAA	16th Ave SW From SW Roxbury to SW 116th St.	ITS	High									$1,356	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
H-248	Urban - North Highline PAA	SW 104 St From 15 Ave SW To 17 Ave SW	Nonmotorized								TBD		$55	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
H-247	Urban - North Highline PAA	SW 102 St From 11AVE SW To 17 Ave SW	Nonmotorized								TBD		$131	Provide Nonmotorized Facility
CORRIDOR: 76 Ave S														
3P-0004	Urban - West Hill PAA	76th Ave S From S 115 St to S 116 St	Nonmotorized								Low		$69	Construct AC walkway
3P-9939	Urban - West Hill PAA	76th Ave S From S 120 St to S 124 St	Nonmotorized								Low		$195	Construct sidewalk (East Side)
H-254	Urban - West Hill PAA	76th Ave S From S 124 St To S 128 St	Nonmotorized								TBD		$101	Provide Nonmotorized Facility
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				$1,299	Construct Curb, Gutter, Sidewalk
3P-9938	Urban - West Hill PAA	78th Ave S From S 120 St to S 124 St	Nonmotorized								Low		$190	Construct sidewalk (East Side)
SPP-4069	Urban - West Hill PAA	78th Ave S From S 116 St to S 118 St	Nonmotorized								TBD		$100	Improve pathway (West Side)
CORRIDOR: 8 Ave S														
HAL-43	Urban - North Highline PAA	8th Ave SW & SW 108th St	Safety		Low								$291	Preliminary suggested scope - Install signal.
H-251	Urban - North Highline PAA	8th Ave SW From SW 108 St To SW Roxbury St	Nonmotorized								TBD		$2,146	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
OP-RD-12	Urban - North Highline PAA	8th Ave S From S Seatlle City Limit To Glendale Way S/S 112 St	Capacity Minor						Low				$2,952	Widen Roadway
CORRIDOR: Meyers Wy - 1 Ave S														
OP-RD-14	Urban - North Highline PAA	6th Ave S From Glendale Way/S112 St To Myers Way (1 Ave S)	Capacity Minor						Low				$2,166	Widen Roadway
OP-RD-50	Urban - North Highline PAA	1st Ave S. & Seattle C/L to Burien C/L	Operations						TBD				$6,493	Provide curb, gutter, sidewalk, drainage and landscaping
3P-0302	Urban - North Highline PAA	1st Ave S From SW 108 St to SW 112 St	Nonmotorized								Medium		$75	Construct sidewalk (West Side)
CORRIDOR: Military Rd S														
GR-50	Urban - North Highline PAA	Military Rd S From S 120th St To DES MOINES Way S	Safety					Medium					$77	Construct Guardrail
300506	Urban - North Highline PAA	Military Rd S From Des Moines Way To S 116 St	Nonmotorized						Low				$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Misc														
3P-9936	Urban - West Hill PAA	75th Ave S / S 122 St From Renton Ave S to 80 Ave S	Nonmotorized								Low		$310	Construct sidewalk (South Side)
OP-INT-79	Urban - West Hill PAA	87th Ave S & S 124 St	Operations						Low				$279	Realign Intersection

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
SPP-4071	Urban - North Highline PAA	Roseberg Ave S/22nd Place S From Military Rd S to Des Moines Mem. Dr. S	Nonmotorized								TBD		$200	Improve walkway
SPP-4072	Urban - North Highline PAA	S 110th St From Roseberg Ave S to 26th Ave S	Nonmotorized								TBD		$75	Construct walkway
SPP-4073	Urban - North Highline PAA	S 124th St From 8 Ave S to Des Moines Mem. Dr. S	Nonmotorized								TBD		$125	Improve walkway
GR-58	Urban - North Highline PAA	SW 107th St From 22nd Ave SW To 12th Ave SW	Safety					Medium					$12	Construct Guardrail
H-250	Urban - North Highline PAA	15 Ave SW - east side From SW 106 St To SW 107 St	Nonmotorized								TBD		$46	Provide Nonmotorized Facility
3P-9944	Urban - North Highline PAA	SW 126th St From 4 Ave SW to Ambaum BLVD SW	Nonmotorized								Low		$465	Construct AC shoulder (South Side)
H-256	Urban - West Hill PAA	S 124th St From 76 Ave SW To Skyway Park	Nonmotorized								TBD		$277	Provide Nonmotorized Facility
3P-9935	Urban - North Highline PAA	Glendale Way S From S 118 St to Des Moines Mem Wy S	Nonmotorized								Low		$155	Construct sidewalk (West Side)
3P-9945	Urban - West Hill PAA	69th Ave S / S 125 St From S 128 St to 70 Pl S	Nonmotorized								Medium		$144	Construct sidewalk (South Side)
OP-INT-77	Urban - North Highline PAA	S 116th St & 24 Ave S	Operations						Medium				$272	Realign Intersection

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
SPP-4077	Urban - North Highline PAA	SW 112th St From Ambaum Blvd SW to 10 Ave SW	Nonmotorized								TBD		$200	Improve walkway
RC-41	Urban - West Hill PAA	68th Ave S From Martin Luther King Way to Renton City Limits	Preservation				Low						$2,037	Walls both sides 20ft tall @$30/psf
3P-9920	Urban - North Highline PAA	28th Ave SW From SW Roxbury St to SW 102 St	Nonmotorized								Low		$166	Construct AC shoulder (East Side)
3P-9937	Urban - West Hill PAA	S 120th St From 76 Ave S to 80 Ave S	Nonmotorized								Low		$190	Construct sidewalk (South Side)
300197	Urban - North Highline PAA	South Park Bridge #3179 RTID & 14th/16th Ave S.	Bridge			High							$5,868	Bridge cost represents remainder of local share. See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-17	Urban - West Hill PAA	S 132nd St & S Langston Rd	Safety		Medium								$498	Improve intersection - possible roundabout location
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.
SPP-4012	Urban - West Hill PAA	80th Ave S From S 114 St to S 118 St	Nonmotorized								Low		$29	Improve and widen shoulder (West Side)
3P-9922	Urban - North Highline PAA	SW 112th St From 16 Ave SW to 26 Ave SW	Nonmotorized								Low		$436	Construct AC shoulder (South Side)

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
3P-9928	Urban - North Highline PAA	11th Ave SW From SW 102 St to SW 106 St	Nonmotorized								Low		$236	Construct AC shoulder (East Side)
3P-9934	Urban - North Highline PAA	10th Ave S From S 115 St to S 124 St	Nonmotorized								Low		$580	Construct AC shoulder (East Side)
GR-23	Urban - North Highline PAA	S 116th Way From Des Moines Way S To SR 99	Safety					High					$35	Construct Guardrail
OP-RD-2	Urban - North Highline PAA	Roxbury St From 4th Ave SW to 30th Ave SW	Operations						TBD				$2,000	Widen from 4 to 5 Lanes; Improve Sight Distance
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.
SPP-4064	Urban - North Highline PAA	26th Ave S From S 111 St north to end	Nonmotorized								TBD		$50	Construct walkway
SPP-4070	Urban - North Highline PAA	Glendale Way S From Myers Wy S to S 112 St	Nonmotorized								TBD		$150	Improve walkway
3P-9929	Urban - North Highline PAA	SW 122th St From 4 Ave SW to Ambaum Blvd SW	Nonmotorized								Low		$436	Construct AC shoulder (North Side)
GR-48	Urban - West Hill PAA	Beacon Coal Mine Rd From S 129th St To S 138th St	Safety					Medium					$16	Construct Guardrail
HARS-29	Urban - North Highline PAA	Des Moines Way S From S 116 St To S 116th St	Safety		Low								$2,427	Preliminary suggested scope - Widen road for TWLTL.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SPP-4063	Urban - North Highline PAA	14th Ave SW From SW 110 St to SW 116 St	Nonmotorized								TBD		$200	Improve walkway
SPP-4062	Urban - North Highline PAA	14th Ave S From S 124 St to S 128th St	Nonmotorized								TBD		$150	Improve walkway
3P-9930	Urban - North Highline PAA	SW 112th St From 1 Ave S to 4 Ave SW	Nonmotorized								Low		$126	Construct sidewalk (North Side)
CORRIDOR: Rainier Ave S														
ITS-33	Urban - West Hill PAA	Rainier Ave S ITS From Seattle City Limits to Renton City Limits	ITS	Low									$2,134	Provide Intelligent Transportation System improvements which could include synchronize signals; vehicle detection; cameras; transit signal priority
OP-INT-55	Urban - West Hill PAA	Rainier Ave S & Lakeridge Dr S	Operations						TBD				$686	Evaluate for turn lanes
SW-55	Urban - West Hill PAA	Rainier Ave S & Lakeridge Dr S	Safety		Medium								$321	Traffic Signal
CORRIDOR: Renton Ave S														
ITS-12	Urban - West Hill PAA	Renton Ave S ITS From Rainier Ave S to Rainier Ave N	ITS	High									$4,447	Provide Intelligent Transportation System improvements which could include synchronized signals; vehicle detection; cameras; transit signal priority
OP-RD-47	Urban - West Hill PAA	Renton Ave S From 68th Ave S to S 132nd St	Operations						High				$100	Construct Bus Pull-outs

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
OP-INT-76	Urban - West Hill PAA	Renton Ave S & 76 Ave S	Operations						TBD				$713	Turn Channels - North & South Legs
CORRIDOR: S 112 St - Glendale														
SW-25	Urban - North Highline PAA	8th Ave S & S 112th St	Safety		High								$321	Traffic Signal
3P-0205	Urban - North Highline PAA	4th Pl S From S 112 St to 5 Ave S	Nonmotorized								Low		$46	Construct AC shoulder (West Side)
OP-INT-25	Urban - North Highline PAA	8th Ave S & S 112th St	Operations						TBD				$686	Evaluate for turn lanes
CORRIDOR: SW 98 St														
300607	Urban - West Hill PAA	SW 98th Street From 11 Ave SW to 16 Ave SW	Nonmotorized										$670	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
H-289	Urban - North Highline PAA	SW 98th St From 17 Ave SW To 21 Ave SW	Nonmotorized								TBD		$168	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
County SUBAREA: Northshore														
CORRIDOR: 100 Ave NE														
CP-10	Urban - Kirkland PAA	100th Ave NE From NE139 St to NE 145th St	Capacity Major							Medium			$4,447	Widen roadway to 5 lanes.
SW-38	Urban - Kirkland PAA	100th Ave NE & NE 140th PL	Safety		Medium								$4,151	Traffic Signal
OP-INT-38	Urban - Kirkland PAA	100th Ave NE & NE 140th PL	Operations						TBD				$686	Evaluate for turn lanes
HAL-34	Urban - Kirkland PAA	100th Ave NE & Simmons Rd	Safety		TBD								$2,000	Regrade hill north of intersection to improve sight distance
100210	Urban - Kirkland PAA	100th Ave NE ITS From NE 132nd St. to NE 145th St.	ITS	High									$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-26	Urban - Kirkland PAA	100th Ave NE & NE 137th St	Safety		High								$31	Preliminary suggested scope - Change from protected/permissive to exclusive protected left-turn phase in NB and SB directions.
HAL-30	Urban - Kirkland PAA	100th Ave NE & Juanita-Woodinville Rd	Safety		High								$58	Preliminary suggested scope - Add protected/permissive left-turn phase in SB direction (already exists NB).

Number	PAA	Location	Need	Priorities: 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									$2,134	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								$403	Preliminary suggested scope - Add NB/SB left-turn lane. Addressed in CIP 101296.
CORRIDOR: 146 - 156 - 160 PL NE														
OP-INT-81	Rural - N/O I-90	NE 146th Pl & 155 Ave NE	Operations						High				$698	Reconstruct Intersection--Improve Sight Distance--Provide Equestrian Facility
RC-48	Rural - N/O I-90	146th Pl NE From SR-202 to 155 Ave NE	Preservation				Medium						$107	15ft tall wall
3P-9913	Rural - N/O I-90	168th Ave NE From NE 143 St to NE 145 St	Nonmotorized								Low	X	$264	Construct AC shoulder (West Side)
N-89.50	Rural - N/O I-90	168th Ave NE From NE 143 Pl To NE 140 St	Safety								TBD	X	$162	Construct Neighborhood Pathway
3P-0111	Rural - N/O I-90	NE 145th St From 160 Pl NE to 168 Ave NE	Nonmotorized								Low	X	$396	Construct AC shoulder (North Side)
CORRIDOR: 84 Ave NE														
OP-INT-80	Urban - Kirkland PAA	84th Ave NE & NE 138 St	Operations						Low				$547	Provide Left Turn Lane--Provide Right Turn Lane--Construct Curb, Gutter, Sidewalk

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
N-53.20	Urban - Kirkland PAA	NE 122nd Pl / NE 123 St / 84 Ave N From Juanita Drive To NE 125 Pl	Nonmotorized								TBD		$235	Provide Nonmotorized Facility
3P-0301	Urban - Kirkland PAA	NE 141st St From east of 84 Ave NE	Nonmotorized								Low		$115	Construct sidewalk (South Side)
CORRIDOR: Holmes Pt Dr														
3P-9906	Urban - Kirkland PAA	Holmes Point Dr From Denny Pk (N entrance) to NE 135 PL	Nonmotorized								Low		$780	Construct AC shoulder (East Side)
RC-52	Urban - Kirkland PAA	Holmes Point Drive NE From NE 118 St to NE 116 St	Preservation				Medium						$964	Walls both sides 10ft tall
RC-46	Urban - Kirkland PAA	Holmes Point Drive NE at 144 Ave NE	Preservation				Medium						$161	Wall on downhill side 10ft tall
CORRIDOR: Juanita Dr														
OP-INT-10	Urban - Kirkland PAA	Juanita Drive & NE 80th St/112th Ave NE	Operations						Medium				$686	Provide North and Southbound Left Turn Lanes
HAL-48	Urban - Kirkland PAA	Juanita Drive NE & NE 132nd St	Safety		High								$707	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														
HARS-43	Urban - Not in primary PAAs	Juanita-Woodinville Way From NE 149th St To 112th Ave NE	Safety		Medium								$1,000	Preliminary suggested scope - Coordinate signals. Add center turn lane.

				Priorities										
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CP-4	Urban - Not in primary PAAs	Juanita-Woodinville Way NE From 112 Ave NE to I-405	Capacity Major							High			$3,649	HOV highway access
CP-11	Urban - Not in primary PAAs	Juanita-Woodinville Way NE From 112th Ave NE to NE 145th St	Capacity Minor							High			$4,515	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.
HARS-28	Urban - Not in primary PAAs	Juanita-Woodinville Way From NE 145 St To NE 147th St	Safety		Medium								$560	Preliminary suggested scope - Widen road for TWLTL.
100110	Urban - Kirkland PAA	Juanita-Woodinville/NE 160th St. ITS From 100th Ave NE to 124th Ave NE	ITS	High									$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Misc														
N-82	Urban - Not in primary PAAs	NE 140th St AND / OR NE 145 St Crossing I-405	Nonmotorized								TBD		$500	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	$4,823	Reconstruct Roadway
CP-3	Urban - Not in primary PAAs	Lakepointe Dr - 175th St & 64th-68th/SR-522	Capacity Major							Low			$1,147	King County participation in Road Improvement District (RID)

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
ITS-10	Urban - Kirkland PAA	NE 132nd St From 100th Ave NE to 132nd Ave NE	ITS	High									$2,491	Provide Intelligent Transportation System improvements which could include fiber optic communications; synchronize signals; Transit signal priority; cameras; vehicle detection; fiber optic communications
CP-18	Urban - Kirkland PAA	Willows Road Extension From NE 124 St to NE 145 St	Capacity Major							TBD			$19,000	Construct missing arterial link
N-89.40	Rural - N/O I-90	176th Ave NE From Woodinville-Duvall Rd To NE 195 St	Nonmotorized								TBD	X	$192	Construct Neighborhood Pathway
ITS-17	Urban - Kirkland PAA	NE 144th St. ITS From 124th Ave NE to 148th Ave NE	ITS	Medium									$2,313	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; traveler information
3P-9901	Urban - Not in primary PAAs	88th Ave NE From NE 198 St to NE 205 St	Nonmotorized								Low		$626	Construct AC shoulder (East Side)
GR-91	Urban - Kirkland PAA	72nd Ave NE From Juanita Drive NE To end of route	Safety					Low					$147	Construct Guardrail
3P-0107	Urban - Not in primary PAAs	178th Ave NE From NE 131 St to NE 136 St	Nonmotorized								Medium		$63	Construct sidewalk (West Side)
N-89.30	Rural - N/O I-90	Du Rocher Rd From 172 Pl NE To Woodinville-Duvall Rd	Nonmotorized								TBD	X	$450	Provide Nonmotorized Facility

				Priorities										
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
OP-RD-16	Urban - Kirkland PAA	NE 145th St From 100 Ave NE TO Juanita-Woodinville Rd	Capacity Minor						Medium				$3,990	Turn channels at major intersections
OP-RD-17	Urban - Kirkland PAA	90th Ave NE From NE 134 St To NE 138 PL	Capacity Minor						Medium				$2,312	Widen Travel Lanes
3P-9904	Rural - N/O I-90	148th Ave NE From NE 154 St to NE 167 St	Nonmotorized								Low	X	$350	Construct gravel shoulder (East Side)
3P-9903	Rural - N/O I-90	152nd Pl NE / 158 Ave NE From NE 160 St to NE 165 St	Nonmotorized								Low	X	$166	Construct gravel shoulder (West Side)
N-56	Urban - Not in primary PAAs	108 / 112 Pl NE From East Riverside Dr To NE 164 St	Nonmotorized								TBD		$337	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
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		$1,147	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					$29	Construct Guardrail
CORRIDOR: 428 Ave SE-Reinig Rd														
SQ-29	Rural - N/O I-90	428th Ave SE/NE 12 St From Reinig Rd To North Bend Way	Nonmotorized								TBD	X	$844	Provide Nonmotorized Facility
GR-67	Rural - N/O I-90	Reinig Rd From Mill Pond Rd To 428th Ave SE	Safety					Medium				X	$39	Construct Guardrail
RC-37	Rural - N/O I-90	Mill Pond Rd From SE Stearns Rd to SE Reinig Rd	Preservation				Medium						$469	Armor Shoulders @$100/cyd
RC-16	Rural - N/O I-90	Reinig Rd From Mill Pond Rd To 396th Dr SE	Preservation				Medium						$294	Armor Shoulders
SQ-2	Rural - N/O I-90	Mill Pond Rd From SR-202 To Reinig Rd	Nonmotorized								TBD		$1,502	Provide Nonmotorized Facility
3P-9942	Rural - N/O I-90	428th Ave SE From SE Reinig Rd to SE 108 St	Nonmotorized								Low	X	$1,245	Construct AC shoulder (West Side)
CORRIDOR: Cedar Falls Rd														
3P-9968	Rural - S/O I-90	Cedar Falls Rd SE From near Rattlesnake Lake	Nonmotorized								Low		$689	Construct AC shoulder (West Side)

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
3P-9958	Rural - S/O I-90	SE 149th St / 442 Ave SE From 437 Pl SE to 443 Ave SE	Nonmotorized								Low		$482	Construct AC shoulder (North Side)
OP-RD-38	Rural - S/O I-90	436 Ave SE/Cedar Falls Rd From I-90 To Wilderness Rim	Capacity Minor						Medium			X	$7,658	Realign Roadway
CORRIDOR: Fay Rd														
GR-111	Rural - N/O I-90	Fay Road	Safety					TBD					$90	Construct Guardrail
RC-30	Rural - N/O I-90	Fay Road From SR-203 to 302nd Way NE	Preservation				High					X	$331	10ft wall @$30/psf
CORRIDOR: Middle Fork Rd														
SQ-94	Rural - N/O I-90	SE 140th St/Middle Fork Road From North Bend Way To Old Gravel Pit	Nonmotorized								TBD		$1,127	Provide Nonmotorized Facility
RC-45	Rural - N/O I-90	Lake Dorothy Rd At SE Middle Fork Rd	Preservation				Medium						$13,112	Walls both sides 10ft tall
GR-78	Rural - N/O I-90	Middle Fork Rd From 468th Ave SE To 496th Ave SE	Safety					Low					$12	Construct Guardrail
OP-INT-89	Rural - N/O I-90	468th Ave SE & SE 140 St	Operations						Medium				$193	Improve Sight Distance--Realign Intersection
CORRIDOR: Misc														
RC-38	Rural - N/O I-90	NE 100 St From West Snoqualmie Valley Rd to 284 Ave NE	Preservation				Medium						$546	Armor Shoulders @$100/cyd

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
OP-INT-43	Rural - N/O I-90	Meadowbrook Way & North Bend Way	Operations						TBD				$321	Evaluate for turn lanes
HAL-38	Rural - N/O I-90	436th Ave SE & SE North Bend W	Safety		Low								$272	Preliminary suggested scope - Install signal (currently No. 56 on signal priority array).
GR-98	Rural - N/O I-90	Fish Hatchery Rd From SR-202 To SR-202	Safety					Low				X	$281	Construct Guardrail
RC-122	Rural - N/O I-90	North Bend Wy From SE Mount Si Rd To 436 Ave SE	Reconstruction				Medium						$502	Reconstruct roadway .27 mile
GR-94	Rural - N/O I-90	NE 124th St From SR 203 To ENDRTE	Safety					Low				X	$254	Construct Guardrail
RC-55	Rural - N/O I-90	Money Creek Rd at Money Creek	Preservation				Low						$643	20ft tall wall
RC-57	Rural - N/O I-90	Old Cascade Highway at Miller River	Preservation				Low						$4,285	Overflow is working as designed
OP-RD-37	Rural - N/O I-90	Tolt Hill Rd From Tolt Hill Bridge To 500' WEST OF SR-203	Capacity Minor						Medium				$1,380	Reconstruct Roadway
GR-82	Rural - N/O I-90	384th Ave SE From SE 92ND St To North Bend Way	Safety					Low					$12	Construct Guardrail
SW-43	Rural - N/O I-90	Meadowbrook Way & North Bend Way	Safety		Low								$686	Traffic Signal
RC-34	Rural - N/O I-90	284th Ave NE From NE 100 St to NE Carnation Farm Rd	Preservation				Low						$167	Armor Shoulders @$100/cyd

				Priorities										
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
GR-28	Rural - N/O I-90	David Powell Rd From Preston-Fall City Rd SE To End of route	Safety					Low					$172	Construct Guardrail
3P-9915	Rural - N/O I-90	Big Rock Rd From Batten Rd NE to 296 Ave NE	Nonmotorized								Medium	X	$390	Construct AC shoulder (North Side)
OP-RD-4	Rural - N/O I-90	Ames Lake Rd From Union Hill To SR-202	Capacity Minor						Medium				$7,731	Realign Roadway--Widen Travel Lanes--Pave Shoulders
RC-19	Rural - N/O I-90	North Fork Rd SE From Wagners Bridge To Wagners Bridge	Preservation				Medium						$80	Construct 10ft wall
BR-122N	Rural - N/O I-90	Tate Creek Bridge #122N On SE 73RD St Crossing TATE Creek	Bridge			High							$1,939	Replace Bridge
OP-RD-46	Rural - N/O I-90	Stossell Creek Way From Swan Mill Road to the Snohomish County Line	Operations						TBD				$428	Environmental improvements to road to improve habitat and reduce maintenance costs
SQ-26	Rural - N/O I-90	Carnation Farm Rd From NE 80 St To SR-203	Nonmotorized								TBD		$7,030	Provide Nonmotorized Facility
BR-909B	Rural - S/O I-90	Clough Creek (Kimball Creek) Bridge #909B SE 141st St Crossing Clough Creek	Bridge			Medium							$714	Construct short-span bridge
SPP-4074	Rural - N/O I-90	SE 140 St / SE Middlefork Rd From 463 Ave SE to #46910	Nonmotorized								TBD		$200	Construct walkway (North Side)
BR-1086B	Rural - N/O I-90	Coal Creek Bridge #1086B On 378th Ave SE Crossing Coal Creek	Bridge			Low							$714	Construct short-span bridge

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
BR-5034A	Rural - N/O I-90	Lake Joy Bridge #5034A	Bridge			Low							$714	Construct short-span bridge
200312	Rural - N/O I-90	Fish Hatchery Bridge #61B SE Fish Hatchery Rd Crossing drainage ditch	Bridge			Low							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
BR-359C	Rural - N/O I-90	Lake Dorothy Overflow Bridge #359C SE Lake Dorothy Rd Crossing Overflow	Bridge			Low							$714	Construct short-span bridge
CORRIDOR: Mt. Si Rd														
OP-RD-39	Rural - N/O I-90	Mt Si Rd From 452 Ave SE To 800' E	Capacity Minor						Low				$388	Realign Roadway
SQ-93	Rural - N/O I-90	Mt Si Rd From North Bend Way To NW Corner of Section 8	Nonmotorized								TBD		$3,381	Provide Nonmotorized Facility
OP-INT-44	Rural - N/O I-90	Mt Si Rd & 432nd Ave SE	Operations						TBD				$686	Evaluate for turn lanes
GR-75	Rural - N/O I-90	Mt Si Rd From SE North Bend Way To End of route	Safety					Low					$12	Construct Guardrail
SW-44	Rural - N/O I-90	Mt Si Rd & 432nd Ave SE	Safety		Low								$321	Traffic Signal
CORRIDOR: NE 80 St														
RC-36	Rural - N/O I-90	NE 80th St From West Snoqualmie Valley Rd to Ames Lake-Carnation Rd	Preservation				Medium						$1,220	Armor Shoulders @$100/cyd

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
OP-RD-40	Rural - N/O I-90	NE 80th St From West Snoqualmie Valley Rd To Ames Lake Rd	Capacity Minor						Low				$3,619	Reconstruct 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	$1,971	Provide Nonmotorized Facility
BR-5007	Rural - N/O I-90	Kelly Rd Bridge #5007 On Kelly Rd NE Crossing drainage ditch	Bridge			Medium							$714	Construct short-span bridge
3P-9916	Rural - N/O I-90	322nd Ave NE From NE Big Rock Rd to NE 130 St	Nonmotorized								Medium	X	$458	Construct gravel shoulder (West Side)
CORRIDOR: Neal Rd SE														
RC-40	Rural - N/O I-90	Neal Rd SE From SR-203 to SR-203	Preservation				Low						$1,028	Armor Shoulders @$100/cyd
RC-7	Rural - N/O I-90	Neal Rd SE Sinkhole Repair	Reconstruction				High						$287	Work with WSDOT to realign road. Other possiblity includes vacating road.
200112	Rural - N/O I-90	C.W. Neal Road Bridge #249B On C.W. Neal Rd Crossing drainage ditch	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
200207	Rural - N/O I-90	C.W. Neal Bridge #249A	Bridge			High							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
200212	Rural - N/O I-90	C.W. Neal Road Bridge #249C On C.W. Neal Rd Crossing drainage ditch	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Preston-Fall City Rd														
SQ-12.10	Rural - N/O I-90	Preston-Fall City Rd From SR-202 To I-90	Nonmotorized								TBD		$17,000	Provide Nonmotorized Facility
BR-186J	Rural - N/O I-90	Fire Station Bridge #186J On Preston-Fall City Rd Crossing Unimproved undercrossing	Bridge			High							$714	Construct short-span bridge
OP-INT-65	Rural - N/O I-90	Preston-Fall City / High Pt Way & SE 82nd St	Safety										$1,500	Evaluate for turn lanes, widening or realignment
GR-13	Rural - N/O I-90	316th Pl SE From SE 86th St To End of route	Safety					Low					$48	Construct Guardrail
SW-65	Rural - N/O I-90	Preston-Fall City / High Pt Way & SE 82nd St	Safety		High								$1,500	Traffic Signal
HARS-39	Rural - N/O I-90	Preston-Fall City Rd SE From 334 Ave SE To 334th Ave SE	Safety		Low								$3,266	Preliminary suggested scope - Realign horizontal curve.
OP-INT-88	Rural - N/O I-90	Preston-Fall City Rd & SE 43 St	Operations						Low				$607	Realign Intersection
ITS-14	Rural - N/O I-90	Preston Fall City Rd ITS From I-90 to SR 202	ITS	Medium									$5,158	Provide Intelligent Transportation System improvements which could include cameras; weather monitoring; vehicle detection

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
CORRIDOR: Upper Preston Rd														
GR-109	Rural - N/O I-90	Upper Preston Road	Safety					TBD					$30	Construct Guardrail
BR-1239A	Rural - N/O I-90	Upper Preston Bridge #1239A On Upper Preston Rd Crossing Echo Lake Creek	Bridge			Medium							$3,936	Replace Bridge
RC-33	Rural - N/O I-90	Upper Preston Rd From SE 97th St to SE 97th St	Preservation				High						$268	30ft wall @$30/psf
CORRIDOR: W Snoqualmie River Rd														
RC-32	Rural - N/O I-90	Tolt Hill Rd From Tolt Hill Bridge to SR-203	Preservation				Medium						$103	Armor Shoulders @$100/cyd
200306	Rural - N/O I-90	Patterson Creek Bridge #344A - Short Span -- SE 24th St & Patterson Creek	Bridge			High							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
GR-80	Rural - N/O I-90	West Snoqualmie River Rd From SE 24th St To Tolt Hill Rd	Safety					Low					$79	Construct Guardrail
200412	Rural - N/O I-90	312th Ave SE Bridge #228F On West Snoqualmie River Rd Crossing drainage ditch	Bridge			Low							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
201207	Rural - N/O I-90	308th Ave SE Bridge #344B On 308th Ave SE Crossing Patterson Creek	Bridge			Low							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
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									$403	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; pavement condition sensors
BR-916A	Rural - N/O I-90	West Snoqualmie River Rd Bridge #916A West Snoqualmie River Rd Crossing slough	Bridge			Medium							$714	Construct short-span bridge
RC-18	Rural - N/O I-90	West Snoqualmie River Rd From NE Tolt Hill Rd To SE 24th St	Preservation				Medium						$5,715	Armor Shoulders
201107	Rural - N/O I-90	West Snoqualmie Road Bridge #228D On Snoqualmie River Road Crossing drainage ditch	Bridge			Medium							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
GR-44	Rural - N/O I-90	308th Ave SE From SR 202 To SE 40th St	Safety					High				X	$34	Construct Guardrail
RC-17	Rural - N/O I-90	SE 24th St From 309th Ave SE To W. Snoqualmie River Rd	Preservation				Medium						$298	Armor Shoulders
CORRIDOR: W Snoqualmie Valley Rd														
RC-115	Rural - N/O I-90	West Snoqualmie Valley Rd From NE 80 St To Ames Lake Carnation Rd	Reconstruction				High						$823	Reconstruct roadway 1.18 miles
ITS-18	Rural - N/O I-90	West Snoqualmie Valley Rd NE ITS From NE Woodinville Duvall Road to Ames Lake Rd	ITS	Medium									$7,524	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; flood detection; weather monitoring station

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
RC-39	Rural - N/O I-90	West Snoqualmie Valley Rd From Snohomish County Line to Ames Lake-Carnation Rd	Preservation				High						$3,021	10ft wall@$30/psf (Length=4700ft)
RC-113	Rural - N/O I-90	West Snoqualmie Valley Rd From NE 124 St To NE Novelty Hill Rd	Reconstruction				Medium						$292	Reconstruct roadway .28 mile
200599	Rural - N/O I-90	Woodinville-Duvall Rd & W. Snoqualmie Valley Rd	Operations						High				$902	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-12	Rural - N/O I-90	NE 124th St & West Snoqualmie Valley Rd	Operations						High				$4,487	Construct right turn pocket and modify existing signalization.
BR-5009B	Rural - N/O I-90	Snoqualmie Valley Rd Bridge #5009B	Bridge			Medium							$714	Construct short-span bridge
B-41	Rural - N/O I-90	Ames Lake-Carnation Rd From Union Hill Rd To NE 80 St	Nonmotorized								TBD		$8,038	Provide Nonmotorized Facility
SQ-27	Rural - N/O I-90	West Snoqualmie Valley Rd From Woodinville-Duvall Rd To Carnation Rd	Nonmotorized								TBD		$27,667	Provide Nonmotorized Facility
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							$1,372	Redeck Bridge(s)

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
200408	Rural - N/O I-90	Duvall Slough #1136B On Woodinville-Duvall Rd Crossing Duvall Slough	Bridge			High							$1,098	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Soos Creek														
CORRIDOR: 124 Ave SE														
SPP-4031	Urban - Kent NE PAA	124th Ave SE From SE 192 St to SE 202 PL	Nonmotorized								Low		$310	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.
RC-4	Urban - Kent NE PAA	124th Ave SE From SE 192 St to SE 208 St	Reconstruction				High						$1,131	Road Reconstruction
CORRIDOR: 132-140 Ave SE														
300511	Urban - Kent NE PAA	132nd Ave SE & SE 224th St	Safety		Medium								$107	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-23	Urban - Kent NE PAA	140th Ave SE/132nd Ave SE ITS From SE 240th St. to SE 192nd St.	ITS	Medium									$3,913	Provide Intelligent Transportation System improvements which could include fiber optic communications; synchronized signals; cameras; vehicle detection
OP-RD-36	Urban - Kent NE PAA	132 Ave SE Phase IV From SE 224th St To SE 242nd St	Capacity Minor							Low			$8,507	Widen Roadway
OP-RD-43	Urban - Kent NE PAA	132 Ave SE Phase III From SE 208 St To SE 224 St	Capacity Minor							Low			$5,835	Widen Roadway

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
3P-9963	Urban - Kent NE PAA	SE 218th Pl From 132 Ave SE to Soos Creek Elem.	Nonmotorized								Low		$115	Construct AC shoulder (North Side)
OP-INT-18	Urban - Kent NE PAA	132nd Ave SE & SE 224th St	Operations						TBD				$686	Evaluate for turn lanes
400113	Urban - Kent NE PAA	Lake Youngs Way Bridge #3109B SE Lake Youngs Way Crossing Soos Creek	Bridge			Low							$72	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: 148 Ave SE														
OP-INT-10	Rural - S/O I-90	148th Ave SE & SE 308th St	Operations						Low				$686	Improve Sight Distance
OP-INT-17	Rural - S/O I-90	148th Ave SE & SE 208th St	Operations						High				$686	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	$562	Provide Nonmotorized Facility
400109	Rural - S/O I-90	148th Ave SE & SE 224th St	Operations		Medium								$887	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SW-17	Rural - S/O I-90	148th Ave SE & SE 208th St	Safety		Medium								$321	Traffic Signal

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Lk Holm Rd														
HARS-24	Rural - S/O I-90	Lake Holm Rd From Auburn-Black Diamond Rd To Auburn-Black Diamond Rd	Safety		Medium								$472	Preliminary suggested scope - Curve warning signs/chevrons; centerline RPMs (rumble treatment); improve pavement condition.
OP-RD-44	Rural - S/O I-90	Lake Holm Rd From Near Lake Holm (east)	Capacity Minor						Medium			X	$813	Widen Roadway
ITS-30	Rural - S/O I-90	Lake Holm Rd ITS From 148th Ave SE to Auburn Black Diamond Rd.	ITS	Low									$46	Provide Intelligent Transportation System improvements which could include a speed warning system
CORRIDOR: Misc														
300213	Urban - Kent NE PAA	Soos Creek Bridge #3109A SE 216th St Crossing Soos Creek	Bridge			Low							$72	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SPP-4057	Urban - Kent NE PAA	S 200th St From 92 Ave S to 100 Ave SE	Nonmotorized								TBD		$175	Construct raised walkway
SPP-4075	Urban - Kent NE PAA	SE 204th St From 104 Ave SE to 108 Ave SE	Nonmotorized								TBD		$100	Construct raised walkway (North Side)
OP-RD-27	Rural - S/O I-90	164th Ave SE From SE 240 St To SE 248 St	Capacity Minor						Medium			X	$125	Pave Shoulders
HAL-23	Urban - Kent NE PAA	116th Ave SE & SE 223rd Dr	Safety		Medium								$181	Preliminary suggested scope - Add left-turn lane in NB/SB directions.

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
GR-88	Rural - S/O I-90	156th Ave SE From SE 240th St To CITY LIMIT	Safety					Low					$12	Construct Guardrail
3P-9966	Urban - Fairwood PAA	Lake Youngs Pipeline Pathway From vicinity of 155 Pl SE	Nonmotorized								Low		$34	Construct AC walkway
3P-9965	Urban - Fairwood PAA	SE 183rd St From 142 Ave SE to 147 Ave SE	Nonmotorized								Low		$219	Construct sidewalk (South Side)
SC-160	Rural - S/O I-90	SE 296th / 148 Ave SE From SR-18 To S.I.R.	Nonmotorized								TBD		$2,493	Provide Nonmotorized Facility
G-16	Urban - Not in primary PAAs	Green River Rd SE From S 258 St To SE 277 St	Nonmotorized								TBD		$8,211	Provide Nonmotorized Facility
300313	Rural - S/O I-90	Soos Creek Bridge #3109 On SE 224th St Crossing Soos Creek	Bridge			High							$72	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-90	Rural - S/O I-90	196th Ave SE & SE 192 St	Operations						Medium				$1,720	Reconstruct Intersection--Improve Sight Distance--Turn Channels
RC-50	Rural - S/O I-90	196th Ave SE From SE 161 St to SE 170 St	Preservation				Medium						$868	Retaining wall 10' high
CORRIDOR: Petrovitsky Rd														
RC-3	Urban - Fairwood PAA	Petrovitsky Rd From 134 Ave SE to 143 Ave SE	Reconstruction				High						$2,302	Road Reconstruction
OP-INT-85	Rural - S/O I-90	Petrovitsky Rd SE & SE 184 St Crossing	Operations						Low				$366	Pedestrian Crossing Signals

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
OP-INT-11	Urban - Fairwood PAA	116th Ave SE & SE Petrovitsky Rd	Operations										$437	Add southbound right turn lane
SW-64	Rural - S/O I-90	Petrovitsky & 162nd Pl SE	Safety		High								$800	Traffic Signal
OP-INT-64	Rural - S/O I-90	Petrovitsky & 162nd Pl SE	Safety										$800	Evaluate for turn lanes or center turn lane
CP-15	Urban - Fairwood PAA	140th Ave SE & Petrovitsky Rd	Capacity Major						TBD				$13,482	Widen all legs of intersection to increase capacity
SW-13	Rural - S/O I-90	Petrovitsky Rd & Sweeney Rd	Safety		Low								$321	Traffic Signal
OP-INT-10	Urban - Fairwood PAA	Petrovitsky Rd & SE 192nd St	Operations						Low				$686	Provide SE Bound Left Turn Lane
OP-INT-13	Rural - S/O I-90	Petrovitsky Rd & Sweeney Rd	Operations						Medium				$686	Evaluate for turn lanes - Northbound Left Turn Lane
CORRIDOR: SE 192 St														
GR-51	Urban - Not in primary PAAs	SE 192nd St From SR 515 To 148th Ave SE	Safety					Medium					$32	Construct Guardrail
401004	Urban - Fairwood PAA	124th Ave SE & SE 192nd St	Safety		TBD								$4,987	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								$543	Preliminary suggested scope - Add left-turn lane in WB and EB directions.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SC-216	Urban - Kent NE PAA	SE 192nd St & SR-515	Operations						TBD				$3,625	Turn Channels - East & West Legs
3P-0113	Urban - Kent NE PAA	SE 192nd St From 99 Pl S to 102 Ave SE	Nonmotorized								High		$115	Construct AC shoulder (North Side)
CORRIDOR: SE 208-212 St														
ITS-4	Urban - Kent NE PAA	SE 212th Way/SE 208th St ITS From SR 167th Ramps to 132nd Ave SE	ITS	High									$3,024	Provide Intelligent Transportation System improvements which could include fiber optic communications; synchronized signals; cameras; vehicle detection
CP-14	Urban - Kent NE PAA	SE 212th Way / SE 208 St From SR-515 To SR-167	Capacity Major							Medium			$34,426	Widen to Six Lanes--Turn Channels--Provide Transit/HOV Preferential Treatment/Operating Improvements--Construct Bike Lane
HARS-33	Urban - Kent NE PAA	SE 208th St From 100 AV SE To 101st Ave SE	Safety		High								$58	Preliminary suggested scope - Adjust signal timing along corridor.
SC-35	Rural - S/O I-90	SE 208th St From 132th Ave SE To 148th Ave SE	Nonmotorized								TBD	X	$281	Provide Nonmotorized Facility
300113	Urban - Kent NE PAA	Soos Creek Bridge #3110 On SE 208 St Crossing Soos Creek	Bridge			High							$72	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-97	Urban - Kent NE PAA	SE 208th St & 105th Pl SE	Safety		TBD								$2,164	Vertical curve not included with CIP project

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
HAL-31	Urban - Kent NE PAA	110th Ave SE & SE 208th St	Safety		Low								$2,390	Preliminary suggested scope - Regrade roadway to improve sight distance.
SPP-4023	Urban - Kent NE PAA	SE 208th St & 111 Ave SE	Nonmotorized								Low		$115	Construct bus pull-off
HAL-6	Urban - Kent NE PAA	96th Ave S & S 212th Way	Safety		Medium								$467	Preliminary suggested scope - Add right-turn lane.
CORRIDOR: SE 224 St														
RC-23	Urban - Kent NE PAA	SE 224th St From Soos Creek east to End of Road (1300 ft)	Preservation				Low						$43	Re-grade to end of road and possibly vacate road
SPP-4036	Rural - S/O I-90	SE 224th St From 172 Ave SE to 180 Ave SE	Nonmotorized								Medium	X	$46	Widen walkway
T-113	Rural - S/O I-90	Peter Grubb Rd / SE 232 St From SE 224 St To SR-18	Nonmotorized								TBD	X	$1,464	Provide Nonmotorized Facility
CORRIDOR: SE 240 St														
SW-56	Rural - S/O I-90	164th Pl SE & SE 240th St	Safety		Medium								$1,577	Traffic Signal
300608	Urban - Not in primary PAAs	Soos Creek Bridge #3106 On SE 244 St Crossing Soos Creek	Bridge			High							$554	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SC-15	Rural - S/O I-90	SE 240th St From 196 Ave SE To SR-18	Nonmotorized								TBD	X	$1,689	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
SPP-4033	Rural - S/O I-90	164th Ave SE From SE 224 St to SE 240 St	Nonmotorized								Low	X	$80	Widen pathway and improve lighting
400108	Rural - S/O I-90	Soos Creek Bridge #3205 On 172nd Ave SE Crossing Soos Creek	Bridge			Low							$554	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SPP-4041	Rural - S/O I-90	SE 240th St From 156 Ave SE to 172 Ave SE	Nonmotorized								Medium	X	$22	Widen walkway
SC-91	Rural - S/O I-90	196th Ave SE From SE 240 St To SE 232 St	Nonmotorized								TBD	X	$375	Provide Nonmotorized Facility
OP-INT-56	Rural - S/O I-90	164th Pl SE & SE 240th St	Operations						TBD				$686	Evaluate for turn lanes
SC-28	Rural - S/O I-90	SE 240th St From 148 Ave SE (south side) To 180 Ave SE	Nonmotorized								TBD	X	$1,127	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Tahoma/Raven Heights														
CORRIDOR: 276 Ave SE														
SPP-4065	Rural - S/O I-90	276th Ave SE From SE 231 ST to 300' north	Nonmotorized								TBD		$50	Construct pathway (West Side)
OP-INT-45	Rural - S/O I-90	276th Ave SE & SE 216th St	Operations						Medium				$686	Evaluate for turn lanes, realign intersection
SW-45	Rural - S/O I-90	276th Ave SE & SE 216th St	Safety		Medium								$321	Traffic Signal
RC-126	Rural - S/O I-90	276 Ave SE From SE 200 St To SE 216 St	Reconstruction				Medium					X	$1,174	Reconstruct roadway 1.0 mile
RC-127	Rural - S/O I-90	276 Ave SE From SE 216 St To SE Summit Landsburg Rd	Reconstruction				Medium					X	$3,311	Reconstruct roadway 2.59 miles
RC-125	Rural - S/O I-90	276 Ave SE From SR 18 To SE 200 St	Reconstruction				Medium					X	$1,016	Reconstruct roadway 1.18 mile
CORRIDOR: Auburn-Black Diamond Rd														
RC-138	Rural - S/O I-90	Auburn Black Diamond Rd From SE Green Valley Rd To SE Lake Holm Rd	Reconstruction				High					X	$236	Reconstruct roadway .23 mile
RC-137	Rural - S/O I-90	Auburn Black Diamond Rd From SR 18 To SE Green Valley Rd	Reconstruction				High						$212	Reconstruct roadway .18 mile
RC-139	Rural - S/O I-90	Auburn Black Diamond Rd From SE Lake Holm Rd To 148 Way SE	Reconstruction				Medium					X	$3,116	Reconstruct roadway 2.18 miles

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Issaquah-Hobart Rd														
HARS-30	Rural - S/O I-90	Issaquah-Hobart Rd From SE 125 St To SE 127th St	Safety		Medium								$493	Preliminary suggested scope - Widen road for TWLTL.
CP-6	Rural - S/O I-90	Issaquah-Hobart Rd From Issaquah to SR-18	Capacity Major							Low			$79,408	Widen roadway to increase capacity
RC-118	Rural - S/O I-90	Issaquah-Hobart Rd SE From City Limit To SE May Valley Rd	Reconstruction				Medium					X	$593	Reconstruct roadway 1.86 miles
ITS-15	Rural - S/O I-90	Issaquah-Hobart/Front St. ITS From Issaquah City Limits to SR 18	ITS	Medium									$659	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection; data stations; message signs; weather station
OP-INT-21	Rural - S/O I-90	Issaquah-Hobart Rd & Mirrormont	Operations						TBD				$321	Evaluate for turn lanes
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.
OP-RD-22	Rural - S/O I-90	May Valley Rd From SE 128 WY To Issaquah-Hobart Rd	Capacity Minor						Medium			X	$7,218	Widen Travel Lanes
RC-121	Rural - S/O I-90	Issaquah-Hobart Rd SE From SE 156 St To SR 18	Reconstruction				High					X	$2,594	Reconstruct roadway 2.27 miles

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
BR-1384A	Rural - S/O I-90	Fifteen Mile Creek Bridge #1384A On Issaquah-Hobart Rd Over Fifteen Mile Creek	Bridge			High							$4,763	Conduct Feasibility/Needs Study--Replace Bridge
SW-21	Rural - S/O I-90	Issaquah-Hobart Rd & Mirrormont	Safety		Medium								$686	Traffic Signal
RC-120	Rural - S/O I-90	Issaquah-Hobart Rd SE From Cedar Grove Rd To SE 156 St	Reconstruction				High					X	$1,516	Reconstruct roadway 1.2 miles
200208	Rural - S/O I-90	Bandaret Bridge #493B & May Valley over Issaquah Creek	Bridge			High							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
RC-119	Rural - S/O I-90	Issaquah-Hobart Rd SE From SE May Valley Rd To Cedar Grove Rd	Reconstruction				High					X	$1,766	Reconstruct roadway .98 mile
CORRIDOR: Kent-Black Diamond Rd														
OP-INT-97	Rural - S/O I-90	Thomas Rd & Kent-Black Diamond Rd	Operations						Medium				$706	Realign Intersection
400211	Rural - S/O I-90	Covington Creek Bridge #3084	Bridge			High							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
400511	Rural - S/O I-90	Covington Creek Bridge #3082 Auburn-Black Diamond Road Crossing Covington Creek	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities								Equestrian	Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian			
SC-16	Rural - S/O I-90	Kent-Black Diamond Rd From SR-18 To SE Lake Holm Rd	Nonmotorized								TBD	X	$1,878	Provide Nonmotorized Facility
400600	Rural - S/O I-90	Berrydale Overcrossing #3086OX & 290th	Bridge			High							$3,448	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Kent-Kangley Rd														
RC-133	Rural - S/O I-90	Kent Kangley Rd From Landsburg Rd SE To Retreat Kanaskat Rd SE	Reconstruction				Medium					X	$1,770	Reconstruct roadway 1.18 miles
OP-INT-92	Rural - S/O I-90	Kent-Kangley Rd & Kanaskat-Retreat Rd	Operations						High				$1,514	Realign Intersection--Turn Channels
RC-132	Rural - S/O I-90	Kent Kangley Rd From City Limit To Landsburg Rd	Reconstruction				Low					X	$1,756	Reconstruct roadway 1.14 miles
OP-INT-10	Rural - S/O I-90	Kent-Kangley Rd & Ravensdale Rd	Operations						Medium				$686	Provide Turn Channelization: Signal or Roundabout
OP-INT-12	Rural - S/O I-90	Kent-Kangley Rd & Landsburg Rd	Operations		High								$500	Traffic Signal and possible turn channels
GR-49	Rural - S/O I-90	Kent-Kangley Rd From SR 169 To Kanaskat-Kangley Rd	Safety					Medium					$52	Construct Guardrail
T-33	Rural - S/O I-90	Black Diamond-Ravensdale Rd From SR-169 To Kent-Kangley Rd	Nonmotorized								TBD	X	$2,028	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
CORRIDOR: Lake Sawyer Rd														
OP-RD-41	Rural - S/O I-90	Covington-Lake Sawyer Rd From Thomas Rd To 216 Ave SE	Capacity Minor						Medium			X	$7,733	Realign Roadway
400508	Rural - S/O I-90	Covington-Sawyer Rd From 164 Pl SE to 180 Ave SE	Nonmotorized								High	X	$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
3P-9974	Rural - S/O I-90	Covington-Sawyer Rd From east of 181 Ave SE	Nonmotorized								Medium	X	$178	Construct AC shoulder (North Side)
SW-58	Rural - S/O I-90	164th Pl SE & SE Covington-Sawyer Rd	Safety		Medium								$321	Traffic Signal
SW-59	Rural - S/O I-90	180th/181st Ave SE (Thomas Rd) & SE Covington-Sawyer Rd	Safety		Medium								$166	Traffic Signal
RC-6	Rural - S/O I-90	Covington-Lake Sawyer Rd From Covington C/L to 216 Ave SE	Reconstruction				High						$1,093	Road Rehabilitation
OP-INT-59	Rural - S/O I-90	180th/181st Ave SE (Thomas Rd) & SE Covington-Sawyer Rd	Operations						TBD				$686	Evaluate for turn lanes
BR-3085	Rural - S/O I-90	Covington Bridge #3085	Bridge			Medium							$3,443	Replace Bridge
OP-INT-58	Rural - S/O I-90	164th Pl SE & SE Covington-Sawyer Rd	Operations						Medium				$686	Realign Intersection; Improve Sight Distance; Left Turn Lane Westbound; Traffic Signal

Number	PAA	Location	Need	Priorities								Equestrian	Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian			
CORRIDOR: Lk Holm Rd														
SW-27	Rural - S/O I-90	Auburn-Black Diamond & Green Valley Rd	Safety		Low								$321	Traffic Signal
RC-140	Rural - S/O I-90	Lake Holm Rd From Auburn Black Diamond Rd To 147 Ave SE	Reconstruction				High					X	$1,625	Reconstruct roadway 1.64 miles
CORRIDOR: Maxwell Rd														
BR-3099	Rural - S/O I-90	Maxwell Rd Bridge #3099 225th Ave SE Crossing Gem Creek	Bridge			Low							$714	Construct short-span bridge
BR-3202	Rural - S/O I-90	Maxwell Rd Bridge #3202 225th Ave SE Crossing cattle UX	Bridge			Medium							$714	Construct short-span bridge
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							$3,729	Replace Bridge
CORRIDOR: Misc														
RC-135	Rural - S/O I-90	Black Diamond Ravensdale From SE Kent Kangley Rd To 268 Ave SE	Reconstruction				Medium					X	$597	Reconstruct roadway .6 mile
GR-45	Rural - S/O I-90	Kanaskat-Kangley Rd From Cumberland-Kanaskat Rd To Kent-Kangley Rd	Safety					Medium				X	$31	Construct Guardrail

				Priorities										
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
RC-142	Rural - S/O I-90	SE Green Valley Rd From 243 Ave SE To SR-169	Reconstruction				High						$1,423	Reconstruct roadway 1.3 miles
GR-68	Rural - S/O I-90	224th Ave SE From SE 296th St To 228th Ave SE	Safety					Medium				X	$81	Construct Guardrail
ITS-27	Rural - S/O I-90	Auburn-Black Diamond ITS From At Kent-Black Diamond Rd and SE Lake Holm Rd	ITS	Low									$135	Provide Intelligent Transportation System improvements which could include advanced intersection warning system; slide detection
GR-57	Rural - S/O I-90	SE 208th St From 276th Ave SE To ENDTRE	Safety					Low					$358	Construct Guardrail
GR-52	Rural - S/O I-90	Summit-Landsburg Rd From Landsburg Rd SE To Kent-Kangley Rd	Safety					Medium				X	$59	Construct Guardrail
GR-54	Rural - S/O I-90	Lake Francis Rd From Cedar Grove Rd To SE 192nd St	Safety					Medium				X	$16	Construct Guardrail
3P-9980	Rural - S/O I-90	168th Way SE & Covington Creek	Nonmotorized								Low	X	$51	Widen bridge and construct sidewalk (East Side)
GR-93	Rural - S/O I-90	SE 200th St From 276th Ave SE To 244th Ave SE	Safety					Low					$33	Construct Guardrail
400311	Rural - S/O I-90	Green Valley Rd Bridge #3020 SE Greeen Valley Rd Crossing drainage ditch	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
400411	Rural - S/O I-90	Green Valley Rd Bridge #3022	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
BR-3097	Rural - S/O I-90	Dorre Don Way Bridge #3097 Dorre Don Way Crossing drainage ditch	Bridge			Low							$714	Construct short-span bridge
SPP-4054	Rural - S/O I-90	Covington-Sawyer Rd From 188 Ave SE to 192 Pl SE	Nonmotorized								High		$150	Construct walkway (North Side)
GR-110	Rural - S/O I-90	SE 248th Street	Safety					TBD					$60	Construct Guardrail
OP-INT-98	Rural - S/O I-90	SE 235th Pl & 244 Ave SE	Operations						Low				$405	Improve Sight Distance
OP-INT-27	Rural - S/O I-90	Auburn-Black Diamond & Green Valley Rd	Operations						TBD				$686	Evaluate for turn lanes
GR-95	Rural - S/O I-90	Courtney Rd From Kanaskat-Kangley Rd To End of route	Safety					Low					$12	Construct Guardrail
T-31	Rural - S/O I-90	Sweeney Rd SE From 196 Ave SE To SE 232 St	Nonmotorized								TBD	X	$938	Provide Nonmotorized Facility
GR-87	Rural - S/O I-90	244th Ave SE From SE 224th St To SE 235th PL	Safety					High					$85	Construct Guardrail
RC-128	Rural - S/O I-90	Landsburg Rd SE From SE Summit Landsburg Rd To SE Kent Kangley Rd	Reconstruction				Medium					X	$1,444	Reconstruct roadway 1.27 miles

Number	PAA	Location	Need	Priorities								Equestrian	Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian			
RC-131	Rural - S/O I-90	Summit-Landsburg Rd From City Limit To Landsburg	Reconstruction				High					X	$3,048	Reconstruct roadway 2.25 miles
T-104	Rural - S/O I-90	244th Ave SE From SR-18 To SE 196 St	Nonmotorized								TBD	X	$480	Provide Nonmotorized Facility
GR-35	Rural - S/O I-90	Black Diamond-Ravensdale Road From City limits To Ravensdale Way	Safety					High					$12	Construct Guardrail
SC-152	Rural - S/O I-90	168th Way (Ave) SE From Kent-Black Diamond Rd To Auburn-Black Diamond Rd	Nonmotorized								TBD	X	$676	Provide Nonmotorized Facility
3P-0202	Rural - S/O I-90	195th Ave SE From Lake Morton DR SE to SE 320 St	Nonmotorized								Low	X	$75	Construct AC shoulder (West Side)
CORRIDOR: Petrovitsky Rd														
ITS-24	Rural - S/O I-90	Petrovitsky/Sweeney Rd SE ITS From 151st Ave SE and SR 18	ITS	Medium									$7,880	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; fiber optic communications, weather station
CORRIDOR: Retreat-Kanaskat Rd														
GR-63	Rural - S/O I-90	Cumberland-Kanaskat Rd From Retreat-Kanaskat Rd To SE 352nd St	Safety					Medium					$119	Construct Guardrail

Number	PAA	Location	Need	Priorities								Equestrian	Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian			
RC-136	Rural - S/O I-90	Retreat Kanaskat Rd SE From SE Kent Kangley Rd To Cumberland Kanaskat Rd	Reconstruction				High					X	$3,181	Reconstruct roadway 3.04 miles
OP-INT-91	Rural - S/O I-90	Stampede Pass Rail & Hudson Rd RR Crossing	Operations						Medium				$77	Reconstruct Intersection--Traffic Signal
OP-INT-72	Rural - S/O I-90	Stampede Pass Rail & Greenriver Headworks Rd	Operations						Low				$77	Reconstruct Intersection--Traffic Signal
GR-11	Rural - S/O I-90	SE 309th St From Cumberland-Kanaskat To End of route	Safety					Low				X	$104	Construct Guardrail
T-40	Rural - S/O I-90	Retreat-Kanasket Rd From Kent-Kangley Rd To Kanasket-Kangley Rd	Nonmotorized								TBD	X	$2,028	Provide Nonmotorized Facility
OP-INT-93	Rural - S/O I-90	Kanaskat-Kangley Rd & Cumberland-Kanaskat Rd	Operations						High				$375	Realign Intersection
CORRIDOR: SE 216 St														
RC-130	Rural - S/O I-90	SE 216 St From 244 Ave SE To 276 Ave SE	Reconstruction				High					X	$2,001	Reconstruct roadway 2.0 miles
400907	Rural - S/O I-90	SE 216th Way & SR-169	Operations										$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
RC-129	Rural - S/O I-90	SE 216 Way From SR 169 To 244 Ave SE	Reconstruction				High						$1,460	Reconstruct roadway 1.13 miles

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
OP-INT-95	Rural - S/O I-90	SE 216th Way & Dorre Don Way	Operations						Low				$291	Turn Channels
3P-9967	Rural - S/O I-90	SE 216th Way From SR-169 to Dorre Don Way SE	Nonmotorized								High		$86	Construct sidewalk (East Side)
T-13.20	Rural - S/O I-90	SE 216th St From Approx. 232 Ave SE To 276 Ave SE	Nonmotorized								TBD	X	$1,014	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities								Equestrian	Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian			
County SUBAREA: Vashon														
CORRIDOR: Dockton Rd														
GR-53	Rural - Vashon	Dockton Rd SW From 75th Ave SW To SW 248th St	Safety					Medium				X	$29	Construct Guardrail
300208	Rural - Vashon	Dockton Road Preservation From SW Ellisport Road to Portage Way SW	Preservation				High					X	$26,222	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Misc														
RC-59	Rural - Vashon	Kingsbury Beach Rd From SW 234 St to 80 Ave SW	Preservation				Low						$536	Rebuild Roadway with New Base
GR-65	Rural - Vashon	Cove Road From Westside Highway SW To Vashon Highway SW	Safety					Medium				X	$21	Construct Guardrail
GR-102	Rural - Vashon	75th Ave SW From Dockton Rd SW To SW Point Robinson Rd	Safety					Low				X	$13	Construct Guardrail
GR-31	Rural - Vashon	Cedarhurst Rd From Vashon Highway SW To 121st Ave SW	Safety					High				X	$70	Construct Guardrail
RC-54	Rural - Vashon	Govenor's Lane From 99 Ave SW to 96 Ave SW	Preservation				Low						$2,598	Replace seawall @$2500/ft
RC-58	Rural - Vashon	Cresent Dr SW From West Side Highway to SW Cove Road	Preservation				Low						$536	Rebuild Roadway with New Base

Number	PAA	Location	Need	Priorities								Equestrian	Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian			
GR-106	Rural - Vashon	SW 156th St From 91st Ave SW To Vashon Highway SW	Safety					Low				X	$12	Construct Guardrail
GR-41	Rural - Vashon	SW 275th St From 94th Ave SW To Sandy Shores DR SW	Safety					High				X	$36	Construct Guardrail
300310	Rural - Vashon	Vashon Highway Seawall From 115th Ave SW To SW 240th Pl	Preservation				High					X	$14,568	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
3P-9959	Rural - Vashon	107th Ave SW From SW 228 St to SW 232 St	Nonmotorized								Low	X	$258	Construct AC shoulder (West Side)
SPP-4078	Rural - Vashon	SW 204th St From Vashon Island Hwy to Monument Rd SW	Nonmotorized								TBD		$75	Improve pathway (North Side)
SPP-4079	Rural - Vashon	Cemetery Rd From Beall Rd SW to # 9303	Nonmotorized								TBD		$75	Improve pathway (South Side)
V-24	Rural - Vashon	SW 240th St / Bay View DR From Vashon Highway SW To Burton Acres Park Entrance	Nonmotorized								TBD	X	$826	Provide Nonmotorized Facility
RC-27	Rural - Vashon	Quartermaster Drive Seawall From 1/4 mi. east of Monument Rd SW To Dockton Rd SW	Preservation				Medium					X	$354	Replace seawall
GR-33	Rural - Vashon	Ellisport Rd From Dockton Rd SW To Monument Rd SW	Safety					High				X	$42	Construct Guardrail

Number	PAA	Location	Need	Priorities								Equestrian	Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian			
GR-79	Rural - Vashon	Cemetery Rd From Westside Highway SW To Vashon Highway SW	Safety					Low				X	$12	Construct Guardrail
GR-83	Rural - Vashon	Point Robinson Rd From Dockton Rd SW To End of route	Safety					Low				X	$393	Construct Guardrail
3P-9975	Rural - Vashon	Tahlequah Rd From near Tahlequah Ferry Dock	Nonmotorized								Low	X	$172	Construct AC shoulder (South Side)
GR-97	Rural - Vashon	91st Ave SW From SW 156th St To Gorsuch Rd	Safety					Low				X	$12	Construct Guardrail
3P-9960	Rural - Vashon	Burton Dr From Vashon Island Hwy to 95 Ave SW	Nonmotorized								Low	X	$470	Construct AC shoulder (South Side)
3P-0106	Rural - Vashon	Bank Rd From 97 Pl SW to Beall Rd SW	Nonmotorized								Low	X	$545	Construct AC shoulder (South Side)
GR-70	Rural - Vashon	Beall Rd SW From SW Cemetery Rd To SW Bank Rd	Safety					Medium				X	$17	Construct Guardrail
GR-69	Rural - Vashon	Wax Orchard Rd SW From SW 220th St To Vashon Highway SW	Safety					Medium				X	$509	Construct Guardrail
CORRIDOR: Vashon Island Highway-N														
SPP-4080	Rural - Vashon	Vashon Island Hwy From #20120 to Metro bus stop	Nonmotorized								TBD		$75	Construct separated pathway (East Side)
OP-INT-2	Rural - Vashon	Vashon Highway & SW Bank Rd	Operations						TBD			X	$686	Evaluate for turn lanes

Number	PAA	Location	Need	Priorities								Equestrian	Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian			
SW-2	Rural - Vashon	Vashon Highway & SW Bank Rd	Safety		Medium							X	$321	Traffic Signal
3P-0203	Rural - Vashon	Vashon Hwy SW / SW Bank Rd From SW 177 St to 98 Pl SW	Nonmotorized								High	X	$75	Construct sidewalk (East and South Sides)
V-31	Rural - Vashon	Bank Rd From 107 Ave SW To Vashon Highway	Nonmotorized								TBD	X	$562	Provide Nonmotorized Facility
CORRIDOR: Westside Highway														
GR-73	Rural - Vashon	Westside Highway SW From SW 144th St To SW 196th St	Safety					Low				X	$96	Construct Guardrail
RC-56	Rural - Vashon	Westside Highway SW From Cresent Dr SW to Cresent Dr SW	Preservation				Low						$428	Rebuild Roadway with New Base
GR-76	Rural - Vashon	Westside Highway SW From SW 220th St To SW 196th St	Safety					Low				X	$30	Construct Guardrail

TNR

Project

Maps

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Map 5

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TNR 2008

N

King County

See Color Maps at:
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- Snoqualmie Valley-Map 3
- Newcastle-Map 4
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Northshore

TNR 2008
Map 1

King County

Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
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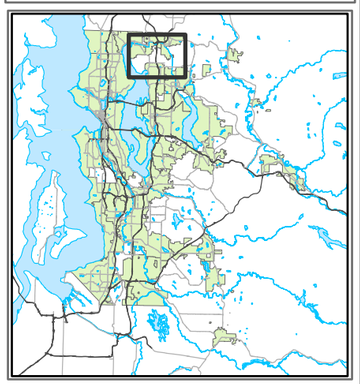

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0 0.3 0.6 1.2 Miles

Lake Forest Park
Kenmore
Bothell
Woodinville
Seattle
Kirkland
Redmond
Lake Washington
Sammamish River
Totem Lake
Forbes Lake
Lake Leota

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100210
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HAL-30
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ITS-21
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ITS-17
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CP-12
HAL-35
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N-89.30
OP-RD-18
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OP-INT-81
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3P-9913
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N-89.10
3P-0107
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3P-0301
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3P-9906
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RC-52
OP-INT-103

Bear Creek

TNR 2008
Map 2

King County

N

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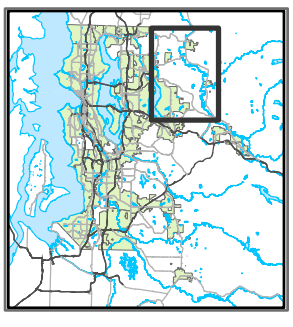
0 0.4 0.8 1.6 Miles



Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
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Redmond
Bellevue
Sammamish
Issaquah
Duvall
Carnation
Lake Sammamish
Paradise Lake
Tuck Lake
Lake Margaret
Cottage Lake
Welcome Lake
Bear Creek
Evans Creek
Lake Marcel
Lake Joy
Skies Lake
Horseshoe Lake
Snoqualmie River
Ames Lake
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Allen Lake
Beaver Lake
Pine Lake
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Laughing Jacobs Lake
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Boyle Lake
Fury Lake
Klaus Lake
Lake Marie
Lake Hancock
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Rattlesnake Lake
Walsh Lake
Chester Morse Lake
Cedar River

Snoqualmie Valley

TNR 2008
Map 3

N

King County

See Color Maps at:
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0 0.4 0.8 1.6 Miles

Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities

Newcastle

TNR 2008
Map 4

King County

Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
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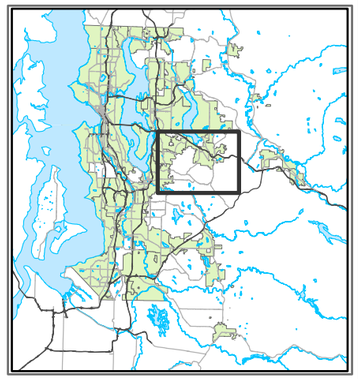

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0 0.45 0.9 1.8 Miles

Bellevue
Sammamish
Issaquah
Newcastle
Renton
Lake Sammamish
Pine Lake
Beaver Lake
Long Lake
Laughing Jacobs Lake
Yellow Lake
Tradition Lake
Round Lake
Lake Kathleen
Lake McDonald
Cedar River
Four Lakes
Lake Washington
Mercer Slough
Lake Boren

OP-INT-75
OP-INT-84
OP-INT-83
OP-INT-54
OP-INT-29
OP-INT-119
OP-INT-52
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OP-INT-65
SW-54
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BR-493C
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3P-0109
3P-0115
SPP-4009
SPP-4010
SPP-4076
NC-199
NC-5.40
OP-RD-20
OP-RD-24
OP-RD-26
OP-RD-22
OP-RD-21
OP-RD-25
OP-RD-11
ITS-31
ITS-34
ITS-28
ITS-29
ITS-19
ITS-15
CP-17
CP-7
RC-118
RC-119
RC-120
HARS-30

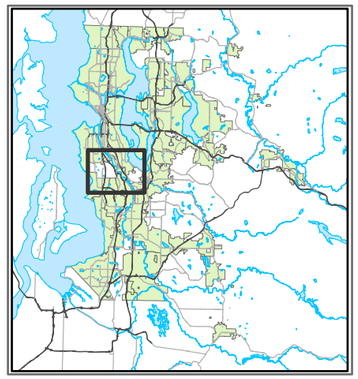
North Highline/ West Hill

TNR 2008
Map 5

King County

Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities



See Color Maps at:
www.kingcounty.gov/roads

0 0.3 0.6 1.2 Miles

Seattle
Mercer Island
Lake Washington
West Seattle Reservoir
Duwamish River
Puget Sound
Burien
Tukwila
SeaTac
Renton
Normandy Park
Arbor Lake
Lake Garrett
Lake Burien
Tub Lake
Lake Reba
Lora Lake
Cedar River
Green River

300197
OP-RD-2
H-289
300607
3P-9920
H-247
H-224
H-248
H-250
H-251
3P-9928
OP-INT-78
GR-58
HAL-46
HAL-43
300406
3P-9922
300410
SPP-4077
SPP-4063
3P-9930
3P-9929
3P-9944
OP-RD-50
3P-0110
ITS-26
3P-0302
OP-RD-14
SPP-4070
3P-0205
OP-RD-12
OP-INT-25
SW-25
3P-9934
SPP-4073
SPP-4062
HARS-29
3P-9935
GR-23
GR-50
OP-INT-77
300500
SPP-4071
SPP-4064
SPP-4072
ITS-12
ITS-33
SW-55
OP-INT-55
3P-9938
3P-0004
OP-RD-13
SPP-4012
3P-9939
SPP-4069
3P-9937
3P-9936
H-256
3P-9945
OP-INT-76
300306
OP-INT-79
OP-RD-47
HAL-17
GR-48
RC-41

North Soos Creek

TNR 2008
Map 6

King County

N

See Color Maps at:
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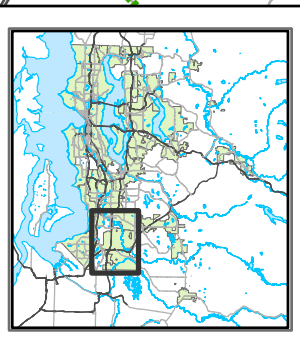
0 0.3 0.6 1.2 Miles



Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities

Renton
Kent
Auburn
Covington
Maple Valley
Lake Washington
Lake Kathleen
Lake McDonald
Cedar River
Lake Desire
Otter Lake
Shady Lake (Mud Lake)
Lake Youngs
Shadow Lake
Panther Lake
Lake Jolie
Clark Lake
Lake Meridian
Lake Lucerne
Green River
SW-55
SPP-4012
9937
9936
OP-INT-79
OP-RD-47
BR-593C
ITS-34
200308
OP-RD-26
HAL-16
OP-RD-21
OP-INT-119
ITS-28
OP-INT-29
SW-29
OP-RD-22
NC-5.40
ITS-19
400407
OP-INT-52
OP-RD-25
3P-0115
RC-50
RC-3
CP-15
SW-64
OP-INT-64
3P-9965
3P-9966
OP-INT-85
OP-INT-90
OP-INT-106
3P-0113
SC-216
OP-INT-118
401004
HAL-42
GR-51
ITS-23
SPP-4031
400206
RC-4
SPP-4057
SPP-4075
SPP-4023
400113
ITS-24
HAL-6
HARS-33
CP-14
HAL-97
HAL-31
ITS-4
300113
SC-35
OP-INT-17
SW-17
300213
3P-9963
OP-RD-43
HAL-23
OP-INT-18
300313
400109
300511
RC-23
SC-151
SPP-4036
T-31
SPP-4033
T-113
SC-91
OP-INT-56
SPP-4041
SC-28
SC-15
SW-56
400108
300608
GR-88
OP-RD-27
OP-RD-36
G-16
BR-3085
SW-58
OP-INT-58
400508
SW-59

Tahoma/ Raven Heights

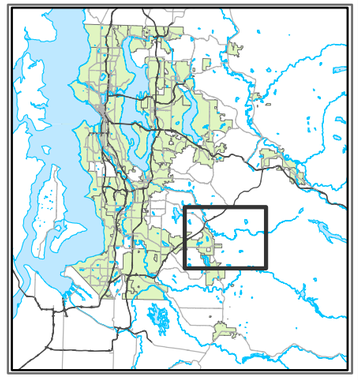
TNR 2008

Map 7

King County

Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities



See Color Maps at:
www.kingcounty.gov/roads

Miles
0 0.4 0.8 1.6

Lake Desire
Otter Lake
Webster Lake
Francis Lake
Shady Lake (Mud Lake)
Lake Youngs
Shadow Lake
Walsh Lake
Lake Wilderness
Cedar River
Covington
Maple Valley
Lake Lucerne
Kent
Ravensdale Lake
Retreat Lake
Lake Sawyer
Grass Lake
Black Diamond
Lake Morton
Lake Marjorie
Lake No 12
Rock Lake
Keeppie Lake
Green River

INT-85
OP-INT-90
ITS-24
BR-3202
BR-3099
GR-54
T-104
GR-93
RC-125
RC-126
GR-57
OP-INT-95
400907
3P-9967
RC-129
RC-130
T-13.20
OP-INT-45
SW-45
RC-127
SPP-4065
T-31
SPP-4036
SW-13
OP-INT-13
BR-3097
GR-87
OP-INT-98
T-113
SC-91
SC-15
00108
GR-110
RC-131
GR-52
RC-128
RC-132
OP-INT-121
RC-133
OP-INT-92
OP-INT-108
GR-49
T-33
RC-135
T-40
RC-136
GR-45
OP-INT-93
GR-11
OP-INT-91
GR-95
OP-INT-72
SW-59
INT-59
3P-9974
SPP-4054
RC-6
OP-RD-41
GR-68
GR-35
SC-16
OP-INT-97
ITS-27
3P-0202

Enumclaw

TNR 2008
Map 8

King County

N

See Color Maps at:
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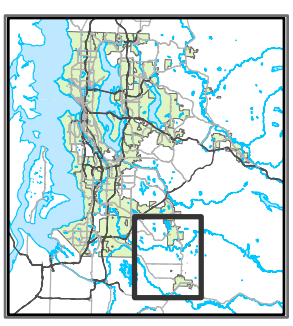
0 0.45 0.9 1.8 Miles



Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities

Covington
Kent
Maple Valley
Black Diamond
Auburn
Enumclaw
Lake Meridian
Lake Wilderness
Lake Lucerne
Ravensdale Lake
Retreat Lake
Grass Lake
Lake Sawyer
Lake Morton
Lake Marjorie
Mud Lake
Lake No 12
Keevie Lake
Horseshoe Lake
Jones Lake
Black Diamond Lake
Lake Holm
Moneysmith Lake
Green River
Lake Tapps
White River
South Prairie Creek
Hyde Lake
Deep Lake
Fish Lake
Muskrat Lake
Sinkhole Lake
Beaver Lake
Bass Lake
Second Lake
First Lake
Mill Pond
Mud Mountain Lake
Lake Little
Third Lake
Cedar River
BR-3085
SW-58
OP-INT-58
400508
SW-59
OP-INT-59
3P-9974
SPP-4054
RC-6
OP-RD-41
400600
SC-160
OP-INT-102
SC-152
3P-9880
SC-16
OP-INT-97
ITS-27
400211
3P-0202
400511
OP-RD-44
S-30
400311
400411
OP-INT-74
RC-142
EN-59
GR-84
3P-9983
BR-3056A
BR-3188
HAL-12
GR-42
GR-104
GR-92
BR-3060
GR-96
OP-INT-73
3P-0015
EN-10.10
BR-3068
EN-62
BR-3030
BR-3052
BR-3051
400110
GR-86
RC-53
EN-6
EN-41
EN-60
400210
400310
400208
400410
GR-103
EN-53
EN-80
RC-131
GR-52
RC-128
RC-132
OP-INT-121
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RC-133
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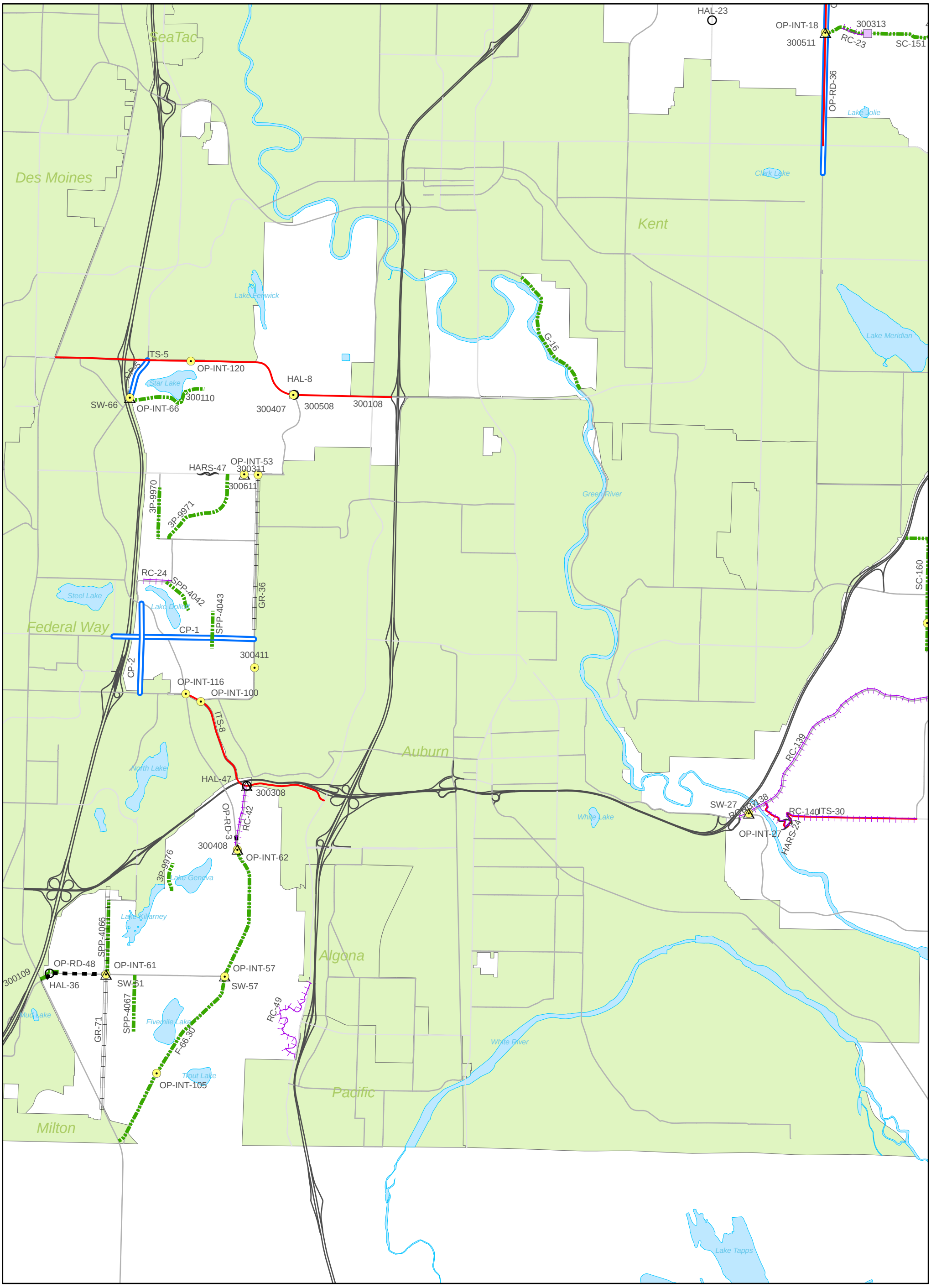
OP-INT-92
T-33
RC-135
T-40
RC-136
GR-35
GR-68



Federal Way

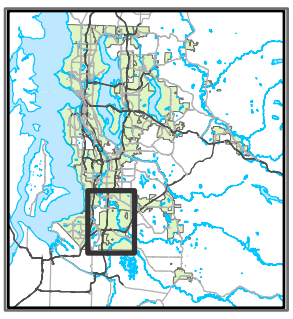
TNR 2008
Map 9

King County

N

See Color Maps at:
www.kingcounty.gov/roads

0 0.3 0.6 1.2 Miles



Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities

Seattle
Burien
Puget Sound
Federal Way
Frenchmans Pond
GR-31
GR-73
RC-58
RC-56
GR-106
GR-97
GR-65
OP-INT-2
V-31
SW-2
3P-0106
3P-0203
SPP-4080
GR-70
GR-79
SPP-4079
GR-76
SPP-4078
GR-33
300208
RC-27
GR-69
3P-9959
RC-59
GR-102
3P-9960
V-24
300310
RC-54
GR-83
GR-53
GR-41
3R-9975

Vashon

TNR 2008
Map 10

N

King County

See Color Maps at:
www.kingcounty.gov/roads

0 0.3 0.6 1.2 Miles

Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities

TNR

Project

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Page Numbers by Project Number

Project Index
Page Numbers by Project Number

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N-56	41
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N-89.10	4
N-89.30	40
N-89.40	40
N-89.50	37
NC-103	24
NC-5.40	24
OP-INT-100	19
OP-INT-102	54
OP-INT-103	38
OP-INT-105	17
OP-INT-106	57
OP-INT-108	64
OP-INT-113	7
OP-INT-115	19
OP-INT-116	18
OP-INT-118	57
OP-INT-119	27
OP-INT-120	21
OP-INT-121	64
OP-INT-122	51
OP-INT-13	57
OP-INT-17	54
OP-INT-18	54
OP-INT-2	74
OP-INT-21	62
OP-INT-25	35
OP-INT-27	68
OP-INT-29	25
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OP-INT-82	4
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OP-INT-89	43
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OP-INT-91	70
OP-INT-92	64
OP-INT-93	70
OP-INT-95	71
OP-INT-97	63
OP-INT-98	68
OP-INT-99	3
OP-RD-11	11
OP-RD-12	30
OP-RD-13	29
OP-RD-14	30
OP-RD-16	41
OP-RD-17	41
OP-RD-18	39
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OP-RD-22	62
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OP-RD-38	43
OP-RD-39	46
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OP-RD-45	3

Project Number	Page Number
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RC-30	43
RC-32	49
RC-33	49
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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 Pl SW	Hoyt Rd SW	Widen to 5 lanes	Federal Way	King County
S 336th/S 348th St	9th Ave S	13th Pl 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

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 Pl 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 Pl 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	15th 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 320th 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 Extenstion	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

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

King County Road Services Division
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 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 have 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 (Pl)
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 x {(TV x Sp x PV x EF) + Ac} + Pl + L + M = 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.

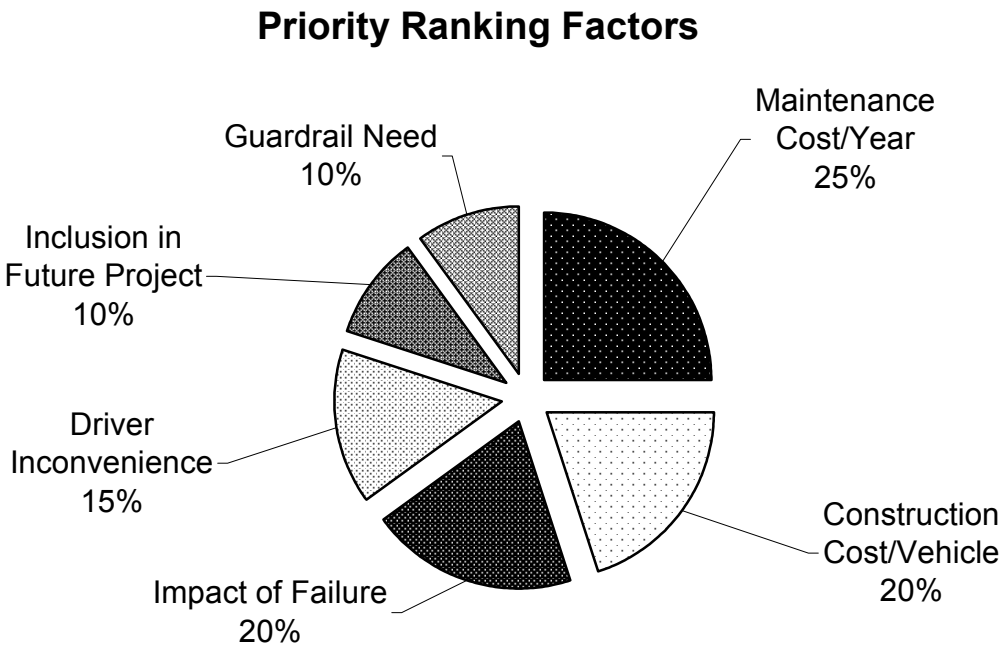
The first step of the study was to identify the vulnerable road segments throughout the County. The identification process consisted of a two-pronged effort; researching existing lists of

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

The factors shown in the pie chart below were used in developing the priority rank formula for vulnerable roadway segments. The value assigned to each of the factors was either calculated or collected from various data sources. The percentage of influence each category has in producing the priority rank is shown in the pie chart below.

The factors were chosen by the project team and refined through an iterative process. After each iteration, the values and percentages of the factors, as well as the segment rankings were studied for reasonableness. The overall goal was achieved when the full numerical range of each factor was well distributed among the segments and the weighting percentage of each factor seemed to result in a logical ranking of segments.



The Maintenance Cost / Year is the average estimated amount of money spent each year *repairing* the road segment to correct the identified problem in the short term. Projects with higher annual maintenance costs are given more priority.

$$Factor = \frac{M \times f}{20{,}000} \times 25$$

where M = estimated maintenance cost/year (in thousands of dollars)
f = the frequency of the maintenance each year
20,000 = the maximum maintenance cost/year
25 = the maximum number of points possible for this factor

The Construction Cost / Vehicle factor divides the cost of the *permanent* construction fix (i.e., not a maintenance repair) by the average daily number of vehicles that travel the road. Projects with a lower cost benefiting a higher number of vehicles are given a higher priority.

$$Factor = 20 - \frac{C / ADT}{1500} \times 20 \quad (Factor = 0 \text{ if formula results in negative value})$$

where C = *cost of permanent construction fix*
ADT = *average daily traffic count on segment*
1500 = highest C/ADT ratio, except for a few outliers (1500 chosen to keep this factor well distributed among segments)
20 = maximum number of points possible for this factor

The Impact of Failure factor accounts for the importance in correcting a vulnerable roadway segment. The project team made many field visits evaluating the majority of the vulnerable roadway segments, classifying the roadway problem, and performing a preliminary engineering assessment to score the roadway vulnerabilities. Each of the road segments was scored 1 to 5 addressing the predicted consequences if no action were taken to correct the problem. The scoring is as follows:

Score = 1 If problem is left uncorrected, total failure would likely occur, resulting in closure of the entire road.
Score = 2 If problem is left uncorrected, partial (or possibly total) failure of the road could occur, closing half (or all) of the road.
Score = 3 If problem is left uncorrected, partial failure of road could occur, closing a shoulder and/or possibly a lane of the road.
Score = 4 If problem is left uncorrected, minor loss of road function could occur in near future.
Score = 5 If problem is left uncorrected, maintenance would be necessary with no foreseeable loss of road function.

If Score = 1, Factor = 20	*Values of factors determined by an*
If Score = 2, Factor = 11	*exponential function (as opposed to a*
If Score = 3, Factor = 6	*linear function), to weigh full or partial*
If Score = 4, Factor = 3	*road closures much more heavily than a*
If Score = 5, Factor = 0	*minor loss of road function.*

The Driver Inconvenience factor of each road segment measures the overall level of driver inconvenience if a vulnerable road segment is closed. The detour length and the traffic volume on the segment is considered in this factor. Segments involving longer detours with higher traffic volumes are given more priority.

$$Factor = \frac{l \times ADT}{95{,}000} \times 15$$

where l = *length of detour caused by closed road segment*
ADT = *average daily traffic on segment*
95,000 = maximum l/ADT ratio (except for one outlier)
15 = maximum number of points possible for this factor

If a segment is part of a planned project in the CIP or TNR, the Inclusion in Future Project factor gives priority to such segments to account for the opportunity to complete two needs with one project.

Factor = 10 if segment included in other project
Factor = 0 if segment not included in other project

The Guardrail Need factor is a yes or no toggle identifying the need for guardrail on the vulnerable segment. Road segments slated for future guardrail projects are given more priority to account for the opportunity to fulfill two needs with one project.
Factor = 10 if guardrail is needed on segment
Factor = 0 if guardrail is not needed on segment
All of the priority ranking factors are then weighted to the percentages shown in the pie chart above and summed to produce a score between 0 and 100, ranking the different road segments and identifying the best project candidates. The road segments with the lower scores are the best candidates for road projects.

Sample calculation

The following sample calculation for vulnerable segment of NE Woodinville Duvall Road (steep slopes above and below roadway) will help illustrate how the final rating scores were calculated:

Maintenance Cost / Year (25 points max.)

$$Factor = \frac{M \times f}{20{,}000} \times 25$$ *= ($10,000 x 0.5 times/year) / 20,000 x 25 =* ***6***

Score is only 6 out of 25 due to relatively inexpensive repairs at infrequent frequency - once every two years.

Construction Cost / Vehicle (20 points max.)

$$Factor = 20 - \frac{C / ADT}{1500} \times 20$$ *= 20 – ($420,000 / 11,100 vehicles / day) / 1500 x 20 =* ***19***

Score is a high 19 out of 20 due to relatively inexpensive permanent fix for large volume of vehicles.

Impact of Failure (20 points max.)

If Score = 3, Factor = ***6***

Score is only 6 out of 20 due to lower impact of problem, which would close a shoulder of the segment, or one lane at worst. Traffic would not need to be detoured.

Driver Inconvenience (15 points max.)

$$Factor = \frac{l \times ADT}{95{,}000} \times 15$$ *= (8.5 mile detour x 11,100 vehicles / day) / 95,000 x 15 =* ***15***

Score is a full 15 out of 15 due to lengthy detour affecting a large volume of vehicles.

Inclusion in Future Project (10 points max.)

Factor = **10** (segment included in operational project identified in TNR)

Score is a full 10 points because it has also been identified as a need in another study.

Guardrail Need (10 points max.)

*Factor = **0** (guardrail is not needed on segment)*

Factor is zero since there is no need for guardrail on this segment, meaning two projects cannot be completed due to action on this segment.

Total Score

6 + 19 + 6 + 15 + 10 + 0 = 56

Total Rating (lower score is better candidate for action)

*100 – 56 = **44** (actually 43 due to rounding in spreadsheet)*

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-0f-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

Transportation Needs Report 2008

Executive Recommended Draft

March, 2008

Financial Forecast in Constant 2008 Dollars

	Road Fund	Fed BRAC	Federal	State	MPS	Other
2009	$40,368,551	$2,000,000	$2,500,000	$2,000,000	$1,500,000	$150,000
2010	$18,079,447	$1,500,000	$2,000,000	$1,350,000	$1,400,000	$150,000
2011	$28,274,647	$1,500,000	$2,000,000	$1,350,000	$1,300,000	$150,000
2012	$38,052,448	$1,500,000	$2,000,000	$1,350,000	$1,200,000	$150,000
2013	$39,057,131	$1,500,000	$2,000,000	$1,350,000	$1,100,000	$150,000
2014	$40,618,708	$1,500,000	$2,000,000	$1,350,000	$1,000,000	$150,000
2015	$40,750,559	$1,500,000	$2,000,000	$1,350,000	$900,000	$150,000
2016	$40,554,026	$1,500,000	$2,000,000	$1,350,000	$800,000	$150,000
2017	$40,352,910	$1,500,000	$2,000,000	$1,350,000	$700,000	$150,000
2018	$40,154,292	$1,500,000	$2,000,000	$1,350,000	$600,000	$150,000
2019	$39,955,830	$1,500,000	$2,000,000	$1,350,000	$500,000	$150,000
2020	$39,758,299	$1,500,000	$2,000,000	$1,350,000	$500,000	$150,000
2021	$39,562,031	$1,500,000	$2,000,000	$1,350,000	$500,000	$150,000
2022	$39,366,609	$1,500,000	$2,000,000	$1,350,000	$500,000	$150,000
	$524,905,488	**$21,500,000**	**$28,500,000**	**$19,550,000**	**$12,500,000**	**$2,100,000**
						$609,055,488

Amounts in Thousands of Dollars

	2008-2022 Needs	2008-2022 Allocation	
Bridge	$87,462	$61,000	
Capacity Major	$267,807	$110,500	
Capacity Minor	$167,593	$34,500	
ITS	$91,298	$18,000	
Nonmotorized	$168,103	$33,817	
Operations	$78,729	$23,500	
Preservation	$105,955	$59,000	
Reconstruction	$41,711	$21,000	
Safety	$78,392	$28,000	
Total	**$1,087,050**	**$389,317**	**$697,733 Shortfall**

Other CIP Needs	
Drainage/Fish Passage	$24,000
Environmental	$5,000
Overlay	$81,000
Misc	$11,000
Debt Service	$98,738
Total	**$219,738**