

December 11, 1991  
TRANNEED.ORD (CS:clt)

Introduced by: Bruce Laing

Proposed No.: 91 - 689

ORDINANCE NO. **10229**

AN ORDINANCE relating to transportation;  
adopting the 1991 Transportation Needs  
Report, amending Ordinance No. 9153,  
Section 1.

PREAMBLE:

In accordance with the provisions of King County Ordinance 9153, Section 4; an update was conducted on the 1990 Transportation Needs Report incorporating community plan revisions, additional functional plan elements, other local and regional transportation plans and studies, and other information available to the county road engineer. The culmination of these efforts, the 1991 Transportation Needs Report, provides an updated list of transportation projects to acts as a guide for the implementation of the King County Transportation Plan.

The King County Priority Process, used to rank projects for possible inclusion in the Roads Capital Improvement Program has also been revised to follow County Council priorities.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 9153, Section 1 and K.C.C. 20.12.430 as amended are hereby amended to read as follows:

A. The King County Transportation Plan consists of the following elements:

1. Policy element, consisting of the transportation-related policies from the King County Comprehensive Plan 1985, and the transit/ridesharing/rail policy actions.

2. The arterial functional classification report.

3. The transportation priority process, Exhibit A to Ordinance 10229, dated July, 1991.

4. The ((1990)) 1991 transportation needs report, Exhibit B to Ordinance 10229 dated June, 1991.

5. The implementation strategy report, as amended.

B. The council finds that the King County Transportation Plan environmental impact statement is adequate to support adoption of the King County Transportation Plan.

C. The King County Transportation Plan, dated October 1989, is adopted as the functional plan implementing the transportation policies established by the King County

1 Comprehensive Plan. As an amplification and augmentation of  
2 the King County Comprehensive Plan, it constitutes official  
3 county policy with regard to surface transportation issues.

4 D. The King County Transportation Plan's elements dealing  
5 with "Transportation Needs Report" and "Arterial Functional  
6 Classification" shall be subject to an annual review and update  
7 process preparatory to the capital improvement program  
8 budgeting process. Updates shall incorporate community plan  
9 revisions, additional functional plan elements, other local and  
10 regional transportation plans and studies, and other  
11 information available to the county road engineer, and shall  
12 include public review and information in the annual review of  
13 the updates. The department of public works shall provide an  
14 update report to the executive and council on these elements by  
15 May 31 of each year, identifying possible changes to the needs  
16 lists or arterial classifications, and why these changes are  
17 needed.

18 E. The Transportation Plan shall be implemented through:

- 19 1. Adoption of an annual six year capital improvement  
20 program.
- 21 2. Application of the Road Adequacy Standards, K.C.C.  
22 Chapter 21.49.
- 23 3. Application of the mitigation payment system, when  
24 adopted.
- 25 4. Mitigation of transportation impacts as required and  
26 authorized under the State Environmental Policy Act.
- 27 5. Road maintenance and traffic operating improvements.
- 28 6. Pursuit of additional funding sources at the local,  
29 state and federal levels whenever possible.
- 30 7. Participation by the county in regional efforts to  
31 enhance bus transit usage and development of a rail/high  
32 capacity transit system.
- 33 8. Establishment of a system for reviewing proposed  
34 developments for their impacts on equestrian, pedestrian and

1 bicycle traffic and requiring mitigation when adverse impacts  
2 will occur.

3 9. Development of transportation system management  
4 techniques, zoning code changes, and road improvements to  
5 enhance the use of transit and increase vehicle occupancy.

6 10. Coordination of plans, projects, programs and  
7 policies with other governments.

8 INTRODUCED AND READ for the first time this 3<sup>rd</sup> day  
9 of September, 1991.

10 PASSED this 16<sup>th</sup> day of January, 1992.

11 KING COUNTY COUNCIL  
12 KING COUNTY, WASHINGTON

13 Audrey Guger  
14 Chair

15 ATTEST:

16 Gerald A. Peterson  
17 Clerk of the Council

18 APPROVED this 15<sup>th</sup> day of January, 1992

19 Jim Hill  
20 King County Executive

10229

1991 Revision  
of  
The  
King County  
Priority Process



July, 1991

## SUMMARY OF THE KING COUNTY PRIORITY PROCESS REVISION

King County Council Motion 7991, passed on July 23, 1990, called for revised spending priorities for the Roads Capital Improvement Program. The spending priorities and their rank were:

- 1) Safety
- 2) Maintenance
- 3) Transit Support
- 4) Increase Capacity to Support Existing Development
- 5) Increase Capacity to Support Future Development,

During the first few months of 1991, Transportation Planning staff have been involved in revising the King County Priority Process to reflect the Council's new priorities. The following is a summary of their findings.

### BACKGROUND

The King County Priority Process (KCPP) was first developed in the mid 1970's, but involved a major revision 1984, as a technical product of the King County Transportation Plan. It was designed to be a dynamic management tool to guide transportation decisions. All transportation improvement projects in the Transportation Needs Report (TNR) are evaluated using the Priority Process to determine their priority for funding. Since the Priority Process was initially developed, important changes have occurred in the growth and development of King County and the policy direction of the King County Council.

### Countywide Acceptance

King County received a national award for the priority process. The FAUS priority process, used to evaluate funding for all cities in King County except Seattle, is modeled after the King County process. The South County Transportation Benefit District (SCATBD) chose to use the King County process for evaluation of major projects in South King County. Copies of the process have been requested from across the country and it has been used as a model for many jurisdictions.

### King County Comprehensive Plan

The King County Comprehensive Plan was adopted following the development of the Priority Process. However, earlier versions of the Comprehensive Plan were used in establishing criteria weights. Comprehensive Plan policies direct spending priorities for transportation facilities and give first priority for funding to urban areas and secondary priority for non-urban areas.

A list of Comprehensive Plan policies and their relationship to the individual Priority Process evaluation criteria is attached.

### King County Transportation Plan

The King County Transportation Plan was adopted in 1989. The Priority Process was an important element of this Plan and was reviewed by the Council before adoption. All transportation improvement projects in the TNR were analyzed with the existing Priority Process.

**Sensitive Areas Ordinance**

The Sensitive Areas Ordinance (SAO) was adopted by Council during 1990. The Ordinance specifies strict guidelines on land uses (including road construction or major widening projects) which could endanger sensitive areas.

**County Council CIP Priorities**

Transportation Planning staff met with the Transportation and Public Works Subcommittee after the adoption of Council Motion 7991. Staff described how the weighting system of the existing priority process currently allocates the majority of weights to safety and maintenance considerations, assuring consistency with the new Council priorities.

**EXAMINATION OF THE PRIORITY PROCESS**

As previously mentioned, the existing Priority Process could be interpreted as now being consistent with the Council's priorities without change. However, the policy direction of Motion 7991 seems to indicate Council wishes to lower the priority of capacity-increasing projects relative to non-capacity related projects.

There are several approaches which could be used to change the Priority Process. Currently 20 evaluation criteria are used to measure the benefit of a potential project and each criteria is assigned a weight between 1 and 3. Revising the process could entail:

- 1) developing an entirely new system,
- 2) adding new criteria or deleting criteria, or,
- 3) changing the weighting scheme of the existing system.

A subset of the TNR was selected as a sample (five projects of each type of project) and the priority data was entered into a priority database. The effect of potential changes to the priority process was then measured.

**RECOMMENDATIONS**

The Department of Public Works, Roads Division recommends the following changes to the King County Priority Process:

It is recommended that all 20 evaluation criteria be retained. Retaining the criteria would also preserve consistency from previous years' priority process to this revised system. After examining each of the 20 criteria, those which most influence new construction or major widening projects were examined (to possibly decrease project scores). The weights of 5 of these 20 evaluation criteria should be changed to reflect more recently adopted policy or policy intent. We also recommend an approach using dedicated allocations of funds for specific non-capacity increasing projects to ensure funds for these types of projects are increased.

The criteria weight for ACCIDENTS should be changed from 3 to 4. This change makes the "Accidents" criteria the highest single influencing factor of the Priority Process.

The criteria weight for TRANSIT should be changed from 2 to 3. This change

benefits those projects which enhance high occupancy vehicle travel in the County. Projects which do not include a benefit to transit or ridesharing would receive a relatively lower score.

The criteria weights for **IMPACT TO ENVIRONMENT** and **SENSITIVE AREAS** should be changed from 1 to 3. This lowers the score for projects which might impact wetlands, require bridges or cross steep slopes. This change is consistent with recent Council action on the Sensitive Areas Ordinance. The change primarily impacts projects which might require additional right-of-way (new construction and major widening).

The criteria weights for future **Level-of-Service** should be reduced from 2 to 1. This lowers the importance of future service factors when evaluating a potential road project.

For Nonmotorized-type projects (road shoulder widening or curb/gutter/sidewalk, etc.) the criteria weights of Future Level-of-Service, Existing Level-of-Service and Future Average Week Day Traffic (AWDT) should be reduced to 0. This evaluates the project less dependently on the adjacent roadway and future road service factors. Project scores for Nonmotorized projects along lower traffic volume roads would increase.

A summary of the new weighting factors for each of the criteria and a listing of the weights for the new Nonmotorized category are shown below.

### RECOMMENDED WEIGHTS FOR DIFFERENT ROAD IMPROVEMENT TYPES

Criteria	NEW CONST. Weight	MAJOR/MINOR WIDENING. Weight	NONMOTORIZED Weight	INTERSECT Weight
-----	-----	-----	-----	-----
AWDT EXISTING	2	2	2	2
AWDT FORECAST	1	1	0	1
LOS EXISTING	3	3	0	3
LOS FORECAST	1	1	0	1
ACCIDENTS	4	4	4	4
LANE WIDTH	0	1	1	1
ROAD SHOULDER	0	2	2	2
SURFACE CONDITION	0	2	2	0
OPER. DEFICIENCY	0	3	3	3
SYSTEM CONTINUITY	3	3	3	3
NON-MOTORIZED FAC.	0	1	1	1
EXIST LAND USE	2	2	2	2
TRANSIT / CARPOOL	3	3	3	3
NON-MOTORIZED COR.	2	2	2	2
ENVIRONMENTAL IMPACT	3	3	3	3
SENSITIVE AREAS	3	3	3	3
ENERGY	2	2	2	2
RELOCATION	1	1	1	1
FUTURE LAND USE	1	1	1	1
SUPPORT PLANS	3	3	3	3
	=====	=====	=====	=====
Max. possible score	102	129	114	123

The Roads Division recommends the establishment and allocation of separate road accounts for specific, safety-type improvements. This ensures a minimum level of funding for certain "important" categories of projects regardless of priorities. The School Walkways Program, Road Improvement District Program (RID) and the Pedestrian Improvement Program should receive increased funds from the previous year. The Road Division will establish the Old Infrastructure Program and the 3 R Program (Restore, Reconstruct and Rehabilitate) for implementation in 1992. These programs will be oriented toward safety and pedestrian (non-capacity related) projects which normally do not score high enough for funding in the CIP. The priority process will still be used to evaluate these projects, but a subcategory of the TNR will be used for project selection.

#### IMPACTS OF PROPOSED PRIORITY PROCESS CHANGES

The proposed changes to the Priority Process are consistent with adopted Comprehensive Plan policies and Council priorities adopted in Motion 7991. The changes increase the priority of non-capacity related projects relative to the priority of capacity increasing projects. The changes to the Transportation Needs Report 1991 using the new weighting system are shown below.

Transportation Needs Report 1991  
Priority Score Changes  
Percent Change from 1990 Priority Weights

<u>Project Type</u>	<u>Group Score Change 1990-91</u>
NEW CONSTRUCTION	-13.9%
MAJOR WIDENING	- 7.6%
MINOR WIDENING	- 0.5%
INTERSECTION	+ 2.7%
NONMOTORIZED	+13.8%
STUDY	-10.6%

These changes in road priorities are occurring at the same time the Roads Division is undertaking a revision to the Road Adequacy Standards (RAS) and studying the impacts of the State's Growth Management Act. We believe the Council should be aware of the growth and development implications of limiting capacity-increasing projects. We are examining this as a part of the Road Adequacy Standards update and will advise Council during the review of RAS.

The Roads Division also has a concern regarding the projects designated in the Mitigation Payments System. These projects are exclusively capacity-increasing projects for which King County has begun collecting development fees. With this recent change to decrease the importance of capacity projects, it is hoped that these projects continue to score high enough in the priority process to obtain commitment for funding by the County in the long term funding program.

#### TRANSPORTATION NEEDS REPORT (TNR) CHANGES IN 1991

The revision of the Priority Process is a significant work item and important first step for the development of the 1991 Transportation Needs Report.



# 10229

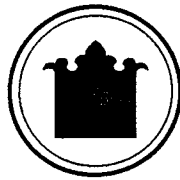
This year, for the first time, the TNR priority system and input criteria data will be computerized by the end of 1991, enabling a more thorough analysis of projects, criteria and scores.

This March, the Transportation Planning Section held a series of community meetings across the County to solicit comments on both areawide and neighborhood transportation problems and possible improvement projects. The results of this public involvement were used in developing the 1991 Transportation Needs Report. The Roads Division will continue the close coordination with Councilmembers and their staff regarding projects for addition to the TNR.



10229

# **King County Transportation Plan**



## **Priority Process Chapter**

July, 1991

## PRIORITY PROCESS

The King County Transportation Plan has been designed to be a dynamic management guide for future transportation decisions. Another important decision making tool developed through the Plan is the Priority Process, which is a systematic process to evaluate and rank proposed transportation improvements.

Transportation needs in King County have increased dramatically over the past several years, as capacity on the County's road system has been consumed by traffic resulting from the County's rapid growth. While the County has increased its funding for transportation improvements, the gap between needs and financial resources is widening.

Consequently, the County must be more selective in choosing projects for funding. As competition for funds increases, it becomes more difficult to decide which projects should be approved, and which ones should be rejected or postponed. There in lies a need for an objective, systematic and equitable decision making tool.

In the past, various County departments had responsibility for the selection and implementation of transportation improvements. Each department used different criteria, procedures and schedules to make transportation-related decisions. At times this resulted in confusing or conflicting decisions. The County's recognition of the need for a single coordinated approach to setting countywide transportation priorities led to the development of the Priority Process.

An important part of the Priority Process is documentation of how decisions are made and which factors are used to make them. By using an established process and criteria that are available for open review and scrutiny, the decision process becomes more objective and consistent. With an objective process, projects are evaluated equitably and are easier to justify and defend. An objective approach also minimizes the chance of introducing personal biases into the project rankings.

The process used to select capital improvement projects is often a great mystery to the general public. The end result of an improved decision making process is an increase in public confidence in the County's Capital Improvement Program (CIP), and subsequently more support for its implementation. However, the results of the Priority Process become readily apparent and are often subject to close scrutiny. A clearly laid out process to establish priorities among competing projects is important in maintaining public confidence in the decisions made by the County.

Another important aspect of the Priority Process is that it allows the efficient evaluation of many potential projects and comparison of different types of transportation projects. As the County and transportation needs continue to grow, there will be an increase in the number and variety of projects to address those needs. A standardized evaluation process increases the County's ability to evaluate large numbers of project proposals in a thorough and efficient manner. The Priority Process also includes a regular,

scheduled review process, rather than a piecemeal approach, which minimizes duplication of effort in the evaluation process.

Finally, the establishment of a standardized process makes it much easier to respond to changing County priorities. Early versions of the Priority Process focused on traffic and road conditions, such as traffic volumes, congestion and accidents, in setting priorities for improvements. As the process developed, social, economic and environmental factors were incorporated into the evaluation process. The Priority Process now includes a broad array of criteria to address these types of concerns, along with more traditional transportation-related measures. The Priority Process clearly defines the criteria and their relative importance. It also has the flexibility to incorporate other concerns or change the importance of concerns as County goals, policies and priorities change in the future.

There are three major steps in the Priority Process which are summarized below.

- ° Needs Identification and Screening - In the first step of the process, a comprehensive list of potential improvements is compiled, using many different sources such as: reports and input from various County departments, results of special transportation studies, community plan recommendations, input from other governments, County residents and businesses.

Proposed projects are then screened to eliminate proposals that are: (1) not feasible; (2) maintenance projects, rather than capital improvements; or (3) inappropriate because they conflict with County policies or are not the best solution to a specific problem, or responsibilities of other governments. The remaining projects are grouped according to the type of project.

- ° Technical Evaluation and Ranking - In the second step of the Priority Process, the projects remaining from the initial screening are evaluated on the basis of twenty individual criteria. The technical evaluation uses a system of criteria weights and rankings to develop individual project scores. Additional data are collected if necessary, to provide sufficient information for the evaluation. The twenty criteria are grouped into six major categories: Traffic, Safety, Physical Road Characteristics, Road Service, Impacts, and Growth. Figure III-4 summarizes the criteria and the interrelationship between them.

In applying the criteria to each project, a rating guide is used to measure how well an individual project complies with the purpose and intent of each criterion. Projects which strongly support or meet the criteria receive higher values. Some criteria are more important than others and have been assigned higher weights. Criteria related to safety generally have the highest weights. The weighting process also favors projects which strongly support adopted goals and policies and those which will solve existing problems over those directed towards future problems. Figure III-5 illustrates the weights assigned for each type of project.

FIGURE III-4

## INTERRELATION AMONG CRITERIA

Criteria	Categories						
	Traffic	Safety	Physical Road Character	Road Service	Impact	Growth	
1. AWDT	●	○	○	◐	○	○	
2. Pk. Hr. L-0-S	●	◐	○	○	○	○	
3. Lane Width	○	◐	●	○	○	○	
4. Road Shoulder	○	◐	●	○	○	○	
5. Surface Condition	○	◐	●	○	○	○	
6. Operational Deficiency	○	●	◐	○	○	○	
7. Accidents	○	●	◐	○	○	○	
8. Non-Motorized Facility	○	●	○	○	○	○	
9. Amt. of Relocation/R-0-W	○	○	○	○	●	○	
10. Transit/Carpooling	○	○	○	●	○	○	
11. Non-Motorized Corridor/Demand	◐	○	○	●	○	○	
12. Existing Land Use	○	○	○	●	○	○	
13. Impact on Environment	○	○	○	○	●	○	
14. Impact on Sensitive Areas	○	○	○	○	●	○	
15. Energy	○	○	○	●	◐	○	
16. System Continuity	○	○	○	●	◐	○	
17. Forecast AWDT	◐	○	○	○	○	●	
18. Forecast L-0-S	◐	○	○	○	○	●	
19. Supports Plans and Policies	○	○	○	○	○	●	
20. Future Land Use	○	○	○	◐	○	●	




 PRIMARY RELATIONSHIP  
 SECONDARY RELATIONSHIP  
 NOT RELATED

FIGURE III-5

## RECOMMENDED WEIGHTS FOR DIFFERENT ROAD IMPROVEMENT TYPES

Criteria	NEW CONST. Weight	MAJOR/MINOR WIDENING Weight	NONMOTORIZED Weight	INTERSECTION Weight
AWDT EXISTING	2	2	2	2
AWDT FORECAST	1	1	0	1
LOS EXISTING	3	3	0	3
LOS FORECAST	1	1	0	1
ACCIDENTS	4	4	4	4
LANE WIDTH	0	1	1	1
ROAD SHOULDER	0	2	2	2
SURFACE CONDITION	0	2	2	0
OPER. DEFICIENCY	0	3	3	3
SYSTEM CONTINUITY	3	3	3	3
NON-MOTORIZED FAC.	0	1	1	1
EXIST LAND USE	2	2	2	2
TRANSIT / CARPOOL	3	3	3	3
NON-MOTORIZED COR.	2	2	2	2
ENVIRONMENTAL IMPACT	3	3	3	3
SENSITIVE AREAS	3	3	3	3
ENERGY	2	2	2	2
RELOCATION	1	1	1	1
FUTURE LAND USE	1	1	1	1
SUPPORT PLANS	3	3	3	3
Max. possible score	102	129	114	123

Once the data have been collected and evaluated for each project, a composite score is generated using the value assigned to the project for each criteria, multiplied by the weighted value for each criteria. The score is "normalized" by dividing the composite score by the total possible score (for each project type) to account for the fact that not all criteria apply to each project. Then the list of candidate projects is arranged in priority order, with the highest scoring projects at the top of the list. A sample project evaluation form is shown in Figure III-6.

Figure III-6

Project

PETROVITSKY RD PHASE III      From: 143 AVE SE      To: 151 AVE SE

Proj. No. 8078.0      CIP #400290

PROJECT TYPE Major Widening

FUNCTIONAL CLASS PRINCIPLE

	DATA	RATE	WEIGHT	TOTAL	
AWDT EXISTING	<u>22949</u>	3	2	6	
AWDT FUTURE	<u>24000</u>	3	1	3	
LOS EXIST	<u>F</u>	3	2	6	
LOS FUTURE	<u>F</u>	3	1	3	
ACCIDENT RATE	<u>5.08</u>	3	4	12	
LANE WIDTH	<u>11</u>	1	3	3	
SHOULDER	<u>6</u>	1	3	3	
SURFACE COND.	<u>G</u>	0	3	0	
OP. DEFICIENCY	<u>I</u>	1	3	3	
SYS CONTINUITY	<u>M</u>	2	3	6	
NON-MOTOR. CORR	<u>M</u>	2	3	6	
ENVIRON IMPACT	<u>A</u>	1	3	3	
SENSITIVE AREAS	<u>N</u>	3	3	9	
ENERGY	<u>L</u>	1	2	2	
RELOCATION	<u>M</u>	2	1	2	
FUTURE LAND USE	<u>M</u>	2	1	2	
SUPPORT PLANS	<u>H</u>	3	3	9	
		SCORE=		90	MAX. POT. 129
		SCORE=		667	

- ° Evaluation of Non-Quantifiables - The third step in the Priority Process incorporates factors that are generally more subjective and cannot be reduced to numbers. These include commitments to other jurisdictions, special budgetary opportunities or limitations related to categorical funds or emergency needs. The relative rankings of individual projects developed in the second step of the evaluation are subject to change based on further evaluation. Guidelines have been developed for each of the non-quantifiable factors used in this step of the evaluation; there are six major categories of criteria, which are summarized in Figure III-7.

After the evaluation of the non-qualifiable factors, the "Recommended List of Projects" is prepared. The list is then used as major input into King County's Six Year Road Planning Program and the Capital Improvement Program. The Priority Process is an important tool to help decision-makers in the process of selecting projects for implementation.



Figure III-7

**SUMMARY OF NON-QUANTIFIABLE FACTORS**

<u>Factor</u>	<u>Description</u>	<u>Purpose</u>
Geographic Distribution	Where funds are allocated within the County	To ensure equitable distribution of funds
Budgeting	The amount of funds available in the budget for capital improvements	To provide guidelines for allocating capital improvement funds
Categorical Funds	Some capital improvement funds are reserved for specific types of roads or projects	To provide a basis for allocating reserved funds in accordance with County priorities
Improvement Type	Some funds are reserved for specific types of projects such as bicycle, pedestrian or transit improvements	To establish a balanced transportation system which does not rely exclusively on the private automobile
Commitments to Other Jurisdictions	Joint projects of King County and other governments, e.g. cities, adjacent counties, and WSDOT	To maintain coordination and assure that projects of common interest can be completed
Emergency Projects	Improvements necessary due to the destruction/loss of existing roads/facilities and which pose a threat to public health or safety	To assure projects related to emergency needs are accorded the highest priority
Public Input	Public attitudes toward individual projects	To identify/assess public support/opposition for individual projects and incorporate this into the decision process

# **Transportation Needs Report 1991**

**Project Rank and Scores  
using Three Alternative Weighting Systems**

LEGEND FOR COLUMN HEADINGS FOLLOWS LIST

**10229**

TRANSPORTATION NEEDS REPORT  
FINAL PRIORITY PROCESS  
7/11/91

RANK										SCORE				
91	CS	PW	PROJ #	CIP #	PLANNING AREA	PROJECT NAME	FROM	TO	PROJ TYPE	PW	CS	91	90	90\$\$
5	7	1	5013.0	201991	NEWCASTLE	COAL CREEK PKWY XING @ I-405			MAJ WIDEN	705	660	746	702	
1	2	2	1083.0		SHORELINE	SR-522	NE 145 ST	RIVERSIDE PKWY	STUDY	698	696	790	778	56
7	1	3	1045.0		SHORELINE	NE 145 ST	SR-99	SR-522	STUDY	688	716	728	679	517
16	5	4	5010.2		NEWCASTLE	150TH AVE SE @ NEWPORT WY			INT/OP	683	667	676	602	446
4	8	5	2028.1	100389	NORTHSHORE	NE 124 ST PHASE II	132 PL NE	SR 202	MAJ WIDEN	682	653	746	640	4725
10	15	6	2009.1		NORTHSHORE	NE 175 ST	61 AVE NE/SR-522	68 AVE NE	MAJ WIDEN	667	625	711	0	
9	14	7	5010.1	200293	NEWCASTLE	NEWPORT WAY	129 PL SE	BELLEVUE WEST C/L	MAJ WIDEN	667	625	711	640	1118
17	13	8	8078.0	400290	SOOS CREEK	PETROVITSKY RD PHASE III	143 AVE SE	151 AVE SE	MAJ WIDEN	667	625	675	614	2058
2	9	9	4056.2	100889	E SAMMAMISH	SR-520/SR-202 INTERCHANGE			NEW CONST	657	647	770	770	
3	6	10	8061.1	500388	SOOS CREEK	SE 277 ST SE CORRIDOR STUDY	SR-181	SR-18	STUDY	656	667	753	790	1150
13	18	11	8023.0	400287	SOOS CREEK	140 PL SE	SR-169	PIPELINE RD	MAJ WIDEN	651	611	693	640	7106
8	10	12	5075.0	201591	NEWCASTLE	150 AVE SE IMPROVEMENT STUDY	I-90	SE NEWPORT WAY	STUDY	646	637	716	631	100
15	22	13	5011.0	200788	NEWCASTLE	COAL CREEK PKWY PH IV	I-405	NEWPORT WAY	MAJ WIDEN	643	597	693	658	2036
28	3	14	2074.2		NORTHSHORE	SIMONDS RD @ NE 155 ST			INT/OP	642	667	639	0	
14	21	15	8034.1	400186	SOOS CREEK	SE 208 ST PHASE II	116 AVE SE	132 AVE SE	MAJ WIDEN	636	597	693	632	3410
34	40	16	1059.0		SHORELINE	SR-99 @ N 165 ST			INT/OP	634	578	630	639	24
23	28	17	2079.3		NORTHSHORE	NE 132 ST @ 120 AVE NE			INT/OP	634	585	648	0	
20	12	18	4008.0	200690	E SAMMAMISH	E LK SAMM PRKWY/FRONT ST	SE 56 ST	SUNSET WAY	INT/OP	634	630	667	657	53
42	38	19	1046.5		SHORELINE	N/NE 145 ST	GREENWOOD AVE	SR-522	INT/OP	626	578	620	648	129
11	4	20	2075.1		NORTHSHORE	NE 132 ST	100 AVE NE	132 AVE NE	STUDY	625	667	704	0	
45	31	21	5014.0	200191	NEWCASTLE	124 AVE SE	SE 41 ST	COAL CREEK PKWY	MIN WIDEN	620	583	614	623	688
65	16	22	11030.0	300791	HIGHLINE	4 AVE SW	SW 128 ST	SW 146 ST	MIN WIDEN	620	618	596	553	2161
78	11	23	2007.2	100193	NORTHSHORE	68 AVE NE	NE 181 ST	NE 185 ST	MAJ WIDEN	612	632	579	667	1027
6	57	24	8064.1	500386	SOOS CREEK	S 192 ST/196/200 CORR. STUDY	SR-167	BENSON	STUDY	604	559	728	802	48
69	27	25	1082.0		SHORELINE	1 AVE NE @ N 205 ST			INT/OP	602	585	593	583	
49	42	26	1033.0	101291	SHORELINE	N 160 ST @ GREENWOOD AVE N			INT/OP	602	578	611	518	85
61	17	27	4038.0		E SAMMAMISH	228 AVE SE @ SE 20 ST			INT/OP	602	615	602	435	100
12	25	28	8061.2		SOOS CREEK	SE 277 SE CORRIDOR CONST	83 AVE SE	SR-18	NEW CONST	598	588	701	770	17572
19	34	29	3029.0	100290	BEAR CREEK	AVONDALE RD	REDMOND C/L	NE 132 ST	MAJ WIDEN	597	583	667	649	6080
46	33	30	8055.2	401195	SOOS CREEK	140 PL SE/132 AV SE	SE 176 ST	208 NE	MAJ WIDEN	597	583	614	518	1256
89	36	31	1084.0	100991	SHORELINE	15 AVE NE @ NE 155 ST			INT/OP	593	578	565	555	219
60	80	32	2065.0		NORTHSHORE	SR-522 @ 68 AVE NE			INT/OP	593	548	602	537	
50	29	33	8027.0		SOOS CREEK	104 AVE SE @ SE 320 ST			INT/OP	593	585	611	685	
71	47	34	11037.0	302091	HIGHLINE	1 AVE S @ S 128 ST			INT/OP	593	570	593	602	416
111	20	35	12005.0	300293	VASHON	103 AVE SW @ VASHON ISLAND HWY			INT/OP	593	607	537	463	500
137	91	36	1025.0		SHORELINE	15 AVE NE	NE 150 ST	NE 165 ST	MISC	588	540	518	509	157

10229

RANK										SCORE				
91	CS	PW	PROJ #	CIP #	PLANNING AREA	PROJECT NAME	FROM	TO	PROJ TYPE	PW	CS	91	90	90\$\$
122	45	37	1113.0		SHORELINE	WESTMINSTER WAY	N 145 ST	N 153 ST	MISC	588	571	526	0	
92	39	38	7007.0		TAH/RAV HGTS	SR-516 @ 216 AVE SE			INT/OP	585	578	565	537	94
70	30	39	5056.0		NEWCASTLE	150TH AVE SE @ SE 38TH ST			INT/OP	585	585	593	593	212
25	41	40	2048.1	100593	NORTHSHORE	SNOHOMISH-WOOD. RD/140 AVE NE	NE 175 ST	SR 522 INTERCHANGE	STUDY	583	578	642	544	300
37	98	41	2019.3	101392	NORTHSHORE	NE 160 ST OXING OF I-405			MAJ WIDEN	581	535	623	553	558
39	60	42	2048.2	100593	NORTHSHORE	140 AVE NE/WOOD-SNOHOM.RD	NE 175 ST	SR 522	MAJ WIDEN	581	556	623	544	5300
30	84	43	2019.2	101391	NORTHSHORE	NE 160 ST	116 AVE NE	124 AVE NE	MAJ WIDEN	581	542	632	561	1602
135	35	44	11195.0		HIGHLINE	RENTON AVE S	68 AVE S	72 AVE S	MISC	579	579	518	0	
112	52	45	1046.4	100989	SHORELINE	NE 185 ST	FREMONT AVE N	10 AVE NE	INT/OP	577	563	537	574	100
63	43	46	2031.0		NORTHSHORE	SR-202 @ 148 AVE NE			INT/OP	577	578	602	648	99
101	82	47	8060.0		SOOS CREEK	BENSON RD @ SE 168 ST			INT/OP	577	548	556	537	88
77	106	48	5063.0		NEWCASTLE	SR-901 @ W LAKE SAMM PKWY			INT/OP	577	533	583	519	41
91	121	49	15082.0		GR RIV VALLEY	SR-900 @ S. 129 ST			INT/OP	577	526	565	435	140
27	66	50	8005.2	501093	SOOS CREEK	SE 256 ST PH I	116 AVE SE	132 AVE SE	MAJ WIDEN	574	549	640	578	4260
121	110	51	11036.1		HIGHLINE	1 AVE S/ MYERS WY S	6 AVE S	SW 146 ST	MISC	570	532	526	491	3405
51	119	52	2079.2		NORTHSHORE	132 ST @ 116 WAY NE			INT/OP	569	526	611	0	
90	88	53	8064.3	400391	SOOS CREEK	116 AVE SE @ SE 192 ST			INT/OP	569	541	565	596	456
62	54	54	5012.2	200391	NEWCASTLE	COAL CR PKWY @ SE 79/SE 89 ST			INT/OP	569	563	602	509	333
52	100	55	2012.0	101991	NORTHSHORE	JUANITA-WOODINVILLE WAY NE	100 AVE NE	NE 145 ST	MAJ WIDEN	566	535	605	553	3339
38	115	56	2035.0		NORTHSHORE	WOODINVILLE-DUVALL RD	NE 190 ST	AVONDALE RD	MAJ WIDEN	566	528	623	517	10200
115	44	57	11095.0	300191	HIGHLINE	S 152 ST	1 AVE S	DES MOINES WAY	MAJ WIDEN	566	576	535	526	2420
43	58	58	2050.1	100195	NORTHSHORE	WOODINVILLE-DUVALL RD	156 AVE NE	182 AVE NE	INT/OP	561	556	620	574	188
157	79	59	1007.0		SHORELINE	3RD AVENUE NW	RICHMOND BEACH RD.	NW 205TH ST.	MISC	561	548	491	464	
192	92	60	1119.0		SHORELINE	FREMONT AVE N	N 165 ST	N 205 ST	MISC	561	540	465	0	
84	48	61	1046.3	100989	SHORELINE	15 AVE NE	NE 155 ST	NE 185 ST	INT/OP	561	570	574	574	104
68	62	62	1115.0		SHORELINE	RICHMOND BEACH RD	8 AVE NW	400 FEET EAST	MISC	561	556	596	0	
125	63	63	7014.0		TAH/RAV HGTS	SE WAX RD(S)/180 AVE SE	SR-516	SE 240 ST	MISC	561	556	526	474	2250
143	111	64	8029.0		SOOS CREEK	SE 320 ST	112 AVE SE	124 AVE SE	MISC	561	532	509	509	224
75	164	65	15087.0		GR RIV VALLEY	ORILLIA ROAD @ S 200 ST			INT/OP	561	504	583	0	
110	53	66	10112.0		FEDERAL WAY	MILITARY ROAD @ 31 AVE S			INT/OP	561	563	537	0	
18	112	67	15008.2		GR RIV VALLEY	S 192/196 ST	SR-167	108 AVE SE	NEW CONST	559	529	667	689	3456
57	32	68	3023.0	100784	BEAR CREEK	NE UNION HILL RD	198 AVE NE	208 AVE NE	MAJ WIDEN	558	583	605	588	3686
66	64	69	4066.1	201191	E SAMMAMISH	INGLEWOOD HILL RD	E SAMMAMISH PKWY	212 AVE SE	MAJ WIDEN	558	556	596	535	2138
41	55	70	3009.0	101591	BEAR CREEK	AVONDALE RD	NE 133 ST	WOODNVLE-DUVALL RD	MAJ WIDEN	558	562	623	553	5000
40	56	71	8005.3	500392	SOOS CREEK	SE 256 ST PHASE II - CONST	132 AVE SE	148 AVE SE	MAJ WIDEN	558	562	623	561	
35	86	72	5012.1	200891	NEWCASTLE	COAL CREEK PARKWAY	SE 72 ST	RENTON C/L	MAJ WIDEN	558	542	623	535	11026
55	117	73	8068.0		SOOS CREEK	SE CARR RD	108 AVE SE	TALBOT RD	MAJ WIDEN	558	528	605	623	348
247	23	74	1027.0	100191	SHORELINE	NE PERKINS WAY	10 AVE NE	15 AVE NE	MISC	553	595	430	447	183
99	59	75	2029.0	102091	NORTHSHORE	172 AVE NE @ NE 128 ST			INT/OP	553	556	556	490	267
100	89	76	8063.0	401592	SOOS CREEK	164 AVE SE @ SE 256 ST			INT/OP	553	541	556	435	268
197	46	77	11068.1		HIGHLINE	NORMANDY RD	DES MOINES WY	1 AVE SW	MISC	553	571	465	395	143
234	24	78	11193.0		HIGHLINE	8 AVE SW	SW 160 ST	SYLVESTER ROAD	MISC	553	595	439	0	
177	19	79	9017.3		ENUMCLAW	SE GREEN VALLEY RD	SE 354 ST	SR-169	MISC	553	611	474	430	623

10229

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91	CS	PW	PROJ #	CIP #	PLANNING AREA	PROJECT NAME	FROM	TO	PROJ TYPE	PW	CS	91	90	90\$
150	120	80	11017.3		HIGHLINE	SW 136 ST SIGNAL CONTROL	AMBAUM WAY	DES MOINES WAY	INT/OP	553	526	500	435	5
36	77	81	4012.1	200291	E SAMMAMISH	ISSAQUAH PINE LAKE RD PH I	SE 43 ST (KLAHANI)	ISS-FALL CITY RD	MAJ WIDEN	550	549	623	596	3449
56	131	82	2052.2		NORTHSHORE	JUANITA DR WIDENING	NE 153 ST	NE 170 ST	MAJ WIDEN	550	521	605	553	2526
53	67	83	8022.0			132 AVE SE	SE 240 ST	SR-516		550	549	605	0	
79	99	84	11034.1		HIGHLINE	DES MOINES WAY	S 216 ST	12 PL S	MIN WIDEN	550	535	579	623	275
21	96	85	15025.2		GR RIV VALLEY	OAKSDALE AVE SW	SW 27 ST	SUNSET BLVD	NEW CONST	549	539	655	655	1286
102	163	86	2066.0		NORTHSHORE	73RD AVE NE	SR-522	NE 175 ST	INT/OP	545	504	556	509	300
107	105	87	5040.0		NEWCASTLE	SE 128 ST/CEM RD/SUNSET	144 AVE SE	1-405	INT/OP	545	533	546	620	45
129	65	88	7010.0		TAH/RAV HGTS	SR-516 @ 192 AVE SE			INT/OP	545	556	519	527	40
156	37	89	5029.0		NEWCASTLE	NEWPORT WAY @ 164 AVE SE			INT/OP	545	578	491	546	85
238	188	90	5023.0		NEWCASTLE	144 AV SE	SE 128 ST	SE 141 ST	MISC	544	492	439	412	396
144	136	91	11036.3		HIGHLINE	1 AVE S	SW 174 ST	NORMANDY RD	MISC	544	516	509	482	72
116	93	92	11056.0	300890	HIGHLINE	AMBAUM BLVD SW/ SW 124 ST			MISC	544	540	535	491	154
67	143	93	2011.2	101791	NORTHSHORE	100 AVE NE	NE 139 ST	NE 145 ST	MAJ WIDEN	543	514	596	561	1750
54	87	94	4010.2	200295	E SAMMAMISH	228 AVE NE/SE PH.1	INGLEWOOD HILL RD	ISSAQ - PINE LK RD	MAJ WIDEN	543	542	605	535	6009
48	71	95	4015.4		E SAMMAMISH	ISS-FALL CITY (CONST)	250 AVE SE	ISSAQ-PINE LK RD	MAJ WIDEN	543	549	614	439	2806
58	72	96	8005.4	500193	SOOS CREEK	SE 256 ST PHASE III - CONST	148 AVE SE	164 AVE SE	MAJ WIDEN	543	549	605	561	
86	75	97	11024.0	301491	HIGHLINE	4 AVE SW	SW 152 ST	SW 160 ST	MIN WIDEN	543	549	570	579	859
26	49	98	4048.1	101289	E SAMMAMISH	BEAR CREEK/SAMMAMISH ARTERIAL	I-90	SR-522	STUDY	542	569	642	481	235
22	95	99	15025.1	188	GR RIV VALLEY	OAKSDALE AVE SW	SW 27 ST	SUNSET BLVD	STUDY	542	539	654	655	16
29	76	100	2078.2		NORTHSHORE	WILLOWS ROAD EXTENSION	NE 132 ST	NE 145 ST.	NEW CONST	539	549	632	0	
31	69	101	2078.1		NORTHSHORE	WILLOWS ROAD EXTENSION	NE 124 ST	NE 132 ST	NEW CONST	539	549	632	0	
83	107	102	2063.0		NORTHSHORE	SR-522 @ 83 PL NE			INT/OP	537	533	574	630	4
47	68	103	5005.2	400588	NEWCASTLE	149 AVE SE	MAPLE VALLEY (SR-169	ELLIOT BRIDGE	MAJ WIDEN	535	549	614	570	1321
73	114	104	2033.2		NORTHSHORE	140 AVE NE	NE 175 ST	NE 171 ST	MAJ WIDEN	535	528	588	535	849
59	97	105	4012.2	200494	E SAMMAMISH	ISSAQUAH PINE LAKE RD PH II	SE 43 ST (KLAHANI)	228 AVE SE	MAJ WIDEN	535	535	605	526	4080
72	85	106	4007.1		E SAMMAMISH	SE 56 ST	ISSAQUAH C/L	E. LK. SAMMAMISH PKY	MAJ WIDEN	535	542	588	535	
276	125	107	1020.0		SHORELINE	10 AVE NE	NE 185 ST	PERKINS WY NE	MISC	535	524	404	386	119
74	210	108	2061.1	100187	NORTHSHORE	132 PL/AVE NE	NE 124 ST	NE 132 ST	MAJ WIDEN	535	479	588	588	2189
134	156	109	8003.3	400593	SOOS CREEK	116 AVE SE @ SE 168 ST	RENTON C/L	PETROVITSKY RD SE	INT/OP	535	507	518	574	626
223	168	110	12006.0	300389	VASHON	VASHON HEIGHTS PARKING LOT	103 AVE SW	SW 108 ST	MISC	535	500	447	0	
138	78	111	10014.2		FEDERAL WAY	51 AVE S	S 304 ST	S 288 ST	MISC	535	548	518	474	2750
249	137	112	12003.0		VASHON	VASHON WALKWAYS	VASHON COMM. DIST.		MISC	535	516	430	404	339
33	70	113	2078.0		NORTHSHORE	WILLOWS ROAD/NE 132ND ST	NE 124 ST	NE 145 ST	STUDY	531	549	630	0	
24	134	114	3006.0	101088	BEAR CREEK	NE 133 ST REALIGNMENT	NE 133 ST	AVONDALE RD	NEW CONST	529	520	644	575	1807
82	132	115	7026.1		TAH/RAV HGTS	SE 240 ST	WITTE RD SE	SR-169	NEW CONST	529	520	575	517	2155
142	122	116	1021.0		SHORELINE	15 AVE NE @ NE 165 ST			INT/OP	528	526	509	491	267
130	219	117	4013.0		E SAMMAMISH	ISS-FALL CITY RD @ SE 58 ST			INT/OP	528	474	519	472	22
105	102	118	3011.0	100591	BEAR CREEK	WOODINVILLE-DUVALL RD.	178 AVE NE	190 AVE NE	MIN WIDEN	527	535	553	579	217
136	129	119	2061.2	100291	NORTHSHORE	132 AVE NE	NE 132 ST.	NE 143 PL.	MAJ WIDEN	527	521	518	543	1730
199	169	120	2080.0		NORTHSHORE	NE 141 ST	JUANITA DRIVE	84 AVE NE	MISC	526	500	465	0	
217	26	121	9010.2		ENUMCLAW	244 AVE SE	SE 456 ST	SR-410	MISC	526	587	447	451	192
219	127	122	12021.0		VASHON	VASHON ISLAND HWY	SW 240 ST	SO. FERRY TERMINAL	MISC	526	524	447	368	1376

10229

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91	CS	PW	PROJ #	CIP #	PLANNING AREA	PROJECT NAME	FROM	TO	PROJ TYPE	PW	CS	91	90	90\$
198	149	123	11035.0		HIGHLINE	8 AVE S	S 188 ST/DES MOINES	S 200 ST	MISC	526	508	465	421	378
44	94	124	7024.1	400993	TAH/RAV HGTS	SE 256 ST	180 AVE SE	SR-18	STUDY	521	539	617	540	
32	207	125	5002.0	201088	NEWCASTLE	LAKEMONT BLVD EXTENSION	164 AVE SE	I-90	NEW CONST	520	480	632	609	6128
108	193	126	2013.2	100491	NORTHSHORE	100 AVE NE @ NE 145 ST			INT/OP	520	489	546	583	98
164	195	127	1117.0		SHORELINE	RICHMOND BEACH RD	8 AVE NW	1 AVE NE	INT/OP	520	489	491	0	
160	165	128	7032.0	400191	TAH/RAV HGTS	180 AVE SE @ SE 256 ST			INT/OP	520	504	491	444	
76	51	129	7012.1	400693	TAH/RAV HGTS	WITTE RD SE (INTERSECTION)	SR 516	SE 245 ST	INT/OP	520	563	583	517	815
186	123	130	11065.0		HIGHLINE	S 120 ST @ MILITARY RD			INT/OP	520	526	472	463	61
128	135	131	10012.0	501191	FEDERAL WAY	51 AVE S @ S 288 ST			INT/OP	520	519	519	435	
109	101	132	3005.1		BEAR CREEK	UNION HILL RD	208 AVE NE	238 AVE NE	MIN WIDEN	519	535	544	465	2739
158	158	133	4070.0		E SAMMAMISH	NE 8 ST	228 AVE NE	244 AVE NE	MIN WIDEN	519	507	491	430	1216
88	142	134	8026.0	500187	SOOS CREEK	SE 240 ST	116 AVE SE	138 AVE SE	MAJ WIDEN	519	514	570	596	4073
81	157	135	8054.0			132 AVE SE	SE 208 ST	SE 240 ST		519	507	579	0	
97	113	136	5010.3		NEWCASTLE	NEWPORT WAY	150 AVE SE	SE 42 PL	MIN WIDEN	519	528	561	553	4380
96	74	137	10036.1	501288	FEDERAL WAY	REDONDO SEAWALL			MIN WIDEN	519	549	561	500	
149	116	138	10038.0		FEDERAL WAY	MILITARY RD	S 272 ST	S 304 ST	MAJ WIDEN	519	528	500	456	1111
151	109	139	3008.0		BEAR CREEK	WOODINVILLE-DUVALL RD	AVONDALE RD	SR-203	MISC	518	532	500	395	2053
183	171	140	1010.0		SHORELINE	NW INNIS ARDEN WY	SHORELINE COMM COLL	10 AVE NW	MISC	518	500	474	412	279
278	190	141	11047.0		HIGHLINE	BEACON AVE S	S 107 ST	64 AVE S	MISC	518	492	404	377	42
85	159	142	4021.0		E SAMMAMISH	228 AVE SE/SE 43 WY	E LK SAMM PKWY	ISSAQ - PINE LK RD	MAJ WIDEN	512	507	570	509	5773
80	140	143	8064.2	401595	SOOS CREEK	SE 192 ST	BENSON RD	140 AVE SE	MAJ WIDEN	512	514	579	596	854
194	141	144	8003.1	400190	SOOS CREEK	116 AVE SE	SE 176 ST	SE 192 ST	MIN WIDEN	512	514	465	544	507
168	73	145	11173.3		HIGHLINE	8TH AVE S	S. 128 ST	DES MOINES WAY S	MIN WIDEN	512	549	482	421	1472
64	133	146	7024.2		TAH/RAV HGTS	SE 256 ST	180 AVE SE	SR-18	NEW CONST	510	520	598	540	2500
218	148	147	1009.0		SHORELINE	6 AVE NW/180 ST/B AVE	RICHMOND BEACH RD	NW 175 ST	MISC	509	508	447	421	259
167	138	148	1068.0		SHORELINE	1 AVE NE	NE 145 ST	NE 155 ST	MISC	509	516	482	447	169
169	61	149	9010.1		ENUMCLAW	244 AVE SE	SR-164	SE 456 ST	MISC	509	556	482	451	422
222	172	150	5052.0		NEWCASTLE	SE 60 ST	LK. WASHINGTON BLVD	COAL CREEK PKWY	MISC	509	500	447	447	422
220	81	151	8035.0		SOOS CREEK	SE 208 ST	132 AVE SE	148 AVE SE	MISC	509	548	447	386	471
221	90	152	8036.0		SOOS CREEK	104 AVE SE(RIVERSIDE AVE)	SE 304 WAY	SE 320 ST	MISC	509	540	447	403	513
288	189	153	10066.0		FEDERAL WAY	MILITARY RD	S 304 ST	KIT CORNER RD	MISC	509	492	395	360	350
172	170	154	10070.0		FEDERAL WAY	MILITARY RD	S 272 ST	SR-516	MISC	509	500	482	482	45
235	50	155	9017.1		ENUMCLAW	GREEN VALLEY RD	AUB-BL DIAM RD	218 AVE SE	MISC	509	563	439	421	1726
104	118	156	4006.2	200690	E SAMMAMISH	E. LK SAMMAMISH PKWY	SE 56 ST	I-90	MAJ WIDEN	504	528	553	553	2083
87	130	157	4015.1	200195	E SAMMAMISH	ISSAQUAH FALL CITY RD	247 PL SE (KLAHANI)	ISSAQ-PINE LK RD	MAJ WIDEN	504	521	570	474	452
188	177	158	4039.0		E SAMMAMISH	SAHALEE WY @ NE 25 WY			INT/OP	504	496	472	398	85
147	194	159	1087.0		SHORELINE	15 AVE NE @ NE 196 ST			INT/OP	504	489	509	537	211
208	202	160	11014.0		HIGHLINE	15 AVE SW @ SW 102 ST			INT/OP	504	481	463	398	129
113	176	161	15085.0	500390	GR RIV VALLEY	55 AVE S @ S 277 ST			INT/OP	504	496	537	481	561
225	200	162	2042.0		NORTHSHORE	NE 132 ST/87 AVE NE	84 AVE NE	NE 134 ST	MISC	500	484	447	491	124
248	150	163	1071.0		SHORELINE	30 AVE NE	NE 195 ST	NE 205 ST	MISC	500	508	430	421	119
233	151	164	1067.0		SHORELINE	CARLYLE HALL RD	DAYTON AVE N	NW 175 ST	MISC	500	508	439	500	235
123	126	165	5022.0	200194	NEWCASTLE	WEST LAKE SAMMAMISH	SR-901	ISSQUAH C/L	MISC	500	524	526	544	532

10229

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91	CS	PW	PROJ #	CIP #	PLANNING AREA	PROJECT NAME	FROM	TO	PROJ TYPE	PW	CS	91	90	90\$
159	108	166	3032.0		BEAR CREEK	208 AVE NE @ UNION HILL RD			INT/OP	496	533	491	472	160
187	182	167	3069.0		BEAR CREEK	WVILLIE-DUVALL RD @ 198 AVE NE			INT/OP	496	496	472	0	
231	167	168	2024.0		NORTHSHORE	84 AVE NE @ NE 138 ST			INT/OP	496	504	444	0	
230	166	169	2079.1	103091	NORTHSHORE	108 AVE NE / NE 132 ST	INTERSECTION		INT/OP	496	504	444	0	
98	144	170	15004.1		GR RIV VALLEY	S 277 ST	SR-181	SR-167	MAJ WIDEN	496	514	561	579	1862
196	104	171	11173.1		HIGHLINE	8TH AVE S	S SEATTLE C/L	GLENDAL WAY S	MIN WIDEN	496	535	465	421	1472
132	234	172	11160.1		HIGHLINE	DES MOINES WAY @ S 216 ST			INT/OP	496	467	519	565	31
195	103	173	11173.2		HIGHLINE	8TH AVE S	GLENDAL WAY S	S. 128 ST	MIN WIDEN	496	535	465	421	1472
209	179	174	11053.0		HIGHLINE	12 AVE SW @ SW 116 ST			INT/OP	496	496	463	444	100
236	128	175	12029.3		VASHON	82 AVE SW:SEWALL #3	SW 222 ST	SW 209 ST	MISC	491	524	439	465	1242
94	173	176	2075.4		NORTHSHORE	NE 132 ST	132 AVE NE	WILLOWS ROAD EXTEN.	NEW CONST	490	500	563	0	
243	196	177	3013.1	100194	BEAR CREEK	MINK/PARADISE RD @WOOD-DUVALL	PARADISE ROAD	MINK RD	INT/OP	488	489	435	398	249
214	183	178	1111.0		SHORELINE	N 155 ST	LINDEN AVE N	AURORA AVE N	MAJ WIDEN	488	493	456	0	
95	146	179	3002.2		BEAR CREEK	SEIDEL RD/NE 133 ST	BEAR CREEK RD	228 AVE NE	MAJ WIDEN	488	514	561	518	3513
118	174	180	2022.0		NORTHSHORE	156 AVE NE	WOODINVILLE-DUVALL	NE 190 ST	MAJ WIDEN	488	500	535	0	
120	181	181	4026.0		E SAMMAMISH	SAHALEE WY @ NE 37 WY			INT/OP	488	496	528	491	345
180	184	182	4025.0		E SAMMAMISH	SE 32 ST	238 AVE SE	DUTHIE HILL RD	MAJ WIDEN	488	493	474	447	2789
206	205	183	4072.0		E SAMMAMISH	228 AVE SE @ SE 24 ST			INT/OP	488	481	463	0	
103	147	184	2030.1		NORTHSHORE	NE 124 / 128 ST	SR-202	AVONDALE	MAJ WIDEN	488	514	553	421	2631
131	203	185	5058.0	200491	NEWCASTLE	SE 128 ST @ 164 AVE SE			INT/OP	488	481	519	537	625
174	124	186	6068.0	200393	SNOQUALMIE	KELLY RD NE @ BIG ROCK RD			INT/OP	488	526	481	250	70
185	213	187	10024.0	400891	FEDERAL WAY	S 272 ST	SR-99	16 AVE S	MAJ WIDEN	488	479	474	544	756
184	214	188	1026.0		SHORELINE	15 AVE NE @ NE 148 ST			MISC	482	476	474	465	123
268	154	189	1081.0		SHORELINE	NE 193 ST	61 AVE NE	55 AVE NE	MISC	482	508	412	447	171
307	83	190	12011.0		VASHON	SW 240 ST	75 AVE SW	ROBINSON POINT	MISC	482	548	377	325	586
163	201	191	11027.0		HIGHLINE	MILITARY RD	DES MOINES WAY	SR-99	MISC	482	484	491	579	78
212	160	192	2086.0		NORTHSHORE	108 AVE NE	NE 141 PL	JUANITA-WOODVILL WY	MIN WIDEN	481	507	456	0	
114	161	193	2013.1		NORTHSHORE	NE 145 ST	100 AVE NE	JUANITA-WOOD. WAY	MAJ WIDEN	481	507	535	430	572
161	145	194	2044.0		NORTHSHORE	120 AVE NE (BRICKYARD RD)	NE 160 ST	WOODINVILLE DR	MIN WIDEN	481	514	491	0	
124	162	195	4023.0		E SAMMAMISH	LOUIS THOMPSON RD	E SAMMAMISH PKWY	SE 8/4 ST	MAJ WIDEN	481	507	526	430	1513
224	199	196	9004.3		ENUMCLAW	SE 456 ST	264 AVE SE	284 AVE SE	MIN WIDEN	481	486	447	412	141
253	204	197	2109.0		NORTHSHORE	NE 200 ST @ WOOD-SNOH RD			INT/OP	480	481	426	472	154
227	180	198	3016.0		BEAR CREEK	BEAR CREEK RD @ MINK RD			INT/OP	480	496	444	389	249
269	153	199	12029.2		VASHON	SW 223 ST:SEWALL #2	91 AVE SW	SW 222 ST	MISC	474	508	412	404	378
279	240	200	12008.0		VASHON	SW 204 ST/209 ST	VASHON ISL HWY	79 PL SW	MISC	474	460	404	430	381
315	155	201	11040.0		HIGHLINE	16 AVE SW	SW 160 ST	SW 170 ST	MISC	474	508	368	316	209
127	326	202	2075.2		NORTHSHORE	NE 132 ST	100 AVE NE	116 AVE NE	MAJ WIDEN	473	410	526	0	
117	275	203	5074.0		NEWCASTLE	SE 36 ST	128 AVE SE	150 AVE SE	MAJ WIDEN	473	438	535	474	1204
255	231	204	11039.0		HIGHLINE	4 AVE SW @ SW 102 ST			INT/OP	472	467	426	426	100
266	232	205	12004.0		VASHON	VASH ISL HWY @ SW 176 ST			INT/OP	472	467	417	417	85
246	245	206	10030.0		FEDERAL WAY	SR-161 @ 28 AVE S			INT/OP	472	459	435	435	7
146	239	207	5005.3		NEWCASTLE	154 PL SE/SE 142 PL	SE JONES RD	156 AVE SE	MIN WIDEN	465	465	509	509	4281
171	229	208	7012.2	400693	TAN/RAV HGTS	WITTE RD SE (BIKEWAY)	SR 516	SE 245 ST	MISC	465	468	482	517	660

10229

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91	CS	PW	PROJ #	CIP #	PLANNING AREA	PROJECT NAME	FROM	TO	PROJ TYPE	PW	CS	91	90	90\$\$
126	248	209	7023.0		TAH/RAV HGTS	WITTE RD SE	SR-169	SE 245 ST	MAJ WIDEN	465	458	526	500	2100
145	212	210	5057.0		NEWCASTLE	164 AVE SE	NEWPORT WAY	LKMNT BLVD EXTEN	MIN WIDEN	465	479	509	430	233
178	152	211	7028.2		TAH/RAV HGTS	COVINGTON WY SE	THOMAS RD	WAX RD	MISC	465	508	474	439	422
152	186	212	10036.2	501588	FEDERAL WAY	BEACH ROAD S	DEL RAY PARK DRIVE	S 284TH ST	MIN WIDEN	465	493	500	509	1413
200	192	213	11066.0		HIGHLINE	16 AVE S	S 240 ST	S 260 ST	MISC	465	492	465	430	35
205	235	214	3065.0		BEAR CREEK	238 AVE AT NE UNION HILL RD			INT/OP	463	467	463	435	324
226	220	215	6010.2		SNOQUALMIE	MDWBRK WY @ PRSTN-N BEND			INT/OP	463	474	444	389	85
274	258	216	12022.0		VASHON	SW 204 ST @ VASH ISL HWY			INT/OP	463	452	407	407	85
106	208	217	4048.4		E SAMMAMISH	E SAMM SOUTH ARTERIAL	I-90	SE 27 ST	NEW CONST	461	480	552	356	23809
201	185	218	3024.2		BEAR CREEK	204 PL NE / 208 AVE NE	SR-202 RED-FALL ROAD	NE 67 ST	MIN WIDEN	457	493	465	465	1236
139	223	219	3056.0		BEAR CREEK	NOVELTY HILL RD	AVONDALE RD NE	NOVELTY HILL MPD	MAJ WIDEN	457	472	518	518	7456
141	198	220	5010.5		NEWCASTLE	NEWPORT WAY	GLACIER RIDGE RD	SR-900	MAJ WIDEN	457	486	518	474	907
153	252	221	15014.2		GR RIV VALLEY	FRAGER ROAD	S 180 ST	S 204 ST	MAJ WIDEN	457	458	500	421	278
340	224	222	1003.0		SHORELINE	RICHMOND BCH DR/NW 195 PL	NW 196 ST	NW 196 ST (LOOP)	MISC	456	468	342	307	105
335	312	223	11059.0		HIGHLINE	S 120 ST	MILITARY RD	ROSEBERG AVE	MISC	456	421	351	404	70
277	294	224	11057.0		HIGHLINE	SW 136 ST	AMBAUM BLVD	1 AVE S	MISC	456	429	404	447	129
265	222	225	3003.0		BEAR CREEK	236 AVE NE @ SR-202			INT/OP	455	474	417	444	40
254	206	226	4036.0		E SAMMAMISH	INGLE. HILL RD @ 216 AVE NE			INT/OP	455	481	426	426	267
242	230	227	3035.0		BEAR CREEK	AVONDALE RD @ NE 165 ST			INT/OP	455	467	435	454	342
175	178	228	5079.0		NEWCASTLE	LAKEMONT EXT. @ 164 AVE SE			INT/OP	455	496	481	426	129
216	310	229	11061.0		HIGHLINE	24 AVE S @ S 216 ST			INT/OP	455	422	454	463	135
154	283	230	7030.0		TAH/RAV HGTS	204 AVE SE	SR-516	NEW E-W ARTERIAL	NEW CONST	451	431	494	506	4787
93	308	231	15053.0		GR RIV VALLEY	GATEWAY DRIVE	INTERURBAN AVE S.	S. 129 ST	NEW CONST	451	422	563	690	1186
182	262	232	2107.0		NORTHSHORE	NE 116 ST	SR-202	AVONDALE RD	MAJ WIDEN	450	451	474	465	616
181	187	233	2058.0		NORTHSHORE	124 AVE NE/NE 173 PL	NE 160 ST	SR-202	MIN WIDEN	450	493	474	464	325
162	211	234	4022.0		E SAMMAMISH	212 WAY SE	SE 34 ST	E SAMMAMISH PKWY	MAJ WIDEN	450	479	491	447	1859
119	274	235	13052.0		EAST SIDE CITIENE	95/100 ST CORRIDOR STUDY	124 AVE NE	WILLOW RD	STUDY	448	441	531	630	35
290	216	236	1022.0		SHORELINE	NE 178 ST/24 AVE NE	15 AVE NE	LAKE FOREST PARK	MISC	447	476	395	368	454
308	175	237	5085.0		NEWCASTLE	SE MAY VALLEY ROAD	SR 900	SE 128 WAY	MISC	447	500	377	0	
207	197	238	5078.2		NEWCASTLE	NEWPORT WY @ GLACIER RIDGE RD			INT/OP	447	489	463	426	243
176	288	239	7005.0		TAH/RAV HGTS	SR-169 @ 196 AVE SE			INT/OP	447	430	481	481	54
282	236	240	7039.0	401392	TAH/RAV HGTS	KENT-KANG. @ KANASKET-RETREAT			INT/OP	447	467	398	324	
193	139	241	5016.0		NEWCASTLE	LK WASH BLVD/112 AVE SE	SE 60 ST	MAY CREEK INTECHG	MISC	447	516	465	456	334
295	281	242	11044.0		HIGHLINE	S 192 ST	SR-509	DES MOINES WAY	MISC	447	437	386	333	346
287	225	243	9021.0		ENUMCLAW	284 AVE SE	SR-410	SE 416 ST	MISC	447	468	395	518	376
263	221	244	11093.0		HIGHLINE	S 192 ST @ B AVE S			INT/OP	447	474	417	417	85
229	265	245	8077.0	400991	SOOS CREEK	SE 174 ST @ 195 PL SE			LOCAL	444	444	444	0	
170	237	246	7011.1		TAH/RAV HGTS	ISSAQUAH-HOBART RD	SE MAY VALLEY RD	ISSAQUAH CITY LIMITS	MIN WIDEN	442	465	482	518	1023
283	264	247	3013.2		BEAR CREEK	WOOD-DUVALL RD @ 194 AVE NE			INT/OP	439	444	398	398	100
354	266	248	1018.0		SHORELINE	5 AVE NE	NE 175 ST	NE 185 ST	MISC	439	444	325	342	197
318	218	249	3014.0		BEAR CREEK	PARADISE LAKE RD	WOODINVILLE-DUV RD	COUNTY LINE	MISC	439	476	368	281	532
270	311	250	2059.0		NORTHSHORE	68 AVE NE/NE 202 ST	NE 185 ST	61 PL NE	MISC	439	421	412	404	425
293	256	251	8126.3	401491	SOOS CREEK	LK HOLM RD @ LK MONEYSMITH - E			INT/OP	439	452	389	324	

10229



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91	CS	PW	PROJ #	CIP #	PLANNING AREA	PROJECT NAME	FROM	TO	PROJ TYPE	PW	CS	91	90	90\$\$
210	247	252	7055.0		TAH/RAV HGTS	THOMAS RD @ COV-SWR. RD			INT/OP	439	459	463	463	500
326	226	253	6026.0		SNOQUALMIE	CARNATION FARM RD	NE 80 ST	SR-203	MISC	439	468	360	316	91
291	242	254	6012.1		SNOQUALMIE	PRESTON-FALL CITY RD	SR-202	I-90	MISC	439	460	395	421	1163
275	233	255	9009.0		ENUMCLAW	219 PL SE @ GREEN VALLEY RD			INT/OP	439	467	407	361	76
211	209	256	3036.0		BEAR CREEK	WOODINVILLE-DUVALL RD	AVONDALE RD	SR 203	STUDY	438	480	457	430	834
133	261	257	7024.3		TAH/RAV HGTS	SE 256 ST EXT. STUDY	180 AVE SE	WITTE RD	STUDY	438	451	519	519	100
251	249	258	1076.0		SHORELINE	NW 175 ST	10 AVE NW	ST. LUKE PL	MIN WIDEN	434	458	430	404	772
173	363	259	2075.3		NORTHSHORE	NE 132 ST	116 AVE NE	132 AVE NE	MAJ WIDEN	434	382	482	333	735
203	251	260	5044.2		NEWCASTLE	NEWCASTLE-COAL CREEK RD	FOREST DRIVE	COAL CREEK PKWY	MAJ WIDEN	434	458	465	473	967
271	284	261	5005.4		NEWCASTLE	SE 142 PL	154 PL SE	SE 128 ST	MIN WIDEN	434	431	412	377	1140
284	246	262	8126.1	400291	SOOS CREEK	SE LK HOME RD @ LK MONEYSMITH	WEST INTERSECTION		INT/OP	431	459	398	324	172
359	243	263	1029.0		SHORELINE	NE 204 ST	47 AVE NE	56 AVE NE	MISC	430	460	325	289	93
140	217	264	7048.2		TAH/RAV HGTS	MAPLE VALLEY BUS DIST IMP	ALONG SR-169/SE 216	AND DORRE DON RD	MISC	430	476	518	509	127
327	244	265	5018.0		NEWCASTLE	110 PL SE	I-405	116 AV SE	MISC	430	460	360	333	148
202	259	266	7020.0		TAH/RAV HGTS	WILD. VIL SIDEWALK IMPR	ALONG SR-169 @ WITTE		MISC	430	452	465	500	171
257	277	267	8030.0		SOOS CREEK	SE 304 WY/ST	104 AVE SE	108 AVE SE	MIN WIDEN	426	438	421	430	289
213	260	268	7011.2		TAH/RAV HGTS	ISSAQUAH-HOBART RD	SE MAY VALLEY RD	CEDAR GROVE RD	MIN WIDEN	426	451	456	477	3000
179	250	269	5010.4		NEWCASTLE	NEWPORT WAY	LAKEMONT BLVD EXT	GLACIER RIDGE RD	MAJ WIDEN	426	458	474	474	1694
215	255	270	8050.0		SOOS CREEK	SE 240 ST @ 148 AVE SE			INT/OP	423	452	454	472	500
252	271	271	5080.0		NEWCASTLE	LAKEMONT @ FOREST DR.			INT/OP	423	444	426	370	65
165	273	272	4048.2		E SAMMAMISH	BEAVER LAKE LOOP RD	228 AVE NE	SE 27 ST	NEW CONST	422	441	483	414	25124
204	241	273	2033.3		NORTHSHORE	WOODINVILLE-REDMOND RD	NE 124 ST	NE 145 ST	MISC	421	460	465	474	2037
343	191	274	6092.0		SNOQUALMIE	TOKUL RD/FALLCITY STATION RD	SR-202	REINIG RD	MISC	421	492	342	272	59
317	238	275	2034.2		NORTHSHORE	NE 175/NE 172 PL	NE 155 PL	DU ROCHE RD	MIN WIDEN	419	465	368	316	2095
261	263	276	7090.1		TAH/RAV HGTS	CEDAR RIVER TRAIL PART II	JONES RD	LANDSBURG	STUDY	417	451	420	0	1292
331	292	277	3067.0		BEAR CREEK	WDVILLE-DUVALL RD @ 226 AVE NE			INT/OP	415	430	352	0	
262	279	278	6019.0		SNOQUALMIE	SR-202 @ PRSTN-FALL CITY			INT/OP	415	437	417	444	28
244	319	279	5081.0		NEWCASTLE	SR-900 @ NEWPORT WAY			INT/OP	415	415	435	407	25
304	270	280	7044.0		TAH/RAV HGTS	SE 240 ST @ 196 AVE SE			INT/OP	415	444	380	370	267
245	306	281	6082.0		SNOQUALMIE	SR-203 @ WOOD/DUVALL RD			INT/OP	415	422	435	472	88
342	228	282	1004.0		SHORELINE	14 NW/SPRNGDL PL/NW 188	NW 175 ST	RICHMOND BEACH RD	MISC	412	468	342	325	273
334	268	283	1030.0		SHORELINE	NE 197 ST/NE 201 ST	40 AVE NE	47 AVE NE	MISC	412	444	351	368	67
166	324	284	7024.4		TAH/RAV HGTS	SE 256 ST EXT. CONSTRUCTION	SR-18	WITTE RD	NEW CONST	412	412	483	483	11843
333	215	285	6027.0		SNOQUALMIE	WEST SNOQUALMIE VALLEY RD	WOODINVILL-DUVALL RD	CARNATION RD	MISC	412	476	351	325	1643
296	267	286	8028.0		SOOS CREEK	SE 240 ST	138 AVE SE	164 AVE SE	MISC	412	444	386	456	140
328	330	287	11029.0		HIGHLINE	21 AVE SW/MARINE VIEW DR	SW 152 ST	SW 170 ST	MISC	412	405	360	342	246
369	257	288	12010.0		VASHON	PORTAGE ROBINSON RD	PORTAGE DOCKTON RD	SW 240 ST	MISC	412	452	316	316	425
386	296	289	11189.0		HIGHLINE	78 AVE S	S 112 ST	S 118 ST	MISC	412	429	289	0	
256	227	290	15016.0		GR RIV VALLEY	GREEN RIVER RD	S 258 ST	104 AVE SE	MISC	412	468	421	395	56
239	304	291	4069.0		E SAMMAMISH	244 AVE NE	NE 8 ST	SR-202	MAJ WIDEN	411	424	439	421	1809
286	286	292	11020.0		HIGHLINE	S 146/144 ST	8 AVE S	DES MOINES WY	MIN WIDEN	411	431	395	342	389
264	293	293	2053.1		NORTHSHORE	JUANITA DR @ 76 PL NE			INT/OP	407	430	417	0	
332	341	294	1057.0		SHORELINE	5 AVE NE @ NE 165 ST			INT/OP	407	400	352	334	100

10229

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91	CS	PW	PROJ #	CIP #	PLANNING AREA	PROJECT NAME	FROM	TO	PROJ TYPE	PW	CS	91	90	90\$\$
273	307	295	2032.0		NORTHSHORE	NE 146 PL @ 155 AVE NE			INT/OP	407	422	407	389	304
313	329	296	7048.1		TAH/RAV HGTS	SE 216 WY @ DORRE DON WY			INT/OP	407	407	370	306	126
148	340	297	3044.0		BEAR CREEK	BEAR CRK/SAMM. N-S ART.	SR-202	UNION HILL RD	STUDY	406	402	506	555	100
228	285	298	2033.5		NORTHSHORE	WOOD.-REDMOND RD / 148 AVE NE	NE 124 ST	NE 175 ST	STUDY	406	431	444	0	
356	253	299	6034.0		SNOQUALMIE	TOKUL RD	MILL POND RD	SNOQ VALLEY TRAIL	MISC	404	452	325	281	162
345	254	300	7033.0		TAH/RAV HGTS	RAVENSDALE RD	SR-169	KENT-KANGLEY RD	MISC	404	452	333	254	1425
325	272	301	9013.0		ENUMCLAW	SE 440 ST	APPROX. 272 AVE SE	284 AVE SE	MIN WIDEN	403	444	360	424	109
272	276	302	5042.0		NEWCASTLE	MAY VALLEY RD	COAL CREEK PKWY	SR-900	MIN WIDEN	403	438	412	290	938
267	351	303	3015.0		BEAR CREEK	AVONDALE RD @ BEAR CRK RD			INT/OP	398	393	417	389	249
323	290	304	7054.0		TAH/RAV HGTS	220 AVE SE @ SWEENEY RD			INT/OP	398	430	361	343	267
155	364	305	3057.0		BEAR CREEK	196 AV NE/UNION HILL CORR STDY	REDMOND E C/L	UNION HILL RD	STUDY	396	382	494	469	50
237	303	306	4015.2		E SAMMAMISH	ISS-FALL CITY RD/DTH HILL RD	247 AVE SE	268 PL SE	MAJ WIDEN	395	424	439	412	4284
357	298	307	3041.0		BEAR CREEK	AMES LK-CARNATION RD	UNION HILL RD	NE 80 ST	MISC	395	429	325	298	855
280	278	308	2027.0		NORTHSHORE	NE 143 PL	132 AVE NE	SR-202	MISC	395	437	404	412	153
285	302	309	2034.1		NORTHSHORE	NE 171 ST	140 AVE NE	NE 155 PL	MIN WIDEN	395	424	395	439	896
240	347	310	8005.5		SOOS CREEK	SE 256 ST	164 AVE SE	180 AVE SE	MAJ WIDEN	395	396	439	430	3457
289	314	311	5076.0		NEWCASTLE	SE 68 ST/SE 69 ST	112 AVE SE	COAL CREEK PKWY	MIN WIDEN	395	417	395	351	535
346	331	312	8015.0		SOOS CREEK	SE 240 ST	164 AVE SE	SR-18	MISC	395	405	333	386	2015
344	297	313	12009.0		VASHON	PTG-ELLISPT/GEO-EDWD/80 PL SW	SW 209 ST	SW 228 ST	MISC	395	429	342	351	669
381	332	314	11185.0		HIGHLINE	SW 146 ST	16 AVE SW	21 AVE SW	MISC	395	405	298	0	
189	355	315	8061.6		SOOS CREEK	SE 288 ST	SR-18	KENT-BLK DIAMOND RD	NEW CONST	392	392	471	402	3034
303	320	316	3021.0		BEAR CREEK	AMES LAKE RD @ SR-202			INT/OP	390	415	380	333	24
314	309	317	9003.0		ENUMCLAW	SR-164 @ 244 AVE SE			INT/OP	390	422	370	407	42
371	289	318	12028.0		VASHON	SW 220 ST @ NIKE PARK			INT/OP	390	430	315	281	139
339	291	319	12019.0		VASHON	PORT-DOCK RD @ SW 228 ST			INT/OP	390	430	343	361	154
250	316	320	5010.7		NEWCASTLE	NEWPORT WAY	150TH AVE	164TH AVE	MAJ WIDEN	388	417	430	0	
258	315	321	6023.0		SNOQUALMIE	436 AVE SE/CEDAR FALLS RD	1-90	WILDERNESS RIM	MIN WIDEN	388	417	421	447	1011
299	317	322	7077.0		TAH/RAV HGTS	196 AVE SE	SR-169	SE PETROVITSKY RD	MIN WIDEN	388	417	386	342	4609
260	336	323	7034.0		TAH/RAV HGTS	COVINGTON-LK SAWYER RD	THOMAS RD	216 AVE SE	MIN WIDEN	388	403	421	469	3358
312	337	324	9006.0		ENUMCLAW	SE 400 WAY	SE 400 ST	SE 392 ST	MIN WIDEN	388	403	377	342	738
368	282	325	1014.0		SHORELINE	10 AVE NW	NW 175 ST	NW 167 ST	MISC	386	437	316	272	190
297	269	326	7061.0		TAH/RAV HGTS	ISSAQUAH-HOBART RD	SR-18	CEDAR GROVE RD	MISC	386	444	386	368	247
358	280	327	9004.2		ENUMCLAW	SE 456 ST	SR-410	244 AVE SE	MISC	386	437	325	272	105
366	295	328	6029.0		SNOQUALMIE	428 AVE SE/NE 12 ST	REINIG RD	NORTH BEND WAY	MISC	386	429	316	263	338
361	343	329	7013.2		TAH/RAV HGTS	SE 216 ST	APPROX 232 AVE SE	276 AVE SE	MISC	386	397	325	316	1362
322	328	330	7072.0		TAH/RAV HGTS	THOMAS RD/KENT-BL DIAM RD			INT/OP	382	407	361	370	307
191	356	331	7026.2		TAH/RAV HGTS	SE 240 ST	WITTE RD SE	SR-18	NEW CONST	382	392	471	460	2426
190	373	332	10072.0		FEDERAL WAY	25 AVE S	S 272 ST	SR-99	NEW CONST	382	373	471	517	2381
320	339	333	3017.0		BEAR CREEK	AMES LAKE RD	UNION HILL RD	SR-202	MIN WIDEN	380	403	368	342	2271
281	349	334	5050.2		NEWCASTLE	SR-900	SE 82 ST	NEWPORT WAY	MIN WIDEN	380	396	404	430	
292	366	335	2040.0		NORTHSHORE	80 AVE NE	SR-522	KING CO LINE	MISC	377	381	395	377	131
341	301	336	7031.0		TAH/RAV HGTS	SWEENEY RD SE	196 AVE SE	SE 232 ST	MISC	377	429	342	342	452
391	333	337	8091.0		SOOS CREEK	196 AVE SE	SE 240 ST	SE 232 ST	MISC	377	405	289	325	247

10229

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91	CS	PW	PROJ #	CIP #	PLANNING AREA	PROJECT NAME	FROM	TO	PROJ TYPE	PW	CS	91	90	90\$\$
360	313	338	6005.0		SNOQUALMIE	CHERRY VALLEY RD	SR-203	KELLY RD	MISC	377	421	325	359	152
302	384	339	11068.2		HIGHLINE	DES MOINES WAY S	NORMANDY RD	S 162 ST	MISC	377	357	386	447	101
294	321	340	6083.0		SNOQUALMIE	SR 203 @ NE 124 ST			INT/OP	374	415	389	407	67
378	362	341	7100.0		TAH/RAV HGTS	SE 216 @ 276 AVE SE			INT/OP	374	385	306	0	
321	348	342	4053.0		E SAMMAMISH	SE 20 ST	212 AVE SE	228 AVE SE	MIN WIDEN	372	396	368	342	1251
300	365	343	3063.0		BEAR CREEK	236/238 AVE NE	SR-202	NE 80 ST	MIN WIDEN	372	382	386	368	1471
316	287	344	5010.8		NEWCASTLE	NEWPORT WAY	164TH AVE	LAKEMONT BLVD	MAJ WIDEN	372	431	368	0	
259	357	345	2036.0		NORTHSHORE	131 AVE NE/132 AVE NE	NE 182 PL	KING COUNTY LINE	MISC	368	389	421	430	298
355	300	346	1019.0		SHORELINE	5 AVE NE	NE 185 ST	NE 205 ST	MISC	368	429	325	325	325
393	299	347	6094.0		SNOQUALMIE	SE 140 ST/MIDDLE FORK RD	NORTH BEND WAY	OLD GRAVEL PIT	MISC	368	429	281	289	25
383	344	348	8037.0		SOOS CREEK	104 AVE SE/SE 272 ST	SE 264 ST	108 AVE SE	MISC	368	397	298	316	242
329	335	349	8006.0		SOOS CREEK	AUBURN-BLACK DIAMOND RD	100 AVE SE	GREEN VALLEY RD	MISC	368	405	360	474	265
370	371	350	10043.0		FEDERAL WAY	32/28 AVE S/S 349 ST	SR-18	SR-161	MISC	368	373	316	298	375
377	367	351	12024.0		VASHON	SW 240 ST/BAY VIEW RD	VASHON ISLAND HWY	JENSEN PT PRK ENT	MISC	368	381	307	316	359
367	322	352	11043.0		HIGHLINE	SW 170 ST	16 AVE SW	MARINE VIEW DRIVE	MISC	368	413	316	289	180
311	383	353	10039.2		FEDERAL WAY	S 336 ST/32 AVE S	20 AVE S	SR-18	MISC	368	357	377	395	117
365	342	354	6087.0		SNOQUALMIE	468 AVE SE @ SE 140 ST			INT/OP	366	400	324	324	90
372	354	355	7041.0		TAH/RAV HGTS	PALMER/KANASKET Y			INT/OP	366	393	315	324	162
324	369	356	7074.0		TAH/RAV HGTS	PETROVIT. RD @ 196 AVE SE			INT/OP	366	378	361	296	267
338	325	357	8057.0		SOOS CREEK	148 AVE SE	SE 256 ST	SE 263 ST	STUDY	365	412	346	420	464
232	376	358	8062.0		SOOS CREEK	SE 224 ST STUDY	SR-515	84 AVE S	STUDY	365	363	444	444	4789
347	375	359	3061.0		BEAR CREEK	NE 150 ST	221 AVE NE	232 AVE NE	MIN WIDEN	364	368	333	342	911
298	318	360	6004.2		SNOQUALMIE	NE 124 ST	WEST SNOQ VALLEY RD	SR-203	MIN WIDEN	364	417	386	404	1685
309	305	361	6073.0		SNOQUALMIE	SE MT SI RD	452 AVE SE	800' EAST	MIN WIDEN	364	424	377	281	169
241	374	362	7028.1		TAH/RAV HGTS	COVINGTON WAY SE EXT.	160 AVE SE	164 AVE SE	NEW CONST	363	373	437	494	1285
394	359	363	9004.1		ENUMCLAW	SE 456 ST/196 AVE SE	SR-164	244 AVE SE	MISC	360	389	281	263	1141
350	345	364	7064.0		TAH/RAV HGTS	CEDAR GROVE RD	TRANSFER STATION	SE 156 ST	MISC	360	397	333	360	452
382	334	365	8126.2		SOOS CREEK	LAKE HOLM RD	NEAR LAKE HOLM		MISC	360	405	298	316	169
301	338	366	3022.0		BEAR CREEK	NOVELTY HILL RD	W SNOQ VALLEY RD	1/2 MILE WEST	MAJ WIDEN	357	403	386	456	994
336	327	367	5046.0		NEWCASTLE	SE 88 ST/88 PL/89 PL	116 AVE SE	COAL CREEK PKWY	MIN WIDEN	357	410	351	333	2559
310	370	368	12001.0		VASHON	VASHON ISLAND HIGHWAY	105 AVE SW	CULMAN RD	MAJ WIDEN	357	375	377	412	1578
305	377	369	4049.0		E SAMMAMISH	244 AVE NE EXTENSION	NE 8 ST	BEAVER LAKE LOOP RD	NEW CONST	353	363	379	310	967
388	346	370	6070.0		SNOQUALMIE	KELLY RD	CHERRY VALLEY RD	BIG ROCK RD	MISC	351	397	289	246	85
395	372	371	7088.0		TAH/RAV HGTS	SE 235 PL @ 244 AVE SE			MISC	351	373	281	263	175
387	323	372	9041.0		ENUMCLAW	VEAZIE-CUMB RD/PALMER RD	RETREAT-KANASKET RD	SE 416 ST	MISC	351	413	289	263	2247
362	381	373	10044.0		FEDERAL WAY	10 AVE S	REDONDO WY	S 272 ST	MISC	351	357	325	325	408
384	353	374	12012.0	300194	VASHON	75 AVE SW/PORTAGE-DOCTON RD			INT/OP	350	393	296	296	171
385	352	375	11098.0		HIGHLINE	87 AVE S @ S 124 ST			INT/OP	350	393	296	278	40
330	361	376	6009.0		SNOQUALMIE	NE 80 ST	W SNOQ VAL RD	AMES LK RD	MIN WIDEN	349	389	360	360	1704
352	378	377	1036.1		SHORELINE	INTERURB TRAIL(SHORELINE)	N 145 ST	N 205 ST	STUDY	344	363	333	0	56
389	360	378	9012.0		ENUMCLAW	284 AVE SE	SR-410	MUD MOUNTAIN RD	MISC	342	389	289	263	651
353	368	379	9008.0		ENUMCLAW	SE 448 ST @ 244 AVE SE			INT/OP	341	378	333	352	53
306	391	380	4048.3		E SAMMAMISH	BEAVER LK N ACCESS ART	SR-202	BEAVER LK LOOP RD	NEW CONST	333	343	379	310	15899

10229

RANK										SCORE				
91	CS	PW	PROJ #	CIP #	PLANNING AREA	PROJECT NAME	FROM	TO	PROJ TYPE	PW	CS	91	90	90\$\$
348	350	381	5025.0		NEWCASTLE	MAY VALLEY RD	SE 128 WY	ISSAQUAH-HOBART RD	MIN WIDEN	333	396	333	351	669
390	358	382	6002.0		SNOQUALMIE	MILL POND RD	SR-202	REINING RD	MISC	333	389	289	360	452
396	396	383	7029.0		TAH/RAV HGTS	LK SAWYER RD/216 AVE SE	SR-516	AUBURN-BLACK DIA. RD	MISC	325	341	281	246	230
364	390	384	2083.0		NORTHSHORE	NE 124 ST @ 164 PL NE			INT/OP	317	348	324	343	212
363	393	385	6110.0		SNOQUALMIE	MEADOWBROOK WAY @ 384 AVE SE			INT/OP	317	341	324	0	
373	399	386	6086.0		SNOQUALMIE	PRESTON/F CITY RD @ SE 43 ST			INT/OP	317	333	315	343	263
374	380	387	15018.0		GR RIV VALLEY	GREEN RIVER RD AT S. 94 PL			INT/OP	317	363	315	343	162
399	387	388	6024.0		SNOQUALMIE	TOLT HILL RD	SNOQ RIVER RD	SR-203	MISC	316	349	263	351	229
405	385	389	7036.0		TAH/RAV HGTS	AUBURN-BLACK DIAMOND RD	SE LAKE HOLM RD	SR-169	MISC	316	349	254	219	190
401	403	390	12023.0		VASHON	75 AVE SW/PORTAGE DOCK RD	SW 228 ST	99 AVE SW	MISC	316	317	263	263	304
415	379	391	6077.0		SNOQUALMIE	TOLT-SKYKOMISH TRAIL	N FORK TOLT RIVER	SR-2	STUDY	312	363	222	0	129
408	388	392	8016.0		SOOS CREEK	KENT-BLACK DIAMOND RD	SR-18	SE LAKE HOLM RD	MISC	307	349	246	289	464
406	382	393	6028.0		SNOQUALMIE	REINIG RD	SE FALL STATION RD	428 AVE SE	MISC	307	357	254	228	43
410	394	394	7040.0		TAH/RAV HGTS	RETREAT-KANASKET RD	KENT-KANGLEY RD	KANASKET-SELLECK RD	MISC	307	341	246	219	1119
400	395	395	7038.0		TAH/RAV HGTS	SE WAX RD(N)	SE 240 ST	180 AVE SE	MISC	307	341	263	307	132
417	389	396	11191.0		HIGHLINE	S 208 ST	1 AVE S	DES MOINES WAY S	MISC	307	349	202	0	
413	397	397	12020.0		VASHON	SW 204 ST/111 AVE SW/SW 220 ST	VASH. CENTER	VASHON ISL HWY	MISC	307	341	237	237	1774
379	405	398	3060.0		BEAR CREEK	216 AVE NE/NE 140 ST	NE 145 ST	218 AVE NE	NEW CONST	304	314	299	333	968
319	404	399	5004.0		NEWCASTLE	SE 68 ST	112 AVE SE	LK WASHINGTON BLVD	NEW CONST	304	314	368	414	779
349	392	400	15017.0		GR RIV VALLEY	15 ST NW EXTENSION	S 316 ST	15 ST NW	STUDY	302	343	333	333	56
337	401	401	2074.1		NORTHSHORE	SIMONDS ROAD	200' WEST 100 AVE NE		MISC	298	325	351	0	
407	398	402	6091.0		SNOQUALMIE	BIG ROCK RD	TOLT PIPELINE TRAIL	KELLY RD	MISC	298	333	246	263	51
404	402	403	2041.0		NORTHSHORE	73 AVE NE	NE 192 ST	NE 205 ST	MISC	289	317	254	254	77
409	406	404	1002.0		SHORELINE	20 AVE NW	RICHMOND BEACH RD	NW 190 ST	MISC	289	310	246	325	119
414	386	405	6093.0		SNOQUALMIE	MT SI RD	NORTH BEND WAY	NW CORNER OF SEC 8	MISC	289	349	237	237	101
412	400	406	7037.0		TAH/RAV HGTS	KENT-KANGLEY RD	SR-169	RETREAT-KANASKAT RD	MISC	289	333	237	237	225
397	413	407	7042.0		TAH/RAV HGTS	SE 216 WY RR X-ING BRIDGE	@ DORRE DON WAY		BRIDGE	278	278	278	351	832
402	408	408	7053.0		TAH/RAV HGTS	180 AVE SE @ WAX RD			INT/OP	276	304	259	278	100
376	411	409	4028.0		E SAMMAMISH	SE 8/4 ST EXTENSION	228 AVE SE	212 AVE SE	NEW CONST	275	284	310	276	1569
416	409	410	8025.0		SOOS CREEK	AUBURN-BLACK DIAMOND RD	GREEN VALLEY RD	KENT-BLACK DIAM RD	MISC	272	302	219	237	294
380	407	411	4015.3		E SAMMAMISH	SE 27TH ST	268 PL SE	SR-202	MAJ WIDEN	271	306	298	298	3359
411	415	412	9057.0	401791	ENUMCLAW	241 AVE SE	SE 468	SE 471	NEW CONST	265	265	241	379	274
375	414	413	12014.0		VASHON	107 AVE SW	SW 176 ST	SW 196 ST	NEW CONST	265	275	310	299	1796
351	412	414	2019.1		NORTHSHORE	160/131 PL NE CORRIDOR STUDY	124 AVE NE	WOODINVILLE CBD BYPS	STUDY	260	284	333	444	100
403	410	415	15081.0		GR RIV VALLEY	WEST VALLEY HIGHWAY	ALGONA N. C/L	ALGONA S. C/L	MIN WIDEN	256	292	254	254	674
392	417	416	11170.0		HIGHLINE	18 AVE S	S 200 ST	S 216 ST	NEW CONST	255	235	287	437	3970
398	416	417	9011.0	401591	ENUMCLAW	323 AVE SE REALIGNMENT	SR-410	.3 MILES N OF SR-410	NEW CONST	245	245	276	322	461
418	418	418	4045.2	200389	E SAMMAMISH	BEAVER LK TRL TRESTLE #422-A	SE 24 ST		BRIDGE	***	***	***	0	920
419	419	419	5005.1	401288	NEWCASTLE	ELLIOTT BRIDGE NO:3166	149 AVE SE	CROSSING CEDAR RIVER	BRIDGE	***	***	***	605	3544
420	420	420	4005.1	200889	E SAMMAMISH	SE 56 ST BRIDGE	SE 56 ST XING ISS CR		BRIDGE	***	***	***	0	50000
421	421	421	6053.0	200791	SNOQUALMIE	BRISSACK BR. # 1116-A	CEDAR FALLS RD	S FORK SNO R	BRIDGE	***	***	***	0	333
422	422	422	6108.0	201091	SNOQUALMIE	MOUNT SI BR. #2550-A	MT SI RD @ MIDDLE	FORK OF SNOQ. RIVER	BRIDGE	***	***	***	0	224
423	423	423	11016.0	300890	HIGHLINE	WHITECENTER/BURIEN TRAN PROJ'S	VARIOUS LOCATIONS		LOCAL	***	***	***	0	250

10229

TRANSPORTATION NEEDS REPORT (TNR)  
FINAL PRIORITY PROCESS  
HEADING DESCRIPTION

RANK 91      The ranking based upon the 1990 priority score calculation procedure.

RANK CS      The ranking based upon Council Staff priority score calculation procedure.

RANK PW      The ranking based upon Public Works Staff priority score calculation procedure. This procedure was considered the accepted methodology for this publication.

PROJ #        TNR Project Number: References the 1991 Transportation Needs Report (TNR) project number.

CIP #        Capital Improvement Projects Number: If the project is in the Capital Improvements Plan, the project will be assigned a 6 digit number. See 1991 related CIP.

PLNG AREA    The location of the project within recognized King County areas. These are:

Bear Creek  
East Sammamish  
Eastside Cities  
Enumclaw  
Federal Way  
Green River Valley  
Highline  
Newcastle  
Northshore  
Shoreline  
Snoqualmie  
Soos Creek  
Tahoma/Raven Heights  
Vashon  
Transit/HOV

PROJ NAME    The project name as found in the TNR.

FROM        Start location of the project.

TO          End location of the project.

PROJ TYPE    Project Type: The categories of projects as listed  
in the TNR. These are:

Study  
New Construction  
Major Widening  
Minor Widening  
Intersection/Operational  
Miscellaneous  
Local

SCORE PW    The Priority Process Score as calculated by the  
Public Works Priority Process procedure.

SCORE CS    The Priority Process Score as calculated by the  
Council Staff Works Priority Process procedure.

SCORE 91    The Priority Process Score as calculated by the 1991  
Priority Process procedure using 1990 weights.

SCORE 90    The Priority Process Score as calculated in 1990.

90\$\$        The 1990 cost associated with each project in 1990  
dollars. New projects will not have this cost.

**ORDINANCE 10229**

**CHANGE REPORT TRANSPORTATION NEEDS  
REPORT 1991 KING COUNTY TRANSPORTATION  
PLAN**

**KING COUNTY DEPARTMENT OF PUBLIC WORKS  
ROADS DIVISION TRANSPORTATION PLANNING  
SECTION JUNE 1991**

**TRANSPORTATION NEEDS REPORT 1991 KING  
COUNTY TRANSPORTATION PLAN**

**KING COUNTY DEPARTMENT OF PUBLIC WORKS  
ROADS DIVISION TRANSPORTATION PLANNING  
SECTION JUNE 1991**

***ATTACHMENT(S) AVAILABLE IN ARCHIVES***