

09/14/1999

DG/aa
TNRORD2000
Clerk 09/15/99

Introduced By: Rob McKenna

Proposed No.: 1999-0512

ORDINANCE NO. **13674**

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AN ORDINANCE relating to comprehensive planning and zoning; adopting amendments to 1994 King County Comprehensive Plan and area zoning, in compliance with the Washington State Growth Management Act, as amended; and amending Ordinance 263, Article 2, Section 1, as amended and K.C.C. 20.12.010.

STATEMENT OF FACTS:

1. King County has adopted the 1994 King County Comprehensive Plan, to meet the requirements of the Washington State Growth Management Act, chapter 36.70A RCW.
2. The 2000 King County Transportation Needs Report, which is a sub-element of the capital facility plan element of the King County Comprehensive Plan, is a comprehensive list of recommended countywide transportation improvement needs through the year 2020.
3. The Growth Management Act requires the county's Comprehensive Plan to be amended only once a year except for amendments including those to the capital facilities element of the Comprehensive Plan that occurs in conjunction with the adoption of the county budget.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 263, Article 2, Section 1, as amended, and K.C.C. 20.12.010

are each hereby amended to read as follows:

Comprehensive ((p))Plan adopted.

A. Under the ((provisions of the)) King County Charter, ((King County's constitutional authority)) the state Constitution and ((pursuant to)) the Washington State Growth Management Act, chapter 36.70A RCW, the 1994 King County Comprehensive Plan

1 is adopted and declared to be the ((e))Comprehensive ((p))Plan for King County until
2 amended, repealed((;)) or superseded. The ((e))Comprehensive ((p))Plan shall be the
3 principal planning document for the orderly physical development of the county and shall be
4 used to guide subarea plans, functional plans, provision of public facilities and services,
5 review of proposed incorporations and annexations, development regulations and land
6 development decisions.

7 B. The amendments to the 1994 King County Comprehensive Plan contained in
8 Appendix A to Ordinance 12061 (King County Comprehensive Plan 1995 amendments) are
9 hereby adopted.

10 C. The amendments to the 1994 King County Comprehensive Plan contained in
11 Attachment A to Ordinance 12170 are hereby adopted to comply with the Central Puget
12 Sound Growth Management Hearings Board Decision and Order in Vashon-Maury Island, et.
13 al. v. King County, Case No. 95-3-0008.

14 D. The Vashon Town Plan((;)) contained in Attachment 1 to Ordinance 12395 is
15 adopted as a subarea plan of the King County Comprehensive Plan and, as such, constitutes
16 official county policy for the geographic area of unincorporated King County defined
17 ((therein)) in the plan and ((amending)) amends the 1994 King County Comprehensive Plan
18 Land Use Map.

19 E. The amendments to the 1994 King County Comprehensive Plan contained in
20 Appendix A to Ordinance 12501 are hereby adopted to comply with the Order of the Central
21 Puget Sound Growth Management Hearings Board in Copac-Preston Mill, Inc., et al. v. King
22 County, Case No. 96-3-0013 as amendments to the King County Comprehensive Plan.

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F. The amendments to the 1994 King County Comprehensive Plan contained in Appendix A to Ordinance 12531 (King County Comprehensive Plan 1996 amendments) are hereby adopted as amendments to the King County Comprehensive Plan.

G. The Black Diamond Urban Growth Area contained in Appendix A to Ordinance 12533 is hereby adopted as an amendment to the King County Comprehensive Plan.

H. The 1994 King County Comprehensive Plan and Comprehensive Plan Land Use Map are amended to include the area shown in Appendix A of Ordinance 12535 as Rural City Urban Growth Area. The language from Section 1D of Ordinance 12535 shall be placed on Comprehensive Plan Land Use Map page #32 with a reference marker on the area affected by Ordinance 12535.

I. The amendments to the 1994 King County Comprehensive Plan (~~contained in the 1997 Transportation Needs report,~~) contained in Appendix A to Ordinance 12536 (1997 Transportation Need Report)(~~;~~) are hereby adopted as amendments to the King County Comprehensive Plan.

J. The amendments to the 1994 King County Comprehensive Plan contained in Appendix A to Ordinance 12927 (King County Comprehensive Plan 1997 amendments) are hereby adopted as amendments to the King County Comprehensive Plan.

K. The amendments to the 1994 King County Comprehensive Plan contained in the 1998 Transportation Needs Report, contained in Appendices A and B to Ordinance 12931 and in the supporting text, are hereby adopted as amendments to the King County Comprehensive Plan.

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1 L. The amendments to the 1994 King County Comprehensive Plan contained in
2 Appendix A to Ordinance 13273 (King County Comprehensive Plan 1998 amendments) are
3 hereby adopted as amendments to the King County Comprehensive Plan.

4 M. The 1999 Transportation Needs Report contained in Attachment A to Ordinance
5 13339 is hereby adopted as an amendment to the 1994 King County Comprehensive Plan,
6 Technical Appendix C, and the amendments to the 1994 King County Comprehensive Plan
7 contained in Attachment B to Ordinance 13339 are hereby adopted as amendments to the
8 King County Comprehensive Plan.

9 N. The 2000 Transportation Needs Report contained in Attachment A to this
10 ordinance is hereby adopted as an amendment to the 1994 King County Comprehensive Plan,
11 Technical Appendix C.

12 SECTION 2. Severability. If any provision of this ordinance or its
13 application to any person or circumstance is held invalid, the remainder of the
14 ordinance or the application of the provision to other persons or circumstances is not
15 affected.

16 SECTION 3. Direction to the clerk. The clerk is given direction to edit
17 and revise this ordinance, including Attachment A, to the extent deemed necessary
18 or desirable by the clerk and without changing the meaning of any such law, in the
19 following respects only:

- 20 A Make capitalization uniform with that followed generally by the state.
21 B. Make chapter or section division and subdivision designations uniform with
22 that followed in the code.

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1 C. Substitute for the term "this ordinance," where necessary, the term "section,"
2 "part," "code," "chapter," or "title," or reference to specific section or chapter numbers, as the
3 case may require.

4 D. Substitute for reference to a section of "this ordinance," the proper code
5 section number reference.

6 E. Strike out figures where merely a repetition of written words and substitute,
7 where deemed advisable for uniformity, written words for figures.

8 F. Rearrange any misplaced statutory material, incorporate any omitted statutory
9 material as well as correct manifest errors in spelling, and manifest clerical or typographical
10 errors, or errors by way of additions or omissions.

11 G. Correct manifest errors in references, by chapter or section number, to other
12 code.

13 H. Correct manifest errors or omissions in numbering or renumbering sections of
14 the code.

15 I. Divide long sections into two or more sections, and rearrange the order of
16 sections to conform to such logical arrangement of subject matter as may most generally be
17 followed in the code when to do so will not change the meaning or effect of such sections.

18 J. Change the wording of section captions, if any, and provide captions to new
19 chapters and sections.
20

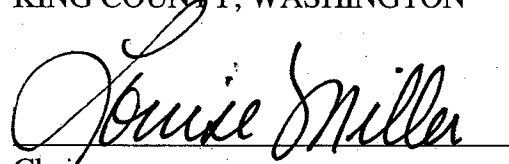
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1 K. Strike provisions manifestly obsolete.

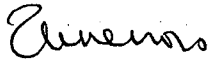
2 INTRODUCED AND READ for the first time this 20th day of September, 1999.

3 PASSED by a vote of 13 to 0 this 22nd day of November, 1999.

4 KING COUNTY COUNCIL
5 KING COUNTY, WASHINGTON

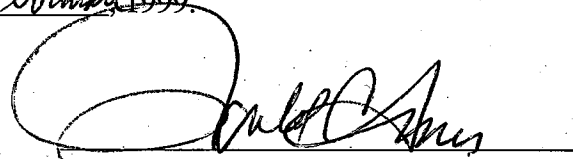
6 
7 Chair

8 ATTEST:

9 

10 Clerk of the Council

11 APPROVED this 20 day of November, 1999.

12 
13 King County Executive

14 Attachment: A. 2000 King County Transportation Needs Report
15 B. Executive's Errata Proposed Ordinance 1999-0512

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1999.512

Executive Proposed

2000

TRANSPORTATION NEEDS REPORT

Transportation Element of the King County Comprehensive Plan



King County
Department of Transportation

TRANSPORTATION PLANNING

August 1999

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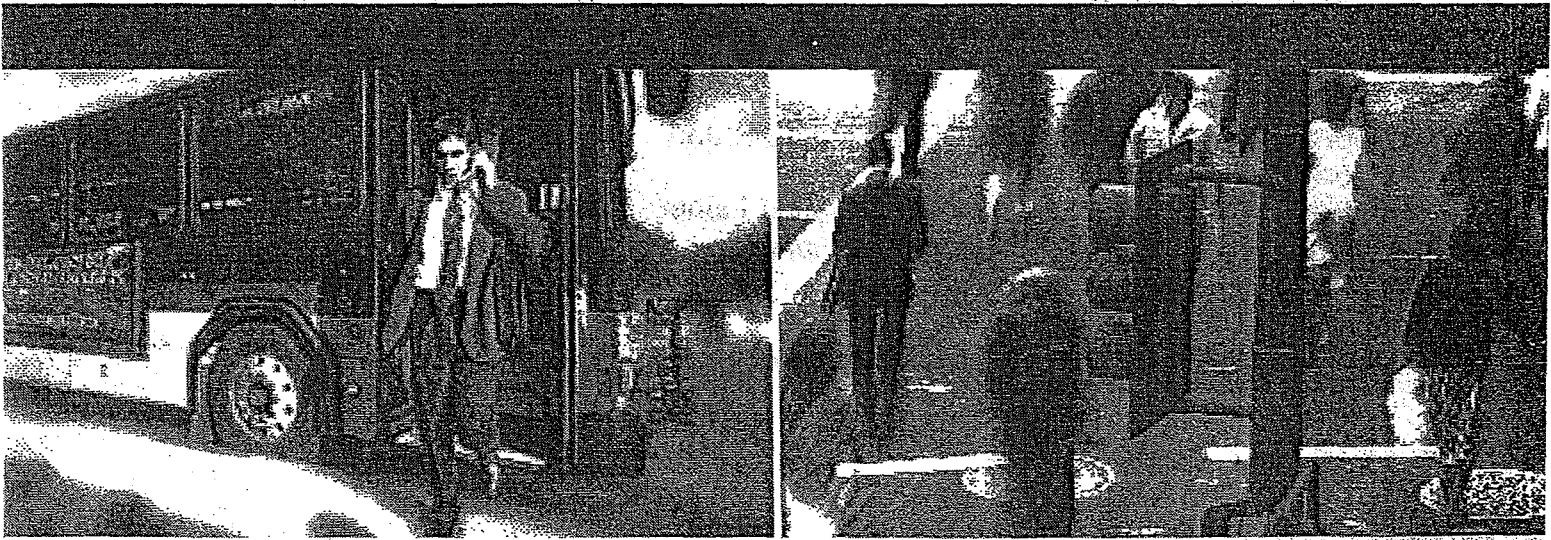
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Executive Proposed

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TRANSPORTATION NEEDS REPORT

Transportation Element of the King County Comprehensive Plan



King County
 Department of Transportation
 TRANSPORTATION PLANNING

August 1999

King County Executive
Ron Sims

King County Council

Maggi Fimia, District 1
Cynthia Sullivan, District 2
Louise Miller, Chair, District 3
Larry Phillips, District 4
Dwight Pelz, District 5
Rob McKenna, District 6
Pete von Reichbauer, District 7
Greg Nickels, District 8
Kent Pullen, District 9
Larry Gossett, District 10
Jane Hague, District 11
Brian Derdowski, District 12
Christopher Vance, District 13

Department of Transportation

Paul Toliver, Director
Roy Francis, Manager, Transportation Planning Division

Comprehensive Long Range Planning Section

Don Ding, Acting Manager
David Gualtieri, Supervising Transportation Planner
Michael Choy, Senior Transportation Planner
Tony Ogboli, Transportation Planner
Trang Bui, Transportation Planner
Elizabeth Trunkey, Transportation Planning Assistant

For more information, please call King County Transportation System Planning Section at 263-4700

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1999 COMPREHENSIVE PLAN AMENDMENT

TRANSPORTATION NEEDS REPORT 2000 AND FINANCIAL FORECASTS

INTRODUCTION

The Growth Management Act requires each jurisdiction's comprehensive plan to contain a transportation element which includes the identification of current and future transportation needs. The needs should be coordinated and consistent with the land use element and help to carry out the plan. Additionally, the Act requires a financial analysis of transportation funding to evaluate the capability of providing for the needs.

The TNR identifies the transportation system needs to meet current and future travel demand based upon the adopted Comprehensive Plan. The update cycle for the TNR is tied directly to the schedule for annual amendments to the Comprehensive Plan and development of the capital improvement program. The accompanying Financial Forecast evaluates the financial ability of the County to meet the transportation needs based on a 20 year forecast.

Each year the TNR and Financial Forecasts are revised to reflect the most recent land use changes, project amendments, costs, and financial assumptions. Information from this TNR document will be adopted as part of the 1999 Comprehensive Plan Amendment. The information will become the "2000 Transportation Needs Report" and will be used to help formulate the 2000-2005 Capital Improvement Program.

WHAT IS THE TNR?

The TNR is a comprehensive list of recommended improvements to serve countywide transportation needs through the year 2019. It includes transportation needs in unincorporated King County and countywide significant projects in cities, adjacent counties and on State highways.

The project list identifies transportation needs from a number of adopted County plans. Since the TNR is a planning-level document, in most cases further detailed study will be required to determine if projects are feasible from an environmental, financial or cost-benefit perspective and to determine the specific design requirements for the project.

PURPOSES OF THE TNR

The TNR helps King County make decisions on planning and funding of transportation improvements. It provides an important link between land use and planning established by the Comprehensive Plan and the annual programming of capital funds for transportation. Its primary

use is to assist in the formulation of the County's Capital Improvement Program (CIP). The CIP sets out the schedule for phasing projects and programming funds.

The TNR helps to coordinate transportation improvements between King County and other jurisdictions such as the Washington State Department of Transportation (WSDOT), adjacent cities and counties and within the King County Department of Transportation. By clearly showing where King County intends to make improvements and the priority of these projects, other jurisdictions can schedule their improvements to coincide with the County's work. Additionally, the private sector, development community can identify areas where new growth can be accommodated by improved facilities.

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.

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

THE ROLE OF FINANCIAL FORECASTS

The Growth Management Act requires each comprehensive plan's transportation element to discuss transportation financing including 1) funding capability to meet needs with revenues, 2) preparation of a multiyear financing plan, and 3) a discussion of strategies for a funding shortfall.

A Financial Forecast is prepared annually as part of the budget and capital improvement program development cycle. This information is also used to update the funding analysis for the Comprehensive Plan. Needs from the TNR are compared with revenues for capital improvements (after revenues for operation and maintenance have been allocated) to determine the funding status for the Plan's transportation element. This information is reflected in the Plan's narrative discussion and financial tables.

REFERENCE TO THE "1995 SIX-YEAR TRANSIT DEVELOPMENT PLAN"

The 2000 TNR reflects the fourth year of incorporating transit capital improvement changes based on the December, 1995 "Six Year Transit Development Plan (6YTDP). The 6YTDP identifies future transit service changes and capital improvements to support the Plan. The 2000 TNR identifies arterial and transit related projects that will help implement the 6YTDP.

OTHER AGENCIES' AND CITIES' REVIEW

Each year King County Transportation Planning staff update the status of local city projects with individual cities. This year the outreach effort for the TNR was handled this year by staff discussing the Regional Arterial Network. During their inventory of planned and programmed projects on the Regional Arterial Network, city and state projects on this system were included in the TNR.

CHANGES FOR TNR 2000

The update of the TNR for 2000 incorporates the following changes:

The Transportation Planning Division began the establishment of the Regional Arterial Network in conjunction with agencies and cities in King County. The Regional Arterial Network is an effort to identify and provide strategic improvements on a core network of arterials that would help improve regional mobility throughout King County.

The TNR staff met several times with representative of the Unincorporated Area Councils (UAC's), which were established by King County ordinance to provide a citizen forum for County business practices. The dialog with the UAC's led to a number of project revisions and deletions. Project deletions are itemized later in the document under "Project Deletions from TNR 1999 to 2000". Significant project scope changes are listed in the separate document "TNR Change Report, 1999 to 2000".

Staff from the Department of Transportation were involved in the North Highline area to conduct a comprehensive review of traffic, pedestrian and bicycle safety concerns. The study concluded in a number of funded projects in the Capital Improvement Program and others added to the TNR.

This year, the City of Sammamish formed through incorporation, and transportation projects within the city limits were changed from King County to the City of Sammamish to reflect the new jurisdictional responsibilities.

The Endangered Species Act and the impact of transportation facilities upon listed salmon species were major news events this year in the Puget Sound region. Transportation Needs Report staff worked with geographic information system (GIS) data supplied by the Roads Services Division to inventory and analyze the number of transportation projects which potentially could impact streams, wetlands or lakes. Projects in close proximity to water bodies are identified in the TNR database and will receive additional scrutiny as they proceed toward project programming and construction.

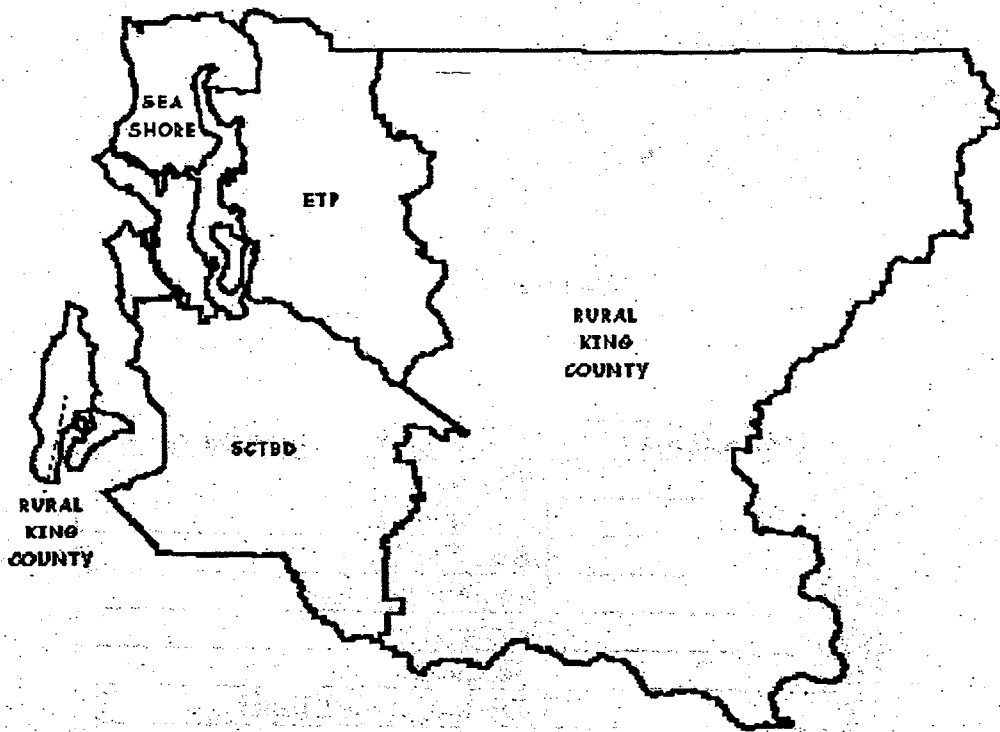
No new projects have been added from land use amendments to the Comprehensive Plan.

As in the TNR 99, an emphasis of the TNR has been to incorporate and integrate more transit related projects into the document. This emphasis stems from policy direction for developing a multimodal transportation system, the consolidation of transit and transportation functions into the new Department of Transportation, and the adoption of the "1995 Six-Year Transit Development Plan", and its update. Transportation Planning staff are now in the process of

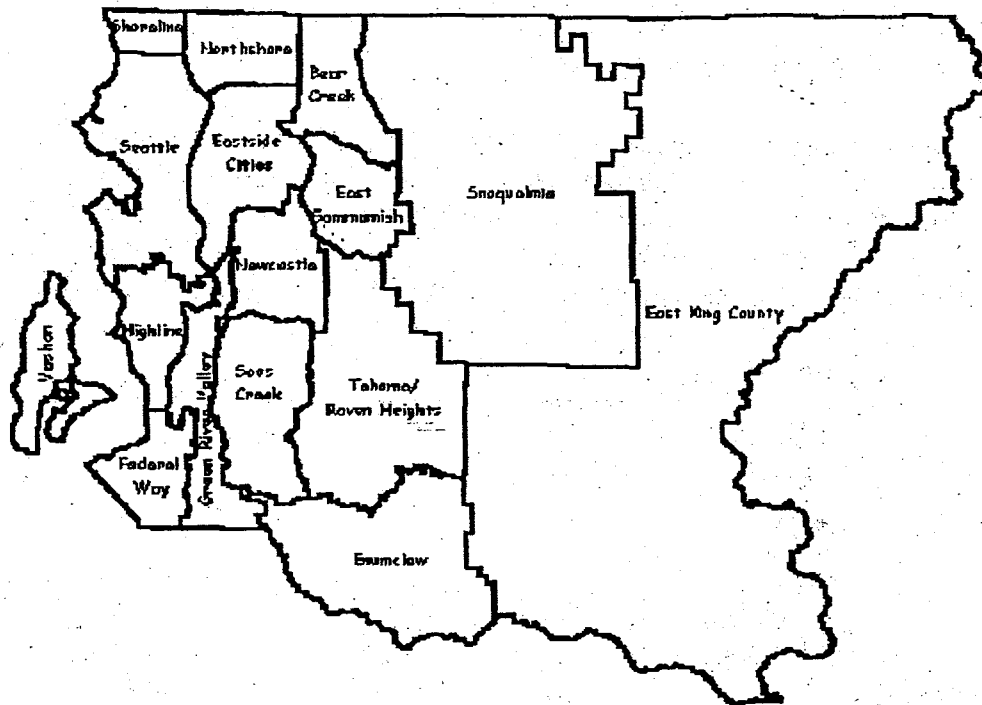
updating the Six Year Transit Development Plan, and transit project recommendations are expected to be included for the next version of the Transportation Needs Report.

HOW TO USE THIS DOCUMENT

This document is organized differently from previous years' TNR's. To more efficiently use the document for the Transportation Planning Division subarea forums, the projects are aggregated to the boundaries of these areas. These areas are South County Area Transportation Board (SCATBD), Eastside Transportation Program (ETP) and Seattle - Shoreline (SeaShore) Transportation Forum. The remaining rural area of King County comprises the fourth area.



Within each of the four subareas, projects are listed based on the Community Planning area. The abbreviations of each area are shown in the table below.



Abbreviation	Community Planning Area
S-	Shoreline
N-	Northshore
BC-	Bear Creek
ES-	East Sammamish
NC-	Newcastle
SQ-	Snoqualmie
T-	Tahoma / Raven Heights
SC-	Soos Creek
EN-	Enumclaw
F-	Federal Way
H-	Highline
V-	Vashon
EC-	East Side Cities
E-	East King County
GRV-	Green River Valley
SEA-	Seattle
HOV-	High Occupancy Vehicle Projects

Last year's Transit HOV chapter, which included projects oriented toward constructing diamond lanes, projects from Sound Transit or transit system improvements has been incorporated into the regular subarea chapter which the project resides.

Each chapter lists summary project information within the subarea. One table refers to King County projects, while a second refers to all projects included in the TNR. The project information on the first table lists the distribution of project priorities and the costs for each priority category. The second table refers to the different agencies involved in implementing the projects and the costs for each agency. The third table shows the number of each project type for the area. Costs are also shown for this listing of projects.

PROJECT LISTING

The main element of this report is the listing of transportation improvement projects. A reference number is assigned to each project based on its location. The estimated "cost to King County to complete the project" is displayed next to the reference number. Also included in the listing is the priority category for the project. If the project is currently funded in the County's Capital Improvement Program (the CIP covers the next six year time period), this number is listed with the project. Other agencies involved in or partially responsible for funding the project are noted. A planning-level assessment of the elements for each project are listed for each project. Those projects which are funded (a CIP number is listed) are more definitive in the costs, agencies and project elements.

Projects are also summarized and listed by Transportation Service Areas (TSA), as designated in the King County Comprehensive Plan. Each service area has recommendations and strategies for roads, transportation demand management, transit and nonmotorized improvements. The following are the five Transportation Service Areas.

Transportation Service Area (TSA)	Comprehensive Plan Designations
0	Regional Services to Urban Centers
1	Activity Centers - White Center
2	Full Service Area with Transit Priority
3	Full Service Area without Transit Priority
4	Service Planning Area
5	Rural Area and Natural Resource Lands

TO FIND A PROJECT

There are a number of ways to find projects within this document. If the geographic area of the project is known, you may go directly to that chapter of the document and scan the project list for the appropriate project or projects. For an overview of the projects, please refer to the project map section in the back of the document and take note of the appropriate subarea boundary. Another method is to refer to the project index located in the back of the document and search for the name of the project or street name.

TO FIND COPIES OF THE TRANSPORTATION NEEDS REPORT 2000

Copies of the TNR2000, when adopted, are available in all King County Library System branch libraries.

The document is available for purchase at the offices of the King County Transportation Planning Division, Comprehensive Long Range Planning Section. Please call 206-263-4700 for more information.

The complete Transportation Needs Report is also available on the Internet at the following address:

<http://www.metrokc.gov/kcdot/tp/tnr/>

King County Comprehensive Plan 1999 Transportation Financial Forecast

The Growth Management Act requires that the County include an analysis of funding capabilities, a multi-year financing plan based on needs and a discussion of how to raise additional funds or reassess growth and level-of-service standards to resolve a potential funding shortfall for at least a ten-year period. This section provides such information and discusses the extent to which the transportation facilities can be funded within a reasonable revenue forecast and expenditure schedule.

The exercise to match expenditures to available revenue over the next twenty year period differs from the simple listing of costs as included in the Transportation Needs Report. The TNR shows a break down of project costs for each individual project. For the financial analysis, bridge costs only include the bridges which can be repaired, constructed or built under the County's bridge program over the next twenty year period. The financial analysis assumes revenue reductions for future incorporations / annexations, but does not target or identify specific geographic areas of the County.

Financial Plan - 2000 to 2019 Summary of Revenues and Expenditures

	Revenues
Road CIP Contribution	\$517,350,000
Vehicle Licensing Fee	80,495,000
Federal Grants	44,880,000
State Grants	43,020,000
Mitigation Revenue	75,640,000
Other	2,460,000
Bridge Program Grants	53,726,000
Total Revenues	\$ 827,571,000

	Expenditures
Countywide/Other	\$256,080,000
Environmental Contingency	54,640,000
Bridge CIP Program	134,688,000
Comp Plan CIP Allocation	380,163,000
Total Expenditures	\$ 827,571,000

The table above shows that over the next 20 year period, there is estimated to be \$380,163,000 to implement Transportation Needs Report projects with the Roads Division Capital Improvement Program (CIP).

Details of Countywide Program Expenditures

Program	Name	Annual 1999 Cost	Annual 2000 Cost

RDCW01	SAO Mitigation - Maintenance	776,250	803,000
RDCW02	Railroad Crossings	35,977	37,000
RDCW03	Corridor Studies	184,000	190,000
RDCW04	Guardrail Program	837,744	867,000
RDCW06	Pedestrian Safety & Mobility	681,030	705,000
RDCWD8	Model Mitigation Banking	8,176	8,000
RDCW09	Fish Passage Impediment Removal	180,082	186,000
RDCW11	Bridge Priority Maintenance	256,418	265,000
RDCW12	3 R	408,825	423,000
RDCW13	School Pathways	1,071,225	1,109,000
RDCW14	Project Formulation	449,707	465,000
RDCW15	RID/LID Participation	63,469	66,000
RDCW16	Permit Monitoring & Remediation	162,985	169,000
RDCW17	Agreement w/ Other Agencies	458,678	475,000
RDCW18	Drainage Projects	735,885	762,000
RDCW19	Signals	1,248,517	1,292,000
RDCW24	Neighborhood Road Enhancement	517,000	535,000
RDCW25	Regional-Matching Project	259,396	268,000
RDCW26	Overlay	2,930,704	3,033,000
999386	Contingency	1,000,000	1,035,000
	SUBTOTAL		\$12,693,000

Environmental Contingency

999994	ESA Mitigation	362,205	375,000
999995	SAO Mitigation - CIP	2,277,000	2,357,000
	SUBTOTAL		\$2,732,000

Other

800198	Galer Street Bond Debt	203,838	211,000
	SUBTOTAL		\$211,000

Grand Totals		Annual 1999 Costs	Annual 2000 Costs
		\$ 15,109,111	\$15,636,000
		Times 20 Years	\$312,720,050

		Countywide / Other	\$258,080,000
		Environmental Contingency	54,640,000
		TOTAL	\$312,720,000

Notes

1. RDCW26 - Overlay is a transfer from the operating budget and is offset by a commensurate amount of road fund contribution.
2. RDCW20 - Neighborhood Traffic Safety is transferred to operating. Costs have been primarily labor.
3. Environmental contingency is for ESA/SAO costs not factored into the cost of projects.
4. Galer Street is 18 years cost averaged over 20 for presentation purposes
5. ESA Mitigation is 14 years cost spread over 20 for presentation. ESA cost for projects in 2000-2005 reflected in projects.

20 Year Bridge Expenditure Program

Bridge Program	2000\$	County	Matching
20 Year Replacement	\$127,282,242	\$66,686,455	\$60,595,787
Seismic Retrofit - RDCW10	6,259,808	3,129,904	3,129,904
Timber Bridge Repair - 000593	1,145,745	1,145,745	-
Total	\$134,687,795	\$70,962,104	\$63,725,691

20 Year Bridge Replacement grants assumptions are 65% from 2000-2005 and 50% beyond.

Summary of 20 Year Revenue Sources

Year		Road Levy 2000\$	Vehicle License Fees 2000\$	Federal Grants 2000\$	State Grants 2000\$	Mitigation Fees 2000\$	Other 2000\$
2000	YR 1	\$19,839,000	\$5,114,000	\$2,244,000	\$2,151,000	\$3,782,000	\$123,000
2001	YR 2	23,076,000	4,981,000	2,244,000	2,151,000	3,782,000	123,000
2002	YR 3	22,894,000	4,851,000	2,244,000	2,151,000	3,782,000	123,000
2003	YR 4	24,852,000	4,724,000	2,244,000	2,151,000	3,782,000	123,000
2004	YR 5	27,367,000	4,601,000	2,244,000	2,151,000	3,782,000	123,000
2005	YR 6	27,272,000	4,481,000	2,244,000	2,151,000	3,782,000	123,000
2006	YR 7	27,178,000	4,364,000	2,244,000	2,151,000	3,782,000	123,000
2007	YR 8	27,084,000	4,250,000	2,244,000	2,151,000	3,782,000	123,000
2008	YR 9	26,990,000	4,139,000	2,244,000	2,151,000	3,782,000	123,000
2009	YR 10	26,897,000	4,031,000	2,244,000	2,151,000	3,782,000	123,000
2010	YR 11	26,804,000	3,926,000	2,244,000	2,151,000	3,782,000	123,000
2011	YR 12	26,711,000	3,824,000	2,244,000	2,151,000	3,782,000	123,000
2012	YR 13	26,618,000	3,724,000	2,244,000	2,151,000	3,782,000	123,000
2013	YR 14	26,526,000	3,627,000	2,244,000	2,151,000	3,782,000	123,000
2014	YR 15	26,435,000	3,532,000	2,244,000	2,151,000	3,782,000	123,000
2015	YR 16	26,343,000	3,440,000	2,244,000	2,151,000	3,782,000	123,000
2016	YR 17	26,252,000	3,350,000	2,244,000	2,151,000	3,782,000	123,000
2017	YR 18	26,161,000	3,263,000	2,244,000	2,151,000	3,782,000	123,000
2018	YR 19	26,071,000	3,178,000	2,244,000	2,151,000	3,782,000	123,000
2019	YR 20	25,980,000	3,095,000	2,244,000	2,151,000	3,782,000	123,000
Total		\$517,350,000	\$80,495,000	\$44,880,000	\$43,020,000	\$75,640,000	\$2,460,000

Summary Of Funded and Unfunded Transportation Needs 2000 -2019

FUNDED CAPITAL NEEDS	# of Projects	King County Cost (\$ in millions)
Capacity (New Construction and Major Widening)	58	\$260.547
Intersection/Operational	49	\$39.852
Nonmotorized	27	\$22.266
Transit/HOV	7	\$6.175
Others (Study, Local, Minor Widening)	36	\$53.323
Countywide CIP Activities	--	\$256.080
Bridge (Countywide Bridge Program)		\$134.688
Environmental Contingency		\$54.640
TOTAL FUNDED	177	\$827.571

UNFUNDED CAPITAL NEEDS	# of Projects	King County Cost (\$ in millions)
Capacity (New Construction and Major Widening)	23	\$144.891
Intersection/Operational	34	\$15.721
Nonmotorized	66	\$41.044
Transit/HOV	4	\$9.715
Others (Study, Local, Minor Widening)	53	\$81.287
TOTAL UNFUNDED	180	\$292.658

In the above table, critical capacity projects are described as the unfunded projects that are needed to meet level-of-service and concurrency requirements. There are no critical capacity projects that unfunded from the 20 year revenue estimates. Unfunded Capital Needs which are "Capacity" comprise those identified in the Transportation Needs Report as a major widening or new construction project to support future growth. There are 23 capacity projects with an estimated cost of \$ 144 million having medium to low priority. Non-capacity projects consist of intersection/operational improvements, nonmotorized bicycle and pedestrian projects, minor widening projects, and miscellaneous projects that are unfunded, totaling 157 projects at a cost of 147.8 million.

The intent of this Plan is not to demonstrate a dollar by dollar accounting of the transportation needs and revenues, rather it is to show (1) the goals of growth management can be met and (2) the reasonableness of the Plan and its implementation. Other sections of this chapter have described how the transportation element addresses growth management goals for transportation and adequate facilities/services. The reasonableness of the Plan's transportation element focuses on the shortfall and the potential for funding future needs.

Strategies to address the shortfall can include a number of actions ranging from reconsideration of the transportation needs to new revenue options to changes in levels-of-service to revisions of the land use. The following describes a strategy for addressing the shortfall. The strategy represents a menu of actions that could be taken and which may be considered as part of the implementation and monitoring of the Plan. Decisions on the strategy should be made based on monitoring implementation of this Plan.

The following funding shortfall strategy will be used to balance the funding shortfall of the Plan:

1. Reduce transportation funding needs:
 - Re-evaluate the need for projects.
 - Promote transportation demand management actions to reduce vehicle trips.
 - Re-scope project needs and downsize where possible.
2. Develop new revenue options:
 - Increase revenues by using existing sources.
 - Participate in regional funding strategy development.
 - Seek new or expanded revenue sources.
 - Public/private participation.
3. Change level-of-service:
 - Adjust the level-of-service standard to allow more growth.
 - Adjust the level-of-service standard to allow more growth in selected areas only.
 - Adjust the level-of-service standard to discourage more growth.
4. Change land use:
 - Revise the land use plan to encourage / discourage growth in selective areas.
 - Adjust the target forecast.
 - Delay development until facilities are adequate.

Funding Capabilities - Transit

Public transportation in King County, in both cities and unincorporated areas, is provided by the King County Department of Transportation, Metro Transit Division (Metro); Metro provides a variety of services, the most visible being bus and van transit service, and also including ridesharing, paratransit, employer programs, and other custom services.

Since the adoption of the Comprehensive Plan in 1994, two major actions have occurred that affect transit. First, in December 1995, County Council adopted the King County Six Year Transit Development Plan for 1996-2001. It will guide transit service and capital investment decisions over the next six years. (For more detail, refer to the Metro Six Year Transit Development Plan for 1996-2001.) Second, in November 1996, the voters of King County approved the imposition of local taxes to fund the Regional Transit Authority Plan. That Plan

will add light rail, commuter rail, and regional bus services over the next ten years in King, Pierce, and Snohomish Counties. As the RTA plan is implemented, the Comprehensive Plan will be refined to reflect these added facilities and services. (For further detail, refer to the RTA's "Ten Year Regional Transit System Plan".)

((The following information on future cumulative transit revenues and expenditures is derived from the adopted "Metro 1999 Public Transportation Fund Financial Plan". These figures do not include any RTA funds.))

1998 - 2004 Transit Revenues and Expenditures

Revenue Source	1998-2004 (in Mill of \$)	Percent
Fares	477.3	14.7%
Other Operations Revenue	111.3	3.4%
Sales Tax	1,521.4	46.9%
Motor Vehicle Excise Tax	738.3	22.8%
Interest Income	41.7	1.3%
Capital Grants	275.1	8.5%
Roads & Fleet Support	29.3	0.9%
Miscellaneous	50.3	1.5%
Total Revenue	3,244.8	100%
Bonds totaling \$83 million and short term debt totaling \$27 million are projected for this period and provide additional resources. Existing fund balances also support projected expenditures.		
Expenditure	1998-2004 (in Mill of \$)	Percent
Operating	(2,514.3)	71.7%
Capital	(769.9)	21.9%
Cross Border Lease (Gillig Coaches)	(89.2)	2.5%
Debt Service	(135.3)	3.9%
Total Expense	(3,508.7)	100%
The financial plan assumes \$12.5 million of the planned capital program will slide beyond 2004.		
Capital Expenditure Item	Cost (in Mill. Of \$)	Percent
Paratransit	33.2	4.2%
Art	1.4	0.2%
Asset Maintenance	68.2	8.7%
Business Systems	0.9	0.1%
Fleet Replacement/Expansion	348.2	44.5%
Leases	1.8	0.2%
Miscellaneous	40.0	5.1%

Operating Facilities	89.7	11.5%
Passenger Facilities	92.5	11.8%
Reimbursable Activities	5.0	0.6%
Speed and Reliability	22.5	2.9%
Transit Systems	17.0	2.2%
Trolley Overhead	17.0	2.2%
Vanpool	44.9	5.7%
Grand Total	\$ 782.4	100%

TRANSPORTATION NEED REPORT 2000

Project Themes

In a document containing and listing almost 1,000 individual transportation projects, it becomes easy to lose sight of the issues, policies or concerns that led to the development of the projects. This year, Transportation Planning staff has aggregated the projects into a number of "Themes" or common messages around which many of the projects are oriented.

Each of the themes will briefly describe the type of transportation problems the project group addresses. The theme is accompanied by a small map showing the location of the projects which exhibit this theme.

Themes included in this chapter include:

- RAN (Regional Arterial Network)
- Transit Speed and Reliability Program
- Freight and Goods Projects
- Transit Hubs and Transit Centers
- Bridge Projects
- Park and Ride Lots
- ESA Potential Problem Projects
- King County Partnership Projects
- Older Urban Unincorporated Area Projects
- Shoulder / Sidewalk / Safety / Trail Projects
- Capacity / Concurrency Projects

The Regional Arterial Network (RAN) Projects

The Regional Arterial Network (RAN) is a program that began in 1998 in the King County Department of Transportation as an effort to identify and provide strategic improvements on a core network of arterials that would help improve regional mobility throughout King County.

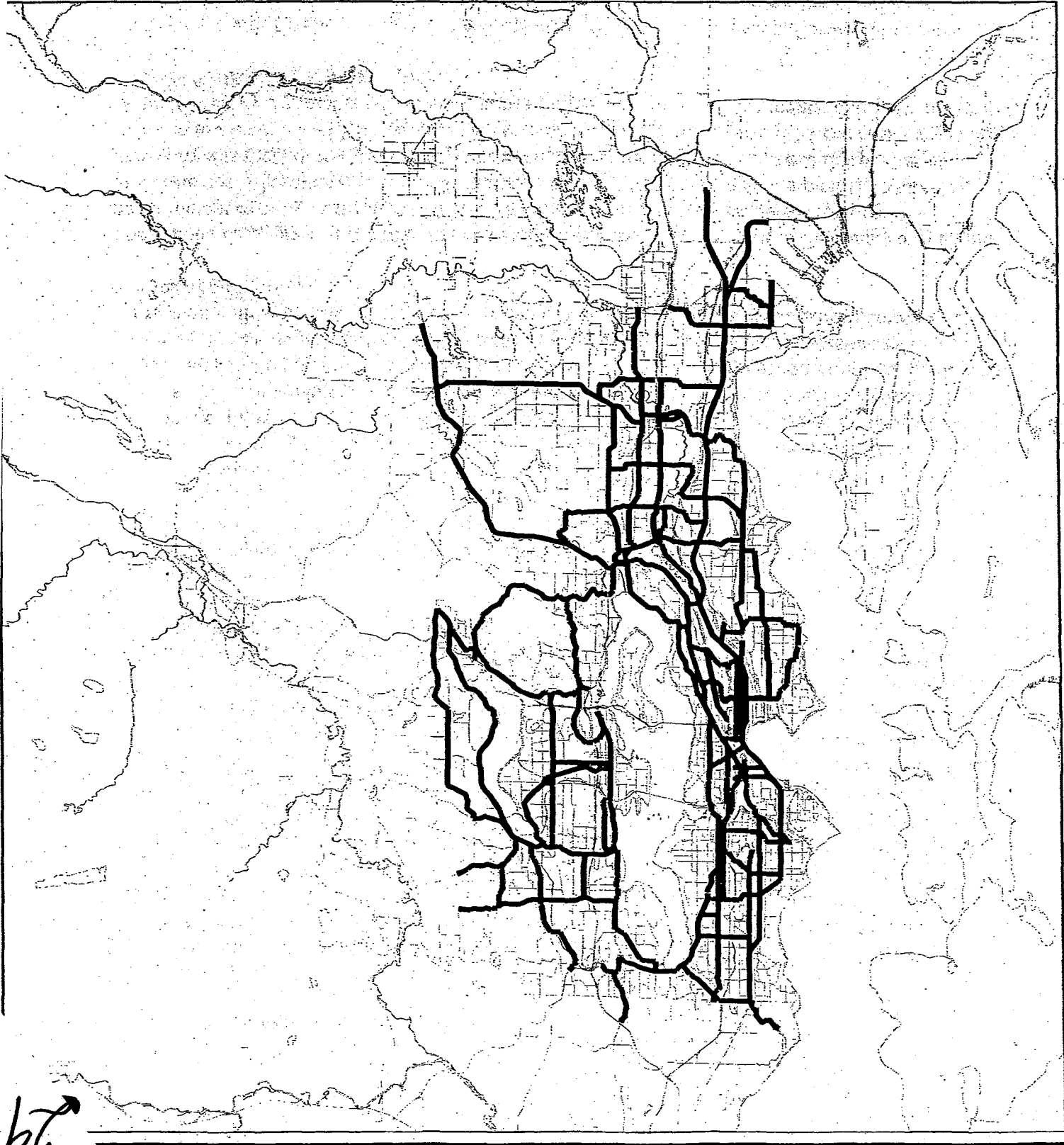
The Regional Arterial Network (RAN) is an integrated system of city, county and State arterial roadways that are considered critical for the movement of people and goods throughout King County. The RAN approach encompasses growth management and capital investment strategies for more efficient movement of transit, freight, cars and non-motorized trips to and between designated land use centers.

The main objective of the RAN is to increase regional mobility for people and goods by offering congestion relief in high priority corridors. RAN stresses a regional, multimodal approach to providing coordinated improvements along arterials instead of spot improvements Countywide. The RAN is intended to provide a coordinated and complementary network to the State's limited access freeway system which has become very congested in recent years.

The RAN program strongly supports coordination between jurisdictions in an effort to implement plans and projects which have regional significance. King County and several jurisdictions in King County have already successfully partnered on grant applications for studies, design and construction funds which have been identified on the RAN. Additionally, the RAN program intends to identify other sources of funding to implement needed improvements on the system.

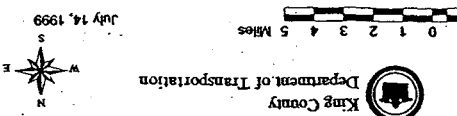
TNR 2000

Regional Arterial Network



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King County Department of Transportation



1 0 1 2 3 4 5 Miles

July 14, 1999

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Transit Speed and Reliability Program

Program Scope:

The proposed Transit Speed and Reliability Program Budget for the 1999 - 2005 timeframe is approximately \$21,000,000. Within these financial parameters, the Transit Speed and Reliability Program utilizes a "tool kit" approach to project development along major King County transit corridors. The tool kit encompasses a range of small to moderate cost investment strategies. Examples of these strategies are bus zone relocations or consolidations; improved signal timing and/or the addition of signal phases that benefit transit; dedicated transit signal priority systems; improved intersection geometries for transit such as better turn radii; bus bulbs and queue jumps that give transit preferential treatment; and the creation of transit only lanes through restriping, parking removal or new construction. Almost all of these investments occur in the public rights of way that are owned and operated by other agencies. These types of transit improvements can only be advanced with the full support of the affected local agencies. Political considerations and local policies are frequently more important than technical or financial considerations in determining what types of transit improvements will be permitted.

Project Categories:

Transit Speed and Reliability investments tend to divide into three distinct Categories: "Spot Improvements," "Corridor Projects," and "Partnerships."

The first category, Spot Improvements, includes projects initiated by King County for small scale, low cost improvements along major transit corridors. Typically, these projects have a 6 - 18 month completion cycle focusing on bus zone spacing, parking removal, rechannelization, minor signal adjustments and small paving improvements. Capital costs are low (less than \$50K) and formal design and construction processes are often not required to implement these changes. However, these efforts still require significant project management resources to coordinate with staff from other agencies, and to manage any public process/notification effort that may be involved.

The second category of the Transit Speed and Reliability Project, Corridor Projects, has a longer development cycle, in the range of 18 - 36 months. Scopes are based on sets of small to moderate cost improvements along a transit corridor. There is enough complexity to most of these projects that some form of alternative analysis, pre-design, and community process is required to obtain a buildable project. Again, as with the first category, the County is the moving party. Category 2 projects generally require more formal contract documents, and costs in the range of \$50K to \$500K are typical.

For the third and final category of Transit Speed and Reliability Projects: Partnerships, King County secures transit improvements by partnering with other agencies on larger projects. Typically, King County is a minority partner in terms of scope and financial contributions. These projects can take years to bring to fruition. Larger roadway projects have five to ten year development cycles. The one exception is large - scale signal projects, which can generally be completed within two to four years. It is through these types of joint projects that the most significant transit improvements can be obtained. With these types of arrangements, it is possible to leverage a small amount of local County match into a much bigger transit investment.

The local agency, as project lead, has to commit to deal with the applicable policy issues and community concerns. In the current transportation funding arenas, transit match contributions to larger projects greatly enhance the competitiveness of these projects for grant funds in the regional forums.

Investment Philosophy and Project Scope Development:

It is the nature of the Transit Speed and Reliability Program to have several projects in various phases of development in the same corridor or activity center. The simple, inexpensive and non-controversial improvements can be advanced relatively quickly. More expensive and more controversial items take more time, more study, and it is more difficult to achieve the necessary consensus. For some types of transit improvements (i.e. major new roadway construction that includes new transit lanes, the removal of on street parking, and rechannelization to create a transit lane along a major city arterial), projects cannot be advanced until the local agency will support them. For this reason, projects identified within the Transit Speed and Reliability Program are not generally initiated with a traditional scope of work. Instead, each new project is viewed as an opportunity area in which to apply the Transit Speed and Reliability "tool kit." However, the actual scope of the investment cannot be determined until the County works with the affected local agencies to develop as much preferential treatment for transit as local policy will allow. This is an evolutionary process and frequently results in a cycle of continued investment in major transit corridors as opportunities present themselves.

Update Process for Transit Speed and Reliability Program Priorities for Six Year Plan

Update

Overview:

"The Six Year Transit Development Plan for the Period 1996 - 2001 Implementation Strategies - Results and Future Application" represents a comprehensive overview of all completed and committed Transit Speed and Reliability Projects. This document was the starting point for developing an updated list of Transit Speed and Reliability Projects for the Six Year Plan Update that will cover the period from 2000 through 2006. Completed projects provide a historical perspective on what has been accomplished. Similarly, committed projects represent a set of encumbrances that must be taken into account as new initiatives are defined. Committed projects include initiatives defined by actual contract and/or interagency agreement, by letter of commitment for grant match on joint projects and by the results of good faith negotiations with other agencies for projects of mutual interest.

Committed Projects:

To facilitate the prioritization process for the 2000 - 2006 timeframe, all committed projects were reviewed to assess their continued value and relevancy to the system. As a result of this review, it is recommended that all of these projects be continued. All currently committed projects are proposed for inclusion in the Transit Speed and Reliability Program for the update of the Six Year Plan.

Development of Potential Projects for Six Year Plan Update Ideas - Carryover and New:

To begin to identify other additional candidate projects, all Transit Speed and Reliability Projects listed in the original Six Year Plan for the 1995-2000 timeframe that had **not** been initiated due to lack of funds, lack of project management resources, or due to a determination that external factors made it infeasible to commence meaningful work, were brought forward for consideration and made part of this exercise.

Additionally, to capture the impacts of all the service changes made over the past five years, a GIS based analysis of the existing transit network was undertaken to identify potential Transit Speed and Reliability project areas. Data sorts were completed based on bus volumes, bus passengers, travel speeds, and schedule variability. This data was analyzed to create a set of high priority transit links. These links were subsequently organized into transit corridors. This new set of transit corridors represented opportunities for new Transit Speed and Reliability projects. Sometimes these corridors were best described in terms of a specific transit route(s). In other cases, the corridor connects activity centers and spans several distinct routes. In these instances, street name(s) were more descriptive of the project area. The format for describing these corridors can be flexible regardless of nomenclature. The subsequent speed and delays studies to isolate specific problem areas along a transit corridor and to identify facility solutions will be similar.

Evaluation of Potential Projects:

To assist in the evaluation and prioritization of this set of potential projects, King County was organized into four distinct subareas: South King County, which includes all areas south of the southern Seattle City limits; East King County, inclusive of SR 522 outside the City of Seattle; SeaShore, which is all of Seattle north of the ship canal and the City of Shoreline; and Southwest, South and Center Seattle, inclusive of Queen Anne and Magnolia. Written summaries by subarea of all completed, committed, carryover and new project ideas were prepared.

Four subarea workshops were held to review the information and to develop proposed project priorities for the 2000 - 2006 timeframe. At each workshop, participants also had an opportunity to offer additional suggestions for new corridors if they felt the starting set failed to include a corridor they deemed to be significant. This exercise was conducted with an interdisciplinary staff team in the King County Department of Transportation. Staff from the Transit Division and Transportation Planning Division participated. All the main functional areas were represented, including Service Implementation, Route Facility Planning, Base Operations, Scheduling, Safety, Accessible Services, Market Development, Design and Construction, and Service Communication. Many of the Transit functional areas have geographic based staff assignments. Consequently, the subarea workshop format was able to exploit this specialized geographic expertise. Field level personnel from Safety and Service Quality had particularly valuable street level insights, and suggestions that augmented the system/route level recommendations of other participants. Personnel familiar with the Six Year Plan Update and the Regional Arterial Network participated from the Transportation Planning Division.

The workshops were structured to yield comparable results. Each subarea team was asked to identify three groups of projects. They selected three Tier 1 corridors, four Tier 2 corridors and the balance of the projects became Tier 3. Tier 1 represented the corridors that the group agreed were the top candidates for immediate Transit Speed and Reliability review and investment. Tier 2 corridors were the next four corridors that should be advanced as resources allowed, or if it became impossible to advance one of the Tier 1 corridors. Tier 3 corridors were areas that warranted investment but that were a lower priority given scarce resources or if they represented areas that required actions by others before meaningful work might be accomplished.

Results from all four subareas were compiled and reviewed by supervisory staff from Transit and Transportation Planning for system level considerations.

Coordination with Regional Arterial Network: (RAN)

The Regional Arterial Network (RAN) Project is underway and it continues to evolve. As part of this evolution, an ongoing effort to assess the relationship between the Regional Arterial Network and the proposed Transit Speed and Reliability Program priorities for the Six Year Plan Update has been occurring. A majority of the proposed Transit Speed and Reliability Projects are included on the RAN network. King County may still be required to make Transit Speed and Reliability investments in areas critical for transit operations that will not be part of the final RAN network.

Transit is only one of several considerations used during the development of the RAN. Freight mobility and connectivity to urban centers, manufacturing areas and activity centers are also integral to the RAN process. RAN scoring criteria include general congestion indexes, transit utilization, significance for freight, land use, and opportunities for partnerships. The Transit Speed and Reliability Program, within the context of the Six Year Transit Plan, has been the vehicle for supplying transit priorities for inclusion in the RAN. Since the funding available to King County for the Transit Speed and Reliability Program is limited, the RAN may help leverage new and complimentary transit investments for those segments of the regional transit network that are prioritized for investment on the basis of their importance to transit.

Proposed Transit Speed and Reliability Projects by Sub Area:

The updated set of Transit Speed and Reliability Project priorities recommended for inclusion in the Six Year Transit Development Plan Update for 2000-2006 are summarized by subarea in Tables I through 4. It is acknowledged that the update schedule for the Six Year Transit Plan will actually cover the timeframe for 2001-2006. Transit Speed and Reliability information for year 2000 is being shown to illustrate that 2000 budget proposals are being developed in concert with the plan update.

Projects with known financial commitments are identified at the beginning of each table. The remaining projects within each subarea are listed as Tier 1, Tier 2, or Tier 3.

PROJECT SUBAREA 1: CENTRAL, SOUTH AND SOUTHWEST SEATTLE

Committed Projects

- Rainier Avenue South Transit Signal Priority
- Seattle Core (Misc. Subprojects, Including Madison Phase 1)

West Seattle Bridge Transit Lane

Tier 1

Eastlake/Fairview Transit Corridor
I St Avenue Transit Corridor
Pike/Pine Transit Corridor

Tier 2

15th Avenue West Transit Corridor
South Jackson Street Transit Corridor
Dexter Avenue North Transit Corridor
Route 9/13 roadway Transit Corridor

Tier 3

Route 48 South Transit Corridor
SW Seattle/Burien Transit Corridor
East Marginal Way Transit Corridor
Route 17 Transit Corridor
Fauntleroy Transit Corridor
Madison Street Transit Corridor, Phase II
35th Avenue SW Transit Corridor
Boeing Access Rd. Sound Transit Station Access

PROJECT SUBAREA 2: SEASHORE

Committed Projects

University Way Transit Corridor, Phase I & II
63rd & Whitman Signal
University District Transit Staging Project, Phase 1
46th & Aurora Ada Access Improvements
Aurora Avenue North Phase 1
Lake City Way Transit Corridor Phase 1

Tier 1

Route 48 North Transit Corridor
Route 44 Transit Corridor, Phase II
Aurora Avenue North Transit Corridor, Phase II

Tier 2

Phinney/Greenwood Transit Corridor (Innis Arden)
NE 65th Street Transit Corridor
Route 73 Transit Corridor
Lake City Way Phase II

Tier 3

Northgate Transit Center Access
15th Avenue NW Transit Corridor
Holman Road/Northgate Transit Corridor
Northlake Transit Corridor
Sand Point Transit Corridor
125th Street Transit Corridor

205th Street Transit Corridor

PROJECT SUBAREA 3: EAST KING COUNTY

Committed Projects

- Bellevue Transit Signal Priority
- NE 4th / 110th NE Radius Improvement
- NE 124th ITS Corridor
- Redmond Transit Signal Priority
- Factoria Hub Transit Access
- U Of W Bothell Transit Access 1
- SR 522 Transit Signal Priority

Tier 1

- Overlake Transit Improvements
- South Kirkland P&R Access
- Eastgate Transit Corridor

Tier 2

- Kirkland - Redmond Transit Corridor
- 148th Avenue SE Transit Corridor
- NE 8th Street Transit Corridor
- Front Street Transit Corridor
- SR 522 Transit Corridor Phase II

Tier 3

- Lake Washington Blvd. Transit Corridor
- Woodinville Transit Access
- North Bellevue Way Transit Corridor
- South Bellevue Way Transit Corridor
- Issaquah Park and Ride Transit Access
- North Sammamish Plateau Transit Access
- 23rd/Duvall Intersection Improvements

PROJECT SUBAREA 4: SOUTH KING COUNTY

Committed Projects

- Highway 99 South
- Renton Transit Signal Priority

Tier 1

- Auburn Commuter Rail Station Access
- Kent Commuter Rail Station Access
- Renton Transit Hub Access

Tier 2

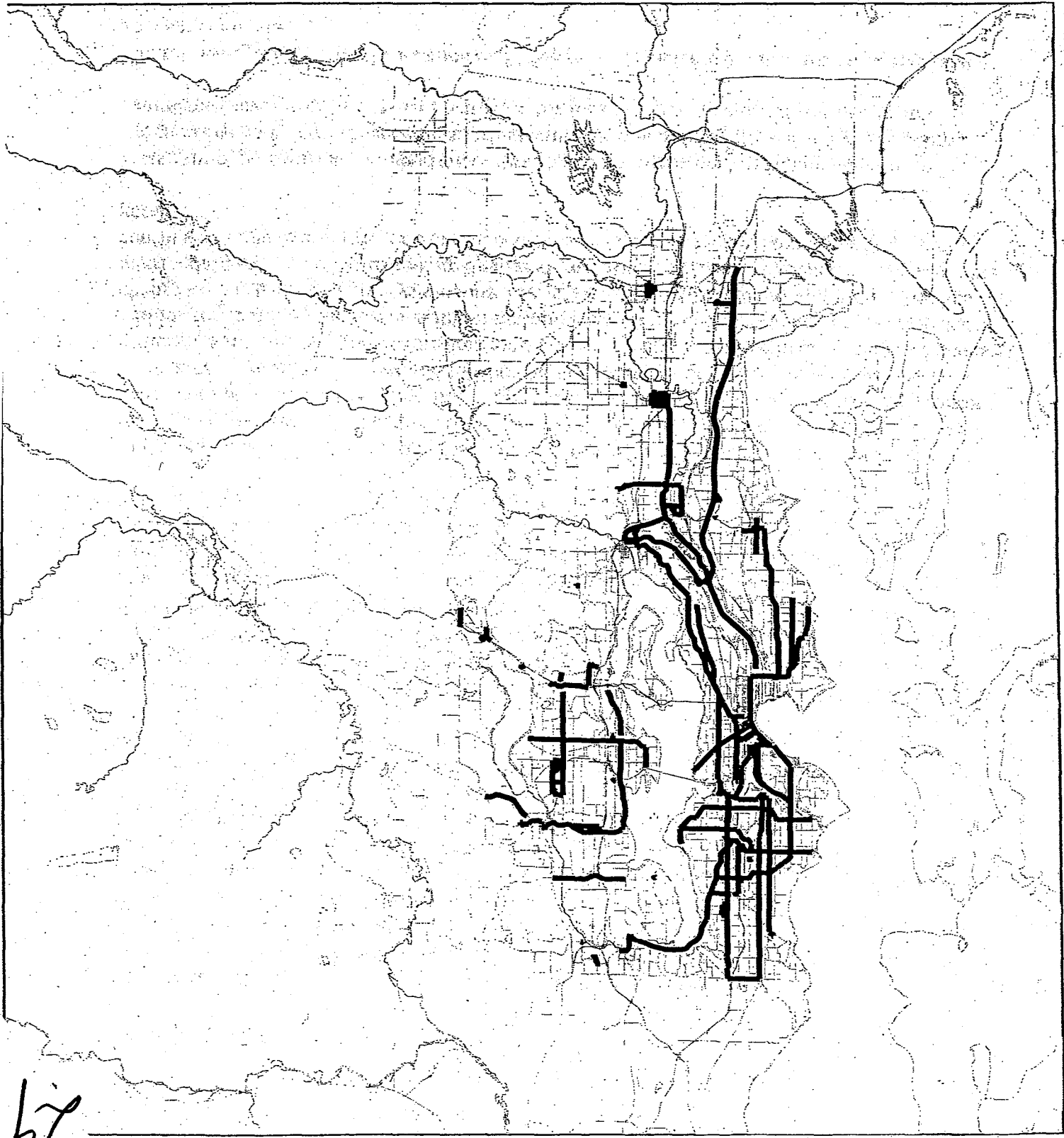
- Route 140/340 Transit Corridor
- Interurban Avenue South Transit Corridor
- Benson Road Spot Improvements
- Renton Avenue Transit Corridor

Tier 3

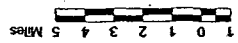
Trans Valley Transit Corridor
Burien Transit Center Access
West Valley Transit Corridor
Skyway Transit Corridor
Seatac Intermodal Access
South 320th Transit Corridor

TNR 2000

Transit Speed and Reliability Program



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July 27, 1999

King County Department of Transportation



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Freight Mobility Projects

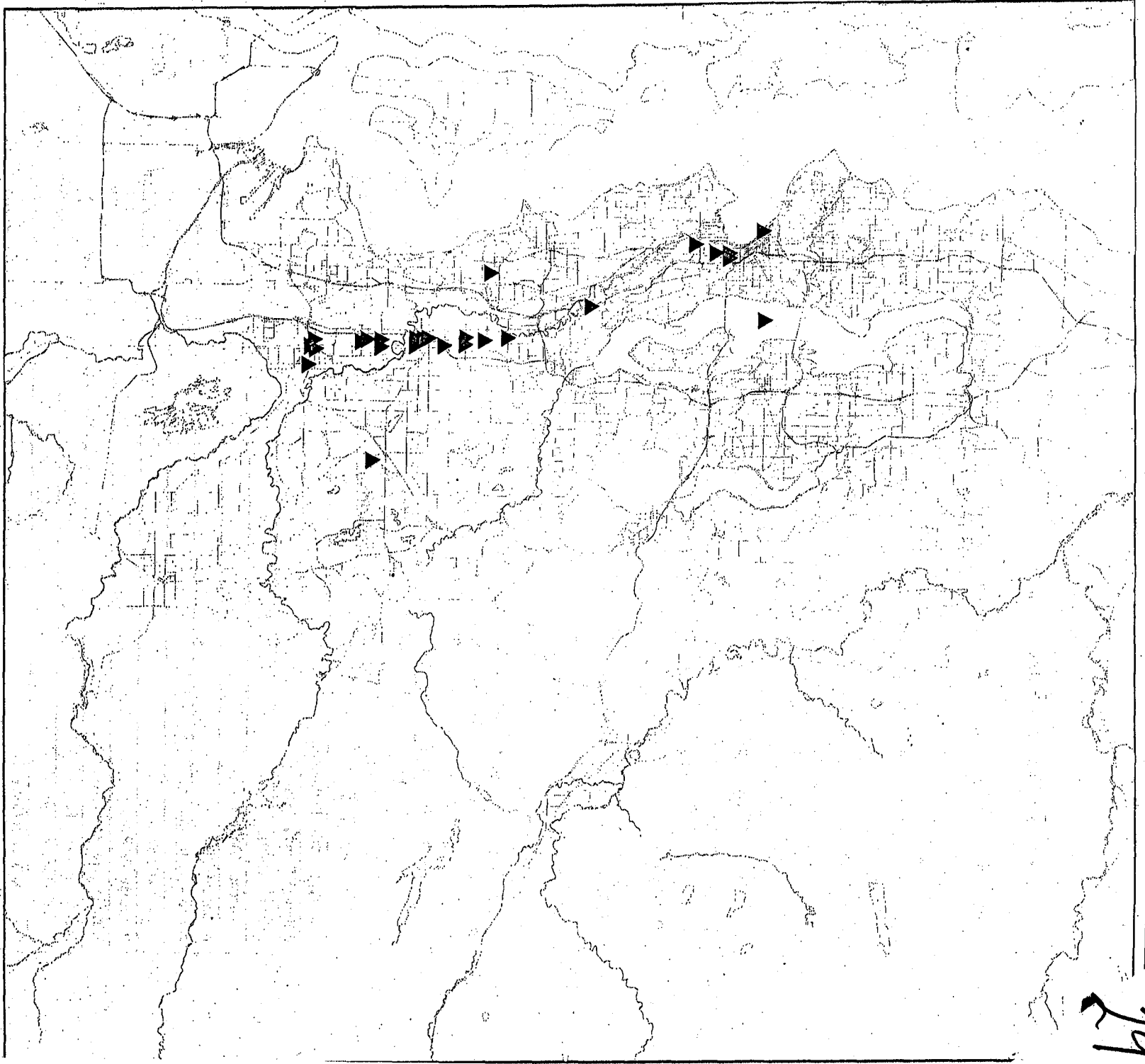
Transportation improvements that focus on efficiently and reliably moving freight and goods are important to the regional economy. King County is a major gateway for trade with the Pacific Rim and other developing nations. Freight railroads move goods from the ports to domestic markets in the Midwest and elsewhere. Trucks bring agricultural products, foods and other goods for exporting to international markets. Major manufacturing activities and warehousing and distribution centers in the County depend on the trucking industry to deliver goods to their final destination or for final production and assembly of merchandise and products. Major highways, key arterials, and even local streets that provide access to driveways to production, distribution, storage, and warehousing sites form the transportation system for freight and goods movement.

Several major transportation infrastructure projects are critical for access to the Port of Seattle or for reducing the conflicts between the movement of freight rail and trucks as well as general traffic. The FAST Corridor is the major freight mobility improvement project in the region. Freight mobility partnerships involving the Washington State Department of Transportation, the Puget Sound Regional Council, the Ports of Seattle, Tacoma, and Everett, the cities along this Green River Valley corridor, both the Burlington Northern Santa Fe and Union Pacific Railroads, and Pierce and King Counties have worked to identify improvements which will make this corridor more effective for the movement of freight rail, trucks, and general traffic.

Improvements in the Duwamish Industrial area will enable the largest manufacturing center in the County to ensure that it continues to be a vital place for jobs and employment in the future. Without improvements to support traffic circulation and access to the businesses and industries in the area production of goods and finished products will suffer. Other smaller industrial centers, such as in the north Seattle area must accommodate the movement of freight and goods within areas adjacent to and sometimes intermingled with the community and improvements and changes to the transportation system must recognize these unique situations. Often individual intermodal yards or rail yards require dedicated improvements to allow direct access or to reduce conflicts with general traffic, or even to reduce barriers to shipping and moving freight and goods.

Freight improvements that support mobility to and from port facilities, railyards, truck warehousing and distribution centers, manufacturing and assembly sites, and general heavy commercial and business sites will help keep the local economy competitive and dynamic.

The following map shows the location of TNR projects which are oriented toward freight and goods movement.



TNR 2000

Freight and Goods Projects

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King County
Department of Transportation

July 14, 1999



6-Year Plan HUBS and Transit Centers

HUBS and Transit Center Background:

Hubs are transit centers where customers may transfer between local, intercommunity and regional transit services. The capital strategy for the 1995 - 2001 Six-Year Transit Development Plan calls for the creation of "a series of community-supportive transit centers at key locations throughout the system, designed to enhance passenger comfort and convenience in the most cost-effective manner possible." Hub improvements will vary at each location, depending on a mix of planned services and functions, numbers of routes, and service frequencies.

The 1996 appropriation for the transit hub program was \$27 million. The number and type of hubs reflected in this budget is based on the Six-Year Plan. As this plan is refined and updated, these assumptions may change. Another key assumption implicit in this budget is that the hubs will be very utilitarian, functional designs. There is no budget for optional amenities or mitigation.

Funded Hub Transit Center and Projects:

Table 3 below summarizes the remaining funded hub and transit center projects, either planned or in work-in-progress. The completion date refers to project close-out date. Hubs will be operational prior to close-out dates. Twenty four Hub projects totaling \$4.9 million have been completed through 1998 across the four districts.

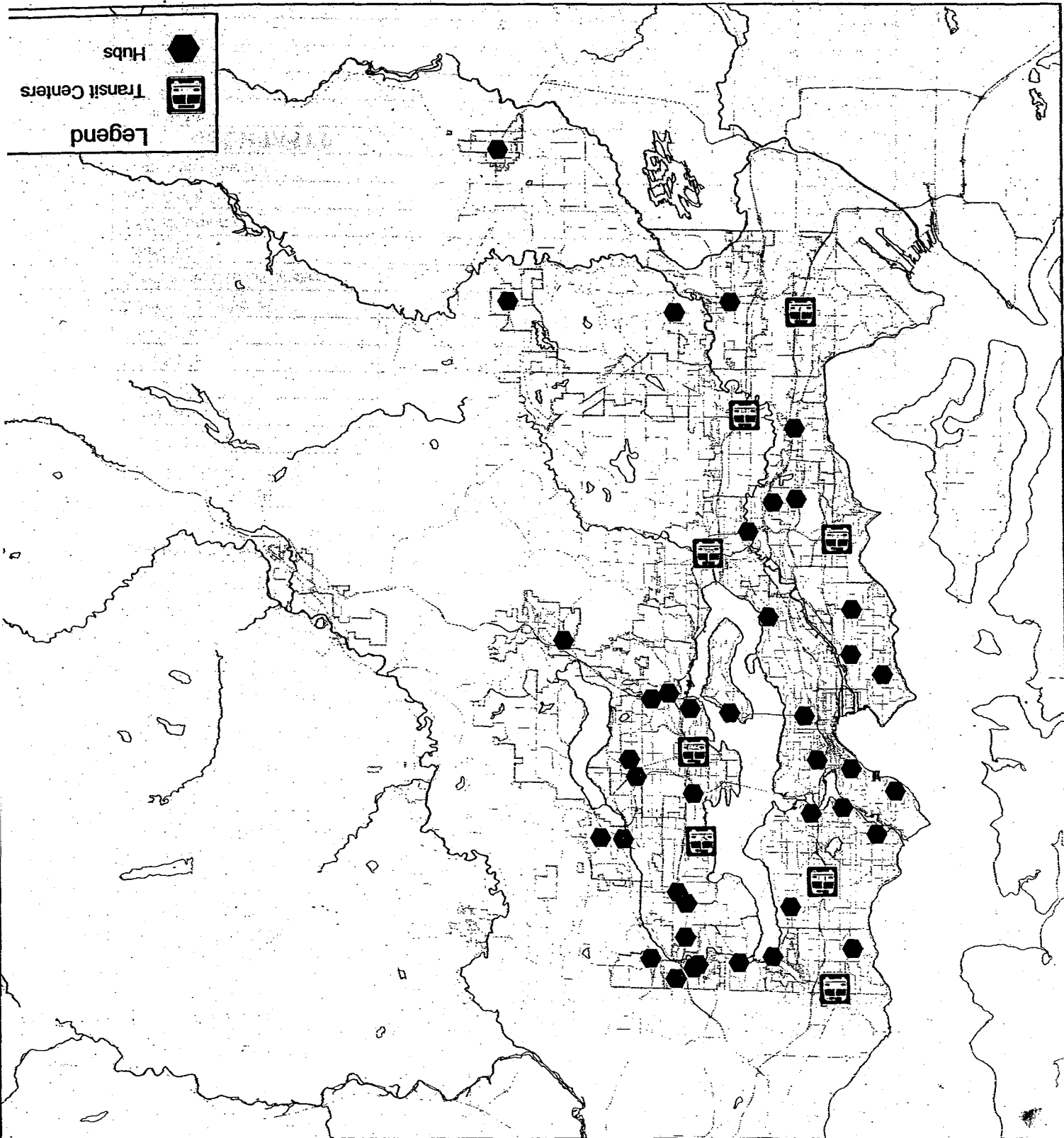
Table 3 Funded Hub and Transit Center Projects

Project Name	Project Completion Date 1999	Project Completion Date 2000	Project Completion Date 2001	Project Completion Date TBD
EAST				
Bear Creek P&R (Redmond)				X
Bellevue Transit Center			X	
Brickyard P&R	X			
Crossroads (Bellevue)				
Eastgate P&R				
Factoria (Bellevue)		X		
Issaquah P&R				
Kingsgate P&R	X			
Kirkland Transit Center	X			
Mercer Island P&R	X			
Overlake (Microsoft)		X		
Redmond Transit Center				X
South Bellevue P&R				
South Kirkland P&R		X		
Totem Lake (Kirkland)				X
Woodinville P&R				

Project Name	Project Completion Date 1999	Project Completion Date 2000	Project Completion Date 2001	Project Completion Date TBD *to be determined
NORTH				
Aurora Village TC			X	
Ballard		X		
Bothell P&R				
Bothell/UW Campus		X		
Fremont		X		
Kenmore (Interim)				
Kenmore P&R				X
Lake City				
Lake Forest Park				
Lower Queen Anne				
Marion St Pedestrian Bridge (Sea)		X		
North Creek	X			
Northgate P&R				
Shoreline Community College				
University District				
SOUTH				
Auburn (Interim)	X			
Auburn (Permanent)			X	
Black Diamond				
Burien TC				X
Des Moines				
Enumclaw				X
Federal Way(Interim)				
Green River Comm College				
Kent P&R				
SeaTac Airport				
SeaTac, City of				X
Southcenter/Tukwila				X
SOUTHEAST				
Capitol Hill				
Columbia City		X		
Rainier Beach				
Rainier I-90	X			
Renton P&R				
Renton (Interim)				
Renton (Permanent)		X		
West Seattle	X			
White Center				
Remaining Budget \$22.7 (m)	\$2.4 m	\$7.8 m	\$6.3 m	\$6.2 m

TNR 2000

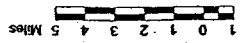
Transit Hubs and Transit Centers



Legend

- Hub (represented by a solid black hexagon)
- Transit Centers (represented by a bus and train icon)

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Bridge Projects

King County maintains a total of 210 bridges. Of these, 186 are wholly owned by King County, two of which are Parks Department bridges. Six bridges are jointly owned with incorporated cities. The current TNR identifies 56 bridge projects. As these bridges age, maintenance need increase, repairs become more extensive and frequent, rehabilitation or, ultimately, replacement becomes necessary. Since 135 of these bridges were built prior to 1960, the costs associated with their increased use are mounting, leading to increased demands upon available funding in coming years.

Other factors generating the need for a systematic approach to meeting the county's bridge needs include: heightened concern over the potential impact of seismic events; increased flows in waterways spanned by county bridges; greater traffic volumes with the attendant safety concerns and structural stresses. The age-related concerns and the complexity of structural and operational factors to be considered can be best addressed by the establishment of a bridge replacement and rehabilitation program for King County.

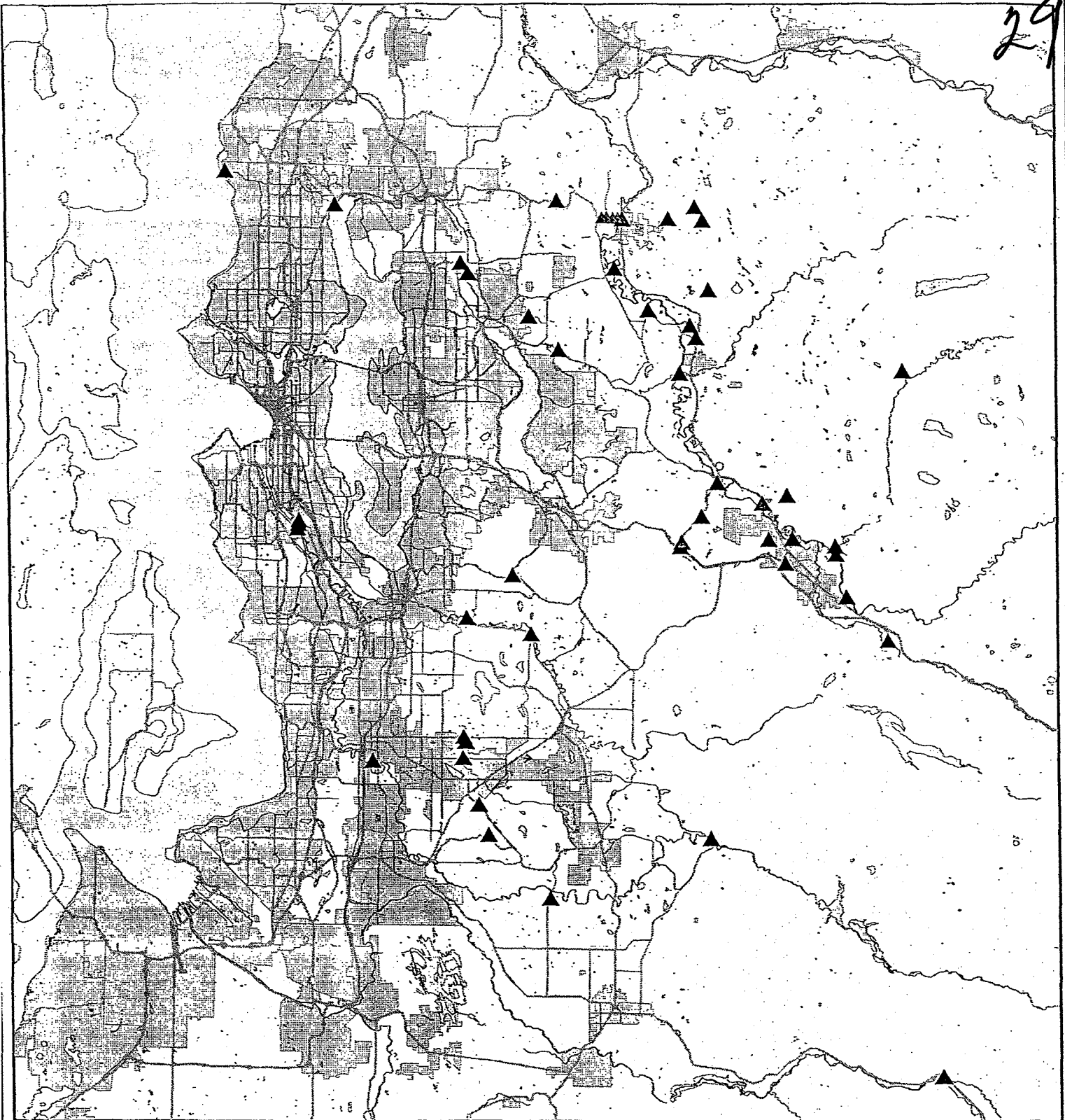
The bridge programs in the TNR include: replacement/rehabilitation, seismic retrofit and major maintenance.

Replacement / Rehabilitation: These two types projects are considered together since not all bridges can be rehabilitated, and rehabilitation is seldom a clear-cut cost effective solution for an aging structure. The decision whether a bridge can be rehabilitated, is determined on a case by case basis during the initial study phase of the project.

Seismic Retrofit: In 1993 King County began a comprehensive study of the seismic vulnerability of all the bridges in the county's inventory. The first phase of the study evaluated 67 bridges. It was completed in June, 1993 and included a ranking system for assigning a priority score to each bridge. The second phase of the study which evaluated 115 bridges was completed in July, 1994. The study assigned equal weights to four different criteria: structural vulnerability, importance, seismicity, and life hazard. The final study includes the combine findings and priority recommendations of both phases. During the 1998 the seismic retrofit program remain on track with the original plan. Through the first four years, the program has completed 43 of the 123 bridges scheduled for seismic resistance upgrade and has expended approximately \$7 million of the estimated \$20 million proposed for completing the design and retrofit construction for all seismically deficient bridges owned by the county. In 1998, the engineering staff completed retrofit construction on 12 bridges and completed various stages of design for additional 11 bridges.

Major Maintenance: Proper maintenance and repairs are necessary to prevent further deterioration of structures, to extend their useful life, and to prevent or reduce major repair cost in the future. During each inspection cycle, new maintenance projects are identified and each is submitted as a work to the Maintenance Operations Section. Work orders include a full description of the needed repairs and are prioritized according to safety issues and potential for further damage. The system for selecting priority codes for work orders has been developed by a joint effort between Maintenance Operations and Engineering Services sections. These


maintenance projects, such as scour repairs, channel and abutment protection, expansion joint repairs, and timber repairs, are necessary to keep a bridge serviceable and safe for public use.




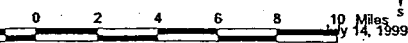
TNR 2000

Bridge Projects

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King County
Department of Transportation

10 Miles
July 14, 1999

Park and Ride Lot Program

Background

Within the county service area, there are a total of 122 park-and-ride lots categorized as follows: 51 permanent lots and 71 leased lots.

There is a total system capacity of 17,902 parking stalls with 14,957 permanent (lots owned by Metro or WSDOT) parking stalls, and 2,945 leased lot parking stalls. The adopted 1996-2002 King County Six-Year Plan de-emphasized the development of park-and-ride lots in favor of increased community based transit services. Currently, a majority of the permanent park-and-ride lots are experiencing capacity levels at 80% or higher. In 1999, 13 permanent lots showed capacity levels at or above 100%. King County will need to determine if additional funding resources are desired and will be committed to expand the capacity of park-and-ride lots throughout the King County region. An updated strategic plan for park-and-ride lots is being developed based upon a new park-and-ride demand study, the new Six-Year Plan, and coordination with Sound Transit and the Washington State Department of Transportation.

Permanent Park-and-Ride Lots	Capacity
North	3,603
East	5,295
South	6,059
Total	17,902

Funded Park and Ride Projects:

Funding was appropriated in 1998 for the first phase of the Executive's \$81 million Park-and-Ride Expansion Proposal. The Executive's proposal would add over 4,500 more parking stalls at key locations around King County. Most of the expansion would be at existing park-and-ride lot locations and would be in the form of structured parking. The Executive's proposal responds directly to existing and projected demand in growth areas throughout the County. The locations selected for expansion include: Federal Way, Eastgate/I-90 Corridor, South Bellevue, Star Lake, Issaquah/Highlands, Northgate, South Renton, Kingsgate/Kirkland and Bear Creek, Kent Des Moines is an alternate site.

Current appropriations cover expansion at the highest priority locations: Federal Way/Pacific Highway S., Eastgate/I-90 Corridor, and Issaquah Highlands. Funding appropriation, under the Transit Oriented Development Program, also covers expansion at Northgate.

Other park-and-ride lot and transit center efforts in 1999 include:

- construction of roadway and bus layover improvements at the Brickyard Park-and-Ride lot;
- design and construction of additional parking stalls at Tibbetts Valley Park adjacent to the existing Issaquah Park-and-Ride lot;
- evaluation, jointly with the King County Parks Department, the possible acquisition of land at the intersection of Sahalee Way and SR202 for a park-and-ride lot and ballfields;
- evaluation of potential development opportunities for the Burien Park-and-Ride lot. The Transit Oriented Development Program is the lead on this effort;

- design and construction of bus zone, traffic channelization and pedestrian crosswalk to support the Bothell Park-and-Ride lot;
- development of small park-and-ride lots in North Bend and Duvall; and
- the lease of excess parking capacity from King County churches and businesses under the Leased Park-and-Ride Program. The leased lot program has been expanded to encompass a new commuter perks program at participating malls and retail outlets. Intensive efforts to locate additional lease lots along the high demand I-90 and I-5 South corridors, and on Vashon Island are also under way.

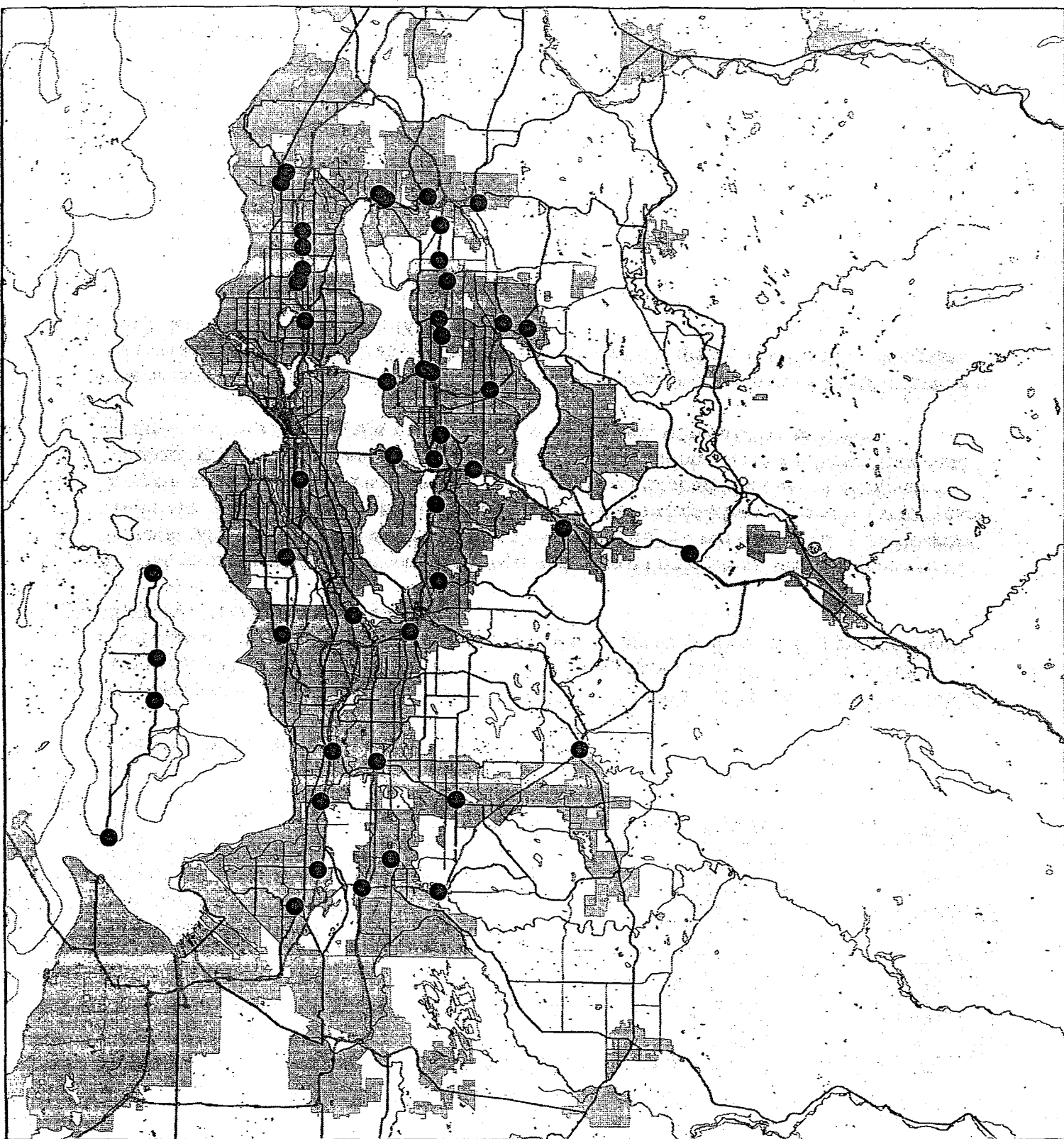
Current Park-and-Ride/Transit Center Expansion and Improvement Projects (funded)	1999 Appropriation	1999-2004 Appropriation
Park-and-Ride Expansion	\$694,000	\$694,000
Issaquah Highlands	\$1,420,400	\$6,000,000
Eastgate P&R Expansion	\$2,707,090	\$9,629,000
Federal Way P&R Expansion	\$3,144,530	\$17,909,000
Bothell P&R Expansion	\$636,289	\$636,289
Issaquah Tibbetts Valley Park	\$2,444,854	\$2,687,663
Rural Towns P&R (Duvall & North Bend)	\$274,000	\$1,008,694
Brickyard P&R Expansion	\$299,542	\$299,542
TOTAL	\$11,621,605	\$38,864,188

Unfunded Park and Ride Initiatives

It appears that more park-and-ride capacity is needed on major travel corridors such as I-90, I-5 North and South, I-405 and SR-520 where existing major park-and-ride lots are typically at or near capacity. In some cases, lots are over capacity resulting in spillover parking into adjacent businesses and residential areas.

Although park-and-rides will continue to play an important role in the transit facility network, budget constraints and long development lead times (typically five to seven years) realistically will limit the amount of new park-and-ride capacity that can be added over the next twenty years. Longer term capacity expansion initiatives which are being explored include public/private partnerships, joint development with local jurisdictions, additional surface lots, and structured parking at existing lots to allow for more intensive use of existing parking facilities.

Park-and-ride policy decision, in terms of continued expansion of the park-and-ride lot program with associated increased service, are being addressed in the updated Six-Year Transportation Plan scheduled for adoption in 2000.



TNR 2000

Park & Ride Lots

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King County
Department of Transportation



Projects with Possible Endangered Species Act Impacts

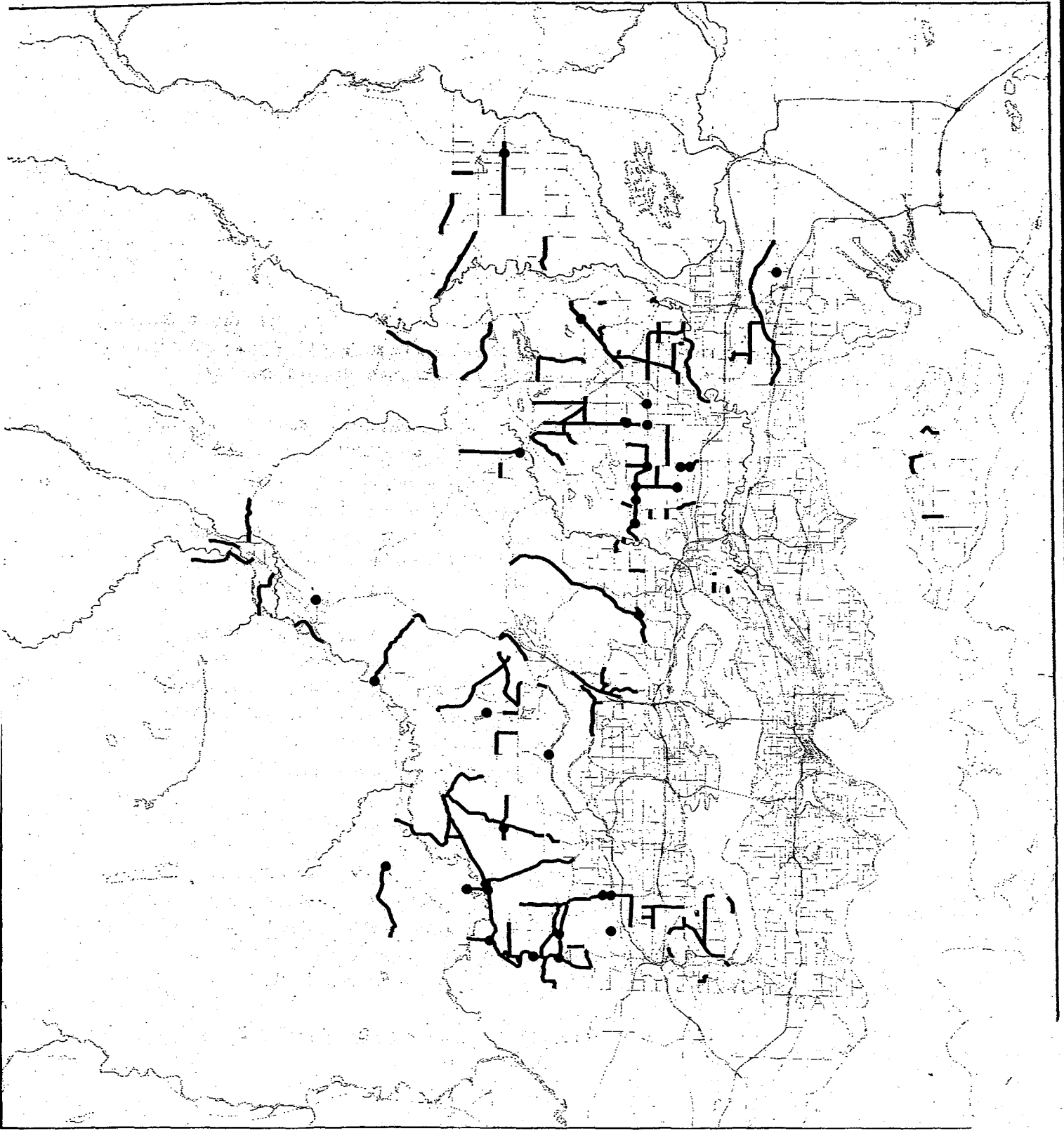
The Endangered Species Act (ESA) and the listing of the chinook salmon as "endangered" were major news events this year in the Puget Sound region. This federal designation will impact transportation facilities construction and concerns to all agencies charged with improving the transportation system. The federal regulations translate into possible additional construction requirements, increased costs or delays in construction. At this time, the imminent ESA listing of the bull trout by the U.S. Fish and Wildlife Service may have an even greater impact on transportation programs and projects than the chinook salmon listing.

Transportation Planning staff worked with geographic information system (GIS) data supplied by the Roads Services Division to inventory and analyze King County Roads Division's transportation projects and their distance to streams, wetlands or lakes. The analysis found that approximately 50 percent of the planned, unfunded projects are in close proximity to water bodies. When only funded CIP projects were examined, about one-third of these projects were in close proximity to water bodies.

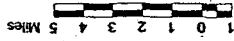
The GIS analysis was conducted on a planning-level basis and serves as an indicator of possible impacts and where these projects are located. As transportation projects advance to programming and funding, individual project locations will be field checked by engineers and biologists to confirm impacts and determine appropriate mitigation or stream enhancement activities. In many cases, these impacts and activities will be presented within an Environmental Impact Statement or a Biological Assessment study. These studies will result in project design modifications or changes to minimize or eliminate the impacts to listed species.

Future work needs to be done as more information becomes available on the Endangered Species Act, the extent of habitat for species listed under the Act and construction practices which minimize impacts.

TNR 2000 ESA Potential Problem Projects



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King County
Department of Transportation



July 14, 1999



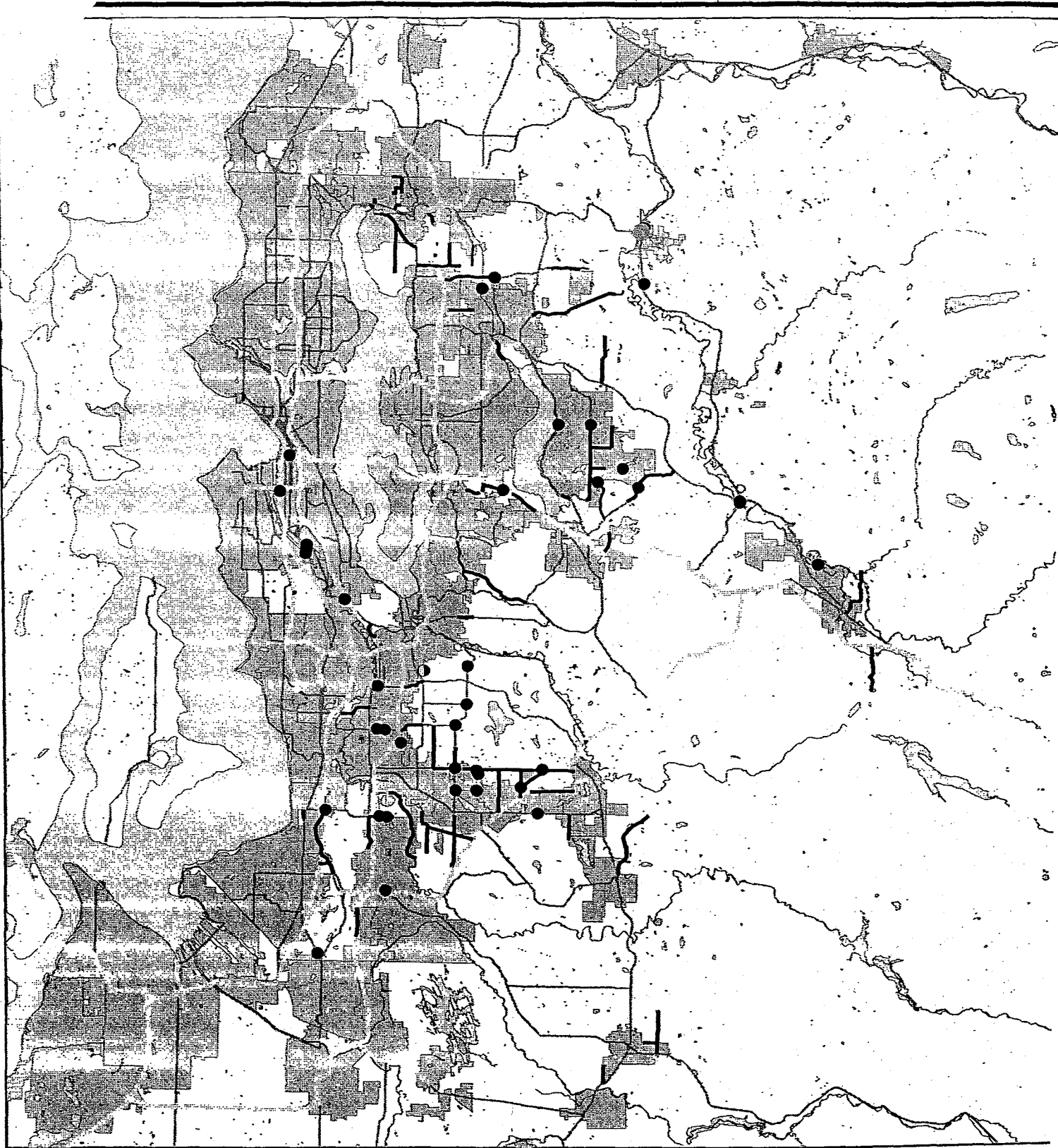
King County Partnership Projects

As the number of transportation agencies in King County has recently increased due to the formation of new cities, there has been a need to address many of the transportation projects with more than a single implementing agency.

The King County Comprehensive plan supports an inter-jurisdictional approach for implementing projects and programs linking land use and transportation, achieving an integrated transportation system, and seeking financial resources for transportation improvements. Transportation projects implemented by more than one agency promote benefits through information sharing, consensus building toward common priorities, and coordination to resolve transportation issues. This effort includes supporting completion of the transportation network within the region to provide an efficient system for all modes of travel.

King County currently has 41 road projects in partnership with other agencies, including the Washington State Department of Transportation and local cities.

King County is taking on a leadership role in defining the Regional Arterial Network from a transportation and land use prospective. This brings the county to work with other agencies, cities and State DOT to identify priority projects for investment, and work with them to secure funding for these priorities. State, regional, and local transportation partners are all essential to the efficient delivery of transportation facilities.



TNR 2000

King County Partnership Projects

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King County
Department of Transportation



July 14, 1999

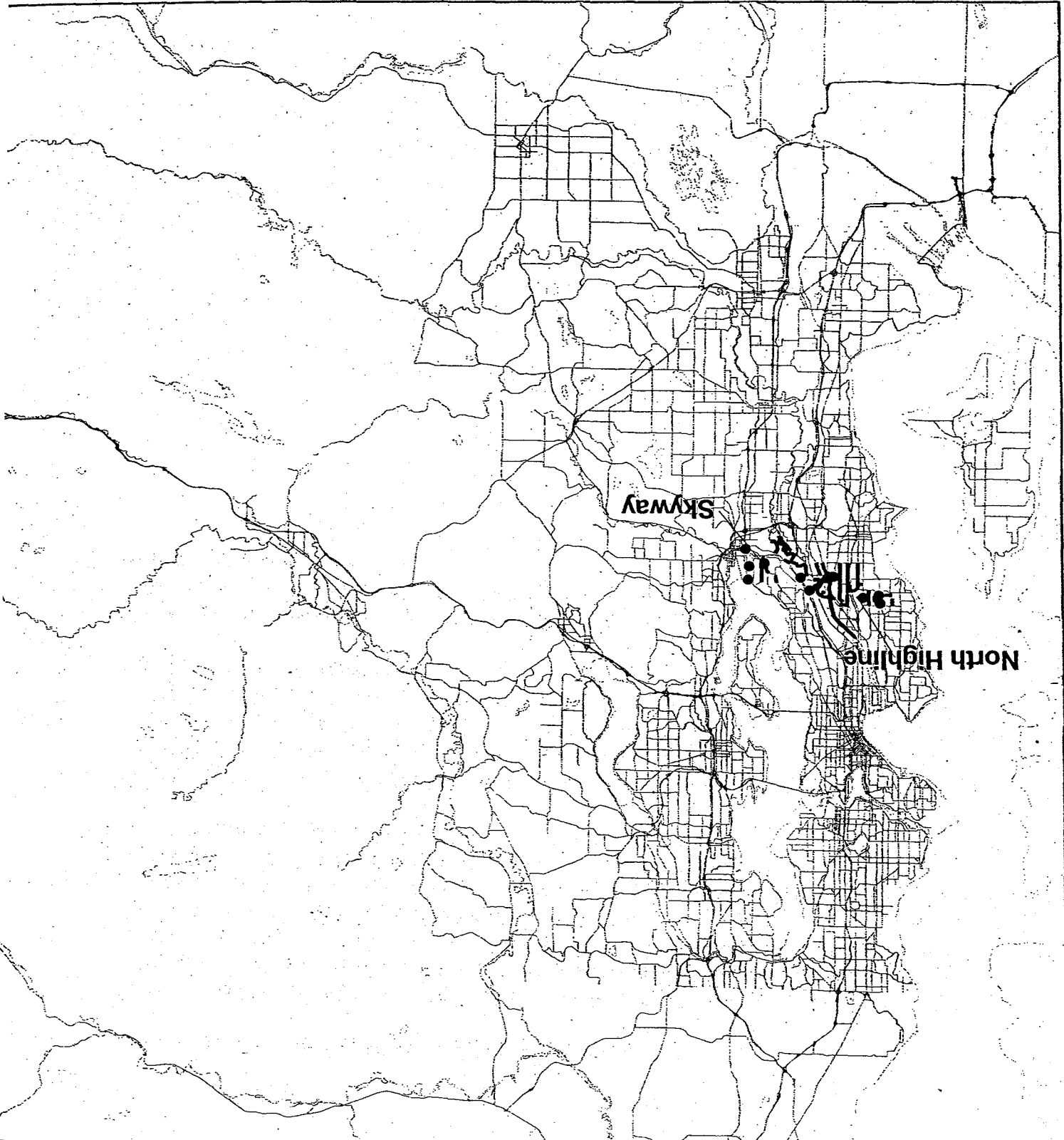
Older Urban Unincorporated Neighborhood Projects

Many areas of unincorporated King County developed in the earlier part of this century. A recent study of King County's housing stock found that in both the North Highline and Skyway areas, the majority of homes were constructed before 1960, making them among the oldest neighborhoods in Unincorporated King County. During this construction period, developments occurred outside the cities partially due to the less stringent regulations which made building construction cheaper. Infrastructure requirements for sewer, water, stormwater drainage and sidewalks were not as strict as for in-city construction.

The older urban areas of King County are now designated for urban development, and they are reaching a higher density with a corresponding increase of traffic. Many areas still lack sidewalks, paths or trails for pedestrian and bicycle access. These areas also are some of the best served areas for transit in unincorporated King County, and require pedestrian facilities to and from bus stops and transit centers.

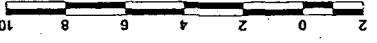
Transportation improvement projects targeted for these areas are designed to retrofit the new improvement projects into the road right-of-way with a minimum amount of disruption to the existing homes or businesses.

TNR 2000 Older Urban Unincorporated Neighborhoods



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King County
Department of Transportation



July 9, 1999

NonMotorized Facility Projects

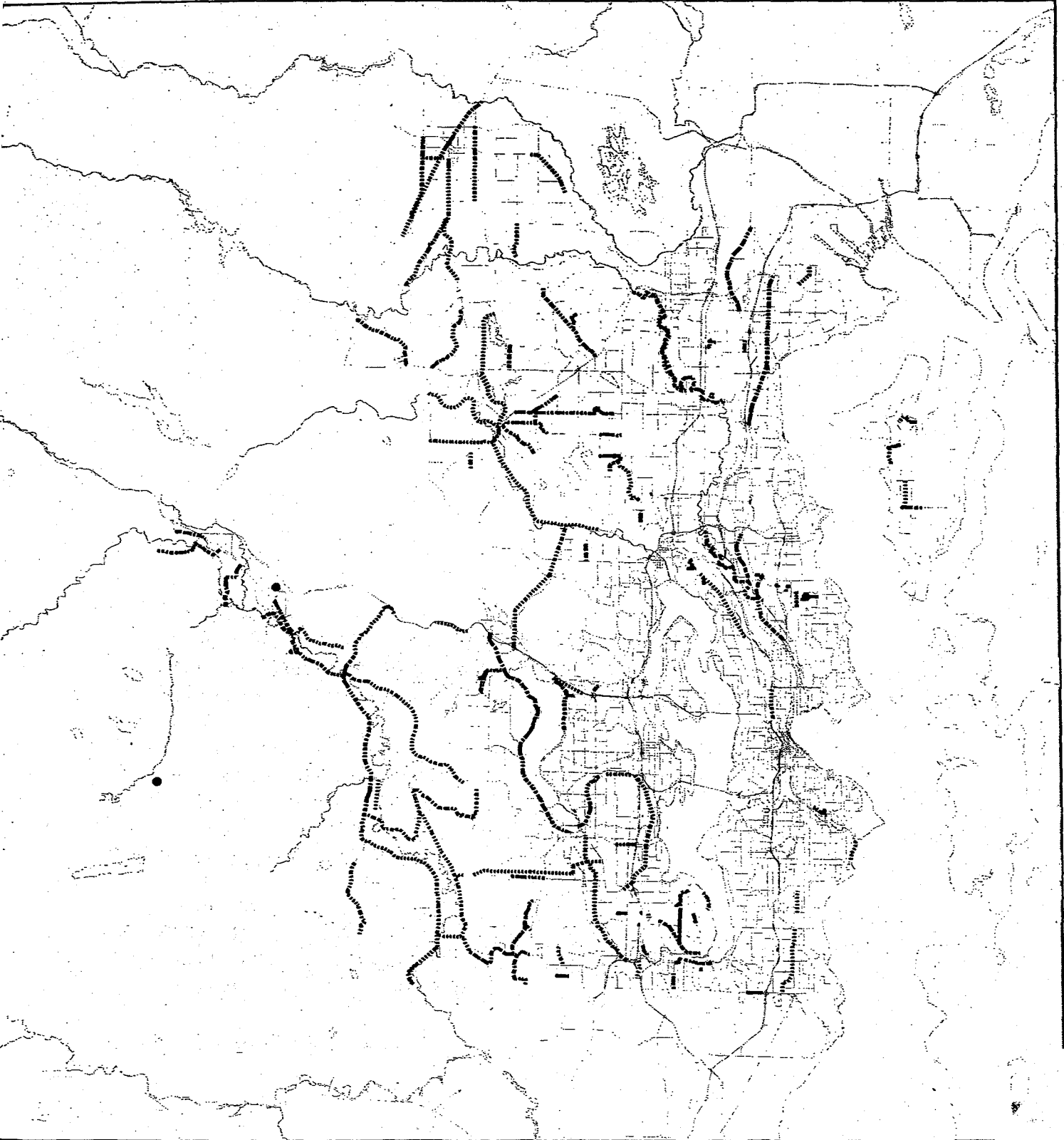
An essential element of the County's transportation system is the network of facilities which permit safe travel through walking, bicycling, and in some select areas of rural King County, horseback riding. The road network's right-of-way are used to provide sidewalks, paved shoulders, hard and soft surface pathways and bicycle lanes.

Nonmotorized facilities are crucial for safe access to schools, transit stops, parks and recreation sites and numerous other land uses. These facilities should be designed with safety of the user in mind and provide an uninterrupted facility between areas attracting non-motorized users. Each of these nonmotorized groups has special road design considerations, and in some cases, these considerations conflict with each other or with the motorized use of roadway.

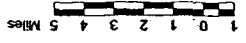
The Transportation Needs Report also includes major off-road trail projects proposed by cities and the King County Department of Parks and Recreation. This ensures that this important part of the transportation network is integrated with the road system and its non-motorized system, and adjacent land use activity centers.

TNR 2000

Shoulder / Sidewalk / Safety / Trail Projects



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King County
Department of Transportation



July 13, 1999



Capacity Projects

As King County grows in population and employment, certain portions of the transportation system exceed the adopted level-of-service standard. These problems should be addressed by road or intersection improvement projects which increase the carrying capacity of the roads.

The best solution to traffic congestion is not always to construct a road or intersection widening project. Often, transportation demand management, transit service, intelligent transportation systems improvement can reduce traffic or make it move much more efficiently. But where future travel projections require additional travel lanes, a construction project is planned to handle the traffic needed within the next twenty year planning period. Urban portions of King County could receive capacity projects if they are not fully served by current or planned future transit service. King County policy discourages road construction or widening projects in rural portions of the County. The Comprehensive Plan also allows new roads or widened roads connecting two urban areas of the County but passing through the rural area.

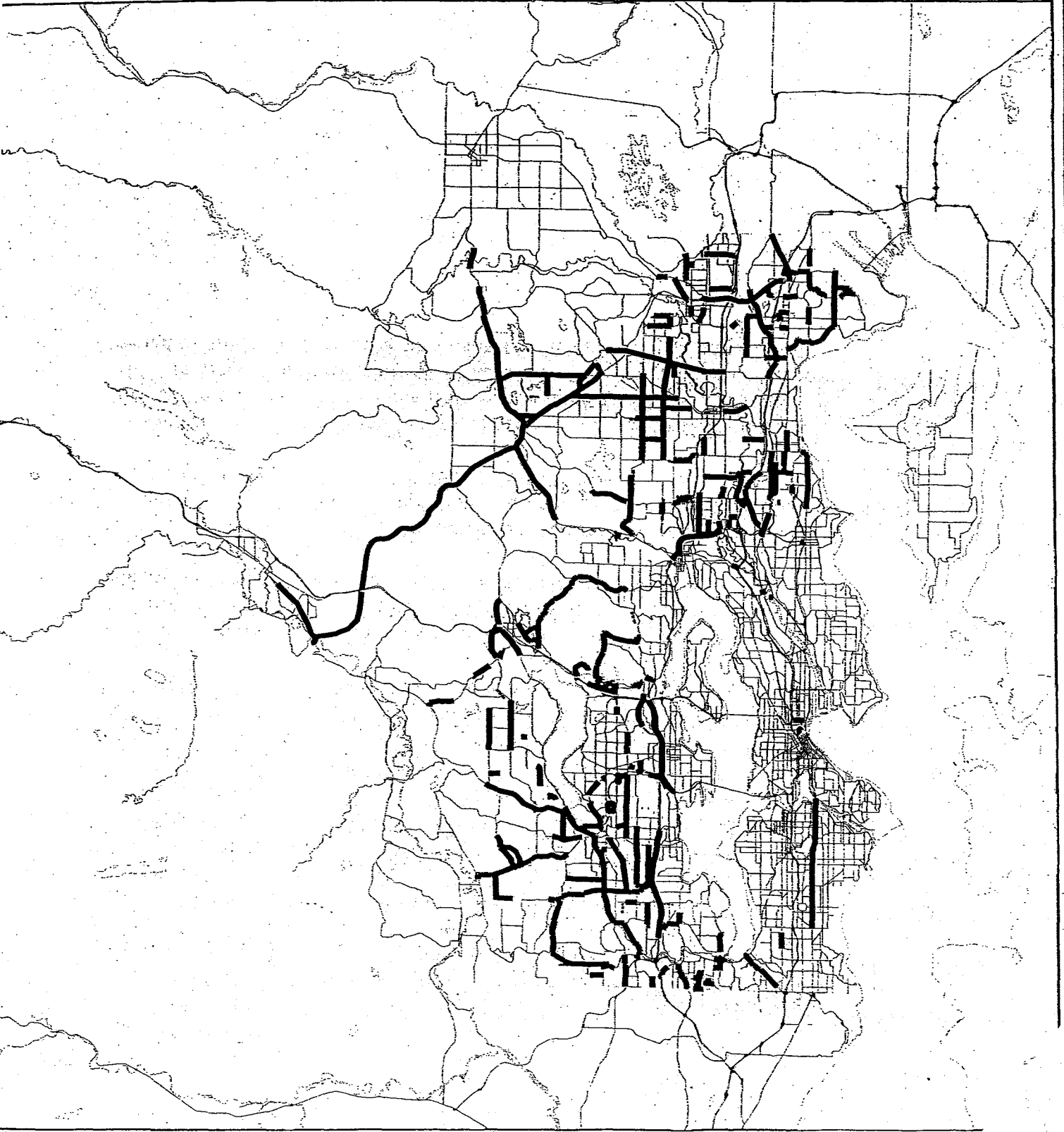
Capacity projects are very important for relieving unsafe traffic problems through constructing wider facilities which meet current road design standards. These road design standards include upgraded facilities to meet the needs of pedestrians and bicyclists.

King County has adopted a level-of-service standard for traffic congestion termed the Traffic Adequacy Measure (TAM). Congestion standards are also measured against designated major corridors which are termed "monitored corridors".

Capacity projects which King County can commit to funding in the future and are oriented toward future growth and development can be candidates for the Mitigation Payment System (MPS) program. This program collects developer fees from all new developments based on the amount of traffic the development generates to the future widening project.

TNR 2000

Capacity / Concurrency Projects



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King County Department of Transportation



July 16, 1999

Countywide Summary Statistics

	Projects	King County Cost \$(000)	Total Costs \$(000)
PROJECT PRIORITIES			
HIGH PRIORITY	347	\$492,849	\$3,656,376
MED PRIORITY	170	\$205,042	\$1,462,884
LOW PRIORITY	150	\$107,353	\$1,941,891
NON PRIORITIZED	143	\$0	\$2,262,986
TOTALS	810	\$805,244	\$9,324,137
PROJECT RESPONSIBILITY			
KING COUNTY	289	\$500,651	\$501,516
JOINT	121	\$304,593	\$810,482
WSDOT	87	\$0	\$3,411,568
LOCAL/OTHER	278	\$0	\$4,509,639
PRIVATE	35	\$0	\$90,932
TOTALS	810	\$805,244	\$9,324,137
PROJECTS BY TYPE			
NEW CONSTRUCTION	47	\$111,269	\$1,134,536
MAJOR WIDENING	122	\$295,234	\$2,597,671
MINOR WIDENING	84	\$131,492	\$186,202
INTER/OPER	186	\$55,573	\$1,130,101
LOCAL	33	\$1,497	\$36,927
NONMOTOR	141	\$63,215	\$196,268
BRIDGES	82	\$129,358	\$1,594,306
STUDIES	30	\$1,716	\$19,408
COUNTYWIDE HOV	85	\$15,890	\$2,428,718
TOTALS	810	\$805,244	\$9,324,137
PROJECTS BY TSA			
TSA - 0	326	\$3,419	\$7,285,655
TSA - 1	13	\$5,060	\$5,060
TSA - 2	113	\$209,622	\$530,342
TSA - 3	77	\$219,654	\$349,793
TSA - 4	74	\$163,693	\$493,557
TSA - 5	207	\$203,796	\$659,730
TOTALS	810	\$805,244	\$9,324,137

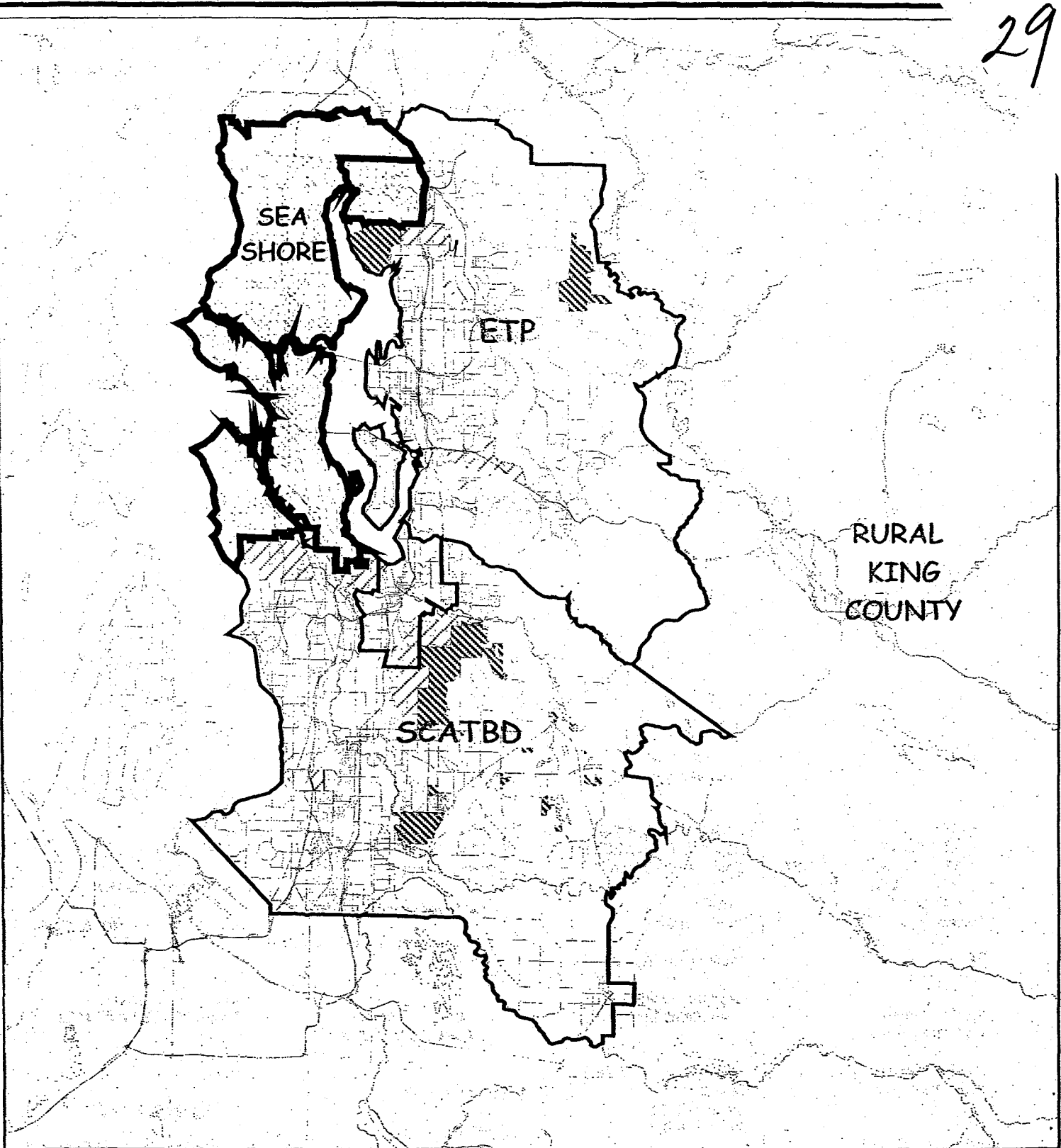
Unincorporated King County Summary Statistics

	Projects	King County Cost \$(000)	Total Costs \$(000)
PROJECT PRIORITIES			
HIGH PRIORITY	220	\$492,849	\$809,665
MED PRIORITY	105	\$205,042	\$383,947
LOW PRIORITY	85	\$107,353	\$118,386
TOTALS	410	\$805,244	\$1,311,998
PROJECT RESPONSIBILITY			
KING COUNTY	289	\$500,651	\$501,516
JOINT	121	\$304,593	\$810,482
TOTALS	410	\$805,244	\$1,311,998
PROJECTS BY TYPE			
NEW CONSTRUCTION	19	\$111,269	\$262,418
MAJOR WIDENING	53	\$295,234	\$351,347
MINOR WIDENING	65	\$131,492	\$141,456
INTER/OPER	83	\$55,573	\$58,834
LOCAL	8	\$1,497	\$1,497
NONMOTOR	92	\$63,215	\$71,870
BRIDGES	62	\$129,358	\$385,165
STUDIES	17	\$1,716	\$2,247
COUNTYWIDE HOV	11	\$15,890	\$37,164
TOTALS	410	\$805,244	\$1,311,998
PROJECTS BY TSA			
TSA - 0	11	\$3,419	\$330,601
TSA - 1	13	\$5,060	\$5,060
TSA - 2	102	\$209,622	\$282,688
TSA - 3	66	\$219,654	\$231,027
TSA - 4	60	\$163,693	\$224,325
TSA - 5	158	\$203,796	\$238,297
TOTALS	410	\$805,244	\$1,311,998

Project Deletions from TNR 1999 to 2000

NUMBER	NAME	CIP #	STATUS
N-28.10	NE 124 ST PHASE II	100389	Project completed.
N-53.10	JUANITA DR @ NE 122 PL	100597	Project completed.
N-80	NE 141 ST	101397	Project completed.
NC-2	LAKEMONT BLVD EXT	201088	Project completed.
SQ-12.20	RAGING RVR BRIDGE	200493	Project completed.
SQ-131	CHERRY VALLEY TRSL BRIDGE		Project completed.
T-74	PETROVITSKY RD @ .196 AVE SE	400697	Project completed.
T-114	LK FRANCIS RD SE		Project removed based on Maple Valley UAC recommendations.
SC-26.12	SE 240 ST CONSTR	500187	Project completed.
SC-26.13	SE 240 ST CONSTR	500187	Project completed.
SC-161	112 AVE SE		Project completed.
SC-196	124 AVE SE @ SE 312 ST	501197	Project completed.
SC-200	116 AVE SE @ PETROVITSKY & @ SE 168 ST	400593	Project completed.
H-246	SW 100 ST SOUTH SIDE	300597	Project completed.
H-273	80 AVE S	300199	Project completed.
V-3	VASHON WALKWAYS		Project completed.
V-8	SW 204 ST/209 ST		Project removed based on Vashon UAC recommendations.
V-9	PTG-ELLISPT/GEO-EDWD/80 PL SW		Project removed based on Vashon UAC recommendations.
V-12	75 AVE SW/PORTAGE- DOCTON RD		Project removed based on Vashon UAC recommendations.
V-19	PORT-DOCK RD @ SW 228 ST		Project completed.
V-20	SW 204 ST/111 AVE SW/SW 220 ST		Project removed based on Vashon UAC recommendations.
V-21	VASHON ISL HWY		Project removed based on Vashon UAC recommendations.
V-22	SW 204 ST @ VASHON ISL HWY		Project removed. Signal not warranted.
V-23	75 AVE SW/PORTAGE DOCK RD		Project removed based on Vashon UAC recommendations.
V-28	SW 220 ST @ NIKE PARK		Project completed.
V-32	RIDGE RD SW		Project removed based on Vashon UAC recommendations.
V-33	103 AVE SW		Project removed based on Vashon UAC recommendations.
V-36	VASHON HGHTS PKG (103 AVE SW @ SW 108)	300389	Project completed.
G-8.40	S 196 ST/S 200 ST CORR	400293	Project completed.
HOV/N-18	WDNVLE AREA HOV STUDY		Study to be implemented via Operations versus Capital Program.
HOV/N-19	NE 195 ST @ SR-522 HOV STUDY		Study to be implemented via Operations versus Capital Program.
HOV/N-37	SHORELINE HOV CIRCULATION STUDY		Study to be implemented via Operations versus Capital Program.
HOV/E-12	GRAND RIDGE ART HOV CORR STUDY		Study to be implemented via Operations versus Capital Program.

HOV/E-22	E LAKE SAMM PLATEAU N HOV CORR STUDY	Study to be implemented via Operations versus Capital Program.
HOV/E-24	AVONDALE/UNION HILL RD HOV CORR STUDY	Study to be implemented via Operations. versus Capital Program.
HOV/E-43	NE 122 PL @ JUANITA DR	Project completed.
HOV/SE-6.10	PETRVTSKY/CARR RD/SW 43 ST CORR STDY	Study to be implemented via Operations versus Capital Program.
HOV/SE-8	PROPOSED SE 277 ST CORR STUDY	Study to be implemented via Operations versus Capital Program.
HOV/SE-15	SR-515 HOV CORR STUDY	Study to be implemented via Operations versus Capital Program.
HOV/SE-20	138 AVE SE CORR STUDY	Study to be implemented via Operations versus Capital Program.
HOV/SE-21	138 AVE SE CORR STUDY	Study to be implemented via Operations versus Capital Program.
HOV/SW-12	I-5 @ S ORILLIA RD HOV ACCESS STUDY	Study to be implemented via Operations versus Capital Program.
HOV/SW-17	S 272 ST HOV CORR STUDY	Study to be implemented via Operations versus Capital Program.
HOV/SW-24	AMBAUM BLVD STUDY	Study to be implemented via Operations versus Capital Program.
HOV/SW-40	GREEN RVR VALLEY HOV CIRC STUDY	Study to be implemented via Operations versus Capital Program.



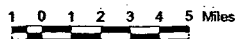
TNR 2000

Sub Areas

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King County
Department of Transportation



July 14, 1999

Project description and priorities are based on existing data and forecast information. As conditions in the community change, project scope and/or priority may change. Further study and design development, including an assessment of environmental significance will be required for each project before its implementation. Notations used for cost figures in the project listing are summarized on the right.

Responsibility

Notation

King County	(\$ 196,000)
King County-No Cost	(N/C)
King County-With Other Agency	(\$ 75,000)* or (N/C)*
Washington State Dept. of Transportation	(State)
Other Agency	(City)
Private/Developer	(Private)
Joint Projects not involving King County	(Joint)

NEW - New King County Project in TNR 2000
 K.C. CIP # - Capital Improvement Project
 TSA - Transportation Service Area

* - King County Share Only

S-25 (CITY)
15TH AVE NE
 From: NE 146TH
 To: NE 165TH

 TSA - 0

 City of Shoreline

 -Add Two-Way Left Turn Lane
 -Construct Curb, Gutter, Sidewalk
 -Traffic Signal

S-36.20 (JOINT)
INTERURBAN TRAIL(SHORELINE) CONST
 From: N 145 ST
 To: N 205 ST
 Distance: 3.10 Miles

 TSA - 0
 Priority - High

 City of Shoreline
 King County Parks

-Construct Multi-purpose Off Road Trail

S-59 (JOINT)
SR-99 @ N 165 ST

 TSA - 0
 Priority - High

Washington State DOT
 City of Shoreline

-Traffic Signal

S-87 (N/C)
15 AVE NE @ NE 196 ST

 TSA - 2
 Priority - High

 King County Roads

-Traffic Signal
 -Improve Signal Timing/Phasing
 -Construct Curb, Gutter, Sidewalk

S-125 (STATE)
NE 165 ST CROSSING I-5
 Distance: 0.10 Mile

 TSA - 0
 Priority - Low

Washington State DOT

-Construct Pedestrian Over/Under Crossing

S-161 (STATE)
SR-523
 From: SR-99
 To: SR-522

TSA - 0
 Priority - Medium

Washington State DOT

-Widen Travel Lanes

S-162 (STATE)
N 145 ST @ MERIDIAN AVE N

 TSA - 0
 Priority - High

 Washington State DOT

-Turn Channels - East & West Legs

S-163 (STATE)
NE 145 ST @ 1 AVE NE

TSA - 0
 Priority - High

Washington State DOT

-Turn Channels - East & West Legs

S-164 (STATE)
NE 145 ST @ 5 AVE NE

TSA - 0
 Priority - High

Washington State DOT

-Turn Channels - East & West Legs

S-165 (STATE)
NE 145 ST @ 15 AVE NE

 TSA - 0
 Priority - High

 Washington State DOT

-Turn Channels - East & West Legs

S-166 (STATE)
NE 145 ST @ 25 AVE NE

TSA - 0
 Priority - High

Washington State DOT

-Turn Channels - East & West Legs

S-167 (STATE)
NE 145 ST @ 30 AVE NE

TSA - 0
 Priority - High

Washington State DOT

-Turn Channels - East & West Legs

S-175 (\$ 2,194,000)
NE 205 ST
From: 15 AVE NE
To: 30 AVE NE
Distance: 0.75 Mile

TSA - 2
Priority - High

King County Roads

- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

S-177 (STATE)
SR-104
From: 19 AVE NE
To: SR-522
Distance: 2.14 Miles

TSA - 0
Priority - Medium

Washington State DOT

- Widen to Four/Five lanes
- Construct Curb, Gutter, Sidewalk

S-179 (CITY)
AURORA
From: N 145TH ST
To: N.205TH ST

TSA - 0

City of Shoreline

- Upgrade Traffic Signal

S-180 (CITY)
15TH AVE NE @ NE 165TH ST

TSA - 0

City of Shoreline

- Traffic Signal

S-181 (CITY)
AURORA AVE NORTH
From: N 145TH ST
To: N 205TH ST

TSA - 0

City of Shoreline

- Conduct Feasibility/Needs Study

N-6.20 (PRIVATE)
NE 181 ST
From: 62 AVE NE
To: 65 AVE NE
Distance: 0.20 Mile

TSA - 0
Priority - Low

Private

- Construct Curb, Gutter, Sidewalk

N-7.30
68 AVE NE CONST
From: NE 181 ST
To: NE 185 ST
Distance: 0.21 Mile

TSA - 2
Priority - High
K.C. CIP # - 100193

King County Roads
City of Kenmore

- Add Two-Way Left Turn Lane
- Realign Roadway
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane

N-9.10 (\$ 998,000)
LAKEPOINTE DR
From: 64 AVE NE/SR-522
To: 68 AVE NE
Distance: 0.60 Mile

TSA - 1
Priority - High
K.C. CIP # - 100395

King County Roads
City of Kenmore
Private

- Realign Intersection
- Widen to Four/Five lanes
- Provide Left Turn Lane
- Traffic Signal
- Construct Curb, Gutter, Sidewalk

N-10 (PRIVATE)
65 AVE NE
From: SR-522
To: NE 175 ST
Distance: 0.05 Mile

TSA - 0
Priority - Low

Private

- Realign Roadway
- Traffic Signal

N-11.20 (\$ 3,634,000)
100 AVE NE
From: NE 139 ST
To: NE 145 ST
Distance: 0.54 Mile

TSA - 2
Priority - High
K.C. CIP # - 101791

King County Roads

- Widen to Four Lanes Plus Two-Way Left Turn Lane
- Traffic Signal
- Upgrade Traffic Signal
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

N-13.10 (\$ 1,573,000)
NE 145 ST
From: 100 AVE NE
To: JUANITA-WDNVLE WY
Distance: 0.50 Mile

TSA - 2
Priority - Medium

King County Roads

- Add Two-Way Left Turn Lane
- Construct Curb, Gutter, Sidewalk
- Widen Curb Lane for Bicycle Use

N-16.11 (\$ 4,395,000)
JUANITA-WDNVLE WY NE PH II INTERIM
From: NE 145 ST
To: 112 AVE NE
Distance: 0.36 Mile

TSA - 2
Priority - High
K.C. CIP # - 100498

King County Roads

- Widen To Three Lanes
- Add Two-Way Left Turn Lane
- Upgrade Traffic Signal
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane

N-16.12 (\$ 2,070,000)
JUANITA-WDNVLE WY NE PH II ULTIMATE
From: NE 145 ST
To: 112 AVE NE
Distance: 0.36 Mile

TSA - 2
Priority - High

King County Roads

- Widen to Four Lanes
- Add Two-Way Left Turn Lane
- Construct Curb, Gutter, Sidewalk
- Construct Walkway/Pathway

N-51 (STATE)
SR-522
From: 61 AVE NE
To: 80 AVE NE
Distance: 1.40 Miles

TSA - 0
Priority - High

Washington State DOT

- Construct Curb, Gutter, Sidewalk

N-56 (\$1,311,000)*
108/112 PL NE
From: E RIVERSIDE DR
To: NE 164 ST
Distance: 4.00 Miles

TSA - 2
Priority - Medium

King County Roads
City of Bothell

-Pave Shoulders

N-57.10 (\$271,000)*
88 AVE NE
From: NE 190 ST
To: COUNTY LINE
Distance: 1.11 Miles

TSA - 2
Priority - High

King County Roads
City of Bothell

-Pave Shoulders

N-57.20 (\$187,000)*
83 PL NE/NE 180 ST
From: SR-522
To: 88 AVE NE
Distance: 0.50 Mile

TSA - 2
Priority - Medium

King County Roads
City of Kenmore

-Pave Shoulders

N-63 (JOINT)
SR-522 @ 83 PL NE

TSA - 0
Priority - High

Washington State DOT
City of Kenmore

-Traffic Signal
-Turn Channels All Legs

N-67 (STATE)
SR-522 PED OVER XING
From: E OF 73 AVE NE

TSA - 0
Priority - High

Washington State DOT

-Construct Pedestrian
Over/Under Crossing

N-71.10 (JOINT)
SR-527 @ SR-522

TSA - 0
Priority - High

Washington State DOT
City of Bothell

-Intersection/Operational
Improvement
-Provide Right Turn Lane
-Provide Left Turn Lane

N-71.20 (JOINT)
SR-527

From: SR-522
To: COUNTY LINE
Distance: 1.40 Miles

TSA - 0
Priority - High

Washington State DOT
City of Bothell

-Widen to Four/Five lanes
-Traffic Signal
-Construct Curb, Gutter,
Sidewalk
-Construct Walkway/Pathway

N-74.10 (\$90,000)
SIMONDS RD
From: 200' W OF 100 AVE
NE
Distance: 0.04 Mile

TSA - 3
Priority - Medium

King County Roads

-Construct Walkway/Pathway

N-74.30 (\$32,000)*
SIMONDS RD
From: JUANITA DR
To: 100 AVE NE
Distance: 2.50 Miles

TSA - 3
Priority - Medium

King County Roads
City of Kenmore

-Pedestrian/Bike
Access/Safety Imp. Study

N-81 (JOINT)
NORTH CREEK TRAIL
From: SAMM RVR TRAIL
To: NE 195 ST
Distance: 1.50 Miles

TSA - 0
Priority - High

City of Bothell
Private

-Construct Walkway/Pathway

N-87.10 (PRIVATE)
NE 185 ST
From: 66 AVE NE
To: 68 AVE NE
Distance: 0.15 Mile

TSA - 0
Priority - Low

Private

-Construct Curb, Gutter,
Sidewalk

N-96 (PRIVATE)
76 AVE NE @ NE 163 ST

TSA - 0
Priority - Low

Private

-Improve Sight Distance

N-98 (PRIVATE)
**NE 155 ST (ARROWHEAD
DR)**
From: 62 PL NE
To: 61 PL NE
Distance: 0.10 Mile

TSA - 0
Priority - Low

Private

-Reconstruct/Spot Pave
Shoulders
-Construct Walkway/Pathway

N-126 (PRIVATE)
71 AVE NE
From: NE 181 ST
To: SR-522
Distance: 0.10 Mile

TSA - 0
Priority - Low

Private

-Construct Walkway/Pathway

N-129 (\$143,000)*
SIMONDS RD NE
From: 72 AVE NE
To: WAYNITA DR NE
Distance: 2.30 Miles

TSA - 3
Priority - Medium

King County Roads
City of Kenmore

-Restripe Roadway to
-Turn Channels
-Construct Curb, Gutter,
Sidewalk

N-144 (\$851,000)*
NE 195 ST/NE 190 ST
From: 80 AVE NE
To: 88 AVE NE
Distance: 0.30 Mile

TSA - 2
Priority - Low

King County Roads
City of Kenmore

-Construct Two Lane Arterial
-Construct Curb, Gutter,
Sidewalk

N-146 (\$ 450,000)*
NE 205 ST
From: 80 AVE NE
To: 88 AVE NE
Distance: 0.43 Mile

TSA - 2
Priority - Low

King County Roads
City of Kenmore

- Construct Two Lane Arterial
- Construct Curb, Gutter, Sidewalk

N-159 (CITY)
SR 522 CORRIDOR IMPROVEMENT

TSA - 0

City of Kenmore

- Intersection/Operational Improvement
- Pedestrian/Bike Access/Safety Imp. Study

N-160 (CITY)
SR 522
From: SR 522
To: SR 522

TSA - 0

City of Bothell

- Construct Pedestrian Over/Under Crossing
- Construct Bridge

N-162 (CITY)
SR 522
From: SR 522/WYNE CURVE
To: SR 522/WYNE CURVE

TSA - 0

City of Bothell

- Conduct Preliminary Design Study
- Widen Roadway
- Construct Curb, Gutter, Sidewalk

N-163 (CITY)
SR 522
From: SR 522/UWB-CCC SITE
To: SR 522/UWB-CCC SITE

TSA - 0

City of Bothell

- Conduct Preliminary Design Study
- Traffic Signal
- Study HOV Treatments on Corridor

N-164 (CITY)
SR 522/SR202
From: SR 522/SR202
To: SR 522/SR202

TSA - 0

City of Bothell

- Study HOV Treatments at Interchange(s)
- See Transit/HOV Improvements
- Construct Transit/HOV Direct Access
- Construct Ramp Bypass for Transit/HOV

N-165 (CITY)
NE 190TH ST @ SR 527

TSA - 0

City of Bothell

- Provide Left Turn Lane
- Traffic Signal, Turn Channels
- Reconstruct Intersection

H-104.21 (\$ 1,518,000)*
16 AVE S BRIDGE REPAIR PROGRAM
K.C. Bridge No: 3179
From: XING DUWAMISH RVR
To: 14/16 AVE S

TSA - 2
Priority - High
K.C. CIP # - 300988

King County Roads
City of Tukwila

- Repair Bridge

H-104.22 (\$ 1,777,000)*
16 AVE S BRIDGE EA/EIS
K.C. Bridge No. 3179
From: XING DUWAMISH RVR
To: 14/16 AVE S

TSA - 2
Priority - High
K.C. CIP # - 300197

King County Roads
City of Tukwila
City of Seattle

- Prepare EIS

H-104.23 (\$ 32,562,000)*
16 AVE S BRIDGE REPLACEMENT
K.C. Bridge No. 3179
From: XING DUWAMISH RVR
To: 14/16 AVE S

TSA - 2
Priority - High

King County Roads
City of Tukwila

- Replace Bridge

EC-100 (STATE)
SR-520 TRANS LAKE STUDY
From: ACROSS/AROUND LAKE WASHINGTON

TSA - 0
Priority - High

Washington State DOT

- Conduct Feasibility/Needs Study
- Determine Corridor Needs

SEA-3 (CITY)
SW SPOKANE
From: HARBOR AVE SW

TSA - 0

City of Seattle

- Replace Bridge

SEA-4 (CITY)
SR 99
From: AURORA BRIDGE
To: N 145TH ST

TSA - 0

City of Seattle

- Construct HOV Lane(s)
- Construct Curb, Gutter, Sidewalk

SEA-7 (\$ 1,586,000)*
TERMINAL 88 ACCESS (W GALER ST)
From: ELLIOTT AVE W
To: GARFIELD ST (MAGNOLIA) BRIDGE

TSA - 0
Priority - High
K.C. CIP # - 800198

City of Seattle
Port of Seattle
King County Roads
Private

- Traffic Signal
- Grade Separated Railroad Crossing

SEA-8 (STATE)
SR-509 NB OFF RAMP
From: AT S CLOVERDALE ST

TSA - 0
Priority - Low

Washington State DOT

- Traffic Signal, Turn Channels
- Provide Left Turn Lane

SEA-10 (JOINT)
KING ST STATION INTERMODAL TERMINAL

TSA - 0
Priority - High

Washington State DOT
City of Seattle
King County METRO

- Evaluate Operational Improvements

SEA-12 (CITY)
INTERURBAN TRAIL
 From: N 110 ST
 To: N 128 ST
 Distance: 1.00 Mile

TSA - 0
 Priority - High

City of Seattle

-Construct Multi-purpose Off Road Trail

SEA-13 KINGDOME AREA INTERMODAL PROJECT
 From: I-90
 To: SEATTLE WATERFRONT

TSA - 0
 Priority - Medium

Washington State DOT
 King County Roads
 City of Seattle

-Address Area Circulation Needs

SEA-14 ROYAL BROUGHAM / SR-519
 Location: @ BN RR XING

TSA - 0
 Priority - High

City of Seattle
 Washington State DOT
 King County Roads
 Private

-Grade Separated Railroad Crossing

SEA-15 (\$ 983,000)* E MARGINAL WY
 Location: @ BN RR XING

TSA - 0
 Priority - High

City of Seattle
 Washington State DOT
 King County Roads
 Private

-Grade Separated Railroad Crossing

SEA-16 (JOINT) BROAD ST
 Location: @ BN RR XING

TSA - 0
 Priority - Medium

City of Seattle
 Private

-Grade Separated Railroad Crossing

SEA-17 (JOINT) LANDER OR HOLGATE ST XINGS
 Location: @ VARIOUS RR XINGS

TSA - 0
 Priority - Medium

City of Seattle
 Private

-Grade Separated Railroad Crossing

SEA-18 (CITY) MOUNTAINS TO SOUND TRAIL
 From: I-90
 To: SPOKANE ST
 Distance: 2.00 Miles

TSA - 0
 Priority - High

City of Seattle

-Construct Multi-purpose Off Road Trail

SEA-19 (CITY) BURKE-GILMAN TRAIL EXTENSION
 From: NW 67 ST
 To: GOLDEN GARDENS PARK
 Distance: 1.00 Mile

TSA - 0
 Priority - High

City of Seattle

-Construct Multi-purpose Off Road Trail

SEA-20 (CITY) SHIP CANAL TRAIL
 From: 6 AVE W
 To: BALLARD BRIDGE
 Distance: 1.50 Miles

TSA - 0
 Priority - High

City of Seattle

-Construct Multi-purpose Off Road Trail

SEA-21 (CITY) CHIEF SEALTH TRAIL - POWER LINE ROW
 From: BEACON HILL
 To: RENTON
 Distance: 7.00 Miles

TSA - 0
 Priority - High

City of Seattle

-Construct Multi-purpose Off Road Trail

SEA-22.10 (JOINT) SR-519 XING & ALASKAN WY IMP PH I
 From: OCCIDENTAL
 To: I-90
 Distance: 0.23 Mile

TSA - 0
 Priority - High

Washington State DOT
 Private

-Grade Separated Railroad Crossing

SEA-22.20 (STATE) SR-519 XING & ALASKAN WY IMP PH II
 From: OCCIDENTAL
 To: I-90
 Distance: 0.23 Mile

TSA - 0
 Priority - Low

Washington State DOT

-Construct New Road

SEA-23 (JOINT) SR-523 (NE 145 ST)
 From: SR-99
 To: SR-522
 Distance: 2.40 Miles

TSA - 0
 Priority - Medium

Washington State DOT
 City of Seattle

-Upgrade Traffic Signal
 -Interconnect Traffic Signals

SEA-24 (CITY) WEST SEATTLE FREEWAY
 From: E. MARGINAL WY
 To: W. MARGINAL WY

TSA - 0

City of Seattle

-Address Area Circulation Needs

SEA-25 (CITY) BRDWAY AV
 From: ROY
 To: MADISON

TSA - 0

City of Seattle

-Upgrade Traffic Signal
 -Turn Channels

SEA-26 (CITY) FREMONT BRIDGE
 From: END
 To: END

TSA - 0

City of Seattle

-Reconstruct Interchange Ramps

SEA-27 (CITY) BEACON AVE
 From: SPOKANE

TSA - 0

City of Seattle

-Upgrade Traffic Signal

SEA-28 (CITY)
DELRIDGE WY SW
 From: SYLVAN

TSA - 0

City of Seattle

-Upgrade Traffic Signal
 -Pedestrian Crossing Signals

SEA-29 (CITY)
GREENWOOD AV N
 From: 93RD
 To: 95TH

TSA - 0

City of Seattle

-Upgrade Traffic Signal
 -Pedestrian Crossing Signals

SEA-30 (CITY)
30TH AV NE
 From: LAKE CITY WY

TSA - 0

City of Seattle

-Construct Curb, Gutter,
 Sidewalk

SEA-31 (CITY)
UNIVERSITY WY NE
 From: PACIFIC
 To: 50TH

TSA - 0

City of Seattle

-Construct Curb, Gutter,
 Sidewalk

SEA-32 (CITY)
SPOKANE ST VIADUCT
 From: W MARGINAL WY
 To: I-5

TSA - 0

City of Seattle

-Improve Bridge/Load
 Upgrade

SEA-33 (CITY)
NE NORTHGATE WY

TSA - 0

City of Seattle

-Upgrade Traffic Signal

SEA-34 (CITY)
BEACON AVE
 From: S SPOKANE
 To: S ALASKA

TSA - 0

City of Seattle

-Construct Median

SEA-35 (CITY)
LAKE CITY WY NE (SR 522)
 From: I-5
 To: 145TH

TSA - 0

City of Seattle

-Interconnect Traffic Signals
 -Construct Curb, Gutter,
 Sidewalk

SEA-36 (CITY)
MONTLAKE
 From: END
 To: END

TSA - 0

City of Seattle

-Repair Bridge

SEA-37 (CITY)
ALASKAN WY (SR 99)
 From: S HOLGATE
 To: BATTERY ST. TUNNEL

TSA - 0

City of Seattle

-Repair Bridge

SEA-38 (CITY)
NORTH 145TH ST (SR 523)
 From: AURORA AV N
 To: LAKE CITY WY NE

TSA - 0

City of Seattle

-Upgrade Traffic Signal

SEA-39 (CITY)
S. BOEING ACCESS RD
 From: AIRPORT WY

To: MARTIN LUTHER KING
 JUNIOR WY S

TSA - 0

City of Seattle

-Address Area Circulation
 Needs

SEA-40 (CITY)
SHIP CANAL BRIDGES

TSA - 0

City of Seattle

-Repair Bridge

SEA-41 (CITY)
S SPOKANE
 From: MARGINAL WY
 To: AIRPORT WY S

TSA - 0

City of Seattle

-Reconstruct Roadway
 -Upgrade Traffic Signal

SEA-42 (CITY)
15TH AV W
 From: WHEELER
 To: EMERSON

TSA - 0

City of Seattle

-Pedestrian Crossing Signals

HOV/N-7 (STATE)
I-405
 From: SR 522
 To: I-5
 Distance: 6.50 Miles

TSA - 0

Washington State DOT

-Provide Transit/HOV
 Preferential
 Treatment/Operating
 Improvements
 -Construct HOV Lane(s)
 -Construct Ramp Bypass for
 Transit/HOV
 -Provide Ramp Metering

HOV/N-8 (JOINT)
**SR-522 MULTIMODAL
 PROJECT**
 From: I-5
 To: I-405
 Distance: 11.10 Miles

TSA - 0

Washington State DOT
 City of Seattle
 City of Bothell

-Provide Transit/HOV
 Preferential
 Treatment/Operating
 Improvements
 -Construct Transit Lane(s)
 -Provide New P & R Facilities
 -Construct HOV Lane(s)

HOV/N-12 (JOINT)
SR-523 HOV CORRIDOR
From: SR-99
To: 32 AVE NE
Distance: 2.45 Miles

TSA - 0

Washington State DOT
City of Seattle
City of Shoreline
City of Lake Forest Park

- Provide Transit/HOV Preferential Treatment/Operating Improvements
- Monitor Demand and Study Transit/HOV Feasibility
- Study HOV Treatments on Corridor
- Study HOV Treatments at Interchange(s)
- Study HOV Treatments at Major Intersection(s)

HOV/N-16 (STATE)
I-405 @ NE 160 ST INTERCHANGE

TSA - 2

Washington State DOT

- Construct HOV Lane(s)
- Construct Ramp Bypass for Transit/HOV

HOV/N-17 (\$ 2,771,000)
JUANITA/WOOD WY (NB HOV LANE)
From: NEAR 112 AVE NE
To: I-405
Distance: 0.50 Mile

TSA - 2

King County Roads

- Provide Transit/HOV Preferential Treatment/Operating Improvements
- Study HOV Treatments at Major Intersection(s)
- Construct HOV Lane(s)

HOV/N-34 (CITY)
68 AVENUE NE (NB HOV LANE)
From: SR-522
To: SIMONDS RD
Distance: 0.40 Mile

TSA - 0

City of Kenmore

- Construct HOV Lane(s)
- Provide Transit/HOV Preferential Treatment/Operating Improvements

HOV/N-35 (\$ 209,000)*
NE 205 ST (EB HOV LANE)
From: MERIDIAN AVE N
To: I-5

TSA - 2

Washington State DOT
King County Roads
Snohomish County

- Construct HOV Lane(s)
- Provide Transit/HOV Preferential Treatment/Operating Improvements

HOV/N-36 (\$ 170,000)*
NE BALLINGER WY (WB HOV LANE)
From: 19 AVE NE
To: I-5

TSA - 2

Washington State DOT
King County Roads
Snohomish County

- Construct HOV Lane(s)
- Provide Transit/HOV Preferential Treatment/Operating Improvements

HOV/N-39 (JOINT)
I-5 TRANSIT ONLY ACCESS
From: E-3 BUSWAY
To: INDUSTRIAL WY

TSA - 0

Regional Transit Authority
Washington State DOT

- Construct Transit/HOV Direct Access

HOV/N-40 (JOINT)
I-5 HOV DIRECT ACCESS @ NE 50 ST

TSA - 0

Washington State DOT
Regional Transit Authority

- Construct Transit/HOV Direct Access

HOV/N-41 (JOINT)
I-5 HOV DIRECT ACCESS @ SR-523

TSA - 0

Washington State DOT
Regional Transit Authority

- Construct Transit/HOV Direct Access

HOV/N-42 (STATE)
I-5 HOV RAMPS
From: MERCER ST I/C
To: SR-520

TSA - 0

Washington State DOT

- Construct Ramp Bypass for Transit/HOV

HOV/N-43 (JOINT)
SR-99
From: N 105 ST
To: SR-523 (N 145 ST)
SEATTLE C/L
Distance: 1.94 Miles

TSA - 0

Washington State DOT
City of Seattle

- Construct HOV Lane(s)
- Improve Signal Timing/Phasing

HOV/N-44 (JOINT)
SR-99 (AURORA AVE N)
From: SR-523 (N 145 ST)
SEATTLE C/L
To: SR-104 (N 205 ST)
Distance: 3.03 Miles

TSA - 0

Washington State DOT
City of Shoreline

- Construct HOV Lane(s)
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk
- Improve Signal Timing/Phasing

HOV/N-46 (STATE)
I-5 HOV SB LANE
From: NE 65 ST
To: DOWNTOWN SEATTLE
Distance: 4.50 Miles

TSA - 0

Washington State DOT

- Construct HOV Lane(s)

HOV/N-47 (STATE)
I-5 @ NE 42 ST

TSA - 0

Washington State DOT

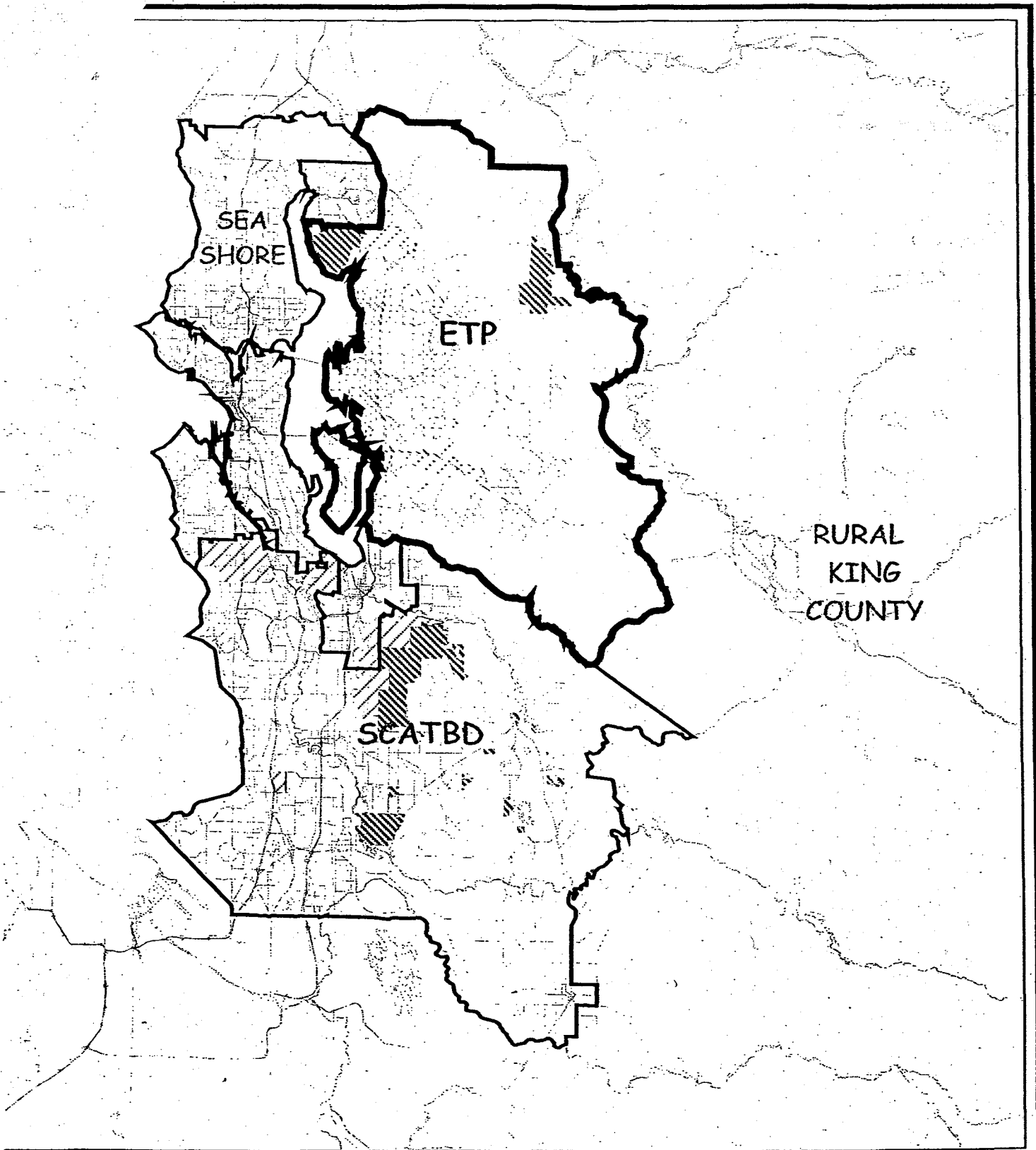
- Construct Ramp Bypass for Transit/HOV

HOV/E-55 (JOINT)
LK WASHINGTON BLVD @
SR-520

TSA - 0

City of Kirkland
City of Bellevue

-Construct Intersection Queue
Bypass



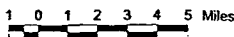
NR 2000

Sub Areas

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King County
Department of Transportation



July 14, 1999

Project description and priorities are based on existing data and forecast information. As conditions in the community change, project scope and/or priority may change. Further study and design development, including an assessment of environmental significance will be required for each project before its implementation. Notations used for cost figures in the project listing are summarized on the right.

Responsibility

Notation

King County	(\$ 196,000)
King County-No Cost	(N/C)
King County-With Other Agency	(\$ 75,000)* or (N/C)*
Washington State Depart. of Transportation	(State)
Other Agency	(City)
Private/Developer	(Private)
Joint Projects not involving King County	(Joint)

NEW - New King County Project in TNR 2000
K.C. CIP # - Capital Improvement Project
TSA - Transportation Service Area

* - King County Share Only

N-18 (\$ 899,000)
90 AVE NE
 From: NE 134 ST
 To: NE 138 PL
 Distance: 0.30 Mile

TSA - 3
 Priority - Medium

King County Roads

- Widen Travel Lanes
- Widen Curb Lane for Bicycle Use
- Construct Curb, Gutter, Sidewalk

N-24 (\$ 415,000)
84 AVE NE @ NE 138 ST

TSA - 3
 Priority - Medium

King County Roads

- Provide Left Turn Lane
- Provide Right Turn Lane
- Construct Curb, Gutter, Sidewalk

N-26 (\$ 165,000)*
84 AVE NE
 From: NE 125 PL
 To: SIMONDS RD
 Distance: 2.30 Miles

TSA - 3
 Priority - Medium

King County Roads
 City of Kenmore

- Pedestrian Crossing Signals

N-28.30 (\$ 7,767,000)
NE 124 ST PHASE III
 From: WILLOWS RD
 To: SR-202
 Distance: 1.00 Mile

TSA - 3
 Priority - High

King County Roads

- Widen to Four/Five lanes
- Traffic Signal
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

N-28.40
NE 124 ST @ SR-202

TSA - 2
 Priority - High
 K.C. CIP # - 100389

King County Roads
 Washington State DOT

- Intersection/Operational Improvement
- Turn Channels

N-28.50 (\$ 4,146,000)
NE 124 ST BRIDGE
 K.C. Bridge No. 124B
 From: EAST OF WILLOWS RD

TSA - 5
 Priority - High
 K.C. CIP # - 101997

King County Roads

- Replace Bridge
- Widen to Four Lanes

N-28.60
NE 124 ST SIGNAL INTERCONNECT
 From: I-405
 To: SR-202
 Distance: 1.60 Miles

TSA - 2
 Priority - High
 K.C. CIP # - 101496

King County Roads
 City of Kirkland
 Washington State DOT

- Interconnect Traffic Signals

N-30.10 (\$ 4,937,000)
NE 124 / 128 ST
 From: SR-202
 To: 172 AVE NE
 Distance: 1.00 Mile

TSA - 4
 Priority - Medium

King County Roads

- Widen to Four Lanes
- Turn Channels
- Construct Bike Lane
- Construct Walkway/Pathway
- Provide Equestrian Facility

N-30.20 (\$ 3,993,000)
NE 124 / 128 ST
From: 172 AVE NE
To: 184 AVE NE
Distance: 0.80 Mile

TSA - 4
Priority - Low

King County Roads

- Widen To Three Lanes
- Construct Bike Lane
- Construct Walkway/Pathway
- Provide Equestrian Facility

N-31 (CITY)
SR202 @ NE 145TH ST

TSA - 0

City of Woodinville

- Add Approach Lanes
- Upgrade Traffic Signal

N-32 (\$ 530,000)
NE 146 PL @ 155 AVE NE

TSA - 5
Priority - Low

King County Roads

- Reconstruct Intersection
- Improve Sight Distance
- Provide Equestrian Facility

N-33.30 (JOINT)
SR-202
From: NE 145 ST/148 AVE NE
To: NE 116 ST
Distance: 2.10 Miles

TSA - 5
Priority - High

Washington State DOT
City of Redmond
City of Woodinville

- Widen to Four Lanes

N-33.50 (PRIVATE)
FARM ACCESS RD
From: NE 124 ST
To: NE 171 ST
Distance: 2.80 Miles

TSA - 5
Priority - Low

Private

- Conduct Feasibility/Needs Study
- Construct New Road

N-34.20 (\$ 3,663,000)
NE 175/NE 172 PL
From: 155 PL NE
To: DU ROCHER RD (174 NE)
Distance: 1.20 Miles

TSA - 5
Priority - Medium

King County Roads

- Reconstruct Roadway
- Construct Walkway/Pathway
- Provide Equestrian Facility

N-35.11 (\$ 523,000)
WDNVILLE-DUVALL RD-DESIGN
From: 171 AVE NE (E C/L)
To: AVONDALE RD
Distance: 1.45 Miles

TSA - 3
Priority - High
K.C. CIP # - 100397

King County Roads

- Conduct Preliminary Design Study

N-35.12 (\$ 9,860,000)
WDNVILLE-DUVALL RD-CONST
From: 171 AVE NE (E C/L)
To: AVONDALE RD
Distance: 1.45 Miles

TSA - 3
Priority - High

King County Roads

- Widen to Four/Five lanes
- Pave Shoulders

N-42 (\$ 216,000)
NE 132 ST/87 AVE NE
From: 84 AVE NE
To: NE 134 ST
Distance: 0.30 Mile

TSA - 3
Priority - Medium

King County Roads

- Construct Curb, Gutter, Sidewalk
- Widen Curb Lane for Bicycle Use

N-45.11 (\$ 1,983,000)*
124 AVE NE-DESIGN
From: NE 132 ST
To: NE 145 ST
Distance: 1.10 Miles

TSA - 2
Priority - High
K.C. CIP # - 101296

King County Roads
City of Woodinville

- Conduct Preliminary Design Study

N-45.12 (\$ 4,140,000)*
124 AVE NE-CONSTR
From: NE 132 ST
To: NE 145 ST
Distance: 1.10 Miles

TSA - 2
Priority - High

King County Roads
City of Woodinville

- Widen To Three Lanes
- Turn Channels
- Construct Walkway/Pathway
- Construct Bike Lane

N-53.20 (\$ 376,000)
NE 122 PL/NE 123 ST/84 AVE N
From: JUANITA DRIVE
To: NE 125 PL
Distance: 0.50 Mile

TSA - 3
Priority - Medium

King County Roads

- Pave Shoulders

N-72 (CITY)
131ST AVE NE @ NE177TH PL

TSA - 0

City of Woodinville

- Provide Left Turn Lane
- Provide Right Turn Lane
- Upgrade Traffic Signal
- Construct Bike Lane

N-75.10
NE 132 ST STUDY
From: 100 AVE NE
To: 132 AVE NE
Distance: 2.00 Miles

TSA - 2
Priority - High

King County Roads
City of Kirkland

- Determine Corridor Needs

N-75.20 (\$ 1,923,000)*
NE 132 ST CONST
From: 100 AVE NE
To: 116 AVE NE
Distance: 1.00 Mile

TSA - 2
Priority - High

King County Roads
City of Kirkland

- Add Two-Way Left Turn Lane
- Construct HOV Lane(s)
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane

N-75.30 (\$ 1,923,000)*
NE 132 ST CONST
From: 116 AVE NE
To: 132 AVE NE
Distance: 1.00 Mile

TSA - 2
Priority - High

King County Roads
City of Kirkland

- Add Two-Way Left Turn Lane
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

N-75.40 (\$ 2,184,000)
NE 132 ST
From: 132 AVE NE
To: WILLOWS RD EXT
Distance: 0.50 Mile

TSA - 2
Priority - Low

King County Roads

- Construct Two Lane Arterial
- Add Two-Way Left Turn Lane
- Construct Bike Lane
- Pave Shoulders
- Construct Curb, Gutter, Sidewalk

N-78.10 (\$ 166,000)
WILLOWS RD / NE 132 ST EXT STUDY
From: NE 124 ST
To: NE 145 ST
Distance: 1.80 Miles

TSA - 2
Priority - High

King County Roads

- Conduct Feasibility/Needs Study
- Determine Corridor Needs

N-78.20 (\$ 14,535,000)
WILLOWS RD EXT CONST
From: NE 124 ST
To: NE 132 ST
Distance: 0.50 Mile

TSA - 2
Priority - High

King County Roads

- Construct Four Lane Arterial
- Turn Channels
- Traffic Signal
- Stripe Bike Lane on Shoulder

N-78.30 (\$ 7,269,000) *
WILLOWS RD EXT CONST
From: NE 132 ST
To: NE 145 ST
Distance: 1.00 Mile

TSA - 5
Priority - High

King County Roads
City of Woodinville

- Construct Four Lane Arterial
- Traffic Signal
- Turn Channels
- Stripe Bike Lane on Shoulder

N-78.40 (JOINT)
SR-202
From: SR-522
To: NE 145 ST/148 AVE NE
Distance: 2.67 Miles

TSA - 0
Priority - High

Washington State DOT
City of Woodinville

- Widen to Four/Five lanes
- Pave Shoulders
- Construct Walkway/Pathway
- Provide New P & R Facilities

N-82 (\$ 855,000) *
NE 140 ST AND/OR NE 145 ST
From: CROSSING I-405
Distance: 0.10 Mile

TSA - 2
Priority - Low

King County Roads
Washington State DOT

- Construct Pedestrian Over/Under Crossing

N-83 (\$ 369,000)
NE 124 ST @ 162 PL NE

TSA - 4
Priority - High

King County Roads

- Turn Channels All Legs

N-85 (PRIVATE)
HLWD HILL LOOP PHWY SYSTEM
From: MISC RDS
Distance: 3.41 Miles

TSA - 5
Priority - Low

Private

- Construct Neighborhood Pathway

N-86 (\$ 125,000)
108 AVE NE
From: NE 140 ST
To: NE 142 ST
Distance: 0.25 Mile

TSA - 2
Priority - Medium

King County Roads

- Construct Curb, Gutter, Sidewalk

N-89.10 (\$ 296,000)
172 AVE NE
From: NE 116 ST
To: NE 138 ST
Distance: 1.20 Miles

TSA - 4
Priority - Low

King County Roads

- Construct Neighborhood Pathway

N-89.20 (\$ 146,000)
164 AVE NE/167 AVE NE, 160 PL NE
From: 172 AVE NE
To: WDNVLE-DUVALL RD
Distance: 0.50 Mile

TSA - 5
Priority - Low

King County Roads

- Construct Neighborhood Pathway

N-89.30 (\$ 212,000)
DU ROCHER RD
From: 172 PL NE
To: WDNVLE-DUVALL RD
Distance: 0.80 Mile

TSA - 5
Priority - Low

King County Roads

- Construct Neighborhood Pathway

N-89.40 (\$ 146,000)
176 AVE NE
From: WDNVLE-DUVALL RD
To: NE 195 ST
Distance: 0.50 Mile

TSA - 5
Priority - Low

King County Roads

- Construct Neighborhood Pathway

N-89.50 (\$ 123,000)
168 AVE NE
From: NE 143 PL
To: NE 140 ST
Distance: 0.40 Mile

TSA - 5
Priority - Low

King County Roads

- Construct Neighborhood Pathway

N-95 (\$ 78,000)
HLWD HLL NBHD CIR STUDY
From: MISC RDS

TSA - 5
Priority - Low

King County Roads

- Conduct Feasibility/Needs Study
- Address Area Circulation Needs

N-103 (JOINT)
I-405 @ NE 195 ST

TSA - 0
Priority - High

Washington State DOT
City of Bothell

- Reconstruct Interchange Ramps
- Widen Bridge
- Traffic Signal, Turn Channels
- Provide Ramp Metering

N-104 (JOINT)
SR-522 @ NE 195 ST

TSA - 0
Priority - High

Washington State DOT
City of Woodinville

- Provide Transit/HOV Preferential Treatment/Operating Improvements
- Construct Full Interchange

N-128 (\$ 148,000)
170 AVE NE
From: NE 195 ST
To: COUNTY LINE
Distance: 0.51 Mile

TSA - 5
Priority - Low

King County Roads

- Construct Neighborhood Pathway

N-130.10 (\$ 2,324,000)*
YORK BRIDGE
K.C. Bridge No. 225C
Location: ON NE 116 ST
XING SAMM RVR

TSA - 2
Priority - High
K.C. CIP # - 100298

King County Roads
City of Redmond

- Replace Bridge

N-136 (\$ 332,000)
JUANITA DR - EAST SIDE
From: NE 143 ST
To: BIG FINN HILL PARK ENTRANCE
Distance: 0.52 Mile

TSA - 3
Priority - High

- Construct Curb, Gutter, Sidewalk

N-137 (\$ 308,000)
NE 140 ST - SOUTH SIDE
From: 124 AVE NE
To: 132 AVE NE
Distance: 0.56 Mile

TSA - 2
Priority - Low

King County Roads

- Construct Curb, Gutter, Sidewalk

N-150 (\$ 823,000)
HOLMES POINTS RD
From: DENNY PARK
To: NE 135 PL
Distance: 1.20 Miles

TSA - 3
Priority - Medium

King County Roads

- Construct Walkway/Pathway

N-154 (JOINT)
SR-202 (W DNVILLE-RDMND RD) @ 127 PL NE
From: WITHIN 500' OF INTERSECTION

TSA - 0
Priority - High

Washington State DOT
City of Woodinville

- Realign Intersection
- Improve Sight Distance
- Traffic Signal, Turn Channels

N-155 (CITY)
SR 202/SR 522

TSA - 0

City of Woodinville

- Reconstruct Interchange Ramps

N-156 (JOINT)
SR-202 (131 AVE NE)
From: NE 175 ST
To: SR-522
Distance: 0.20 Mile

TSA - 0
Priority - High

Washington State DOT
City of Woodinville

- Turn Channels
- Improve Signal Timing/Phasing

N-158 (STATE)
I-405
From: NE 72 ST I/C
To: NE 160 ST I/C
Distance: 4.62 Miles

TSA - 0
Priority - Low

Washington State DOT

- Road Extension

N-161 (CITY)
REDMOND WY (SR 202)/185TH NE

TSA - 0

City of Redmond

- Traffic Signal
- Traffic Signal, Turn Channels

N-166 (CITY)
NE 124TH ST @ 116TH AV

TSA - 0

City of Kirkland

- Provide Transit/HOV Preferential Treatment/Operating Improvements

N-167 (CITY)
SR 202
From: 148TH AVE NE
To: 127TH PL NE

TSA - 0

City of Woodinville

- Widen Travel Lanes
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

N-168
SR-527
CORRIDOR
IMPROVEMENTS

TSA - 0

City of Bothell

- Widen Roadway
- Traffic Signal, Turn Channels
- Construct Curb, Gutter, Sidewalk

B-2.12 (\$ 3,082,000)*
NE 133 ST CONST
From: BEAR CREEK RD
To: APPROX 227 AVE NE (BLAKELY RIDGE W)
Distance: 2.00 Miles

TSA - 3
Priority - Medium

King County Roads
Private

- Realign Roadway
- Reconstruct Roadway
- Turn Channels
- Improve Sight Distance
- Pave Shoulders

B-2.20 (PRIVATE)
236 AVE NE
From: NE 133 ST
To: NOVELTY HILL RD
Distance: 0.20 Mile

TSA - 3
Priority - High

Private

-Construct New Road

B-2.30 (\$ 4,854,000)*
NE 133 ST INTERIM
From: 218 AVE NE
To: BEAR CREEK BRIDGE
Distance: 1.60 Miles

TSA - 3
Priority - High
K.C. CIP # - 100701

King County Roads
Private

-Turn Channels
-Improve Sight Distance
-Pave Shoulders

B-5.10 (\$ 5,518,000)
UNION HILL RD
From: 208 AVE NE
To: 238 AVE NE
Distance: 2.00 Miles

TSA - 5
Priority - Medium

King County Roads

-Widen Travel Lanes
-Pave Shoulders
-Provide Equestrian Facility

B-6 (\$ 4,354,000)
NE 132 ST/ NE 128 ST
From: 184 AVE NE
To: 196 AVE NE
Distance: 0.64 Mile

TSA - 4
Priority - High
K.C. CIP # - 101088

King County Roads

-Widen To Three Lanes
-Traffic Signal, Turn Channels
-Construct Bike Lane
-Construct Curb, Gutter,
Sidewalk
-Replace Bridge

B-9.10 (\$ 4,224,000)
AVONDALE RD PHASE II
From: NE 155 ST
To: WDNVLE-DUVALL RD
Distance: 1.65 Miles

TSA - 3
Priority - High
K.C. CIP # - 101591

King County Roads

-Widen To Three Lanes
-Reconstruct Intersection
-Pave Shoulders
-Construct Walkway/Pathway

B-9.20 (\$ 4,438,000)
AVONDALE RD PHASE III
From: NE 133 ST
To: NE 155 ST
Distance: 1.20 Miles

TSA - 3
Priority - High

King County Roads

-Widen To Three Lanes
-Construct Bridge
-Construct Bike Lane
-Construct Walkway/Pathway

B-9.30 (\$ 3,797,000)
WDNVLE-DUVALL RD @
AVONDALE RD NE

TSA - 5
Priority - High
K.C. CIP # - 100799

King County Roads

-Traffic Signal, Turn Channels

B-13.20 (\$ 878,000)
WDNVLE-DUVALL RD @
194 AVE NE

TSA - 5
Priority - Medium

King County Roads

-Evaluate Operational
Improvements
-Provide Left Turn Lane
-Realign Intersection

B-14 (\$ 930,000)
PARADISE LK RD
From: WDNVLE-DUVALL
RD
To: COUNTY LINE
Distance: 1.90 Miles

TSA - 5
Priority - High

King County Roads

-Pave Shoulders

B-15 (\$ 437,000)
AVONDALE RD @ BEAR
CREEK RD

TSA - 3
Priority - High

King County Roads

-Realign Intersection
-Improve Sight Distance

B-16 (\$ 437,000)
BEAR CREEK RD @ MINK
RD

TSA - 5
Priority - Medium

King County Roads

-Improve Sight Distance
-Realign Intersection

B-17 (\$ 3,969,000)
AMES LK RD
From: UNION HILL RD
To: SR-202
Distance: 2.30 Miles

TSA - 5
Priority - Low

King County Roads

-Realign Roadway
-Widen Travel Lanes
-Pave Shoulders

B-22.11
NOVELTY HILL RD
(INTERIM)
From: W SNOQ VALLEY RD
To: APP 246 AVE NE
(BLAKELY RIDGE E)
Distance: 0.60 Mile

TSA - 3
Priority - High

King County Roads
Private

-Pave Shoulders

B-22.12 (\$ 19,600,000)
NOVELTY HILL RD
(ULTIMATE)
From: W SNOQ VALLEY RD
To: APP 246 AVE NE
(BLAKELY RIDGE E)
Distance: 0.60 Mile

TSA - 3
Priority - High

King County Roads

-Add Hill Climbing Lane
-Realign Roadway

B-22.20 (\$ 1,060,000)
W SNOQ VALLEY RD @
NOV HILL RD

TSA - 3
Priority - High
K.C. CIP # - 200301

King County Roads

-Realign Intersection
-Traffic Signal

B-23 (\$ 179,000)
NE UNION HILL RD
From: 198 AVE NE
To: 206 AVE NE
Distance: 0.45 Mile

TSA - 4
Priority - High
K.C. CIP # - 100784

King County Roads

-Realign Roadway
-Widen Roadway
-Pave Shoulders

B-32 (\$ 1,522,000)
208 AVE NE @ UNION HILL RD

TSA - 5
Priority - High
K.C. CIP # - 100501

King County Roads

-Traffic Signal
-Turn Channels

B-36.11 (\$ 39,000)
WDNVLE-DUVALL RD STUDY

From: AVONDALE RD
To: SR-203
Distance: 5.70 Miles

TSA - 5
Priority - Medium

King County Roads

-Conduct Feasibility/Needs Study
-Address Area Circulation Needs
-Determine Corridor Needs
-Evaluate Operational Improvements

B-36.12 (\$ 3,590,000)
WDNVLE-DUVALL RD CONST

From: AVONDALE RD
To: SR-203
Distance: 5.70 Miles

TSA - 5
Priority - Medium

King County Roads

-Pave Shoulders.
-Provide Equestrian Facility

B-41 (\$ 1,496,000)
AMES LK-CARNATION RD

From: UNION HILL RD
To: NE 80 ST
Distance: 2.30 Miles

TSA - 5
Priority - Low

King County Roads

-Pave Shoulders

B-43 (PRIVATE)
NORTHRIDGE UPD ARTERIALS
From: NE 80 ST/238 AVE NE
To: NOVELTY HILL RD
Distance: 3.00 Miles

TSA - 5
Priority - Low

Private

-Construct New Road
-Construct Curb, Gutter, Sidewalk
-Construct Bike Lane

B-47 (\$ 747,000)
EVANS CREEK BRIDGE
K.C. Bridge No: 952A
Location: ON NE UNION HILL RD

TSA - 5
Priority - High

King County Roads

-Replace Bridge

B-56.11 (\$ 3,887,000)
NOVELTY HILL RD ULTIMATE DESIGN
From: REDMOND C/L
To: 244 AVE NE
Distance: 3.70 Miles

TSA - 3
Priority - High
K.C. CIP # - 100992

King County Roads
Private

-Conduct Preliminary Design Study
-Prepare EIS

B-56.12 (\$ 23,639,000)
NOVELTY HILL RD ULTIMATE CONSTR

From: REDMOND C/L
To: 244 AVE NE
Distance: 3.70 Miles

TSA - 3
Priority - High

King County Roads
Private

-Widen To Three Lanes
-Turn Channels
-Pave Shoulders
-Stripe Bike Lane on Shoulder

B-56.20 (\$ 1,130,000)
NOVELTY HILL RD REDMOND
From: AVONDALE RD
To: REDMOND C/L
Distance: 0.10 Mile

TSA - 3
Priority - High
K.C. CIP # - 100901

King County Roads
City of Redmond

-Turn Channels
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

B-56.40 (PRIVATE)
NOVELTY HILL RD (INTERIM)
Location: @ 214, 218, 208 AVE NE
@ REDMOND

TSA - 3
Priority - High

Private

-Traffic Signal, Turn Channels
-Improve Sight Distance
-Pave Shoulders

B-63.10 (\$ 2,572,000)
236/238 AVE NE
From: SR-202
To: UPD SOUTH BOUNDARY
Distance: 2.00 Miles

TSA - 3
Priority - High

King County Roads
Private

-Reconstruct Roadway
-Widen Roadway
-Realign Roadway
-Improve Sight Distance
-Pave Shoulders

B-63.30 (PRIVATE)
236/238 AVE NE INTERIM
From: UNION HILL RD (S)
To: SR-202
Distance: 1.20 Miles

TSA - 3
Priority - Medium

Private

-Pave Shoulders

B-65 (\$ 1,737,000)
238 AVE @ NE UNION HILL RD (N)

TSA - 5
Priority - High
K.C. CIP # - 101101

King County Roads

-Realign Intersection
-Traffic Signal

B-70 (STATE)
SR-202
From: 244 AVE NE
To: TOLT HILL RD
Distance: 2.43 Miles

TSA - 5
Priority - Low

Washington State DOT

-Pave Shoulders

B-72 (N/C)
BEAR CREEK BRIDGE
K.C. Bridge No. 1056B
Location: ON WOOD-
DUVALL RD
@ 210 AVE NE

TSA - 5
Priority - High
K.C. CIP # - 100199

King County Roads

-Conduct Feasibility/Needs Study

B-73 (\$62,000)
UNION HILL RD
From: 238 AVE NE
To: AMES LK CARNATION RD
Distance: 3.50 Miles

TSA - 5
Priority - Low

King County Roads

-Pave Shoulders

B-74 (\$389,000)
BEAR CREEK RD
From: AVONDALE RD
To: SEIDEL RD
Distance: 1.64 Miles

TSA - 5
Priority - Low

King County Roads

-Construct Neighborhood Pathway

B-75 (\$362,000)
MINK RD
From: BEAR CREEK RD
To: WDNVLE-DUVALL RD
Distance: 1.50 Miles

TSA - 5
Priority - Low

King County Roads

-Construct Neighborhood Pathway

B-76 (PRIVATE)
NE 116 ST
From: AVONDALE RD
To: REDMOND WATERSHED
Distance: 1.59 Miles

TSA - 5
Priority - Low

Private

-Construct Neighborhood Pathway

B-83 (STATE)
E LK SAMM PKWY @ SR-202

TSA - 0
Priority - Low

Washington State DOT

-Construct Ramp Bypass for Transit/HOV

B-85 (STATE)
SR-520
From: W LK SAMMAMISH PKWY NE
To: SR-202
Distance: 1.43 Miles

TSA - 0
Priority - Medium

Washington State DOT

-Construct Full Interchange
-Construct HOV Lane(s)

B-86 (\$1,072,000)
212 AVE NE @ WDNVLE-DUVALL RD

TSA - 5
Priority - Medium

King County Roads

-Provide Left Turn Lane
-Improve Signal Timing/Phasing

B-88 (\$817,000)
NE 165 ST
From: 179 PL NE
To: 183 AVE NE
Distance: 0.91 Mile

TSA - 5
Priority - Low

King County Roads

-Reconstruct Roadway

B-91 (JOINT)
PUGET POWER TRAIL
From: NOVELTY HILL RD
To: WILLOWS RD
Distance: 7.00 Miles

TSA - 5
Priority - High

King County Parks
City of Redmond

-Construct Multi-purpose Off Road Trail

B-92 (\$2,743,000)
OLD WOODINVILLE-DUVALL RD
From: WOODINVILLE-DUVALL RD
To: WOODINVILLE-DUVALL RD
Distance: 1.60 Miles

TSA - 5
Priority - Low

King County Roads

-Reconstruct Roadway
-Pave Shoulders

B-93 (\$2,633,000)
232 AVE NE
From: NE 142 ST
To: OLD WOODINVILLE-DUVALL RD
Distance: 1.80 Miles

TSA - 5
Priority - Low

King County Roads

-Reconstruct Roadway
-Pave Shoulders

B-94 (N/C)
TUCK CREEK
From: HEADWATERS
To: SNOQUALMIE RIVER

TSA - 5
Priority - High

K.C. CIP # - 200399

King County Roads

-Conduct Feasibility/Needs Study
-Determine Corridor Needs

ES-2.20 (JOINT)
EAST SAMMAMISH TRAIL
From: FRONT ST
To: BEAR CREEK/REDMOND TOWN CENTER
Distance: 12.80 Miles

TSA - 4
Priority - High

King County Parks
City of Sammamish

-Conduct Preliminary Design Study
-Construct Multi-purpose Off Road Trail

ES-6.20 (\$7,251,000)
E LK SAMM PKWY
From: SE 56 ST
To: ISSQ FALL CITY RD
Distance: 1.00 Mile

TSA - 4
Priority - High

King County Roads

-Widen to Four/Five lanes
-Interconnect Traffic Signals
-Construct Curb, Gutter, Sidewalk
-Construct Bike Lane

ES-6.30 (\$ 736,000)
E LK SAMM PKWY
From: ISSQ FALL CITY RD
To: I-90 ON RAMP
Distance: 0.20 Mile

TSA - 4
Priority - High
K.C. CIP # - 201197

King County Roads

- Widen to Four/Five lanes
- Construct HOV Lane(s)
- Turn Channels

ES-7.30
SUNSET I/C I-90
IMPROVEMENT

TSA - 2
Priority - High
K.C. CIP # - 201496

Washington State DOT
King County Roads
City of Issaquah
Regional Transit Authority

- Prepare EIS
- Conduct Preliminary Design Study
- Construct Full Interchange

ES-10.21 (CITY)
228 AVE NE/SE PH I
From: INGLEWOOD HILL RD
To: SE 24 ST
Distance: 2.00 Miles

TSA - 4
Priority - High

City of Sammamish

- Widen to Four/Five lanes
- Traffic Signal
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane
- Provide Equestrian Facility

NEW
ES-10.30 (\$ 3,500,000)
228 AVE NE/SE PH IA
From: SE 24 ST
To: ISSQ-PINE LK RD
Distance: 0.50 Mile

TSA - 4
Priority - High
K.C. CIP # - 200295

King County Roads

- Widen to Four/Five lanes
- Traffic Signal
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane
- Provide Equestrian Facility

ES-12.12 (\$ 2,769,000)*
ISSQ-PINE LK RD PH I
STAGE 1 INTERIM
From: 238 WY SE
To: ISSQ-FALL CITY RD
Distance: 1.00 Mile

TSA - 4
Priority - High
K.C. CIP # - 200291

King County Roads
City of Sammamish

- Widen To Three Lanes
- Traffic Signal
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

ES-12.22 (\$ 15,525,000)*
ISSQ PINE LK RD PH II
CONST
From: 228 AVE SE
To: ISSQ-FALL CITY RD
Distance: 2.50 Miles

TSA - 4
Priority - High

King County Roads
City of Sammamish

- Widen to Four Lanes Plus Two-Way Left Turn Lane
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

ES-12.60
ISSQ-PINE LK RD @ SE 32
WY
From: SAFETY
IMPROVEMENT

TSA - 4
Priority - High
K.C. CIP # - 200494

King County Roads
City of Sammamish

- Provide Left Turn Lane
- Realign Intersection
- Pave Shoulders

ES-13.20 (\$ 4,931,000)
ISSQ-FALL CITY RD CONST
From: BLACK NUGGET RD
To: ISSQ-PINE LK RD
Distance: 0.50 Mile

TSA - 4
Priority - Medium

King County Roads

- Add Two-Way Left Turn Lane
- Realign Roadway
- Traffic Signal
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

ES-15.10 (N/C)
ISSQ-FALL CITY RD - PH II
From: ISSQ-PINE LK RD
To: 2300 EAST
Distance: 0.43 Mile

TSA - 4
Priority - High
K.C. CIP # - 200195

King County Roads

- Intersection/Operational Improvement
- Turn Channels
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane

ES-15.20 (\$ 1,261,000)*
ISSQ-FALL CITY RD/DUTH
HILL RD
From: KLAHANIE BLVD
To: 272 PL SE
Distance: 2.00 Miles

TSA - 4
Priority - Medium

King County Roads
Private
City of Sammamish

- Provide Left Turn Lane
- Construct Curb, Gutter, Sidewalk
- Widen Curb Lane for Bicycle Use
- Pave Shoulders
- Construct Neighborhood Pathway

ES-15.30 (\$ 4,174,000)*
SE 27 ST (DUTHIE HILL RD)
From: 272 PL SE
To: SR-202
Distance: 1.50 Miles

TSA - 4
Priority - Low

King County Roads
City of Sammamish

- Add Hill Climbing Lane
- Pave Shoulders
- Provide Left Turn Lane

ES-15.41 (\$ 2,442,000)
ISSQ-FALL CITY RD - PH III
DESIGN
From: APPROX SE 48 ST
To: KLAHANIE DR
Distance: 0.60 Mile

TSA - 4
Priority - Medium
K.C. CIP # - 201597

King County Roads

- Conduct Preliminary Design Study

ES-15.42 (\$ 7,001,000)
ISSQ-FALL CITY RD - PH III
CONSTR
From: APPROX SE 48 ST
To: KLAHANIE DR
Distance: 0.60 Mile

TSA - 4
Priority - Medium

King County Roads

- Widen to Four Lanes Plus Two-Way Left Turn Lane
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane
- Construct Neighborhood Pathway

ES-21 (\$ 7,350,000)*
228 AVE SE/SE 43 WY
From: ISSQ-PINE LK RD
To: PROVIDENCE PT DR SE
Distance: 1.32 Miles

TSA - 4
Priority - Medium

King County Roads
City of Sammamish

- Evaluate Operational Improvements
- Turn Channels
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

ES-25.10 (\$ 255,000)*
ISSQ BEAVER LK RD @
DUTHIE HILL RD

TSA - 5
Priority - Medium

King County Roads
City of Sammamish

- Traffic Signal

ES-31 (CITY)
REDMOND WY (SR 202)
From: EASTLAKE
SAMMAMISH PAR
To: SAHALEE WY

TSA - 0
City of Redmond

- Conduct Preliminary Design Study

ES-32 (STATE)
SR-202
From: EVANS CREEK
To: TOLT HILL RD
Distance: 5.07 Miles

TSA - 5
Priority - Low

Washington State DOT

- Widen to Four/Five lanes
- Pave Shoulders
- Provide New P & R Facilities

ES-44 (JOINT)
ISSQ-HIGH POINT TRAIL
Distance: 4.25 Miles

TSA - 5
Priority - High

Washington State DOT
King County Parks
City of Issaquah
Private

- Conduct Preliminary Design Study

ES-45.10 (JOINT)
LAUGHING JACOBS
CREEK TRAIL
Distance: 1.50 Miles

TSA - 4
Priority - High

King County Parks
City of Sammamish

- Conduct Preliminary Design Study
- Construct Multi-purpose Off Road Trail

ES-48.12 (\$ 15,701,000)
SPAR - NORTH LINK
From: ISSQ-FALL CITY/PINE
LK
To: GRAND RIDGE MPD
Distance: 0.70 Mile

TSA - 4
Priority - High
K.C. CIP # - 101289

King County Roads

- Prepare EIS
- Road Establishment
- Conduct Preliminary Design Study
- Construct Four Lane Arterial Plus Two-Way Left Turn Lane

ES-48.21
SPAR - SOUTH LINK EIS
From: GRAND RIDGE MPD
To: I-90 SUNSET
INTERCHANGE
Distance: 0.91 Mile

TSA - 4
Priority - High
K.C. CIP # - 200496

King County Roads
City of Issaquah
Private

- Prepare EIS
- Road Establishment
- Conduct Preliminary Design Study

ES-48.22 (PRIVATE)
SPAR - SOUTH LINK
CONSTR
From: GRAND RIDGE MPD
To: I-90 SUNSET
INTERCHANGE
Distance: 0.91 Mile

TSA - 4
Priority - High

Private

- Construct Four Lane Arterial Plus Two-Way Left Turn Lane

ES-49.11
244 AVE NE EXT DESIGN
From: NE 8 ST
To: SE 8 ST
Distance: 1.00 Mile

TSA - 4
Priority - Low
K.C. CIP # - 200797

King County Roads
City of Sammamish
Private

- Conduct Preliminary Design Study

ES-50.11
SE 8 ST DESIGN
From: 228 AVE SE
To: 244 AVE SE EXT
Distance: 1.00 Mile

TSA - 4
Priority - Medium
K.C. CIP # - 201397

King County Roads
City of Sammamish
Private

- Conduct Preliminary Design Study

ES-61.30 (JOINT)
SR-900
From: SE 56 ST
To: NEWPORT WY SE
Distance: 0.80 Mile

TSA - 0
Priority - Medium

Washington State DOT
City of Issaquah

- Interconnect Traffic Signals

ES-73
SE 24 ST
From: 228 AVE SE
To: 239 AVE SE
Distance: 1.00 Mile

TSA - 4
Priority - Low
K.C. CIP # - 201797

King County Roads
City of Sammamish

-Reconstruct Roadway
-Pave Shoulders
-Construct Neighborhood
Pathway

ES-75.22 (\$ 649,000)
SAHALEE WY
From: NE 50 ST
To: SR-202
Distance: 0.15 Mile

TSA - 3
Priority - High
K.C. CIP # - 200997

King County Roads

-Widen to Four Lanes
-Turn Channels
-Pave Shoulders

ES-78 (PRIVATE)
SE HIGH POINT RD
From: 272 AVE SE
To: PRESTON
INTERCHANGE
Distance: 2.40 Miles

TSA - 5
Priority - Low

Private

-Pave Shoulders

ES-88 (\$ 3,280,000)
I-90/E LK SAMM PKWY
FRONTAGE RD
From: ISSQ EMPLOYMENT
CENTER
To: SUNSET
INTERCHANGE
Distance: 1.50 Miles

TSA - 5
Priority - Medium

King County Roads

-Construct Two Lane Arterial
Plus
Two-Way Left Turn Lane
-Construct Bike Lane
-Construct Curb, Gutter,
Sidewalk

ES-91 (\$ 1,588,000)
E LK SAMM PKWY
From: SE 43 WAY
To: 212 WY SE
Distance: 0.50 Mile

TSA - 5
Priority - High

King County Roads
City of Sammamish

-Turn Channels
-Construct Bike Lane
-Construct Curb, Gutter,
Sidewalk

ES-93 (STATE)
SR-202 @ SE 28 ST
(DUTHIE)

TSA - 5
Priority - Low

Washington State DOT

-Traffic Signal
-Turn Channels

ES-95.11
228 AVE NE @ NE 8 ST
DESIGN

TSA - 4
Priority - High
K.C. CIP # - 200103

King County Roads
City of Sammamish

-Conduct Preliminary Design
Study

ES-104 (\$ 110,000)
EAST SAMM
ARTERIAL/CIRC STUDY

TSA - 4
Priority - High

King County Roads

-Address Area Circulation
Needs

ES-108
E LK SAMM PKWY @ NE 7
CT
From: (EDEN CREEK)

TSA - 4
Priority - High
K.C. CIP # - 201296

King County Roads
City of Sammamish

-Reconstruct Intersection

ES-109 (\$ 747,000)
EVANS CREEK BRIDGE
K.C. Bridge No. 180A
Location: ON NE 50 ST

TSA - 5
Priority - High

King County Roads

-Replace Bridge

ES-112 (\$ 55,000)
OVERDALE AREA
CIRCULATION STUDY
From: SE BLACK NUGGET
RD
To: E LK SAMMAMISH
PARK

TSA - 4
Priority - High

King County Roads

-Conduct Feasibility/Needs
Study
-Address Area Circulation
Needs

ES-113 (\$ 439,000)
SE 56 ST @ APPROX 227
AVE SE

TSA - 4
Priority - Medium

King County Roads

-Realign Roadway
-Improve Sight Distance

ES-114
BEAVER LAKE RD @ SE 24
ST

TSA - 4
Priority - Low
K.C. CIP # - 200800

King County Roads
City of Sammamish

-Reconstruct Intersection

NC-10.30 (\$ 1,781,000)
SE NEWPORT WY
From: 138 AVE SE
To: EASTGATE PARK
ENTRANCE
Distance: 0.50 Mile

TSA - 2
Priority - Medium

King County Roads
City of Bellevue

-Provide Left Turn Lane
-Construct Bike Lane
-Construct Curb, Gutter,
Sidewalk

NC-10.40 (\$ 9,146,000)
SE NEWPORT WY
From: EASTGATE PARK
ENRANCE
To: SE 42 PL
Distance: 2.00 Miles

TSA - 2
Priority - High

King County Roads

- Add Two-Way Left Turn Lane
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane

NC-10.50 (\$ 2,571,000)
SE NEWPORT WY
From: SE 42 PL
To: ISSQ C/L
Distance: 1.11 Miles

TSA - 2
Priority - Medium

King County Roads
City of Bellevue

- Provide Left Turn Lane
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane

NC-11 (CITY)
COAL CREEK PARKWY
From: I-405

TSA - 0

City of Bellevue

- Widen to Six Lanes

NC-12.12 (\$ 6,213,000)
COAL CREEK PKWY
CONST
From: SE 72 ST
To: RENTON C/L
Distance: 2.41 Miles

TSA - 4
Priority - High

King County Roads
City of Newcastle

- Widen to Four Lanes
- Traffic Signal, Turn Channels
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane

NC-29 (\$ 792,000)
SE NEWPORT WAY @ 164
AVE SE

TSA - 2
Priority - High

King County Roads
City of Bellevue

- Traffic Signal
- Turn Channels All Legs

NC-50 (STATE)
SR-900
From: FIELD AVE NW
To: I-90
Distance: 7.07 Miles

TSA - 5
Priority - High

Washington State DOT

- Widen to Four Lanes Plus Two-Way Left Turn Lane

NC-57 (\$ 409,000)
164 AVE SE
From: NEWPORT WY
To: LAKEMONT BLVD EXT
Distance: 1.00 Mile

TSA - 2
Priority - High

King County Roads

- Turn Channels - North & South Legs
- Pave Shoulders

NC-62 (\$ 114,000)
W LK SAMP @ 180 AVE SE

TSA - 2
Priority - Medium

King County Roads

- Pedestrian Crossing Signals

NC-63 (STATE)
I-90 @ W LK SAMP PKWY
Distance: 0.15 Mile

TSA - 2
Priority - High

Washington State DOT

- Reconstruct Interchange Ramps
- Reconstruct Intersection

NC-66 (\$ 581,000)
MAY CREEK BRIDGE
K.C. Bridge No. 5005
Location: ON SE MAY
VALLEY RD
E OF SR-900

TSA - 5
Priority - High

King County Roads

- Replace Bridge

NC-81 (JOINT)
SR-900 @ NEWPORT WY

TSA - 0
Priority - High

Washington State DOT
City of Issaquah

- Traffic Signal, Turn Channels

NC-86 (\$ 6,163,000)
W LK SAMP PKWY SE/NE
From: BELLEVUE C/L (SE 9 ST)
To: I-90
Distance: 2.80 Miles

TSA - 2
Priority - High

King County Roads

- Pave Shoulders
- Construct Bike Lane

NC-87 (\$ 295,000)
SE 34 ST
From: W LK SAMP PKWY
SE
To: BELLEVUE C/L
Distance: 0.39 Mile

TSA - 2
Priority - Medium

King County Roads

- Pave Shoulders

NC-90 (\$ 2,146,000)
150 AVE SE
From: SE 36 ST
To: SE NEWPORT WY
Distance: 0.50 Mile

TSA - 2
Priority - High
K.C. CIP # - 201896

King County Roads
City of Bellevue

- Widen to Six Lanes
- Add Two-Way Left Turn Lane
- Traffic Signal
- Construct Curb, Gutter, Sidewalk

NC-92 (K.C. PARKS)
I-90 PED/BIKE PATH
From: SE 35 ST
To: W LK SAMP PKWY SE
Distance: 1.00 Mile

TSA - 2
Priority - High

King County Parks

- Conduct Preliminary Design Study
- Construct Multi-purpose Off Road Trail

NC-96 (\$ 1,238,000)*
SE 38 ST EXT
From: 150 AVE SE
To: 164 AVE SE
Distance: 1.71 Miles

TSA - 2
Priority - Low

City of Bellevue
King County Roads

-Construct Two Lane Arterial
-Intersection/Operational
Improvement
-Construct Curb, Gutter,
Sidewalk

NC-97 (\$ 970,000)*
SE 26 ST
From: SE 24 ST
To: W LK SAMM PKWY
Distance: 0.36 Mile

TSA - 2
Priority - Medium

City of Bellevue
King County Roads

-Reconstruct Roadway
-Construct Bike Lane
-Construct Curb, Gutter,
Sidewalk

NC-101 (\$ 2,133,000)
COAL CREEK PKWY @
MAY VALLEY RD

TSA - 4
Priority - High

King County Roads

-Provide Left Turn Lane

NC-103 (\$ 93,000)
SE ALLEN RD (148 SE)
NORTH SIDE
From: 146 AVE SE
To: SE 36 ST
Distance: 0.40 Mile

TSA - 2
Priority - Low

King County Roads

-Construct Curb, Gutter,
Sidewalk

NC-105 (JOINT)
I-405 @ NE 44 ST

TSA - 0
Priority - High

Washington State DOT
Private

-Reconstruct Interchange
Ramps

NC-106 (JOINT)
CEDAR RIVER TO LK
SAMMAMISH TRAIL
From: CEDAR RIVER TRAIL
To: LK SAMMAMISH ST
PARK
Distance: 10.00 Miles

TSA - 5
Priority - High

City of Issaquah
King County Parks

-Conduct Preliminary Design
Study
-Construct Walkway/Pathway

NC-108 (N/C)
RIPLEY LANE
From: RENTON C/L
To: BELLEVUE C/L
Distance: 0.36 Mile

TSA - 2
Priority - High
K.C. CIP # - 200799

King County Roads

-Reconstruct Roadway

NC-109 (CITY)
NEWPORT WY
From: 129TH AVE SE
To: SOMERSET BLVD.

TSA - 0

City of Bellevue

-Add Two-Way Left Turn Lane
-Traffic Signal

NC-110 (CITY)
COAL CREEK PARKWY
From: I-405
To: NEWPORT WY

TSA - 0

City of Bellevue

-Widen to Six Lanes

NC-111 (CITY)
COAL CREEK PARKWY
From: SE 79TH PL
To: SE 72ND PL

TSA - 0

City of Newcastle

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Reconstruct Roadway

NC-112 (CITY)
COAL CREEK PKWY @ SE
89 WY

TSA - 0

City of Newcastle

-Provide Left Turn Lane
-Provide Right Turn Lane

NC-113 (CITY)
156 AVE SE
From: SE 24 ST
To: SE 27 ST

TSA - 0

City of Bellevue

-Construct Curb, Gutter,
Sidewalk
-Pedestrian Crossing Signals

SQ-4.30 (\$ 1,160,000)
NE 124 ST @ W SNOQ
VALLEY RD

TSA - 5
Priority - High
K.C. CIP # - 201101

King County Roads

-Traffic Signal
-Provide Right Turn Lane
-Improve Sight Distance

SQ-9 (\$ 2,813,000)
NE 80 ST
From: W SNOQ VALLEY RD
To: AMES LK RD
Distance: 1.00 Mile

TSA - 5
Priority - Low

King County Roads

-Reconstruct Roadway
-Pave Shoulders

SQ-12.10 (\$ 2,033,000)
PRESTON-FALL CITY RD
From: SR-202
To: I-90
Distance: 4.70 Miles

TSA - 5
Priority - Low

King County Roads

-Pave Shoulders

SQ-12.30 (N/C)
PRESTON FALL CITY RD
From: SE 86 ST
To: 1/2 MILE NORTH
Distance: 0.50 Mile

TSA - 5
Priority - High
K.C. CIP # - 200698

King County Roads

-Reconstruct Roadway

SQ-26 (\$ 177,000)
CARNATION FARM RD
From: NE 80 ST
To: SR-203
Distance: 3.50 Miles

TSA - 5
Priority - Medium

King County Roads

-Reconstruct/Spot Pave
Shoulders

SQ-27 (\$ 307,000)
W SNOQ VALLEY RD
From: WDNVLLLE-DUVALL RD
To: CARNATION RD
Distance: 6.80 Miles

TSA - 5
Priority - Medium

King County Roads

-Reconstruct/Spot Pave Shoulders

SQ-114 (N/C)
NOVELTY BRIDGE
K.C. Bridge No. 404B
Location: ON NE 124 ST
XING SNOQ RVR
Distance: 0.09 Mile

TSA - 5
Priority - High
K.C. CIP # - 200193

King County Roads

-Replace Bridge

SQ-116.11 (\$ 1,324,000)
PRESTON BRIDGE STUDY
K.C. Bridge No. 682A
Location: ON LOVEGREN RD
XING RAGING RVR
Distance: 0.05 Mile

TSA - 5
Priority - High
K.C. CIP # - 200397

King County Roads

-Conduct Feasibility/Needs Study

SQ-116.12 (\$ 5,175,000)
PRESTON BRIDGE
K.C. Bridge No. 682A
Location: ON LOVEGREN RD
XING RAGING RVR
Distance: 0.05 Mile

TSA - 5
Priority - High

King County Roads

-Replace Bridge

SQ-118 (\$ 6,775,000)
TOLT HILL BRIDGE
K.C. Bridge No. 1834A
Location: ON NE TOLT HILL RD
XING SNOQ RVR

TSA - 5

Priority - High
K.C. CIP # - 200394

King County Roads

-Replace Bridge

SQ-141 (\$ 383,000)
PRESTON FRONTAGE RD BRIDGE
K.C. Bridge No. 5046
From: XING RAGING RVR

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

SQ-142 (\$ 124,000)
HORSESHOE LK CREEK BRIDGE
K.C. Bridge No. 257Z
From: XING 310 AVE NE

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit
-Improve Bridge/Load Upgrade

SQ-146 (\$ 494,000)
SIKES LK TRESTLE BRIDGE
K.C. Bridge No. 2133A
Location: ON 284 AVE NE
XING SIKES LK

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

SQ-157 (\$ 130,000)
RURAL ARTERIAL NEEDS STUDY

TSA - 5
Priority - Medium

King County Roads

-Address Area Circulation Needs
-Determine Corridor Needs
-Evaluate Operational Improvements

SQ-166 (\$ 400,000)
RAGING RIVER BRIDGE
K.C. Bridge No. 1008 G
From: PRESTON FALL CITY RD
To: XING RAGING RIVER

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

SQ-167 (N/C)
SE ISSQ-FALL CITY RD @ 328 PL SE

TSA - 5
Priority - High
K.C. CIP # - 200199

King County Roads

-Conduct Feasibility/Needs Study

SQ-168 (\$ 753,000)
WDNVLLLE-DUVALL RD @ W SNOQ VLLY RD

TSA - 5
Priority - Medium
K.C. CIP # - 200599

King County Roads

-Traffic Signal, Turn Channels

T-131 (\$ 973,000)
224 AVE SE @ SE MAY VALLEY RD

TSA - 3
Priority - High
K.C. CIP # - 400298

King County Roads

-Reconstruct Intersection

EC-14.20 (\$ 1,663,000)
W LK SAMP PKWY
From: LEARY WAY
To: NE 51 ST
Distance: 1.20 Miles

TSA - 4
Priority - Low

King County Roads
City of Redmond

-Widen to Four/Five lanes
-Construct Curb, Gutter, Sidewalk
-Construct Bike Lane

EC-14.30 (CITY)
WEST LAKE SAMPAMISH WY
From: BELLEVUE-REDMOND ROAD
To: NE 51 ST

TSA - 0
City of Redmond

-Widen Roadway
-Pedestrian/Bike Access/Safety Imp. Study
-Construct Curb, Gutter, Sidewalk

EC-20 (JOINT)
SR-520 IN THE BEL-RED AREA
From: 124 AVE NE
To: 140 AVE NE
Distance: 0.53 Mile

TSA - 0
Priority - High

Washington State DOT
City of Bellevue

-Construct Half Diamond Interchange

EC-27 (CITY)
BEL-RED RD @ NE 30TH ST

TSA - 0

City of Bellevue

-Traffic Signal

EC-31 (STATE)
SR-520/148 I/C RAMPS

From: 148 AVE NE
To: NE 31 ST
Distance: 0.10 Mile

TSA - 0
Priority - High

Washington State DOT

-Reconstruct Interchange
Ramps

EC-35 (STATE)
SR-520

From: 104 AVE NE
To: 124 AVE NE
Distance: 1.33 Miles

TSA - 0
Priority - High

Washington State DOT

-Widen to Six Lanes
-Construct Shoulder High
Occupancy
Vehicle Lanes

EC-49 (JOINT)
SR-908

From: I-405
To: 132 AVE NE
Distance: 0.95 Mile

TSA - 0
Priority - High

Washington State DOT
City of Kirkland

-Construct Curb, Gutter,
Sidewalk

EC-52 (\$ 60,000)*
NE 95/100 ST CORR STUDY

From: 124 AVE NE
To: WILLOW RD
Distance: 1.20 Miles

TSA - 2
Priority - High

King County Roads
City of Kirkland
City of Redmond

-Conduct Feasibility/Needs
Study
-Determine Corridor Needs

EC-54 (JOINT)
SR-520 @ NE 40 ST

From: 140 AVE
To: W LK SAMM PKWY
Distance: 3.44 Miles

TSA - 0
Priority - High

Washington State DOT
City of Redmond
Regional Transit Authority

-Reconstruct Interchange
Ramps
-Construct Undercrossing

EC-56 (JOINT)
SR-520 @ 152 AVE NE

Distance: 0.14 Mile

TSA - 0
Priority - High

Washington State DOT
City of Redmond

-Reconstruct Interchange
Ramps

EC-59 (\$ 158,000)
**W LK SAMM PKWY @
BRIDLE CREST**
From: TRAIL CROSSING

TSA - 4
Priority - Medium

King County Roads

-Pedestrian Crossing Signals

EC-87 (JOINT)
SR-202 (160 AVE NE)

From: NE 116 ST
To: SR-908/SR-202
COUPLER
Distance: 2.20 Miles

TSA - 0
Priority - Medium

Washington State DOT
City of Redmond

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter,
Sidewalk

EC-92 (K.C. PARKS)
**WEST SAMMAMISH RIVER
TRAIL**

From: MARYMOOR PARK
To: BOTHELL
Distance: 10.00 Miles

TSA - 0
Priority - Medium
K.C. CIP # - 316185

King County Parks

-Conduct Preliminary Design
Study
-Construct Walkway/Pathway

EC-93 (STATE)
SR-520 TRAIL

From: LEARY WY
To: 124 AVE NE
Distance: 6.00 Miles

TSA - 0
Priority - High

Washington State DOT

-Construct Multi-purpose Off
Road Trail

EC-94 (JOINT)
EASTSIDE BNSF TRAIL

From: SR-520
To: TOTEM LAKE
Distance: 6.00 Miles

TSA - 0
Priority - Medium

King County Parks
City of Kirkland

-Construct Multi-purpose Off
Road Trail

EC-95 (CITY)
148TH SE AVE

From: SE 24TH ST
To: SE 28TH ST

TSA - 0

City of Bellevue

-Widen to Six Lanes

EC-96 (CITY)
**130TH AVE NE @ BEL-RED
RD**

TSA - 0

City of Bellevue

-Provide Right Turn Lane

EC-98 (CITY)
SE 16 ST
From: 148TH AVE SE

TSA - 0

City of Bellevue

-Provide Left Turn Lane
-Provide Right Turn Lane

EC-101 (STATE)
I-405

From: I-90 I/C
To: SR-520 I/C
Distance: 3.98 Miles

TSA - 0
Priority - Low

Washington State DOT

-Road Extension

EC-102 (CITY)
**BEL-RED RD @ 134 AVE.
NE**

TSA - 0

City of Bellevue

-Traffic Signal
-Provide Left Turn Lane

EC-103 (CITY)
148TH AVE NE @ BEL-RED RD

TSA - 0

City of Bellevue

- Provide Left Turn Lane
- Provide Right Turn Lane

EC-104 (CITY)
BELLEVUE WY @ NORTHRUP WY

TSA - 0

City of Bellevue

- Provide Left Turn Lane

EC-105 (CITY)
148TH AVE. NE @ NE 20TH ST

TSA - 0

City of Bellevue

- Add Hill Climbing Lane
- Widen to Four Lanes

EC-106 (CITY)
148TH AVE. NE @ NE 29TH ST

TSA - 0

City of Bellevue

- Add Hill Climbing Lane
- Widen to Four Lanes

EC-107 (CITY)
112TH AVE NE @ NE 2ND

TSA - 0

City of Bellevue

- Add Hill Climbing Lane

EC-108 (CITY)
RICHARDS RD
From: SE 26TH ST
To: LAKE HILLS CONNECTOR

TSA - 0

City of Bellevue

- Widen to Four/Five lanes

EC-109 (CITY)
148TH AVE SE
From: SE 28TH ST
To: EASTGATE WY

TSA - 0

City of Bellevue

- Construct Bike Lane
- Construct Walkway/Pathway

EC-110 (CITY)
112TH AVE SE @ SE 6TH ST

TSA - 0

City of Bellevue

- Traffic Signal
- Provide Left Turn Lane

EC-111 (CITY)
148TH AVE SE
From: EASTGATE WY

TSA - 0

City of Bellevue

- Provide Right Turn Lane
- Construct Curb, Gutter, Sidewalk

EC-112 (CITY)
116TH AVE NE @ NE 12TH ST

TSA - 0

City of Bellevue

- Provide Right Turn Lane

EC-113 (CITY)
156TH AVE NE @ BEL-RED RD

TSA - 0

City of Bellevue

- Provide Right Turn Lane

EC-114 (CITY)
BEL-RED RD @ NE 24TH ST

TSA - 0

City of Bellevue

- Provide Left Turn Lane
- Provide Right Turn Lane

EC-115 (CITY)
KAMBER RD @ RICHARDS RD

TSA - 0

City of Bellevue

- Provide Right Turn Lane

EC-116 (CITY)
148TH AVE @ MAIN ST

TSA - 0

City of Bellevue

- Intersection/Operational Improvement

EC-117 (CITY)
BELLEVUE WY @ NE 12TH ST

TSA - 0

City of Bellevue

- Provide Right Turn Lane

EC-118 (CITY)
120TH AVE NE @ NE 12TH ST

TSA - 0

City of Bellevue

- Provide Right Turn Lane

EC-119 (CITY)
132ND AVE NE @ BEL-RED RD

TSA - 0

City of Bellevue

- Provide Right Turn Lane

EC-120 (CITY)
112TH AVE SE @ SE 8TH ST

TSA - 0

City of Bellevue

- Provide Right Turn Lane

EC-121 (CITY)
148TH AVE NE @ NE 40TH

TSA - 0

City of Redmond

- Traffic Signal
- Intersection/Operational Improvement
- Construct Curb, Gutter, Sidewalk

EC-122 (CITY)
REDMOND WY @ 132ND AVE NE

TSA - 0

City of Redmond

- Widen Roadway
- Provide Right Turn Lane
- Construct Curb, Gutter, Sidewalk

EC-123 (CITY)
REDMOND WOODINVILLE RD @ NE 116TH

TSA - 0

City of Redmond

- Traffic Signal
- Intersection/Operational Improvement
- Construct Curb, Gutter, Sidewalk

EC-124 (CITY)
AVONDALE RD @ 180TH AVE
CAPACITY AND SAFE

TSA - 0

City of Redmond

- Traffic Signal
- Intersection/Operational Improvement
- Construct Curb, Gutter, Sidewalk
- Traffic Signal, Turn Channels

EC-125 (CITY)
REDMOND WY @ 187TH
AVE NE

TSA - 0

City of Redmond

- Traffic Signal
- Intersection/Operational Improvement
- Construct Curb, Gutter, Sidewalk
- Traffic Signal, Turn Channels

EC-126 (CITY)
AVONDALE RD
From: UNION HILL RD
To: NE 104TH ST

TSA - 0

City of Redmond

- Reconstruct Roadway

EC-127 (CITY)
SR 520 / SR 202
From: SR 520 / SR 202
To: SR 520 / SR 202

TSA - 0

City of Redmond

- Intersection/Operational Improvement
- Construct Curb, Gutter, Sidewalk

EC-128 (CITY)
NE 51ST ST @ 148TH AVE
NE

TSA - 0

City of Redmond

- Turn Channels
- Traffic Signal

EC-129 (CITY)
WEST LAKE SAMMAMISH
WY

From: MARYMOOR PARK
ENTRANCE
To: LEARY WY

TSA - 0

City of Redmond

- Widen Roadway
- Pedestrian Crossing Signals
- Pedestrian/Bike Access/Safety Imp. Study

EC-130 (CITY)
REDMOND WY AT BEAR
CREEK

TSA - 0

City of Redmond

- Traffic Signal
- Turn Channels All Legs
- Construct Curb, Gutter, Sidewalk

EC-131 (CITY)
REDMOND WY
From: NE 160TH ST
To: AVONDALE WY

TSA - 0

City of Redmond

- Conduct Feasibility/Needs Study

EC-132 (CITY)
REDMOND WY
From: 132ND AVE NE/148TH
To: 132ND AVE NE/148TH
AVE NE

TSA - 0

City of Redmond

- Construct Curb, Gutter, Sidewalk
- Pave Shoulders

EC-133 (CITY)
REDMOND-WOODINVILLE
RD

From: NE 90TH ST
To: NE 98TH ST

TSA - 0

City of Redmond

- Construct Curb, Gutter, Sidewalk
- Pave Shoulders

EC-134 (CITY)
NE 85TH
From: 114TH AVE. NE
To: EASTBOUND NE 85TH
ST TO SOUTHBOUND

TSA - 0

City of Kirkland

- Provide Transit/HOV Preferential Treatment/Operating Improvements

EC-135 (CITY)
NE 85TH ST @ 128TH AVE
NE

TSA - 0

City of Kirkland

- Traffic Signal
- Interconnect Traffic Signals
- Construct Curb, Gutter, Sidewalk

EC-136 (CITY)
NE 85TH ST @ 124TH AVE
NE

TSA - 0

City of Kirkland

- Provide Right Turn Lane

EC-137 (CITY)
NE 124TH ST @ 100TH AVE
INTERS IMP

TSA - 0

City of Kirkland

- Provide Right Turn Lane

EC-138 (CITY)
SOUTHBOUND LAKE
WASHINGTON

TSA - 0

City of Kirkland

- Construct HOV Lane(s)
- Construct Curb, Gutter, Sidewalk
- Upgrade Traffic Signal

EC-139
124 AVE NE
From: 190 ST
To: 205 ST

TSA - 0

City of Kirkland

- Widen Roadway
- Traffic Signal, Turn Channels
- Construct Curb, Gutter, Sidewalk

HOV/E-2 (STATE)
I-90 @ I-405 FREEWAY
CONNECTION

TSA - 0

Washington State DOT

- Construct HOV Lane(s)

HOV/E-8 (JOINT)
I-405 HOV DIRECT ACCESS @ BELLEVUE CBD
 From: NE 6 ST OR NE 8 ST
 TSA - 0
 Regional Transit Authority
 City of Bellevue
 -Construct Transit/HOV Direct Access

HOV/E-11 (CITY)
LEARY WAY HOV CORRIDOR
 From: REDMOND WY
 To: W LK SAMM PKWY NE
 TSA - 0
 City of Redmond
 -Construct HOV Lane(s)

HOV/E-13 (JOINT)
I-90 HOV DIRECT ACCESS @ EASTGATE P & R
 TSA - 0
 Regional Transit Authority
 Washington State DOT
 -Construct Transit/HOV Direct Access

HOV/E-14 (JOINT)
I-90 @ SR-900 HOV ACCESS
 TSA - 0
 Washington State DOT
 City of Issaquah
 Regional Transit Authority
 -Reconstruct Interchange Ramps

HOV/E-15 (\$1,279,000)
E LK SAMM PKWY S HOV CORR IMPRVMENTS
 From: SE 56 ST
 To: ISSQ-FALL CITY RD
 Distance: 1.00 Mile
 TSA - 4
 King County Roads

-Provide Transit/HOV Preferential Treatment/Operating Improvements
 -Construct HOV Lane(s)

HOV/E-16.20 (\$2,024,000)*
NE 132 ST HOV LANE
 From: 100 AVE NE
 To: 116 WY NE
 TSA - 2
 King County Roads
 City of Kirkland

-Construct HOV Lane(s)
 -Provide Transit/HOV Preferential Treatment/Operating Improvements

HOV/E-20 (JOINT)
SR-520
 From: EVERGREEN PT BRIDGE
 To: W LK SAMMAMISH PKWY
 Distance: 7.40 Miles

TSA - 4
 Washington State DOT
 City of Redmond
 -Construct HOV Lane(s)

HOV/E-21 (STATE)
SR-520 @ 124 AV NE/NORTHUP WY
 TSA - 0
 Washington State DOT

-Provide Transit/HOV Preferential Treatment/Operating Improvements
 -Construct Ramp Bypass for Transit/HOV

HOV/E-25.20 (JOINT)
AVONDALE RD NE/SR-520
 From: W LK SAMM PKWY NE
 To: SR-202
 TSA - 0
 City of Redmond
 Washington State DOT

-Construct HOV Lane(s)
 -Provide Transit/HOV Preferential Treatment/Operating Improvements

HOV/E-26 (\$56,000)*
NE UNION HILL RD @ AVONDALE RD
 TSA - 0
 King County Roads
 City of Redmond

-Construct HOV Lane(s)
 -Provide Transit/HOV Preferential Treatment/Operating Improvements

HOV/E-39 (\$69,000)
WILLOWS RD
 From: NE 124 ST
 To: NE REDMOND WY
 Distance: 3.00 Miles

TSA - 0
 King County Roads

-Study HOV Treatments on Corridor

HOV/E-46 (JOINT)
I-405 HOV DIRECT ACCESS @ TOTEM LAKE
 From: NE 132 ST
 Distance: 0.05 Mile

TSA - 0
 Regional Transit Authority
 Washington State DOT
 -Construct Transit/HOV Direct Access

HOV/E-47 (JOINT)
I-405 DIRECT ACCESS @ KIRKLAND
 From: NE 70 ST
 Distance: 0.13 Mile
 TSA - 0
 Regional Transit Authority
 Washington State DOT

-Construct Transit/HOV Direct Access

HOV/E-49 (JOINT)
AVONDALE RD SB HOV
 From: AVONDALE WY NE
 To: SR-202
 Distance: 0.38 Mile
 TSA - 0
 City of Redmond
 Washington State DOT

-Construct HOV Lane(s)

HOV/E-50 (STATE)
I-405 @ SR-520 FREEWAY CONNECTION
 From: NW AND SE QUADRANT
 Distance: 0.40 Mile

TSA - 0
 Washington State DOT
 -Construct HOV Lane(s)

HOV/E-51 (STATE)
I-405 @ SE 8 ST HOV DIRECT ACCESS

TSA - 0
 Washington State DOT
 -Construct Transit/HOV Direct Access

HOV/E-52 (CITY)
LK WASHINGTON BLVD
 From: LAKEVIEW DR
 To: 2 AVE S
 Distance: 1.20 Miles

TSA - 0
 City of Kirkland
 -Construct HOV Lane(s)

HOV/E-53 (CITY)
NE 116 ST @ I-405

TSA - 0

City of Kirkland

-Construct Intersection Queue
Bypass

HOV/E-54 (CITY)
NE 85 ST @ I-405

TSA - 0

City of Kirkland

-Construct Intersection Queue
Bypass

HOV/E-56 (CITY)
NE 116 ST

From: 98 AVE NE

To: I-405

Distance: 1.45 Miles

TSA - 0

City of Kirkland

-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements

HOV/E-57 (CITY)
NE 124 ST

From: 132 AVE NE

To: I-405

Distance: 0.80 Mile

TSA - 0

City of Kirkland

-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements

HOV/E-58 (CITY)
NE 68 ST/NE 70 ST

From: 108 AVE NE

To: 132 AVE NE

Distance: 1.70 Miles

TSA - 0

City of Kirkland

-Construct HOV Lane(s)
-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements

HOV/E-60 (STATE)
I-405 @ 112 AVE SE INLINE
TRANSIT STOP

TSA - 0

Washington State DOT

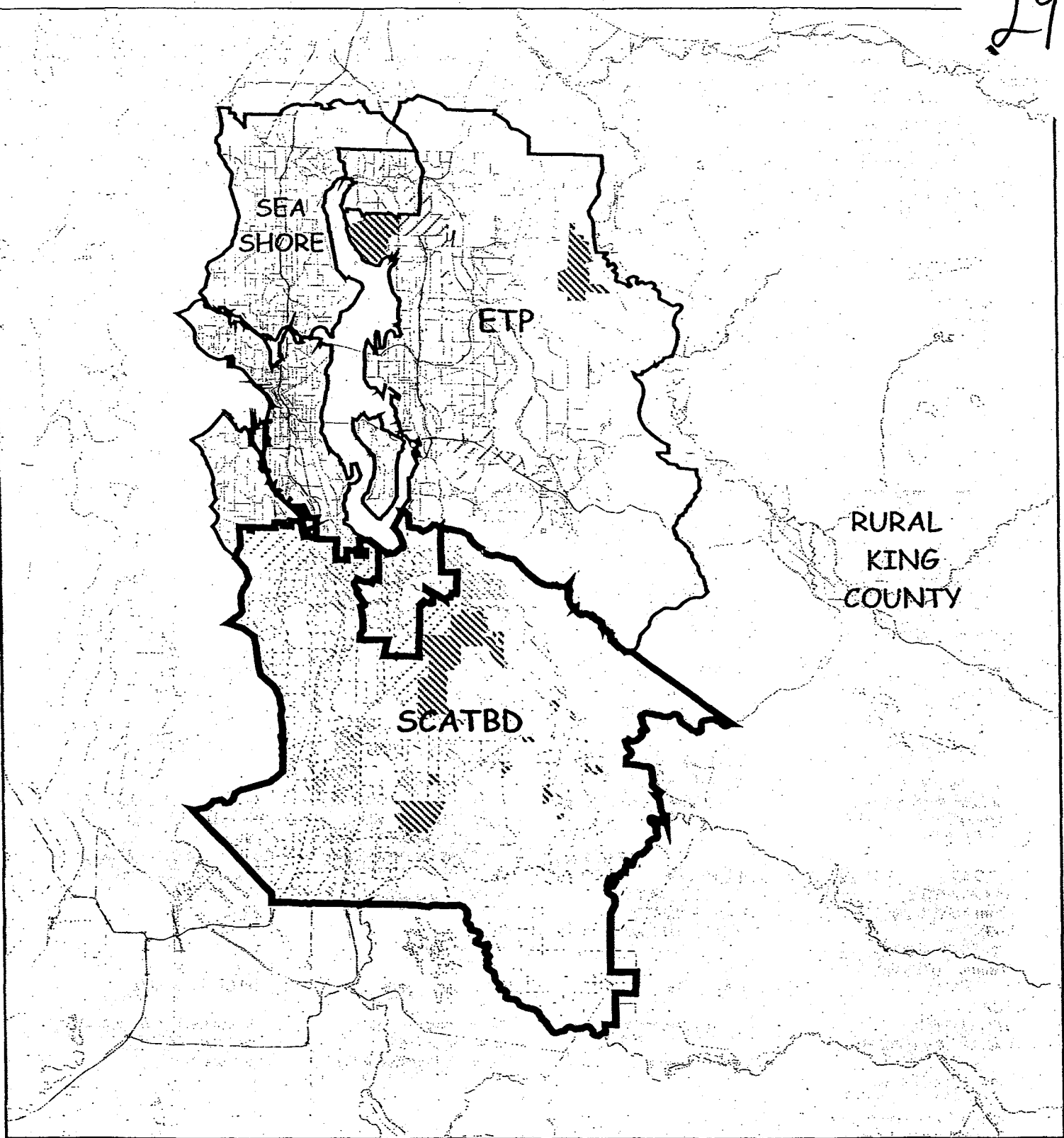
-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements

HOV/SE-31 (JOINT)
I-405/NE 44 ST I/C

TSA - 0

City of Renton
Washington State DOT
Regional Transit Authority

-Reconstruct Roadway
-Construct Transit/HOV Direct
Access
-Upgrade Traffic Signal



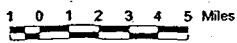
TNR 2000

Sub Areas

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King County
Department of Transportation



July 14, 1999

Project description and priorities are based on existing data and forecast information. As conditions in the community change, project scope and/or priority may change. Further study and design development, including an assessment of environmental significance will be required for each project before its implementation. Notations used for cost figures in the project listing are summarized on the right.

Responsibility

Notation

King County	(\$ 196,000)
King County-No Cost	(N/C)
King County-With Other Agency	(\$ 75,000)* or (N/C)*
Washington State Depart. of Transportation	(State)
Other Agency	(City)
Private/Developer	(Private)
Joint Projects not involving King County	(Joint)

- *NEW* - New King County Project in TNR 2000
 K.C. CIP # - Capital Improvement Project
 TSA - Transportation Service Area

* - King County Share Only

NC-5.10 (\$ 5,897,000)
ELLIOTT BRIDGE
 K.C. Bridge No. 3166
 Location: ON 149 AVE SE
 XING CEDAR RVR
 Distance: 0.16 Mile

TSA - 5
 Priority - High
 K.C. CIP # - 401288

King County Roads

- Replace Bridge
- Construct Curb, Gutter, Sidewalk

NC-5.20 (\$ 5,235,000)
149 AVE SE
 From: MAPLE VALLEY (SR-169)
 To: ELLIOT BRIDGE
 Distance: 0.52 Mile

TSA - 4
 Priority - High
 K.C. CIP # - 400588

King County Roads

- Widen To Three Lanes
- Reconstruct Roadway
- Realign Roadway
- Construct Curb, Gutter, Sidewalk

NC-5.30 (\$ 2,183,000)
154 PL SE/SE 142 PL
 From: SE JONES RD
 To: 156 AVE SE
 Distance: 0.50 Mile

TSA - 4
 Priority - Medium

King County Roads

- Realign Roadway
- Widen Roadway
- Pave Shoulders
- Stripe Bike Lane on Shoulder

NC-5.40 (\$ 440,000)
156 AVE SE
 From: SE 142 PL
 To: SE 128 ST
 Distance: 1.00 Mile

TSA - 4
 Priority - High

King County Roads

- Pave Shoulders

NC-8 (PRIVATE)
MAPLE HILLS ACCESS N
 From: MAPLE HILLS AREA
 To: SE MAY VALLEY RD
 Distance: 1.50 Miles

TSA - 0
 Priority - Low

Private

- Construct New Road

NC-25 (\$ 1,171,000)
SE MAY VALLEY RD
 From: SE 128 WY
 To: ISSAQUAH-HOBART RD
 Distance: 2.20 Miles

TSA - 5
 Priority - Low

King County Roads

- Widen Travel Lanes
- Pave Shoulders
- Provide Equestrian Facility

NC-37 (PRIVATE)
JONES RD
 From: 149 AVE SE
 To: SR-169
 Distance: 3.70 Miles

TSA - 5
 Priority - Low

Private

- Pave Shoulders

NC-40 (\$ 253,000)*
NE 4 ST/ SE 128 ST
 From: 164 AVE SE
 To: DUVALL AVE NE
 Distance: 1.70 Miles

TSA - 4
 Priority - High

City of Renton
 King County Roads

- Interconnect Traffic Signals
- See Transit/HOV Improvements

NC-42 (\$ 821,000)*
SE MAY VALLEY RD
From: COAL CREEK PKWY
To: SR-900
Distance: 3.30 Miles

TSA - 5
Priority - Low

King County Roads
City of Newcastle

- Widen Travel Lanes
- Pave Shoulders
- Provide Equestrian Facility

NC-85 (\$ 3,210,000)
SE MAY VALLEY ROAD
From: SR-900
To: SE 128 WY
Distance: 1.40 Miles

TSA - 5
Priority - Low

King County Roads

- Reconstruct/Spot Pave Shoulders
- Improve Sight Distance

NC-102 (\$ 1,898,000)
196 AVE SE @ SE 128 WY

TSA - 5
Priority - High

King County Roads

- Realign Intersection
- Improve Sight Distance

T-10 (\$ 70,000)*
SR-516 @ 192 AVE SE

TSA - 5
Priority - Medium

Washington State DOT
King County Roads
City of Covington

- Traffic Signal, Turn Channels

T-13.20 (\$ 2,382,000)
SE 216 ST
From: APPR 232 AVE SE
To: 276 AVE SE
Distance: 2.70 Miles

TSA - 5
Priority - Low

King County Roads

- Pave Shoulders

T-14 (\$ 1,772,000)*
180 AVE SE
From: SR-18
To: SE 240 ST
Distance: 1.30 Miles

TSA - 3
Priority - Medium

King County Roads
City of Covington

- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane

T-24.20 (\$ 2,113,000)
SE 256 ST CONST
From: 180 AVE SE
To: SR-18
Distance: 0.43 Mile

TSA - 3
Priority - Medium

King County Roads

- Widen to Four/Five lanes
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

T-24.31 (\$ 131,000)*
SE 256 ST EXT.STUDY
From: SR-18
To: WITTE RD
Distance: 2.00 Miles

TSA - 3
Priority - Medium

King County Roads
City of Maple Valley

- Conduct Feasibility/Needs Study
- Conduct Preliminary Design Study

T-24.32 (\$ 6,576,000)*
SE 256 ST EXT CONST
From: SR-18
To: WITTE RD
Distance: 2.00 Miles

TSA - 3
Priority - Medium

King County Roads
City of Maple Valley

- Construct Two Lane Arterial
- Construct New Road
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

T-25.10 (STATE)
SR-18
From: COVINTON WY
To: 180 AVE SE
Distance: 1.13 Miles

TSA - 3
Priority - High

Washington State DOT

- Widen to Four Lanes
- Construct Full Interchange
- Construct Overcrossing

T-25.20 (STATE)
SR-18
From: 180 AVE SE
To: MAPLE VALLEY HWY
Distance: 3.10 Miles

TSA - 3
Priority - High

Washington State DOT

- Widen to Four Lanes
- Construct Full Interchange
- Construct Overcrossing

T-26.20 (\$ 2,158,000)*
SE 240 ST
From: WITTE RD SE
To: SR-18
Distance: 0.50 Mile

TSA - 3
Priority - Medium

King County Roads
City of Maple Valley

- Construct Two Lane Arterial
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

T-29 (\$ 178,000)*
LK SAWYER RD/216 AVE SE
From: SR-516
To: COVINGTON SAWYER RD
Distance: 1.20 Miles

TSA - 3
Priority - Medium

King County Roads
City of Maple Valley

- Pave Shoulders

T-31 (\$ 789,000)
SWEENEY RD SE
From: 196 AVE SE
To: SE 232 ST
Distance: 2.50 Miles

TSA - 5
Priority - High

King County Roads

- Pave Shoulders

T-33 (\$ 247,000)*
BLACK DIAMOND RAVENSDALE RD
From: SR-169
To: KENT-KANGLEY RD
Distance: 3.60 Miles

TSA - 5
Priority - Low

King County Roads
City of Black Diamond

- Reconstruct/Spot Pave Shoulders

T-34 (\$ 5,872,000)
COVINGTON-LK SAWYER RD
From: THOMAS RD
To: 216 AVE SE
Distance: 2.20 Miles

TSA - 5
Priority - Low

King County Roads

-Realign Roadway
-Pave Shoulders

T-38 (\$ 69,000)*
SE WAX RD(N)
From: SE 240 ST
To: 180 AVE SE
Distance: 1.50 Miles

TSA - 4
Priority - Low

King County Roads
City of Covington

-Pave Shoulders

T-44 (\$ 350,000)*
SE 240 ST @ 196 AVE SE

TSA - 4
Priority - Low

King County Roads
City of Covington

-Traffic Signal, Turn Channels

T-45 (STATE)
SR-18
From: MAPLE VALLEY HWY
To: ISSQ-HOBART RD
Distance: 3.80 Miles

TSA - 3
Priority - High

Washington State DOT

-Widen to Four Lanes

T-48.10 (\$ 221,000)
SE 216 WY @ DORRE DON WY

TSA - 5
Priority - Low

King County Roads

-Turn Channels

T-48.20 (\$ 224,000)*
MAPLE VALLEY BUS DIST IMP

From: ALONG SR-169/SE 216
To: AND DORRE DON RD
Distance: 0.25 Mile

TSA - 5
Priority - Medium

King County Roads
Private

-Misc. Business District Projects

T-53 (\$ 70,000)*
180 AVE SE @ WAX RD

TSA - 4
Priority - High

City of Covington
King County Roads

-Traffic Signal

T-54 (\$ 467,000)
220 AVE SE @ SWEENEY RD

TSA - 3
Priority - High

King County Roads

-Traffic Signal, Turn Channels

T-55 (\$ 876,000)
THOMAS RD @ COV-SAYWER RD

TSA - 5
Priority - Medium

King County Roads

-Traffic Signal, Turn Channels

T-56 (STATE)
SR-169

From: SR-516
To: SE JONES RD
Distance: 7.78 Miles

TSA - 5
Priority - Medium

Washington State DOT

-Widen to Four Lanes
-Pave Shoulders

T-71 (STATE)
SR-516

From: SE WAX RD
To: SR-169
Distance: 4.00 Miles

TSA - 4
Priority - Medium

Washington State DOT

-Widen to Four/Five lanes
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

T-72 (\$ 536,000)
THOMAS RD/KENT-BLACK DIAMOND RD

TSA - 5
Priority - Low

King County Roads

-Realign Intersection

T-76 (PRIVATE)
WILDERNESS VILLAGE INDUS AREA

TSA - 5
Priority - Low

Private

-Address Area Circulation Needs

T-79.20 (JOINT)
GREEN-CEDAR RIVER TRAIL
From: LK WILDERNESS
To: FLAMING GEYSER ST. PARK
Distance: 5.00 Miles

TSA - 4
Priority - Medium

King County Parks
City of Maple Valley

-Conduct Preliminary Design Study
-Construct Multi-purpose Off Road Trail

T-88 (\$ 307,000)
SE 235.PL @ 244 AVE SE

TSA - 5
Priority - Low

King County Roads

-Improve Sight Distance

T-90.10 (K.C. PARKS)
CEDAR RVR TRAIL PART II
From: MAPLE VALLEY
To: LANDSBURG
Distance: 10.00 Miles

TSA - 5
Priority - Medium

King County Parks

-Construct Multi-purpose Off Road Trail

T-100 (\$ 420,000)
SE 216 @ 276 AVE SE

TSA - 5
Priority - Medium
K.C. CIP # - 400404

King County Roads

-Realign Intersection

T-102 (STATE)
SR-169
From: BLACK DIAMOND
NORTH C/L
To: SR-516
Distance: 2.42 Miles

TSA - 5
Priority - Medium

Washington State DOT
-Widen to Four/Five lanes

T-104 (\$391,000)
244 AVE SE
From: SR-18
To: SE 196 ST
Distance: 0.73 Mile

TSA - 5
Priority - Low

King County Roads
-Pave Shoulders

T-105 (STATE)
SR-18 (INTERIM)
From: SE 312.WY
To: I-90
Distance:24.00 Miles

TSA - 3
Priority - Low

Washington State DOT
-Improve Sight Distance
-Turn Channels
-Traffic Signal

T-111.10 (\$4,683,000)
**CEDAR MT BRIDGE &
RAMP**
K.C. Bridge No. 3165
Location: ON JONES RD
XING CEDAR RVR
Distance: 0.06 Mile

TSA - 5
Priority - High
K.C. CIP # - 400395

King County Roads
-Replace Bridge

T-113 (\$587,000)
**PETER GRUBB RD/SE 232
ST**
From: SE 224 ST
To: SR-18
Distance: 2.60 Miles

TSA - 3
Priority - Low

King County Roads
-Construct Neighborhood
Pathway

T-117 (\$1,306,000)
196 AVE SE @ SE 192 ST

TSA - 5
Priority - Low

King County Roads
-Reconstruct Intersection
-Improve Sight Distance
-Turn Channels

T-123 (\$617,000)
**SE 248 ST AT 24230
(ARCADIA)**
Distance: 0.20 Mile

TSA - 5
Priority - Low

King County Roads
-Reconstruct Roadway

T-124 (\$271,000)
**KENT-BLK DIA RD @
AUBURN-BLK DIA RD**

TSA - 5
Priority - Low

King County Roads
-Realign Intersection
-Turn Channels

T-125 (\$582,000)
**220 AVE SE
(PETROVITSKY) @ SE
231/232 ST**

TSA - 3
Priority - Medium

King County Roads
-Intersection/Operational
Improvement
-Realign Intersection

T-127 (JOINT)
SR-516 @ WITTE RD SE

TSA - 0
Priority - High

Washington State DOT
City of Maple Valley

-Turn Channels All Legs

T-128 (STATE)
SR-18 @ SE 231 ST

TSA - 3
Priority - Medium

Washington State DOT
-Traffic Signal

T-130 (STATE)
SR-169
From: BLACK DIAMOND
SOUTH C/L
To: SUMMIT DR
Distance: 2.27 Miles

TSA - 0
Priority - Medium

Washington State DOT
-Widen to Four/Five lanes

T-132 (CITY)
WHITE RD SE @ SR516

TSA - 0
City of Maple Valley

-Traffic Signal
-Construct Curb, Gutter,
Sidewalk
-Widen Curb Lane for Bicycle
Use

T-133 (CITY)
SE 240TH SE @ SR 169

TSA - 0
City of Maple Valley

-Traffic Signal
-Construct Curb, Gutter,
Sidewalk
-Widen Curb Lane for Bicycle
Use

T-134 (CITY)
SR 169
From: 231ST ST.
To: WITTE RD

TSA - 0
City of Maple Valley

-Widen to Four Lanes
-Provide Left Turn Lane
-Provide Right Turn Lane
-Construct Curb, Gutter,
Sidewalk
-Construct Bike Lane

T-135 (CITY)
CITY LIMITS

TSA - 0
City of Maple Valley

-Conduct Preliminary Design
Study

SC-3.11 (NC)
116 AVE SE DESIGN
From: SE 176 ST
To: SE 192 ST
Distance: 1.06 Miles

TSA - 3
Priority - Medium
K.C. CIP # - 400190

King County Roads

-Conduct Feasibility/Needs
Study
-Conduct Preliminary Design
Study

SC-3.12 (\$ 3,993,000)
116 AVE SE CONSTR
From: SE 176 ST
To: SE 192 ST
Distance: 1.06 Miles

TSA - 3
Priority - Medium

King County Roads

-Provide Left Turn Lane
-Pave Shoulders

SC-3.21 (N/C)
116 AVE SE PHASE II DESIGN
From: SE 168 ST
To: PETROVITSKY RD SE
Distance: 1.07 Miles

TSA - 2
Priority - High
K.C. CIP # - 400593

King County Roads

-Conduct Preliminary Design Study

SC-3.22 (\$ 4,501,000.)
116 AVE SE PHASE II CONSTR
From: SE 168 ST
To: PETROVITSKY RD SE
Distance: 1.07 Miles

TSA - 2
Priority - High

King County Roads

-Widen To Three Lanes
-Add Two-Way Left Turn Lane
-Traffic Signal
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

SC-3.30 (\$ 621,000)
116 AVE SE
From: SE 157 ST
To: SE 168 ST
Distance: 0.70 Mile

TSA - 2
Priority - High

King County Roads

-Construct Curb, Gutter, Sidewalk

SC-7 (PRIVATE)
SE 204 ST
From: BENSON RD
To: 100 AVE SE
Distance: 0.50 Mile

TSA - 2
Priority - Low

Private

-Pave Shoulders

SC-15 (\$ 529,000)*
SE 240 ST
From: 164 AVE SE
To: SR-18
Distance: 3.00 Miles

TSA - 3
Priority - Medium

King County Roads
City of Covington

-Construct Bike Lane

SC-16 (\$ 247,000)
KENT-BLACK DIAMOND RD
From: SR-18
To: SE LAKE HOLM RD
Distance: 4.00 Miles

TSA - 5
Priority - Low

King County Roads

-Reconstruct/Spot Pave Shoulders
-Provide Equestrian Facility

SC-23 (\$ 11,072,000)
140 WY/AVE SE
From: SR-169
To: PETROVITSKY RD
Distance: 1.75 Miles

TSA - 3
Priority - High
K.C. CIP # - 400287

King County Roads

-Widen to Four Lanes Plus Two-Way Left Turn Lane
-Traffic Signal, Turn Channels
-Add Hill Climbing Lane
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

SC-28 (\$ 727,000)*
SE 240 ST
From: 138 AVE SE
To: 164 AVE SE
Distance: 2.00 Miles

TSA - 3
Priority - Low

King County Roads
City of Covington

-Construct Bike Lane

SC-29.11 (\$ 317,000)
SE 320 ST DESIGN
From: 112 AVE SE
To: 124 AVE SE
Distance: 0.74 Mile

TSA - 3
Priority - High
K.C. CIP # - 300404

King County Roads

-Conduct Preliminary Design Study

SC-29.12 (\$ 1,652,000)
SE 320 ST CONSTR
From: 112 AVE SE
To: 124 AVE SE
Distance: 0.74 Mile

TSA - 3
Priority - High

King County Roads

-Widen To Three Lanes
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

SC-30 (\$ 505,000)
SE 304 WY/ST
From: 104 AVE SE
To: 108 AVE SE
Distance: 0.20 Mile

TSA - 3
Priority - Low

King County Roads

-Widen Roadway

SC-35 (\$ 775,000)
SE 208 ST
From: 132 AVE SE
To: 148 AVE SE
Distance: 1.00 Mile

TSA - 3
Priority - High

King County Roads

-Pave Shoulders
-Provide Equestrian Facility

SC-36 (\$ 898,000)
104 AVE SE (RIVERSIDE AVE)
From: SE 304 WY
To: SE 320 ST
Distance: 0.70 Mile

TSA - 3
Priority - Medium

King County Roads

-Pave Shoulders

SC-50 (\$ 839,000)*
SE 240 ST @ 148 AVE SE

TSA - 3
Priority - Medium

King County Roads
City of Kent

-Realign Intersection
-Traffic Signal, Turn Channels

SC-55.10 (\$ 10,137,000)
140/132 AVE SE
From: SE 176 ST
To: SE 196 ST
Distance: 1.23 Miles

TSA - 3
Priority - High
K.C. CIP # - 401195

King County Roads

-Widen to Four Lanes Plus Two-Way Left Turn Lane
-Traffic Signal
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

**SC-55.21 (N/C)
140/132 AVE PH II SE
DESIGN**

From: SE 196 ST
To: SE 208 ST
Distance: 1.00 Mile

TSA - 3
Priority - High
K.C. CIP # - 401994

King County Roads

- Conduct Feasibility/Needs Study
- Conduct Preliminary Design Study

**SC-55.22 (\$ 1,646,000)
140/132 AVE SE PH II
CONST**

From: SE 196 ST
To: SE 208 ST
Distance: 1.00 Mile

TSA - 3
Priority - High

King County Roads

- Turn Channels
- Upgrade Traffic Signal
- Construct Bike Lane
- Pave Shoulders

**SC-55.31 (N/C)
140/132 AVE SE PH III
DESIGN**

From: SE 208 ST
To: SE 224 ST
Distance: 1.04 Miles

TSA - 3
Priority - High
K.C. CIP # - 500794

King County Roads

- Conduct Preliminary Design Study

**SC-55.32 (\$ 8,171,000)
140/132 AVE SE PH III
CONST**

From: SE 208 ST
To: SE 224 ST
Distance: 1.04 Miles

TSA - 3
Priority - High

King County Roads

- Widen to Four Lanes Plus Two-Way Left Turn Lane
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

**SC-55.41
140/132 AVE SE PH IV
DESIGN**

From: SE 224 ST
To: SE 242 ST
Distance: 1.07 Miles

TSA - 3
Priority - High
K.C. CIP # - 501294

King County Roads
City of Kent

- Conduct Preliminary Design Study

**SC-55.42 (\$ 9,410,000)*
140/132 AVE SE PH IV
CONST**

From: SE 224 ST
To: SE 242 ST
Distance: 1.10 Miles

TSA - 3
Priority - High

King County Roads
City of Kent

- Widen to Four Lanes Plus Two-Way Left Turn Lane
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

**SC-60 (\$ 234,000)*
BENSON RD @ SE 168 ST**

TSA - 2
Priority - High

King County Roads
City of Renton
Washington State DOT

- Traffic Signal
- Turn Channels

**SC-61.30 (\$ 34,350,000)*
SE 277 ST**

From: APPR 114 AVE SE
To: SR-18
Distance: 2.30 Miles

TSA - 3
Priority - Medium

King County Roads
City of Auburn
City of Kent

- Construct Four Lane Arterial
- Monitor Demand and Study Transit/HOV Feasibility
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane

**SC-61.60 (\$ 5,306,000)
SE 288 ST**

From: SR-18
To: KENT-BLK DMND RD
Distance: 0.60 Mile

TSA - 5
Priority - Medium

King County Roads

- Construct New Road

**SC-62 (\$ 156,000)*
SE 224 ST STUDY**

From: SR-515
To: 84 AVE SE
Distance: 1.20 Miles

TSA - 2
Priority - High

King County Roads
City of Kent

- Conduct Feasibility/Needs Study
- Determine Corridor Needs

**SC-64.21 (\$ 2,546,000)
SE 192 ST INTERIM**

From: BENSON RD
To: 140 AVE SE
Distance: 2.00 Miles

TSA - 2
Priority - High
K.C. CIP # - 401595

King County Roads

- Turn Channels
- Upgrade Traffic Signal
- Construct Curb, Gutter, Sidewalk
- Construct Walkway/Pathway

**SC-64.22 (\$ 8,140,000)
SE 192 ST ULTIMATE**

From: BENSON RD
To: 140 AVE SE
Distance: 2.00 Miles

TSA - 2
Priority - Medium

King County Roads

- Widen To Three Lanes
- Upgrade Traffic Signal
- Replace Bridge
- Construct Curb, Gutter, Sidewalk

**SC-68.11 (\$ 1,039,000)*
SE CARR RD DESIGN**

From: 108 AVE SE
To: SR-167
Distance: 1.00 Mile

TSA - 2
Priority - High
K.C. CIP # - 400898

King County Roads
City of Renton

- Conduct Preliminary Design Study

SC-68.12 (\$ 2,438,000)*
SE CARR RD CONSTR
From: 108 AVE SE
To: SR-167
Distance: 1.00 Mile

TSA - 2
Priority - High

King County Roads
City of Renton

-Widen to Six Lanes
-Construct Curb, Gutter,
Sidewalk
-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements

SC-78.12 (N/C)
**PETROVITSKY RD PHASE
III CONSTR**
From: 143 AVE SE
To: 151 AVE SE
Distance: 0.60 Mile

TSA - 3
Priority - High
K.C. CIP # - 400290

King County Roads

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Traffic Signal
-Interconnect Traffic Signals
-Construct Bike Lane
-Construct Curb, Gutter,
Sidewalk

SC-91 (\$ 434,000)
196 AVE SE
From: SE 240 ST
To: SE 232 ST
Distance: 0.50 Mile

TSA - 5
Priority - Low

King County Roads

-Pave Shoulders

SC-104 (PRIVATE)
147 AVE SE
From: SE 176 ST
To: SE PETROVITSKY RD
Distance: 0.10 Mile

TSA - 3
Priority - Low

Private

-Construct New Road

SC-106 (\$ 288,000)*
SOOS CREEK BRIDGE
K.C. Bridge No. 3104
Location: @ SE 256 ST

TSA - 4
Priority - High

King County Roads
City of Covington
City of Kent

-Replace Bridge

SC-126.10 (\$ 856,000)
**SE LK HOLM RD @ LK
MONEYSMITH**
From: W INTERSECTION

TSA - 5
Priority - High

King County Roads

-Realign Intersection
-Improve Sight Distance

SC-126.20 (\$ 295,000)
SE LK HOLM RD
From: NEAR LAKE HOLM
Distance: 0.10 Mile

TSA - 5
Priority - Low

King County Roads

-Widen Roadway
-Pave Shoulders

SC-126.30 (\$ 733,000)
**SE LK HOLM RD @ LK
MONEYSMITH-E**

TSA - 5
Priority - Medium

King County Roads

-Realign Intersection
-Turn Channels

SC-139 (\$ 2,731,000)
**PETROVITSKY RD PHASE
IV**
From: 151 AVE SE
To: SE 184 ST
Distance: 1.00 Mile

TSA - 3
Priority - High

King County Roads

-Widen Roadway
-Turn Channels
-Construct Curb, Gutter,
Sidewalk
-Construct Bike Lane

SC-140 (\$ 4,240,000)
124 AVE SE
From: SE 192 ST
To: SE 208 ST
Distance: 1.00 Mile

TSA - 2
Priority - Medium

King County Roads

-Construct Curb, Gutter,
Sidewalk
-Construct Bike Lane

SC-141.10 (\$ 6,903,000)*
116 AVE SE
From: SE 208 ST
To: SE 240 ST
Distance: 2.05 Miles

TSA - 2
Priority - High

King County Roads
City of Kent

-Widen To Three Lanes
-Improve Sight Distance
-Reconstruct Intersection
-Construct Bike Lane
-Construct Curb, Gutter,
Sidewalk

SC-143 (\$ 95,000)*
164 AVE SE
From: SE 240 ST
To: SR-516
Distance: 2.05 Miles

TSA - 3
Priority - High

City of Covington
King County Roads

-Pave Shoulders

SC-144 (\$ 94,000)*
132 AVE SE
From: SR-516
To: SE 312 ST
Distance: 2.30 Miles

TSA - 3
Priority - Low

King County Roads
City of Kent

-Conduct Feasibility/Needs
Study
-Widen to Four Lanes

SC-146 (\$ 4,209,000)
SE 304 ST
From: 108 AVE SE
To: 132 AVE SE
Distance: 1.50 Miles

TSA - 3
Priority - Medium

King County Roads

-Widen Roadway
-Construct Curb, Gutter,
Sidewalk
-Construct Bike Lane

SC-147 (\$ 4,193,000)
124 AVE SE
From: SE 304 ST
To: SE 320 ST
Distance: 1.00 Mile

TSA - 3
Priority - Medium

King County Roads

-Construct Curb, Gutter,
Sidewalk
-Construct Bike Lane

SC-150.11 (\$ 110,000)*
S 212 WY/SE 208 ST STUDY
From: SR-515
To: SR-167
Distance: 1.12 Miles

TSA - 2
Priority - High

City of Kent
King County Roads

-Conduct Feasibility/Needs Study
-Monitor Demand and Study Transit/HOV Feasibility

SC-150.12 (\$ 12,715,000)*
S 212 WY/SE 208 ST CONST
From: SR-515
To: SR-167
Distance: 1.12 Miles

TSA - 2
Priority - High

City of Kent
King County Roads

-Widen to Six Lanes
-Turn Channels
-Provide Transit/HOV Preferential Treatment/Operating Improvements
-Construct Bike Lane

SC-151 (\$ 451,000)
SE 224 ST
From: 132 AVE SE
To: 148 AVE SE
Distance: 1.00 Mile

TSA - 3
Priority - High

King County Roads

-Pave Shoulders

SC-152 (\$ 351,000)
168 WY (AVE) SE
From: KENT-BLACK DMND RD
To: AUBURN-BLACK DMND RD
Distance: 0.90 Mile

TSA - 5
Priority - Low

King County Roads

-Pave Shoulders

SC-153 (PRIVATE)
SE 224 ST
From: 116 AVE SE
To: 132 AVE SE
Distance: 1.00 Mile

TSA - 3
Priority - Low

Private

-Construct New Road

SC-156 (\$ 156,000)
BENSON HILL/PANTHER LK SMALL AREA
From: CIRCULATION STUDY

TSA - 2
Priority - Medium

King County Roads

-Address Area Circulation Needs

SC-157 (\$ 156,000)
SR-515/132 AVE SE SMALL AREA
From: CIRCULATION STUDY

TSA - 3
Priority - Low

King County Roads

-Address Area Circulation Needs

SC-158 (\$ 156,000)
N LEA HILL SMALL AREA
From: CIRCULATION STUDY

TSA - 4
Priority - Low

King County Roads

-Address Area Circulation Needs

SC-159 (\$ 156,000)
SIR SMALL AREA CIRCULATION STUDY

TSA - 5
Priority - High

King County Roads

-Address Area Circulation Needs

SC-160 (PRIVATE)
SE 296/148 AVE SE
From: SR-18
To: SIR
Distance: 1.00 Mile

TSA - 5
Priority - Low

Private

-Widen Roadway
-Pave Shoulders

SC-164 (\$ 2,344,000)
LEA HILL ROAD
From: 104 AVE SE
To: 112 AVE SE
Distance: 0.75 Mile

TSA - 3
Priority - High

King County Roads

-Widen Roadway
-Pave Shoulders

SC-165.11 (\$ 706,000)
SE 312 ST DESIGN
From: 112 AVE SE
To: 132 AVE SE
Distance: 1.30 Miles

TSA - 3
Priority - High
K.C. CIP # - 300202

King County Roads

-Conduct Preliminary Design Study

SC-165.12 (\$ 4,351,000)
SE 312 ST CONST
From: 112 AVE SE
To: 132 AVE SE
Distance: 1.30 Miles

TSA - 3
Priority - High

King County Roads

-Widen To Three Lanes
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

SC-168 (\$ 1,091,000)
128 AVE SE
From: SE 168 ST
To: PETROVITSKY RD
Distance: 0.43 Mile

TSA - 2
Priority - High

King County Roads

-Widen Roadway
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

SC-170 (\$ 1,369,000)*
112 AVE SE/108 AVE SE
From: SE 272 ST
To: SE 304 ST
Distance: 2.18 Miles

TSA - 3
Priority - Low

King County Roads
City of Kent

-Widen To Three Lanes
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

SC-178 (\$ 278,000)
PETROVISKY RD SE
From: SE 184 ST
CROSSING

TSA - 3
Priority - High

King County Roads

-Pedestrian Crossing Signals

SC-187 (\$ 765,000)*
SOOS CREEK BRIDGE
K.C. Bridge No. 3106
Location: ON SE 244 ST
@ 148 AVE SE

TSA - 4
Priority - High
K.C. CIP # - 500399

King County Roads
City of Covington
City of Kent

-Conduct Preliminary Design
Study
-Replace Bridge

SC-189 (\$ 119,000)
SOOS CREEK BRIDGE
K.C. Bridge No. 3108
Location: ON 148 AVE SE

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

SC-190 (\$ 204,000)
WYNACO BRIDGE
K.C. Bridge No. 3194
Location: ON 168 WY SE
XING COVINGTON
CREEK

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

SC-192 (PRIVATE)
**184 AVE SE/PETER GRUBB
RD**
From: LAKE YOUNGS RD
To: SE 224 ST
Distance: 1.36 Miles

TSA - 5
Priority - Low

Private

-Pave Shoulders
-Provide Equestrian Facility

SC-193 (JOINT)
COVINGTON WY SE EXT
From: 160 AVE SE
To: 164 AVE SE
Distance: 0.40 Mile

TSA - 0
Priority - Medium

Washington State DOT
City of Covington

-Construct Four Lane Arterial
-Construct Overcrossing
-Turn Channels

SC-194 (\$ 54,000)
**BERRYDALE
OVERCROSSING**
K.C. Bridge No. 3086OX
Location: ON KENT-BLACK
DIAMOND RD
@ SE 291 ST

TSA - 5
Priority - High
K.C. CIP # - 400600

King County Roads

-Seismic Retrofit
-Replace Bridge

SC-198 (\$ 185,000)
105 PL SE @ SE 208 ST

TSA - 2
Priority - High

King County Roads

-Intersection/Operational
Improvement
-Improve Sight Distance
-Provide Left Turn Lane

SC-199 (\$ 61,000)
SE 179 ST
From: 109 AVE SE
To: SR-515
Distance: 0.14 Mile

TSA - 2
Priority - Medium

King County Roads

-Construct Neighborhood
Pathway

SC-201 (\$ 5,317,000)
**140 AVE SE @ SE
PETROVITSKY RD**
From: 140 AVE SE
To: 143 AVE SE
Distance: 0.30 Mile

TSA - 2
Priority - High
K.C. CIP # - 400197

King County Roads

-Turn Channels All Legs
-Construct Bike Lane
-Construct Curb, Gutter,
Sidewalk

SC-202 (\$ 1,110,000)
140 AVE SE @ SE 181 ST

TSA - 3
Priority - High

King County Roads

-Provide Left Turn Lane

SC-205 (\$ 454,000)
154 AVE SE @ SE 296 ST
Distance: 0.10 Mile

TSA - 5
Priority - High
K.C. CIP # - 401197

King County Roads

-Realign Roadway

SC-210 (\$ 165,000)
TALBOT RD (EAST SIDE)
From: S 176 ST
To: S 177 ST
Distance: 0.10 Mile

TSA - 3
Priority - Medium

King County Roads

-Construct Curb, Gutter,
Sidewalk

SC-211 (\$ 658,000)*
**132/140 AVE SE SIGNAL
INTERCONNECT**
From: KENT KANGLEY RD
To: SR-169
Distance: 8.18 Miles

TSA - 2
Priority - High

City of Kent
King County Roads

-Interconnect Traffic Signals

SC-212 (\$ 55,000)
COVINGTON-SAWYER RD
Location: @ BN RR XING

TSA - 5
Priority - High

King County Roads

-Conduct Feasibility/Needs
Study
-Evaluate Operational
Improvements

SC-213 (\$ 1,207,000)
SE LK HOLM RD
From: AUBURN-BLACK
DIAMOND RD
To: 130 AVE SE
Distance: 0.50 Mile

TSA - 5
Priority - Low

King County Roads

-Improve Sight Distance
-Realign Roadway

SC-214 (K.C. PARKS)
SOOS CREEK TRAIL IV
From: SE 208 ST
To: SE PETROVITSKY RD
Distance: 2.50 Miles

TSA - 3
Priority - High

King County Parks

-Construct Multi-purpose Off Road Trail

SC-215 (\$ 995,000)
SR-515 @ CARR RD SE

TSA - 2
Priority - High
K.C. CIP # - 400698

King County Roads

-Conduct Preliminary Design Study

SC-216 (\$ 2,753,000)
SR-515 @ SE 192 ST

TSA - 2
Priority - High

King County Roads

-Turn Channels - East & West Legs

SC-217 (N/C)
SE 208 ST

From: 96 WY S
To: 100 AVE S
Distance: 0.20 Mile

TSA - 2
Priority - High
K.C. CIP # - 400599

King County Roads

-Widen Roadway
-Add Two-Way Left Turn Lane

NEW
SC-218 (\$ 231,000)
116 AVE SE @ SE 208 ST

TSA - 3
Priority - High
K.C. CIP # - 400800

King County Roads

-Provide Right Turn Lane

NEW
SC-219 (\$ 1,635,000)
PETROVITSKY RD ITS

TSA - 3
Priority - High
K.C. CIP # - 400400

King County Roads

-Interconnect Traffic Signals
-Improve Signal Timing/Phasing

SC-220 (CITY)
NE PARK DR @ SUNSET BLVD (SR9)
From: GARDEN AVE N
To: DUVAL AVE NE

TSA - 0

City of Renton

-Construct Transit/HOV Direct Access
-Construct Intersection Queue Bypass
-Traffic Signal
-Provide Transit/HOV Preferential Treatment/Operating Improvements

EN-2 (STATE)
SR-164

From: 200 AVE SE
To: SE 408 ST
Distance: 2.30 Miles

TSA - 5
Priority - Low

Washington State DOT

-Reconstruct/Spot Pave Shoulders

EN-7 (STATE)
SR-169

From: SE 354 ST
To: SE 369 ST
Distance: 0.90 Mile

TSA - 5
Priority - Medium

Washington State DOT

-Add Hill Climbing Lane
-Pave Shoulders

EN-8 (\$ 93,000)
SE 448 ST @ 244 AVE SE

TSA - 5
Priority - Low

King County Roads

-Turn Channels - East & West Legs

EN-9 (\$ 132,000)
218 AVE SE @ GREEN VALLEY RD

TSA - 5
Priority - High

King County Roads

-Reconstruct Intersection

EN-10.10 (\$ 737,000)
244 AVE SE

From: SR-164
To: SE 456 ST
Distance: 1.00 Mile

TSA - 5
Priority - Low

King County Roads

-Pave Shoulders
-Construct Walkway/Pathway

EN-10.20
244 AVE SE

From: SE 456 ST
To: SR-410
Distance: 0.94 Mile

TSA - 5
Priority - Medium
K.C. CIP # - 400895

King County Roads
City of Enumclaw

-Add Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Pave Shoulders
-Traffic Signal, Turn Channels

EN-14 (STATE)
SR-410 @ 456 ST

TSA - 0
Priority - Low

Washington State DOT

-Traffic Signal

EN-15 (STATE)
SR-164 @ SE 392 ST

TSA - 5
Priority - Low

Washington State DOT

-Provide Left Turn Lane
-Realign Intersection
-Traffic Signal

EN-22 (STATE)
SR-169

From: ENUMCLAW-FRANKLIN RD
To: BLACK DIAMOND SOUTH C/L
Distance: 5.00 Miles

TSA - 5
Priority - Low

Washington State DOT

-Reconstruct/Spot Pave Shoulders

EN-51 (PRIVATE)
MUD MOUNTAIN RD
From: 244 AVE SE
To: 284 AVE SE
Distance: 2.75 Miles

TSA - 5
Priority - Low

Private

-Reconstruct Roadway

EN-52 (PRIVATE)
200 AVE SE
From: N FROM SE 400 ST
Distance: 0.17 Mile

TSA - 5
Priority - Low

Private

-Reconstruct/Spot Pave
Shoulders

EN-59 (\$ 916,000)
212 AVE SE
From: SE 384 ST
To: SE 358 ST
Distance: 1.71 Miles

TSA - 5
Priority - Medium

King County Roads

-Pave Shoulders

EN-61 (STATE)
SR-169
From: ENUMCLAW-
FRANKLIN
To: SE 432 ST
Distance: 2.80 Miles

TSA - 5
Priority - Medium

Washington State DOT

-Pave Shoulders

EN-62 (\$ 1,082,000)
244 AVE SE
From: SR-164
To: SE 400 ST
Distance: 2.44 Miles

TSA - 5
Priority - Low

King County Roads

-Pave Shoulders

EN-64 (N/C)
WHITNEY HILL BRIDGE
K.C. Bridge No. 3027
Location: ON 212 AVE SE @
SE 368
XING NEWAUKUM
CREEK

TSA - 5
Priority - High
K.C. CIP # - 401494

King County Roads

-Replace Bridge

F-27 (STATE)
I-5 @ S 288 ST

TSA - 2
Priority - Medium

Washington State DOT

-Construct Full Interchange

F-28.10 (\$ 836,000)
S 360 ST @ 28 AVE S

TSA - 4
Priority - Medium

King County Roads

-Turn Channels All Legs

F-28.20 (\$ 557,000)
S 360 ST @ MILITARY RD S

TSA - 4
Priority - High

King County Roads

-Turn Channels All Legs

F-30 (\$ 20,000)*
SR-161 @ 28 AVE S

TSA - 4
Priority - Medium

Washington State DOT
King County Roads

-Traffic Signal, Turn Channels

F-32 (JOINT)
47 AVE SW @ SR-509

TSA - 0
Priority - Medium

Washington State DOT
City of Federal Way

-Improve Sight Distance
-Realign Intersection
-Turn Channels

F-38 (\$ 1,525,000)*
MILITARY RD
From: S 272 ST
To: S 304 ST
Distance: 2.00 Miles

TSA - 2
Priority - High

City of Federal Way
King County Roads

-Widen to Four/Five lanes
-Construct Curb, Gutter,
Sidewalk
-Construct Bike Lane

F-53 (STATE)
21 AVE SW @ SW 344 ST

TSA - 0
Priority - Medium

Washington State DOT

-Traffic Signal, Turn Channels

F-60.20 (STATE)
SR-161 @ MILTON RD

TSA - 4
Priority - Medium

Washington State DOT

-Traffic Signal, Turn Channels
-Realign Intersection

F-61 (STATE)
SR-18
From: I-5
To: SR-164
Distance: 6.14 Miles

TSA - 4
Priority - High

Washington State DOT

-Reconstruct Interchange
Ramps
-Add Hill Climbing Lane
-Construct HOV Lane(s)
-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements

F-62 (STATE)
SR-161 @ MILITARY RD

TSA - 4
Priority - Medium

Washington State DOT

-Traffic Signal, Turn Channels
-Realign Intersection
-Provide Right Turn Lane

F-64 (STATE)
SR-99
From: S 272 ST
To: S 356 ST
Distance: 5.15 Miles

TSA - 0
Priority - High

Washington State DOT

-Interconnect Traffic Signals
-See Transit/HOV
Improvements

F-65 (CITY)
BPA POWERLINE TRAIL
From: SW 356 ST
To: SW CAMPUS DR
Distance: 0.90 Mile

TSA - 0
Priority - High

City of Federal Way

-Construct Multi-purpose Off
Road Trail

F-66.10 (\$ 7,724,000)*
MILITARY RD
From: S 304 ST
To: S 320 ST

TSA - 4
Priority - Medium

King County Roads
City of Federal Way

-Widen to Four/Five lanes
-Stripe Bike Lane on Shoulder
-Pave Shoulders

F-66.20 (\$ 7,126,000)
MILITARY RD
From: S 320 ST
To: S 340 ST
Distance: 1.80 Miles

TSA - 4
Priority - Medium

King County Roads

-Widen To Three Lanes
-Stripe Bike Lane on Shoulder
-Replace Bridge

F-66.30 (\$ 69,000)
MILITARY RD
From: PEASLEY CANYON
WAY S
To: SR-161
Distance: 2.60 Miles

TSA - 4
Priority - Medium

King County Roads

-Stripe Bike Lane on Shoulder

F-75 (JOINT)
SR-99 @ S 304 ST

TSA - 0
Priority - Medium

Washington State DOT
City of Federal Way

-Turn Channels

F-76.10 (STATE)
SR-99
From: SR-516
To: S 348 ST
Distance: 7.50 Miles

TSA - 2
Priority - High

Washington State DOT

-Construct Curb, Gutter,
Sidewalk
-Construct Bike Lane

F-78 (JOINT)
S 324 ST @ SR-99

TSA - 0
Priority - Medium

Washington State DOT
City of Federal Way

-Provide Left Turn Lane

F-114 (STATE)
SR-161
From: KING/PIERCE CL
To: SR-18
Distance: 2.95 Miles

TSA - 4
Priority - High

Washington State DOT

-Widen to Four/Five lanes
-Pave Shoulders

F-116.10 (\$ 2,194,000)
S 296 ST
From: 51 AVE S
To: 61 AVE S
Distance: 0.54 Mile

TSA - 4
Priority - Low

King County Roads

-Widen Roadway
-Construct Curb, Gutter,
Sidewalk

F-116.20 (\$ 3,433,000)
65 AVE S/S 296 ST
From: SR 181
To: 61 AVE S
Distance: 0.83 Mile

TSA - 4
Priority - Medium

King County Roads

-Pave Shoulders

F-119
16 AVE S
From: SR-99
To: S 272 ST
Distance: 0.45 Mile

TSA - 2
Priority - High
K.C. CIP # - 500696

King County Roads
City of Des Moines

-Pave Shoulders

F-120 (STATE)
I-5 CROSSING
From: S 304 ST

TSA - 4
Priority - Low

Washington State DOT

-Construct Pedestrian
Over/Under Crossing

F-121 (\$ 1,273,000)
65 AVE S
From: S 292 ST
To: 64 AVE S
Distance: 0.50 Mile

TSA - 4
Priority - Medium

King County Roads

-Reconstruct Roadway

F-122 (\$ 5,603,000)
51 AVE S
From: S 321 ST
To: S 288 ST
Distance: 2.00 Miles

TSA - 4
Priority - Medium

King County Roads

-Widen To Three Lanes
-Construct Curb, Gutter,
Sidewalk
-Construct Bike Lane

F-123 (\$ 4,296,000)
S 321 ST
From: MILITARY RD
To: 51 AVE S
Distance: 0.63 Mile

TSA - 4
Priority - High

King County Roads

-Widen to Four Lanes
-Turn Channels All Legs

F-134 (\$ 1,275,000)*
**MILITARY RD @ SOUTH
272ND ST**

TSA - 2
Priority - High
K.C. CIP # - 300604

King County Roads
City of Kent

-Intersection/Operational
Improvement
-Turn Channels All Legs
-Intersection/Operational
Improvement
-Construct Bike Lane

F-137 (\$ 165,000)
34 AVE S
From: S 288 ST
To: S 298 ST
Distance: 0.60 Mile

TSA - 4
Priority - High

King County Roads

-Construct Curb, Gutter,
Sidewalk

F-138 (CITY)
SOUTH 320TH
From: SOUTH 320TH ST AT
To: SOUTH 320TH ST AT
SR 99

TSA - 0

City of Federal Way

-Turn Channels
-Construct Curb, Gutter,
Sidewalk
-Pedestrian/Bike
Access/Safety Imp. Study

F-143 (JOINT)
I-5 INTERCHANGE
From: SR-161
To: SR-18
Distance: 0.77 Mile

TSA - 0
Priority - High

Washington State DOT
City of Federal Way

-Construct Full Interchange
-Reconstruct Interchange
Ramps

F-144 (JOINT)
SR-509
From: 21 AVE SW
To: SR-99
Distance: 3.05 Miles

TSA - 0
Priority - Medium

Washington State DOT
City of Federal Way

-Widen To Three Lanes
-Construct Curb, Gutter,
Sidewalk
-Construct Bike Lane

F-154 (\$ 9,013,000)*
S 312 ST
From: 28 AVE S
To: MILITARY RD S
Distance: 0.50 Mile

TSA - 4
Priority - High

City of Federal Way
King County Roads
Washington State DOT

-Construct Four Lane Arterial
Plus
Two-Way Left Turn Lane
-Traffic Signal

NEW
F-155 (\$ 516,000)
PEASLEY CANYON RD @ S
321 ST

TSA - 4
Priority - High
K.C. CIP # - 301200

King County Roads

-Provide Right Turn Lane
-Interconnect Traffic Signals

NEW
F-156 (\$ 772,000)
42 AVE S @ S 272 ST

TSA - 3
Priority - High
K.C. CIP # - 300800

King County Roads

-Traffic Signal, Turn Channels

F-157 (CITY)
21ST AVE SW/SW 357TH ST
From: SW 356TH ST
To: 22ND AVE SW

TSA - 0

City of Federal Way

-Road Extension
-Construct Two Lane Arterial

F-158 (CITY)
SR 99 @ S 330TH ST

TSA - 0

City of Federal Way

-Traffic Signal, Turn Channels
-Provide Left Turn Lane

F-159 (CITY)
SR 99/S 288TH ST
From: SR 99/S 288TH ST
To: SR 99/S 288TH ST

TSA - 0

City of Federal Way

-Provide Left Turn Lane
-Construct Curb, Gutter,
Sidewalk

F-160 (CITY)
SOUTH 320TH ST
From: SOUTH 320TH ST AT
To: SOUTH 320TH ST AT
20TH ST

TSA - 0

City of Federal Way

-Provide Right Turn Lane
-Provide Left Turn Lane
-Construct Curb, Gutter,
Sidewalk

F-161 (CITY)
S 320TH ST
From: 8TH AVE S
To: SR99

TSA - 0

City of Federal Way

-Construct Shoulder High
Occupancy
Vehicle Lanes

F-162 (CITY)
S 348TH ST
From: 9TH AVE S
To: SR99

TSA - 0

City of Federal Way

-Construct Shoulder High
Occupancy
Vehicle Lanes
-Provide Right Turn Lane

F-163 (CITY)
S 348TH ST
From: 1ST AVE S

TSA - 0

City of Federal Way

-Provide Right Turn Lane
-Provide Right Turn Lane

H-14 (\$ 226,000)
15 AVE SW @ SW 102 ST

TSA - 1
Priority - High

King County Roads

-Traffic Signal

H-27.10 (\$ 2,252,000)
MILITARY RD
From: DES MOINES WY
To: S 128 ST
Distance: 1.00 Mile

TSA - 2
Priority - High

King County Roads

-Provide Left Turn Lane
-Stripe Bike Lane on Shoulder
-Construct Curb, Gutter,
Sidewalk

H-36.10 (\$ 5,175,000)
1 AVE S/MYERS WY S
From: S 128 ST
To: 6 AVE S
Distance: 1.46 Miles

TSA - 2
Priority - High

King County Roads

- Reconstruct Roadway
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

H-39 (\$ 176,000)
4 AVE SW @ SW 102 ST

TSA - 1
Priority - High

King County Roads

- Traffic Signal

H-62.10 (CITY)
28/24 AVE S
From: S 188 ST
To: S 204 ST

TSA - 0

City of SeaTac

- Construct Four Lane Arterial Plus
- Two-Way Left Turn Lane
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk
- Traffic Signal
- Turn Channels

H-74 (STATE)
1 AVE S (SR-509)
From: SW 174 ST
To: DES MOINES WAY
Distance: 2.70 Miles

TSA - 2
Priority - High

Washington State DOT

- Add Two-Way Left Turn Lane
- Turn Channels
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

H-81 (STATE)
SR-99
From: SR-518
To: S 272 ST
Distance: 7.00 Miles

TSA - 0
Priority - High

Washington State DOT

- Interconnect Traffic Signals
- See Transit/HOV Improvements

H-93 (\$ 148,000)
S 192 ST @ 8 AVE S

TSA - 2
Priority - Medium

King County Roads

- Traffic Signal

H-98 (\$ 212,000)
87 AVE S @ S 124 ST

TSA - 2
Priority - Medium

King County Roads

- Realign Intersection

H-99 (N/C)
S 96 ST STAGE II
From: 8 AVE S
To: DES MOINES WY S
Distance: 0.38 Mile

TSA - 2
Priority - High
K.C. CIP # - 300390

King County Roads

- Widen Roadway
- Traffic Signal

H-100.20 (CITY)
EAST MARGINAL WY
From: BOEING ACCESS ROAD
To: S 112 ST

TSA - 0

City of Tukwila

- Widen To Three Lanes
- Pave Shoulders

H-102 (CITY)
PACIFIC HIGHWAY SOUTH (SR 9)
From: S 112 ST
To: S 116 WY

TSA - 0

City of Tukwila

- Replace Bridge
- Widen Bridge

H-105 (CITY)
BOEING ACCESS RD BRIDGE
From: OVER RR

TSA - 0
Priority - High

City of Tukwila

- Grade Separated Railroad Crossing

H-157 (K.C. PARKS)
DUWAMISH RVR TRAIL
From: DUWAMISH HEAD
To: FORT DENT PARK
Distance: 10.00 Miles

TSA - 0
Priority - High

King County Parks

- Construct Multi-purpose Off Road Trail

H-160.20 (STATE)
S 216 ST AT MARINE VIEW DR
Distance: 0.13 Mile

TSA - 0
Priority - High

Washington State DOT

- Widen Bridge
- Improve Signal Timing/Phasing
- Construct Pedestrian Over/Under Crossing

H-167.11 (JOINT)
SR-509 EXT EIS
Distance: 19.61 Miles

TSA - 0
Priority - High
K.C. CIP # - 300696

Washington State DOT
City of SeaTac

- Conduct Feasibility/Needs Study
- Road Establishment

H-167.12 (JOINT)
SR-509 EXT CONST
Distance: 19.61 Miles

TSA - 0
Priority - Medium

Washington State DOT
City of SeaTac

- Construct Four Lane Arterial
- Construct Full Interchange
- Traffic Signal
- Construct HOV Lane(s)

H-169 (JOINT)
SR-518
From: WBND RMP AT S 154 ST
Distance: 0.13 Mile

TSA - 0
Priority - High

Washington State DOT
City of SeaTac

- Reconstruct Interchange Ramps
- Traffic Signal

H-173.10 (\$ 5,115,000)
8 AVE S
From: S SEATTLE C/L
To: GLENDALE WY S/S 112
Distance: 1.08 Miles

TSA - 2
Priority - Medium

King County Roads

- Widen Roadway
- Construct Curb, Gutter, Sidewalk

H-173.20 (\$ 4,590,000)
8 AVE S
From: GLENDALE WY S/S
112
To: S 128 ST
Distance: 1.00 Mile

TSA - 2
Priority - Medium

King County Roads

-Widen Roadway
-Construct Curb, Gutter,
Sidewalk

H-183 (PRIVATE)
14 AVE SW
From: SW 148 ST
To: SW 152 ST
Distance: 0.30 Mile

TSA - 0
Priority - Low

Private

-Pave Shoulders

H-187 (PRIVATE)
28 AVE SW
From: SW ROXBURY ST
To: SW 102 ST
Distance: 0.40 Mile

TSA - 2
Priority - Low

Private

-Pave Shoulders
-Construct Curb, Gutter,
Sidewalk

H-189 (\$ 986,000)
78 AVE S
From: S 112 ST
To: RENTON AVE S
Distance: 1.00 Mile

TSA - 2
Priority - Medium

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-203 (\$ 2,001,000)
RENTON AVE S
From: S 128 ST
To: 74 AVE S
Distance: 0.73 Mile

TSA - 2
Priority - High

King County Roads

-Reconstruct Roadway
-Construct Bike Lane
-Construct Curb, Gutter,
Sidewalk

H-208 (\$ 1,247,000)
6 AVE S
From: GLENDALE WY/S112
ST
To: MYERS WY (1 AVE S)
Distance: 0.30 Mile

TSA - 2
Priority - High

King County Roads

-Widen Roadway
-Construct Curb, Gutter,
Sidewalk
-Construct Bike Lane

H-212 (\$ 966,000)
RENTON AVE S (W SIDE)
From: 68 AVE S
To: S 112 ST
Distance: 0.30 Mile

TSA - 2
Priority - Medium

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-214 (JOINT)
**SR-99 (PACIFIC HIGHWAY
S)**
From: SR-599
To: S 152 ST
Distance: 1.00 Mile

TSA - 0
Priority - High

Washington State DOT
City of Tukwila

-Construct Curb, Gutter,
Sidewalk

H-215 (CITY)
SR-509
From: S 200TH ST

TSA - 0

City of SeaTac

-Conduct Preliminary Design
Study

H-219 (STATE)
SR-99
From: OXBOW I.C.(S 102
ST)

TSA - 2
Priority - Low

Washington State DOT

-Construct Full Interchange

H-220 (N/C)
**DES MOINES MEMRL DR @
S 118 ST**

TSA - 2
Priority - High
K.C. CIP # - 301094

King County Roads

-Traffic Signal
-Pedestrian Crossing Signals

H-224 (\$ 173,000)
SW 104 ST
From: 17 AVE SW
To: 28 AVE SW
Distance: 0.63 Mile

TSA - 1
Priority - High

King County Roads

-Construct Neighborhood
Pathway
-Pedestrian/Bike
Access/Safety Imp. Study

H-228 (CITY)
**DES MOINES MEMORIAL
DR. @ S 188TH ST.**

TSA - 0

City of SeaTac

-Provide Right Turn Lane
-Provide Left Turn Lane

H-230 (CITY)
MILITARY RD S
From: S 166TH ST
To: S 176TH ST

TSA - 0

City of SeaTac

-Provide Left Turn Lane
-Construct Curb, Gutter,
Sidewalk

H-238 (\$ 545,000)
GATEWAY DR/ S 129 ST
From: I-5
To: SR-900
Distance: 0.36 Mile

TSA - 2
Priority - Medium

King County Roads

-Widen to Four Lanes

H-239 (\$ 542,000)
RENTON AVE S @ 76 AVE S

TSA - 2
Priority - High

King County Roads

-Turn Channels - North &
South Legs

H-240 (\$ 838,000)
RAINIER AVE S @ S 114 ST

TSA - 2
Priority - High

King County Roads

-Provide Left Turn Lane

H-241 (\$ 976,000)
17 AVE SW @ SW 98 ST

TSA - 1
Priority - High

King County Roads

-Turn Channels - North &
South Legs

H-245 (\$ 2,650,000)
DES MOINES MEMORIAL
DR

From: 17 PL S
To: S 120 ST
Distance: 1.50 Miles

TSA - 2
Priority - High
K.C. CIP # - 300599

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-247 (\$ 493,000)
SW 102 ST

From: 11 AVE SW
To: 17 AVE SW
Distance: 0.35 Mile

TSA - 1
Priority - High

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-248 (\$ 277,000)
SW 104 ST

From: 15 AVE SW
To: 17 AVE SW
Distance: 0.15 Mile

TSA - 1
Priority - High

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-249 (\$ 247,000)
SW 106 ST

From: 15 AVE SW
To: 17 AVE SW
Distance: 0.13 Mile

TSA - 1
Priority - High

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-250 (\$ 123,000)
15 AVE SW - EAST SIDE

From: SW 106 ST
To: SW 107 ST
Distance: 0.10 Mile

TSA - 1
Priority - High

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-251 (\$ 710,000)
8 AVE SW

From: SW 108 ST
To: SW ROXBURY ST
Distance: 0.75 Mile

TSA - 2
Priority - High

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-252 (\$ 247,000)
SW 112 ST

From: 1 AVE S
To: 4 AVE SW
Distance: 0.26 Mile

TSA - 2
Priority - Medium

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-253 (\$ 142,000)
1 AVE S

From: MYERS WY
To: S 108 ST
Distance: 0.10 Mile

TSA - 2
Priority - High

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-254 (\$ 518,000)
76 AVE S

From: S 124 ST
To: S 128 ST
Distance: 0.27 Mile

TSA - 2
Priority - High

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-255 (\$ 259,000)
S 126 ST

From: RENTON AVE S
To: 74 PL S
Distance: 0.07 Mile

TSA - 2
Priority - High

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-256 (\$ 346,000)
S 124 ST

From: 76 AVE SW
To: SKYWAY PARK
Distance: 0.37 Mile

TSA - 2
Priority - High

King County Roads

-Construct Walkway/Pathway
-Pedestrian Crossing Signals

H-257 (STATE)
SR-518 @ SR-509
INTERCHANGE

TSA - 0
Priority - High

Washington State DOT

-Reconstruct Interchange
Ramps

H-258 (STATE)
SEATTLE TACOMA
FREIGHT CORRIDOR
STUDY

From: SEATTLE
To: TACOMA

TSA - 0
Priority - High

Washington State DOT

-Conduct Feasibility/Needs
Study
-Address Area Circulation
Needs
-Determine Corridor Needs

H-260 (\$ 274,000)
S 112 ST

From: 6 AVE S
To: 8 AVE S
Distance: 0.10 Mile

TSA - 1
Priority - High

King County Roads
Washington State DOT

-Construct Curb, Gutter,
Sidewalk

H-261 (\$ 384,000)
78 AVE S

From: RENTON AVE S
To: LANGSTON RD
Distance: 0.20 Mile

TSA - 2
Priority - High

King County Roads

-Construct Walkway/Pathway

H-262 (\$ 901,000)
S 120 ST
From: DES MOINES WY
To: MILITARY RD
Distance: 0.40 Mile

TSA - 2
Priority - High
K.C. CIP # - 300400

King County Roads

-Construct Curb, Gutter,
Sidewalk

H-263 (CITY)
INTERNATIONAL BLVD.
From: S 152ND ST
To: S 170TH ST

TSA - 0

City of SeaTac

-Widen to Six Lanes
-Construct Bike Lane
-Construct Curb, Gutter,
Sidewalk
-Traffic Signal
-Turn Channels

H-265 (CITY)
INTERNATIONAL BLVD.
From: S 200TH ST
To: S 216TH ST

TSA - 0

City of SeaTac

-Widen to Six Lanes
-Construct Curb, Gutter,
Sidewalk
-Turn Channels
-Provide Left Turn Lane
-Upgrade Traffic Signal

H-271 (\$ 103,000)
14 AVE S
From: S 99 ST
To: S 128 ST
Distance: 1.80 Miles

TSA - 2
Priority - Medium

King County Roads

-Construct Walkway/Pathway

H-272 (\$ 207,000)
S 116 ST @ 24 AVE S

TSA - 2
Priority - High

King County Roads

-Realign Intersection

H-274 (N/C)
WHITE CENTER NON-
MOTORIZED
IMPROVEMENTS

TSA - 1
Priority - High
K.C. CIP # - 300399

King County Roads

-Construct Walkway/Pathway

NEW
H-275 (\$ 181,000)
16 AVE SW @ SW 106 ST

TSA - 2
Priority - High

King County Roads

-Provide Left Turn Lane
-Pedestrian Crossing Signals

NEW
H-276.11 (\$ 166,000)
8 AVE S @ S 112 ST
DESIGN

TSA - 2
Priority - High
K.C. CIP # - 300105

King County Roads

-Conduct Preliminary Design
Study

NEW
H-276.12 (N/C)
8 AVE S @ S 112 ST -
CONSTR

TSA - 2
Priority - High

King County Roads

-Traffic Signal, Turn Channels

NEW
H-277 (\$ 643,000)
12 AVE SW
From: SW 107 ST
To: SW 116 ST
Distance: 0.55 Mile

TSA - 1
Priority - High
K.C. CIP # - 300600

King County Roads

-Pave Shoulders

NEW
H-278 (\$ 454,000)
10 AVE SW
From: SW 108 ST
To: SW 116 ST
Distance: 0.50 Mile

TSA - 1
Priority - High
K.C. CIP # - 301000

King County Roads

-Pave Shoulders

H-279 (CITY)
PACIFIC HIGHWAY (SR 99)
From: PACIFIC HIGHWAY
BRIDGE
To: SR 599

TSA - 0

City of Tukwila

-Widen to Six Lanes
-Pave Shoulders
-Construct Curb, Gutter,
Sidewalk

H-280 (CITY)
SR 99
From: BOEING ACCESS RD
To: S 116TH ST

TSA - 0

City of Tukwila

-Widen Travel Lanes
-Pave Shoulders

G-4
S 277 ST
From: SR-181
To: 86 AVE SE-AUBURN
WY N
Distance: 0.70 Mile

TSA - 2
Priority - High
K.C. CIP # - 500298

City of Auburn
King County Roads
Washington State DOT

-Widen to Four Lanes
-Turn Channels
-Upgrade Traffic Signal
-Widen Bridge
-Construct Bike Lane

G-13 (JOINT)
SR-164/R ST ALIGNMENT
From: SR-18
To: DOGWOOD ST SE
Distance: 1.50 Miles

TSA - 0
Priority - High

Washington State DOT
City of Auburn

-Construct Four Lane Arterial

G-16 (\$ 98,000)*
GREEN RVR RD
From: S 258 ST
To: 104 AVE SE
Distance: 3.70 Miles

TSA - 4
Priority - Medium

King County Roads
City of Auburn

-Pave Shoulders

G-20 (\$ 720,000)
ALVORD T BRIDGE
K.C. Bridge No. 3130
Location: @ 78 AVE S
XING GREEN RIVER

TSA - 4
Priority - High
K.C. CIP # - 500195

King County Roads

- Conduct Feasibility/Needs Study
- Repair Bridge

G-21.30 (JOINT)
GREEN RIVER TRAIL II
From: INTERURBAN TRAIL
To: S 277 ST
Distance: 2.00 Miles

TSA - 4
Priority - High

City of Kent
King County Parks

- Construct Multi-purpose Off Road Trail

G-21.40 (JOINT)
GREEN RIVER TRAIL III
From: S 277 ST
To: AUBURN-BLK DIA RD
Distance: 7.00 Miles

TSA - 5
Priority - Medium

City of Auburn
King County Parks

- Conduct Preliminary Design Study
- Construct Multi-purpose Off Road Trail

G-25.21 (\$ 73,000)*
OAKSDALE AVE SW STUDY
From: MONSTER RD
To: SR-900
Distance: 0.75 Mile

TSA - 2
Priority - Medium

City of Renton
King County Roads
Washington State DOT

- Conduct Feasibility/Needs Study

G-25.22 (\$ 5,247,000)*
OAKSDALE AVE SW CONST
From: MONSTER RD
To: SR-900
Distance: 0.75 Mile

TSA - 2
Priority - Medium

City of Renton
King County Roads
Washington State DOT

- Construct New Road

G-32 (JOINT)
SR-167 @ S 180 ST
From: SW 43 ST
To: I-405
Distance: 1.77 Miles

TSA - 0
Priority - High

Washington State DOT
City of Renton
City of Kent

- Intersection/Operational Improvement
- Reconstruct Interchange Ramps

G-34 (CITY)
WEST VALLEY HIGHWAY
From: I-405
To: STRANDER BLVD

TSA - 0

City of Tukwila

- Widen to Six Lanes
- Pave Shoulders
- Construct Curb, Gutter, Sidewalk

G-38 (\$ 1,934,000)*
SOUTH 277TH ST
From: SOUTH 277TH/WEST VALLE
To: SOUTH 277TH/WEST VALLEY RD
Distance: 1.40 Miles

TSA - 4
Priority - High

King County Roads
City of Auburn

- Turn Channels - East & West Legs
- Pave Shoulders

G-46.10 (JOINT)
I-5 @ S 178 ST

TSA - 0
Priority - High

Washington State DOT
City of SeaTac

- Conduct Feasibility/Needs Study
- Construct Half Diamond Interchange

G-49 (JOINT)
SR-164 (AUBURN WY S)
From: M STREET
To: DOGWOOD ST SE
Distance: 0.40 Mile

TSA - 0
Priority - Medium

Washington State DOT
City of Auburn

- Widen Roadway
- Realign Roadway

G-59 (CITY)
GRADY WY/SR 167/SR 515
From: 167 SR/GRADY WY
To: SR 515/GRADY WY

TSA - 0

City of Renton

- Monitor Demand and Study Transit/HOV Feasibility
- Evaluate Operational Improvements
- Determine Corridor Needs

G-60 (JOINT)
SR-18 @ R ST

TSA - 0
Priority - High

Washington State DOT
City of Auburn

- Construct Half Diamond Interchange

G-81 (\$ 1,177,000)*
W VALLEY HWY
From: ALGONA N C/L
To: ALGONA S C/L
Distance: 1.34 Miles

TSA - 4
Priority - Medium

King County Roads
City of Algona

- Widen Travel Lanes
- Reconstruct/Spot Pave Shoulders
- Pave Shoulders

G-99 (JOINT)
SR-18 @ C ST INTERCHANGE

TSA - 0
Priority - High

Washington State DOT
City of Auburn

- Reconstruct Interchange Ramps

G-100 (CITY)
REITH RD SR 516 @ WEST MEEKER

TSA - 0

City of Kent

- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane
- Pave Shoulders

G-102 (CITY)
EAST VALLEY RD
From: SOUTH 212TH ST
To: SR 167

TSA - 0

City of Kent

-Pave Shoulders
-Construct Curb, Gutter,
Sidewalk

G-108 (CITY)
AUBURN WY NORTH
From: 2ND NE
To: 4TH NE

TSA - 0

City of Auburn

-Widen to Four Lanes Plus
Two-Way Left Turn Lane

G-109 (JOINT)
SR-164 (AUBURN WAY S)
From: FIR ST SE
To: POPLAR ST SE
Distance: 0.45 Mile

TSA - 0
Priority - High

Washington State DOT
City of Auburn

-Widen to Four/Five lanes

G-114 (JOINT)
SR-516
From: W WILLIS ST
To: SMITH ST
Distance: 0.40 Mile

TSA - 0
Priority - High

Washington State DOT
City of Kent

-Turn Channels

G-118 (CITY)
WEST VALLEY HIGHWAY @
S 156TH ST

TSA - 0

City of Tukwila

-Add Two-Way Left Turn Lane
-Construct Curb, Gutter,
Sidewalk

G-119 (\$ 2,993,000)
ORILLIA RD S
From: I-5 I/C
To: KENT C/L
Distance: 1.30 Miles

TSA - 3
Priority - High
K.C. CIP # - 400696

King County Roads

-Reconstruct Roadway
-Construct Curb, Gutter,
Sidewalk
-Construct Bike Lane

G-120 (JOINT)
M ST / STAMPEDE LINE
Location: @ BN RR XING

TSA - 0
Priority - Medium

City of Auburn
Private

-Grade Separated Railroad
Crossing

G-123 (STATE)
SR-164 @ ACADEMY DR

TSA - 5
Priority - Medium

Washington State DOT

-Provide Right Turn Lane

G-124 (JOINT)
S 180TH (PROJECT CLOSE
TO S
From: S 180TH / UP/BN RR
CRO
To: S 180TH / UP/BN RR
CROSSING

TSA - 0
Priority - High

City of Tukwila
City of Renton
Port of Seattle
King County Roads

-Grade Separated Railroad
Crossing
-Construct Curb, Gutter,
Sidewalk

G-125 (JOINT)
S 277 ST / BNSF
Location: @ BN RR XING

TSA - 5
Priority - High

City of Auburn
City of Kent
Port of Seattle
King County Roads

-Grade Separated Railroad
Crossing

G-126 (JOINT)
S 277 ST / UP
Location: @ UP RR XING

TSA - 5
Priority - High

City of Auburn
City of Kent
Port of Seattle
King County Roads

-Grade Separated Railroad
Crossing

G-127 (\$ 518,000)*
3 ST SW / BNSF
Location: @ BN RR XING

TSA - 0
Priority - High

City of Auburn
King County Roads
Port of Seattle
Private

-Grade Separated Railroad
Crossing

G-128 (JOINT)
WILLIS ST / BNSF
Location: @ BN RR XING

TSA - 0
Priority - Medium

City of Kent
Private

-Grade Separated Railroad
Crossing

G-129 (JOINT)
WILLIS ST / UP
Location: @ UP RR XING

TSA - 0
Priority - Medium

City of Kent
Private

-Grade Separated Railroad
Crossing

G-130
212 ST / BNSF
Location: @ BN RR XING

TSA - 0
Priority - Medium

City of Kent
King County Roads
Private

-Grade Separated Railroad
Crossing

G-131
212 ST / UP
 Location: @ UP RR XING

TSA - 0
 Priority - Medium

City of Kent
 King County Roads
 Private

-Grade Separated Railroad
 Crossing

G-132 (JOINT)
A ST NW / STAMPEDE LINE

TSA - 0
 Priority - High

City of Auburn
 Private

-Conduct Feasibility/Needs
 Study
 -Evaluate Operational
 Improvements

G-133 (JOINT)
S 228 ST / BNSF
 Location: @ BN RR XING

TSA - 0
 Priority - Low

City of Kent
 Private

-Grade Separated Railroad
 Crossing

G-134 (JOINT)
S 228 ST / UP
 Location: @ UP RR XING

TSA - 0
 Priority - Low

City of Kent
 Private

-Grade Separated Railroad
 Crossing

G-135 (JOINT)
SMITH ST / UP & BNSF
 Location: @ UP & BN RR
 XINGS

TSA - 0
 Priority - Low

City of Kent
 Private

-Grade Separated Railroad
 Crossing

G-136 (JOINT)
JAMES ST / UP & BNSF
 Location: @ UP & BN RR
 XINGS

TSA - 0
 Priority - Low

City of Kent
 Private

-Grade Separated Railroad
 Crossing

G-138
**BNSF TUKWILA YARD
 ACCESS**
 From: 48 AVE S
 To: S 129 ST
 Distance: 0.10 Mile

TSA - 0
 Priority - High

City of Tukwila
 King County Roads
 Private

-Construct Bridge
 -Reconstruct Roadway

G-140 (CITY)
S 196 ST / S 200 ST
 Location: @ BN / UP RR XING

TSA - 0
 Priority - High

City of Kent

-Grade Separated Railroad
 Crossing

G-141 (STATE)
I-405
 From: SR-181 I/C
 To: SR-169 I/C
 Distance: 3.08 Miles

TSA - 0
 Priority - Low

Washington State DOT

-Road Extension

G-142 (JOINT)
W MAIN ST / UP
 Location: @ UP RR XING

TSA - 0
 Priority - Low

City of Auburn
 Private

-Conduct Feasibility/Needs
 Study

G-143 (JOINT)
37 ST NW / UP & BNSF
 Location: @ UP & BN RR
 XINGS

TSA - 0
 Priority - Low

City of Auburn
 Private

-Grade Separated Railroad
 Crossing

G-144 (CITY)
**S 2ND / 3RD ST - LOGAN AVE
 S**
 From: S 2ND ST
 To: S 3RD ST

TSA - 0

City of Renton

-Provide New P & R Facilities
 -Construct Transit/HOV Direct
 Access
 -Provide Transit/HOV
 Preferential
 Treatment/Operating
 Improvements
 -See Transit/HOV
 Improvements

G-145 (CITY)
SW 43RD
 From: WEST VALLEY HWY
 To: 108 AVE SE

TSA - 0

City of Renton

-Traffic Signal
 -Corridor Traffic Management
 System
 -Interconnect Traffic Signals
 -Improve Signal
 Timing/Phasing

G-146 (CITY)
RENTON VALLEY AREA
 From: GRADY WY
 To: SW 43RD

TSA - 0

City of Renton

-Construct Transit/HOV Direct
 Access
 -Grade Separated Railroad
 Crossing
 -Road Extension

G-147 (CITY)
SOUTH 272ND / 277TH ST
 From: AUBURN WY NORTH
 To: KENT-KANGLEY RD
 (SR-516)

TSA - 0

City of Kent

-Construct New Road
 -Construct Four Lane Arterial
 Plus
 Two-Way Left Turn Lane
 -Construct Bridge
 -Construct Curb, Gutter,
 Sidewalk
 -Construct Bike Lane

G-148 (CITY)
JAMES STREE @ CENTRAL AVE

TSA - 0

City of Kent

- Reconstruct Intersection
- Provide Right Turn Lane
- Improve Signal Timing/Phasing
- Pave Shoulders
- Construct Curb, Gutter, Sidewalk

G-149 (CITY)
SOUTH 212TH/240 AT RAIL LIN

From: SOUTH 212TH/240 AT RAIL LINE
To: SOUTH 212TH/240 AT RAIL LINE

TSA - 0

City of Kent

- Construct Bridge
- Grade Separated Railroad Crossing
- Construct Curb, Gutter, Sidewalk

G-150 (CITY)
SR 516

From: ALVORD AVE
To: 94TH AVE SOUTH

TSA - 0

City of Kent

- Pave Shoulders
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

G-151 (CITY)
WEST MEEKER ST
From: WASHINGTON AVE (SR 181)
To: 64TH AVE SOUTH

TSA - 0

City of Kent

- Widen to Four/Five lanes
- Widen to Four Lanes Plus Two-Way Left Turn Lane
- Upgrade Traffic Signal
- Construct Bike Lane
- Construct Neighborhood Pathway

G-152 (CITY)
196TH/200TH ST
From: ORILLIA RD
To: WEST VALLEY HIGHWAY (SR-18)

TSA - 0

City of Kent

- Widen to Four/Five lanes
- Construct Bridge
- Improve Signal Timing/Phasing
- Upgrade Traffic Signal
- Construct Curb, Gutter, Sidewalk

G-153 (CITY)
PACIFIC HIGHWAY SOUTH (SR 9)
From: SOUTH 252ND ST
To: SOUTH 272ND ST

TSA - 0

City of Kent

- Construct HOV Lane(s)
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane
- Pave Shoulders
- Upgrade Traffic Signal

G-154 (CITY)
SOUTH 212TH ST
From: GREEN RIVER BRIDGE
To: WEST VALLEY HIGHWAY (SR-18)

TSA - 0

City of Kent

- Pave Shoulders
- Construct Curb, Gutter, Sidewalk

G-155 (CITY)
WEST MEEKER ST
From: GREEN RIVER BRIDGE
To: KENT-DES MOINES RD

TSA - 0

City of Kent

- Widen to Four/Five lanes
- Construct Four Lane Arterial Plus Two-Way Left Turn Lane
- Construct Curb, Gutter, Sidewalk
- Pave Shoulders

G-156 (CITY)
94TH AVE @ SR 516
From: 94TH AVE @ SR 516

TSA - 0

City of Kent

- Reconstruct Intersection
- Upgrade Traffic Signal
- Construct Curb, Gutter, Sidewalk
- Widen Curb Lane for Bicycle Use

G-157 (CITY)
MEEKER ST/E SMITH STREE

TSA - 0

City of Kent

- Interconnect Traffic Signals

G-158 (CITY)
WEST VALLEY HIGHWAY (SR 181)
From: JAMES ST
To: GREEN RIVER BRIDGE

TSA - 0

City of Kent

- Widen to Six Lanes
- Turn Channels
- Construct HOV Lane(s)
- Upgrade Traffic Signal
- Construct Curb, Gutter, Sidewalk

G-159 (CITY)
PACIFIC (SR 99)
From: KENT-DES MOINES RD
To: SOUTH 252ND ST

TSA - 0

City of Kent

- Construct HOV Lane(s)
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane
- Pave Shoulders
- Upgrade Traffic Signal

G-160 (CITY)
52ND S. NE/S 277TH
From: AUBURN WY NORTH
To: WEST VALLEY HIGHWAY

TSA - 0

City of Auburn

- Widen to Four Lanes Plus Two-Way Left Turn Lane
- Grade Separated Railroad Crossing
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

G-161 (CITY)
52ND ST. NE
From: AUBURN WY NORTH
To: GREEN RIVER

TSA - 0

City of Auburn

-Widen to Four Lanes

G-162 (CITY)
INTERURBAN AVE
From: SOUTH CENTER
BLVD
To: FORT DENT WY

TSA - 0

City of Tukwila

-Add Two-Way Left Turn Lane

G-163 (CITY)
INTERURBAN AVE
From: S 139TH ST
To: FORT DENT WY

TSA - 0

City of Tukwila

-Construct Curb, Gutter,
Sidewalk
-Pave Shoulders

G-164 (CITY)
WEST VALLEY
HIGHWAY/STRANDE
From: WEST VALLEY
HIGHWAY/ST
To: WEST VALLEY
HIGHWAY/STRANDER BLVD

TSA - 0

City of Tukwila

-Add Two-Way Left Turn Lane
-Construct Curb, Gutter,
Sidewalk

G-165 (CITY)
S 133 ST @ SR 599

TSA - 0

City of Tukwila

-Reconstruct Intersection
-Traffic Signal, Turn Channels

G-166 (CITY)
I-405/S 156T ST
From: INERURBAN AVE
To: GRADY WY

TSA - 0

City of Tukwila

-See Transit/HOV
Improvements
-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements

HOV/SE-1 (STATE)
SR-167
From: 84 AVE S IN KENT
To: 15 ST NW IN AUBURN
Distance: 5.60 Miles

TSA - 0

Washington State DOT

-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements
-Construct HOV Lane(s)
-Construct Ramp Bypass for
Transit/HOV
-Provide Ramp Metering

HOV/SE-4 (STATE)
SR-167
From: SR-18
To: 15 ST NW IN AUBURN
Distance: 2.47 Miles

TSA - 0

Washington State DOT

-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements
-Construct HOV Lane(s)
-Construct Ramp Bypass for
Transit/HOV
-Provide Ramp Metering

HOV/SE-5.20 (JOINT)
SR-181 PH I
From: SR-516
To: S 196 ST
Distance: 3.39 Miles

TSA - 0

Washington State DOT
City of Kent

-Widen to Six Lanes
-Construct HOV Lane(s)
-Provide New P & R Facilities

HOV/SE-5.30 (JOINT)
SR-181 PH II
From: S 196 ST
To: I-405
Distance: 2.66 Miles

TSA - 0

Washington State DOT
City of Kent
City of Tukwila

-Widen to Six Lanes
-Construct HOV Lane(s)

HOV/SE-9 (CITY)
SR-167
From: 140TH WY SE
To: I-405

TSA - 0

City of Renton

-Intersection/Operational
Improvement
-Construct Transit/HOV Direct
Access
-Construct Intersection Queue
Bypass
-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements

HOV/SE-12 (JOINT)
SW 27 ST HOV CORR
IMPROVEMENTS
From: SR-167
To: OAKSDALE AVE SW
EXT
Distance: 0.75 Mile

TSA - 0

City of Renton
Washington State DOT

-Monitor Demand and Study
Transit/HOV Feasibility
-Study HOV Treatments on
Corridor
-Study HOV Treatments at
Major Intersection(s)
-Construct Full Interchange
-Construct HOV Lane(s)

HOV/SE-13 (CITY)
NE 3 ST / NE 4 ST
Location: @ EDMONDS,
JEFFERSON & MONROE
AVES

TSA - 0

City of Renton

-Construct Intersection Queue
Bypass

HOV/SE-14 (CITY)
SR-900 (NE PARK DR)
From: I-405 WB RAMP
To: EDMONDS AVE NE
Distance: 0.60 Mile

TSA - 0

City of Renton

-Construct HOV Lane(s)

HOV/SE-25 (\$ 69,000)*
MLK WAY @ S 129 ST

TSA - 2

Washington State DOT
King County Roads

-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements

HOV/SE-26 (STATE)
I-405
From: TUKWILA
To: FACTORIA
Distance: 10.00 Miles

TSA - 0

Washington State DOT

-Construct Ramp Bypass for
Transit/HOV

HOV/SE-27 (JOINT)
I-405 DIRECT ACCESS @
TUKWILA
From: SOUTH CENTER OR
SR-181

TSA - 0

Regional Transit Authority
Washington State DOT

-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements

HOV/SE-28 (JOINT)
I-405 HOV DIRECT ACCESS
@ S RENTON
From: TALBOT OR GRADY
I/C

TSA - 0

Regional Transit Authority
Washington State DOT
City of Renton

-Construct Half Diamond
Interchange
-Construct Transit/HOV Direct
Access

HOV/SE-29 (JOINT)
I-405 @ PARK AVE HOV
DIRECT ACCESS
Distance: 1.22 Miles

TSA - 0

Washington State DOT
Regional Transit Authority
City of Renton

-Construct Transit/HOV Direct
Access

HOV/SE-30 (JOINT)
STRANDER BLVD
From: W VALLEY HWY
To: OAKSDALE AVE SW
Distance: 0.50 Mile

TSA - 0

City of Tukwila
City of Renton

-Construct New Road
-Construct HOV Lane(s)

HOV/SE-32 (JOINT)
I-405 @ LIND AVE SW

TSA - 0

City of Renton
Washington State DOT
Regional Transit Authority

-Construct Transit/HOV Direct
Access

HOV/SE-33 (JOINT)
SR-167
From: PIERCE COUNTY
LINE
To: SR-18
Distance: 3.20 Miles

TSA - 0

Washington State DOT
Regional Transit Authority

-Construct HOV Lane(s)

HOV/SE-34 (STATE)
SR-167 @ SW 27 ST
From: SR-167
To: I-405
Distance: 1.30 Miles

TSA - 0

Washington State DOT

-Construct Transit/HOV Direct
Access

HOV/SE-35 (STATE)
I-405 @ SR-167 FREEWAY
CONNECTION
From: SE & SW
QUADRANTS
Distance: 0.47 Mile

TSA - 0

Washington State DOT

-Construct HOV Lane(s)

HOV/SE-37 (JOINT)
SR-169 (MAPLE VALLEY
RD) @ I-405

TSA - 0

Washington State DOT
City of Renton

-Construct Intersection Queue
Bypass

HOV/SE-38 (JOINT)
SR-169
From: HOUSER WY N
To: CARCO PARK
Distance: 0.20 Mile

TSA - 0

Washington State DOT
City of Renton

-Construct HOV Lane(s)

HOV/SE-39 (JOINT)
SR-169 @ 140 WY SE

TSA - 0

Washington State DOT
City of Renton

-Construct Intersection Queue
Bypass

HOV/SE-40 (CITY)
NE 3 ST
From: SUNSET BLVD NE
To: MONROE AVE NE
Distance: 1.00 Mile

TSA - 0

City of Renton

-Construct HOV Lane(s)

HOV/SE-41 (CITY)
N PARK DR
From: GARDEN AVE N
To: I-405 NB RAMP
Distance: 0.20 Mile

TSA - 0

City of Renton

-Construct HOV Lane(s)

HOV/SE-42 (CITY)
SR-900 (NE PARK DR / NE
SUNSET BLVD)
From: SUNSET BLVD NE
To: UNION AVE NE
Distance: 1.45 Miles

TSA - 0

City of Renton

-Construct Intersection Queue
Bypass

HOV/SE-43 (CITY)
SR-900 @ 138 AVE SE
(DUVALL AVE)

TSA - 0

City of Renton

-Construct Intersection Queue
Bypass

HOV/SW-1 (STATE)
I-5 STAGES 1 TO 6
From: S 320 ST
To: I-405
Distance: 10.55 Miles

TSA - 2

Washington State DOT

-Provide Transit/HOV
Preferential
Treatment/Operating
Improvements
-Construct HOV Lane(s)
-Add Hill Climbing Lane

HOV/SW-2 (STATE)
I-5
From: I-405
To: MERCER ST
Distance:12.75 Miles

TSA - 0

Washington State DOT

- Provide Transit/HOV Preferential Treatment/Operating Improvements
- Construct HOV Lane(s)

HOV/SW-6 (JOINT)
I-5 HOV DIRECT ACCESS @ S 272 ST

TSA - 2

Regional Transit Authority
Washington State DOT

- Construct Transit/HOV Direct Access

HOV/SW-8 (JOINT)
SR 99

From: SR 509
To: SOUTH 284TH ST
Distance:14.01 Miles

TSA - 0

Washington State DOT
Regional Transit Authority

- Construct HOV Lane(s)
- Pedestrian/Bike Access/Safety Imp. Study
- Construct HOV Lane(s)
- Provide New P & R Facilities
- Construct Curb, Gutter, Sidewalk

HOV/SW-8.40 (JOINT)
SR-99

From: S 272 ST
To: SR-509 (DASH PT RD)
Distance: 1.60 Miles

TSA - 0

City of Federal Way
Washington State DOT

- Construct HOV Lane(s)

HOV/SW-8.50 (CITY)
SR 99

From: SR 509
To: SOUTH 284 ST

TSA - 0

City of Federal Way

- Construct HOV Lane(s)
- Pedestrian/Bike Access/Safety Imp. Study
- Construct Curb, Gutter, Sidewalk

HOV/SW-8.60 (CITY)
SR 99

From: S 312 ST
To: S 324 ST

TSA - 0

City of Federal Way

- Provide Transit/HOV Preferential Treatment/Operating Improvements
- Construct Transit/HOV Direct Access

HOV/SW-8.70 (CITY)
SR 99

From: S 340 ST
To: S 324 ST

TSA - 0

City of Federal Way

- Provide Transit/HOV Preferential Treatment/Operating Improvements
- Construct Transit/HOV Direct Access
- Construct Curb, Gutter, Sidewalk

HOV/SW-8.80 (JOINT)
SR-99

From: S 340 ST
To: S 356 ST
Distance: 1.00 Mile

TSA - 0

City of Federal Way
Washington State DOT

- Construct HOV Lane(s)

HOV/SW-9 (STATE)
SR 99

From: S 340TH ST
To: S 324TH ST
Distance: 3.81 Miles

TSA - 0

Washington State DOT

- Provide Transit/HOV Preferential Treatment/Operating Improvements
- Construct Transit/HOV Direct Access
- Study HOV Treatments at Interchange(s)

HOV/SW-13 (STATE)
SR-516

From: SR-509
To: I-5
Distance: 2.00 Miles

TSA - 0

Washington State DOT

- Widen to Four Lanes
- Intersection/Operational Improvement
- Monitor Demand and Study Transit/HOV Feasibility
- Provide Transit/HOV Preferential Treatment/Operating Improvements

HOV/SW-36 (\$ 863,000)
S 272 ST

From: I-5 INTERCHANGE
To: MILITARY RD

TSA - 2

King County Roads

- Construct HOV Lane(s)
- Provide Transit/HOV Preferential Treatment/Operating Improvements

HOV/SW-37 (\$ 8,311,000)*
SE 277 ST

From: S CENTRAL AVE
To: 55 AVE S

TSA - 4

King County Roads
City of Kent

- Construct HOV Lane(s)
- Provide Transit/HOV Preferential Treatment/Operating Improvements

HOV/SW-42 (\$ 69,000)*
SR-99

From: E MARGINAL WAY
To: S 348 ST

TSA - 2

Washington State DOT
King County Roads
City of SeaTac

- Provide Transit/HOV Preferential Treatment/Operating Improvements

HOV/SW-43 (JOINT)
I-5 HOV DIRECT ACCESS @ SR-516

From: KENT-DES MOINES P & R LOT

TSA - 0

Regional Transit Authority
Washington State DOT

- Construct Transit/HOV Direct Access

HOV/SW-44 (STATE)
I-5 FREEWAY

CONNECTION
From: I-405 / SR-518
INTERCHANGE
To: NW & SE QUADRANT
Distance: 0.54 Mile

TSA - 0

Washington State DOT

- Construct HOV Lane(s)

HOV/SW-45 (JOINT)
I-5 HOV DIRECT ACCESS @
S 320 ST

TSA - 0

Regional Transit Authority
Washington State DOT

-Construct Transit/HOV Direct
Access

HOV/SW-46 (CITY)
S 320TH ST @ 1ST AVE
SOUTH

TSA - 0

City of Federal Way

-Add Two-Way Left Turn Lane
-Turn Channels - North &
South Legs
-Construct Curb, Gutter,
Sidewalk

HOV/SW-47 (STATE)
SR-509
From: DES MOINES
MEMORIAL DR
To: 1 AVE S
Distance: 5.48 Miles

TSA - 0

Washington State DOT

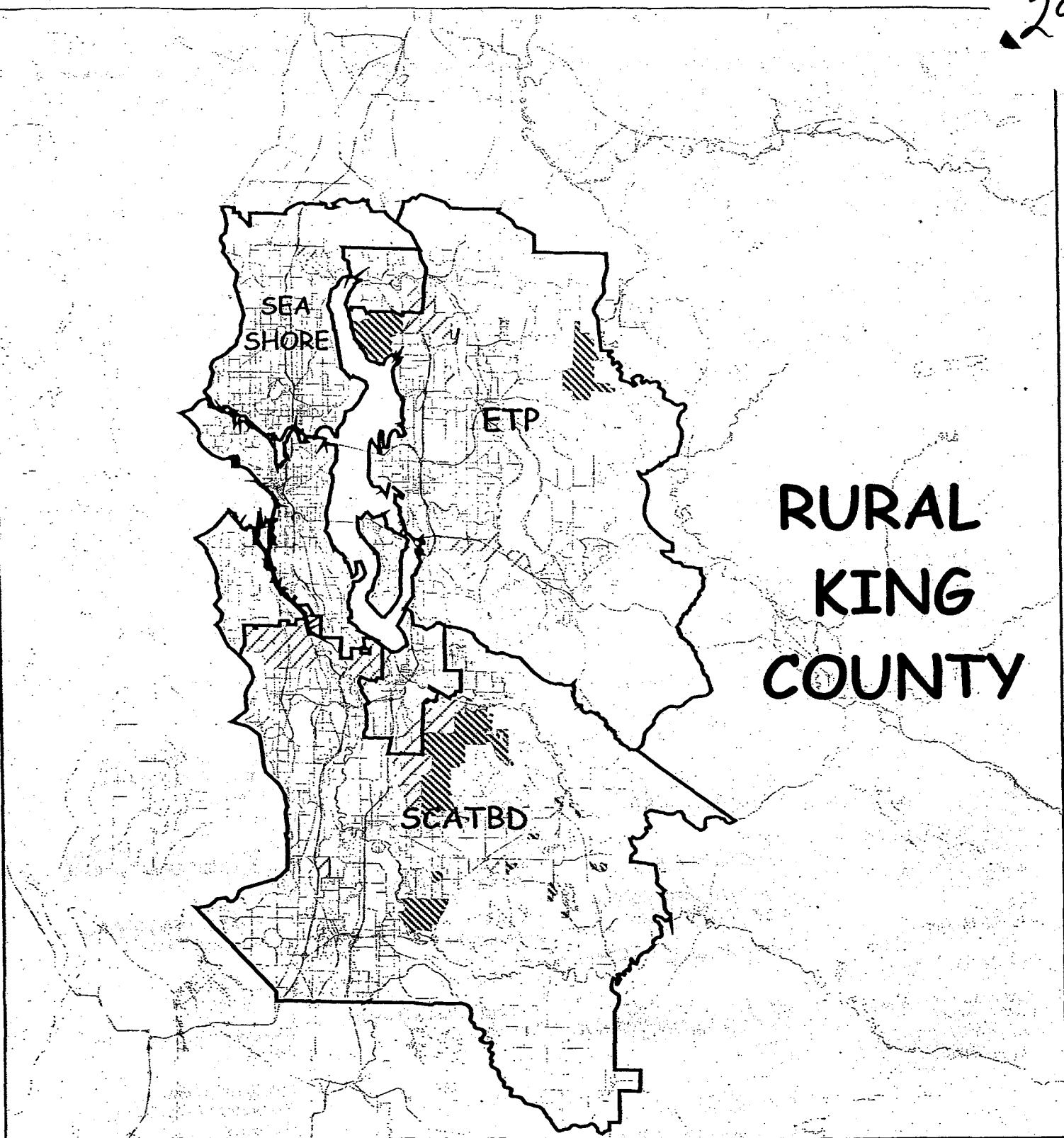
-Widen to Six Lanes
-Construct HOV Lane(s)

HOV/SW-48 (JOINT)
SR-99 @ SR-509 NB HOV
BYPASS
Distance: 0.54 Mile

TSA - 0

Washington State DOT
Regional Transit Authority

-Construct Ramp Bypass for
Transit/HOV



TNR 2000

Sub Areas

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King County
Department of Transportation



0.9 0 0.9 1.8 2.7 3.6 4.5 Miles

July 14, 1999

Project description and priorities are based on existing data and forecast information. As conditions in the community change, project scope and/or priority may change. Further study and design development, including an assessment of environmental significance will be required for each project before its implementation. Notations used for cost figures in the project listing are summarized on the right.

Responsibility

Notation

King County	(\$ 196,000)
King County-No Cost	(N/C)
King County-With Other Agency	(\$ 75,000)* or (N/C)*
Washington State Depart. of Transportation	(State)
Other Agency	(City)
Private/Developer	(Private)
Joint Projects not involving King County	(Joint)

NEW - New King County Project in TNR 2000
 K.C. CIP # - Capital Improvement Project
 TSA - Transportation Service Area

* - King County Share Only

SQ-2 (\$ 1,347,000)
MILL POND RD
 From: SR-202
 To: REINIG RD
 Distance: 2.00 Miles

TSA - 5
 Priority - Low

King County Roads

-Pave Shoulders

SQ-4.20 (\$ 2,946,000)
NE 124 ST
 From: W SNOQ VALLEY RD
 To: SR-203
 Distance: 1.00 Mile

TSA - 5
 Priority - Medium

King County Roads

-Reconstruct Roadway
 -Traffic Signal
 -Provide Right Turn Lane
 -Pave Shoulders

SQ-10.20 (\$ 654,000)
MDWBRK WY @ SE NORTH BEND WY

TSA - 5
 Priority - High

King County Roads

-Realign Intersection
 -Traffic Signal, Turn Channels

SQ-13 (JOINT)
SR-202 @ RIVER ST

TSA - 0
 Priority - Medium

Washington State DOT
 City of Snoqualmie

-Traffic Signal, Turn Channels

SQ-14 (JOINT)
SR-202 @ MEADOWBROOK WY

TSA - 0
 Priority - High

Washington State DOT
 City of Snoqualmie

-Traffic Signal, Turn Channels

SQ-19 (\$ 50,000)*
SR-202 @ PRESTON-FALL CITY

TSA - 5
 Priority - Medium

Washington State DOT
 King County Roads

-Traffic Signal

SQ-21 (PRIVATE)
LAKE ALICE RD
 From: PRESTON-FALL CITY RD
 To: LAKE ALICE
 Distance: 2.60 Miles

TSA - 5
 Priority - Low

Private

-Reconstruct/Spot Pave
 Shoulders

SQ-22.20 (PRIVATE)
FALL CITY COMM ACCESS RD
 From: SE 43 ST/340 PL SE
 To: 341 PL SE

TSA - 5
 Priority - Low

Private

-Reconstruct Roadway
 -Construct Curb, Gutter, Sidewalk

SQ-23 (\$ 1,768,000)*
436 AVE SE/CEDAR FALLS RD

From: I-90
 To: WILDERNESS RIM
 Distance: 2.00 Miles

TSA - 5
 Priority - Low

King County Roads
 Private

-Realign Roadway
 -Reconstruct/Spot Pave
 Shoulders

SQ-29 (\$ 554,000)*
428 AVE SE/NE 12 ST
From: REINIG RD
To: N BEND WAY
Distance: 1.50 Miles

TSA - 5
Priority - Medium

King County Roads
City of North Bend

-Construct Neighborhood
Pathway

SQ-31 (JOINT)
PRESTON-SNOQ FALLS
TRAIL

From: END OF TRAIL
To: SNOQ FALLS
Distance: 1.00 Mile

TSA - 5
Priority - High
K.C. CIP # - 7195

King County Parks
Private

-Construct Multi-purpose Off
Road Trail

SQ-52.10 (\$ 4,591,000)
EDGEWICK BRIDGE
K.C. Bridge No. 617B
From: 468 AVE SE
To: @ SE 157

TSA - 5
Priority - High
K.C. CIP # - 200498

King County Roads

-Conduct Feasibility/Needs
Study
-Replace Bridge

SQ-63 (\$ 581,000)
COAL CREEK BRIDGE
K.C. Bridge No. 1086B
Location: ON 378 AVE SE

TSA - 5
Priority - Medium

King County Roads

-Replace Bridge

SQ-68 (\$ 705,000)
KELLY RD NE @ BIG ROCK
RD

TSA - 5
Priority - Medium

King County Roads

-Realign Intersection
-Turn Channels

SQ-70 (\$ 671,000)
KELLY RD
From: CHERRY VALLEY RD
To: BIG ROCK RD
Distance: 3.00 Miles

TSA - 5
Priority - Low

King County Roads

-Provide Equestrian Facility

SQ-73 (\$ 295,000)
SE MT SI RD
From: 452 AVE SE
To: 800' E
Distance: 0.15 Mile

TSA - 5
Priority - Low

King County Roads

-Realign Roadway
-Provide Equestrian Facility

SQ-74 (PRIVATE)
FAY RD
From: 303 AVE NE
To: 306 AVE NE
Distance: 0.20 Mile

TSA - 5
Priority - Low

Private

-Reconstruct Roadway

SQ-81 (PRIVATE)
468 AVE SE
From: SE 140 ST
To: 500' S
Distance: 0.10 Mile

TSA - 5
Priority - Low

Private

-Widen Roadway

SQ-82 (JOINT)
SR-203 @ WOOD-DUVALL
RD

TSA - 0
Priority - High

Washington State DOT
City of Duvall

-Turn Channels

SQ-83 (\$ 117,000)*
SR 203 @ NE 124 ST

TSA - 5
Priority - Low

Washington State DOT
King County Roads

-Turn Channels
-Traffic Signal

SQ-84 (STATE)
SR-203 @ STILLWATER
HILL RD

TSA - 5
Priority - Medium

Washington State DOT

-Traffic Signal

SQ-85 (STATE)
SR-203 @ TOLT HILL RD

TSA - 5
Priority - Medium

Washington State DOT

-Turn Channels

SQ-86 (\$ 461,000)*
PRESTON/FALL CTY RD @
SE 43 ST

TSA - 5
Priority - Medium

King County Roads
Private

-Realign Intersection

SQ-87 (\$ 157,000)
468 AVE SE @ SE 140 ST

TSA - 5
Priority - Medium

King County Roads

-Improve Sight Distance
-Realign Intersection

SQ-88 (STATE)
SR-202
From: TOLT HILL RD
To: NORTH BEND RD
Distance: 14.00 Miles

TSA - 4
Priority - Medium

Washington State DOT

-Pave Shoulders

SQ-89 (STATE)
SR-203
From: N COUNTY LINE
To: SR-202
Distance: 22.00 Miles

TSA - 5
Priority - High

Washington State DOT

-Pave Shoulders

SQ-93 (\$ 177,000)
MT SI RD
From: NORTH BEND WY
To: NW CORNER OF SEC 8
Distance: 6.00 Miles

TSA - 5
Priority - Low

King County Roads

-Provide Equestrian Facility

SQ-94 (\$ 43,000)
SE 140 ST/MIDDLE FORK RD
From: NORTH BEND WY
To: OLD GRAVEL PIT
Distance: 1.50 Miles

TSA - 5
Priority - Low

King County Roads
-Provide Equestrian Facility

SQ-95 (PRIVATE)
ODELL RD EXT
Distance: 4.00 Miles

TSA - 5
Priority - Low

Private
-Construct New Road

SQ-96 (PRIVATE)
W LK MARCELL RD
Distance: 4.50 Miles

TSA - 5
Priority - Low

Private
-Construct New Road

SQ-98 (PRIVATE)
LOWER WILDERNESS RIM LOCAL RD
Distance: 2.00 Miles

TSA - 5
Priority - Low

Private
-Construct New Road

SQ-99 (PRIVATE)
EDGEWICK INDSL ACCESS RD
Distance: 2.00 Miles

TSA - 5
Priority - Low

Private
-Construct New Road

SQ-107 (\$ 2,927,000)*
MDWBRK BRIDGE
K.C. Bridge No. 1726A
Location: ON MDWBRK AVE
XING SNOQ RVR

TSA - 5
Priority - High
K.C. CIP # - 200294

King County Roads
City of Snoqualmie
-Conduct Feasibility/Needs Study
-Improve Bridge/Load Upgrade
-Replace Bridge

SQ-108 (\$ 6,543,000)
MOUNT SI BRIDGE
K.C. Bridge No. 2550A
Location: ON MOUNT SI RD
XING M FORK
SNOQ RVR

TSA - 5
Priority - High
K.C. CIP # - 200994

King County Roads
-Conduct Feasibility/Needs Study
-Replace Bridge

SQ-111 (STATE)
SR-18
From: TIGER GATE (MP 23.9)
To: I-90
Distance: 4.10 Miles

TSA - 5
Priority - Low
Washington State DOT
-Widen to Four Lanes

SQ-112 (\$ 911,000)
N FORK BRIDGE
K.C. Bridge No. 1221
Location: ON 428 AVE SE
XING N FORK
SNOQ RVR
Distance: 0.05 Mile

TSA - 5
Priority - High

King County Roads
-Seismic Retrofit

SQ-120 (K.C. PARKS)
CARNATION BYPASS TRAIL
From: NE 60 ST
To: TOLT HILL RD
Distance: 3.17 Miles

TSA - 5
Priority - Low
King County Parks

-Construct Multi-purpose Off Road Trail

SQ-122 (\$ 209,000)*
SR-203/NE CHERRY VALLEY RD
Distance: 0.36 Mile

TSA - 5
Priority - Medium

King County Roads
City of Duvall
Washington State DOT

-Turn Channels

SQ-123 (STATE)
SR-203
From: BY NE 77 ST
Distance: 0.14 Mile

TSA - 5
Priority - Low
Washington State DOT

-Realign Roadway

SQ-125.10 (\$ 1,330,000)
HARRIS CREEK BRIDGE
K.C. Bridge No. 5003
Location: ON KELLY RD NE
N OF STILLWATER

TSA - 5
Priority - High
K.C. CIP # - 200200

King County Roads
-Replace Bridge

SQ-126.10 (\$ 1,327,000)
KELLY RD-CHERRY CK BRIDGE
K.C. Bridge No. 5008
Location: ON NE KELLY RD
@ 318.WY NE

TSA - 5
Priority - High
K.C. CIP # - 200600

King County Roads
-Replace Bridge

SQ-127.11 (\$ 37,000)
TOKUL CREEK BRIDGE STUDY
K.C. Bridge No. 61G
Location: ON FISH
HATCHERY RD
@ SE 56 ST

TSA - 5
Priority - High
K.C. CIP # - 200197

King County Roads
-Conduct Feasibility/Needs Study

SQ-127.12 (\$ 549,000)
TOKUL CREEK BRIDGE CONST
K.C. Bridge No. 61G
Location: ON FISH
HATCHERY RD
@ SE 56 ST

TSA - 5
Priority - High
King County Roads

-Improve Bridge/Load Upgrade

SQ-134.11 (\$ 983,000) *
DUVALL BRIDGE
K.C. Bridge No. 1136A
Location: ON NE WOOD-
DUVALL RD
XING SNOQ RVR

TSA - 5
Priority - High

King County Roads
City of Duvall

-Seismic Retrofit

SQ-134.12 (\$ 17,625,000) *
DUVALL BRIDGE
K.C. Bridge No. 1136A
Location: ON NE WOOD-
DUVALL RD
XING SNOQ RVR

TSA - 5
Priority - Low

King County Roads
City of Duvall

-Replace Bridge

SQ-135.12 (\$ 7,493,000)
DUVALL SLOUGH BRIDGE
K.C. Bridge No. 1136B
Location: ON NE WOOD-
DUVALL RD
W OF 1136A

TSA - 5
Priority - Low

King County Roads

-Replace Bridge

SQ-136.12 (\$ 1,850,000)
**W DNVILLE-DUVALL RD
BRIDGE**
K.C. Bridge No. 1136C
Location: ON NE W DNVILLE-
DUVALL RD
W OF 1136B

TSA - 5
Priority - Low

King County Roads

-Replace Bridge

SQ-137.12 (\$ 1,515,000)
**W DNVILLE-DUVALL RD
BRIDGE**
K.C. Bridge No. 1136D
Location: ON NE W DNVILLE-
DUVALL RD
W OF 1136C

TSA - 5
Priority - Low

King County Roads

-Replace Bridge

SQ-138.12 (\$ 1,177,000)
**W DNVILLE-DUVALL RD
BRIDGE**
K.C. Bridge No. 1136E
Location: ON NE W DNVILLE-
DUVALL RD
W OF 1136D

TSA - 5
Priority - Low

King County Roads

-Replace Bridge

SQ-147 (\$ 296,000)
**OLD NORTH BEND WY
BRIDGE**
K.C. Bridge No. 5043
Location: ON PRESTON N.
BEND RD
XING KIMBALL
CREEK

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

SQ-148 (\$ 803,000)
NORMAN BRIDGE
K.C. Bridge No. 122K
Location: ON 428 AVE NE
XING M FORK
SNOQ RVR

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

SQ-152 (\$ 543,000)
**UPPER TOKUL CREEK
BRIDGE**
K.C. Bridge No. 271B
Location: ON TOKUL RD

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

SQ-154 (\$ 106,000)
DEEP CREEK BRIDGE
K.C. Bridge No. 364A
Location: ON FURY LK RD
XING N FORK
SNOQ RVR

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

SQ-156 (N/C)
**CARNATION FARM RD
SLOUGH BRIDGE**
K.C. Bridge No. 5028
Location: ON CARNATION
FARM RD
@ 320 AVE NE

TSA - 5
Priority - High
K.C. CIP # - 200597

King County Roads

-Replace Bridge

SQ-158 (\$ 75,000)
CHERRY CREEK BRIDGE
K.C. Bridge No. 427I
Location: ON NE CHERRY
VLLY RD

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

SQ-159 (\$ 1,047,000)
TOLT HILL RD
From: TOLT HILL BRIDGE
To: 500' WEST OF SR-203
Distance: 0.50 Mile

TSA - 5
Priority - Low

King County Roads

-Reconstruct Roadway

SQ-162 (\$ 741,000)
W SNOQ RIVER RD
From: WOOD-DUVALL RD
To: NE 165 ST
Distance: 0.23 Mile

TSA - 5
Priority - Medium

King County Roads

-Reconstruct Roadway

SQ-163 (JOINT)
SR-202
From: SNOQUALMIE
NORTH C/L
To: NW 14 ST
Distance: 3.51 Miles

TSA - 0
Priority - Medium

Washington State DOT
City of Snoqualmie

-Add Two-Way Left Turn Lane

SQ-165 (K.C. PARKS)
SNOQUALMIE TRAIL IV
From: DUVALL
To: SNOHOMISH COUNTY
LINE
Distance: 3.00 Miles

TSA - 5
Priority - Low

King County Parks

-Construct Multi-purpose Off
Road Trail

SQ-169 (\$ 535,000)
SE MIDDLE FORK RD
From: SE LK DOROTHY RD
To: 496 AVE SE
Distance: 1.40 Miles

TSA - 5
Priority - Low
K.C. CIP # - 200202

King County Roads
-Reconstruct Roadway

NEW
SQ-170 (\$ 1,207,000)
WAGNERS BRIDGE
K.C. Bridge No. 364B
From: N FORK RD SE XING
SNOQ RVR

TSA - 5
Priority - High
K.C. CIP # - 201000

King County Roads
-Conduct Preliminary Design
Study
-Replace Bridge

T-39 (\$ 1,150,000)
**KENT-KANG @ KANASKET-
RETREAT**

TSA - 5
Priority - Low
King County Roads

-Realign Intersection
-Turn Channels

T-40 (\$ 1,956,000)
RETREAT-KANASKET RD
From: KENT-KANGLEY RD
To: KANASKET-KANGLEY
RD
Distance: 3.60 Miles

TSA - 5
Priority - Low
King County Roads
-Pave Shoulders

T-41 (\$ 285,000)
KANASKAT KANGLEY RD
Location: @ CUMBERLAND
KANASKAT

TSA - 5
Priority - Low
King County Roads

-Realign Intersection

T-46.10 (STATE)
SR-18
From: ISSQ-HOBART RD
To: TIGERGATE (MP 23.9)
Distance: 4.10 Miles

TSA - 5
Priority - Low
Washington State DOT

-Widen to Four Lanes
-Construct Multi-purpose Off
Road Trail

T-112 (\$ 1,163,000)
KANASKET ARCH BRIDGE
K.C. Bridge No. 3036
Location: ON KNSKT-KNGLY
RD
XING GREEN RIVER

TSA - 5
Priority - High
King County Roads

-Seismic Retrofit

T-129 (\$ 58,000)
STAMPEDE PASS RAIL
Location: @ SE HUDSON RD
RAIL CROSSING

TSA - 5
Priority - High
King County Roads

-Reconstruct Intersection
-Traffic Signal

EN-4.30 (\$ 493,000)
SE 456 ST
From: 264 AVE SE
To: 284 AVE SE
Distance: 1.00 Mile

TSA - 5
Priority - Medium
King County Roads

-Reconstruct Roadway
-Pave Shoulders

EN-6 (\$ 1,292,000)
SE 400 WY
From: SE 400 ST
To: SE 392 ST
Distance: 0.60 Mile

TSA - 5
Priority - Low
King County Roads

-Reconstruct Roadway

EN-13 (\$ 619,000)*
SE 440 ST
From: APPR 272 AVE SE
To: 284 AVE SE
Distance: 0.75 Mile

TSA - 5
Priority - Medium
King County Roads
City of Enumclaw

-Reconstruct Roadway

EN-41 (\$ 748,000)
**VEAZIE-CUMB RD/PALMER
RD**
From: SE 386 ST
To: SE 416 ST
Distance: 2.05 Miles

TSA - 5
Priority - Low
King County Roads

-Pave Shoulders

EN-53 (\$ 464,000)
SE 432 ST
From: 284 AVE SE
To: 268 AVE SE
Distance: 1.00 Mile

TSA - 5
Priority - Low
King County Roads

-Reconstruct/Spot Pave
Shoulders

EN-60 (\$ 1,703,000)
ENUMCLAW-FRANKLIN RD
From: FRANKLIN-
CUMBERLAND
To: SR-169
Distance: 3.84 Miles

TSA - 5
Priority - Low
King County Roads

-Reconstruct/Spot Pave
Shoulders

EN-79 (\$ 58,000)
STAMPEDE PASS RAIL
Location: @ SE
GREENRIVER HEADWORKS
RD
RAIL CROSSING

TSA - 5
Priority - High
King County Roads

-Reconstruct Intersection
-Traffic Signal

EN-80 (\$ 206,000)*
284 AVE SE
From: SE 416 ST
To: SR-410
Distance: 2.00 Miles

TSA - 5
Priority - Low
King County Roads
City of Enumclaw

-Pave Shoulders

EN-81 (K.C. PARKS)
ENUMCLAW PLATEAU TRAIL
From: WHITE RIVER
To: NOLTE STATE PARK
Distance: 7.50 Miles

TSA - 5
Priority - High

King County Parks

-Conduct Preliminary Design Study

V-18 (K.C. PARKS)
95 AVE SW TRAIL
From: SW 176 ST
To: SW 196 ST
Distance: 1.40 Miles

TSA - 5
Priority - Low

King County Parks

-Construct Multi-purpose Off Road Trail

V-24 (\$ 628,000)
SW 240 ST/BAY VIEW RD
From: VASHON ISL HWY
To: JENSEN PT PRK ENTRANCE
Distance: 1.10 Miles

TSA - 5
Priority - Low

King County Roads

-Construct Walkway/Pathway

V-29.20 (\$ 660,000)
SW 223 ST:SEAWALL #2
From: MONUMENT RD SW
To: DOCKTON RD SW
Distance: 0.50 Mile

TSA - 5
Priority - Medium

King County Roads

Reconstruct Seawall

V-29.31 (\$ 873,000)
VASHON ISLAND SEAWALL #3 DESIGN
From: SW 222 ST
To: SW 209 ST
Distance: 0.70 Mile

TSA - 5
Priority - Medium
K.C. CIP # - 300298

King County Roads

-Conduct Preliminary Design Study

V-29.32 (\$ 549,000)
VASHON ISLAND SEAWALL #3 CONST
From: SW 222 ST
To: SW 209 ST
Distance: 0.70 Mile

TSA - 5
Priority - Medium

King County Roads

-Reconstruct Seawall

V-31 (\$ 451,000)
SW 176 ST (SW BANK RD)
From: 107 AVE SW
To: 91 AVE SW
Distance: 1.00 Mile

TSA - 5
Priority - Low

King County Roads

-Reconstruct/Spot Pave Shoulders

E-2 (\$ 1,054,000)
SKYKOMISH RVR BRIDGE
K.C. Bridge No. 999Z
Location: ON MONEY CREEK RD
@ STEVENS PASS
RD

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

E-3 (\$ 72,000)
FOSS RVR BRIDGE
K.C. Bridge No. 2605A
Location: ON JACK BIRD RD

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

E-5 (\$ 95,000)
MONEY CREEK BRIDGE
K.C. Bridge No. 506A
From: XING KIMBALL CREEK

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit

E-6 (STATE)
SR-2
From: BEAVER CREEK
To: DECEPTION CREEK
Distance: 13.99 Miles

TSA - 5
Priority - Low

Washington State DOT

-Widen to Four Lanes

E-7 (\$ 263,000)
GREENWATER BRIDGE
K.C. Bridge No. 3050 B
Location: ON COUNTY ROAD XING
GREENWATER RIVER

TSA - 5
Priority - High

King County Roads

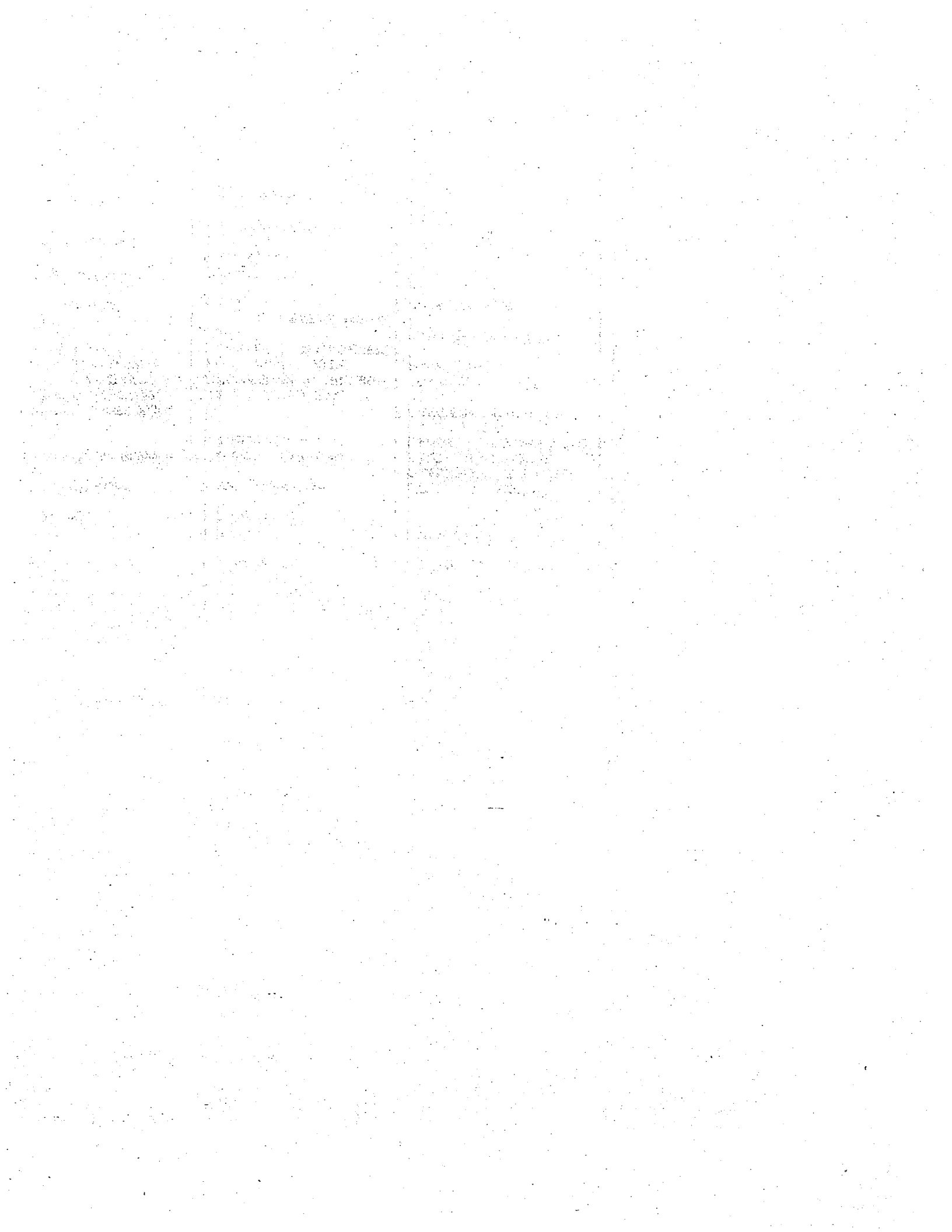
-Seismic Retrofit

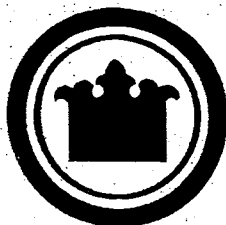
E-7 (\$ 263,000)
GREENWATER BRIDGE
K.C. Bridge No. 3050 B
Location: ON COUNTY ROAD XING
GREENWATER RIVER

TSA - 5
Priority - High

King County Roads

-Seismic Retrofit





**Metropolitan King County Council
Transportation Committee**

REVISED STAFF REPORT

AGENDA ITEM: _____ **PREPARED BY:** Paul Carlson

PROPOSED No.: 1999-0512 **DATE:** November 15, 1999

COMMITTEE ACTION: The Transportation Committee approved Proposed Ordinance 1999-0512 with a "do pass" recommendation on September 22, 1999.

SUBJECT: Adoption of the 2000 update to the Transportation Needs Report (TNR) and Comprehensive Plan (Transportation Element).

SUMMARY: Proposed Ordinance 1999-0512 adopts the 2000 Transportation Needs Report and amends the Transportation chapter of the King County Comprehensive Plan to account for TNR changes and an updated financial forecast. The TNR responds to the mandate from the Growth Management Act (GMA) for a capital facilities plan. The financial update addresses a specific GMA requirement for "A multiyear financing plan ... which shall serve as the basis for the six-year street, road, or transit program..." The TNR and financial forecast are updated annually with modifications to the Comprehensive Plan.

Amendments to the 2000-2019 TNR. The 2000 TNR lists a total of 810 projects costing \$9,324,137,000. Of these, King County is responsible for 410 projects costing \$805,244,000.

For 2000, 77 projects have been deleted of which 20 were completed. Of the other 52 projects, 10 were determined not feasible, 15 are HOV studies that will be completed in-house, and 32 were transferred to another agency. Of these, 31 were transferred to the new City of Sammamish. Project responsibility for ES-10.21, 228th Avenue N.E./S.E., was turned over to Sammamish. The other 30 projects were dropped and can be added back into the TNR if included in the City's

transportation plan and CIP. One project was transferred to Shoreline and then deleted. In addition, nine projects were added to the TNR.

Financial Forecast. The 2000 update of the 20-year financial forecast for Roads is included in the TNR. The GMA requires a funding forecast that is matched to needs identified in the capital facilities plan element of the Comprehensive Plan. The 20-year funding analysis corresponds to the timeframe of the TNR and is updated each year. The funding forecast is the source of financial amendments to the Comprehensive Plan; these amendments will be approved through the adoption of this Proposed Ordinance. The forecast indicates revenues of \$827,571,000 to the Roads CIP in 2000-2019.

Table 1 compares revenues and expenditures for the County's roads CIP in 2000-2019. Table 2 summaries met and unmet funding needs for the same period.

Table 1. 2000-2019 Revenues and Expenditures

Financial Plan - 2000 to 2019
Summary of Revenues and Expenditures

	Revenues
Road CIP Contribution	\$517,350,000
Vehicle Licensing Fee	80,495,000
Federal Grants	44,880,000
State Grants	43,020,000
Mitigation Revenue	75,640,000
Other	2,460,000
Bridge Program Grants	53,726,000
Total Revenues	\$ 827,571,000

	Expenditures
Countywide/Other	\$256,080,000
Environmental Contingency	54,640,000
Bridge CIP Program	134,688,000
Comp Plan CIP Allocation	380,163,000
Total Expenditures	\$ 827,571,000

**Table 2. Funded and Unfunded Transportation Needs
2000 -2019**

FUNDED CAPITAL NEEDS	# of Projects	King County Cost (\$ in millions)
Capacity (New Construction and Major Widening)	58	\$260.547
Intersection/Operational	49	\$39.852
Nonmotorized	27	\$22.266
Transit/HOV	7	\$6.175
Others (Study, Local, Minor Widening)	36	\$53.323
Countywide CIP Activities	--	\$256.080
Bridge (Countywide Bridge Program)		\$134.688
Environmental Contingency		\$54.640
TOTAL FUNDED	177	\$827.571

UNFUNDED CAPITAL NEEDS	# of Projects	King County Cost (\$ in millions)
Capacity (New Construction and Major Widening)	23	\$144.891
Intersection/Operational	34	\$15.721
Nonmotorized	66	\$41.044
Transit/HOV	4	\$9.715
Others (Study, Local, Minor Widening)	53	\$81.287
TOTAL UNFUNDED	180	\$292.658

Unfunded Critical Capacity Projects. There are no critical capacity projects that are unfunded from the 20-year revenue estimates; there are 23 unfunded capacity projects that are medium and lower priority.

Relationship Between the TNR and the CIP. The TNR is used in the formulation of the Capital Improvement Program (CIP) but the CIP is the definitive document for determining what gets built. If a project is in the CIP, the TNR includes its CIP number. The TNR lists each project's priority (High, Medium, or Low) as determined by the Transportation Department's process for ranking potential capital improvements. Projects in the CIP are generally ranked as high priorities. However, CIP projects may be funded and scheduled for a variety of reasons and are not required to be high priority projects out of the TNR. Projects added

to the CIP must be added to the TNR if not already included to maintain consistency with the Comprehensive Plan.

Refinement of the TNR. Last year, the Committee encouraged the department to revise the TNR so it will represent a more clear expression of the county's long-term transportation needs and interests. The Committee emphasized the potential to improve the TNR's usefulness by providing more reliable information on WSDOT and local jurisdiction projects in which the county has a direct interest. This county interest would include local projects that:

- are designed to improve the flow of transit service,
- are part of the Regional Arterial Network,
- contribute directly to the efficient operation of the county's roads and transportation facilities, and
- further a recognized county interest, such as the freight mobility corridor.

The department has taken a number of steps to carry out these suggestions. Projects are now grouped by subarea rather than planning area, so there are sections for the Eastside Transportation Partnership (ETP), South County Area Transportation Board (SCATBd), Seattle Shoreline Transportation Forum (SeaShore) and for rural areas. Within each subarea, the projects are listed by planning area.

Eleven themes are defined in the TNR, and there is a short discussion of each them with a map of projects that are included. These themes are:

- Regional Arterial Network,
- Transit Speed and Reliability Program,
- Freight and Goods Projects,
- Transit Hubs and Transit Centers,
- Bridge Projects,
- Park and Ride Lots,
- ESA Potential Problem Projects,
- King County Partnership Projects,
- Older Urban Unincorporated Area Projects,
- Should / Sidewalk / Safety / Trail Projects, and
- Capacity / Concurrency Projects.

The department anticipates that next year will bring additional changes to increase the TNR's value as a strategic planning document.

Endangered Species Act (ESA). The ESA listing of certain species of salmon as endangered will continue to have an impact on many projects listed in the TNR. The nature of the TNR is such that it is not the place to identify ESA costs of an individual project. The 20-Year Financial Plan includes an estimate of \$54,640,000 for "Environmental Contingency" costs, which are ESA-related. This figure is a rough estimate that is 20 times the year 2000 figure of \$2,732,000.

Effects of Initiative 695: The TNR does not address the potential impacts of Initiative 695. Page 13 has a summary of 20-year revenue sources for Road Services Division projects indicating that Vehicle Licensing Fees account for \$80,495,000 of the estimated \$827,571,000 total revenue, or 9.7% of the total. Passage of I-695 would presumably have an impact on this revenue as well as other sources of revenue for transportation needs.

Legislative Action. Enactment of the Proposed Ordinance adopts the 2000 Transportation Needs Report and amends chapter 9 of the Comprehensive Plan. State law (RCW 36.70A.130) and the King County Code (K.C.C. 20.18.030 and 20.18.070) provide that the Comprehensive Plan shall be amended no more than once a year with certain exceptions, including an amendment of the capital facilities element that occurs concurrently with the adoption of the budget. This exception allows the Council to amend Chapter 9 of the Comprehensive Plan by adopting this Proposed Ordinance.

Project description and priorities are based on existing data and forecast information. As conditions in the community change, project scope and/or priority may change. Further study and design development, including an assessment of environmental significance will be required for each project before its implementation. Notations used for cost figures in the project listing are summarized on the right.

Responsibility

Notation

King County	(\$ 196,000)
King County-No Cost	(N/C)
King County-With Other Agency.	(\$ 75,000)* or (N/C)*
Washington State Depart. of Transportation	(State)
Other Agency.	(City)
Private/Developer	(Private)
Joint Projects not involving King County	(Joint)

NEW - New King County Project in TNR 2000
 K.C. CIP # - Capital Improvement Project
 TSA - Transportation Service Area

* - King County Share Only

13674

**B-77 (CITY)
UNION HILL RD**

From: AVONDALE RD
 To: EAST CITY LIMITS
 Distance: 1.27 Miles

TSA - 0
 Priority - Medium

City of Redmond

- Widen to Six Lanes
- Add Two-Way Left Turn Lane
- Construct Curb, gutter, Sidewalk
- Construct Bike Lane
- Traffic Signal

**B-89 (CITY)
185 AVE NE**

From: NE 80 ST
 To: UNION HILL RD
 Distance: 0.23 Miles

TSA - 0
 Priority - High

City of Redmond

- Construct Four Lane Arterial
- Construct Curb, gutter, Sidewalk

**B-90 (CITY)
188 AVE NE**

From: REDMOND WY
 To: UNION HILL RD
 Distance: 0.64 Miles

TSA - 0
 Priority - Medium

City of Redmond

- Construct Two Lane Arterial Plus Two-Way Left Turn Lane
- Construct Curb, gutter, Sidewalk
- Construct Bike Lane

**B-95 (CITY)
178 PL NE @ UNION HILL RD**

TSA - 0
 Priority - High

City of Redmond

- Provide Left Turn Lane

**ES-2.3 (CITY)
E LK SAMM PKWY**

From: 187 AVE NE
 To: REDMOND WY
 Distance: 0.96 Miles

TSA - 0
 Priority - Medium

City of Redmond

- Widen to Four Lanes
- Construct Bike Lane
- Construct Curb, gutter, Sidewalk

**ES-122 (CITY)
I-90 / FRONT ST IC RAMP IMP**

TSA - 0
 Priority - High

City of Issaquah

- Reconstruct Intersection

**ES-123 (JOINT)
I-90 / SR-900 IC IMP**

TSA - 0
 Priority - High

City of Issaquah
 Sound Transit

- Reconstruct Intersection

**NC-10.6 (CITY)
SE NEWPORT WY**

From: NW MAPLE ST
 To: LAKEMONT BLVD SE
 Distance: 1.5 Miles

TSA - 0
 Priority - High

City of Issaquah

- Widen To Three Lanes

**T-21 (CITY)
SE NEWPORT WY/MAPLE ST**

From: SR-900
 To: W SUNSET WY
 Distance: 1.5 Miles

TSA - 0
 Priority - Medium

City of Issaquah

- Widen to Four/Five Lanes
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk