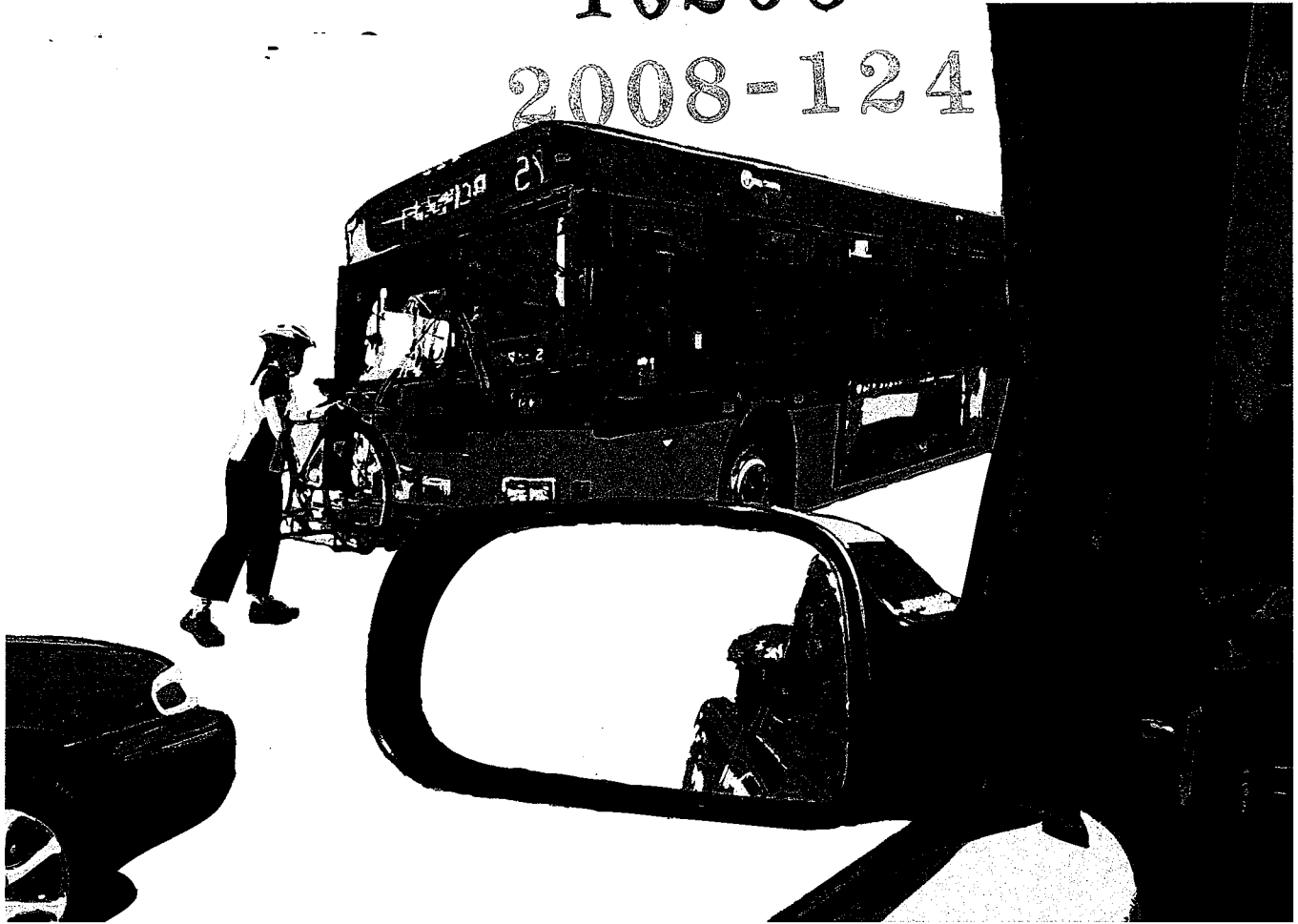


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Attachment E

2008-124



Transportation Needs Report 2008

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

Executive Recommended
March 2008

TRANSPORTATION NEEDS REPORT 2008

An Element of the King County Comprehensive Plan

Executive
Recommended
Draft

March 2008



King County

Department of Transportation
Road Services Division



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Ron Sims

King County Council

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For more information, please call King County Road Services Division at 206-296-6590
Or on the world wide web at <http://www.kingcounty.gov/roads>

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Development and

Summary

Of the

TNR

Transportation Needs Report 2008

Executive Recommended Draft
March 2008

Introduction

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

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

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

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

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

PURPOSE

The TNR serves the following purposes:

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

1. Specific actions and requirements for bringing into compliance locally-owned transportation facilities or services that are below an established level of service standard;
2. Forecasts of traffic for at least ten years based on the adopted growth targets and land use plan to provide information on the location, timing, and capacity needs of future growth;

3. Identification of state and local system needs to meet current and future demands;
4. An analysis of funding capability to judge needs against probable funding resources;
5. A multiyear financing plan based on the needs identified;

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

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

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

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

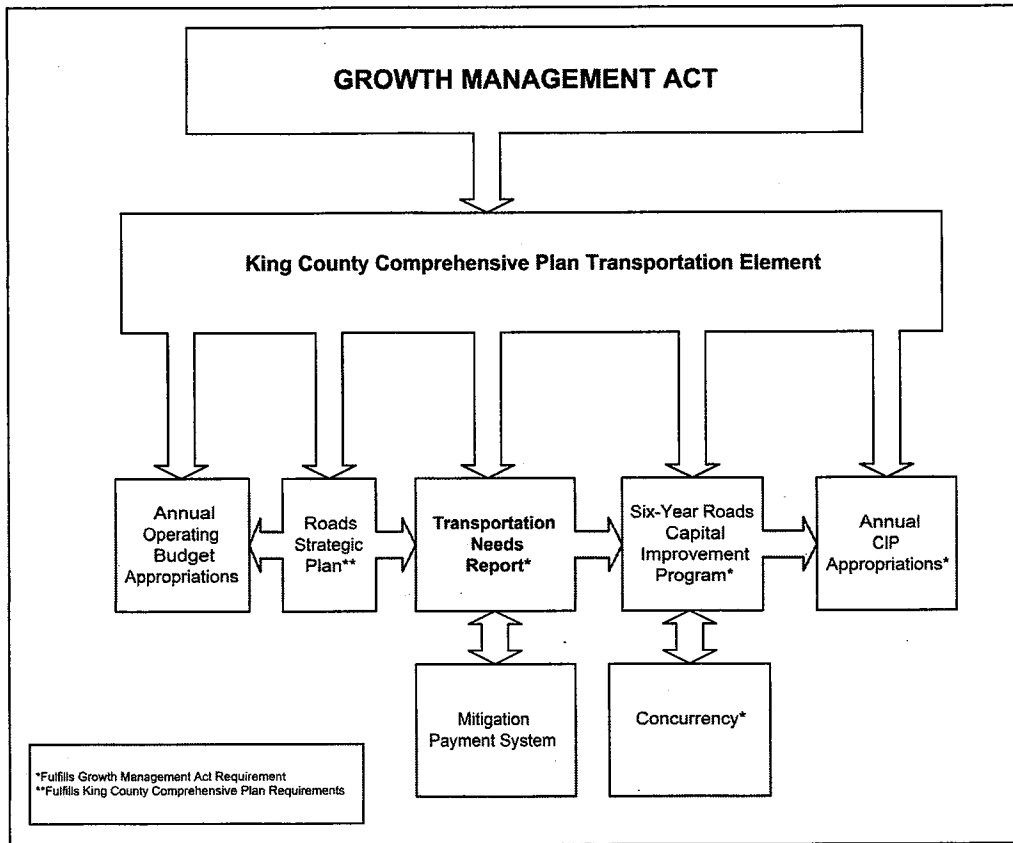
Development Review: The TNR serves as a major source of information in the review of proposed land developments and in determining appropriate mitigation measures required as a condition of new development approval. The County's Mitigation Payment System (MPS) uses the TNR to identify growth projects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

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

PROCESS

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

available when needed. If a project needed to support the travel needs of a proposed development is included in the Roads six-year capital needs program and if other requirements are met, the proposed development may be granted a concurrency certificate to proceed with permit application.



Development of the TNR 2008

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

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

Vulnerable Road Segments

The Roads Services Division instituted the Vulnerable Roadway Segments (VRS) study in 2005 to identify and address specific roadway funding needs throughout the County. A vulnerable road segment was defined as a road segment that requires abnormally expensive and/or frequent repairs. This includes roads with failing retaining walls, seawalls, roads with chronic settlement problems, or roadways close to rivers with repetitive erosion problems. Most VRS projects were added to the TNR in 2006, but the last part of the analysis was completed after the TNR went to print. The TNR 2008 includes 18 additional VRS needs. The VRS priority description has also been changed since 2006 and is included in Appendix C.

Countywide Guardrail Program

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

TNR Advanced Scoping

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

Capital Project completions

Several dozen projects were completed since the adoption of the Transportation Needs Report 2006, and these completed projects are deleted from the needs list.

Annexations

Cities continue to annex portions of unincorporated King County and when the annexed properties include TNR project locations, they are removed from the County's Transportation Needs Report. The major annexations since 2006 were the Lea Hill and West Hill areas into the City of Auburn and the Benson Hill area into the City of Renton. Together, the projects in the annexed areas totaled 54 planned projects for an estimated cost of \$110 million.

Pavement Testing 2007

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

School Pathways Program

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

Financial Analysis and Shortfall

A financial analysis was developed to balance projected needs with anticipated revenue. Revenues were projected to the horizon year for the Road Fund, Federal, State, and MPS revenues. Revenues were adjusted to take into account the recent annexations of Lea Hill and West Hill to Auburn and Benson Hill to Renton. Within the timeframe of the plan, to 2022, all urban annexations were assumed to have occurred.

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

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

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

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

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

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

TNR
NEEDS
LIST

NEEDS LIST for the Transportation Needs Report 2008

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

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

LEGEND for Needs List

- Number - Unique identifier for project
- PAA - Potential Annexation Area (urban locations)
- Location - Where project is located
- Need - The primary purpose of the proposed project

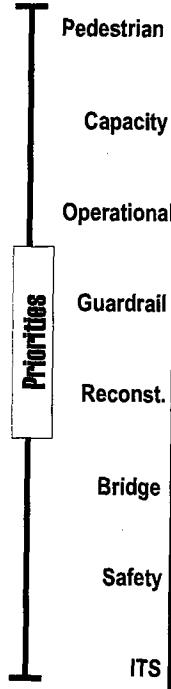
PRIORITIES - determined by individual programs

- ITS - Intelligent Transportation Systems
- Safety - HAL, HARS Signal programs
- Bridge - Bridge and structure priorities
- Reconst. - Major roadway maintenance
- Guardrail - Guardrail installation and repair
- Oper. - Traffic-oriented operational improvements
- Capacity - Road Widening
- Pedestrian - Sidewalks and Walkways

Other data fields -

- Equestrian - "X" indicates the location within the designated "Equestrian Communities" of Rural King County.
- Cost-000 - Future cost to King County Road Services Division to complete the proposed project (2008 dollars in thousands)
- Comments - Preliminary elements of the proposed project.

TBD- Priority To Be Determined as future work program item



County SUBAREAS: Bear Creek

CORRIDOR: Avondale Rd

Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
ITS-3	Rural - N/O I-90	Avondale Road ITS Phase 2 From NE 132nd St to Woodinville-Duvall Road	ITS	High									\$5,691	Provide Intelligent Transportation System improvements which could include synchronized signals; cameras; vehicle detection; fiber connection
OP-INT-70	Rural - N/O I-90	Avondale Rd & Bear Creek Rd	Operations						Medium				\$1,197	Realign Intersection-- Improve Sight Distance
CP-13	Rural - N/O I-90	Avondale Road NE Ph II From NE 155th St to NE 168th St	Capacity Minor							Medium			\$5,382	Widen roadway to 3 lanes including 2 eight foot shoulders and a walkway.
100209	Rural - N/O I-90	Bear Creek Bridge #480A On NE 116th St Crossing Bear Creek	Bridge			High							\$714	Sec King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
100408	Rural - N/O I-90	Avondale Road ITS Phase I From Novelty Hill Rd to NE 132nd St	ITS										\$1,643	Sec King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CP-16	Rural - N/O I-90	Woodinville-Duvall Rd & Avondale Rd NE	Capacity Major						TBD				\$7,141	Widen the intersection for additional turn lanes, signal improvements, illumination, curb, gutter, sidewalks, bike lanes
OP-RD-8	Rural - N/O I-90	Avondale Road Phase III From NE 133rd St To NE 155th St	Capacity Minor							High			\$14,420	Widen To Three Lanes-- Construct Bridge

Priorities

Cost-000

Comments

Equestrian

Pedestrian

Capacity

Operational

Guardrail

Reconst.

Bridge

Safety

ITS

Need

Location

PAA

Number

HAL-11	Rural - N/O I-90	Avondale Road NE & NE 159th St	Safety	Medium								\$551	Preliminary suggested scope - Install signal. Add left-turn lane in NB/SB direction.
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OP-INT-99	Rural - N/O I-90	Avondale Road & NE 165th St	Operations		Medium							\$686	Provide North and South bound Left Turn Lanes
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CORRIDOR: MISC

OP-RD-45	Rural - N/O I-90	232nd Ave NE From NE 142 St To Old Woodinville-Duvall Rd	Capacity Minor		Low							\$3,466	Reconstruct Roadway
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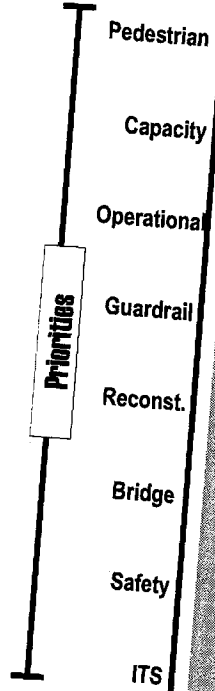
100508	Rural - N/O I-90	Mink Rd From Bear Creek Rd To Woodinville-Duvall Rd	Nonmotorized									\$482	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
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B-14	Rural - N/O I-90	Paradise Lake Rd From Woodinville-Duvall Rd To County Line	Nonmotorized									\$535	Provide Nonmotorized Facility
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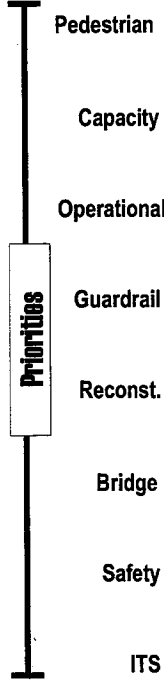
B-74	Rural - N/O I-90	Bear Creek Rd From Avondale Rd To Seidel Rd	Nonmotorized									\$615	Provide Nonmotorized Facility
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OP-INT-71	Rural - N/O I-90	Bear Creek Rd & Mink Rd	Operations		Medium							\$1,628	Improve Sight Distance-- Realign Intersection
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GR-60	Rural - N/O I-90	208th Ave NE From NE Union Hill Rd To Novelty Hill Rd	Safety									\$26	Construct Guardrail
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Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: NE 124 - NE 128 - NE 132														
OP-RD-51	Rural - N/O I-90	NE 133rd St From Bear Creek Rd to UPD W. Boundary	Capacity Minor										\$4,327	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-16	Rural - N/O I-90	NE 124th St. ITS Ph II From SR 202 to Avondale Road NE	ITS	Medium										
N-89.10	Urban - Not in primary PAAs	172nd Ave NE From Redmond City Limits To NE 138 St	Safety										\$2,544	Provide Intelligent Transportation System improvements which could include cameras; fiber optic communications; vehicle detection; flood detection
BR-240A	Rural - N/O I-90	Cottage Lake Creek Bridge #240A On Bear Creek Rd Crossing Cottage Lake Creek	Bridge		High						TBD		\$389	Construct Neighborhood Pathway
OP-INT-82	Rural - N/O I-90	NE 124th St & 162 Pl NE	Operations										\$2,967	Replace Bridge
BR-333A	Rural - N/O I-90	Bear Creek Bridge #333A On NE 133rd St Crossing Bear Creek	Bridge		High			Medium					\$486	Turn Channels All Legs
OP-RD-52	Rural - N/O I-90	NE 132nd St / NE 128th St From 184 Ave NE to 196 Ave NE	Capacity Minor										\$3,696	Replace Bridge
				Medium									\$7,622	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.



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

CORRIDOR: NE 165 St

100309	Rural - N/O I-90	Cottage Lake Creek Bridge #52B On NE 165th St Crossing Cottage Lake Creek	Bridge	Low									\$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
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OP-RD-7	Rural - N/O I-90	NE 165th St From 179 PINE To 183 Ave NE	Capacity Minor	Low									\$3,985	Reconstruct Roadway
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CORRIDOR: NE Union Hill Rd

ITS-11	Rural - N/O I-90	Union Hill Road ITS Ph I From 196th Ave NE to Ames Lake Rd.	ITS	High									\$4,091	Provide Intelligent Transportation System improvements which could include fiber optic communications; cameras; speed warning; vehicle detection
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RC-44	Rural - N/O I-90	Union Hill Rd From 196 Ave NE to 206 PI NE	Preservation	Medium									\$145	10ft tall wall
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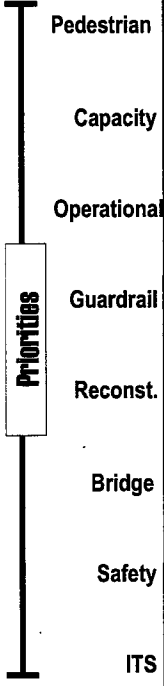
B-73	Rural - N/O I-90	Union Hill Rd From 238 Ave NE To Ames Lake-Carnation Rd	Nonmotorized										\$1,643	Provide Nonmotorized Facility
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OP-RD-5	Rural - N/O I-90	Union Hill Rd From 208 Ave NE To 238 Ave NE	Capacity Minor	High									\$5,478	Widen Travel Lanes--Pave Shoulders--Provide Equestrian Facility
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HARS-23	Rural - N/O I-90	Union Hill Rd From 201st Ave NE To 201st Ave NE	Safety	Low									\$2,306	Preliminary suggested scope - Horizontal and vertical realignment.
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Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
BR-952A	Rural - N/O I-90	Evans Creek Bridge #952A On NE Union Hill Rd Crossing Evans Creek	Bridge						High				\$3,821	Replace Bridge
101101	Rural - N/O I-90	238th Ave NE & Union Hill Rd	Operations						High				\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
RC-116	Rural - N/O I-90	Union Hill Rd From 238 Ave NE To 258 Ave NE	Reconstruction				Low						\$1,327	Reconstruct roadway 1.5 miles
RC-51	Rural - N/O I-90	Union Hill Rd From 229 Ave NE to 238 Ave NE	Preservation				Medium						\$1,976	20ft wall
SW-51	Rural - N/O I-90	238th Ave NE & NE 63rd PL	Operations		Low								\$5,293	Improve intersection
CORRIDOR: Novelty Hill Rd														
OP-INT-50	Rural - N/O I-90	Novelty Hill Rd & Redmond Rd	Operations										\$686	Evaluate for turn lanes
HARS-37	Rural - N/O I-90	Novelty Hill Rd From 243 Ave NE To 243rd Ave NE	Safety		Low			TBD					\$5,817	Preliminary suggested scope - Horizontal and vertical realignment.
ITS-7	Rural - N/O I-90	Novelty Hill Road ITS, Ph I From 208th Ave NE to West Snoqualmie Road	ITS		High								\$3,913	Provide Intelligent Transportation System improvements which could include fiber optic communication; signal synchronization; vehicle detection; cameras; pavement sensors; dynamic message signs



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

100992	Rural - N/O I-90	Novelty Hill Rd From Redmond C/L to 244 Ave NE	Capacity Major						High	\$83,200	The EIS preferred alternative comprises three roads: Novelty Hill Road to 196th Avenue NE, at which point, the corridor continues southward to NE Union Hill Road. At the intersection of 196th Avenue NE and NE Union Hill Road, the project corridor extends to its western terminus of 192nd Avenue NE and NE Union Hill Road. See the CIP website for detailed project description.
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100308	Rural - N/O I-90	Novelty Hill Rd & Redmond Rd	Safety		High					\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
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100901	Rural - N/O I-90	Novelty Hill Road From Avondale Road to Remond C/L	Capacity Minor						TBD	\$966	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
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OP-INT-11	Rural - N/O I-90	208th Ave NE & NE Union Hill Rd	Operations						Low	\$686	Provide Southbound Right Turn Lane
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CORRIDOR: Woodinville-Duvall Rd

OP-RD-9	Rural - N/O I-90	Old Woodinville-Duvall Rd From Woodinville-Duvall Rd To Woodinville-Duvall Rd	Capacity Minor						Low	\$4,238	Reconstruct Roadway
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CP-12	Rural - N/O I-90	Woodinville-Duvall Rd From 171st Ave NE to Avondale Rd	Capacity Minor						Medium	\$9,196	Widen roadway to increase capacity.
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Cost-000 Comments

Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SW-63	Rural - N/O I-90	Saybrook Drive NE & Woodinville-Duvall Rd	Safety		Low								\$321	Traffic Signal
100106	Rural - N/O I-90	Woodinville-Duvall Rd & Mink Rd NE	Safety						Medium				\$207	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-6	Rural - N/O I-90	Woodinville-Duvall Rd ITS, Phase I From 168th Ave NE to 212th Ave NE	ITS	High									\$3,735	Provide Intelligent Transportation System improvements which could include synchronized signals; cameras; vehicle detection; fiber optic communications; dynamic message signs.
OP-INT-63	Rural - N/O I-90	Saybrook Drive NE & Woodinville-Duvall Rd	Operations						TBD				\$686	Evaluate for turn lanes
RC-43	Rural - N/O I-90	Woodinville-Duvall Rd From Old Woodinville-Duvall Rd to W. Snoqualmie Valley Rd	Preservation				High						\$450	Walls both sides 10ft tall
HAL-35	Rural - N/O I-90	176th Ave NE & Woodinville Duvall Rd	Safety		Low								\$585	Preliminary suggested scope - Add left-turn lane in EB/WB directions.
HARS-6	Rural - N/O I-90	Woodinville-Duvall Rd From NE 183 St To 185th Ave NE	Safety		Medium								\$1,660	Preliminary suggested scope - Widen road for TWLTL.
100109	Rural - N/O I-90	Woodinville-Duvall Rd & 194th Ave NE	Safety		High								\$1,393	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Priorities

Cost-000

Comments

Equestrian

Pedestrian

Capacity

Operational

Guardrail

Reconst.

Bridge

Safety

ITS

Need

Location

PAA

Number

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



Cost-000 Comments

Equestrian

Pedestrian

Capacity

Operational

Guardrail

Reconst.

Bridge

Safety

ITS

Need

Location

PAA

Number

County SUBAREA: East King County

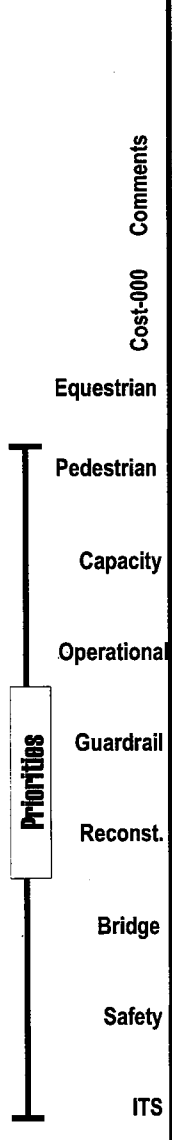
CORRIDOR: Misc

RC-8	Rural - N/O I-90	North Fork Road Shoulder Repair	Reconstruction	High	\$115	Long Term Fix which includes rebuilding of shoulder and perhaps installing nails is expensive. Drainage part of job needs done by Fall 2004.
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BR-999X	Rural - N/O I-90	Cascade Scenic Highway Bridge #999X On Cascade Scenic Highway Crossing Miller River Slough	Bridge	Medium	\$714	Construct short-span bridge
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BR-3050A	Rural - S/O I-90	Greenwater River Bridge #3050A SE 496th Pl Crossing Packard Creek	Bridge	Low	\$714	Construct short-span bridge
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Priorities



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

CORRIDOR: Issaquah-Fall City

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

Priorities

ITS Safety Bridge Reconst. Guardrail Operational Capacity Pedestrian Equestrian

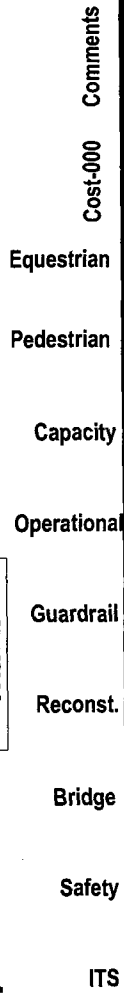
Cost-000 Comments

Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
200406	Rural - N/O I-90	Patterson Creek Bridge #5024A - Short Span - 264 Ave NE & Patterson Creek	Bridge		High								\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
100509	Rural - N/O I-90	Evans Creek Bridge #578A Redmond-Fall City Rd Crossing Evans Creek	Bridge		Low								\$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

CORRIDOR: NE 50 St

OP-INT-36	Rural - N/O I-90	Sahalce Way NE & NE 50th St	Operations						TBD				\$686	Evaluate for turn lanes
3P-9917	Rural - N/O I-90	NE 50th St From 192 Pl NE to Sahalce Way NE	Nonmotorized							Low			\$1,245	Construct AC shoulder (South Side)
RC-35	Rural - N/O I-90	NE 50th St From 214 Ave NE to SR-202	Preservation				Medium						\$64	Armor Shoulders @\$100/cyd
SW-36	Rural - N/O I-90	Sahalce Way NE & NE 50th St	Safety		Low								\$321	Traffic Signal

Priorities



Cost-000

Comments

Number PAA Location Need ITS Safety Bridge Reconst. Operational Capacity Pedestrian Equestrian

County SUBAREA: Enumclaw

CORRIDOR: 212 Ave SE

OP-INT-74	Rural - S/O I-90	218th Ave SE & Green Valley Rd	Operations	Medium						\$175	Reconstruct Intersection
GR-42	Rural - S/O I-90	212th Ave SE From Green Valley Rd To SR 410	Safety	High						\$117	Construct Guardrail
EN-59	Rural - S/O I-90	212th Ave SE From SE 384 St To SE 358 St	Nonmotorized					TBD		\$2,944	Provide Nonmotorized Facility

CORRIDOR: 244 Ave SE

HAL-12	Rural - S/O I-90	244th Ave SE & SE 400th St	Safety	High						\$271	Preliminary suggested scope - Install signal.
3P-0015	Rural - S/O I-90	SE 448th St From 244 Ave SE to Enumclaw City Limits	Nonmotorized					Medium		\$264	Construct AC shoulder (North Side)
EN-10-10	Rural - S/O I-90	244th Ave SE From SR-164 To SE 456 St	Nonmotorized					TBD		\$281	Provide Nonmotorized Facility
BR-3068	Rural - S/O I-90	Newaukum Creek Bridge #3068	Bridge	Medium						\$3,443	Replace Bridge
EN-62	Rural - S/O I-90	244th Ave SE From SR-164 To SE 400 St	Nonmotorized					TBD		\$9,146	Provide Nonmotorized Facility
OP-INT-73	Rural - S/O I-90	SE 448th St & 244 Ave SE	Operations	Medium						\$122	Turn Channels - East & West Legs

Priorities

ITS
 Safety
 Bridge
 Reconst.
 Guardrail
 Operational
 Capacity
 Pedestrian
 Equestrian

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

CORRIDOR: 284 Ave SE

EN-41	Rural - S/O I-90	Veazie-Cumberland Rd/Palmer Rd From SE 386 St To SE 416 St	Nonmotorized							TBD	X	\$1,155	Provide Nonmotorized Facility
400210	Rural - S/O I-90	Nwaukum Creek Bridge #3040A	Bridge			High						\$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
EN-80	Rural - S/O I-90	284th Ave SE From SE 416 St To SR-410	Nonmotorized							TBD	X	\$751	Provide Nonmotorized Facility
400110	Rural - S/O I-90	284th Ave SE Bridge #3049 284th Ave SE Crossing Boise Creek	Bridge			Medium						\$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
GR-86	Rural - S/O I-90	284th Ave SE From Mud Mountain Dam Rd To SR-164	Safety						Low			\$389	Construct Guardrail

CORRIDOR: Misc

GR-92	Rural - S/O I-90	228th Ave SE From SE 400th St To SE 452ND St	Safety						Low			\$515	Construct Guardrail
GR-96	Rural - S/O I-90	SE 456th Way From 196th Ave SE To 228th Ave SE	Safety						Low			\$336	Construct Guardrail
EN-60	Rural - S/O I-90	Enumclaw-Franklin Rd From Franklin-Cumberland To SR-169	Nonmotorized							TBD	X	\$2,885	Provide Nonmotorized Facility



Equestrian
Pedestrian
Capacity
Operational
Guardrail
Reconst.
Bridge
Safety
ITS

Number PAA Location Need Cost-000 Comments

BR-3030 Rural - S/O I-90 SE 380 St Bridge \$714 Construct short-span bridge
#3030 SE 308th St Crossing slough

400410 Rural - S/O I-90 SE 424th St Bridge \$714 See King County Capital
#3201 On SE 424th St Crossing Watcress Creek document or website for
Creek detailed project description including scope.

CORRIDOR: SE 416 St

400208 Rural - S/O I-90 Newaukum Creek Bridge \$554 See King County Capital
Bridge #3043 On SE 416th St Crossing document or website for
Newaukum Creek detailed project description including scope.

400310 Rural - S/O I-90 Newaukum Creek Bridge \$714 See King County Capital
Bridge #3042 On SE 416th St Crossing document or website for
Newaukum Creek detailed project description including scope.

CORRIDOR: SE 432 St

GR-103 Rural - S/O I-90 SE 432nd St From \$150 Construct Guardrail
268th Ave SE To 284th Ave SE Low

EN-53 Rural - S/O I-90 SE 432nd St From 284 \$751 Provide Nonmotorized
Ave SE To 268 Ave SE Facility
TBD X

Number	PAA	Location	Need	Priorities							Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity		

County SUBAREA: Federal Way

CORRIDOR: 51 Ave S

300311	Urban - E. Federal Way PAA	51st Ave S & S 288th St.	Safety									\$857	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
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OP-INT-53	Urban - E. Federal Way PAA	48th Ave S & S 288th St	Operations									\$686	Evaluate for turn lanes -- Left Turn Lane Eastbound
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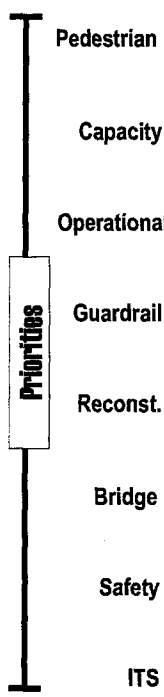
GR-36	Urban - E. Federal Way PAA	51st Ave S From S 288th St To S 321st St	Safety					High				\$56	Construct Guardrail
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300611	Urban - E. Federal Way PAA	48th Ave S & S 288th St	Safety						Medium			\$803	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
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300411	Urban - E. Federal Way PAA	51st Ave S & S 316th St.	Safety									\$1,285	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
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CORRIDOR: Military Rd S

OP-INT-10	Urban - E. Federal Way PAA	Military Rd S & S 374 St	Operations									Low	\$686	Provide Two Way Left Turn Lane
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Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SW-57	Urban - E. Federal Way PAA	Military Rd & S 360th St	Safety		High								\$321	Traffic Signal
300408	Urban - E. Federal Way PAA	Military Rd & S 342nd St	Safety		Medium								\$1,393	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-57	Urban - E. Federal Way PAA	Military Rd & S 360th St	Operations						Medium				\$686	Evaluate for turn lanes
CP-5	Urban - E. Federal Way PAA	Military Rd S From I-5 to S 272 St	Capacity Major							Low			\$5,449	Widen to Four/Five lanes-- Construct Curb, Gutter, Sidewalk--Construct Bike Lane
F-66.30	Urban - E. Federal Way PAA	Military Rd S From Peasley Canyon Way S To SR-161	Nonmotorized								TBD		\$7,485	Provide Nonmotorized Facility
OP-INT-11	Urban - E. Federal Way PAA	Military Rd & S 320th St	Operations										\$437	Add eastbound right turn lane
OP-RD-3	Urban - E. Federal Way PAA	Military Rd S From S 340 St to S 342 St	Operations						TBD				\$686	Provide Two Way Left Turn Lane: Left Turn Lane at S 342 St
SW-66	Urban - E. Federal Way PAA	Military Rd S & S Star Lake Rd	Safety		High								\$500	Traffic Signal
OP-INT-66	Urban - E. Federal Way PAA	Military Rd S & S Star Lake Rd	Safety										\$686	Evaluate to extend turn lanes



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

OP-INT-62 Urban - E. Federal Way PAA Military Rd & S 342nd St Operations TBD Evaluate for turn lanes \$686

CORRIDOR: Misc

GR-71 Urban - Not in primary PAAs 28th Ave S From S 348th St To SR 161 Safety Medium Construct Guardrail \$17

RC-49 Urban - E. Federal Way PAA 58th Place S / 56th Place S. From West Valley Rd to West Valley Rd Preservation Medium Major Roadwork Needed, Possible Re-alignment \$21,424

SPP-4066 Urban - E. Federal Way PAA 28th Ave S From S 349 St to S360 ST Nonmotorized TBD Construct walkway \$250

300110 Urban - E. Federal Way PAA Star Lake Rd From Military Rd S to 42 Ave S Nonmotorized Low See King County Capital Improvement Program (CIP) document or website for detailed project description including scope. \$841

OP-INT-10 Urban - E. Federal Way PAA S 321st St & Peasley Canyon Rd Operations High Reconstruct approaches to meet Road Standards; Lengthen Turn Lanes \$686

OP-INT-11 Urban - Not in primary PAAs Orillia Road S & S 204th St Operations TBD Evaluate for Turn lanes \$686

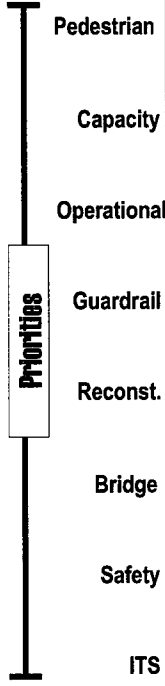
SPP-4067 Urban - E. Federal Way PAA 32nd Ave S From S 360 St to S 368 St Nonmotorized TBD Construct walkway \$250

3P-9976 Urban - E. Federal Way PAA 38th Ave S From S 344 St to Fishing Access Rd Nonmotorized Low Construct AC shoulder (West Side) \$190



Number **PAA** **Location** **Need** **ITS** **Safety** **Bridge** **Reconst.** **Guardrail** **Operational** **Capacity** **Pedestrian** **Equestrian** **Cost-000** **Comments**

RC-24	Urban - E. Federal Way PAA	S 304th St. From 32nd Ave S To 37th Ave S	Preservation				Medium						\$187	Armor Shoulders
SPP-4042	Urban - E. Federal Way PAA	38th Ave S From S 304 St to S 307 St	Nonmotorized								Low		\$92	Pave shoulders (East Side)
CP-2	Urban - E. Federal Way PAA	S 32nd Ave S Study From S 312th St to Military Road (Federal Way Lead)	Capacity Major							TBD			\$0	The City Center Access Project is a safety and mobility project addressing 2004 conditions as well as the city's forecasted 2030 transportation concurrency issues surrounding the South 320th Street and I-5 interchange
SPP-4043	Urban - E. Federal Way PAA	44th Ave S From S 308 St to S 313 St	Nonmotorized								Medium		\$58	Pave shoulders (East Side)
3P-9970	Urban - E. Federal Way PAA	34th Ave S From S 288 St to S 298 St	Nonmotorized								Low		\$470	Construct sidewalk (West Side)
CP-1	Urban - E. Federal Way PAA	S 312th St Study From 28th Ave S to 51st Ave S (Federal Way Lead)	Capacity Major							TBD			\$0	The City Center Access Project is a safety and mobility project addressing 2004 conditions as well as the city's forecasted 2030 transportation concurrency issues surrounding the South 320th Street and I-5 interchange



Cost-000 Comments

Equestrian

Operational

Guardrail

Reconst.

Bridge

Safety

ITS

Need

Location

PAA

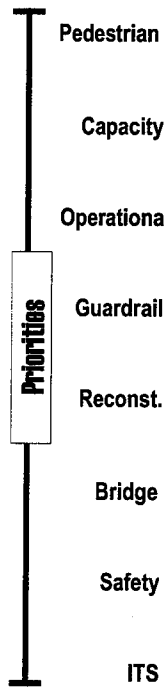
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CORRIDOR: Peasley Canyon

RC-42	Urban - E. Federal Way PAA	Peasley Canyon Way S From S. Peasley Canyon Rd to Military Rd. S	Preservation	High	\$514	Retaining wall 10' high
300308	Urban - Not in primary PAAs	Peasley Canyon Rd S & Peasley Canyon Way S	Operations	Medium	\$377	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-47	Urban - Not in primary PAAs	Peasley Canyon Rd S & Peasley Canyon Way S	Safety	Low	\$720	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-8	Urban - E. Federal Way PAA	Peasley Canyon Road From Military Rd to West Valley Highway	ITS	High	\$7,826	Provide Intelligent Transportation System improvements which could include coordinated signals; cameras; vehicle detection

CORRIDOR: S 277 St

OP-INT-12	Urban - E. Federal Way PAA	40th Ave S & S 272nd St	Operations		\$271	Add turn lanes on S 272nd St
300407	Urban - E. Federal Way PAA	S 272nd Way & 55th Ave S.	Safety		\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-8	Urban - E. Federal Way PAA	S 277th St & 55th Ave S	Safety	TBD	\$1,000	WB LT pocket



Cost-000 Comments

Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian
300508	Urban - Not in primary PAAs	SE 277th St Bridge #3126 On SE 277th St Crossing Slough	Bridge			Medium						
300108	Urban - E. Federal Way PAA	S 277th St - ITS From 55 Ave S to SR-167	ITS	High								
ITS-5	Urban - E. Federal Way PAA	SE 272nd St/S 277th St ITS From Pacific Highway South to 55th Ave SE	ITS	High								

CORRIDOR: S 294 ST

HARS-47	Urban - E. Federal Way PAA	S 288th St From 42 Ave S To 43 Pl S	Safety		Medium							
3P-9971	Urban - E. Federal Way PAA	36th Pl S/ S 294 St/ 45 Pl S From S 298 St to S 288 St	Nonmotorized							Low		

CORRIDOR: S 360 St

OP-RD-48	Urban - E. Federal Way PAA	S 360th St From SR-161 to 28th Ave S	Operations									
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Number	PAA	Location	Need	ITS	Safety	Bridge	Reconstr.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
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SW-61	Urban - E. Federal Way PAA	28th Ave SE & S 360th St	Safety		High								\$321	Traffic Signal
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300109	Urban - E. Federal Way PAA	S 360th St From Enchanted Pkwy S to 21 Pl S	Nonmotorized								Medium		\$1,018	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
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OP-INT-61	Urban - E. Federal Way PAA	28th Ave SE & S 360th St	Operations						Medium				\$686	Evaluate for turn lanes
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HAL-36	Urban - E. Federal Way PAA	20th Ave S (Milton Rd S) & S 360th St	Safety		Low								\$3,219	Preliminary suggested scope - Bring curve up to standards and improve sight distance.
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Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
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County SUBAREA: Newcastle

CORRIDOR: 156 Ave SE

OP-INT-52	Urban - East Renton PAA	156th Ave SE & SE 142nd PL	Operations						TBD				\$686	Evaluate for turn lanes
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400407	Urban - East Renton PAA	156th Ave SE & SE 142nd PL	Safety		High								\$2,272	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
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OP-RD-25	Urban - East Renton PAA	154th Pl SE / SE 142 Pl From SE Jones Rd To 156 Ave SE	Capacity Minor						Low				\$2,608	Realign Roadway--Widen Roadway
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NC-5-40	Urban - East Renton PAA	156th Ave SE From SE 142 Pl To SE 128 St	Nonmotorized										\$468	Provide Nonmotorized Facility
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ITS-19	Urban - East Renton PAA	156th Ave SE ITS From SE 128th St to SR 169	ITS		Medium								\$184	Provide Intelligent Transportation System improvements which could include cameras; pavement sensors; speed warning system
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CORRIDOR: Allen Rd

NC-103	Urban - Eastgate PAA	Allen Rd (148 SE) North Side From 146 Ave SE To SE 36 St	Nonmotorized										TBD	\$112 Provide Nonmotorized Facility
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3P-9918	Urban - Eastgate PAA	Allen Rd From 13800 block (city limit) to 146 Ave SE	Nonmotorized										Low	\$465 Construct sidewalk (North Side)
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Priorities

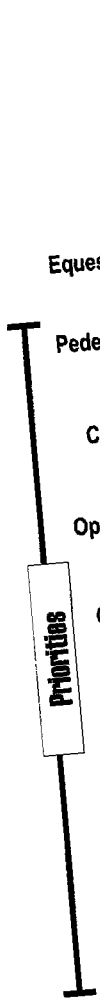
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
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CORRIDOR: Coal Creek Pkwy

OP-INT-83	Urban - Not in primary PAAs	Coal Creek Parkway & May Valley Rd	Operations						Medium				\$659	Provide Left Turn Lane
200891	Urban - Not in primary PAAs	Coal Creek Parkway From Renton City Limits to SE 72 St	Operations						Medium				\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

CORRIDOR: May Valley Rd

OP-RD-24	Rural - S/O I-90	May Valley Rd From Coal Creek Parkway To SR-900	Capacity Minor						Low				X	\$15,419	Widen Travel Lanes
OP-RD-26	Rural - S/O I-90	May Valley Road From SR-900 To SE 128 WY	Capacity Minor						Medium				X	\$6,040	Reconstruct/Spot Pave Shoulders--Improve Sight Distance
OP-INT-54	Rural - S/O I-90	148th Ave SE & May Valley Rd	Operations						TBD					\$686	Evaluate for turn lanes
OP-INT-29	Rural - S/O I-90	May Valley Rd & SE 128th Way	Operations						TBD					\$686	Evaluate for turn lanes
BR-593C	Urban - Not in primary PAAs	May Creek Bridge #593C	Bridge						Medium					\$714	Construct short-span bridge
BR-72A	Urban - Not in primary PAAs	May Creek Bridge #72A On 148th Ave SE Crossing May Creek	Bridge						Medium					\$714	Construct short-span bridge
SW-29	Rural - S/O I-90	May Valley Rd & SE 128th Way	Safety						Low					\$321	Traffic Signal
SW-54	Rural - S/O I-90	148th Ave SE & May Valley Rd	Safety						Low					\$344	Traffic Signal



Priorities

ITS
Safety
Bridge
Reconst.
Guardrail
Operational
Capacity
Pedestrian
Equestrian

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

200308 Rural - S/O I-90 May Creek Bridge #5005 & May Valley Rd over May Creek Bridge High

ITS-29 Rural - S/O I-90 May Valley Road ITS From SR 900 to Issaquah Hobart Rd ITS Low

Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; road weather info system

3P-0109 Urban - Eastgate PAA 154th Ave SE From SE 39 St to SE 42 St Nonmotorized

ITS-34 Urban - East Renton PAA 164th Ave SE ITS From SE 128th St. to SE May Valley Rd. ITS Low

3P-0115 Rural - S/O I-90 SE 159th St From 204 Ave SE to 205 Ave SE Nonmotorized

Construct sidewalk (West Side) \$327

Provide Intelligent Transportation System improvements which could include cameras; vehicle detection \$1,423

Construct AC shoulder (North Side) \$75

Provide Left Turn Lane \$2,345

CORRIDOR: Newport Way

OP-RD-20 Urban - Eastgate PAA Newport Way From 138 Ave SE To Eastgate Park Entrance Capacity Minor

SPP-4010 Urban - Eastgate PAA Newport Way From 152 Ave SE to 161 Ave SE Nonmotorized

Improve pathway (South Side) \$115

Low

High

Needs List - Page 26 of 75

Needs List for the Transportation Needs Report 2008 - Executive Recommended Draft

Number	PAA	Location	Need	Priorities							Cost-000	Comments		
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity			Pedestrian	Equestrian
SPP-4009	Urban - Eastgate PAA	Newport Way From 13800 block(Bell. C/L) to 133 Ave SE	Nonmotorized											
OP-INT-84	Urban - Eastgate PAA	Newport Way & 164 Ave SE	Operations								Low	\$115	Improve pathway -- North Side and South Side	
201407	Urban - Eastgate PAA	Newport Way at 16630	Reconstruction								Low	\$1,043	Traffic Signal--Turn Channels All Legs	
CORRIDOR: SE 128 St														
OP-INT-11	Urban - East Renton PAA	168th Ave SE & SE 128th St	Operations									\$0	Emergency Sinkhole repair	
HAL-16	Urban - East Renton PAA	160th Ave SE & SE 128th St	Safety									\$421	Add turn lanes on SE 128th St	
OP-RD-21	Urban - Not in primary PAAs	SE 128th St From 168 Ave SE To E OF 169 Ave SE	Capacity/Minor									\$4,134	Preliminary suggested scope - Add left-turn lane in the WB/EB directions.	
ITS-28	Urban - East Renton PAA	SE 128th St, ITS From 148th Ave SE to May Valley Road	ITS									High	\$1,147	Improve Sight Distance-- Turn Channels
													\$4,091	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection; synchronize signals; communications



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

County SUBAREA: North Highline / West Hill

CORRIDOR: 1 Ave S

3P-0110	Urban - North Highline PAA	1st Ave S From S 102 St to S 108 St	Nonmotorized																
ITS-26	Urban - North Highline PAA	1st Ave S/Myers Way ITS From SW 100th St. to SW 112th St.	ITS	Low															\$390 Construct AC shoulder (West Side)

\$889 Provide Intelligent Transportation System improvements which could include synchronized signals; transit signal priority; cameras; fiber optic communications

CORRIDOR: 16 Ave SW

HAL-46	Urban - North Highline PAA	16th Ave SW & SW 107th St	Safety	Medium															
H-224	Urban - North Highline PAA	SW 104 St From 17 Ave SW To 28 Ave SW	Nonmotorized																\$119 Preliminary suggested scope - Upgrade lighting.
OP-INT-78	Urban - North Highline PAA	16th Ave SW & SW 106 St	Operations																\$472 Provide Nonmotorized Facility
300210	Urban - North Highline PAA	16th Ave SW From SW Roxbury to SW 116th St.	ITS	High															\$238 Provide Left Turn Lane-- Pedestrian Crossing Signals
H-248	Urban - North Highline PAA	SW 104 St From 15 Ave SW To 17 Ave SW	Nonmotorized																\$1,356 See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
																			\$55 Provide Nonmotorized Facility

Priorities



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
H-247	Urban - North Highline PAA	SW 102 St From 11AVE SW To 17 Ave SW	Nonmotorized								TBD		\$131	Provide Nonmotorized Facility

CORRIDOR: 76 Ave S

3P-0004	Urban - West Hill PAA	76th Ave S From S 115 St to S 116 St	Nonmotorized								Low		\$69	Construct A/C walkway
3P-9939	Urban - West Hill PAA	76th Ave S From S 120 St to S 124 St	Nonmotorized								Low		\$195	Construct sidewalk (East Side)
H-254	Urban - West Hill PAA	76th Ave S From S 124 St To S 128 St	Nonmotorized								TBD		\$101	Provide Nonmotorized Facility

CORRIDOR: 78 Ave S

OP-RD-13	Urban - West Hill PAA	78th Ave S From S 112 St To Renton Ave S	Capacity Minor						High				\$1,299	Construct Curb, Gutter, Sidewalk
3P-9938	Urban - West Hill PAA	78th Ave S From S 120 St to S 124 St	Nonmotorized								Low		\$190	Construct sidewalk (East Side)
SPP-4069	Urban - West Hill PAA	78th Ave S From S 116 St to S 118 St	Nonmotorized								TBD		\$100	Improve pathway (West Side)

CORRIDOR: 8 Ave S

HAL-43	Urban - North Highline PAA	8th Ave SW & SW 108th St	Safety								Low		\$291	Preliminary suggested scope - Install signal.
H-251	Urban - North Highline PAA	8th Ave SW From SW 108 St To SW Roxbury St	Nonmotorized								TBD		\$2,146	Provide Nonmotorized Facility

Priorities

ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian
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Cost-000 Comments

Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
OP-RD-12	Urban - North Highline PAA	8th Ave S From S Seattle City Limit To Glendale Way S/S 112 St	Capacity Minor						Low				\$2,952	Widen Roadway

CORRIDOR: Meyers Wy - 1 Ave S

OP-RD-14	Urban - North Highline PAA	6th Ave S From Glendale Way/S112 St To Myers Way (1 Ave S)	Capacity Minor						Low				\$2,166	Widen Roadway
OP-RD-50	Urban - North Highline PAA	1st Ave S. & Seattle C/L to Burien C/L	Operations						TBD				\$6,493	Provide curb, gutter, sidewalk, drainage and landscaping
3P-0302	Urban - North Highline PAA	1st Ave S From SW 108 St to SW 112 St	Nonmotorized						Medium				\$75	Construct sidewalk (West Side)

CORRIDOR: Military Rd S

GR-50	Urban - North Highline PAA	Military Rd S From S 120th St To DES MOINES Way S	Safety						Medium				\$77	Construct Guardrail
300506	Urban - North Highline PAA	Military Rd S From Des Moines Way To S 116 St	Nonmotorized						Low				\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

CORRIDOR: Misc

3P-9936	Urban - West Hill PAA	75th Ave S / S 122 St From Renton Ave S to 80 Ave S	Nonmotorized						Low				\$310	Construct sidewalk (South Side)
OP-INT-79	Urban - West Hill PAA	87th Ave S & S 124 St	Operations						Low				\$279	Realign Intersection

Priorities



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SPP-4071	Urban - North Highline PAA	Roseberg Ave S/22nd Place S From Military Rd S to Des Moines Mem. Dr. S	Nonmotorized								TBD		\$200	Improve walkway
SPP-4072	Urban - North Highline PAA	S 110th St From Roseberg Ave S to 26th Ave S	Nonmotorized								TBD		\$75	Construct walkway
SPP-4073	Urban - North Highline PAA	S 124th St From 8 Ave S to Des Moines Mem. Dr. S	Nonmotorized								TBD		\$125	Improve walkway
GR-58	Urban - North Highline PAA	SW 107th St. From 22nd Ave SW To 12th Ave SW	Safety					Medium					\$12	Construct Guardrail
H-250	Urban - North Highline PAA	1.5 Ave SW - east side From SW 106 St To SW 107 St	Nonmotorized								TBD		\$46	Provide Nonmotorized Facility
3P-9944	Urban - North Highline PAA	SW 126th St From 4 Ave SW to Ambaum BLVD SW	Nonmotorized								Low		\$465	Construct AC shoulder (South Side)
H-256	Urban - West Hill PAA	S 124th St From 76 Ave SW To Skyway Park	Nonmotorized								TBD		\$277	Provide Nonmotorized Facility
3P-9935	Urban - North Highline PAA	Glendale Way S From S 118 St to Des Moines Mem Wy S	Nonmotorized								Low		\$155	Construct sidewalk (West Side)
3P-9945	Urban - West Hill PAA	69th Ave S / S 125 St From S 128 St to 70 Pl S	Nonmotorized								Medium		\$144	Construct sidewalk (South Side)
OP-INT-77	Urban - North Highline PAA	S 116th St & 24 Ave S	Operations						Medium				\$272	Realign Intersection



Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SPP-4077	Urban - North Highline PAA	SW 112th St From Aambaum Blvd SW to 10 Ave SW	Nonmotorized											
RC-41	Urban - West Hill PAA	68th Ave S From Martin Luther King Way to Renton City Limits	Preservation				Low				TBD		\$200	Improve walkway
3P-9920	Urban - North Highline PAA	28th Ave SW From SW Roxbury St to SW 102 St	Nonmotorized										\$2,037	Walls both sides 20ft tall @\$30/psf
3P-9937	Urban - West Hill PAA	S 120th St From 76 Ave S to 80 Ave S	Nonmotorized								Low		\$166	Construct AC shoulder (East Side)
300197	Urban - North Highline PAA	South Park Bridge #3179 RTID & 14th/16th Ave S.	Bridge		High						Low		\$190	Construct sidewalk (South Side)
HAL-17	Urban - West Hill PAA	S 132nd St & S Langston Rd	Safety		Medium								\$5,868	Bridge cost represents remainder of local share. See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
300406	Urban - North Highline PAA	28th Ave SW From SW 110 St to SW 112 St	Nonmotorized										\$498	Improve intersection - possible roundabout location
SPP-4012	Urban - West Hill PAA	80th Ave S From S 114 St to S 118 St	Nonmotorized								Low		\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
3P-9922	Urban - North Highline PAA	SW 112th St From 16 Ave SW to 26 Ave SW	Nonmotorized								Low		\$29	Improve and widen shoulder (West Side)
											Low		\$436	Construct AC shoulder (South Side)

Priorities

ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
Number	PAA	Location	Need							
3P-9928	Urban - North Highline PAA	11th Ave SW From SW 102 St to SW 106 St	Nonmotorized				Low		\$236	Construct AC shoulder (East Side)
3P-9934	Urban - North Highline PAA	10th Ave S From S 115 St to S 124 St	Nonmotorized				Low		\$580	Construct AC shoulder (East Side)
GR-23	Urban - North Highline PAA	S 116th Way From Des Moines Way S To SR 99	Safety	High					\$35	Construct Guardrail
OP-RD-2	Urban - North Highline PAA	Roxbury St From 4th Ave SW to 30th Ave SW	Operations		TBD				\$2,000	Widen from 4 to 5 Lanes; Improve Sight Distance
300306	Urban - West Hill PAA	S 128th St From 69 Ave S to 71 Ave S	Nonmotorized				Low		\$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SPP-4064	Urban - North Highline PAA	26th Ave S From S 111 St north to end	Nonmotorized				TBD		\$50	Construct walkway
SPP-4070	Urban - North Highline PAA	Glendale Way S From Myers Wy S to S 112 St	Nonmotorized				TBD		\$150	Improve walkway
3P-9929	Urban - North Highline PAA	SW 122th St From 4 Ave SW to Ambaum Blvd SW	Nonmotorized				Low		\$436	Construct AC shoulder (North Side)
GR-48	Urban - West Hill PAA	Beacon Coal Mine Rd From S 129th St To S 138th St	Safety	Medium					\$16	Construct Guardrail
HARS-29	Urban - North Highline PAA	Des Moines Way S From S 116 St To S 116th St	Safety				Low		\$2,427	Preliminary suggested scope - Widen road for TWLTL.



Cost-000

Comments

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

