



Capital Improvement Program  
Proposed Transportation Projects for Fiscal Years 2022-2027  
Transportation Element of the King County Comprehensive Plan



**King County Executive**

Dow Constantine

**Metropolitan King County Council**

District 1

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District 2

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District 3

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District 4

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District 6

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District 7

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District 9

Reagan Dunn

**Department of Local Services**

John Taylor, Director

**Road Services Division**

Tricia Davis, Director

For more information, please contact the King County Road Services Division  
at **206-296-6590**

or visit our Web site at [www.kingcounty.gov/roads](http://www.kingcounty.gov/roads)

**Projects - 2022-2027 6-Year CIP**  
**Sorted by Project Name**

<b>Project Name</b>	<b>Project Number</b>
RSD 16TH AVE PED IMPRVMENTS	1138918
RSD 277TH ST BRG 3126 REPL	1136001
RSD AMES LK TRS BRG 1320A REPL	1135998
RSD BARING BRG 509A REPL	1136000
RSD BOISE X BRDG #3055A REPL	1138913
RSD C W DRAINAGE PRESERVATION	1111819
RSD CIP OVERSIGHT 3855	1129841
RSD CIP OVERSIGHT 3865	1130303
RSD COAL CREEK BRG 3035A REPL	1135997
RSD CWP 2019-20 BRIDGE SAFETY	1135073
RSD CWP ADA PROGRAM	1139147
RSD CWP BRIDGE LOAD UPGRD SFTY	1139286
RSD CWP BRIDGE PRIORITY MAINT	1129588
RSD CWP CLVRT RPLCMT FISH PASS	1135045
RSD CWP DRAINAGE PRESERVATION	1129586
RSD CWP FLOOD CONTROL DISTRICT	1131333
RSD CWP GUARDRAIL PRESERVATION	1129587
RSD CWP HIGH COLLISION SAFETY	1129590
RSD CWP OBSOLETE IT SYS RPLMNT	1134094
RSD CWP QUICK RESPONSE	1129584
RSD CWP ROADWAY PRESERVATION	1129585
RSD CWP SCHOOL ZONE SAFETY	1129591
RSD CWP TRAFFIC SAFETY	1134093
RSD ECE CW UKC ADA RAMPS	1142035
RSD EMERGENT NEED 3855	1129582
RSD EMERGENT NEED 3865	1129592
RSD FIFTN MILE CRK#493C B REP	1138914
RSD GRANT CONTINGENCY 3855	1129583
RSD GRANT CONTINGENCY 3865	1129593
RSD HIGHLINE SCH DIST IMPRVMENT	1129600
RSD ISS HBRT RD@MAY VLLY IMPRV	1129598
RSD MMS REPLACEMENT	1139749
RSD NE MAINT FACILITY REPL	1135043
RSD PRSTN MAINT FACILTY BLDOUT	1135044
RSD QUICK RESPONSE	1027163
RSD RAINIER S & LKRDG DR INT	1139146
RSD REDMOND RIDGE DR NE RNDABT	1134081
RSD RENTON AVE PH III SIDEWALK	1129599
RSD S 360ST&MILITARY RD RNDABT	1131235
RSD S LANGSTON RD&59 AV RNDABT	1131236
RSD SE GRN VLLY & 218 AVE INT	1139145
RSD SE384TH DRNG IMPRV CULVERT	1139811
RSD UPR TOKUL CK BRG 271B REPL	1135999
RSD VASHON MAINT FACILITY REPL	1135042
RSD WD DUV AT 172ND CULVERT	1136234

**Projects - 2022-2027 6-Year CIP**  
**Sorted by Project Number**

<b>Project Number</b>	<b>Project Name</b>
1027163	RSD QUICK RESPONSE
1111819	RSD C W DRAINAGE PRESERVATION
1129582	RSD EMERGENT NEED 3855
1129583	RSD GRANT CONTINGENCY 3855
1129584	RSD CWP QUICK RESPONSE
1129585	RSD CWP ROADWAY PRESERVATION
1129586	RSD CWP DRAINAGE PRESERVATION
1129587	RSD CWP GUARDRAIL PRESERVATION
1129588	RSD CWP BRIDGE PRIORITY MAINT
1129590	RSD CWP HIGH COLLISION SAFETY
1129591	RSD CWP SCHOOL ZONE SAFETY
1129592	RSD EMERGENT NEED 3865
1129593	RSD GRANT CONTINGENCY 3865
1129598	RSD ISS HBRT RD@MAY VLLY IMPRV
1129599	RSD RENTON AVE PH III SIDEWALK
1129841	RSD CIP OVERSIGHT 3855
1129600	RSD HIGHLINE SCH DIST IMPRVMNT
1130303	RSD CIP OVERSIGHT 3865
1131235	RSD S 360ST&MILITARY RD RNDABT
1131236	RSD S LANGSTON RD&59 AV RNDABT
1131333	RSD CWP FLOOD CONTROL DISTRICT
1134081	RSD REDMOND RIDGE DR NE RNDABT
1134093	RSD CWP TRAFFIC SAFETY
1134094	RSD CWP OBSOLETE IT SYS RPLMNT
1135042	RSD VASHON MAINT FACILITY REPL
1135043	RSD NE MAINT FACILITY REPL
1135044	RSD PRSTN MAINT FACILTY BLDOUT
1135045	RSD CWP CLVRT RPLCMT FISH PASS
1135073	RSD CWP 2019-20 BRIDGE SAFETY
1135997	RSD COAL CREEK BRG 3035A REPL
1135998	RSD AMES LK TRS BRG 1320A REPL
1135999	RSD UPR TOKUL CK BRG 271B REPL
1136000	RSD BARING BRG 509A REPL
1136001	RSD 277TH ST BRG 3126 REPL
1136234	RSD WD DUV AT 172ND CULVERT
1138913	RSD BOISE X BRDG #3055A REPL
1138914	RSD FIFTH MILE CRK#493C B REP
1138918	RSD 16TH AVE PED IMPRVMNTS
1139145	RSD SE GRN VLLY & 218 AVE INT
1139146	RSD RAINIER S & LKRDG DR INT
1139147	RSD CWP ADA PROGRAM
1139286	RSD CWP BRIDGE LOAD UPGRD SFTY
1139749	RSD MMS REPLACEMENT
1139811	RSD SE384TH DRNG IMPRV CULVERT
1142035	RSD ECE CW UKC ADA RAMPS

## Project Totals

Project	Project Name	Prior Years	Existing	2022 Planned	2023	2024	2025	2026	2027	2022 - 2027
1027163	RSD QUICK RESPONSE	16,955,638	708,959	(708,959)	0	0	0	0	0	(708,959)
1111819	RSD C W DRAINAGE PRESERVATION	28,865,360	1,850,209	(534,096)	0	0	0	0	0	(534,096)
1129582	RSD EMERGENT NEED 3855	0	3,115,188	0	250,000	250,000	250,000	250,000	0	1,000,000
1129583	RSD GRANT CONTINGENCY 3855	0	15,730,053	0	0	0	0	0	0	0
1129584	RSD CWP QUICK RESPONSE	8,745,766	5,381,122	805,525	1,500,000	1,500,000	1,500,000	1,500,000	750,000	7,555,525
1129585	RSD CWP ROADWAY PRESERVATION	37,011,825	16,145,609	516,000	2,607,237	2,607,238	2,180,283	2,180,284	0	10,091,042
1129586	RSD CWP DRAINAGE PRESERVATION	15,339,793	7,632,123	0	3,594,925	3,806,313	4,025,708	3,637,600	1,850,000	16,914,546
1129587	RSD CWP GUARDRAIL PRESERVATION	4,133,386	4,666,614	0	200,000	0	0	0	0	200,000
1129588	RSD CWP BRIDGE PRIORITY MAINT	3,054,288	2,171,672	0	414,939	440,198	749,566	777,045	0	2,381,748
1129590	RSD CWP HIGH COLLISION SAFETY	2,767,480	4,501,687	0	500,000	2,000,000	300,000	2,000,000	0	4,800,000
1129591	RSD CWP SCHOOL ZONE SAFETY	1,184,440	430,710	0	54,392	56,731	59,171	61,715	0	232,009
1129592	RSD EMERGENT NEED 3865	0	818,448	0	250,000	250,000	250,000	250,000	0	1,000,000
1129593	RSD GRANT CONTINGENCY 3865	0	4,845,711	0	0	0	0	0	0	0
1129598	RSD ISS HBRT RD@MAY VLLY IMPRV	212,832	542,168	0	0	0	0	0	0	0
1129599	RSD RENTON AVE PH III SIDEWALK	415,649	2,438,763	300,000	0	0	0	0	0	300,000
1129841	RSD CIP OVERSIGHT 3855	46,426	63,665	0	0	0	0	0	0	0
1129600	RSD HIGHLINE SCH DIST IMPRVMNT	0	5,250,000	(5,250,000)	0	0	0	0	0	(5,250,000)
1130303	RSD CIP OVERSIGHT 3865	11,987	18,085	0	0	0	0	0	0	0
1131235	RSD S 360ST&MILITARY RD RNDABT	309,535	3,840,465	459,000	0	0	0	0	0	459,000
1131236	RSD S LANGSTON RD&59 AV RNDABT	57,842	0	0	0	0	0	0	0	0
1131333	RSD CWP FLOOD CONTROL DISTRICT	6,922,131	6,687,569	0	2,000,000	1,000,000	1,330,000	0	0	4,330,000
1134081	RSD REDMOND RIDGE DR NE RNDABT	37,442	1,162,558	340,000	0	0	0	0	0	340,000
1134093	RSD CWP TRAFFIC SAFETY	321,576	2,287,324	0	327,500	327,500	672,000	672,000	0	1,999,000
1134094	RSD CWP OBSOLETE IT SYS RPLMNT	325,250	464,750	0	0	0	0	0	0	0
1135042	RSD VASHON MAINT FACILITY REPL	16,317	488,683	0	1,500,000	0	14,395,000	0	0	15,895,000
1135043	RSD NE MAINT FACILITY REPL	0	0	0	5,000,000	1,500,000	0	16,400,000	0	22,900,000
1135044	RSD PRSTN MAINT FACILTY BLDOUT	0	0	0	1,200,000	0	10,400,000	0	0	11,600,000
1135045	RSD CWP CLVRT RPLCMT FISH PASS	2,948,718	5,351,282	0	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	6,500,000
1135073	RSD CWP 2019-20 BRIDGE SAFETY	0	1,583,714	0	0	0	4,500,000	0	0	4,500,000
1135997	RSD COAL CREEK BRG 3035A REPL	0	6,620,500	0	0	0	0	0	0	0
1135998	RSD AMES LK TRS BRG 1320A REPL	0	2,094,100	0	7,971,032	0	0	0	0	7,971,032
1135999	RSD UPR TOKUL CK BRG 271B REPL	0	5,046,000	0	0	0	0	0	0	0
1136000	RSD BARING BRG 509A REPL	0	1,600,014	1,595,800	13,776,400	0	0	0	0	15,372,200
1136001	RSD 277TH ST BRG 3126 REPL	0	2,656,100	0	0	0	0	0	0	0
1136234	RSD WD DUV AT 172ND CULVERT	0	4,912,000	0	0	0	0	0	0	0
1138913	RSD BOISE X BRDG #3055A REPL	0	2,891,000	0	0	0	0	0	0	0
1138914	RSD FIFTN MILE CRK#493C B REP	0	1,694,000	4,423,100	0	0	0	0	0	4,423,100
1138918	RSD 16TH AVE PED IMPRVMNTS	0	958,000	500,000	0	0	0	0	0	500,000
1139145	RSD SE GRN VLLY & 218 AVE INT	0	0	675,000	0	0	0	0	0	675,000
1139146	RSD RAINIER S & LKRDG DR INT	0	400,000	0	1,100,000	0	0	0	0	1,100,000
1139147	RSD CWP ADA PROGRAM	0	300,000	0	156,450	163,177	170,194	177,512	0	667,333
1139286	RSD CWP BRIDGE LOAD UPGRD SFTY	0	780,000	0	680,000	400,000	400,000	400,000	0	1,880,000
1139749	RSD MMS REPLACEMENT	0	1,000,000	0	0	0	0	0	0	0
1139811	RSD SE384TH DRNG IMPRV CULVERT	0	1,150,000	157,000	0	0	0	0	0	157,000
1142035	RSD ECE CW UKC ADA RAMPS	0	0	1,500,000	0	0	0	0	0	1,500,000
<b>Total</b>		<b>129,683,681</b>	<b>130,278,845</b>	<b>4,778,370</b>	<b>44,382,875</b>	<b>15,601,157</b>	<b>42,481,922</b>	<b>29,606,156</b>	<b>3,900,000</b>	<b>140,750,480</b>

**1027163 RSD QUICK RESPONSE**

Countywide

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Other	<b>Council District</b>	10 - All
<b>Fund</b>	3860	<b>Major Class of Work</b>	N/A	<b>TBM</b>	N/A
<b>Cost Center</b>	C86002	<b>Functional Class</b>	N/A	<b>Lat</b>	
<b>Award</b>	116273	<b>Tier</b>	N/A	<b>Long</b>	
<b>Manager</b>	Foote				
<b>Supervisor</b>	Mitchell				
<b>Project Mgr.</b>	Mitchell				

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning	53,268									53,268
2 - Prelim Design	619,489									619,489
3 - Final Design	1,720,159	29,742	(29,742)						(29,742)	1,720,159
4 - Implementation	14,163,927	649,631	(649,631)						(649,631)	14,163,927
5 - Closeout	46,531	15,000	(15,000)						(15,000)	46,531
6 - Acquisition	352,264	14,586	(14,586)						(14,586)	352,264
<b>Annual Project Total</b>	<b>16,955,638</b>	<b>708,959</b>	<b>(708,959)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(708,959)</b>	<b>16,955,638</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	16,955,638	708,959	(708,959)							(708,959)
<b>Annual Revenue Total</b>	<b>16,955,638</b>	<b>708,959</b>	<b>(708,959)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(708,959)</b>	

**Scope**

This project allows the County to respond to emerging needs of citizens and the roadway system.

**Justification**

This project will supply funds for projects that arise during the year and require immediate attention. Projects can include pedestrian or vehicle safety needs, infrastructure issues, administrative needs or immediate repair needs.

**Status**

Completed

**1111819 RSD C W DRAINAGE PRESERVATION**

Countywide

<b>Department</b>	Local Services
<b>Fund</b>	3860
<b>Cost Center</b>	C86002
<b>Award</b>	110586

<b>SPRS Goal</b>	Preservation
<b>Major Class of Work</b>	Drainage
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Cassidy
<b>Supervisor</b>	Shular
<b>Project Mgr.</b>	Shular

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning	352									352
2 - Prelim Design	53,851									53,851
3 - Final Design	1,770,025	(244,892)								1,525,133
4 - Implementation	26,929,942	2,018,515	(526,169)						(526,169)	28,422,288
5 - Closeout	16,679	77,834	(7,927)						(7,927)	86,586
6 - Acquisition	94,511	(1,248)								93,263
<b>Annual Project Total</b>	<b>28,865,360</b>	<b>1,850,209</b>	<b>(534,096)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(534,096)</b>	<b>30,181,473</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	28,865,360	1,850,209	(534,096)							(534,096)
<b>Annual Revenue Total</b>	<b>28,865,360</b>	<b>1,850,209</b>	<b>(534,096)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(534,096)</b>	

**Scope**

A comprehensive program of replacement and preservation of roadway drainage systems and associated roadway features in compliance with current codes and standards.

**Justification**

This program identifies, prioritizes, and improves roadway drainage infrastructure related to surface water, groundwater, and stormwater runoff. Damage or failure of the roadway due to flooding, saturation, erosion, or subsidence can be expected without improvements. Additionally failed drainage systems can cause severe private property damage as water tries to move downstream around a failed roadway system.

**Status**

On going

**1129582 RSD EMERGENT NEED 3855**

Administrative

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	117471

<b>SPRS Goal</b>	Other
<b>Major Class of Work</b>	N/A
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Foote
<b>Supervisor</b>	Mitchell
<b>Project Mgr.</b>	Mitchell

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		3,115,188		250,000	250,000	250,000	250,000		1,000,000	4,115,188
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>3,115,188</b>	<b>0</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>0</b>	<b>1,000,000</b>	<b>4,115,188</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE		2,122,188								
39782 - CONTRIB COUNTY ROAD FUND				250,000	250,000	250,000	250,000		1,000,000	
43367 - ROAD CONSTRUCT OTHER GOVT		993,000								
<b>Annual Revenue Total</b>	<b>0</b>	<b>3,115,188</b>	<b>0</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>0</b>	<b>1,000,000</b>	

**Scope**

This project provides funding for existing projects that experience unforeseen circumstances such as accelerations or delays.

**Justification**

This project allows Roads flexibility with project implementation. It is to cover costs for unforeseen circumstances and developments not anticipated at the time of budget adoption. If Roads did not have the flexibility of this project to expediently transfer appropriation, the ability of the division to proactively manage projects would be limited.

**Status**

On going



**1129593 RSD GRANT CONTINGENCY 3855**

Administrative

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	117472

<b>SPRS Goal</b>	Other
<b>Major Class of Work</b>	N/A
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Foote
<b>Supervisor</b>	Mitchell
<b>Project Mgr.</b>	Mitchell

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		15,730,053								15,730,053
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>15,730,053</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,730,053</b>

**Revenue Sources**

33341 - STPU ROAD GRANT		15,730,053								
<b>Annual Revenue Total</b>	<b>0</b>	<b>15,730,053</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope** This project provides appropriation authority reflecting potential grant contingent sources that may be awarded.

**Justification** This project allows Roads the flexibility to accept emergent grant funds.

**Status** On going

**1129584 RSD CWP QUICK RESPONSE**

Countywide

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Other	<b>Council District</b>	10 - All
<b>Fund</b>	3855	<b>Major Class of Work</b>	N/A	<b>TBM</b>	N/A
<b>Cost Center</b>	C85501	<b>Functional Class</b>	N/A	<b>Lat</b>	
<b>Award</b>	117473	<b>Tier</b>	N/A	<b>Long</b>	
<b>Manager</b>	Foote				
<b>Supervisor</b>	Mitchell				
<b>Project Mgr.</b>					

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design	366,907	588,307								955,214
3 - Final Design	492,057	65,026								557,083
4 - Implementation	7,868,425	4,743,075	805,525	1,500,000	1,500,000	1,500,000	1,500,000	750,000	7,555,525	20,167,025
5 - Closeout	91	1,000								1,091
6 - Acquisition	18,286	(16,286)								2,000
<b>Annual Project Total</b>	<b>8,745,766</b>	<b>5,381,122</b>	<b>805,525</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>750,000</b>	<b>7,555,525</b>	<b>21,682,413</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	8,744,974									
39782 - CONTRIB COUNTY ROAD FUND		4,769,026	805,525	1,500,000	1,500,000	1,500,000	1,500,000	750,000	7,555,525	
33341 - F.A.U.S. ROAD GRANT	792	612,096								
<b>Annual Revenue Total</b>	<b>8,745,766</b>	<b>5,381,122</b>	<b>805,525</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>750,000</b>	<b>7,555,525</b>	

**Scope** This project allows Roads to respond to emerging needs of the public and the roadway system. The Quick Response countywide project supplies funds for sub-projects that require immediate attention, including emergency repairs associated with storm damage or other infrastructure deterioration or damage, unanticipated pedestrian or vehicle needs, or other emerging issues.

**Justification** Given the current financial situation and the accelerating rate of decline of the condition of the system, Roads by necessity is becoming a more reactive rather than proactive agency. The Quick Response countywide project will supply funds for sub-projects that arise during the year that require immediate attention. Projects can include emergency repairs associated with storm damage or other infrastructure deterioration or damage, unanticipated pedestrian or vehicle safety needs, or other emerging issues.

**Status** On going

**1129585 RSD CWP ROADWAY PRESERVATION**

Countywide

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	117474

<b>SPRS Goal</b>	Preservation
<b>Major Class of Work</b>	Other Enhancements
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Jaramillo
<b>Supervisor</b>	Daggs
<b>Project Mgr.</b>	Moore

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design	336,472	63,528								400,000
3 - Final Design	394,241	928,795								1,323,036
4 - Implementation	36,281,112	15,143,286	516,000	2,607,237	2,607,238	2,180,283	2,180,284		10,091,042	71,606,482
5 - Closeout		10,000								10,000
6 - Acquisition										
<b>Annual Project Total</b>	<b>37,011,825</b>	<b>16,145,609</b>	<b>516,000</b>	<b>2,607,237</b>	<b>2,607,238</b>	<b>2,180,283</b>	<b>2,180,284</b>	<b>0</b>	<b>10,091,042</b>	<b>73,339,518</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	27,999,375									
33341 - STPU ROAD GRANT	618,450	6,964,550								
39780 - CONTRIBUTION - CURRENT EXPENSE	4,000,000	9,181,059								
39782 - CONTRIB COUNTY ROAD FUND			208,675	2,607,237	2,607,238	2,180,283	2,180,284		9,783,717	
39789 - CONTRIB REET #1	4,394,000		307,325						307,325	
<b>Annual Revenue Total</b>	<b>37,011,825</b>	<b>16,145,609</b>	<b>516,000</b>	<b>2,607,237</b>	<b>2,607,238</b>	<b>2,180,283</b>	<b>2,180,284</b>	<b>0</b>	<b>10,091,042</b>	

**Scope**

This program preserves roadway infrastructure by applying cost-effective resurfacing and rehabilitation treatments to extend the life of existing roadways.

**Justification**

Two of the goals in the 2014 Strategic Plan for Road Services are to address safety concerns, and to preserve the existing roadway network. This program serves these goals by applying preservation treatments that improve roadways' functional performance and that address their physical deterioration. Applying the most cost-effective treatment at the right time extends a roadway's useful life. With more than 1 million trips per day serving residents, connecting incorporated areas, and moving freight, the county road system is a critical component of the regional economy. As such, preserving its overall condition and functionality aligns with the County Executive's priority of Regional Mobility. If these treatments are not applied, repercussions may include -- but are not limited to -- higher lifecycle costs and user delays.

**Status**

On going

**1129586 RSD CWP DRAINAGE PRESERVATION**

Countywide

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	117475

<b>SPRS Goal</b>	Preservation
<b>Major Class of Work</b>	Drainage
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Cassidy
<b>Supervisor</b>	Shular
<b>Project Mgr.</b>	Shular

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design	9,940	90,060								100,000
3 - Final Design	1,059,393	257,757								1,317,150
4 - Implementation	14,212,411	7,219,614		3,594,925	3,806,313	4,025,708	3,637,600	1,850,000	16,914,546	38,346,571
5 - Closeout	0	11,195								11,195
6 - Acquisition	58,049	53,497								111,546
<b>Annual Project Total</b>	<b>15,339,793</b>	<b>7,632,123</b>	<b>0</b>	<b>3,594,925</b>	<b>3,806,313</b>	<b>4,025,708</b>	<b>3,637,600</b>	<b>1,850,000</b>	<b>16,914,546</b>	<b>39,886,462</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	5,949,834									
39721 - CONTRIB SURF WATER MGT	9,389,959	3,700,000		1,850,000	1,850,000	1,850,000	1,850,000	1,850,000	9,250,000	
39782 - CONTRIB COUNTY ROAD FUND		3,932,123		1,744,925	1,956,313	2,175,708	1,787,600		7,664,546	
<b>Annual Revenue Total</b>	<b>15,339,793</b>	<b>7,632,123</b>	<b>0</b>	<b>3,594,925</b>	<b>3,806,313</b>	<b>4,025,708</b>	<b>3,637,600</b>	<b>1,850,000</b>	<b>16,914,546</b>	

**Scope** This program funds the replacement and preservation of aging drainage systems and other associated infrastructure in compliance with current codes and standards. Projects may include new infrastructure; repairs of failing systems, ditches and shoulder (which help water to properly drain off roads); or other drainage features.

**Justification** This program provides critical drainage preservation work addressing safety concerns, protecting the roads from failure, meets regulatory requirements and promotes improved water quality.

Two of the goals in the 2014 Strategic Plan for Road Services are to address safety concerns, and to preserve and maintain the existing roadway network. This program will protect road users, and improve and maintain the roadway structure by eliminating failed or failing drainage systems, restoring structural capacity, and preventing water damage to public and private properties.

Drainage preservation is a critical risk management program for the Road Services Division due to its funding limitations. Even one season of not maintaining the drainage system can result in the loss of many links in the roadway network. Water that is not managed immediately can damage or destroy roads. During the February 2020 flood, Roads had over \$10 million in damage at 46 locations, and at one point in time, there were over 30 roads closed which greatly impacted local and regional mobility. Standing water and ponding is a major safety hazard to road users. Failing drainage infrastructure can result in collapsed roadways, landslides, flooding, property damage and associated risks to life safety.

Another goal of the strategic plan is to meet regulatory requirements or standards. The program's work is regulated by federal statutes, state laws and regulations, and King County Code.

**Status** On going

**1129587 RSD CWP GUARDRAIL PRESERVATION**

Countywide

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Preservation	<b>Council District</b>	10 - All
<b>Fund</b>	3855	<b>Major Class of Work</b>	Safety/Traffic Ops/ TSM	<b>TBM</b>	N/A
<b>Cost Center</b>	C85501	<b>Functional Class</b>	N/A	<b>Lat</b>	
<b>Award</b>	117476	<b>Tier</b>	N/A	<b>Long</b>	

<b>Manager</b>	Archuleta
<b>Supervisor</b>	McManus
<b>Project Mgr.</b>	Mott

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design	604,083	(9,083)							(9,083)	595,000
4 - Implementation	3,529,303	4,665,697		200,000					4,865,697	8,395,000
5 - Closeout	0	10,000							10,000	10,000
6 - Acquisition										
<b>Annual Project Total</b>	<b>4,133,386</b>	<b>4,666,614</b>	<b>0</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,866,614</b>	<b>9,000,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	4,133,386									
39782 - CONTRIB COUNTY ROAD FUND		4,666,614		200,000					4,866,614	
<b>Annual Revenue Total</b>	<b>4,133,386</b>	<b>4,666,614</b>	<b>0</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,200,000</b>	

**Scope** The project identifies and prioritizes existing guardrail to be refurbished or upgraded to current standards. Program work includes installing reflectors on guardrail according to federal standards, upgrading or installing end terminals, and raising guardrail to current standard regulated height.

**Justification** The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. This program will improve the safety of the system by upgrading existing guardrail and guardrail end terminals. This includes identifying and replacing existing end terminals that are missing or do not meet current standards. This project will also install guideposts on the guardrail according to federal standards. Other work includes raising guardrail to current standard height recommended by Washington State Department of Transportation Design Standards. Upgrading existing guardrail and guardrail end terminals will make the road safer and may lessen the severity of crashes.

**Status** On going

**1129588 RSD CWP BRIDGE PRIORITY MAINT**

Countywide

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	117477

<b>SPRS Goal</b>	Preservation
<b>Major Class of Work</b>	Minor Bridge Rehab.
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Jaramillo
<b>Supervisor</b>	Jose
<b>Project Mgr.</b>	Roark

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design	160,037	(7,090)								152,947
4 - Implementation	2,893,353	2,171,776		414,939	440,198	749,566	777,045		2,381,748	7,446,877
5 - Closeout	898	6,986								7,884
6 - Acquisition										
<b>Annual Project Total</b>	<b>3,054,288</b>	<b>2,171,672</b>	<b>0</b>	<b>414,939</b>	<b>440,198</b>	<b>749,566</b>	<b>777,045</b>	<b>0</b>	<b>2,381,748</b>	<b>7,607,708</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	2,281,530									
33343 - FEDERAL BRIDGE GRANT	772,758									
39782 - CONTRIB COUNTY ROAD FUND		1,931,672		326,355	340,388	355,025	370,291		1,392,059	
39789 - CONTRIB REET #1		240,000		88,584	99,810	394,541	406,754		989,689	
<b>Annual Revenue Total</b>	<b>3,054,288</b>	<b>2,171,672</b>	<b>0</b>	<b>414,939</b>	<b>440,198</b>	<b>749,566</b>	<b>777,045</b>	<b>0</b>	<b>2,381,748</b>	

**Scope** This project funds high priority preservation and maintenance projects to keep the aging bridge inventory serviceable and safe for the traveling public. Project activities may include load upgrades, scour mitigation, re-decking, bridge rail repairs or retrofits, superstructure and substructure repairs, painting, etc.

**Justification** Two of the goals in the 2014 Strategic Plan for Road Services are to address safety concerns, and to preserve and maintain the existing roadway network. With limited revenues and many unfunded transportation needs in King County, emphasis is placed on keeping the existing bridge infrastructure serviceable and safe for the traveling public. Regular federally mandated routine inspections identify repairs for the bridges. These repairs are prioritized based on: structural safety, traffic safety and the potential to reduce frequent maintenance. These repairs may include load upgrades, scour mitigation, re-decking, bridge rail repairs or retrofits, superstructure and substructure repairs, painting, etc. Preserving the county's bridges will benefit mobility, aligning with the County Executive's priority of Regional Mobility. If bridge repairs and maintenance are deferred, these structures will deteriorate quicker, and reactive strategies such as imposing load restrictions or closing the bridge will need to be implemented.

**Status** On going

**1129590 RSD CWP HIGH COLLISION SAFETY**

Countywide

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	117479

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Safety/ Traffic Ops/ TSM
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Archuleta
<b>Supervisor</b>	McManus
<b>Project Mgr.</b>	Mott

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design	88,229	(18,230)								69,999
3 - Final Design	63,488	104,513								168,001
4 - Implementation	2,611,629	4,307,765		500,000	2,000,000	300,000	2,000,000		4,800,000	11,719,394
5 - Closeout	3,473	5,300								8,773
6 - Acquisition	661	102,339								103,000
<b>Annual Project Total</b>	<b>2,767,480</b>	<b>4,501,687</b>	<b>0</b>	<b>500,000</b>	<b>2,000,000</b>	<b>300,000</b>	<b>2,000,000</b>	<b>0</b>	<b>4,800,000</b>	<b>12,069,167</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	315,321	1,225,406								
33341 - STPU ROAD GRANT	2,452,159	2,776,281								
39782 - CONTRIB COUNTY ROAD FUND		500,000		500,000	2,000,000	300,000	2,000,000		4,800,000	
<b>Annual Revenue Total</b>	<b>2,767,480</b>	<b>4,501,687</b>	<b>0</b>	<b>500,000</b>	<b>2,000,000</b>	<b>300,000</b>	<b>2,000,000</b>	<b>0</b>	<b>4,800,000</b>	

**Scope** This program improves the safety of the roadway network by making improvements to reduce the rate of collisions on roads in unincorporated King County. Improvements include, but are not limited to, traffic control signals and signs, pavement markings, lighting and the installation of High Friction Surface Treatment (HFST) on roadways.

**Justification** The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. This program will improve the safety of the system by identifying intersections and roadway sections with high crash rates and determine corrective measures to reduce the occurrence of collisions. In addition, this program also complies with federal and Washington State Department of Transportation requirements for local agencies to have a Local Road Safety Plan.

**Status** On going

**1129591 RSD CWP SCHOOL ZONE SAFETY**

Countywide

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	117480

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Non-Motor Vehicle Proj.
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Archuleta
<b>Supervisor</b>	Brown
<b>Project Mgr.</b>	Hafele

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation	1,182,264	421,086		54,392	56,731	59,171	61,715		232,009	1,835,359
5 - Closeout	0	5,000								5,000
6 - Acquisition	2,176	4,624								6,800
<b>Annual Project Total</b>	<b>1,184,440</b>	<b>430,710</b>	<b>0</b>	<b>54,392</b>	<b>56,731</b>	<b>59,171</b>	<b>61,715</b>	<b>0</b>	<b>232,009</b>	<b>1,847,159</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	1,184,440									
39782 - CONTRIB COUNTY ROAD FUND		430,710		54,392	56,731	59,171	61,715		232,009	
<b>Annual Revenue Total</b>	<b>1,184,440</b>	<b>430,710</b>	<b>0</b>	<b>54,392</b>	<b>56,731</b>	<b>59,171</b>	<b>61,715</b>	<b>0</b>	<b>232,009</b>	

**Scope** This program improves the safety of students, pedestrians and others using roads near schools in unincorporated King County by implementing traffic calming measures as needed, including safety-related signs, marked crosswalks, radar activated speed signs, flashing beacons, or paved sidewalks or pathways.

**Justification** The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. This multi-decade program implements a variety of traffic calming approaches to improve the safety of pedestrians and other users in school zones in unincorporated King County. These approaches include, but are not limited to, marked crosswalks, radar activated speed signs, flashing beacons, or paved sidewalks or pathways.

**Status** On going



**1129592 RSD EMERGENT NEED 3865**

Administrative

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C86501
<b>Award</b>	117481

<b>SPRS Goal</b>	Other
<b>Major Class of Work</b>	N/A
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Foote
<b>Supervisor</b>	Mitchell
<b>Project Mgr.</b>	Mitchell

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		818,448		250,000	250,000	250,000	250,000		1,000,000	1,818,448
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>818,448</b>	<b>0</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>0</b>	<b>1,000,000</b>	<b>1,818,448</b>

**Revenue Sources**

30800 - Beg Unencumbered Fund Balance		818,448								
39782 - CONTRIB COUNTY ROAD FUND				250,000	250,000	250,000	250,000		1,000,000	
<b>Annual Revenue Total</b>	<b>0</b>	<b>818,448</b>	<b>0</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>0</b>	<b>1,000,000</b>	

**Scope**

This project provides funding for existing projects that experience unforeseen circumstances such as delay, match for additional grant funding or required accelerations.

**Justification**

This project allows Roads flexibility with project implementation. It is to cover costs for unforeseen circumstances and developments not anticipated at the time of budget adoption. If Roads did not have the flexibility of this project to expediently transfer appropriation, the ability of the division to proactively manage projects would be limited.

**Status**

On going

**1129593 RSD GRANT CONTINGENCY 3865**

Administrative

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C86501
<b>Award</b>	117842

<b>SPRS Goal</b>	Other
<b>Major Class of Work</b>	N/A
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Foote
<b>Supervisor</b>	Mitchell
<b>Project Mgr.</b>	Mitchell

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		4,845,711								4,845,711
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>4,845,711</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,845,711</b>

**Revenue Sources**

33341 - STPU ROAD GRANT		4,845,711								
<b>Annual Revenue Total</b>	<b>0</b>	<b>4,845,711</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope** This project provides appropriation authority reflecting potential grant contingent sources that may be awarded.

**Justification** This project allows Roads the flexibility to accept emergent grant funds

**Status** On going

**1129598 RSD ISS HBRT RD@MAY VLLY IMPRV**

**Intersection of Issaquah-Hobart Road SE and SE May Valley Road, south of the City of Issaquah**

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Mobility	<b>Council District</b>	9 - Dunn
<b>Fund</b>	3865	<b>Major Class of Work</b>	New construction	<b>TBM</b>	658B2
<b>Cost Center</b>	C86501	<b>Functional Class</b>	Principal Arterial - Urban	<b>Lat</b>	47.484736
<b>Award</b>	117487	<b>Tier</b>	1	<b>Long</b>	-122.027128

  

<b>Manager</b>	Archuleta
<b>Supervisor</b>	McManus
<b>Project Mgr.</b>	McManus

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design	212,832	42,168								255,000
3 - Final Design		500,000								500,000
4 - Implementation										
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>212,832</b>	<b>542,168</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>755,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	124,513	542,168								
44179 - ROAD C E SWM	88,319									
<b>Annual Revenue Total</b>	<b>212,832</b>	<b>542,168</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope**

To construct intersection improvements which could be either a roundabout or additional travel lanes with a traffic signal at the intersection of Issaquah Hobart Road SE and SE May Valley Road.

**Justification**

Issaquah-Hobart Road is a main route connecting Interstate 90 in the City of Issaquah to state Highway 18, and the communities of Hobart and Maple Valley. The road, which is named Front Street in Issaquah, is a heavily-used commuter route, with a northbound peak direction during the morning peak period and the reverse in the afternoon peak period. It has experienced a substantial amount of growth in traffic volumes over the last several years. As a result, congestion on the corridor has worsened, leading to extended travel times and longer peak traveling hours. The City of Issaquah and the Road Services Division partnered on the Issaquah-Hobart Road/ Front Street Corridor Study which evaluated and identified safety, mobility and other related improvements to provide the most efficient and reliable traffic flow possible along the corridor. The study, released in March 2018, recommended several projects to improve traffic flow, including the construction of a roundabout or additional travel lanes with a traffic signal at the intersection with May Valley Road.

**Status**

Preliminary design

**1129599 RSD RENTON AVE PH III SIDEWALK**

From 68th Avenue South to South 112th Street in Skyway, southeast of the City of Seattle

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C86501
<b>Award</b>	11885

<b>SPRS Goal</b>	Executive Priorities of Regional Mobility
<b>Major Class of Work</b>	Sidewalk
<b>Functional Class</b>	Minor - Urban
<b>Tier</b>	2

<b>Council District</b>	2 - Zahilay
<b>TBM</b>	625H6
<b>Lat</b>	47.500882
<b>Long</b>	-122.24955

<b>Manager</b>	Archuleta
<b>Supervisor</b>	McManus
<b>Project Mgr.</b>	Linders

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design	91,137	0								91,137
3 - Final Design	277,921	130,943								408,864
4 - Implementation		2,200,001								2,200,001
5 - Closeout		0								0
6 - Acquisition	46,591	107,819	300,000						300,000	454,410
<b>Annual Project Total</b>	<b>415,649</b>	<b>2,438,763</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	<b>3,154,412</b>

**Revenue Sources**

33341 - STPU ROAD GRANT		1,903,000								
33436 - WA ST DEPT TRANSPORTATION	410,854	243,435								
39782 - CONTRIB COUNTY ROAD FUND	122	0								
39789 - CONTRIB REET #1	4,673	292,327	300,000						300,000	
<b>Annual Revenue Total</b>	<b>415,649</b>	<b>2,438,762</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	

**Scope**

This project constructs a sidewalk on the west side of Renton Avenue S between 68th Avenue S and S 112th Street, a paved walking surface on the east side of Renton Avenue between 68th Avenue S and S 116th Place, and bicycle lanes on each side of Renton Avenue within the project area.

**Justification**

This non-motorized project will improve the safety of pedestrians and other users in the Renton Avenue corridor and fills a gap in the sidewalk system in unincorporated King County. The project aligns with the County Executive's priorities of Equity and Social Justice, and Regional Mobility. The existing walking surface is not compliant with the Americans with Disabilities Act, and it varies from a grass or gravel shoulder to a 4-foot-wide uneven, overgrown asphalt walkway to a 6-foot wide paved shoulder. In addition, the existing bicycle lanes are less than 5 feet wide. This road section is a walk route for the Lakeridge and Campbell Hill elementary schools with a total student population of 915 and a 1 mile walk radius. The project area is within an Equity and Social Justice community.

**Status**

Final design

**1129841 RSD CIP OVERSIGHT 3855**

Administrative

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	117556

<b>SPRS Goal</b>	Other
<b>Major Class of Work</b>	N/A
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Foote
<b>Supervisor</b>	Mitchell
<b>Project Mgr.</b>	Mitchell

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation	46,426	63,665								110,091
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>46,426</b>	<b>63,665</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110,091</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	46,426									
39782 - CONTRIB COUNTY ROAD FUND		63,665								
<b>Annual Revenue Total</b>	<b>46,426</b>	<b>63,665</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope** Biennial allocation of Council Auditor Capital Project Oversight costs.

**Justification** To process the allocation of costs to Roads.

**Status** On going

**1129600 RSD HIGHLINE SCH DIST IMPRVMT**

8th Avenue SW from SW 100th Street to SW 108th Street, SW 102nd Street from 4th Avenue SW to 6th Avenue SW

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C86501
<b>Award</b>	117489

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	New Construction
<b>Functional Class</b>	Minor Arterial - Urban
<b>Tier</b>	5

<b>Council District</b>	7 - Von Reichbauer
<b>TBM</b>	
<b>Lat</b>	47.512129
<b>Long</b>	-122.345291

<b>Manager</b>	Archuleta
<b>Supervisor</b>	McManus
<b>Project Mgr.</b>	

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design		750,000	(750,000)						(750,000)	0
4 - Implementation		4,500,000	(4,500,000)						(4,500,000)	0
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>5,250,000</b>	<b>(5,250,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(5,250,000)</b>	<b>0</b>

**Revenue Sources**

33436 - WA ST DEPT TRANSPORTATION		5,250,000	(5,250,000)						(5,250,000)	
<b>Annual Revenue Total</b>	<b>0</b>	<b>5,250,000</b>	<b>(5,250,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(5,250,000)</b>	

**Scope**

This project constructs a sidewalk and a bicycle lane on the west side of 8th Avenue SW from SW 102nd Street to SW 108th Street, a sidewalk and a bicycle lane on the north side of SW 102nd Place between 4th Avenue SW and 6th Avenue SW, a sidewalk on the east side of 6th Avenue SW from SW 102nd Street to just south of SW 100th Street, and a parking area on the west side of this area. In addition, the project installs beacons at pedestrian crossings and pathways surrounding Mount View Elementary, White Center Heights Elementary, and Cascade Middle schools and funds community outreach and education about the improvements.

**Justification**

This non-motorized project will improve the safety of pedestrians and other users in the White Center community and fills a gap in the sidewalk system in unincorporated King County. The project aligns with the County Executive's priorities of Equity and Social Justice, and Regional Mobility. The existing walking surfaces along each section are not compliant with the Americans with Disabilities Act, ranging from one-half-foot of asphalt plus uneven gravel or grass shoulder to 6 feet of asphalt adjacent to the travel lanes. These roadways are identified by the Highline School District as a school walk route and provide access to elementary, middle and senior high schools within one mile. Collision data along the corridor and at these intersections justify these safety improvements. The route is used by those visiting a YWCA, a King County public library and a Seattle/King County Public Health Clinic located within one-half-mile of the project. The project area is within an equity and social justice community and abuts the King County Housing Authority, Greenbridge public and mixed-use housing development.

**Status**

Not started

**1130303 RSD CIP OVERSIGHT 3865**

Administrative

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C86501
<b>Award</b>	117927

<b>SPRS Goal</b>	Other
<b>Major Class of Work</b>	N/A
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Foote
<b>Supervisor</b>	Mitchell
<b>Project Mgr.</b>	Mitchell

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation	11,987	18,085								30,072
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>11,987</b>	<b>18,085</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,072</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	11,987									
39782 - CONTRIB COUNTY ROAD FUND		18,085								
<b>Annual Revenue Total</b>	<b>11,987</b>	<b>18,085</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope**

Biennial allocation of Council Auditor Capital Project Oversight costs.

**Justification**

To process the allocation of costs to Roads.

**Status**

On going

**1131235 RSD S 360ST&MILITARY RD RNDABT**

Intersection of S 360th Street and Military Road S, southeast of the City of Federal Way

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C86501
<b>Award</b>	118055

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	New Construction
<b>Functional Class</b>	Collector - Urban
<b>Tier</b>	1

<b>Council District</b>	7 - von Reichbauer
<b>TBM</b>	775E2
<b>Lat</b>	47.278922
<b>Long</b>	-122.275319

<b>Manager</b>	Archuleta
<b>Supervisor</b>	McManus
<b>Project Mgr.</b>	Linders

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design	300,151	(151)								300,000
3 - Final Design	5,803	361,197								367,000
4 - Implementation		3,053,000	447,000						447,000	3,500,000
5 - Closeout		30,000								30,000
6 - Acquisition	3,581	396,419	12,000						12,000	412,000
<b>Annual Project Total</b>	<b>309,535</b>	<b>3,840,465</b>	<b>459,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>459,000</b>	<b>4,609,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	309,535	775,465								
33341 - STPU ROAD GRANT			2,703,125						2,703,125	
39782 - CONTRIB COUNTY ROAD FUND		365,000	(341,000)						(341,000)	
39789 - CONTRIB REET #1		2,700,000	(1,903,125)						(1,903,125)	
<b>Annual Revenue Total</b>	<b>309,535</b>	<b>3,840,465</b>	<b>459,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>459,000</b>	

**Scope**

Design and construct a single lane elliptical roundabout.

**Justification**

This project will improve the safety of motorized and non-motorized users in south King County. This intersection was identified as a High Collision Location in King County's report in 2016. It is currently controlled by a two-way stop. However, northbound left turning traffic and eastbound left turning traffic must compete with heavy southbound traffic on Military Road during the afternoon commute.

From 2010 through 2019, the collision rate is 0.83 collisions per million entering vehicles and the intersection has a 5,000 ADT. The three-year collision rate from 2017 to 2019 is 1.48 collisions per million entering vehicles, indicating a significant rising collision trend and growing safety problems at the junction (a collision rate over .9 is considered a high collision location).

Roundabouts have been effective at reducing collision rates at intersections, and providing traffic calming for the local neighborhood.

**Status**

Preliminary design



**1131236 RSD S LANGSTON RD&59 AV RNDABT**

S Langston Road and 59th Avenue S, south of the City of Seattle.

<b>Department</b>	Road Services	<b>SPRS Goal</b>	Safety	<b>Council District</b>	2 - Zahilay
<b>Fund</b>	3865	<b>Major Class of Work</b>	New construction	<b>TBM</b>	
<b>Cost Center</b>	C86501	<b>Functional Class</b>	Urban Local Access	<b>Lat</b>	47.492685
<b>Award</b>	118056	<b>Tier</b>	2	<b>Long</b>	-122.2597

  

<b>Manager</b>	Archuleta
<b>Supervisor</b>	McManus
<b>Project Mgr.</b>	McManus

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design	39,578									39,578
3 - Final Design										
4 - Implementation	18,264									18,264
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>57,842</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57,842</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	57,842									
<b>Annual Revenue Total</b>	<b>57,842</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope**

Design and construct a mini-roundabout at this intersection.

**Justification**

This project will improve the safety of motorized and non-motorized users in the Skyway community, and aligns with the County Executive's priorities of Equity and Social Justice, and Regional Mobility. This intersection was identified as High Collision Location in King County's report in 2016. In addition, 59th Avenue S intersects with S Langston Road at a skewed angle. Mini-roundabouts have been effective at reducing collision rates at intersections, and providing traffic calming for the local neighborhood.

**Status**

Closed

**1131333 RSD CWP FLOOD CONTROL DISTRICT**

Countywide

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	118078

<b>SPRS Goal</b>	Preservation
<b>Major Class of Work</b>	Drainage
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Cassidy
<b>Supervisor</b>	Shular
<b>Project Mgr.</b>	Lyou

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design	565,821	869,127		150,000	50,000				200,000	1,634,948
3 - Final Design	1,096,687	617,289		600,000		1,330,000			1,930,000	3,643,976
4 - Implementation	5,235,713	4,952,188		1,250,000	950,000				2,200,000	12,387,901
5 - Closeout	0	10,000								10,000
6 - Acquisition	23,910	238,965								262,875
<b>Annual Project Total</b>	<b>6,922,131</b>	<b>6,687,569</b>	<b>0</b>	<b>2,000,000</b>	<b>1,000,000</b>	<b>1,330,000</b>	<b>0</b>	<b>0</b>	<b>4,330,000</b>	<b>17,939,700</b>

**Revenue Sources**

44179 - ROAD C E SWM	6,922,131	6,687,569		2,000,000	1,000,000	1,330,000	0		4,330,000	
<b>Annual Revenue Total</b>	<b>6,922,131</b>	<b>6,687,569</b>	<b>0</b>	<b>2,000,000</b>	<b>1,000,000</b>	<b>1,330,000</b>	<b>0</b>	<b>0</b>	<b>4,330,000</b>	

**Scope**

To perform projects to address locations where recurring flood events have impacted or have the potential to impact local communities.

**Justification**

The King County Flood Control District is a special purpose government created to provide funding and policy oversight for flood protection projects and programs in King County. The District and the Road Services Division partnered together on identifying projects to address locations where recurring flood events have impacted or have the potential to impact local communities. Projects include flooded roadway mitigation and bridge scour projects.

**Status**

On going

**1134081 RSD REDMOND RIDGE DR NE RNDABT**

Intersection of Redmond Ridge Drive NE at NE Alder Crest Drive, northeast of the City of Redmond.

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Safety	<b>Council District</b>	3 - Lambert
<b>Fund</b>	3865	<b>Major Class of Work</b>	New Construction	<b>TBM</b>	53881
<b>Cost Center</b>	C86501	<b>Functional Class</b>	Minor Arterial - Rural	<b>Lat</b>	47.69216
<b>Award</b>	118055	<b>Tier</b>	2	<b>Long</b>	-122.035704
<b>Manager</b>	Archuleta				
<b>Supervisor</b>	McManus				
<b>Project Mgr.</b>	Karinen				

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design		90,000	(90,000)						(90,000)	0
3 - Final Design		100,000	(100,000)						(100,000)	0
4 - Implementation		920,000	430,000						430,000	1,350,000
5 - Closeout		10,000								10,000
6 - Acquisition	37,442	42,558	100,000						100,000	180,000
<b>Annual Project Total</b>	<b>37,442</b>	<b>1,162,558</b>	<b>340,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>340,000</b>	<b>1,540,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE		400,000								
33436 - WA ST DEPT OF TRANSPORTATION	37,442	762,558								
39782 - CONTRIB COUNTY ROAD FUND			340,000							340,000
<b>Annual Revenue Total</b>	<b>37,442</b>	<b>1,162,558</b>	<b>340,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>340,000</b>	

**Scope**

To design and construct a roundabout on Redmond Ridge Drive NE at NE Alder Crest Drive, including curb, gutter and sidewalk.

**Justification**

Redmond Ridge Drive NE is a major arterial and runs north to south. It is located east of the City of Redmond, and intersects with NE Novelty Hill Road, which is also a major arterial.

This project will support the anticipated build-out of the Redmond Ridge Business Park and its associated economic benefits. Once the business park is developed to its projected capacity, vehicle delay at the intersection will significantly increase. The roundabout is intended to improve intersection level of service, and neighborhood pedestrian safety for area residents, including children traveling to the nearby park and planned middle school.

**Status**

Final design

**1134093 RSD CWP TRAFFIC SAFETY**

Countywide

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	119008

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Safety/ Traffic Ops/ TSM
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Archuleta
<b>Supervisor</b>	Brown
<b>Project Mgr.</b>	

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation	321,576	2,287,324		327,500	327,500	672,000	672,000		1,999,000	4,607,900
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>321,576</b>	<b>2,287,324</b>	<b>0</b>	<b>327,500</b>	<b>327,500</b>	<b>672,000</b>	<b>672,000</b>	<b>0</b>	<b>1,999,000</b>	<b>4,607,900</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	321,576									
39782 - CONTRIB COUNTY ROAD FUND		1,809,374		104,000	104,000	500,000	500,000		1,208,000	
39789 - CONTRIB REET #1		477,950		223,500	223,500	172,000	172,000		791,000	
<b>Annual Revenue Total</b>	<b>321,576</b>	<b>2,287,324</b>	<b>0</b>	<b>327,500</b>	<b>327,500</b>	<b>672,000</b>	<b>672,000</b>	<b>0</b>	<b>1,999,000</b>	

**Scope** This program funds improvements to safety on the roadways in unincorporated King County. This can include installing flashing yellow arrows, milling transverse rumble strips in the roadway, or adding lighting.

**Justification** The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. This program will fund improvements to the roadway system to benefit all users.

**Status** On going

**1134094 RSD CWP OBSOLETE IT SYS RPLMNT**

Countywide

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	

<b>SPRS Goal</b>	Other
<b>Major Class of Work</b>	N/A
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Crippen
<b>Supervisor</b>	Crippen
<b>Project Mgr.</b>	

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design		115,000								115,000
4 - Implementation	325,250	339,750								665,000
5 - Closeout		10,000								10,000
6 - Acquisition										
<b>Annual Project Total</b>	<b>325,250</b>	<b>464,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>790,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	325,250									
39782 - CONTRIB COUNTY ROAD FUND		464,750								
<b>Annual Revenue Total</b>	<b>325,250</b>	<b>464,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope**

Evaluate five obsolete legacy Roads applications, determine the best option for replacing each (e.g., leverage existing County systems, buy or build), then implement the selected best option.

**Justification**

The obsolete systems in need of replacement are: 1) Capital Improvement Program (CIP) database; 2) Cultural Resources database; 3) BizDocs; 4) Roads Map Vault (RMV); 5) Scales database. They are built on old technology no longer supported by King County Information Technology (KCIT), making them difficult and expensive to support and increasing business risk. Further, they are not able to be integrated with other Roads or County systems, cannot leverage geospatial capabilities, and lack functionality needed by the business. The state of these applications results in decreased productivity and efficiency, requires manual processes, and causes staff to spend time detecting and correcting errors. There is also an ongoing risk of system failure and loss of business continuity.

**Status**

On going

**1135042 RSD VASHON MAINT FACILITY REPLACEMENT**

Location TBD, Vashon Island, 98103

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Other	<b>Council District</b>	8 - McDermott
<b>Fund</b>	3865	<b>Major Class of Work</b>	N/A	<b>TBM</b>	N/A
<b>Cost Center</b>	C86501	<b>Functional Class</b>	N/A	<b>Lat</b>	
<b>Award</b>	119389	<b>Tier</b>	N/A	<b>Long</b>	
<b>Manager</b>	Kosai-Eng				
<b>Supervisor</b>	Kosai-Eng				
<b>Project Mgr.</b>					

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design				750,000					750,000	750,000
3 - Final Design				750,000					750,000	750,000
4 - Implementation	5,000	0				14,385,000			14,385,000	14,390,000
5 - Closeout						10,000			10,000	10,000
6 - Acquisition	11,317	488,683							500,000	500,000
<b>Annual Project Total</b>	<b>16,317</b>	<b>488,683</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>14,395,000</b>	<b>0</b>	<b>0</b>	<b>15,895,000</b>	<b>16,400,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	5,000									
39512 - SALE OF LAND				1,500,000		14,395,000			15,895,000	
39796 - CONTRIB OTHER FUNDS	11,317	488,683								
<b>Annual Revenue Total</b>	<b>16,317</b>	<b>488,683</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>14,395,000</b>	<b>0</b>	<b>0</b>	<b>15,895,000</b>	

**Scope**

Acquire land and construct a new maintenance facility on Vashon Island to replace the current failing and undersized facility, including facilities that were constructed in 1935.

**Justification**

**Status**

Planning

**1135043 RSD NE MAINT FACILITY REPLACEMENT**

Location TBD

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Other	<b>Council District</b>	3 - Lambert
<b>Fund</b>	3865	<b>Major Class of Work</b>	N/A	<b>TBM</b>	N/A
<b>Cost Center</b>	C86501	<b>Functional Class</b>	N/A	<b>Lat</b>	
<b>Award</b>		<b>Tier</b>	N/A	<b>Long</b>	
<b>Manager</b>	Kosai-Eng				
<b>Supervisor</b>	Kosai-Eng				
<b>Project Mgr.</b>					

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design					750,000				750,000	750,000
3 - Final Design					750,000				750,000	750,000
4 - Implementation							16,390,000		16,390,000	16,390,000
5 - Closeout							10,000		10,000	10,000
6 - Acquisition				5,000,000					5,000,000	5,000,000
<b>Annual Project Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000,000</b>	<b>1,500,000</b>	<b>0</b>	<b>16,400,000</b>	<b>0</b>	<b>22,900,000</b>	<b>22,900,000</b>

**Revenue Sources**

39512 - SALE OF LAND				6,500,000			16,400,000		22,900,000	
<b>Annual Revenue Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,500,000</b>	<b>0</b>	<b>0</b>	<b>16,400,000</b>	<b>0</b>	<b>22,900,000</b>	

**Scope**

Acquire land and construct a new, centrally located maintenance facility to serve northeastern King County, replacing the existing Cadman facility that is mislocated to meet current road maintenance needs. The Cadman facility is inside the City of Redmond in an urbanized area with significant development pressures on the horizon that are not compatible with long-term operation of a roads maintenance facility which needs to respond to incidents and emergencies 24 hours a day, seven days a week. Due to past annexations and incorporations, it is also at the far western edge of the remaining northeastern unincorporated area and not centrally located to meet the needs for timely and efficient service to a large, spread out rural service area. Long travel times from the current location to many portions of the service area can impede quick response to emergency events such as storms, flooding, earthquakes, and collisions. It also results in inefficiencies and higher costs for planned maintenance activities. This project would construct a new facility at a more centrally-located site in the rural area and include adequate space for crews, vehicles and multiple pieces of equipment, and materials storage and stockpiling, as well as functions such as waste disposal, truck washing and other similar activities.

**Justification**

**Status** Programmed to start in 2023

**1135044 RSD PRESTON MAINT FACILITY BUILDOUT**

29111 SE Preston Way, near Preston 98050

<b>Department</b>	Road Services
<b>Fund</b>	3865
<b>Cost Center</b>	C86501
<b>Award</b>	

<b>SPRS Goal</b>	Other
<b>Major Class of Work</b>	N/A
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	3 - Lambert
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Kosai-Eng
<b>Supervisor</b>	Kosai-Eng
<b>Project Mgr.</b>	

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design				600,000					600,000	600,000
3 - Final Design				600,000					600,000	600,000
4 - Implementation						10,390,000			10,390,000	10,390,000
5 - Closeout						10,000			10,000	10,000
6 - Acquisition										0
<b>Annual Project Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,200,000</b>	<b>0</b>	<b>10,400,000</b>	<b>0</b>	<b>0</b>	<b>11,600,000</b>	<b>11,600,000</b>

**Revenue Sources**

39512 - SALE OF LAND				1,200,000		10,400,000			11,600,000	
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<b>Annual Revenue Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,200,000</b>	<b>0</b>	<b>10,400,000</b>	<b>0</b>	<b>0</b>	<b>11,600,000</b>	
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**Scope** Complete buildout of the Preston maintenance facility. Development and occupation of the facility has been impacted and delayed by Washington state litigation on water rights. Construction costs to build out the facility have also been affected by an exceptionally active and competitive regional construction market for buildings/facilities, higher labor rates, and escalating material costs, and additional funding is required to complete the project. This phase of the project will include water system upgrades to allow full use and occupation of the facility, and completion of site development and buildings and other structures that support staff, equipment, materials and operations. Once the project is complete, additional functions can be moved from the existing Fall City facility to Preston. The Fall City location is comprised of failing facilities that are undersized, including an old barn without any heat or cooling that serves as a locker room. In addition, the site is impacted by flooding.

**Justification**

**Status** Programmed to start in 2023



**1135045 RSD CWP CLVRT RPLCMT FISH PASS**

Countywide

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Preservation	<b>Council District</b>	10 - All
<b>Fund</b>	3855	<b>Major Class of Work</b>	Drainage	<b>TBM</b>	N/A
<b>Cost Center</b>	C85501	<b>Functional Class</b>	N/A	<b>Lat</b>	
<b>Award</b>	119387	<b>Tier</b>	N/A	<b>Long</b>	

  

<b>Manager</b>	Cassidy
<b>Supervisor</b>	Shular
<b>Project Mgr.</b>	

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design	1,632,599	462,401								2,095,000
3 - Final Design	6,013	551,505								557,518
4 - Implementation	1,300,964	4,288,518		1,290,000	1,290,000	1,290,000	1,290,000	1,290,000	6,450,000	12,039,482
5 - Closeout		5,000		10,000	10,000	10,000	10,000	10,000	50,000	55,000
6 - Acquisition	9,142	43,858								53,000
<b>Annual Project Total</b>	<b>2,948,718</b>	<b>5,351,282</b>	<b>0</b>	<b>1,300,000</b>	<b>1,300,000</b>	<b>1,300,000</b>	<b>1,300,000</b>	<b>1,300,000</b>	<b>6,500,000</b>	<b>14,800,000</b>

**Revenue Sources**

39721 - CONTRIB SURF WATER MGT	2,948,718	5,351,282		1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	6,500,000	
<b>Annual Revenue Total</b>	<b>2,948,718</b>	<b>5,351,282</b>	<b>0</b>	<b>1,300,000</b>	<b>1,300,000</b>	<b>1,300,000</b>	<b>1,300,000</b>	<b>1,300,000</b>	<b>6,500,000</b>	

**Scope**

Increase the safety and condition of the road system and enhance fish passage by replacing culverts that are in poor or failing condition, or undersized, with new culverts designed to be fish passable.

**Justification**

This program supports the Road Services Division's drainage asset management need to replace culverts at end of their lifecycle and King County Executive Dow Constantine's Clean Water and Healthy Habitat initiative.

Culverts that are in poor condition or undersized pose a risk of failure that can result in collapse of the roadway, landslides, flooding, damage to public and private property, and associated risks to life safety. When culverts reach the end of their life cycle they need to be replaced with new infrastructure designed to current standards in order to mitigate risk and provide appropriate drainage functionality.

Culverts that are not designed to be fish passable block access to important upstream habitat necessary for the sustainability of fish species. Roads' proposed Culvert Replacement and Fish Passage projects are included in Executive Constantine's broader county fish passage program (led by the Water and Land Resources Division), which complements the county's collaboration with tribal governments and long-standing support for watershed-based salmon recovery efforts. The county initiated work with federal, state, and tribal officials to develop a fish passage program for watersheds. Originally conceived in late 2017, the program took on greater meaning following a June 2018 U.S. Supreme Court ruling that required the state of Washington to fix state-owned fish passage barriers within the Puget Sound area in order to avoid violating tribal treaty rights.

**Status**

On going

**1135073 RSD CWP 2019-20 BRIDGE SAFETY**

Countywide

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	11877

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Bridge Rehabilitation
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	10 - All
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Jaramillo
<b>Supervisor</b>	Truong
<b>Project Mgr.</b>	

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning		0								0
2 - Prelim Design		0				1,000,000			1,000,000	1,000,000
3 - Final Design		0				3,500,000			3,500,000	3,500,000
4 - Implementation		1,583,714								1,583,714
5 - Closeout		0								0
6 - Acquisition		0								0
<b>Annual Project Total</b>	<b>0</b>	<b>1,583,714</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,500,000</b>	<b>0</b>	<b>0</b>	<b>4,500,000</b>	<b>6,083,714</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE		1,583,714								
39782 - CONTRIB COUNTY ROAD FUND						4,500,000			4,500,000	
<b>Annual Revenue Total</b>	<b>0</b>	<b>1,583,714</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,500,000</b>	<b>0</b>	<b>0</b>	<b>4,500,000</b>	

**Scope** To replace bridges affected by new federal requirements, or which have been prioritized for replacement to correct structural or functional deficiencies. These requirements may have resulted in restrictions on heavy vehicles, which pose public safety concerns if not promptly and systematically addressed. Seven bridges will be replaced in the 2019-2020 Bridge Safety program; S 277th Street Bridge #3126, Ames Lake Trestle Bridge #1320A, Baring Bridge #509A, Boise X Connection #3055A, Coal Creek Bridge #3035A, Fifteen Mile Creek Bridge #493C and Upper Tokul Creek Bridge #271B.

**Justification** Following a bridge collapse, and, more importantly, a recent decision by the Federal Highway Administration (FHWA) to allow heavier trucks on roads, the FHWA developed new calculations for determining the weight that a bridge can safely carry. King County owns and maintains 178 vehicular bridges, and, as mandated, is evaluating each of them using current bridge condition information and the new federal standards to calculate bridge weight carrying capacity between now and the federal deadline of 2022. So far, Road Services has evaluated 112 bridges and determined new vehicle weight restrictions are necessary for 23 bridges. One immediate impact from load limiting these bridges is that trucks will detour onto roads less appropriate for heavy truck traffic, for example, through residential areas or onto narrow, winding, or steep roads. Another concern is that emergency responders may be delayed if certain types of fire apparatus are unable to cross a bridge on the most direct route. There is also the risk that, despite the county's best efforts to enforce the weight restrictions, some overweight trucks will not comply with posted weight restrictions and cross bridges, resulting in structural damage, or even a potential bridge collapse. Structural damage from violations of the weight conditions could lead to unsafe conditions for travelers and/or the need to close bridges indefinitely to all traffic, resulting in significant consequences for communities and the transportation system. To reduce risks to public safety and regional mobility, it is imperative that the county initiate and continue a bridge replacement program.

**Status** On going

**1135997 RSD COAL CREEK BRG 3035A REPL**

SE Lake Walker Road at Coal Creek, southeast of the City of Black Diamond

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	119683

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Bridge Rehabilitation
<b>Functional Class</b>	Rural Local Access
<b>Tier</b>	4

<b>Council District</b>	9 - Dunn
<b>TBM</b>	
<b>Lat</b>	47.268681
<b>Long</b>	-121.915547

<b>Manager</b>	Jaramillo
<b>Supervisor</b>	Truong
<b>Project Mgr.</b>	Martin

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design		366,000								366,000
3 - Final Design		1,098,000								1,098,000
4 - Implementation		4,306,000								4,306,000
5 - Closeout		12,500								12,500
6 - Acquisition		838,000								838,000
<b>Annual Project Total</b>	<b>0</b>	<b>6,620,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,620,500</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE										
33343 - FEDERAL BRIDGE GRANT		4,121,185								
39782 - CONTRIB COUNTY ROAD FUND		2,499,315								
<b>Annual Revenue Total</b>	<b>0</b>	<b>6,620,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope**

To replace Coal Creek Bridge #3035A which is structurally deficient, functionally obsolete, weight and speed restricted, and its steel members are at the end of its useful life.

**Justification**

The bridge is located near the city of Black Diamond along SE Lake Walker Road at Coal Creek, about 1.5 miles southeast of Veazie-Cumberland Road SE. The bridge provides sole access to approximately 70 homes in the Walker Lake neighborhood and a Washington State Department of Fish and Wildlife public boat launch at the lake. SE Lake Walker Road is a county-designated snow and ice route.

Coal Creek Bridge #3035A is a highly ranked candidate for replacement using the bridge priority analysis adopted by the King County Council in 1994 (Ordinance 11693). It has been categorized as structurally deficient with a sufficiency rating of 11.68 out of a possible score of 100 (a bridge in new condition). The steel girders and floor beams of this bridge are over 100 years old; they were originally in place at another bridge location in 1912 and moved to this site in 1958 when Coal Creek Bridge was built. The steel floor beams are severely corroded, and other deficiencies include deteriorating creosote timber piles, rotten timber backwall planks and constricted hydraulic opening. The bridge's width, railings and alignment were designed and built to standards that are now outdated and inadequate for current needs.

In 2017, the bridge was posted with new vehicle weight restrictions. (The bridge was temporarily posted with weight restrictions in 2012, but the posting was removed after repairs were made to address the deficiencies.) The bridge is unable to support certain types of fire engines used by the adjacent fire districts. In addition, other service and delivery vehicles, such as typical full-size garbage trucks or concrete mixers, are too heavy to use the bridge. The weight restrictions were put into place after the Federal Highway Administration developed calculations for determining the weight that a bridge can safely carry. Federal, state and local governments – including King County – are required to evaluate publicly-owned vehicular bridges using these new criteria and formulas to determine whether additional weight restrictions must be placed on bridges under this new requirement.

**Status**

Implementation

**1135998 RSD AMES LK TRS BRG 1320A REPL**

Ames Lake Carnation Road NE at its intersection with Ames Creek, west of the City of Carnation and east of the City of Redmond

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	119684

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Bridge Rehabilitation
<b>Functional Class</b>	Rural Major Collector
<b>Tier</b>	2

<b>Council District</b>	2 - Lambert
<b>TBM</b>	
<b>Lat</b>	47.65918
<b>Long</b>	-121.966

<b>Manager</b>	Jaramillo
<b>Supervisor</b>	Truong
<b>Project Mgr.</b>	Truong

Road Log	96812
BMP	3.700
EMP	3.780

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design		530,000								530,000
3 - Final Design		1,243,366								1,243,366
4 - Implementation		20,733		7,961,032					7,961,032	7,981,765
5 - Closeout		0		10,000					10,000	10,000
6 - Acquisition		300,001								300,001
<b>Annual Project Total</b>	<b>0</b>	<b>2,094,100</b>	<b>0</b>	<b>7,971,032</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,971,032</b>	<b>10,065,132</b>

**Revenue Sources**

33437 - RURAL ARTERIAL TRUST ACCOUNT		1,700,000								
39113 - GENERAL OBLIGATION BONDS				7,971,032					7,971,032	
39782 - CONTRIB COUNTY ROAD FUND		394,100								
<b>Annual Revenue Total</b>	<b>0</b>	<b>2,094,100</b>	<b>0</b>	<b>7,971,032</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,971,032</b>	

**Scope**

To replace Ames Lake Trestle Bridge #1320A which is structurally deficient, functionally obsolete, weight restricted, and its timber substructure is at the end of its useful life.

**Justification**

Located west of rural Carnation, the bridge carries Ames Lake Carnation Road NE over Ames Creek, connecting NE Carnation Farm Road and West Snoqualmie Valley Road NE to NE Redmond Fall City Road. Ames Lake Carnation Road is a two-lane minor arterial roadway with a traffic volume of approximately 1,800 vehicles per day, including about 70 trucks per day. The timber trestle bridge serves agricultural and forest use parcels and single-family homes and is a designated county snow and ice route. The bridge was originally built in 1924, and the bridge deck was replaced in 2003.

**Status**

Final design

**1135999 RSD UPR TOKUL CK BRG 271B REPL**

Tokul Road SE over Tokul Creek, just north of the City of Snoqualmie

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	119685

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Bridge Rehabilitation
<b>Functional Class</b>	Rural Local Access
<b>Tier</b>	4

<b>Council District</b>	3 - Lambert
<b>TBM</b>	
<b>Lat</b>	47.556
<b>Long</b>	-121.819

<b>Manager</b>	Jaramillo
<b>Supervisor</b>	Truong
<b>Project Mgr.</b>	Martin

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design		361,000								361,000
3 - Final Design		760,000								760,000
4 - Implementation		3,819,000								3,819,000
5 - Closeout		3,000								3,000
6 - Acquisition		103,000								103,000
<b>Annual Project Total</b>	<b>0</b>	<b>5,046,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,046,000</b>

**Revenue Sources**

39113 - GENERAL OBLIGATION BONDS		3,822,000								
39782 - CONTRIB COUNTY ROAD FUND		1,224,000								
<b>Annual Revenue Total</b>	<b>0</b>	<b>5,046,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope**

To replace Upper Tokul Bridge #271B which is beyond its useful life, functionally obsolete, weight restricted, and at risk of being closed due to foundation scour, its age and condition.

**Justification**

Built in 1965, the timber bridge carries Tokul Road SE over Tokul Creek, just north of the City of Snoqualmie. It provides sole access for about 50 homes and one access point for logging operations. The bridge has a traffic volume of about 400 vehicles per day including about 40 trucks per day. It is a designated county snow and ice route.

Upper Tokul Bridge #271B is a highly ranked candidate for replacement using the bridge priority analysis adopted by the King County Council in 1994 (Ordinance 11693). It has been categorized as functionally obsolete with a sufficiency rating of 35.89 out of a possible score of 100 (a bridge in new condition). The bridge's width and railings were built to standards that are now outdated and inadequate for current needs. Upper Tokul Bridge has a constricted hydraulic opening and a foundation constructed of creosote timbers which can leach into the water and impact water quality, fish and wildlife. In addition, seasonal high flows on Tokul Creek cause scour under the footings at the intermediate piers.

In 2017, the bridge was posted with weight restrictions. The bridge is unable to support certain types of fire engines used by the adjacent fire districts, including water tenders used to transport water to areas without fire hydrants. In addition, other service and delivery vehicles, such as typical full-size garbage trucks or concrete mixers, are too heavy to use the bridge. The weight restrictions were put into place after the Federal Highway Administration developed calculations for determining the weight that a bridge can safely carry. Federal, state and local governments – including King County – are required to evaluate publicly-owned vehicular bridges using these new criteria and formulas to determine whether additional weight restrictions must be placed on bridges under this new requirement.

**Status**

Final design

**1136000 RSD BARING BRG 509A REPL**

Index Creek Road at the South Fork Skykomish River, 0.1 mile south of U.S. Route 2 and north of the Town of Skykomish

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	119686

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Bridge Rehabilitation
<b>Functional Class</b>	Rural Local Access
<b>Tier</b>	4

<b>Council District</b>	3 - Lambert
<b>TBM</b>	
<b>Lat</b>	47.76529
<b>Long</b>	-121.481

<b>Manager</b>	Jaramillo
<b>Supervisor</b>	Truong
<b>Project Mgr.</b>	Truong

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design		3,154								3,154
3 - Final Design		1,577,008	950,000						950,000	2,527,008
4 - Implementation		14,852	15,800	13,736,400					13,752,200	13,767,052
5 - Closeout				40,000					40,000	40,000
6 - Acquisition		5,000	630,000						630,000	635,000
<b>Annual Project Total</b>	<b>0</b>	<b>1,600,014</b>	<b>1,595,800</b>	<b>13,776,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,372,200</b>	<b>16,972,214</b>

**Revenue Sources**

39113 - GENERAL OBLIGATION BONDS				13,776,400						13,776,400
39782 - CONTRIB COUNTY ROAD FUND		100,014								
39789 - CONTRIB REET #1		1,500,000	1,595,800							1,595,800
<b>Annual Revenue Total</b>	<b>0</b>	<b>1,600,014</b>	<b>1,595,800</b>	<b>13,776,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,372,200</b>	

**Scope**

To replace Baring Bridge #509A which is structurally deficient, functionally obsolete, is severely weight restricted, and at risk of being closed due to its age and condition.

**Justification**

This bridge carries Index Creek Road over the South Fork Skykomish River near the Town of Skykomish and U.S. Route 2. It was originally built in 1930 and was designated as a King County Landmark Bridge by the Landmarks Commission in 1999, a state and national landmark in 2019, and is currently the only timber and cable suspension bridge in Washington State that still carries load-limited traffic. The bridge provides the only public access to a community of approximately 170 properties including more than 40 developed sites south of the South Fork Skykomish River.

Baring Bridge #509A is a highly ranked candidate for replacement using the bridge priority analysis adopted by the King County Council in 1994 (Ordinance 11693). It has been categorized as structurally deficient with a sufficiency rating of 12.94 out of a possible score of 100 (a bridge in new condition) and is functionally obsolete. The bridge is past its useful life, and requires frequent, major and costly repairs during which it is removed from service, cutting off access to the community on the south end of the bridge.

The bridge is a one-lane, two direction timber suspension bridge with a width of less than nine feet; it is posted for a weight limit of 10 tons and a speed limit of five miles per hour. It does not have adequate capacity to support fire engines used by the adjacent fire district as well as their water tenders used to transport water to areas without fire hydrants. In addition, most three-axle single-unit trucks are too heavy to use the structure.

In addition to the limited load capacity, other deficiencies include the narrow deck width, substandard rails, rotted timber caps, and scour issues.

**Status**

Final design

**1136001 RSD 277TH ST BRG 3126 REPL**

S 277th Street, 0.6 mile west of SR 167 near the City of Auburn

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	119687

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Bridge Rehabilitation
<b>Functional Class</b>	Urban Principal Arterial
<b>Tier</b>	1

<b>Council District</b>	5 - Upthegrove and 7 - Von Reichbauer
<b>TBM</b>	
<b>Lat</b>	47.353659
<b>Long</b>	-122.258293

<b>Manager</b>	Jaramillo
<b>Supervisor</b>	Truong
<b>Project Mgr.</b>	Premachandra

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design		215,938								215,938
3 - Final Design		444,078								444,078
4 - Implementation		1,985,933								1,985,933
5 - Closeout		6,000								6,000
6 - Acquisition		4,151								4,151
<b>Annual Project Total</b>	<b>0</b>	<b>2,656,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,656,100</b>

**Revenue Sources**

39113 - GENERAL OBLIGATION BONDS		1,806,000								
39782 - CONTRIB COUNTY ROAD FUND		850,100								
<b>Annual Revenue Total</b>	<b>0</b>	<b>2,656,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope**

To replace S 277th Street Bridge #3126 which is approaching the end of its useful life and is weight restricted.

**Justification**

This bridge was built in 1950 and its deck was widened in 1973. It carries S 277th Street over Mullen Slough, connecting Interstate 5 to State Route 167 near Auburn, Kent, and Federal Way. S 277th Street is a four-lane principal arterial roadway with a traffic volume of approximately 23,000 vehicles per day, including approximately 2,600 trucks per day and an estimated 4 to 10 million tons of freight per year. The bridge serves the surrounding urbanized areas, single family suburban homes in the North Federal Way and South Lake Fenwick Potential Annexation Areas, and adjacent farmland preservation agricultural parcels. It is a designated county snow and ice route, lifeline route, and Green River Valley flood evacuation route.

S 277th Street Bridge is a highly ranked candidate for replacement using the bridge priority analysis adopted by the King County Council in 1994 (Ordinance 11693). It has a sufficiency rating of 39.70 out of a possible score of 100 (a bridge in new condition). The 71-year-old timber sub-structure is approaching the end of its useful life, the narrow hydraulic opening is constricting the water flow, and the bridge abutments are constructed of creosote timber, which can leach into the water and impact water quality, fish and wildlife. It is not feasible to repair or rehabilitate the bridge to meet current standards for structural, geotechnical or hydraulic and environmental requirements.

**Status**

Implementation

**1136234 RSD WD DUV AT 172ND CULVERT**

NE Woodinville Duvall Road at NE 172nd Street, between the cities of Duvall and Woodinville

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	119776

<b>SPRS Goal</b>	Preservation
<b>Major Class of Work</b>	Drainage
<b>Functional Class</b>	Urban Principal Arterial
<b>Tier</b>	1

<b>Council District</b>	3 - Lambert
<b>TBM</b>	
<b>Lat</b>	47.75317
<b>Long</b>	-122.08205

<b>Manager</b>	Cassidy
<b>Supervisor</b>	Shular
<b>Project Mgr.</b>	Shular

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design		320,000								320,000
3 - Final Design		400,000								400,000
4 - Implementation		4,087,000								4,087,000
5 - Closeout		5,000								5,000
6 - Acquisition		100,000								100,000
<b>Annual Project Total</b>	<b>0</b>	<b>4,912,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,912,000</b>

**Revenue Sources**

39721 - CONTRIB SURF WATER MGT		522,000								
39789 - CONTRIB REET #1		4,390,000								
<b>Annual Revenue Total</b>	<b>0</b>	<b>4,912,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope** Replace the existing 72-inch CMP culvert with a new culvert designed for fish passage, replace guardrail, affected pavement and provide adequate shoulders for traffic. Improve or remove the existing fish ladder at the downstream end of the culvert.

**Justification** This project will increase the safety of vehicles and other road users in the Snoqualmie Valley, increase the condition of the road system, and enhance fish passage by replacing a failing culvert at NE Woodinville Duvall Road at 172nd Street with a new culvert designed to be fish passable. NE Woodinville Duvall Road is a major arterial carrying about 8,500 vehicles per day (as of 2018). It serves as a primary route between Snoqualmie River Valley communities and communities/urban areas accessible to Interstates 5 and 405. The culvert at NE 172nd is on a fish bearing stream (Tuck Creek), and is structurally deficient. The culvert and fish ladder directly downstream from this culvert have been determined to be barriers to fish passage. This project supports the Road Services Division’s drainage asset management need to replace culverts at end of their lifecycle and King County Executive Dow Constantine’s Clean Water and Healthy Habitat initiative. Culverts that are in poor condition or undersized pose a risk of failure that can result in collapse of the roadway, landslides, flooding, damage to public and private property, and associated risks to life safety. When culverts reach the end of their life cycle they need to be replaced with new infrastructure designed to current standards in order to mitigate risk and provide appropriate drainage functionality. Culverts that are not designed to be fish passable block access to important upstream habitat necessary for the sustainability of fish species. Roads’ proposed culvert replacement and fish passage projects are included in Executive Constantine’s broader county fish passage program (led by the Water and Land Resources Division), which complements the county’s collaboration with tribal governments and long-standing support for watershed-based salmon recovery efforts. The county initiated work with federal, state, and tribal officials to develop a fish passage program for watersheds. Originally conceived in late 2017, the program took on greater meaning following a June 2018 U.S. Supreme Court ruling that required the state of Washington to fix state-owned fish passage barriers within the Puget Sound area in order to avoid violating tribal treaty rights.

**Status** Final design



**1138913 RSD BOISE X BRDG #3055A REPL**

SE Mud Mountain Road, about 0.2 mile southeast of SR 410 near the City of Enumclaw

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	120712

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Bridge Rehabilitation
<b>Functional Class</b>	Rural Local Access
<b>Tier</b>	5

<b>Council District</b>	9 - Dunn
<b>TBM</b>	
<b>Lat</b>	47.17613
<b>Long</b>	-122.0185

<b>Manager</b>	Jaramillo
<b>Supervisor</b>	Truong
<b>Project Mgr.</b>	Jin

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design		350,000								350,000
3 - Final Design		500,000								500,000
4 - Implementation		1,936,000								1,936,000
5 - Closeout		5,000								5,000
6 - Acquisition		100,000								100,000
<b>Annual Project Total</b>	<b>0</b>	<b>2,891,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,891,000</b>

**Revenue Sources**

33343 - FEDERAL BRIDGE GRANT		1,953,000								
39782 - CONTRIB COUNTY ROAD FUND		938,000								
<b>Annual Revenue Total</b>	<b>0</b>	<b>2,891,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope**

To replace Boise X Connection Bridge #3055A which is structurally deficient, functionally obsolete and weight restricted.

**Justification**

Constructed in 1956, this bridge carries SE Mud Mountain Road over Boise Creek, about two miles south of the City of Enumclaw. It is a vital link for an alternate route for State Route 410. SE Mud Mountain Road is a two lane local rural local access road and it carries about 795 vehicles per day.

Boise X Connection Bridge #3055A is a highly ranked candidate for replacement using the bridge priority analysis adopted by the King County Council in 1994 (Ordinance 11693). It has been categorized as structurally deficient with a sufficiency rating of 14.73 out of a possible score of 100 (a bridge in new condition). The bridge deck is narrow (21 feet from curb to curb) with no shoulders or sidewalks. The asphalt driving surface is supported by a corrugated metal decking system and the superstructure is steel girders. The substructure is creosote treated timber caps and piles, which can leach into the water and impact water quality, fish and wildlife. Deficiencies of the main structural members include corrosion of the corrugated metal decking, corrosion of the steel girders, extensive rot at one of the timber caps, and piles with extensive concrete encasement repairs. The bridge is considered scour critical and the creek has undercut approximately two feet below the concrete encasement repairs. In addition, most of the timber abutment is in poor condition. The backwall planks are rotten and were repaired with plywood to retain the roadway fill.

In 2019, the bridge was posted with weight restrictions. The weight restrictions were put into place after the Federal Highway Administration developed calculations for determining the weight that a bridge can safely carry. Federal, state and local governments – including King County – are required to evaluate publicly-owned vehicular bridges using these new criteria and formulas to determine whether additional weight restrictions must be placed on bridges under this new requirement.

**Status**

Preliminary design

**1138914 RSD FIFTH MILE CRK#493C B REP**

SE May Valley Road at Fifteen Mile Creek, 0.2 mile west of Issaquah Hobart Road SE near the City of Issaquah

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	120713

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Bridge Rehabilitation
<b>Functional Class</b>	Urban Minor Arterial
<b>Tier</b>	1

<b>Council District</b>	9 - Dunn
<b>TBM</b>	
<b>Lat</b>	47.483632
<b>Long</b>	-122.029613

<b>Manager</b>	Jaramillo
<b>Supervisor</b>	Jose
<b>Project Mgr.</b>	Jose

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design		1,100							0	1,100
3 - Final Design		1,071,900	128,100						128,100	1,200,000
4 - Implementation		366,000	4,095,000						4,095,000	4,461,000
5 - Closeout		5,000							0	5,000
6 - Acquisition		250,000	200,000						200,000	450,000
<b>Annual Project Total</b>	<b>0</b>	<b>1,694,000</b>	<b>4,423,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,423,100</b>	<b>6,117,100</b>

**Revenue Sources**

33343 - FEDERAL BRIDGE GRANT		649,000	2,808,000							2,808,000
39782 - CONTRIB COUNTY ROAD FUND		1045000	1,615,100							1,615,100
<b>Annual Revenue Total</b>	<b>0</b>	<b>1,694,000</b>	<b>4,423,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,423,100</b>	

**Scope**

To replace Fifteen Mile Creek Bridge #493C which is structurally deficient, functionally obsolete, and its timber substructure is at the end of its useful life.

**Justification**

This timber bridge carries SE May Valley Road, which is a major arterial, over Fifteen Mile Creek. The bridge is located about 0.2 mile west of Issaquah-Hobart Road SE, which is also a major arterial. The bridge was originally built in 1932, and it was rehabilitated in 1973 which included replacing the timber deck, stringers and caps.

Fifteen Mile Creek Bridge #493C is a highly ranked candidate for replacement using the bridge priority analysis adopted by the King County Council in 1994 (Ordinance 11693). It has been categorized as structurally deficient with a sufficiency rating of 7.00 out of a possible score of 100 (a bridge in new condition). The bridge is constructed of creosote treated timber substructure and superstructure, which can leach into the water and impact water quality, fish and wildlife. The timber stringers have supporting sister stringers to keep the bridge in service without posting it for load limits. The three-span timber trestle bridge has hydraulic and environmental deficiencies such as having creosote timber in contact with water and the middle piers located within the ordinary high-water which frequently traps debris. Fifteen Mile Creek takes a sharp bend downstream causing erosion and undermining of the stream bank. The bridge has substandard rails, narrow width, and a poor hydraulic opening.

**Status**

Final design

**1138918 RSD 16TH AVENUE PREDESTRIAN IMPROVEMENTS**

16th Avenue SW, between SW 100th Street to SW 107th Street, in White Center

<b>Department</b>	Road Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	120715

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Non-motorized Improvement
<b>Functional Class</b>	Urban Principal Arterial
<b>Tier</b>	1

<b>Council Districts</b>	8 - McDermott
<b>TBM</b>	
<b>Lat</b>	47.513719
<b>Long</b>	-122.355125

<b>Manager</b>	Archuleta
<b>Supervisor</b>	McManus
<b>Project Mgr.</b>	Mott

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design		93,000								93,000
3 - Final Design		73,600								73,600
4 - Implementation		781,400								781,400
5 - Closeout		5,000								5,000
6 - Acquisition		5,000	500,000						500,000	505,000
<b>Annual Project Total</b>	<b>0</b>	<b>958,000</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>1,458,000</b>

**Revenue Sources**

33341 - STPU ROAD GRANT		862,200								862,200
39782 - CONTRIB COUNTY ROAD FUND		95,800								95,800
39789 - CONTRIB REET #1			500,000							500,000
										0
<b>Annual Revenue Total</b>	<b>0</b>	<b>958,000</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Scope**

To design and construct pedestrian and other non-motorized improvements on 16th Avenue SE between SW 107th Street and SW 100th Street in White Center.

**Justification**

This safety project will provide traffic calming at intersections, and pedestrian and bicycle safety enhancements along 16th Avenue SW, between SW 100th Street and SW 107th Street in White Center, a commercially zoned area of urban unincorporated King County. The White Center area is a vibrant and diverse community, making traffic and non-motorized safety of paramount importance. The collision history of the roadway includes pedestrian and vehicular fatalities.

The existing road configuration through this stretch of 16th Avenue SW varies from four to five vehicle travel lanes, parallel parking spaces, sidewalks, and extra-wide pedestrian street crossings without refuge. Americans with Disability Act (ADA) ramps in this project area do not meet contemporary standards and pedestrians often cross the road mid-block to access businesses.

**Status**

Final design

**1139145 RSD SE GREEN VALLEY ROAD AND 218TH AVENUE SE INTERSECTION IMPROVEMENT**

Intersection of SE Green Valley Road and 218th Avenue SE, east of the City of Auburn

<b>Department</b>	Road Services	<b>SPRS Goal</b>	Safety	<b>Council Districts</b>	7 - von Reichbauer
<b>Fund</b>	3865	<b>Major Class of Work</b>	New Construction	<b>TBM</b>	
<b>Cost Center</b>	C86501	<b>Functional Class</b>	Rural Major Collector	<b>Lat</b>	47.284
<b>Award</b>	1120761	<b>Tier</b>	2	<b>Long</b>	-122.053
<b>Manager</b>	Archuleta				
<b>Supervisor</b>	McManus				
<b>Project Mgr.</b>					

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design			175,000						175,000	175,000
3 - Final Design			200,000						200,000	200,000
4 - Implementation										0
5 - Closeout										0
6 - Acquisition			300,000						300,000	300,000
<b>Annual Project Total</b>	<b>0</b>	<b>0</b>	<b>675,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>675,000</b>	<b>675,000</b>

**Revenue Sources**

33341 - STPU ROAD GRANT			583,000						583,000	
39789 - CONTRIB REET #1			92,000						92,000	
<b>Annual Revenue Total</b>	<b>0</b>	<b>0</b>	<b>675,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>675,000</b>	

**Scope**

To design and construct improvements to the intersection of SE Green Valley Road and 212 Avenue SE.

**Justification**

The intersection of SE Green Valley Road and 218th Avenue SE is a four-leg intersection, in southeast unincorporated King County. SE Green Valley Road is a rural minor collector road and 218th Avenue SE is a major arterial. These roads carry vehicles traveling to the cities of Auburn, Black Diamond, Covington, Enumclaw and Kent, including Black Diamond's new 5,000-home master planned development with retail and commercial business. As these cities grow in population, the intersection is experiencing traffic volume increases. The volumes on 218th Avenue SE have increased at a higher rate than those on SE Green Valley Road, and 218th is currently stop-controlled. Therefore, the stop-controlled leg of 218th Avenue SE is the higher volume leg and cars are more apt to disregard the stop signs.

The intersection was identified as a high collision location in the 2020 High Collision Location Report. From 2010 through 2019, the collision rate is 0.83 collisions per million entering vehicles and the intersection has a 5,000 ADT. The three-year collision rate from 2017 to 2019 is 1.48 collisions per million entering vehicles, indicating a significant rising collision trend and growing safety problems at the junction (a collision rate over .9 is considered a high collision location). Right angle collisions predominate, with about half occurring on the north approach. In addition, about half the collisions also cause injury.

The construction of an intersection improvement, which is likely a rural single lane roundabout, would eliminate angle collisions, sharply reduce the severity of the collisions, and provide more efficient travel through the intersection. A roundabout would likely reduce all collisions by 75 percent and serious collisions by 90 percent.

**Status**

New in 2021

**1139146 RSD RAINIER AVENUE S AND LAKERIDGE DRIVE INTERSECTION IMPROVEMENT**

Intersection of Rainier Avenue S and S Lakeridge Drive, south of the City of Seattle

<b>Department</b>	Road Services	<b>SPRS Goal</b>	Safety	<b>Council District</b>	2 - Zahilay
<b>Fund</b>	3865	<b>Major Class of Work</b>	New Construction	<b>TBM</b>	
<b>Cost Center</b>	C86501	<b>Functional Class</b>	Urban Principal Arterial	<b>Lat</b>	47.505
<b>Award</b>	1120762	<b>Tier</b>	1	<b>Long</b>	-122.229
<b>Manager</b>	Archuleta				
<b>Supervisor</b>	McManus				
<b>Project Mgr.</b>	Zhen				

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design		160,000								160,000
3 - Final Design		240,000								240,000
4 - Implementation				1,090,000					1,090,000	1,090,000
5 - Closeout				10,000					10,000	10,000
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>400,000</b>	<b>0</b>	<b>1,100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,100,000</b>	<b>1,500,000</b>

**Revenue Sources**

39789 - CONTRIB REET #1		400,000		1,100,000					1,100,000	
<b>Annual Revenue Total</b>	<b>0</b>	<b>400,000</b>	<b>0</b>	<b>1,100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,100,000</b>	

**Scope** To improve the intersection of Rainier Avenue S and S Lakeridge Drive, located between the cities of Renton and Seattle, by adding a signal and making other necessary improvements to accommodate a safer pedestrian crossing.

**Justification** The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. This project will provide safer vehicular access to Rainier Avenue S from the Bryn Mawr and Skyway areas, as well as a safer crossing for pedestrians.

The intersection of Rainier Avenue S and S Lakeridge Drive is a three-legged intersection. Rainier Avenue S is a Tier 1 road that carries over 21,000 vehicles a day and serves as a primary arterial that connects the City of Renton and I-405 with the southern neighborhoods in the City of Seattle. S Lakeridge Drive is a Tier 3 road that carries approximately 2,300 vehicles a day and serves as a collector arterial for the Bryn Mawr-Skyway areas of unincorporated King County. The intersection meets the four-hour signal warrant and is on the King County signal priority array. There are limited signalized or controlled intersections along this stretch of Rainier Avenue S. This area also includes an Equity and Social Justice community.

**Status** Preliminary design

**1139147 RSD CWP AMERICANS WITH DISABILITIES ACT PROGRAM**

Countywide

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Regulatory and Executive Priority of Regional Mobility	<b>Council District</b>	10 - All
<b>Fund</b>	3855	<b>Major Class of Work</b>		<b>TBM</b>	N/A
<b>Cost Center</b>	C85501	<b>Functional Class</b>	N/A	<b>Lat</b>	
<b>Award</b>		<b>Tier</b>	N/A	<b>Long</b>	

  

<b>Manager</b>	Jenson
<b>Supervisor</b>	Jenson
<b>Project Mgr.</b>	

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		300,000		156,450	163,177	170,194	177,512		667,333	967,333
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>300,000</b>	<b>0</b>	<b>156,450</b>	<b>163,177</b>	<b>170,194</b>	<b>177,512</b>	<b>0</b>	<b>667,333</b>	<b>967,333</b>

**Revenue Sources**

39789 - CONTRIB REET #1		300,000		156,450	163,177	170,194	177,512		667,333	
<b>Annual Revenue Total</b>	<b>0</b>	<b>300,000</b>	<b>0</b>	<b>156,450</b>	<b>163,177</b>	<b>170,194</b>	<b>177,512</b>	<b>0</b>	<b>667,333</b>	

**Scope**

This program will repair and modify road infrastructures such as sidewalks, curb ramps, crosswalks, and crosswalk signal push buttons to be in compliance with the Americans with Disabilities Act (ADA).

**Justification**

The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. This program will improve the safety of the system by upgrading pedestrian facilities such as curb ramps, sidewalks, and crosswalk signal push buttons. These facilities are critical in facilitating people with mobility impairments to reach their destination and avoid conflict with vehicular traffic.

Roads is completing an ADA Transition Plan that will guide future upgrades to pedestrian infrastructure associated with the unincorporated King County road network. The Federal Highway Administration sets regulations to implement federal ADA. These regulations require that pedestrian facilities such as curb ramps and signal push buttons be upgraded to standard whenever a roadway is altered as part of a roadway reconstruction, rehabilitation or asphalt surface overlay project.

**Status**

New in 2021

**1139286 RSD CWP BRIDGE LOAD UPGRD SFTY**

Countywide

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Safety	<b>Council District</b>	10 - All
<b>Fund</b>	3855	<b>Major Class of Work</b>	Minor Bridge Rehab.	<b>TBM</b>	N/A
<b>Cost Center</b>	C85501	<b>Functional Class</b>	N/A	<b>Lat</b>	
<b>Award</b>		<b>Tier</b>	N/A	<b>Long</b>	
<b>Manager</b>	Jaramillo				
<b>Supervisor</b>	Jiang				
<b>Project Mgr.</b>					

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		780,000		680,000	400,000	400,000	400,000		1,880,000	2,660,000
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>780,000</b>	<b>0</b>	<b>680,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>0</b>	<b>1,880,000</b>	<b>2,660,000</b>

**Revenue Sources**

39789 - CONTRIB REET #1		780,000		680,000	400,000	400,000	400,000		1,880,000	
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<b>Annual Revenue Total</b>	<b>0</b>	<b>780,000</b>	<b>0</b>	<b>680,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>0</b>	<b>1,880,000</b>	
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**Scope** To implement rehabilitation for load-limited bridges to reduce or remove weight carrying restrictions.

**Justification** Following a bridge collapse, and, more importantly, a recent decision by the Federal Highway Administration (FHWA) to allow heavier trucks on roads, the FHWA developed new calculations for determining the weight that a bridge can safely carry.

King County owns and maintains 178 vehicular bridges, and, as mandated, is evaluating each of them using current bridge condition information and the new federal standards to calculate bridge weight carrying capacity between now and the federal deadline of 2022. So far, Road Services has evaluated 112 bridges and determined new vehicle weight restrictions are necessary for 23 bridges. It is anticipated, however, that the number of weight restricted bridges will increase as the analysis of all county bridges is completed by 2022.

This program will perform load upgrades on select existing load restricted bridges or on any future bridge that requires it to be load restricted. Candidate bridges for these safety repairs will be chosen based on the feasibility of the repairs, their constructability, are economical to implement and have a benefit to impacted users.

**Status** Preliminary design

**1139749 RSD MAINTENANCE MANAGEMENT SYSTEM REPLACEMENT**

Administrative

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	121025

<b>SPRS Goal</b>	Regulatory
<b>Major Class of Work</b>	N/A
<b>Functional Class</b>	N/A
<b>Tier</b>	N/A

<b>Council District</b>	N/A
<b>TBM</b>	N/A
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Crippen
<b>Supervisor</b>	Murata
<b>Project Mgr.</b>	

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		1,000,000								1,000,000
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE		300,000								
39782 - CONTRIB COUNTY ROAD FUND		700,000								
<b>Annual Revenue Total</b>	<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Scope** To evaluate options and replace Roads' legacy maintenance management system (MMS) to meet County Road Administration Board (CRAB) regulatory requirements. With the new system, Roads staff will be able to manage work accomplishment, actual expenditures, time and labor, units of measure through Oracle EBS integration. Currently these are manual processes.

**Justification** In the summer of 2011 Roads implemented Roadworks (Cityworks) and in January of 2012 Oracle EBS and PeopleSoft went live. Since that time as an unintended effect of the Oracle EBS and PeopleSoft implementation, the current Roads MMS application has lost the ability to consume essential regulatory information such as: work accomplishment, actual expenditures, time and labor, and units of measure through Oracle EBS integration. The current state results in decreased productivity and efficiency, requires manual processes and numerous workarounds. This presents a high risk for reporting accuracy and tracking for internal requirements and state mandated regulatory requirements. The MMS application is built on .NET and SQL technologies. Modernizing the platform is desired to keep up with current and future technologies in order to position MMS to integrate with current and future systems.

This project addresses an Essential Service and ensures Roads is in compliance with planning and maintenance activities for assets as required by county and state code.

**Status** Implementation



**1139811 RSD SE 384TH DRAINAGE IMPROVEMENT CULVERT**

SE 384th Street, between 176th Avenue SE and SE 380th Place, east of the City of Auburn

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	121048

<b>SPRS Goal</b>	Preservation
<b>Major Class of Work</b>	Drainage
<b>Functional Class</b>	Rural Collector
<b>Tier</b>	3

<b>Council District</b>	7 - Von Reichbauer
<b>TBM</b>	
<b>Lat</b>	
<b>Long</b>	

<b>Manager</b>	Cassidy
<b>Supervisor</b>	Shular
<b>Project Mgr.</b>	Lyou

Road Log	31500
BMP	1.210
EMP	1.290

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design		100,000								100,000
3 - Final Design		220,000								220,000
4 - Implementation		750,000	157,000						157,000	907,000
5 - Closeout		5,000								5,000
6 - Acquisition		75,000								75,000
<b>Annual Project Total</b>	<b>0</b>	<b>1,150,000</b>	<b>157,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>157,000</b>	<b>1,307,000</b>

**Revenue Sources**

33437 - RURAL ARTERIAL TRUST ACCT		1,050,000	(243,000)							(243,000)
39782 - CONTRIB COUNTY ROAD FUND		100,000								
39789 - CONTRIB REET #1			400,000							400,000
<b>Annual Revenue Total</b>	<b>0</b>	<b>1,150,000</b>	<b>157,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>157,000</b>	

**Scope**

Increase the safety and condition of SE 384th Street and enhance fish passage by replacing the undersized culvert with a new culvert of fish passable design.

**Justification**

This project will complement flood reduction funding approved by the King County Flood Control District to remove undersized culverts on Charlie Jones Creek in and around Muckleshoot Indian reservation lands. Roads and the District have partnered together on identifying projects to address locations where recurring flood events have impacted or have the potential to impact local communities, and Roads has a countywide program to implement these projects (1131333 RSD CWP FLOOD CONTROL DISTRICT).

The District's and Roads' 6-year CIP programs include funds to for Road Services to address two nearby culverts at SE 384th Street at 176th Avenue SE (FCD project WLFL9 CHARLIE JONES DS CULVERT), which is about one quarter mile east of this project, and at SE 380th Place and SR 164 (FCD project WLFL9 CHARLIE JONES US CULVERT), which is about one mile east. This undersized culvert on SE 384th Street restricts flow which causes flooding to regularly occur on numerous surrounding properties and the roadway.

This existing culvert also impacts fish migration. Replacing this culvert with a fish passable structure will remove one of the last known impediments along this stream and will also complement other investments for in-stream habitat improvements made near this project.

**Status**

New in 2021

**1142035 RSD ECE CW UKC ADA RAMPS**

Various locations in White Center and Skyway, Unincorporated King County

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Regulatory and Executive Priority of Regional Mobility	<b>Council District</b>	2 - Zahilay and 8 - McDermott
<b>Fund</b>	3855	<b>Major Class of Work</b>		<b>TBM</b>	
<b>Cost Center</b>	C85501	<b>Functional Class</b>	Var.	<b>Lat</b>	Var.
<b>Award</b>		<b>Tier</b>	Var.	<b>Long</b>	Var.
<b>Manager</b>	Kosai-Eng				
<b>Supervisor</b>	Knauer				
<b>Project Mgr.</b>					

**Appropriated and Planned**

Phase	Prior Years Expenditures	2021 Budget	2022 Planned	2023	2024	2025	2026	2027	Total 2022-2027	Phase Total
1 - Planning										
2 - Prelim Design			150,000						150,000	150,000
3 - Final Design			400,000						400,000	400,000
4 - Implementation			940,000						940,000	940,000
5 - Closeout			10,000						10,000	10,000
6 - Acquisition									0	0
<b>Annual Project Total</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>1,500,000</b>

**Revenue Sources**

45701 - CONTRIB PUBLIC TRANSPORTATION			1,500,000						1,500,000	
<b>Annual Revenue Total</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	

**Scope** Improve access to bus service in transit-dependent neighborhoods through Americans with Disabilities Act (ADA) improvements to pedestrian facilities. Improvements will address high priority pedestrian barriers identified through Roads' recently completed 2021 King County Roads American with Disabilities Act Transition Plan. This capital investment will bring existing (up to 60) ADA ramps up to contemporary standards, along Metro Transit RapidRide "H" Line corridor. These investments will facilitate the use of active transportation and transit for people with disabilities, people using strollers, people with limited mobility, people who are older, and the community-at-large.

**Justification** Improvements would be located in the White Center and, as funding allows, the Skyway communities. Community members in these areas tend to have lower incomes than the county average and lower English proficiency, and tend to be more racially diverse. Over 50 percent of the residents along the new RapidRide H Line corridor are people of color (versus 38 percent countywide), over 20 percent of households have limited English proficiency (versus 6 percent countywide), and over 30 percent of households are in poverty (versus 10 percent countywide). Households along the corridor are also less likely to own a car; 20-30 percent do not own a car, versus 10 percent countywide. Residents are more likely to be older than 65 (14-20 percent versus 13 percent countywide); these improvements will help residents remain in their community with the onset

**Status** Proposed for 2022

2022

Proposed Budget - Revenue totals for Fund 3855

	Prior Years Expenditures	2021 Existing Budget	2022 Proposed	2023	2024	2025	2026	2027	Totals 2022 - 2027	Source Total
30800 BUDGETED FUND BALANCE	51,302,112	5,231,308	0	0	0	0	0	0	0	56,533,420
33341 STPU ROAD GRANT	3,071,401	26,945,180	0	0	0	0	0	0	0	30,016,581
33343 FEDERAL BRIDGE GRANT	772,758	6,723,185	2,808,000	0	0	0	0	0	2,808,000	10,303,943
33437 RURAL ARTERIAL TRUST ACCT	0	2,750,000	(243,000)	0	0	0	0	0	(243,000)	2,507,000
39113 GENERAL OBLIGATION BONDS	0	5,628,000	0	21,747,432	0	0	0	0	21,747,432	27,375,432
39721 CONTRIB SURF WATER MGT	12,338,677	9,573,282	0	3,150,000	3,150,000	3,150,000	3,150,000	3,150,000	15,750,000	37,661,959
39780 CONTRIBUTION - CURRENT EXPENSE	4,000,000	9,181,059	0	0	0	0	0	0	0	13,181,059
39782 CONTRIB COUNTY ROAD FUND	0	26,514,263	2,629,300	7,286,909	8,814,670	11,820,187	8,649,890	750,000	39,950,956	66,465,219
39789 CONTRIB REET #1	4,394,000	7,687,950	2,803,125	1,148,534	886,487	1,136,735	1,156,266	0	7,131,147	19,213,097
43367 ROAD CONSTRUCT OTHER GOVT	0	993,000	0	0	0	0	0	0	0	993,000
44179 ROAD C E SWM	6,922,131	6,687,569	0	2,000,000	1,000,000	1,330,000	0	0	4,330,000	17,939,700
45701 CONTRIB PUBLIC TRANSPORTATION	0	0	1,500,000	0	0	0	0	0	1,500,000	1,500,000
	<b>82,801,079</b>	<b>107,914,796</b>	<b>9,497,425</b>	<b>35,332,875</b>	<b>13,851,157</b>	<b>17,436,922</b>	<b>12,956,156</b>	<b>3,900,000</b>	<b>92,974,535</b>	<b>283,690,410</b>

2022

Proposed Budget - Revenue totals for Fund 3860

	Prior Years Expenditures	2021 Existing Budget	2022 Proposed	2023	2024	2025	2026	2027	Totals 2022 - 2027	Source Total
30800 BUDGETED FUND BALANCE	45,820,998	2,559,168	(1,243,055)	0	0	0	0	0	(1,243,055)	47,137,111
	<b>45,820,998</b>	<b>2,559,168</b>	<b>(1,243,055)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(1,243,055)</b>	<b>47,137,111</b>

2022

Proposed Budget - Revenue totals for Fund 3865

	Prior Years Expenditures	2021 Existing Budget	2022 Proposed	2023	2024	2025	2026	2027	Totals 2022 - 2027	Source Total
30800 BUDGETED FUND BALANCE	508,877	2,536,081	0	0	0	0	0	0	0	3,044,958
33341 STPU ROAD GRANT	0	6,748,711	3,286,125	0	0	0	0	0	3,286,125	10,034,836
33436 WA ST DEPT TRANSPORTATION	448,296	6,255,993	(5,250,000)	0	0	0	0	0	(5,250,000)	1,454,289
39512 SALE OF LAND	0	0	0	9,200,000	0	24,795,000	16,400,000	0	50,395,000	50,395,000
39782 CONTRIB COUNTY ROAD FUND	122	383,085	(1,000)	250,000	250,000	250,000	250,000	0	999,000	1,382,207
39789 CONTRIB REET #1	4,673	3,392,327	(1,511,125)	1,100,000	0	0	0	0	(411,125)	2,985,875
39796 CONTRIB OTHER FUNDS	11,317	488,683	0	0	0	0	0	0	0	500,000
44176 ROAD C E SWM	88,319	0	0	0	0	0	0	0	0	88,319
	<b>1,061,604</b>	<b>19,804,880</b>	<b>(3,476,000)</b>	<b>10,550,000</b>	<b>250,000</b>	<b>25,045,000</b>	<b>16,650,000</b>	<b>0</b>	<b>49,019,000</b>	<b>69,885,484</b>

2022

Proposed Budget - Revenue totals for Fund 3855, 3860 and 3865

	Prior Years Expenditures	2021 Existing Budget	2022 Proposed	2023	2024	2025	2026	2027	Totals 2022 - 2027	Source Total
	<b>129,683,681</b>	<b>130,278,844</b>	<b>4,778,370</b>	<b>45,882,875</b>	<b>14,101,157</b>	<b>42,481,922</b>	<b>29,606,156</b>	<b>3,900,000</b>	<b>140,750,480</b>	<b>400,713,005</b>

**2022 Proposed Budget - Revenue totals for Fund 3855**

	Prior Years Expenditures	2021 Existing Budget	2022 Proposed	2023	2024	2025	2026	2027	Totals 2022 - 2027	Source Total
<b>30800</b>	<b>BUDGETED FUND BALANCE</b>									
1129582	0	2,122,188	0	0	0	0	0	0	0	2,122,188
1129584	8,744,974	0	0	0	0	0	0	0	0	8,744,974
1129585	27,999,375	0	0	0	0	0	0	0	0	27,999,375
1129586	5,949,834	0	0	0	0	0	0	0	0	5,949,834
1129587	4,133,386	0	0	0	0	0	0	0	0	4,133,386
1129588	2,281,530	0	0	0	0	0	0	0	0	2,281,530
1129590	315,321	1,225,406	0	0	0	0	0	0	0	1,540,727
1129591	1,184,440	0	0	0	0	0	0	0	0	1,184,440
1129841	46,426	0	0	0	0	0	0	0	0	46,426
1134093	321,576	0	0	0	0	0	0	0	0	321,576
1134094	325,250	0	0	0	0	0	0	0	0	325,250
1135073	0	1,583,714	0	0	0	0	0	0	0	1,583,714
1139749	0	300,000	0	0	0	0	0	0	0	300,000
	<b>51,302,112</b>	<b>5,231,308</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56,533,420</b>
<b>33341</b>	<b>STPU ROAD GRANT</b>									
1129593	0	15,730,053	0	0	0	0	0	0	0	15,730,053
1129584	792	612,096	0	0	0	0	0	0	0	612,888
1129585	618,450	6,964,550	0	0	0	0	0	0	0	7,583,000
1129590	2,452,159	2,776,281	0	0	0	0	0	0	0	5,228,440
1138918	0	862,200	0	0	0	0	0	0	0	862,200
	<b>3,071,401</b>	<b>26,945,180</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,016,581</b>
<b>33343</b>	<b>FEDERAL BRIDGE GRANT</b>									
1129588	772,758	0	0	0	0	0	0	0	0	772,758
1135997	0	4,121,185	0	0	0	0	0	0	0	4,121,185
1135998	0	0	0	0	0	0	0	0	0	0
1138913	0	1,953,000	0	0	0	0	0	0	0	1,953,000
1138914	0	649,000	2,808,000	0	0	0	0	0	2,808,000	3,457,000
	<b>772,758</b>	<b>6,723,185</b>	<b>2,808,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,808,000</b>	<b>10,303,943</b>
<b>33437</b>	<b>RURAL ARTERIAL TRUST ACCT</b>									
1135998	0	1,700,000	0	0	0	0	0	0	0	1,700,000
1139811	0	1,050,000	(243,000)	0	0	0	0	0	(243,000)	807,000
	<b>0</b>	<b>2,750,000</b>	<b>(243,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(243,000)</b>	<b>2,507,000</b>
<b>39113</b>	<b>GENERAL OBLIGATION BONDS</b>									
1135998	0	0	0	7,971,032	0	0	0	0	7,971,032	7,971,032
1135999	0	3,822,000	0	0	0	0	0	0	0	3,822,000
1136000	0	0	0	13,776,400	0	0	0	0	13,776,400	13,776,400
1136001	0	1,806,000	0	0	0	0	0	0	0	1,806,000
	<b>0</b>	<b>5,628,000</b>	<b>0</b>	<b>21,747,432</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,747,432</b>	<b>27,375,432</b>

**2022 Proposed Budget - Revenue totals for Fund 3855**

	Prior Years Expenditures	2021 Existing Budget	2022 Proposed	2023	2024	2025	2026	2027	Totals 2022 - 2027	Source Total	
<b>39721</b>	<b>CONTRIB SURF WATER MGT</b>										
1129586	RSD CWP DRAINAGE PRESERVATION	9,389,959	3,700,000	0	1,850,000	1,850,000	1,850,000	1,850,000	1,850,000	9,250,000	22,339,959
1135045	RSD CWP CLVRT RPLCMT FISH PASS	2,948,718	5,351,282	0	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	6,500,000	14,800,000
1136234	RSD WD DUV AT 172ND CULVERT	0	522,000	0	0	0	0	0	0	0	522,000
		<b>12,338,677</b>	<b>9,573,282</b>	<b>0</b>	<b>3,150,000</b>	<b>3,150,000</b>	<b>3,150,000</b>	<b>3,150,000</b>	<b>3,150,000</b>	<b>15,750,000</b>	<b>37,661,959</b>
<b>39780</b>	<b>CONTRIBUTION - CURRENT EXPENSE</b>										
1129585	RSD CWP ROADWAY PRESERVATION	4,000,000	9,181,059	0	0	0	0	0	0	0	13,181,059
		<b>4,000,000</b>	<b>9,181,059</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,181,059</b>
<b>39782</b>	<b>CONTRIB COUNTY ROAD FUND</b>										
1129582	RSD EMERGENT NEED 3855	0	0	0	250,000	250,000	250,000	250,000	0	1,000,000	1,000,000
1129584	RSD CWP QUICK RESPONSE	0	4,769,026	805,525	1,500,000	1,500,000	1,500,000	1,500,000	750,000	7,555,525	12,324,551
1129585	RSD CWP ROADWAY PRESERVATION	0	0	208,675	2,607,237	2,607,238	2,180,283	2,180,284	0	9,783,717	9,783,717
1129586	RSD CWP DRAINAGE PRESERVATION	0	3,932,123	0	1,744,925	1,956,313	2,175,708	1,787,600	0	7,664,546	11,596,669
1129587	RSD CWP GUARDRAIL PRESERVATION	0	4,666,614	0	200,000	0	0	0	0	200,000	4,866,614
1129588	RSD CWP BRIDGE PRIORITY MAINT	0	1,931,672	0	326,355	340,388	355,025	370,291	0	1,392,059	3,323,731
1129590	RSD CWP HIGH COLLISION SAFETY	0	500,000	0	500,000	2,000,000	300,000	2,000,000	0	4,800,000	5,300,000
1129591	RSD CWP SCHOOL ZONE SAFETY	0	430,710	0	54,392	56,731	59,171	61,715	0	232,009	662,719
1129841	RSD CIP OVERSIGHT 3855	0	63,665	0	0	0	0	0	0	0	63,665
1134093	RSD CWP TRAFFIC SAFETY	0	1,809,374	0	104,000	104,000	500,000	500,000	0	1,208,000	3,017,374
1134094	RSD CWP OBSOLETE IT SYS RPLMNT	0	464,750	0	0	0	0	0	0	0	464,750
1135073	RSD CWP 2019-20 BRIDGE SAFETY	0	0	0	0	0	4,500,000	0	0	4,500,000	4,500,000
1135997	RSD COAL CREEK BRG 3035A REPL	0	2,499,315	0	0	0	0	0	0	0	2,499,315
1135998	RSD AMES LK TRS BRG 1320A REPL	0	394,100	0	0	0	0	0	0	0	394,100
1135999	RSD UPR TOKUL CK BRG 271B REPL	0	1,224,000	0	0	0	0	0	0	0	1,224,000
1136000	RSD BARING BRG 509A REPL	0	100,014	0	0	0	0	0	0	0	100,014
1136001	RSD 277TH ST BRG 3126 REPL	0	850,100	0	0	0	0	0	0	0	850,100
1138913	RSD BOISE X BRDG #3055A REPL	0	938,000	0	0	0	0	0	0	0	938,000
1138914	RSD FIFTN MILE CRK#493C B REP	0	1,045,000	1,615,100	0	0	0	0	0	1,615,100	2,660,100
	RSD 16TH AVENUE PREDESTRIAN										
1138918	IMPROVEMENTS	0	95,800	0	0	0	0	0	0	0	95,800
	RSD MAINTENANCE MANAGEMENT SYSTEM										
1139749	REPLACEMENT	0	700,000	0	0	0	0	0	0	0	700,000
	RSD SE 384TH DRAINAGE IMPROVEMENT										
1139811	CULVERT	0	100,000	0	0	0	0	0	0	0	100,000
		<b>0</b>	<b>26,514,263</b>	<b>2,629,300</b>	<b>7,286,909</b>	<b>8,814,670</b>	<b>11,820,187</b>	<b>8,649,890</b>	<b>750,000</b>	<b>39,950,956</b>	<b>66,465,219</b>

**2022 Proposed Budget - Revenue totals for Fund 3855**

	Prior Years Expenditures	2021 Existing Budget	2022 Proposed	2023	2024	2025	2026	2027	Totals 2022 - 2027	Source Total	
<b>39789</b>	<b>CONTRIB REET #1</b>										
1129585	RSD CWP ROADWAY PRESERVATION	4,394,000	0	307,325	0	0	0	0	307,325	4,701,325	
1129588	RSD CWP BRIDGE PRIORITY MAINT	0	240,000	0	88,584	99,810	394,541	406,754	989,689	1,229,689	
1134093	RSD CWP TRAFFIC SAFETY	0	477,950	0	223,500	223,500	172,000	172,000	791,000	1,268,950	
1136000	RSD BARING BRG 509A REPL	0	1,500,000	1,595,800	0	0	0	0	1,595,800	3,095,800	
1136234	RSD WD DUV AT 172ND CULVERT	0	4,390,000	0	0	0	0	0	0	4,390,000	
1138918	RSD 16TH AVENUE PREDESTRIAN IMPROVEMENTS	0	0	500,000	0	0	0	0	500,000	500,000	
1139147	RSD CWP AMERICANS WITH DISABILITIES ACT PROGRAM	0	300,000	0	156,450	163,177	170,194	177,512	667,333	967,333	
1139286	RSD CWP BRIDGE LOAD UPGRD SFTY	0	780,000	0	680,000	400,000	400,000	400,000	1,880,000	2,660,000	
1139811	RSD SE 384TH DRAINAGE IMPROVEMENT CULVERT	0	0	400,000	0	0	0	0	400,000	400,000	
		<b>4,394,000</b>	<b>7,687,950</b>	<b>2,803,125</b>	<b>1,148,534</b>	<b>886,487</b>	<b>1,136,735</b>	<b>1,156,266</b>	<b>0</b>	<b>7,131,147</b>	<b>19,213,097</b>
<b>43367</b>	<b>ROAD CONSTRUCT OTHER GOVT</b>										
1129582	RSD EMERGENT NEED 3855	0	993,000	0	0	0	0	0	0	993,000	
		<b>0</b>	<b>993,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>993,000</b>	
<b>44179</b>	<b>ROAD C E SWM</b>										
1131333	RSD CWP FLOOD CONTROL DISTRICT	6,922,131	6,687,569	0	2,000,000	1,000,000	1,330,000	0	4,330,000	17,939,700	
		<b>6,922,131</b>	<b>6,687,569</b>	<b>0</b>	<b>2,000,000</b>	<b>1,000,000</b>	<b>1,330,000</b>	<b>0</b>	<b>4,330,000</b>	<b>17,939,700</b>	
<b>45701</b>	<b>CONTRIB PUBLIC TRANSPORTATION</b>										
1142035	RSD ECE CW UKC ADA RAMPS	0	0	1,500,000	0	0	0	0	1,500,000	1,500,000	
		<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>1,500,000</b>	
<b>Total for Fund 3855</b>		<b>82,801,079</b>	<b>107,914,796</b>	<b>9,497,425</b>	<b>35,332,875</b>	<b>13,851,157</b>	<b>17,436,922</b>	<b>12,956,156</b>	<b>3,900,000</b>	<b>92,974,535</b>	<b>283,690,410</b>

**2022 Proposed Budget - Revenue totals for Fund 3860**

		Prior Years	2021 Existing	2022	2023	2024	2025	2026	2027	Totals	Source
		Expenditures	Budget	Proposed						2022 - 2027	Total
<b>30800</b>	<b>BUDGETED FUND BALANCE</b>										
1027163	RSD QUICK RESPONSE	16,955,638	708,959	(708,959)	0	0	0	0	0	(708,959)	16,955,638
1111819	RSD C W DRAINAGE PRESERVATION	28,865,360	1,850,209	(534,096)	0	0	0	0	0	(534,096)	30,181,473
		<b>45,820,998</b>	<b>2,559,168</b>	<b>(1,243,055)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(1,243,055)</b>	<b>47,137,111</b>
	<b>Total for Fund 3860</b>	<b>45,820,998</b>	<b>2,559,168</b>	<b>(1,243,055)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(1,243,055)</b>	<b>47,137,111</b>

**2022 Proposed Budget - Revenue totals for Fund 3865**

	Prior Years Expenditures	2021 Existing Budget	2022 Proposed	2023	2024	2025	2026	2027	Totals 2022 - 2027	Source Total
<b>30800 BUDGETED FUND BALANCE</b>										
1129592 RSD EMERGENT NEED 3865	0	818,448	0	0	0	0	0	0	0	818,448
1129598 RSD ISS HBRT RD@MAY VLLY IMPRV	124,513	542,168	0	0	0	0	0	0	0	666,681
1130303 RSD CIP OVERSIGHT 3865	11,987	0	0	0	0	0	0	0	0	11,987
1131235 RSD S 360ST&MILITARY RD RNDABT	309,535	775,465	0	0	0	0	0	0	0	1,085,000
1131236 RSD S LANGSTON RD&59 AV RNDABT	57,842	0	0	0	0	0	0	0	0	57,842
1134081 RSD REDMOND RIDGE DR NE RNDABT	0	400,000	0	0	0	0	0	0	0	400,000
RSD VASHON MAINT FACILITY REPLACEMENT	5,000	0	0	0	0	0	0	0	0	5,000
	<b>508,877</b>	<b>2,536,081</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,044,958</b>
<b>33341 STPU ROAD GRANT</b>										
1129593 RSD GRANT CONTINGENCY 3865	0	4,845,711	0	0	0	0	0	0	0	4,845,711
1129599 RSD RENTON AVE PH III SIDEWALK	0	1,903,000	0	0	0	0	0	0	0	1,903,000
1131235 RSD S 360ST&MILITARY RD RNDABT	0	0	2,703,125	0	0	0	0	0	2,703,125	2,703,125
RSD SE GREEN VALLEY ROAD AND 218TH AVENUE SE INTERSECTION IMPROVEMENT	0	0	583,000	0	0	0	0	0	583,000	583,000
	<b>0</b>	<b>6,748,711</b>	<b>3,286,125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,286,125</b>	<b>10,034,836</b>
<b>33436 WA ST DEPT TRANSPORTATION</b>										
1129598 RSD ISS HBRT RD@MAY VLLY IMPRV									0	0
1129599 RSD RENTON AVE PH III SIDEWALK	410,854	243,435	0	0	0	0	0	0	0	654,289
1129600 RSD HIGHLINE SCH DIST IMPRMNT	0	5,250,000	(5,250,000)	0	0	0	0	0	(5,250,000)	0
1134081 RSD REDMOND RIDGE DR NE RNDABT	37,442	762,558	0	0	0	0	0	0	0	800,000
	<b>448,296</b>	<b>6,255,993</b>	<b>(5,250,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(5,250,000)</b>	<b>1,454,289</b>
<b>39512 SALE OF LAND</b>										
RSD VASHON MAINT FACILITY REPLACEMENT	0	0	0	1,500,000	0	14,395,000	0	0	15,895,000	15,895,000
1135043 RSD NE MAINT FACILITY REPLACEMENT	0	0	0	6,500,000	0	0	16,400,000	0	22,900,000	22,900,000
1135044 RSD PRSTN MAINT FACILTY BLDOUT	0	0	0	1,200,000	0	10,400,000	0	0	11,600,000	11,600,000
	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,200,000</b>	<b>0</b>	<b>24,795,000</b>	<b>16,400,000</b>	<b>0</b>	<b>50,395,000</b>	<b>50,395,000</b>
<b>39782 CONTRIB COUNTY ROAD FUND</b>										
1129592 RSD EMERGENT NEED 3865	0	0	0	250,000	250,000	250,000	250,000	0	1,000,000	1,000,000
1129599 RSD RENTON AVE PH III SIDEWALK	122	0	0	0	0	0	0	0	0	122
1130303 RSD CIP OVERSIGHT 3865	0	18,085	0	0	0	0	0	0	0	18,085
1131235 RSD S 360ST&MILITARY RD RNDABT	0	365,000	(341,000)	0	0	0	0	0	(341,000)	24,000
1134081 RSD REDMOND RIDGE DR NE RNDABT	0	0	340,000	0	0	0	0	0	340,000	340,000
	<b>122</b>	<b>383,085</b>	<b>(1,000)</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>0</b>	<b>999,000</b>	<b>1,382,207</b>
<b>39789 CONTRIB REET #1</b>										
1129599 RSD RENTON AVE PH III SIDEWALK	4,673	292,327	300,000	0	0	0	0	0	300,000	597,000
1131235 RSD S 360ST&MILITARY RD RNDABT	0	2,700,000	(1,903,125)	0	0	0	0	0	(1,903,125)	796,875
RSD SE GREEN VALLEY ROAD AND 218TH AVENUE SE INTERSECTION IMPROVEMENT	0	0	92,000	0	0	0	0	0	92,000	92,000
RSD RAINIER AVENUE SOUTH AND LAKERIDGE DRIVE INTERSECTION IMPROVEMENT	0	400,000	0	1,100,000	0	0	0	0	1,100,000	1,500,000
	<b>4,673</b>	<b>3,392,327</b>	<b>(1,511,125)</b>	<b>1,100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(411,125)</b>	<b>2,985,875</b>



**2022 Proposed Budget - Revenue totals for Fund 3865**

		Prior Years	2021 Existing	2022	2023	2024	2025	2026	2027	Totals	Source
		Expenditures	Budget	Proposed						2022 - 2027	Total
<b>39796</b>	<b>CONTRIB OTHER FUNDS</b>										
	RSD VASHON MAINT FACILITY										
1135042	REPLACEMENT	11,317	488,683	0	0	0	0	0	0	0	500,000
		<b>11,317</b>	<b>488,683</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>
<b>44176</b>	<b>ROAD C E SWM</b>										
1129598	RSD ISS HBRT RD@MAY VLLY IMPRV	88,319	0	0	0	0	0	0	0	0	88,319
		<b>88,319</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88,319</b>
<b>Total for Fund 3865</b>		<b>1,061,604</b>	<b>19,804,880</b>	<b>(3,476,000)</b>	<b>10,550,000</b>	<b>250,000</b>	<b>25,045,000</b>	<b>16,650,000</b>	<b>0</b>	<b>49,019,000</b>	<b>69,885,484</b>

**2022 Proposed Budget - Revenue totals for Fund 3855, 3860 and 3865**

	Prior Years Expenditures	2021 Existing Budget	2022 Proposed	2023	2024	2025	2026	2027	Totals 2022 - 2027	Source Total
<b>Total for All Funds</b>	129,683,681	130,278,844	4,778,370	45,882,875	14,101,157	42,481,922	29,606,156	3,900,000	140,750,480	400,713,005