



**King County**

Department of Local Services

**Road Services Division**

**Capital Improvement Program**  
**Adopted Transportation Projects for Fiscal Years 2025-2030**  
**Transportation Element of the King County Comprehensive Plan**



**King County Executive**

Dow Constantine

**Metropolitan King County Council**

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District 2

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District 3

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District 4

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District 8

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District 9

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**Department of Local Services**

Leon Richardson, 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 - Adopted 2025-2030 6-Year CIP**  
***Sorted by Project Number***

<b>Project Number</b>	<b>Project Name</b>
1127268	Emergent Need Fund 3850
1129584	Countywide Quick Response Program
1129585	Countywide Roadway Preservation Program
1129586	Countywide Drainage Preservation Program
1129587	Countywide Guardrail Preservation Program
1129588	Countywide Bridge Priority Maintenance
1129592	Emergent Need 3865
1129593	Grant Contingency Project for Fund 3865
1129598	Issaquah-Hobart Road SE at SE May Valley Road Improvements
1129599	Renton Avenue S Phase III Sidewalk Improvements
1130260	SW 108th and 8th Avenue S Roundabout
1130261	SE 176th Street and SE 171st Way Roundabout
1130303	Auditor Capital Project Oversight 3865
1131235	S 360th Street at Military Road S Roundabout
1131333	Countywide Flood Control District Program
1134080	NE Woodinville-Duvall Road at West Snoqualmie Valley Road NE Improvements
1135045	Countywide Culvert Replacement Fish Passage
1135998	Ames Lake Trestle Bridge #1320A Replacement
1136232	NE 128th Way Culvert Replacement
1139144	SE Reinig Road Drainage Improvement Culvert
1139145	SE Green Valley Road and 218th Avenue SE Improvements
1139147	Countywide Americans with Disabilities Act Program
1139811	SE 384th Street and 172nd Avenue SE - Drainage Improvement Culvert
1142615	SE Lake Francis Road Haul Road Mitigation
1143970	S Peasley Canyon Road and S 321st Street Permanent Signal
1143972	S 360th Street and 28th Avenue S Intersection Improvement
1143975	Road Services Division 5 Facility
1144161	26124 SE 472nd Street Culvert Replacement
1144163	8402 W Snoqualmie Valley Road NE Culvert Replacement
1144164	208th Avenue SE at SE 135th Street Culvert Replacement

**Projects - Adopted 2025-2030 6-Year CIP**  
***Sorted by Project Number***

<b>Project Number</b>	<b>Project Name</b>
1144322	185th Avenue NE at NE 179th Street Culvert Construction
1148201	Improved Pedestrian Safety Along SW 102nd Street in White Center
1148396	NE Tolt Hill Road High Friction Surface Treatment
1148397	148th Avenue SE at SE 224th Street Intersection Improvements
1148398	Renton Avenue S Active Transportation Improvements
1148399	SE High Point Way Culvert Construction and Fish Passage
1148400	Countywide Short Span Timber Bridge Replacement Program
1148401	Countywide Roads Facilities and Fleet Program

**Projects - Adopted 2025-2030 6-Year CIP**  
***Sorted by Project Name***

<b>Project Name</b>	<b>Project Number</b>
148th Avenue SE at SE 224th Street Intersection Improvements	1148397
185th Avenue NE at NE 179th Street Culvert Construction	1144322
208th Avenue SE at SE 135th Street Culvert Replacement	1144164
26124 SE 472nd Street Culvert Replacement	1144161
8402 W Snoqualmie Valley Road NE Culvert Replacement	1144163
Ames Lake Trestle Bridge #1320A Replacement	1135998
Auditor Capital Project Oversight 3865	1130303
Countywide Americans with Disabilities Act Program	1139147
Countywide Bridge Priority Maintenance	1129588
Countywide Culvert Replacement Fish Passage	1135045
Countywide Drainage Preservation Program	1129586
Countywide Flood Control District Program	1131333
Countywide Guardrail Preservation Program	1129587
Countywide Quick Response Program	1129584
Countywide Roads Facilities and Fleet Program	1148401
Countywide Roadway Preservation Program	1129585
Countywide Short Span Timber Bridge Replacement Program	1148400
Emergent Need 3865	1129592
Emergent Need Fund 3850	1127268
Grant Contingency Project for Fund 3865	1129593
Improved Pedestrian Safety Along SW 102nd Street in White Center	1148201
Issaquah-Hobart Road SE at SE May Valley Road Improvements	1129598
NE 128th Way Culvert Replacement	1136232
NE Tolt Hill Road High Friction Surface Treatment	1148396
NE Woodinville-Duvall Road at West Snoqualmie Valley Road NE Improvements	1134080
Renton Avenue S Active Transportation Improvements	1148398
Renton Avenue S Phase III Sidewalk Improvements	1129599
Road Services Division 5 Facility	1143975
S 360th Street and 28th Avenue S Intersection Improvement	1143972
S 360th Street at Military Road S Roundabout	1131235

**Projects - Adopted 2025-2030 6-Year CIP**  
***Sorted by Project Name***

<b>Project Name</b>	<b>Project Number</b>
S Peasley Canyon Road and S 321st Street Permanent Signal	1143970
SE 176th Street and SE 171st Way Roundabout	1130261
SE 384th Street and 172nd Avenue SE - Drainage Improvement Culvert	1139811
SE Green Valley Road and 218th Avenue SE Improvements	1139145
SE High Point Way Culvert Construction and Fish Passage	1148399
SE Lake Francis Road Haul Road Mitigation	1142615
SE Reinig Road Drainage Improvement Culvert	1139144
SW 108th and 8th Avenue S Roundabout	1130260

**Project Budgets**  
**Adopted 2025-2030 6-Year CIP**

										Total
										Appropriated and Planned - 2025-
Project	Project Name	Prior Years	Existing	2025	2026	2027	2028	2029	2030	2030
1127268	Emergent Need Fund 3850	0	674,097	(309,000)	0	0	0	0	0	(309,000)
1129584	Countywide Quick Response Program	11,860,539	11,920,775	(135,272)	1,500,000	0	1,500,000	0	1,500,000	4,364,728
1129585	Countywide Roadway Preservation Program	51,265,374	13,645,182	5,791,023	5,384,030	5,545,551	5,711,918	5,883,275	6,059,774	34,375,571
1129586	Countywide Drainage Preservation Program	23,480,539	8,219,931	1,401,857	4,439,153	4,572,327	4,709,467	4,850,782	4,996,305	24,969,891
1129587	Countywide Guardrail Preservation Program	7,784,474	1,115,526	500,000	515,000	530,450	546,364	562,754	579,637	3,234,205
1129588	Countywide Bridge Priority Maintenance	5,274,572	2,721,889	546,364	562,755	579,638	597,027	614,937	633,386	3,534,107
1129592	Emergent Need 3865	0	1,318,448	700,000	700,000	0	700,000	0	700,000	2,800,000
1129593	Grant Contingency Project for Fund 3865	0	3,581,766	5,000,000	0	0	0	0	0	5,000,000
1129598	Issaquah-Hobart Road SE at SE May Valley Road Improvements	671,553	483,447	150,000	0	0	0	0	0	150,000
1129599	Renton Avenue S Phase III Sidewalk Improvements	2,332,817	918,595	(918,595)	0	0	0	0	0	(918,595)
1130260	SW 108th and 8th Avenue S Roundabout	720,365	71,635	(71,635)	0	0	0	0	0	(71,635)
1130261	SE 176th Street and SE 171st Way Roundabout	488,789	319,623	(302,000)	0	0	0	0	0	(302,000)
1130303	Auditor Capital Project Oversight 3865	26,323	3,749	3,284	0	0	0	0	0	3,284
1131235	S 360th Street at Military Road S Roundabout	1,181,352	4,295,648	450,000	0	0	0	0	0	450,000
1131333	Countywide Flood Control District Program	9,663,955	7,442,755	2,300,000	1,240,000	0	0	0	0	3,540,000
1134080	NE Woodinville-Duvall Road at West Snoqualmie Valley Road NE Improvements	219,554	330,446	230,000	0	0	0	0	0	230,000
1135045	Countywide Culvert Replacement Fish Passage	5,486,416	3,411,584	1,048,000	0	0	0	0	0	1,048,000
1135998	Ames Lake Trestle Bridge #1320A Replacement	1,572,372	9,274,347	0	0	0	0	0	0	0
1136232	NE 128th Way Culvert Replacement	312,493	699,507	750,000	0	0	0	0	0	750,000
1139144	SE Reing Road Drainage Improvement Culvert	8,873	1,758,127	0	0	0	0	0	0	0
1139145	SE Green Valley Road and 218th Avenue SE Improvements	337,196	337,804	100,000	0	0	0	0	0	100,000
1139147	Countywide Americans with Disabilities Act Program	383,225	230,410	163,909	168,826	173,891	179,108	184,481	190,015	1,060,230
1139811	SE 384th Street and 172nd Avenue SE - Drainage Improvement Culvert	122,156	1,312,844	0	0	0	0	0	0	0
1142615	SE Lake Francis Road Haul Road Mitigation	0	0	2,301,000	0	0	0	0	0	2,301,000
1143970	S Peasley Canyon Road and S 321st Street Permanent Signal	0	0	375,000	225,000	0	0	0	0	600,000
1143972	S 360th Street and 28th Avenue S Intersection Improvement	159,444	2,942,556	240,000	0	0	0	0	0	240,000
1143975	Road Services Division 5 Facility	0	1,580,000	(500,000)	0	0	0	0	0	(500,000)
1144161	26124 SE 472nd Street Culvert Replacement	128,580	126,420	1,791,000	0	0	0	0	0	1,791,000
1144163	8402 W Snoqualmie Valley Road NE Culvert Replacement	33,646	549,354	550,000	0	0	0	0	0	550,000
1144164	208th Avenue SE at SE 135th Street Culvert Replacement	40,227	388,773	575,000	0	0	0	0	0	575,000
1144322	185th Avenue NE at NE 179th Street Culvert Construction	540,873	6,680,203	(2,909,748)	0	0	0	0	0	(2,909,748)
1148201	Improved Pedestrian Safety Along SW 102nd Street in White Center	0	0	850,000	0	0	0	0	0	850,000
1148396	NE Tolt Hill Road High Friction Surface Treatment	0	0	954,600	0	0	0	0	0	954,600
1148397	148th Avenue SE at SE 224th Street Intersection Improvements	0	0	450,000	0	0	0	0	0	450,000
1148398	Renton Avenue S Active Transportation Improvements	0	0	250,000	0	0	0	0	0	250,000
1148399	SE High Point Way Culvert Construction and Fish Passage	0	0	1,401,000	0	0	0	0	0	1,401,000
1148400	Countywide Short Span Timber Bridge Replacement Program	0	0	500,000	0	0	500,000	0	500,000	1,500,000
1148401	Countywide Roads Facilities and Fleet Program	0	0	500,000	0	0	0	0	0	500,000
Total Appropriated and Planned		124,095,707	86,355,441	24,725,787	14,734,764	11,401,857	14,443,884	12,096,229	15,159,117	92,561,638

1127268 RSD EMERGENT NEED FUND 3850

Department	Local Services	SPRS Goal	Other	Council District	10 - All
Fund	3850	Major Class of Work	N/A		
Cost Center	C85001	Functional Class	N/A	Lat	N/A
Award	116832	Tier	N/A	Long	N/A
Manager	Mitchell				
Supervisor					
Project Mgr.					

Appropriated and Planned

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		674,097	(309,000)						(309,000)	365,097
5 - Closeout										
6 - Acquisition										
Annual Project Total	0	674,097	(309,000)	0	0	0	0	0	(309,000)	365,097

Revenue Sources

30800 - BUDGETED FUND BALANCE		674,097	(309,000)						(309,000)	
Annual Revenue Total	0	674,097	(309,000)	0	0	0	0	0	(309,000)	

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	Complete



**1129584 RSD COUNTYWIDE QUICK RESPONSE 3855 PROGRAM**

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>Cost Center</b>	C85501	<b>Functional Class</b>	N/A	<b>Lat</b>	N/A
<b>Award</b>	117473	<b>Tier</b>	N/A	<b>Long</b>	N/A

  

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	856,800	136,198								992,998
3 - Final Design	1,348,762	486,470								1,835,232
4 - Implementation	9,623,324	11,261,479	(135,272)	1,500,000		1,500,000		1,500,000	4,364,728	25,249,531
5 - Closeout	91	12,000								12,091
6 - Acquisition	31,562	24,628								56,190
<b>Annual Project Total</b>	<b>11,860,539</b>	<b>11,920,775</b>	<b>(135,272)</b>	<b>1,500,000</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>1,500,000</b>	<b>4,364,728</b>	<b>28,146,042</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	10,768,217	7,186,713	(135,272)						(135,272)
33340 - FEDERAL HIGHWAY ADMIN	943,296	4,474,579							
39782 - CONTRIB COUNTY ROAD FUND				1,500,000		1,500,000			3,000,000
39789 - CONTRIB REET #1	149,026	259,484							
<b>Annual Revenue Total</b>	<b>11,860,539</b>	<b>11,920,776</b>	<b>(135,272)</b>	<b>1,500,000</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>2,864,728</b>

**Scope**

This project allows Roads to respond to emerging needs of citizens and the roadway system 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**

Ongoing

**1129585 RSD COUNTYWIDE ROADWAY PRESERVATION PROGRAM**

Countywide

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Preservation	<b>Council District</b>	10 - All
<b>Fund</b>	3655	<b>Major Class of Work</b>	Other Enhancements		
<b>Cost Center</b>	C85501	<b>Functional Class</b>	N/A	<b>Lat</b>	N/A
<b>Award</b>	117474	<b>Tier</b>	N/A	<b>Long</b>	N/A

  

<b>Manager</b>		2023-2024 Biennial - Ordinance #19546
<b>Supervisor</b>		
<b>Project Mgr.</b>		

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	336,671	54,962								391,633
3 - Final Design	634,610	6,877,736								7,512,346
4 - Implementation	50,288,515	6,320,512	5,791,023	5,384,030	5,545,551	5,711,918	5,883,275	6,059,774	34,375,571	90,984,598
5 - Closeout	5,578	44,422								50,000
6 - Acquisition		347,550								347,550
<b>Annual Project Total</b>	<b>51,265,374</b>	<b>13,645,182</b>	<b>5,791,023</b>	<b>5,384,030</b>	<b>5,545,551</b>	<b>5,711,918</b>	<b>5,883,275</b>	<b>6,059,774</b>	<b>34,375,571</b>	<b>99,286,127</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	35,003,035	7,096,435	1,726,224							1,726,224
33437 - RURAL ARTERIAL TRUST ACCT	843,812	843,812								
33440 - TRANSPORTATION IMPROVEMENT (TIB)		1,892,125								
33341 - STPU ROAD GRANT	6,708,202	2,062,810								
39780 - CONTRIBUTION - CURRENT EXPENSE	4,000,000	0								
39782 - CONTRIB COUNTY ROAD FUND			2,759,799	1,854,000	1,217,000				5,830,799	
39789 - CONTRIB REET #1	4,701,325	1,750,000	1,305,000						1,305,000	
43367 - ROAD CONSTRUCT OTHER GOVT	9,000	0								
<b>Annual Revenue Total</b>	<b>51,265,374</b>	<b>13,645,182</b>	<b>5,791,023</b>	<b>1,854,000</b>	<b>1,217,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,862,023</b>	

**Scope**

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

**Justification**

The Road Services Division is developing lists of roadway preservation projects that will be addressed in 2025 using criteria including pavement condition score, functional designation (e.g., major or minor arterial), and other factors. A final candidate list for construction will be established in early 2025. Roads is also continuing a program to chip seal local roadways. Finally, Roads requests REET1 funds to overlay a portion of 16th Avenue SW in White Center, an historically underserved community, before a separate, grant-funded project is advertised. As the grant-funded project (1138918 RSD 16TH AVENUE PEDESTRIAN IMPROVEMENTS) includes restriping and other safety features on the roadway, overlaying the road first ensures maximum life of the safety improvements.

**Status**

Ongoing

**1129586 RSD COUNTYWIDE DRAINAGE PRESERVATION PROGRAM**

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>Cost Center</b>	C85501	<b>Functional Class</b>	N/A	<b>Lat</b>	N/A
<b>Award</b>	117475	<b>Tier</b>	N/A	<b>Long</b>	N/A

  

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	367,610	(32,610)								
3 - Final Design	1,284,946	825,633	125,000							
4 - Implementation	21,741,306	7,340,343	1,276,857	4,439,153	4,572,327	4,709,467	4,850,782	4,996,305	24,844,891	53,926,540
5 - Closeout	0	30,000								
6 - Acquisition	86,677	56,565								
<b>Annual Project Total</b>	<b>23,480,539</b>	<b>8,219,931</b>	<b>1,401,857</b>	<b>4,439,153</b>	<b>4,572,327</b>	<b>4,709,467</b>	<b>4,850,782</b>	<b>4,996,305</b>	<b>24,844,891</b>	<b>53,926,540</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	10,025,619	5,153,559								
39719 - CONTRIB FLOOD CONTROL										
ZONE DT	364,961	413,455								
39721 - CONTRIB SURF WATER MGT	13,089,959	2,652,917	500,000						500,000	
39782 - CONTRIB COUNTY ROAD FUND			901,857	1,127,408	2,504,582	133,752			4,667,599	
<b>Annual Revenue Total</b>	<b>23,480,539</b>	<b>8,219,931</b>	<b>1,401,857</b>	<b>1,127,408</b>	<b>2,504,582</b>	<b>133,752</b>	<b>0</b>	<b>0</b>	<b>5,167,599</b>	

**Scope** Fund the replacement and preservation of aging drainage systems and other infrastructure in compliance with current codes and standards. Projects may include new infrastructure, repairs of failing systems, ditches, and shoulders (which help water to properly drain off roads), as well as other necessary drainage features.

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

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 both 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. At one point in time, there were over 30 roads closed which significantly impacted both 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.

The program's work is regulated by federal statutes, state laws and regulations, and King County Code.

**Status** Ongoing

1129587 RSD COUNTYWIDE GUARDRAIL PRESERVATION PROGRAM

Countywide

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

Manager	Jaramillo
Supervisor	
Project Mgr.	

Appropriated and Planned

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design	819,866	95,453								915,319
4 - Implementation	6,964,608	1,015,073	500,000	515,000	530,450	546,364	562,754	579,637	3,234,205	11,213,886
5 - Closeout	0	5,000								5,000
6 - Acquisition										
Annual Project Total	7,784,474	1,115,526	500,000	515,000	530,450	546,364	562,754	579,637	3,234,205	12,134,205

Revenue Sources

30800 - BUDGETED FUND BALANCE	7,784,474	1,115,526								
39782 - CONTRIB COUNTY ROAD FUND			500,000						500,000	
Annual Revenue Total	7,784,474	1,115,526	500,000	0	0	0	0	0	500,000	

Scope This project identifies and prioritizes existing guardrails to be refurbished or upgraded to current standards.

Justification This program will improve the safety of the roadway system by upgrading existing guardrail and bridge rails. 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 bridge rails will make the road safer and may lessen the severity of crashes.

Status Ongoing

**1129588 RSD COUNTYWIDE BRIDGE PRIORITY MAINTENANCE PROGRAM**

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>	Minor Bridge Rehab		
<b>Cost Center</b>	C85501	<b>Functional Class</b>	N/A	<b>Lat</b>	N/A
<b>Award</b>	117477	<b>Tier</b>	N/A	<b>Long</b>	N/A

  

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	54,984	(8,884)								
3 - Final Design	300,251	70,904								
4 - Implementation	4,918,439	2,659,869	546,364	562,755	579,638	597,027	614,937	633,386	3,534,107	11,112,415
5 - Closeout	898	0								
6 - Acquisition										
<b>Annual Project Total</b>	<b>5,274,572</b>	<b>2,721,889</b>	<b>546,364</b>	<b>562,755</b>	<b>579,638</b>	<b>597,027</b>	<b>614,937</b>	<b>633,386</b>	<b>3,534,107</b>	<b>11,112,415</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	4,111,238	915,343								
33343 - FEDERAL BRIDGE GRANT	871,610	1,620,738								
39782 - CONTRIB COUNTY ROAD FUND			546,364						546,364	
39789 - CONTRIB REET #1	291,725	185,809								
<b>Annual Revenue Total</b>	<b>5,274,572</b>	<b>2,721,889</b>	<b>546,364</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>546,364</b>	

**Scope**

This project funds high-priority preservation and maintenance projects to keep the aging bridge inventory serviceable and safe for the traveling public. Projects may include load upgrades, scour mitigation, re-deck, bridge rail repairs or retrofits, superstructure and substructure repairs, painting, bridge washing, and urgent repairs caused by storm events, collisions, earthquakes, etc.

**Justification**

This program provides critical bridge preservation work ensuring that bridges in unincorporated King County are open and operational, and addressing repairs early before a defect deteriorates into a state requiring a more expensive and time-consuming repair effort.

Due to 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 necessary repairs for the bridges. These repairs are prioritized based on structural safety, traffic impacts, cost/benefit of repair, the likelihood of deficiency growing rapidly, preventive maintenance goals, and the potential to address chronic maintenance issues. This program also prioritizes immediate emergency repairs in response to collisions, weather events, earthquake, and other unexpected incidents.

Preserving the county's bridges provides significant benefits to the public. If bridge repairs and maintenance are deferred, it can lead to accelerated deterioration and may become a safety risk for the travelling public. Reactive strategies such as imposing load restrictions or closing the bridge will need to be implemented. These actions could result in longer travel times for the public, impacting response times for first responders, increasing greenhouse gas emissions, and placing additional strain on alternative routes, which will also accelerate infrastructure wear.

**Status**

Ongoing

1129592 RSD EMERGENT NEED 3865

Administrative

Department	Local Services	SPRS Goal	Other	Council District	10 - All
Fund	3865	Major Class of Work	N/A		
Cost Center	C86501	Functional Class	N/A	Lat	N/A
Award	117481	Tier	N/A	Long	N/A
Manager	Mitchell				
Supervisor	Mitchell				
Project Mgr.					

Appropriated and Planned

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		1,318,448	700,000	700,000		700,000		700,000	2,800,000	4,118,448
5 - Closeout										
6 - Acquisition										
Annual Project Total	0	1,318,448	700,000	700,000	0	700,000	0	700,000	2,800,000	4,118,448

Revenue Sources

30800 - BUDGETED FUND BALANCE	1,318,448									
39782 - CONTRIB COUNTY ROAD FUND			499,908						499,908	
39789 - CONTRIB REET #1			200,092						200,092	
Annual Revenue Total	0	1,318,448	700,000	0	0	0	0	0	700,000	

Scope This 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 Ongoing

1129593 RSD GRANT CONTINGENCY 3865

Administrative

Department	Local Services	SPRS Goal	Other	Council District	10 - All
Fund	3865	Major Class of Work	N/A		
Cost Center	C86501	Functional Class	N/A	Lat	N/A
Award	117842	Tier	N/A	Long	N/A

Manager	Mitchell
Supervisor	Mitchell
Project Mgr.	

Appropriated and Planned

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		3,581,766	5,000,000						5,000,000	8,581,766
5 - Closeout										
6 - Acquisition										
Annual Project Total	0	3,581,766	5,000,000	0	0	0	0	0	5,000,000	8,581,766

Revenue Sources

33341 - STPU ROAD GRANT		3,331,766	5,000,000						5,000,000	
30800 - BUDGETED FUND BALANCE		250,000								
Annual Revenue Total	0	3,581,766	5,000,000	0	0	0	0	0	5,000,000	

Scope This provides appropriation authority for potential grant awards.

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

Status Ongoing

**1129598 RSD ISSAQUAH-HOBART ROAD SE AT SE MAY VALLEY ROAD IMPROVEMENTS**

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

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C86501
<b>Award</b>	117487

<b>SPRS Goal</b>	Mobility
<b>Major Class of Work</b>	Intersection
<b>Functional Class</b>	Principal Arterial - Urban
<b>Tier</b>	1

<b>Council District</b>	9 - Dunn
<b>Lat</b>	47.484736
<b>Long</b>	-122.027128

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	671,553	(9,388)								662,165
3 - Final Design		492,835	150,000						150,000	642,835
4 - Implementation										
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>671,553</b>	<b>483,447</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	<b>1,305,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	583,234	83,447								
39789 - CONTRIB REET #1		400,000	150,000						150,000	
44179 - ROADS C E SWM	88,319	0								
<b>Annual Revenue Total</b>	<b>671,553</b>	<b>483,447</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	

**Scope** This project will construct intersection improvements at Issaquah Hobart Road SE and SE May Valley Road.

**Justification**

Issaquah-Hobart Road is a main route connecting the communities of Hobart and Maple Valley and Interstate 90 in the City of Issaquah to state Highway 18. This roadway, which is named Front Street in Issaquah, is a heavily used commuter route. The corridor has experienced significant growth in traffic volumes over the past several years. As a result, congestion on the corridor has worsened, resulting in extended travel times and prolonged peak travel 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.

This project will benefit road users in unincorporated King County by managing congestion and improving operation of the intersection. It aims to improve system reliability and safety by reducing congestion, which is the common factor contributing to rear-end collisions.

**Status** Final design



**1129599 RSD RENTON AVENUE S PHASE III SIDEWALK IMPROVEMENTS**

Renton Avenue S between 68th Avenue S and S 112th Street in Skyway

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

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Sidewalk
<b>Functional Class</b>	Minor - Urban
<b>Tier</b>	2

<b>Council District</b>	2 - Zahilay
<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	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	91,137	0								91,137
3 - Final Design	363,214	97,917	(97,917)						(97,917)	363,214
4 - Implementation	1,732,151	802,204	(802,204)						(802,204)	1,732,151
5 - Closeout		10,000	(10,000)						(10,000)	
6 - Acquisition	146,315	8,474	(8,474)						(8,474)	146,315
<b>Annual Project Total</b>	<b>2,332,817</b>	<b>918,595</b>	<b>(918,595)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(918,595)</b>	<b>2,332,817</b>

**Revenue Sources**

33341 - STPU ROAD GRANT	2,185,909	468,503	(468,503)						(468,503)	
39789 - CONTRIB REET #1	146,908	450,092	(450,092)						(450,092)	

<b>Annual Revenue Total</b>	<b>2,332,817</b>	<b>918,595</b>	<b>(918,595)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(918,595)</b>	
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**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 11-mile walk radius. The project area is within an equity and social justice community.

**Status** Complete

**1130260 RSD SW 108TH STREET AND 8TH AVENUE S ROUNDABOUT**

8th Avenue SW and SW 108th Street in White Center

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C86501
<b>Award</b>	17730

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Intersection
<b>Functional Class</b>	Urban Minor Arterial
<b>Tier</b>	2

<b>Council District</b>	8 - Mosqueda
<b>TBM</b>	
<b>Lat</b>	47.5065
<b>Long</b>	-122.3446

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design	101,065	35,935	(35,935)						(35,935)	101,065
4 - Implementation	617,001	(11,001)	11,001						11,001	617,001
5 - Closeout	949	23,051	(23,051)						(23,051)	949
6 - Acquisition	1,350	23,650	(23,650)						(23,650)	1,350
<b>Annual Project Total</b>	<b>720,365</b>	<b>71,635</b>	<b>(71,635)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(71,635)</b>	<b>720,365</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	720,365	71,635	(71,635)						(71,635)	
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<b>Annual Revenue Total</b>	<b>720,365</b>	<b>71,635</b>	<b>(71,635)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(71,635)</b>	
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**Scope**

This project will design and construct a mini-roundabout at 8th Avenue SW and SW 108th Street, including a rectangular rapid flashing beacon at the west crosswalk, improvements to the sidewalks, ramps to be compliant with the Americans with Disabilities Act, and other safety improvements.

**Justification**

This project will improve the safety of pedestrians and other users in the White Center community. The intersection was identified as a High Collision Location in King County's report in 2016. The project aligns with the County Executive's priorities of Equity and Social Justice, and Regional Mobility. The intersection is part of a designated "safe route to school" for four Highline schools, and connects to proposed project 1129600 RSD Highline School District Improvements. On-site observations by Road Services Division staff indicate that some drivers fail to yield the right-of-way to pedestrians -- many of which are students. In addition, pedestrian ramps on all quadrants of the intersection are not compliant with the Americans with Disabilities Act.

**Status**

Complete

**1130261 RSD SE 176TH STREET AND SE 171ST WAY ROUNDABOUT**

SE 176th Street and SE 171st Way in Fairwood

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C86501
<b>Award</b>	17731

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Intersection
<b>Functional Class</b>	Urban Local Access
<b>Tier</b>	5

<b>Council District</b>	9 - Dunn
<b>Lat</b>	47.444972
<b>Long</b>	-122.148238

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget*	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design	88,172	0								88,172
4 - Implementation	400,572	319,623	(302,000)						(302,000)	418,195
5 - Closeout	45	0								45
6 - Acquisition										
<b>Annual Project Total</b>	<b>488,789</b>	<b>319,623</b>	<b>(302,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(302,000)</b>	<b>506,412</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	186,865	303,135	(302,000)						(302,000)	
33341 - STPU ROAD GRANT	301,924	16,488								
<b>Annual Revenue Total</b>	<b>488,789</b>	<b>319,623</b>	<b>(302,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(302,000)</b>	

\*Note: Budget and Revenue adjusted for a grant contingency transfer made in 2024.

**Scope** This project will design and construct a mini-roundabout at the intersection of SE 176th Street and SE 171st Way, modify sidewalks, and reconstruct ramps to be compliant with the Americans with Disabilities Act.

**Justification** This project will improve the safety of vehicles and other roadway users in the Fairwood community. SE 176th Street connects multi-family residential developments with a busy commercial area. The intersection was identified as a High Collision Location in King County's reports in 2013 and 2016. The geometry of this intersection is complex and may be confusing for users. In addition, SE 171st Way intersects with SE 176th Street at a skewed angle. Traffic on this segment of SE 176th Street exceeds the posted speed limit, according to a recent speed study. Mini-roundabouts have been effective at reducing collision rates at intersections and they are also effective at reducing conflicts resulting from a skewed intersection such as this.

**Status** Complete

1130303 AUDITOR CAPITAL PROJECT OVERSIGHT 3865

Department	Local Services	SPRS Goal	Other	Council District	10 - All
Fund	3865	Major Class of Work	N/A		
Cost Center	C865501	Functional Class	N/A	Lat	N/A
Award	117927	Tier	N/A	Long	N/A

Manager	Mitchell
Supervisor	Mitchell
Project Mgr.	

Appropriated and Planned

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation	26,323	3,749	3,284						3,284	33,356
5 - Closeout										
6 - Acquisition										
Annual Project Total	26,323	3,749	3,284	0	0	0	0	0	3,284	33,356

Revenue Sources

30800 - BUDGETED FUND BALANCE	26,323	3,749								
39782 - CONTRIB COUNTY ROAD FUND			3,284						3,284	
Annual Revenue Total	26,323	3,749	3,284	0	0	0	0	0	3,284	

Scope This is the allocation of Council Auditor Capital Project Oversight costs.

Justification

Status Ongoing

**1131235 RSD S 360TH STREET AT MILITARY ROAD S ROUNDABOUT**

S 360th Street and Military Road S, east 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>	Intersection
<b>Functional Class</b>	Collector - Urban
<b>Tier</b>	1

<b>Council District</b>	7 - von Reichbauer
<b>Lat</b>	47.278922
<b>Long</b>	-122.275323

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	297,146	0								297,146
3 - Final Design	781,928	(203,074)	50,000						50,000	628,854
4 - Implementation		3,741,000								3,741,000
5 - Closeout		30,000								30,000
6 - Acquisition	102,278	727,722	400,000						400,000	1,230,000
<b>Annual Project Total</b>	<b>1,181,352</b>	<b>4,295,648</b>	<b>450,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>450,000</b>	<b>5,927,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	415,344	1,111,656	450,000						450,000
33341 - STPU ROAD GRANT		3,153,125							
39789 - CONTRIB REET #1	766,008	30,867							

<b>Annual Revenue Total</b>	<b>1,181,352</b>	<b>4,295,648</b>	<b>450,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>450,000</b>
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**Scope**

This project will design and construct a single lane elliptical roundabout.

**Justification**

Located between the cities of Algonia and Federal Way, Military Road S runs north to south and S 360th Street runs east to west; both roads are major arterials. 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. Roundabouts have been effective at reducing collision rates at intersections and providing traffic calming for the local neighborhood.

This project will benefit road users in unincorporated King County by managing congestion and improving operation of the intersections, improving system reliability and improving safety by reducing the number and severity of collisions.

The project has received a Highway Safety Improvement Program grant awarded by the Washington State Department of Transportation which partially funds construction. Road Services has also applied for a Surface Transportation Program grant from the Puget Sound Regional Council for additional construction funding.

**Status**

Final design

**1131333 RSD COUNTYWIDE FLOOD CONTROL DISTRICT PROGRAM**

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>Cost Center</b>	C85501	<b>Functional Class</b>	N/A	<b>Lat</b>	N/A
<b>Award</b>	118078	<b>Tier</b>	N/A	<b>Long</b>	N/A

  

<b>Manager</b>	Cassidy
<b>Supervisor</b>	Shular
<b>Project Mgrs.</b>	Scanlon and Walker

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	1,072,186	889,824	850,000	410,000					1,260,000	3,222,010
3 - Final Design	1,336,768	1,173,224	100,000	820,000					920,000	3,429,992
4 - Implementation	7,180,860	5,327,742	1,350,000	10,000					1,360,000	13,868,602
5 - Closeout		15,000								15,000
6 - Acquisition	74,141	36,965								111,106
<b>Annual Project Total</b>	<b>9,663,955</b>	<b>7,442,755</b>	<b>2,300,000</b>	<b>1,240,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,540,000</b>	<b>20,646,710</b>

**Revenue Sources**

44179 - ROAD C E SWM	8,993,398	6,836,691	2,300,000	1,240,000					3,540,000	
39721 - CONTRIB SURF WATER MGT	496,479	572,271								
43367 - ROAD CONSTRUCT OTHER										
GOVT	172,877	34,993								
39796 - CONTIB OTHER FUNDS	1,200	(1,199)								
<b>Annual Revenue Total</b>	<b>9,663,954</b>	<b>7,442,756</b>	<b>2,300,000</b>	<b>1,240,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,540,000</b>	

**Scope**

This program performs 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 could potentially impact local communities. These projects focus on mitigating flooded roadways and addressing bridge scour issues.

These projects benefit property owners, residents and road users in unincorporated King County by reducing flooding that impacts local communities and addresses issues such as bridge scour. This helps to enhance community safety and preserve infrastructure integrity.

**Status**

Ongoing

**1134080 RSD NE WOODINVILLE-DUVAL ROAD AT WEST SNOQUALMIE VALLEY ROAD NE IMPROVEMENTS**

NE Woodinville Duvall Road at West Snoqualmie Valley Road NE, west of the City of Duvall

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C865501
<b>Award</b>	119003

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

<b>Council District</b>	3 - Perry
<b>Lat</b>	47.743654
<b>Long</b>	-122.008823

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	219,554	(19,554)								200,000
3 - Final Design		350,000	230,000						230,000	580,000
4 - Implementation										
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>219,554</b>	<b>330,446</b>	<b>230,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>230,000</b>	<b>780,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	219,554	330,446	230,000						230,000	
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<b>Annual Revenue Total</b>	<b>219,554</b>	<b>330,446</b>	<b>230,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>230,000</b>	
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**Scope**

This project will design and construct improvements to the intersection of NE Woodinville Duvall Road at West Snoqualmie Valley Road NE.

**Justification**

This project will improve the safety of road users in north King County, particularly at this high crash intersection. Additional improvements include removing and replacing a temporary steel bridge and significant drainage improvements to Tuck Creek. NE Woodinville Duvall Road is a major east-west arterial between the cities of Duvall and Woodinville. West Snoqualmie Valley Road NE functions as a major north-south arterial between the Snohomish County line to near Ames Lake.

Between 2013 and 2017, there were 28 collisions recorded at this intersection. The collision rate during this period was 1.3 per million entering vehicles, making this a high collision location in need of improvement (a collision rate over 0.9 per million entering vehicles is considered a high collision location).

**Status**

Preliminary design

**1135045 RSD COUNTYWIDE CULVERT REPLACEMENT AND FISH PASSAGE PROGRAM**

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>Cost Center</b>	C85501	<b>Functional Class</b>	N/A	<b>Lat</b>	N/A
<b>Award</b>	119837	<b>Tier</b>	N/A	<b>Long</b>	N/A

  

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	577,863	1,055,708								1,633,571
3 - Final Design	346,594	55,319	169,000						169,000	570,913
4 - Implementation	4,512,645	2,242,881	818,000						818,000	7,573,526
5 - Closeout		10,000								10,000
6 - Acquisition	49,314	47,676	61,000						61,000	157,990
<b>Annual Project Total</b>	<b>5,486,416</b>	<b>3,411,584</b>	<b>1,048,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,048,000</b>	<b>9,946,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	24,532	45,468								
39719 - CONTRIB FLOOD CONTROL ZONE DT		950,000								
39721 - CONTRIB SUR WATER MGMT	5,486,416	2,391,584	230,000						230,000	
39789 - CONTRIB REET #1			818,000						818,000	
<b>Annual Revenue Total</b>	<b>5,510,948</b>	<b>3,387,052</b>	<b>1,048,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,048,000</b>	

**Scope**

This project will preserve 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. This program will also replace stream crossings that are barriers to salmon and other priority species.

**Justification**

This program supports the Road Services Division's drainage asset management and the County's Clean Water and Healthy Habitat agenda.

Culverts that convey streams which are in poor condition or pose a risk of failure can result in collapse of the roadway, 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 designed and replaced with a culvert that is fish passable, provide appropriate drainage functionality, and meet current regulatory standards.

Culverts that are not designed to be fish passable block access to important upstream habitat necessary for the sustainability of salmon and other important fish species. These culverts also need to be replaced in support of the Clean Water and Healthy Habitat initiative.

Roads' proposed Culvert Replacement and Fish Passage project is one component of the 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**

Ongoing



**1135998 RSD AMES LAKE TRESTLE BRIDGE #1320A REPLACEMENT**

Ames Lake Carnation Road NE at Ames Creek, west of the City of Carnation

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Safety	<b>Council District</b>	2 - Perry
<b>Fund</b>	3855	<b>Major Class of Work</b>	Bridge Replacement		
<b>Cost Center</b>	C85501	<b>Functional Class</b>	Rural Major Collector	<b>Lat</b>	47.65918
<b>Award</b>	119684	<b>Tier</b>	2	<b>Long</b>	-121.966

  

<b>Manager</b>	Jaramillo	2023 1st Omnibus - Ordinance #19633	Road Log	96812
<b>Supervisor</b>	Truong	2021 1st Omnibus - Ordinance #19307	BMP	3.700
<b>Project Mgr.</b>	Premachandra	2019-2020 Biennial - Ordinance #18835	EMP	3.780

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	383,381	146,619								530,000
3 - Final Design	1,047,356	196,010								1,243,366
4 - Implementation	126,467	8,626,885								8,753,352
5 - Closeout		20,000								20,000
6 - Acquisition	15,168	284,833								300,001
<b>Annual Project Total</b>	<b>1,572,372</b>	<b>9,274,347</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,846,719</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	315,962	224,757								0
33437 - RURAL AREA TRUST ACCT	1,256,410	1,343,590								0
39113 - GENERAL OBLIGATION BONDS		7,706,000								0
<b>Annual Revenue Total</b>	<b>1,572,372</b>	<b>9,274,347</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 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 the City of 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 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.

Ames Lake Trestle Bridge #1320A 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 32.44 out of a possible score of 100 (a bridge in new condition). Due to its age and condition, it is not feasible to repair or rehabilitate the bridge to meet current standards for structural, geotechnical, hydraulic, road design or environmental aspects. The bridge's width, bridge rails and end terminals, and bridge approach alignment were designed and built to standards that are outdated and inadequate for current needs. Additionally, Ames Lake Trestle Bridge is constructed of creosote timbers which can leach into the water and impact water quality, fish, and wildlife.

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 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.

A new bridge will benefit road users in unincorporated King County because it will be constructed to current design standards, which provides safe access to all legal loads, fire engines and water tenders.

**Status**

Construction

**1136232 RSD 18430 NE 128TH WAY CULVERT**

NE 128th Way, north of the city of Redmond

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	119774

<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 - Perry
<b>Lat</b>	47.714610
<b>Long</b>	-122.090000

<b>Manager</b>	Cassidy
<b>Supervisor</b>	Brubaker
<b>Project Mgr.</b>	Dulan

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	90,565	0								90,565
3 - Final Design	221,928	42,507								264,435
4 - Implementation		650,000	750,000						750,000	1,400,000
5 - Closeout										
6 - Acquisition		7,000								7,000
<b>Annual Project Total</b>	<b>312,493</b>	<b>699,507</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750,000</b>	<b>1,762,000</b>

**Revenue Sources**

39721 - CONTRIB SURF WATER MGMT	312,493	49,507	750,000						750,000
39789 - CONTRIB REET #1		650,000							

<b>Annual Revenue Total</b>	<b>312,493</b>	<b>699,507</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750,000</b>
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**Scope**

This project will replace an existing 18-inch diameter corrugated metal pipe with a new concrete box culvert. This project has a fish benefit.

**Justification**

This project will increase the safety of vehicles and other road users in northeastern King County, improve the condition of the road system, and enhance fish passage by replacing a failing culvert with a new culvert designed to be fish passable.

NE 128th Way is a major arterial between the City of Kirkland and Avondale Road NE, just north of the City of Redmond. The existing culvert conveys an unnamed stream under NE 128th Way between 181st Avenue NE and Avondale Road NE, is rusted out and failing and needs to be replaced.

This is one of the early action projects funded with Surface Water Management (SWM) fee funds. These early action projects were chosen due to the need to replace deteriorating culverts that was also seen as having a fish benefit. Over time, this project has been identified as having a lower habitat priority than was initially identified by the county's Fish Passage Program. However, this project is important to the unincorporated road system as the culvert is degraded and needs to be replaced to lessen the likelihood of road failure and damage to the stream corridor.

**Status**

Preliminary design

**1139144 RSD SE REINIG ROAD DRAINAGE IMPROVEMENT CULVERT**

SE Reinig Road near 428th Avenue SE, north of the city of Snoqualmie

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Preservation	<b>Council District</b>	3 - Perry
<b>Fund</b>	3855	<b>Major Class of Work</b>	Drainage		
<b>Cost Center</b>	C85501	<b>Functional Class</b>	Rural Minor Collector	<b>Lat</b>	47.522743
<b>Award</b>	120760	<b>Tier</b>	3	<b>Long</b>	-121.776114

  

<b>Manager</b>	Cassidy	2023-2024 Biennial - Ordinance #19546	Road Log	87280
<b>Supervisor</b>	Shular	2021-2022 Biennial - Ordinance #19210	BMP	1.510
<b>Project Mgr.</b>	Scanlon		EMP	1.530

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	8,873	145,127								154,000
3 - Final Design		308,000								308,000
4 - Implementation		1,245,000								1,245,000
5 - Closeout		5,000								5,000
6 - Acquisition		55,000								55,000
<b>Annual Project Total</b>	<b>8,873</b>	<b>1,758,127</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,767,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE		125,300
33437 - RURAL ARTERIAL TRUST ACCT	5,857	1,459,143
39789 - CONTRIB REET #1	3,016	173,684

<b>Annual Revenue Total</b>	<b>8,873</b>	<b>1,758,127</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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**Scope**

Increase the safety and condition of Reinig Road and enhance fish passage by replacing the existing 40-inch corrugated metal pipe which is undersized with a new culvert of fish passable design.

**Justification**

This project will provide for the safe and effective conveyance of surface water under the roadway, protect the road infrastructure from water damage, and allow migrating fish unimpeded access to habitat.

The project was identified through a comprehensive county effort to inventory, and field inspect all county drainage assets, assess risk and consequence of failure, and prioritize asset replacement to support implementation of a drainage asset management system. Thirty-three drainage assets were identified as critical in the Road Right-of-Way Drainage Trunk Line Assessment Report prepared by HDR and submitted to the King County Council in 2016. This project ranked in the top 33 most urgently needed replacements due to its high risk of failure based on the report of locational deficiencies and structural condition.

The existing culvert on SE Reinig Road near 428th Avenue SE is badly corroded, inadequately sized which restricts water flow and impacts fish migration, and causes annual flooding on nearby roadways and private property.

Since this crossing is upstream of the Snoqualmie Falls it is not accessible by salmon and does not rate highly in the county's Fish Passage Program.

**Status**

Preliminary design

**1139145 RSD SE GREEN VALLEY ROAD AND 218TH AVENUE SE IMPROVEMENTS**

SE Green Valley Road and 218th Avenue SE, west of the city of Black Diamond

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C386501
<b>Award</b>	1124096

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

<b>Council District</b>	7 - von Reichbauer
<b>Lat</b>	47.283642
<b>Long</b>	-122.053308

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	308,831	(33,831)								275,000
3 - Final Design	28,365	71,635	100,000						100,000	200,000
4 - Implementation										
5 - Closeout										
6 - Acquisition		300,000								300,000
<b>Annual Project Total</b>	<b>337,196</b>	<b>337,804</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>775,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	25,853	(25,853)								
33341 - STPU ROAD GRANT	220,449	103,926								
39789 - CONTRIB REET #1	90,894	259,731	100,000						100,000	
<b>Annual Revenue Total</b>	<b>337,196</b>	<b>337,804</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	

**Scope**

This projects will design and construct improvements to the intersection of SE Green Valley Road and 218th Avenue SE.

**Justification**

SE Green Valley Road and 218th Avenue SE 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. Because 218th Avenue SE is the higher volume leg, cars are more apt to disregard stop signs.

The intersection was identified as a high collision location in the 2020 High Collision Location Report. The three-year collision rate from 2017 to 2019 is 1.48 collisions per million entering vehicles. A collision rate over 0.9 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 caused injury.

The construction of a single lane roundabout would eliminate angle collisions, sharply reduce the severity of the collisions, and provide more efficient travel through the intersection.

Road Services has received a Surface Transportation Program grant from the Puget Sound Regional Council to supplement the design, right-of-way acquisition, and construction of the project.

**Status**

Final design

**1139147 RSD COUNTYWIDE AMERICIANS WITH DISABILITIES ACT PROGRAM**

Countywide

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

  

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation	383,225	230,410	163,909	168,826	173,891	179,108	184,481	190,015	1,060,230	1,673,865
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>383,225</b>	<b>230,410</b>	<b>163,909</b>	<b>168,826</b>	<b>173,891</b>	<b>179,108</b>	<b>184,481</b>	<b>190,015</b>	<b>1,060,230</b>	<b>1,673,865</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	115,131	198,504								
39782 - CONTRIB COUNTY ROAD FUND			163,909	168,826	173,891	179,801			686,427	
39789 - CONTRIB REET #1	268,094	31,906								
<b>Annual Revenue Total</b>	<b>383,225</b>	<b>230,410</b>	<b>163,909</b>	<b>168,826</b>	<b>173,891</b>	<b>179,801</b>	<b>0</b>	<b>0</b>	<b>686,427</b>	

**Scope**

This program will repair and modify road infrastructure 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 has completed its 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**

Ongoing

**1139811 RSD SE 384TH STREET AND 172ND AVENUE SE - DRAINAGE IMPROVEMENT CULVERT**

SE 384th Street west of 172nd Avenue SE, just north of the Muckleshoot Indian Reservation

<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>Lat</b>	47.257550
<b>Long</b>	-122.115020

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

2021 2nd Omnibus - Ordinance #19364
2021-2022 Biennial - Ordinance #19210

Road Log	31500
BMP	1.210
EMP	1.290

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	122,141	(12,140)								110,001
3 - Final Design		220,000								220,000
4 - Implementation		1,024,899								1,024,899
5 - Closeout		5,000								5,000
6 - Acquisition	15	75,085								75,100
<b>Annual Project Total</b>	<b>122,156</b>	<b>1,312,844</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,435,000</b>

**Revenue Sources**

33437 - RURAL ARTERIAL TRUST ACCT	79,320	955,680
39789 - CONTRIB REET #1	42,836	357,164

<b>Annual Revenue Total</b>	<b>122,156</b>	<b>1,312,844</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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**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**

Preliminary design

1142615 RSD SE LAKE FRANCIS ROAD HAUL ROAD MITIGATION

SE Lake Francis Road, east of the city of Renton

Department	Local Services	SPRS Goal	Preservation	Council District	9 - Dunn
Fund	3855	Major Class of Work	Roadway		
Cost Center	C85501	Functional Class	Rural Minor Collector	Lat	47.44096
Award		Tier	3	Long	-122.05475

Manager	Archuleta	2025 Annual Budget - Ordinance #19861	Road Log	82200
Supervisor	McManus		BMP	0.000
Project Mgr.			EMP	0.640

Appropriated and Planned

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design			27,000						27,000	27,000
3 - Final Design			270,000						270,000	270,000
4 - Implementation			2,004,000						2,004,000	2,004,000
5 - Closeout										
6 - Acquisition										
Annual Project Total	0	0	2,301,000	0	0	0	0	0	2,301,000	2,301,000

Revenue Sources

33437 - RURAL ARTERIAL TRUST ACCT			1,815,000						1,815,000	
39782 - CONTRIB COUNTY ROAD FUND			198,797						198,797	
39796 - CONTRIB OTHER FUNDS			287,203						287,203	
Annual Revenue Total	0	0	2,301,000	0	0	0	0	0	2,301,000	

Scope This project will repair and overlay 0.64 mile of SE Lake Francis Road which serves hauling operations with heavy truck traffic.

Justification This project will maintain and preserve the network by rehabilitating a portion of SE Lake Francis Road.

SE Lake Francis Road is a local, two-lane road east of the City of Renton. There are three operations on the road hauling materials in and out of their locations. These trucks and their loads are causing the pavement to deteriorate faster than anticipated from the intersection with Cedar Grove Road SE for about 0.6 mile. The existing roadway is severely broken up and some portions may require a full-depth repair.

Overlaying the road will improve the road’s functional performance, address its deterioration and extend its useful life.

Road Services has applied for a Rural Arterial Program grant from the Washington State County Road Administration Board for the project.

Status New in 2025

**1143970 RSD S PEASLEY CANYON ROAD AND S 321ST STREET PERMANENT SIGNAL**

S Peasley Canyon Road and S 321st Street, south of the City of Auburn

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

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Intersection
<b>Functional Class</b>	Urban Principal Arterial; Other
<b>Tier</b>	1

<b>Council District</b>	7 - von Reichbauer
<b>Lat</b>	47.314
<b>Long</b>	-122.281

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design			25,000						25,000	25,000
3 - Final Design			75,000						75,000	75,000
4 - Implementation			275,000	220,000					495,000	495,000
5 - Closeout				5,000					5,000	5,000
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>0</b>	<b>375,000</b>	<b>225,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>600,000</b>	<b>600,000</b>

**Revenue Sources**

39782 - CONTRIB COUNTY ROAD FUND	375,000	375,000
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<b>Annual Revenue Total</b>	<b>0</b>	<b>0</b>	<b>375,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>375,000</b>
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**Scope** Replace an aging span wire signal with a permanent mast arm signal at the intersection of S Peasley Canyon Road and S 321st Street. This includes replacing the wood poles, relocating the traffic signal cabinet, installing underground conduit ad wiring, and installing steel signal head mast arms.

**Justification** This project will improve safety at this intersection by upgrading the aging span wire signal to a permanent mast arm signal.

Bordering on the City of Auburn to the south, S Peasley Canyon Road and S 321st Street is a three-legged intersection. S Peasley Canyon runs northwest to southeast, and at this intersection, S 321st Street runs north to south and then after about 100 feet, turns to run east to west. Both roads are major arterials. This signal-controlled intersection has experienced increasing collision rates since 2019 with a collision rate at 0.98 collisions per million entering vehicles (a collision rate over 0.9 is considered a high collision location). Fifty percent of the collisions are right angle collisions that involve drivers in the left turn lane traveling southeast on Peasley Canyon failing to yield to through traffic going northwest on Peasley Canyon, and vehicles making a right turn from S 321st conflicting with through traffic going northwest on Peasley Canyon. Thirty-three percent of the collisions are rear-end-type incidents.

The signal at the intersection is mounted on a span wire with wooden poles. It was installed in 1992 and is eligible for upgrade. New mast arms may make the signal heads more prominent and improve the visibility of the signal to approaching traffic.

**Status** New in 2025



1143972 RSD S 360TH STREET AND 28TH AVENUE S INTERSECTION IMPROVEMENT

S 360th Street and 28th Avenue S, east of the City of Federal Way

Department	Local Services	SPRS Goal	Safety	Council District	7 - von Reichbauer
Fund	3865	Major Class of Work	Intersection		
Cost Center	C86501	Functional Class	Urban Major Collector	Lat	47.274000
Award	122515	Tier	2	Long	-122.290900
Manager	Archuleta				
Supervisor	McManus				
Project Mgr.	Wang				

Appropriated and Planned

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	159,444	(8,944)								150,500
3 - Final Design		299,500	240,000						240,000	539,500
4 - Implementation		2,492,000								2,492,000
5 - Closeout		10,000								10,000
6 - Acquisition		150,000								150,000
Annual Project Total	159,444	2,942,556	240,000	0	0	0	0	0	240,000	3,342,000

Revenue Sources

30800 - BUDGETED FUND BALANCE		2,653,000	240,000						240,000	
33341 - STPU ROAD GRANT	159,444	289,556								
Annual Revenue Total	159,444	2,942,556	240,000	0	0	0	0	0	240,000	

Scope This project will design and construct improvements to the intersection of S 360th Street and 28th Avenue S.

Justification This location is identified as a High Collision Location in the King County 2016 and 2020 High Collision Reports, and Road Services has received a Highway Safety Improvement Program grant to design and construct improvements to the intersection to improve its safe operation.

S 360th Street runs east to west and 28th Avenue S runs north to south, meeting at a four-legged intersection in south King County. Both roads are major arterials and carry vehicles and other road users between the cities of Algona, Auburn, Federal Way and Pacific, and Pierce County. Traffic volumes on 28th Avenue S have increased over the past several years to near congestion levels.

Most of the earlier collisions were caused by drivers traveling east on S 360th Street approaching 28th Avenue S where a crest vertical curve partially blocks the sightline to the stop condition ahead. In March 2017, a new "Stop Ahead" warning sign was installed ahead of the crest to warn drivers of the condition. Since that time, however, the collision rate has increased, and is attributed to failures to stop by drivers on the north, east and west approaches.

Road Services has received a 2021 Highway Safety Improvement Program grant awarded by the Washington State Department of Transportation to design and construct the project.

Status Preliminary design

**1143975 ROAD SERVICES DIVISION 5 FACILITY**

Location TBD

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C86501
<b>Award</b>	122518

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

<b>Council District</b>	8 - Mosqueda
<b>Lat</b>	N/A
<b>Long</b>	N/A

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design		550,000								550,000
3 - Final Design		635,000	(500,000)						(500,000)	135,000
4 - Implementation										
5 - Closeout										
6 - Acquisition		395,000								395,000
<b>Annual Project Total</b>	<b>0</b>	<b>1,580,000</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>1,080,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	1,580,000	(500,000)							(500,000)	
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<b>Annual Revenue Total</b>	<b>0</b>	<b>1,580,000</b>	<b>(500,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(500,000)</b>	
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**Scope**

This project will evaluate alternatives to refurbish, reconstruct, expand, or relocate the Division 5 Maintenance Regional Shop on Vashon Island, and implement the project.

**Justification**

Road maintenance facilities are critical to support the division's mission. The location and functionality of these facilities is critical for emergency response and efficient ongoing operations. The ability to respond to incidents and emergencies 24 hours a day, seven days a week is an important part of operating a road network. Emergency response capability also helps to keep the road system safe and operational during severe weather, and after earthquakes or other events. These activities include, but are not limited to, responding to significant collisions that impede travel; sanding and plowing snow; removing downed trees and clearing other debris caused by landslides, storms or flooding; managing flood-related or other types of emergency road closures; and completing storm-related repairs to roadways and other assets such as drainage systems, shoulders, and adjacent slopes. Additionally, staff at these sites are responsible for initial inspection and closures as needed of bridges, roads and other infrastructure after earthquakes, storms, collisions, or other emergencies.

The Vashon site has undersized and deteriorating buildings that don't address critical crew needs, and the site has inadequate space for safely storing and maneuvering equipment and materials used for emergency responses and regular maintenance activities.

Maintenance activities keep the county's road-related assets in working condition to maximize the public's investment and provide for the safety of users. Some common activities include the routine maintenance and repair of pavement, bridge components, ditches, culverts, shoulders, and guardrail, as well as vegetation management, debris removal, maintenance of traffic control devices and road striping. A significant number of environmental and regulatory compliance activities are also associated with road maintenance. Adequate maintenance facilities located in the right places and in good condition are necessary to support the efficient provision of vital services to the traveling public.

The Division 5 Regional Maintenance Shop, which includes the old Vashon Island Jail, serves all of Vashon and Maury islands and is located on Southwest Cemetery Road near the Vashon Commons area. The facility is old and deteriorated, and the site is severely undersized at just two acres. The building that houses the crew room is covered in corrugated metal panels with a corrugated metal roof that show signs of rust and wear and is past its useful life. In addition, the building envelope risks water intrusion and damage as it fails. The building and rooms are inadequately heated, and temperatures often alternate between excessively cold or hot. Crews working in extreme weather need facilities to dry off and where they can warm or cool depending upon the season. A crew size of about a dozen men and women are sharing one toilet. There is inadequate yard space to efficiently and safely move equipment or store tools and materials. Materials are uncovered, risking leaching into the environment, degradation of the material, and delays, like when frozen salt and sand must be broken up by hand before loading into snowplows.

**1143975 ROAD SERVICES DIVISION 5 FACILITY**

**Location TBD**

Maintenance shops need adequate space for crews, vehicles, multiple pieces of equipment, and materials storage and stockpiling, as well as functions such as waste disposal, truck washing and other similar activities. Analysis from the division’s facility master planning effort in 2014 determined that a fully functional maintenance shop site requires significantly more acreage for all the storage and operating functions required to provide maintenance services for a geographic service area.

**Status**

Planning

## 1144161 RSD 26124 SE 472ND STREET CULVERT REPLACEMENT

SE 472nd Street at the White River, south of the City of Enumclaw

Department	Local Services
Fund	3855
Cost Center	C85501
Award	122557

SPRS Goal	Preservation
Major Class of Work	Drainage Structure
Functional Class	Rural Local Access
Tier	5

Council District	9 - Dunn
Lat	47.177550
Long	-121.990510

Manager	Cassidy
Supervisor	Shular
Project Mgr.	Ufkes

## Appropriated and Planned

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	128,580	(83,580)								45,000
3 - Final Design		90,000	115,000						115,000	205,000
4 - Implementation		120,000	1,650,000						1,650,000	1,770,000
5 - Closeout			6,000						6,000	6,000
6 - Acquisition			20,000						20,000	20,000
<b>Annual Project Total</b>	<b>128,580</b>	<b>126,420</b>	<b>1,791,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,791,000</b>	<b>2,046,000</b>

## Revenue Sources

39721 - CONTRIB SURF WATER MGMT	128,580	126,420	1,791,000						1,791,000	
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<b>Annual Revenue Total</b>	<b>128,580</b>	<b>126,420</b>	<b>1,791,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,791,000</b>	
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## Scope

Replace the deteriorating and rusted out 48 inch diameter corrugated metal pipe culvert that conveys an unnamed tributary of the White River under SE 472nd St with a new fish passable crossing, and associated work.

## Justification

This project will increase the safety of vehicles and other road users in south King County, improve the condition of the road system and enhance fish passage by replacing this culvert with a new fish passable culvert.

SE 472nd Street is a rural access road south of the City of Enumclaw. The culvert carries an unnamed tributary to the White River under the road, and it is failing as the bottom of it has completely rusted away. The culvert needs to be replaced to lessen the likelihood of road failure and damage to the stream corridor.

Replacing the culvert on SE 472nd Street will improve salmon access to about one mile of habitat upstream. This location is one of the 50 highest scoring barriers in the inventory of more than 700-scored barriers by the King County Fish Passage Restoration Program.

This project supports the Road Services Division's management of its drainage assets, and the county's Clean Water and Healthy Habitat initiative. The investment to replace this culvert reflects the expansion of the culvert replacement and fish passage program in the 2023-2024 biennium which was collaboratively conceived with the Water and Land Resources Division.

This project advances Roads' strategic priorities to keep the unincorporated county road and bridge system safe and functional for all users. Replacing culverts which have reached the end of their useful life or are undersized with new infrastructure that will be designed to current standards will provide appropriate drainage functionality and mitigate risk of failure that can result in the collapse of the roadway, landslides, flooding, damage to private and public property and associated risks to life safety.

Culverts that are not designed to be fish passable block access to important upstream habitat necessary for the sustainability of salmon and other important fish species. These culverts also need to be replaced in support of the Clean Water and Healthy Habitat initiative.

Roads' proposed Culvert Replacement and Fish Passage project is one component of 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.

**1144161 RSD 26124 SE 472ND STREET CULVERT REPLACEMENT**

**SE 472nd Street at the White River, south of the City of Enumclaw**

Finally, any maintenance activity extending the life of the culvert will result in a Washington State Department of Fish and Wildlife regulatory requirement to replace the culvert with a new fish passable design. Completing this project is important to meeting regulatory requirements to maintain Road Services' good standing with the state.

**Status**

Final design

**1144163 RSD 8402 W SNOQUALMIE VALLEY ROAD NE CULVERT REPLACEMENT**

8400 block of W Snoqualmie Valley Road, west of the City of Redmond

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	122559

<b>SPRS Goal</b>	Preservation
<b>Major Class of Work</b>	Drainage Structure
<b>Functional Class</b>	Rural Major Collector
<b>Tier</b>	2

<b>Council District</b>	3 - Perry
<b>Lat</b>	
<b>Long</b>	

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	33,646	71,354								105,000
3 - Final Design		210,000	475,000						475,000	685,000
4 - Implementation		268,000								268,000
5 - Closeout										
6 - Acquisition			75,000						75,000	75,000
<b>Annual Project Total</b>	<b>33,646</b>	<b>549,354</b>	<b>550,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>550,000</b>	<b>1,133,000</b>

**Revenue Sources**

39721 - CONTRIB SURF WATER MGMT	33,646	549,354	550,000						550,000
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<b>Annual Revenue Total</b>	<b>33,646</b>	<b>549,354</b>	<b>550,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>550,000</b>
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**Scope**

This project will replace the existing 24-inch concrete culvert with a new concrete box culvert. This project has a fish benefit.

**Justification**

This project will increase the safety of vehicles and other road users in northern King County, improve the condition of the road system and enhance fish passage by replacing the culvert on West Snoqualmie Valley Road NE in the 8400 block.

West Snoqualmie Valley Road NE is a major arterial and one of the few north-south roadways in the Snoqualmie Valley. The culvert at this location conveys an unnamed stream under the roadway. It is in an alluvial fan and often plugs with sediment, causing flooding of the roadway.

Recent maintenance activity extending the life of the culvert has resulted in a Washington State Department of Fish and Wildlife (WDFW) regulatory requirement to replace the culvert with a fish passable culvert. This project has a lower habitat priority score than other projects in the county's Fish Passage Program. However, this project is important in meeting WDFW regulatory requirements and timelines.

**Status**

Preliminary design

**1144164 RSD 208TH AVENUE SE AT SE 135TH STREET CULVERT REPLACEMENT**

208th Avenue SE at SE 135th Street, south of the city of Issaquah

<b>Department</b>	Local Services
<b>Fund</b>	3855
<b>Cost Center</b>	C85501
<b>Award</b>	122560

<b>SPRS Goal</b>	Preservation
<b>Major Class of Work</b>	Drainage Structure
<b>Functional Class</b>	Urban Local Access
<b>Tier</b>	4

<b>Council District</b>	9 - Dunn
<b>Lat</b>	47.479570
<b>Long</b>	-122.064690

<b>Manager</b>	Cassidy
<b>Supervisor</b>	Brubaker
<b>Project Mgr.</b>	Ufkes

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	40,227	34,773	200,000						200,000	275,000
3 - Final Design		150,000	300,000						300,000	450,000
4 - Implementation		204,000								204,000
5 - Closeout										
6 - Acquisition			75,000						75,000	75,000
<b>Annual Project Total</b>	<b>40,227</b>	<b>388,773</b>	<b>575,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>575,000</b>	<b>1,004,000</b>

**Revenue Sources**

39721 - CONTRIB SURF WATER MGMT			575,000						575,000	
39789 - REET #1	40,227	388,773								
<b>Annual Revenue Total</b>	<b>40,227</b>	<b>388,773</b>	<b>575,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>575,000</b>	

**Scope**

This project will replace a corrugated metal pipe with a new structure. This project has a fish benefit.

**Justification**

This project will increase the safety of vehicles and other road users in King County, improve the condition of the road and enhance fish passage by replacing this culvert with a new fish passable structure.

208th Avenue SE is a neighborhood street serving a neighborhood south of the City of Issaquah. It intersects with SE 135th Street about 0.1 mile southwest of SE May Valley Road. As 208th Avenue SE extends past this intersection, it becomes a sole access road. The culvert at 208th Avenue SE and SE 135th Street conveys MacDonald Creek under the road. The culvert is in an area where alluvial soils and sediment build up, which reduce its capacity to carry flows. It is also badly corroded. Due to the sedimentation in and around the pipe, flooding of both public and private property is becoming more frequent which impacts access to the sole access road and threatens homes upstream of the crossing.

This project has a lower habitat priority score than other projects in the county's Fish Passage Program. However, this project is important to prevent roadway flooding and damage to homes, as well as to protect the unincorporated road system. The degraded culvert needs to be replaced to lessen the risk of road failure and preserve the integrity of the stream corridor. In addition, as 208th Avenue SE is a sole access road beyond the intersection with SE 135th Street, it needs to be kept open to ensure the health and safety of residents who rely on it.

**Status**

Preliminary design

**1144322 RSD 185TH AVENUE NE AT NE 179TH STREET CULVERT CONSTRUCTION**

185th Avenue NE and NE 179th Street, east of the City of Woodinville

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C86501
<b>Award</b>	122663

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

<b>Council District</b>	3 - Perry
<b>Lat</b>	47.757830
<b>Long</b>	-122.092170

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	467,158	448,146	(244,481)						(244,481)	670,823
3 - Final Design		1,419,376	(1,202,376)						(1,202,376)	217,000
4 - Implementation	73,715	4,807,681	(1,462,891)						(1,462,891)	3,418,505
5 - Closeout										
6 - Acquisition		5,000								5,000
<b>Annual Project Total</b>	<b>540,873</b>	<b>6,680,203</b>	<b>(2,909,748)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(2,909,748)</b>	<b>4,311,328</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	270,823	2,909,748	(2,909,748)						(2,909,748)	
33341 - STPU ROAD GRANT		1,850,000								
39719 - CONTRIB FLOOD CONTROL ZONE DT	51,632	148,368								
39721 - CONTRIB SURF WATER MGMT	146,922	1,325,078								
39789 - CONTRIB REET #1	71,496	447,009								
<b>Annual Revenue Total</b>	<b>540,873</b>	<b>6,680,203</b>	<b>(2,909,748)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(2,909,748)</b>	

**Scope**

This project will replace an undersized and deteriorated 49-foot-long 36-inch corrugated aluminum culvert with a bridge that will be fish passable.

**Justification**

This project will increase the safety of vehicles and other road users in northeastern King County, improve the condition of the road system, reduce roadway flooding which isolates residents in the neighborhood west of Cottage Lake, and enhance fish passage by replacing a failing culvert with a bridge designed to current standards and specifications.

185th Avenue NE is a sole access road for approximately 175 homes west of Cottage Lake. It connects to the cities of Duvall and Woodinville via NE Woodinville Duvall Road. Due to the size and the condition of the current culvert, 185th Avenue NE frequently floods and ices, isolating the neighborhood.

The existing culvert that conveys Daniels Creek under 185th Avenue at 179th Street is a partial fish barrier. Removing the culvert will improve salmon access to a total of about 6.5 miles of upstream habitat and restore unimpeded salmon access to about 0.5 mile of habitat upstream to the next partial fish barrier (which is another high scoring barrier slated for remedy in 2029). This location is one of the 50 highest scoring barriers in the inventory of more than 700-scored barriers by the King County Fish Passage Restoration Program.

This project supports the Road Services Division's management of its drainage assets, and King County Executive Dow Constantine's Clean Water and Healthy Habitat agenda. The investment to replace this culvert reflects the expansion of the culvert replacement and fish passage program in the 2023-2024 biennium which was collaboratively conceived with the Water and Land Resources Division.

The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. Replacing culverts that are in poor condition or undersized will help to mitigate 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.

Another Strategic Plan priority is to preserve the roadway network. Replacing culverts which have reached the end of their useful life with new infrastructure designed to current standards will provide appropriate drainage functionality and mitigate risk.

Culvert replacement and fish passage projects are a primary way that Roads advances its environmental sustainability priorities. The proposed expansion for the fish passage program will increase the quantity of accessible habitat available to salmonid species and other species, while also improving water quality. Each fish passage project also results in improved surface water drainage, which in turn contributes to road safety for all users due to a lower likelihood of roadway flooding and improved road condition in the vicinity of each project location.



**1144322 RSD 185TH AVENUE NE AT NE 179TH STREET CULVERT CONSTRUCTION**

**185th Avenue NE and NE 179th Street, east of the City of Woodinville**

The Concept Development Report recommends replacing the existing culvert on 185th Avenue at 179th Street with a bridge and raising the roadway above the 100-year flood elevation.

Road Services has received Flood Reduction and Cooperative Watershed Management grants from the King County Flood Control District which will partially fund design.

It has also received National Culvert Removal, Replacement and Restoration Program (Culvert AOP [Aquatic Organism Passage]) and Flood Reduction grants to partially fund construction.

In addition to these grants, the project also has funding from the Surface Water Management fee and REET1.

**Status**

Preliminary design

**1148201 IMPROVED PEDESTRIAN SAFETY ALONG SE 102ND STREET IN WHITE CENTER**

SW 102nd Street from 8th Avenue SW to 15th Avenue SW in White Center

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C865501
<b>Award</b>	124092

<b>SPRS Goal</b>	Safety
<b>Major Class of Work</b>	Sidewalk
<b>Functional Class</b>	Urban Local Access
<b>Tier</b>	5

<b>Council District</b>	8 - Mosqueda
<b>Lat</b>	47.512
<b>Long</b>	-122.345

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design			850,000						850,000	850,000
3 - Final Design										
4 - Implementation										
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>0</b>	<b>850,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>850,000</b>	<b>850,000</b>

**Revenue Sources**

33341 - STPU ROAD GRANT	850,000	850,000
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<b>Annual Revenue Total</b>	<b>0</b>	<b>0</b>	<b>850,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>850,000</b>
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**Scope** Improve access between the White Center commercial center and nearby neighborhoods and improve safety for residents of this historically disadvantaged community by designing and constructing a new sidewalk along the north side of SW 102nd Street from 8th Avenue SW to 15th Avenue SW. Additional improvements include curb ramps at street crossings to ensure access for people with disabilities and a comprehensive drainage analysis to design a suitable enclosed drainage system.

**Justification** Improve mobility and facilitate the safe and efficient movement for those walking, bicycling or using other mobility devices by filling a gap in the sidewalk network in White Center.

SW 102nd Street, running east to west, connects the major arterials of 4th Avenue SW and 16th Avenue SW. There is no sidewalk on either side of SW 102nd Street between 8th and 13th Avenues, and no sidewalk on the north side between 13th and 15th Avenues.

This segment of SW 102nd Street provides direct community access to the White Center Heights Elementary School, the White Center Pond Natural Area trails, the Steve Cox Memorial Park, Metro RapidRide H Line transit stops at 15th Avenue SW, and groceries and other retail businesses along 15th and 16th Avenue SW. To the east, the new sidewalk will link to existing sidewalk to provide access all the way to 4th Avenue SW.

This project will build on several recent local investments by King County Metro, Road Services and the Department of Natural Resources and Parks, including the Burien to downtown Seattle RapidRide H Line and various access improvements, roundabout construction at SW 102nd Street and 8th Avenue SW, operational improvements to White Center Heights Elementary walking routes, ongoing redesign of the White Center Ponds Natural Area, and active transportation improvements on 8th Avenue SW from SW 102nd Street to SW 108th Street.

**Status** Preliminary design

**1148396 NE TOLT HILL ROAD HIGH FRICTION SURFACE TREATMENT**

NE Tolt Hill Road, east of the City of Sammamish

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Safety	<b>Council District</b>	2 - Perry
<b>Fund</b>	3855	<b>Major Class of Work</b>	Roadway	<b>TBM</b>	
<b>Cost Center</b>	C85501	<b>Functional Class</b>	Rural Minor Arterial	<b>Lat</b>	47.626
<b>Award</b>		<b>Tier</b>	2	<b>Long</b>	-121.968

<b>Manager</b>	Archuleta	2025 Annual Budget - Ordinance #19861	<i>NE 20th Place to 280th Avenue NE</i>	<i>285th Place to 28700 block</i>
<b>Supervisor</b>	McManus		Road Log	67770
<b>Project Mgr.</b>			BMP	2.8000
			EMP	2.960

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design			34,100						34,100	34,100
3 - Final Design			68,200						68,200	68,200
4 - Implementation			852,300						852,300	852,300
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>0</b>	<b>954,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>954,600</b>	<b>954,600</b>

**Revenue Sources**

33437 - RURAL ARTERIAL TRUST ACCT			859,140						859,140	
39782 - CONTRIB COUNTY ROAD FUND			95,460						95,460	
<b>Annual Revenue Total</b>	<b>0</b>	<b>0</b>	<b>954,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>954,600</b>	

**Scope**

This project will improve the safety of the roadway network by applying high friction surface treatment on two priority road segments on NE Tolt Hill Road that are identified as high collision roadway locations.

**Justification**

This project will enhance the safety of the system by making improvements designed to minimize collisions on two road segments.

Two segments of NE Tolt Hill Road are proposed for High Friction Surface Treatment: NE 20th Place to 280th Avenue NE, and 285th Place NE to the 28700 block of NE Tolt Hill Road. These road segments involve a hairpin turn and an "S" curve on the road. These segments have been identified as High Collision Locations and need targeted improvements to enhance safety. The collision rate for NE Tolt Hill Road at 285th Avenue NE is 19.0 crashes/mvm and the rate for the road at NE 20th St is at the threshold of 10 crashes/mvm.

The treatment for High Friction Surface Treatment (HFST) involves applying a high-quality aggregate to the pavement using a polymer binder to restore and/or maintain pavement friction. The higher pavement friction helps motorists maintain better control in both wet and dry conditions. A research report published by the Federal Highway Administration shows that HFST is estimated to reduce crashes by 80 percent. King County has treated 59 other locations similar to this, resulting in reducing collisions by 75 percent.

Road Services has applied for a Rural Arterial Program grant from the Washington State County Road Administration Board for this project.

**Status**

New in 2025

1148397 RSD 148TH AVENUE SE AT 224TH STREET INTERSECTION IMPROVEMENTS

148th Avenue SE at SE 224th Street, east of the City of Kent

Department	Local Services	SPRS Goal	Safety	Council District	9 - Dunn
Fund	3865	Major Class of Work	Intersection		
Cost Center	C86501	Functional Class	Urban Major Collector	Lat	47.401
Award		Tier	2	Long	-122.144
Manager	Archuleta				
Supervisor	McManus				
Project Mgr.					

Appropriated and Planned

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design			150,000						150,000	150,000
3 - Final Design			300,000						300,000	300,000
4 - Implementation										
5 - Closeout										
6 - Acquisition										
Annual Project Total	0	0	450,000	0	0	0	0	0	450,000	450,000

Revenue Sources

30800 - BUDGETED FUND BALANCE	450,000	450,000
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Annual Revenue Total	0	0	450,000	0	0	0	0	0	450,000
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Scope The project will design and construct improvements to the intersection of 148th Avenue SE at SE 224th Street, south of Lake Youngs.

Justification This project will benefit road users in unincorporated King County by improving the operation of this intersection, improving system reliability and improving safety by reducing the number and severity of collisions.

Located just east of the City of Kent, 148th Avenue SE is a major arterial running north to south. SE 224th Street is a minor arterial running east to west. This location has been identified as a High Collision Location in King County's 2024 report.

148th Avenue SE connects the cities of Covington, Kent and Renton with unincorporated west King County, Greater Maple Valley and Cedar River areas.

The area is hilly as southbound vehicles on 148th Avenue SE descend a hill and vehicles traveling west on SE 224th Street descend a steep hill to a stop sign at the intersection.

Between 2021 and 2023, there were 25 collisions at this intersection. This has resulted in a collision rate of 1.9 per million entering vehicles, making this a high collision intersection in need of improvement (a collision rate over 0.9 is considered a high collision location).

Many of the collisions occur due to vehicles traveling west on SE 224th Street failing to yield to traffic heading north on 148th Avenue SE.

Other collisions occur as vehicles traveling south on 148th Avenue SE making a left-hand turn onto SE 224th Street fail to yield to northbound traffic. There is no traffic control device on 148th Avenue SE at this intersection.

Status New in 2025

**1148398 RSD RENTON AVENUE S ACTIVE TRANSPORTATION IMPROVEMENTS**

Renton Avenue S, between 76th Avenue S and S 130th Street, in Skyway

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Safety	<b>Council District</b>	2 - Zahiray
<b>Fund</b>	3865	<b>Major Class of Work</b>	Roadside		
<b>Cost Center</b>	C865501	<b>Functional Class</b>	Urban Minor Arterial	<b>Lat</b>	47.490
<b>Award</b>		<b>Tier</b>	2	<b>Long</b>	-122.238
<b>Manager</b>	Archuleta				
<b>Supervisor</b>	Brown				
<b>Project Mgr.</b>					

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design			25,000						25,000	25,000
4 - Implementation			220,000						220,000	220,000
5 - Closeout			5,000						5,000	5,000
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>250,000</b>

**Revenue Sources**

39789 - CONTRIB REET #1	250,000	250,000
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<b>Annual Revenue Total</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>
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**Scope** This project will construct a multi-use shoulder along Renton Avenue S in the unincorporated community of Skyway to facilitate the safe and efficient movement for those walking, bicycling, or using other mobility devices. The space for the multi-use shoulder will be provided by removing one of two lanes traveling north from vehicular traffic and installing pavement markings and physical separation to buffer it from vehicular traffic.

**Justification** Renton Avenue S is a major arterial running through the unincorporated community of Skyway and connects the cities of Seattle and Renton.

Between 76th Avenue S and S 130th Street, the road travels generally from south to north. There is one traffic lane traveling south bound and two lanes traveling north, and there is also a middle turning lane. Renton Avenue S connects to commercial and community establishments in Skyway, such as retail, businesses, a King County Library branch, the King County Fire District 20 headquarters, and the soon-to-open Skyway Resource Center. The multi-use shoulder will also connect to bicycle lanes and sidewalks on Renton Avenue S north of 76th Avenue S.

The project is located between two census tracts with King County Consolidated Demographic Index scores of 5.00 and 3.33, on a scale of 0-5. The project also serves a census tract located to the east of the project area that has a score of 5.00. The King County Consolidated Demographic Index combines American Community Survey census tract data for English proficiency, race/ethnicity, and household income. Demographic categories are scored relative to the rest of the county and then combined into an equally weighted score. Residents of tracts with higher scores tend to be less wealthy, more racially diverse, and less likely to be proficient in English.

Facilities for pedestrians, bicyclists and others are missing or need to be upgraded along this stretch of Renton Avenue S. There are no dedicated facilities on the north side of the road, which is a barrier to the local community to walk, bicycle or commute using other means, and restricts access to and from the King County Metro bus route #106 connecting Seattle and Renton. There is a sidewalk on the south side of the road, however it is narrow and there is not a buffer from vehicles on this high-volume road.

Converting one travel lane on the north side of Renton Avenue S will encourage active transportation, may calm traffic and promote King County Determinants of Equity.

The "Washington State Active Transportation Plan | 2020 and Beyond", by the State Department of Transportation, defines active transportation as using human-scale and human-powered means of travel to get from one place to another. This includes walking, bicycling, using a mobility assistive or adaptive device such as a wheelchair or walker, using micro-mobility devices and using electric-assist devices such as e-bikes and e-foot scooters.

**1148398    RSD RENTON AVENUE S ACTIVE TRANSPORTATION IMPROVEMENTS**

**Renton Avenue S, between 76th Avenue S and S 130th Street, in Skyway**

The plan found that while the number of pedestrian and bicyclist fatal and serious injury collisions are increasing, they are overrepresented in census blocks where there are higher percentages of Black, Indigenous and people of color, as well as those with higher poverty levels than the state average compared to other census blocks.

This project supports the executive’s priorities of advancing Transportation, Community and Economic Development, and Healthy Built and Natural Environments as determinants of equity.

Removing one traffic lane may reduce aggressive driving and excessive speeding on Renton Avenue S and reduce the number of collisions and their severity at intersections along the roadway. Other potential benefits of constructing a multi-use shoulder include, but are not limited to, a reduction in greenhouse gases.

**Status**

New in 2025

**1148399 RSD SE HIGH POINT WAY CULVERT CONSTRUCTION AND FISH PASSAGE**

SE High Point Way at the East Fork of Issaquah Creek, east of the City of Issaquah

<b>Department</b>	Local Services
<b>Fund</b>	3865
<b>Cost Center</b>	C865501
<b>Award</b>	

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

<b>Council District</b>	3 - Perry
<b>TBM</b>	
<b>Lat</b>	47.532
<b>Long</b>	121.980

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design			1,387,129						1,387,129	1,387,129
3 - Final Design										
4 - Implementation			13,871						13,871	13,871
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>0</b>	<b>1,401,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,401,000</b>	<b>1,401,000</b>

**Revenue Sources**

33708 - INTERLOCAL GRANTS OTHER	400,000	400,000
39721 - CONTRIB SURF WATER MGMT	490,000	490,000
42009 - SALMON RECOV FUND BOARD	511,000	511,000

<b>Annual Revenue Total</b>	<b>0</b>	<b>0</b>	<b>1,401,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,401,000</b>
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**Scope**

This project will replace an undersized 96-inch-diameter culvert with a bridge, preserving the safety and condition of the road system and enhancing fish passage.

**Justification**

This project will increase the safety of vehicles and other road users in north King County, improve the condition of the crossing and enhance fish passage by replacing this culvert with a bridge.

SE High Point Way is a local road north of Interstate 90 east of the City of Issaquah. The culvert carries the East Fork of Issaquah Creek under SE High Point Way just north of Exit 20. It is undersized and needs to be replaced.

Replacing the culvert will improve salmon access to at least 5.15 miles of upstream habitat. This culvert under NE High Point Way is approximately 3.4 miles upstream of the East Fork Issaquah Creek's confluence with the mainstem of the Issaquah Creek. This creek is the main tributary to Lake Sammamish. The lake is drained by the Sammamish River into the Puget Sound. This culvert is currently the highest-ranked for habitat priority among all King County-owned fish barriers.

This project supports Road Services' drainage asset management and the county's Clean Water and Healthy Habitat initiative.

Culverts that convey streams in poor condition, undersized, or pose a risk of failure can result in collapse of the roadway, 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 designed and replaced with a culvert that is fish passable, provide appropriate drainage functionality, and meet current regulatory standards.

Culverts that are not designed to be fish passable block access to important upstream habitat necessary for the sustainability of salmon and other important fish species. These culverts also need to be replaced in support of the Clean Water and Healthy Habitat initiative.

Roads' proposed Culvert Replacement and Fish Passage project is one component of 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.

**1148399 RSD SE HIGH POINT WAY CULVERT CONSTRUCTION AND FISH PASSAGE**

**SE High Point Way at the East Fork of Issaquah Creek, east of the City of Issaquah**

Road Services has received funding from the Washington State Recreation and Conservation Office Salmon Recovery Board and the King County Flood Control District Cooperative Watershed Management grant programs for the project.

**Status**

New in 2025



**1148400 RSD COUNTYWIDE SHORT SPAN TIMBER BRIDGE REPLACEMENT PROGRAM**

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>	Bridges		
<b>Cost Center</b>	C85501	<b>Functional Class</b>	N/A	<b>Lat</b>	N/A
<b>Award</b>		<b>Tier</b>	N/A	<b>Long</b>	N/A
<b>Manager</b>	Jaramillo				
<b>Supervisor</b>					
<b>Project Mgr.</b>					

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design			495,000			500,000		500,000	1,495,000	1,495,000
3 - Final Design										
4 - Implementation			5,000						5,000	5,000
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>0</b>	<b>500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>

**Revenue Sources**

39782 - CONTRIB COUNTY ROAD FUND	500,000	500,000
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<b>Annual Revenue Total</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>
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**Scope** This project will replace short span bridges constructed with timber components that have reached the end of their useful life.

**Justification**

King County owns and maintains 188 bridges. Of these, 44 are short span bridges which are 20 feet or less in span length along the centerline of the roadway and 26 of these are constructed of timber elements. Timber bridges owned by Roads currently have an average age of 69 years compared to an expected service life of 50 years and must be replaced.

Timber components do not last as long as bridge elements constructed from concrete or steel. It deteriorates faster, and is vulnerable to the elements, such as water intrusion and insect infestation. Most timber used on bridges is treated with creosote or other forms of treatment which provides a longer life than untreated wood, however, it may leach into water impacting water quality, fish and wildlife.

According to Roads' 2022 bridge inspection program and identified in the 2022 Annual Bridge Report, the average sufficiency rating for all timber bridges owned by King County is 51.3 out of a possible score of 100 (a new bridge with no deficiencies). In comparison, concrete and steel bridges have an average sufficiency rating of 75.0.

The county has been able to extend the useful life of its timber bridges through monitoring and bridge repair programs that were funded in 1995-1997 and 2001-2003. However, major structural repair of timber bridges is no longer viable as a long-term solution due to the condition of the bridge foundations and current environmental regulations.

In 2007, Roads began an aggressive short span bridge replacement program to address the large number of deficient timber bridges. Each year of the program, two to four bridges were replaced, but this program was halted in 2013 due to the significant decline in Roads' revenues.

Benefits of replacing these bridges include eliminating the risk of closure or restriction for the safe use of the traveling public, improving traffic safety, minimizing maintenance costs, providing better hydraulic performance, and removing toxic creosote-treated timber piles from streams.

It is important to note that, when the 2025 6-year CIP budget was proposed, short span bridges are not considered eligible for federal funding as they are not required or included on the National Bridge Inventory. Instead, they must be replaced at the county's expense. The division is proposing this program with Road funds due to the criticality of replacing short span timber bridges.

**Status** New in 2025

**1148401 RSD COUNTYWIDE ROADS FACILITIES AND FLEET PROGRAM**

Countywide

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Other	<b>Council District</b>	10 - All
<b>Fund</b>	3865	<b>Major Class of Work</b>	Facilities		
<b>Cost Center</b>	C865501	<b>Functional Class</b>	N/A	<b>Lat</b>	N/A
<b>Award</b>		<b>Tier</b>	N/A	<b>Long</b>	N/A

  

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

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design			225,000						225,000	225,000
3 - Final Design			75,000						75,000	75,000
4 - Implementation			200,000						200,000	200,000
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>0</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>500,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	500,000	500,000
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<b>Annual Revenue Total</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>
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**Scope** This project includes funding to plan, design and construct improvements to Roads' facilities. Work may include renovating existing buildings and storage facilities, constructing new buildings, or installing electric vehicle charging infrastructure.

**Justification** Maintenance activities keep the county's road-related assets in working condition to maximize the public's investment and provide for the safety of users. Adequate maintenance facilities located in the right places and in good condition are necessary to support the efficient provision of vital services to the traveling public.

Road maintenance facilities are critical to support the division's mission. The location and functionality of these facilities is critical for emergency response and efficient ongoing operations. The ability to respond to incidents and emergencies 24 hours a day, seven days a week is an important part of operating a road network.

Road Services has 18 maintenance facilities/ properties, such as regional maintenance shops, material storage sites, and snow and ice facilities. Most of Roads maintenance facilities are between 40 and 60 years old, and some have inadequate provisions conditions which compromise their ability to support providing services, often during emergencies.

This countywide program will fund the planning, design and construction of improvements to existing Roads' facilities. Upgrading facilities are necessary for several reasons, such as providing a safe and efficient workplace for employees; maximizing material storage and usage; and complying with environmental regulations and county plans and ordinances. Projects can include installing charging stations and other infrastructure to support the county's electric vehicle infrastructure or improving salt and sand storage facilities.

However, this work will not include major maintenance shop relocations or upgrades; two projects are in the planning phase – 1143974 Road Services Division 2 [Fall City] Facility and 1143975 Road Services Division 5 [Vashon] Facility – and one project is planned to start in the next biennium – 1135043 Northeast Maintenance Facility Replacement.

**Status** New in 2025

Summary of Revenue  
Adopted 2025-2030 6-Year CIP

**2025 Adopted Budget - Revenue totals for Fund 3850**

		Prior Years								Totals	
		Expenditures	Existing Budget	2025 Adopted	2026	2027	2028	2029	2030	2025-2030	Source Total
30800	BUDGETED FUND BALANCE	0	674,097	(309,000)	0	0	0	0	0	(309,000)	365,097
	<b>Total</b>	<b>0</b>	<b>674,097</b>	<b>(309,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(309,000)</b>	<b>365,097</b>

**2025 Adopted Budget - Revenue totals for Fund 3855**

		Prior Years								Totals	
		Expenditures	Existing Budget	2025 Adopted	2026	2027	2028	2029	2030	2025-2030	Source Total
30800	BUDGETED FUND BALANCE	68,148,208	22,061,605	1,590,952	0	0	0	0	0	1,590,952	91,800,765
33340	FEDERAL HIGHWAY ADMIN	973,296	4,474,579	0	0	0	0	0	0	0	5,447,875
33341	STPU ROAD GRANT	6,708,202	2,062,810	0	0	0	0	0	0	0	8,771,012
33343	FEDERAL BRIDGE GRANT	871,610	1,620,738	0	0	0	0	0	0	0	2,492,348
33437	RURAL ARTERIAL TRUST ACCT	2,185,399	4,602,225	2,674,140	0	0	0	0	0	2,674,140	9,461,764
33440	TRANSPORTATION IMPROVEMENT (TIB)	0	1,892,125	0	0	0	0	0	0	0	1,892,125
39113	GENERAL OBLIGATION BONDS	0	7,706,000	0	0	0	0	0	0	0	7,706,000
39719	CONTRIB FLOOD CONTROL ZONE DT	364,961	1,363,455	0	0	0	0	0	0	0	1,728,416
39721	CONTRIB SURF WATER MGT	19,547,573	6,342,053	4,396,000	0	0	0	0	0	4,396,000	30,285,626
39780	CONTRIBUTION - CURRENT EXPENSE	4,000,000	0	0	0	0	0	0	0	0	4,000,000
39782	CONTRIB COUNTY ROAD FUND	0	0	6,041,186	4,650,234	3,895,473	1,813,553	0	0	16,400,446	16,400,446
39789	CONTRIB REET #1	5,496,249	3,796,820	2,123,000	0	0	0	0	0	2,123,000	11,416,069
39796	CONTRIB OTHER FUNDS	1,200	(1,199)	287,203	0	0	0	0	0	287,203	287,204
43367	ROAD CONSTRUCT OTHER GOVT	181,877	34,993	0	0	0	0	0	0	0	216,870
44179	ROAD C E SWM	8,993,398	6,836,691	2,300,000	1,240,000	0	0	0	0	3,540,000	19,370,089
	<b>Total</b>	<b>117,471,973</b>	<b>62,792,895</b>	<b>19,412,481</b>	<b>5,890,234</b>	<b>3,895,473</b>	<b>1,813,553</b>	<b>0</b>	<b>0 0</b>	<b>31,011,741</b>	<b>211,276,609</b>

**2025 Adopted Budget - Revenue Totals for Fund 3865**

		Prior Years								Totals	
		Expenditures	Existing Budget	2025 Adopted	2026	2027	2028	2029	2030	2025-2030	Source Total
30800	BUDGETED FUND BALANCE	3,766,809	3,451,467	(1,913,383)	0	0	0	0	0	(1,913,383)	5,304,893
33341	STPU ROAD GRANT	2,867,726	9,213,364	5,381,497	0	0	0	0	0	5,381,497	17,462,587
33708	INTERLOCAL GRANTS OTHER	0	0	400,000	0	0	0	0	0	400,000	400,000
39719	CONTRIB FLOOD CONTROL ZONE DT	51,632	148,368	0	0	0	0	0	0	0	200,000
39721	CONTRIB SURF WATER MGT	146,922	1,325,078	490,000	0	0	0	0	0	490,000	1,962,000
39782	CONTRIB COUNTY ROAD FUND	0	0	503,192	0	0	0	0	0	503,192	503,192
39789	CONTRIB REET #1	1,075,306	1,187,699	500,000	150,000	0	0	0	0	650,000	2,913,005
42009	SALMON RECOV FUND BOARD	0	0	511,000	0	0	0	0	0	511,000	511,000
44179	ROADS C E SWM	88,319	0	0	0	0	0	0	0	0	88,319
	<b>Total</b>	<b>7,996,714</b>	<b>15,325,976</b>	<b>5,872,306</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0 0</b>	<b>6,022,306</b>	<b>29,344,996</b>

**Total for Funds 3850, 3855 and 3865**

<b>125,468,687</b>	<b>78,792,968</b>	<b>24,975,787</b>	<b>6,040,234</b>	<b>3,895,473</b>	<b>1,813,553</b>	<b>0</b>	<b>0</b>	<b>36,725,047</b>	<b>240,986,702</b>
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2025 Adopted Budget - Revenue totals for Fund 3850

		Prior Years								Totals	
		Expenditures	Existing Budget	2025 Adopted	2026	2027	2028	2029	2030	2025-2030	Source Total
30800	BUDGETED FUND BALANCE										
1127268	Emergent Need Fund 3850	0	674,097	(309,000)	0	0	0	0	0	(309,000)	365,097
	Total	0	674,097	(309,000)	0	0	0	0	0	(309,000)	365,097
	Total for Fund 3850	0	674,097	(309,000)	0	0	0	0	0	(309,000)	365,097

**2025 Adopted Budget - Revenue totals for Fund 3855**

		Prior Years								Totals	
		Expenditures	Existing Budget	2025 Adopted	2026	2027	2028	2029	2030	2025-2030	Source Total
<b>30800</b>	<b>BUDGETED FUND BALANCE</b>										
1129584	Countywide Quick Response Program	10,768,217	7,186,713	(135,272)	0	0	0	0	0	(135,272)	17,819,658
1129585	Countywide Roadway Preservation Program	35,003,035	7,096,435	1,726,224	0	0	0	0	0	1,726,224	43,825,694
1129586	Countywide Drainage Preservation Program	10,025,619	5,153,559	0	0	0	0	0	0	0	15,179,178
1129587	Countywide Guardrail Preservation Program	7,784,474	1,115,526	0	0	0	0	0	0	0	8,900,000
1129588	Countywide Bridge Priority Maintenance	4,111,238	915,343	0	0	0	0	0	0	0	5,026,581
1135045	Countywide Culvert Replacement and Fish Passage Program	24,532	45,468	0	0	0	0	0	0	0	70,000
1135998	Ames Lake Trestle Bridge #1320A Replacement	315,962	224,757	0	0	0	0	0	0	0	540,719
1139144	SE Reinig Road Drainage Improvement Culvert		125,300	0	0	0	0	0	0	0	125,300
1139147	Countywide Americans with Disabilities Act Program	115,131	198,504	0	0	0	0	0	0	0	313,635
	<b>Total</b>	<b>68,148,208</b>	<b>22,061,605</b>	<b>1,590,952</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,590,952</b>	<b>91,800,765</b>
<b>33340</b>	<b>FEDERAL HIGHWAY ADMIN</b>										
1129584	Countywide Quick Response Program	973,296	4,474,579	0	0	0	0	0	0	0	5,447,875
	<b>Total</b>	<b>973,296</b>	<b>4,474,579</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,447,875</b>
<b>33341</b>	<b>STPU ROAD GRANT</b>										
1129585	Countywide Roadway Preservation Program	6,708,202	2,062,810	0	0	0	0	0	0	0	8,771,012
	<b>Total</b>	<b>6,708,202</b>	<b>2,062,810</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,771,012</b>
<b>33343</b>	<b>FEDERAL BRIDGE GRANT</b>										
1129588	Countywide Bridge Priority Maintenance	871,610	1,620,738	0	0	0	0	0	0	0	2,492,348
	<b>Total</b>	<b>871,610</b>	<b>1,620,738</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,492,348</b>
<b>33437</b>	<b>RURAL ARTERIAL TRUST ACCT</b>										
1129585	Countywide Roadway Preservation Program	843,812	843,812	0	0	0	0	0	0	0	1,687,624
1135998	Ames Lake Trestle Bridge #1320A Replacement	1,256,410	1,343,590	0	0	0	0	0	0	0	2,600,000
1139144	SE Reinig Road Drainage Improvement Culvert	5,857	1,459,143	0	0	0	0	0	0	0	1,465,000
1139811	SE 384th Street Drainage Improvement Culvert	79,320	955,680	0	0	0	0	0	0	0	1,035,000
1142615	SE Lake Francis Road Haul Road Mitigation	0	0	1,815,000	0	0	0	0	0	1,815,000	1,815,000
1148396	NE Tolt Hill Road High Friction Surface Treatment	0	0	859,140	0	0	0	0	0	859,140	859,140
	<b>Total</b>	<b>2,185,399</b>	<b>4,602,225</b>	<b>2,674,140</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,674,140</b>	<b>9,461,764</b>
<b>33440</b>	<b>TRANSPORTATION IMPROVEMENT (TIB)</b>										
1129585	Countywide Roadway Preservation Program	0	1,892,125	0	0	0	0	0	0	0	1,892,125
	<b>Total</b>	<b>0</b>	<b>1,892,125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,892,125</b>
<b>39113</b>	<b>GENERAL OBLIGATION BONDS</b>										
1135998	Ames Lake Trestle Bridge #1320A Replacement	0	7,706,000	0	0	0	0	0	0	0	7,706,000
	<b>Total</b>	<b>0</b>	<b>7,706,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,706,000</b>

**2025 Adopted Budget - Revenue totals for Fund 3855**

		Prior Years								Totals	
		Expenditures	Existing Budget	2025 Adopted	2026	2027	2028	2029	2030	2025-2030	Source Total
<b>39719</b>	<b>CONTRIB FLOOD CONTROL ZONE DT</b>										
1129586	Countywide Drainage Preservation Program	364,961	413,455	0	0	0	0	0	0	0	778,416
1135045	Countywide Culvert Replacement and Fish Passage Program	0	950,000	0	0	0	0	0	0	0	950,000
	<b>Total</b>	<b>364,961</b>	<b>1,363,455</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,728,416</b>
<b>39721</b>	<b>CONTRIB SURF WATER MGT</b>										
1129586	Countywide Drainage Preservation Program	13,089,959	2,652,917	500,000	0	0	0	0	0	500,000	16,242,876
1131333	Countywide Flood Control District Program	496,479	572,271		0	0	0	0	0	0	1,068,750
1135045	Countywide Culvert Replacement and Fish Passage Program	5,486,416	2,391,584	230,000	0	0	0	0	0	230,000	8,108,000
1136232	NE 128th Way Culvert Replacement	312,493	49,507	750,000	0	0	0	0	0	750,000	1,112,000
1144161	26124 SE 472nd Street Culvert Replacement	128,580	126,420	1,791,000	0	0	0	0	0	1,791,000	2,046,000
1144163	8402 W Snoqualmie Valley Road NE Culvert Replacement	33,646	549,354	550,000	0	0	0	0	0	550,000	1,133,000
1144164	208th Avenue SE at SE 135th Street Culvert Replacement	0	0	575,000	0	0	0	0	0	575,000	575,000
	<b>Total</b>	<b>19,547,573</b>	<b>6,342,053</b>	<b>4,396,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,396,000</b>	<b>30,285,626</b>
<b>39780</b>	<b>CONTRIBUTION - CURRENT EXPENSE</b>										
1129585	Countywide Roadway Preservation Program	4,000,000	0	0	0	0	0	0	0	0	4,000,000
	<b>Total</b>	<b>4,000,000</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>	<b>4,000,000</b>
<b>39782</b>	<b>CONTRIB COUNTY ROAD FUND</b>										
1129584	Countywide Quick Response Program	0	0	0	1,500,000	0	1,500,000	0	0	3,000,000	3,000,000
1129585	Countywide Roadway Preservation Program	0	0	2,759,799	1,854,000	1,217,000	0	0	0	5,830,799	5,830,799
1129586	Countywide Drainage Preservation Program	0	0	901,857	1,127,408	2,504,582	133,752	0	0	4,667,599	4,667,599
1129587	Countywide Guardrail Preservation Program	0	0	500,000	0	0	0	0	0	500,000	500,000
1129588	Countywide Bridge Priority Maintenance	0	0	546,364	0	0	0	0	0	546,364	546,364
1139147	Countywide Americans with Disabilities Act Program	0	0	163,909	168,826	173,891	179,801	0	0	686,427	686,427
1142615	SE Lake Francis Road Haul Road Mitigation	0	0	198,797	0	0	0	0	0	198,797	198,797
1143970	S Peasley Canyon Road and S 321st Street Permanent Signal	0	0	375,000	0	0	0	0	0	375,000	375,000
1148396	NE Tolt Hill Road High Friction Surface Treatment	0	0	95,460	0	0	0	0	0	95,460	95,460
1148400	Countywide Short Span Timber Bridge Replacement Program	0	0	500,000	0	0	0	0	0	500,000	500,000
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>6,041,186</b>	<b>4,650,234</b>	<b>3,895,473</b>	<b>1,813,553</b>	<b>0</b>	<b>0</b>	<b>16,400,446</b>	<b>16,400,446</b>

**2025 Adopted Budget - Revenue totals for Fund 3855**

		Prior Years								Totals	
	Expenditures	Existing Budget	2025 Adopted	2026	2027	2028	2029	2030	2025-2030	Source Total	
<b>39789</b>	<b>CONTRIB REET #1</b>										
1129584	Countywide Quick Response Program	149,026	259,484	0	0	0	0	0	0	0	408,510
1129585	Countywide Roadway Preservation Program	4,701,325	1,750,000	1,305,000	0	0	0	0	1,305,000	7,756,325	
1129586	Countywide Drainage Preservation Program			0	0	0	0	0	0	0	0
1129588	Countywide Bridge Priority Maintenance	291,725	185,809	0	0	0	0	0	0	0	477,534
1135045	Countywide Culvert Replacement and Fish Passage Program	0	0	818,000	0	0	0	0	818,000	818,000	
1136000	Baring Bridge #509A Replacement	0	0	0	0	0	0	0	0	0	0
1136232	NE 128th Way Culvert Replacement	0	650,000	0	0	0	0	0	0	650,000	
1139811	SE 384th Street Drainage Improvement Culvert	42,836	357,164	0	0	0	0	0	0	400,000	
1139144	SE Reinig Road Drainage Improvement Culvert	3,016	173,684	0	0	0	0	0	0	176,700	
1139147	Countywide Americans with Disabilities Act Program	268,094	31,906	0	0	0	0	0	0	300,000	
1144164	208th Avenue SE at SE 135th Street Culvert Replacement	40,227	388,773	0	0	0	0	0	0	429,000	
	<b>Total</b>	<b>5,496,249</b>	<b>3,796,820</b>	<b>2,123,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,123,000</b>	<b>11,416,069</b>	
<b>39796</b>	<b>CONTRIB OTHER FUNDS</b>										
1131333	Countywide Flood Control District Program	1,200	(1,199)	0	0	0	0	0	0	0	1
1142615	SE Lake Francis Road Haul Road Mitigation	0	0	287,203	0	0	0	0	287,203	287,203	
	<b>Total</b>	<b>1,200</b>	<b>(1,199)</b>	<b>287,203</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>287,203</b>	<b>287,204</b>	
<b>43367</b>	<b>ROAD CONSTRUCT OTHER GOVT</b>										
1129585	Countywide Roadway Preservation Program	9,000	0	0	0	0	0	0	0	9,000	
1131333	Countywide Flood Control District Program	172,877	34,993	0	0	0	0	0	0	207,870	
	<b>Total</b>	<b>181,877</b>	<b>34,993</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>216,870</b>	
<b>44179</b>	<b>ROAD C E SWM</b>										
1131333	Countywide Flood Control District Program	8,993,398	6,836,691	2,300,000	1,240,000	0	0	0	3,540,000	19,370,089	
	<b>Total</b>	<b>8,993,398</b>	<b>6,836,691</b>	<b>2,300,000</b>	<b>1,240,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,540,000</b>	<b>19,370,089</b>	
<b>Total for Fund 3855</b>		<b>117,471,973</b>	<b>62,792,895</b>	<b>19,412,481</b>	<b>5,890,234</b>	<b>3,895,473</b>	<b>1,813,553</b>	<b>0</b>	<b>31,011,741</b>	<b>211,276,609</b>	

**2025 Adopted Budget - Revenue Totals for Fund 3865**

		Prior Years								Totals	
		Expenditures	Existing Budget	2025 Adopted	2026	2027	2028	2029	2030	2025-2030	Source Total
<b>30800</b>	<b>BUDGETED FUND BALANCE</b>										
1129592	Emergent Need 3865	1,318,448	0	0	0	0	0	0	0	0	1,318,448
1129593	Grant Contingency Project for Fund 3865	0	250,000	0	0	0	0	0	0	0	250,000
1129598	Issaquah-Hobart Road SE at SE May Valley Road Improvements	583,234	83,447	0	0	0	0	0	0	0	666,681
1130260	SW 108th and 8th Avenue S Roundabout	720,365	71,635	(71,635)	0	0	0	0	0	(71,635)	720,365
1130261	SE 176th Street and SE 171st Way Roundabout	186,865	303,135	(302,000)	0	0	0	0	0	(302,000)	188,000
1130303	Auditor Capital Project Oversight 3865	26,323	3,749	0	0	0	0	0	0	0	30,072
1131235	S 360th Street at Military Road S Roundabout	415,344	1,111,656	450,000	0	0	0	0	0	450,000	1,977,000
1134080	NE Woodinville-Duvall Road at West Snoqualmie Valley Road NE Improvements	219,554	330,446	230,000	0	0	0	0	0	230,000	780,000
1139145	SE Green Valley Road and 218th Avenue SE Improvements	25,853	(25,853)	0	0	0	0	0	0	0	0
1143972	S 360th Street and 28th Avenue S Intersection Improvement	0	2,653,000	240,000	0	0	0	0	0	240,000	2,893,000
1143975	Road Services Division 5 Facility		1,580,000	(500,000)	0	0	0	0	0	(500,000)	1,080,000
1144322	185th Avenue NE at NE 179th Street Culvert Construction	270,823	(2,909,748)	(2,909,748)	0	0	0	0	0	(2,909,748)	(5,548,673)
1148397	148th Avenue SE at SE 224th Street Intersection Improvements	0	0	450,000	0	0	0	0	0	450,000	450,000
1148401	Countywide Roads Facilities and Fleet Program	0	0	500,000	0	0	0	0	0	500,000	500,000
	<b>Total</b>	<b>3,766,809</b>	<b>3,451,467</b>	<b>(1,913,383)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(1,913,383)</b>	<b>5,304,893</b>
<b>33341</b>	<b>STPU ROAD GRANT</b>										
1129593	Grant Contingency Project for Fund 3865	0	3,331,766	5,000,000	0	0	0	0	0	5,000,000	8,331,766
1129599	Renton Avenue S Phase III Sidewalk Improvements	2,185,909	468,503	(468,503)	0	0	0	0	0	(468,503)	2,185,909
1130261	SE 176th Street and SE 171st Way Roundabout	301,924	16,488	0	0	0	0	0	0	0	318,412
1131235	S 360th Street at Military Road S Roundabout	0	3,153,125	0	0	0	0	0	0	0	3,153,125
1139145	SE Green Valley Road and 218th Avenue SE Improvements	220,449	103,926	0	0	0	0	0	0	0	324,375
1143972	S 360th Street and 28th Avenue S Intersection Improvement	159,444	289,556	0	0	0	0	0	0	0	449,000
1144322	185th Avenue NE at NE 179th Street Culvert Construction	0	1,850,000	0	0	0	0	0	0	0	1,850,000
1148201	Improved Pedestrian Safety Along SW 102nd Street in White Center	0	0	850,000	0	0	0	0	0	850,000	850,000
	<b>Total</b>	<b>2,867,726</b>	<b>9,213,364</b>	<b>5,381,497</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,381,497</b>	<b>17,462,587</b>
<b>33708</b>	<b>INTERLOCAL GRANTS OTHER</b>										
1148399	SE High Point Way Culvert Construction and Fish Passage	0	0	400,000	0	0	0	0	0	400,000	400,000
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400,000</b>	<b>400,000</b>



**2025 Adopted Budget - Revenue Totals for Fund 3865**

		Prior Years Expenditures	Existing Budget	2025 Adopted	2026	2027	2028	2029	2030	Totals 2025-2030	Source Total
<b>39719</b>	<b>CONTRIB FLOOD CONTROL ZONE DT</b>										
1144322	185th Avenue NE at NE 179th Street Culvert Construction	51,632	148,368	0	0	0	0	0	0	0	200,000
	<b>Total</b>	<b>51,632</b>	<b>148,368</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>
<b>39721</b>	<b>CONTRIB SURF WATER MGT</b>										
1144322	185th Avenue NE at NE 179th Street Culvert Construction	146,922	1,325,078	0	0	0	0	0	0	0	1,472,000
1148399	SE High Point Way Culvert Construction and Fish Passage	0	0	490,000	0	0	0	0	0	490,000	490,000
	<b>Total</b>	<b>146,922</b>	<b>1,325,078</b>	<b>490,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>490,000</b>	<b>1,962,000</b>
<b>39782</b>	<b>CONTRIB COUNTY ROAD FUND</b>										
1129592	Emergent Need 3865	0	0	499,908	0	0	0	0	0	499,908	499,908
1130303	Auditor Capital Project Oversight 3865	0	0	3,284	0	0	0	0	0	3,284	3,284
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>503,192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>503,192</b>	<b>503,192</b>
<b>39789</b>	<b>CONTRIB REET #1</b>										
1129592	Emergent Need 3865	0	0	200,092	0	0	0	0	0	200,092	200,092
1129598	Issaquah-Hobart Road SE at SE May Valley Road Improvements	0	0	400,000	150,000	0	0	0	0	550,000	550,000
1129599	Renton Avenue S Phase III Sidewalk Improvements	146,908	450,092	(450,092)	0	0	0	0	0	(450,092)	146,908
1131235	S 360th Street at Military Road S Roundabout	766,008	30,867	0	0	0	0	0	0	0	796,875
1139145	SE Green Valley Road and 218th Avenue SE Improvements	90,894	259,731	100,000	0	0	0	0	0	100,000	450,625
1144322	185th Avenue NE at NE 179th Street Culvert Construction	71,496	447,009	0	0	0	0	0	0	0	518,505
1148398	Renton Avenue S Active Transportation Improvements	0	0	250,000	0	0	0	0	0	250,000	250,000
	<b>Total</b>	<b>1,075,306</b>	<b>1,187,699</b>	<b>500,000</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>650,000</b>	<b>2,913,005</b>
<b>42009</b>	<b>SALMON RECOV FUND BOARD</b>										
1148399	SE High Point Way Culvert Construction and Fish Passage	0	0	511,000	0	0	0	0	0	511,000	511,000
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>511,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>511,000</b>	<b>511,000</b>
<b>44179</b>	<b>ROADS C E SWM</b>										
1129598	Issaquah-Hobart Road SE at SE May Valley Road Improvements	88,319	0	0	0	0	0	0	0	0	88,319
	<b>Total</b>	<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>7,996,714</b>	<b>15,325,976</b>	<b>5,872,306</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,022,306</b>	<b>29,344,996</b>

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ATTACHMENT A CAPITAL IMPROVEMENT PROGRAM DATED NOVEMBER 19, 2024

2025 Annual - Council Adopted

Project Number	Project Name Class Code	Tech Adj	It Proj	2025 Appropriation \$	2026 Planned \$	2027 Planned \$	2028 Planned \$	2029 Planned \$	2030 Planned \$	Total 6-Year Budget \$
<b>3850 RENTON MAINTENANCE FACILITY</b>										
Project Number	Project Name Class Code			FY25	FY26	FY27	FY28	FY29	FY30	Total 6-Year Budget
1114791	Fund 3850 Administrative Project ADMIN			1,000,000	-	-	-	-	-	1,000,000
1127268	Emergent Need Fund 3850 ADMIN	✓		(309,000)	-	-	-	-	-	(309,000)
<b>3850 - RENTON MAINTENANCE FACILITY</b>				<b>691,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>691,000</b>
<b>3855 COUNTY ROAD MAJOR MAINTENANCE</b>										
Project Number	Project Name Class Code			FY25	FY26	FY27	FY28	FY29	FY30	Total 6-Year Budget
1129584	Countywide Quick Response Program PROGRAMMATIC	✓		(135,272)	1,500,000	-	1,500,000	-	1,500,000	4,364,728
1129585	Countywide Roadway Preservation Program PROGRAMMATIC			5,791,023	5,384,030	5,545,551	5,711,918	5,883,275	6,059,774	34,375,571
1129586	Countywide Drainage Preservation Program PROGRAMMATIC			1,401,857	4,439,153	4,572,327	4,709,497	4,850,782	4,996,305	24,969,921
1129587	Countywide Guardrail Preservation Program PROGRAMMATIC			500,000	515,000	530,450	546,364	562,754	579,637	3,234,205
1129588	Countywide Bridge Priority Maintenance PROGRAMMATIC			546,364	562,755	579,638	597,027	614,937	633,386	3,534,107
1131333	Countywide Flood Control District Program PROGRAMMATIC			2,300,000	1,240,000	-	-	-	-	3,540,000
1135045	Countywide Culvert Replacement Fish Passage PROGRAMMATIC			1,048,000	-	-	-	-	-	1,048,000
1136232	NE 128th Way Culvert Replacement STANDALONE			750,000	-	-	-	-	-	750,000
1139147	Countywide Americans with Disabilities Act Program PROGRAMMATIC			163,909	168,826	173,891	179,108	184,481	190,015	1,060,230
1142615	RSD SE LAKE FRANCIS ROAD HAUL ROAD MITIGATION STANDALONE	✓		2,301,000	-	-	-	-	-	2,301,000
1143970	RSD S PEASLEY CANYON ROAD AND S 321ST STREET PERMENANT SIGNAL STANDALONE			375,000	225,000	-	-	-	-	600,000
1144161	26124 SE 472nd Street Culvert Replacement STANDALONE			1,791,000	-	-	-	-	-	1,791,000
1144163	8402 W Snoqualmie Valley Road NE Culvert Replacement STANDALONE			550,000	-	-	-	-	-	550,000

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**ATTACHMENT A CAPITAL IMPROVEMENT PROGRAM DATED NOVEMBER 19, 2024**

2025 Annual - Council Adopted										
Project Number	Project Name Class Code	Tech Adj	It Proj	2025 Appropriation \$	2026 Planned \$	2027 Planned \$	2028 Planned \$	2029 Planned \$	2030 Planned \$	Total 6-Year Budget \$
1144164	208th Avenue SE at SE 135th Street Culvert Replacement STANDALONE			575,000	-	-	-	-	-	575,000
1148396	RSD NE TOLT HILL ROAD HIGH FRICTION SURFACE TREATMENT STANDALONE			954,600	-	-	-	-	-	954,600
1148400	RSD COUNTYWIDE SHORT SPAN TIMBER BRIDGE REPLACEMENT PROGRAM RSD CWP TIMBER BRIDGE REPLCMNT			500,000	-	-	500,000	-	500,000	1,500,000
<b>3855 - COUNTY ROAD MAJOR MAINTENANCE</b>				<b>19,412,481</b>	<b>14,034,764</b>	<b>11,401,857</b>	<b>13,743,914</b>	<b>12,096,229</b>	<b>14,459,117</b>	<b>85,148,362</b>
<b>3865 COUNTY ROAD CONSTRUCTION</b>										
Project Number	Project Name Class Code			FY25	FY26	FY27	FY28	FY29	FY30	Total 6-Year Budget
1129592	Emergent Need 3865 ADMIN			700,000	700,000	-	700,000	-	700,000	2,800,000
1129593	Grant Contingency Project for Fund 3865 ADMIN			5,000,000	-	-	-	-	-	5,000,000
1129598	Issaquah-Hobart Road SE at SE May Valley Road Improvements STANDALONE			150,000	-	-	-	-	-	150,000
1129599	Renton Avenue S Phase III Sidewalk Improvements STANDALONE	✓		(918,595)	-	-	-	-	-	(918,595)
1130260	SW 108th and 8th Avenue S Roundabout STANDALONE	✓		(71,635)	-	-	-	-	-	(71,635)
1130261	SE 176th Street and SE 171st Way Roundabout STANDALONE	✓		(302,000)	-	-	-	-	-	(302,000)
1130303	Auditor Capital Project Oversight 3865 ADMIN	✓		3,284	-	-	-	-	-	3,284
1131235	S 360th Street at Military Road S Roundabout STANDALONE			450,000	-	-	-	-	-	450,000
1131897	Fund 3865 Administrative Project ADMIN			(531,365)	-	-	-	-	-	(531,365)
1134080	NE Woodinville-Duvall Road at West Snoqualmie Valley Road NE Improvements STANDALONE			230,000	-	-	-	-	-	230,000
1139145	SE Green Valley Road and 218th Avenue SE Improvements STANDALONE			100,000	-	-	-	-	-	100,000
1143972	S 360th Street and 28th Avenue S Intersection Improvement STANDALONE			240,000	-	-	-	-	-	240,000
1143975	Road Services Division 5 Facility STANDALONE	✓		(500,000)	-	-	-	-	-	(500,000)

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ATTACHMENT A CAPITAL IMPROVEMENT PROGRAM DATED NOVEMBER 19, 2024

2025 Annual - Council Adopted										
Project Number	Project Name Class Code	Tech Adj	It Proj	2025 Appropriation \$	2026 Planned \$	2027 Planned \$	2028 Planned \$	2029 Planned \$	2030 Planned \$	Total 6-Year Budget \$
1144322	185th Avenue NE at NE 179th Street Culvert Construction STANDALONE	✓		(2,909,748)	-	-	-	-	-	(2,909,748)
1148201	RSD IMPROVED PEDESTRIAN SAFETY ALONG SW 102ND IN WHITE CENTER STANDALONE			850,000	-	-	-	-	-	850,000
1148397	RSD 148TH AVENUE SE AT SE 224TH STREET INTERSECTION IMPROVEMENTS STANDALONE			450,000	-	-	-	-	-	450,000
1148398	RSD RENTON AVENUE S ACTIVE TRANSPORTATION IMPROVEMENTS STANDALONE			250,000	-	-	-	-	-	250,000
1148399	RSD SE HIGH POINT WAY CULVERT CONSTRUCTION AND FISH PASSAGE STANDALONE			1,401,000	-	-	-	-	-	1,401,000
1148401	RSD COUNTYWIDE ROADS FACILITIES AND FLEET PROGRAM RSD CWP FACILITIES & FLEET			500,000	-	-	-	-	-	500,000
3865 - COUNTY ROAD CONSTRUCTION				5,090,941	700,000	-	700,000	-	700,000	7,190,941