Transportation Element
Background Information &

2019

Transportation Improvement Plan

and
Six-Year Transportation Improvement Program (STIP) 2019-2024
adopted by Resolution No. 426, 06/05/2018

City of Carnation

2019 Transportation Improvement Plan

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Introduction

a. Purpose

The purpose of the Transportation Element is to establish goals and policies that will guide the development of surface transportation in the City of Carnation in a manner consistent with the overall goals of the Comprehensive Plan. Based upon existing and projected land use and travel patterns, the Transportation Element addresses roadway classifications, levels of service, transit and non-motorized modes, future travel projections, transportation system improvements, financing strategies, and concurrency management. It establishes the technical basis for transportation system development, and for existing and future transportation improvement programs and facilities guided by the Transportation Polices of the Comprehensive Plan.

The Transportation Element was updated in 2015 and amended in subsequent years. The 2015 Comprehensive Plan Update included new traffic modeling which reflected the proposed land use changes from a 2015 docket request to reclassify approximately 35 acres of light industrial land to mixed use. The Transportation modeling was based on a 2035 projection of traffic, based on build-out assumptions for land use within the city of Carnation. The transportation modeling was funded by a grant from the Department of Commerce and reflects land use development that was underway as well as projected changes in land use.

Transportation Plan Goals and Challenges

Fortunately, Carnation has few traffic congestion problems when compared to other King County cities. There are, however, several unique issues and challenges that must be considered to achieve a viable transportation system that is consistent with the other system needs. Some of these issues include the following:

1. Carnation is bisected by State Route 203 which carries a substantial amount of through traffic. SR 203 is also Carnation's main street, passing through the downtown commercial area. It is a challenge to develop a more pedestrian oriented downtown while at the same time providing for efficient traffic flows through town. Large volumes of traffic passing through town on SR 203 decrease local traffic mobility within town and are a hazard for pedestrians and bicyclists.

2. A City of Carnation goal is to create an attractive, accessible and safe pedestrian environment throughout the downtown commercial and residential areas by promoting non-motorized access. Downtown improvements such as clearly defined and safe crosswalks, bicycle racks as well as signage, lighting and street furniture are necessary to achieve this goal. Long term planning for the downtown also needs to incorporate sufficient parking to support economic development. In the residential areas, several of Carnation's older streets are without sidewalks or pathways. Additional pathways as well as amenities for pedestrians and bicycles are needed to achieve the goal of providing substantial opportunity for non-motorized travel throughout the City.
3. There is currently limited public transit service linking Carnation to the rest of the Snoqualmie Valley. Local shuttle service to other Valley cities that are connected by regional transit to population and employment centers to the south and west is the only access to transit service that links Carnation residents to the regional transit system.

b. Planning Context

The Transportation Element is required to be consistent with a number of other documents:

State of Washington Growth Management Act (RCW 36.70A)

Transportation planning at the State, County and local levels is mandated by the State of Washington Growth Management Act (GMA) [RCW 36.70A]. The GMA contains many requirements for the preparation of a Comprehensive Plan Transportation Element. In addition to requiring consistency with the land use element, specific GMA requirements for a Transportation Element include [RCW 36.70A.070(6)]:

- Inventory of facilities by mode of transport.
- Level-of-service standards to aid in determining the existing and future operating conditions of the facilities.
- Proposed actions to bring these deficient facilities into compliance with adopted level-of-service standards.
- Traffic forecasts, based upon land use.
- Identification of transportation infrastructure needs to meet current and future demands.
- Funding analysis for needed improvements, as well as possible additional funding sources.
- Identification of intergovernmental coordination efforts.
- Identification of transportation demand management strategies as available.
- Identification of improvements for pedestrian and bicycle facilities and corridors.

In addition to these elements, GMA mandates that development cannot occur unless infrastructure exists, infrastructure improvements or strategies are concurrent with

development, or a financial commitment is in place to complete the improvements or strategies within six years.

Washington Administrative Code (WAC 365-196-430)

WAC 365-196-430 (2) provides the following recommendations for how the Transportation Element can meet the requirements GMA:

- Consistency with the Land Use Element, regional and state planning.
- Goals and policies to guide the development and implementation of the transportation element which are consistent with statewide and regional goals and policies.
- Inventory and analysis of transportation facilities defining existing capital facilities and travel levels as a basis for future planning.
- Level of service standards to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between city, county and state transportation investment programs.
- Traffic forecasts for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth.
- Identification of transportation system needs.
- Estimates of traffic impacts to state-owned transportation facilities resulting from land use assumptions.
- Transportation demand management strategies designed to encourage the use of alternatives to single occupancy travel and to reduce congestion, especially during peak times.
- Pedestrian and bicycle component that includes collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.
- Multiyear financing plan based on the needs identified in the comprehensive plan that serves as the basis for the six-year street program, and reassessment if probable funding falls short of meeting identified needs.
- Implementation measures designed to proactively implement the Transportation Element.

Six-Year Transportation Improvement Program (RCW 36.81.121 & 35.77.010)

Each City is required prepare and adopt a transportation program for the ensuing six calendar years. A copy of the adopted program must be filed with Secretary of Transportation on an annual basis. This program represents a forecast of the transportation related improvements to meet locally defined levels of service and policies as identified in the Transportation Element. The Six-Year Transportation Improvement Program for the City of Carnation is set forth in Section 6 of this Plan.

Statewide Multimodal Transportation Plan (RCW 47.06)

The Washington Transportation Plan (WTP) 2030 presents the State of Washington's strategy for implementation programs and budget development over a 20-year planning horizon. The WTP contains an overview of the current conditions of the statewide transportation system, as well as an assessment of the State's future transportation investment needs. The WTP policy framework sets the course for meeting those future needs. The WTP is based on the following six transportation policy goals:

- Economic Vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- Safety: To provide for and improve the safety and security of transportation customers and the transportation system;
- Mobility: To improve the predictable movement of goods and people throughout Washington state;
- Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
- Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

The WTP addresses the essential and interconnected roles of the Regional Planning Organizations and their local jurisdictions, and the important transportation issues of tribal governments in Washington State. It highlights the role of the Washington State Department of Transportation (WSDOT) to maintain, preserve and improve the transportation system while meeting the other societal goals defined above.

Washington State Ten-Year Investment Program (RCW 47.05.030)

The legislature created a statewide transportation development plan to identify present status and set goals for the future; to facilitate the supply of federal and state aid to those areas which will most benefit the state as a whole; to provide for public involvement in the transportation planning and development process; and to coordinate and implement national transportation policy with the state transportation planning program. The Office of Financial Management proposes to the legislature a comprehensive ten-year investment program for the preservation and improvement programs consistent with the transportation system policy goals. The investments preserve the existing state highway system and restore existing safety features, giving consideration to lowest life cycle costing.

Puget Sound Regional Council – Consistency with VISION 2040

The Puget Sound Regional Council (PSRC) is tasked with developing Multi-Countywide Planning Policies (MPPs) for the four counties of King, Snohomish, Pierce and Kitsap, plus all the cities within those counties. The PSRC has developed its MPPs in VISION 2040. PSRC reviews local plans for consistency with VISION 2040, and must certify the Transportation Element in order for the City to be eligible for transportation funding.

Carnation's Comprehensive Plan is consistent with the goals and policies of VISION 2040 in advancing cleaner and more sustainable mobility by promoting non-motorized trips through its compact urban form. The Transportation Element encourages the development of a transportation system that provides adequate levels of service while also minimizing environmental impacts of roadway development. The City's goals for safe and attractive pedestrian and bicycle linkages to the designated City center (the downtown area along SR 203) are also consistent with VISION 2040. While transit service is provided by regional entities; citizens, City staff and elected officials have worked to promote transit service to serve Carnation residents and others within the Snoqualmie Valley. In general, Carnation seeks to coordinate its planning efforts with neighboring jurisdictions, such as King County, as well as with the other Valley cities, the Snoqualmie Tribe, and any other service providers.

King County Planning Policies 2012

- Supporting Growth. An effective transportation system is critical to achieving the Regional Growth Strategy and ensuring that centers are functional and appealing to the residents and businesses they are designed to attract.
  Goal Statement: Local and regional development of the transportation system is consistent with and furthers realization of the Regional Growth Strategy.
- Mobility. Mobility is necessary to sustain personal quality of life and the regional economy. For individuals, mobility requires an effective transportation system that provides safe, reliable, and affordable travel options for people of all ages, incomes and abilities. The movement of goods is also of vital importance to the local and regional economy.
  Goal Statement: A well-integrated, multi-modal transportation system transports people and goods effectively and efficiently to destinations within the region and beyond.
- System Operations. The design, management and operation of the transportation system are major factors that influence the region's growth and mobility.
  Goal Statement: The regional transportation system is well-designed and managed to protect public investments, promote public health and safety, and achieve optimum efficiency.

2. Inventory and Existing Conditions

This section of the Transportation Element presents an inventory and description of the existing transportation system, and begins to analyze current and projected needs based on estimates of projected land use and growth in Carnation.

a. Identification of State Highway

Tolt Avenue, which is also designated as SR 203, runs north-south through the city limits and is the primary access route through the city of Carnation. SR 203 is designated as a regionally significant state highway, which is the classification for all state transportation facilities that are not designated as Highways of Statewide Significance (HSS). It connects Carnation to US 2 to the north and SR 202 the south. WSDOT currently classifies Tolt Avenue as an "Urban Minor Arterial". Tolt Avenue has the functional characteristics of a "Class 5" highway, as defined in the WSDOT Design Manual. SR 203 is classified as a T-3 Freight Corridor (300,000 to 4 million tons per year) in the Washington State Freight and Goods Transportation System (FGTS).

A Climate Impacts Vulnerability Assessment was performed on state highways in 2011. SR 203 was assessed at moderate vulnerability along its entire length. Vulnerability is based primarily on two factors:

- **Impacts.** Most of the impacts along SR 203 are expected to result in either reduced capacity or temporary road closures due to heavy rain events, as well as the high winds already coming off the Cascades which are expected to increase with more extreme weather events.
- **Asset criticality.** A moderate rating in this category means SR 203 is likely to have temporary (hours or days) operational failure, with repair or re-opening within 60 days.

Outside of city limits, SR 203 is called the Carnation-Duvall Road to the north and the Carnation-Fall City Road to the south. It connects Carnation to the cities of Duvall and Monroe to the north, and to the communities of Fall City, Snoqualmie and North Bend to the south. This two-lane rural highway has a speed limit that varies by location, and is currently posted at 40 mph north of 55th Street, 30 mph from 55th south through the city, then 55 mph south of NE 32nd Street.

b. Influence of Regional Traffic

Regional traffic influences traffic volumes within the City, especially along SR 203. In 2004 the Puget Sound Regional Council (PSRC) completed a conceptual corridor plan for SR 203 between Fall City and Monroe. This plan recognized the SR 203 corridor's importance to the region's long term economic growth and transportation strategies. Elements of this plan included improvements to non-motorized systems (pedestrians and bicycles), town entries and transition zones, in-town circulation, and streetscape elements. Within the city of Carnation, recommended actions focused on pedestrian and safety improvements.

Since the completion of the PSRC report, construction projects completed include a traffic signal at Entwistle Street, sidewalk connections and pedestrian activated street crossing beacons at Morrison St for Carnation Elementary School, and curb bulbs along Tolt Avenue. Additional improvements will be built as part of the Tolt Avenue (SR 203) Central Business District (CBD) Improvements Project. Improvements on SR 203 will highly impact traffic conditions in Carnation and in turn, conditions on the highway will be impacted by transportation conditions and improvements in Carnation.

c. Natural Traffic Barriers

Rivers and steep hills create a few natural barriers to efficient traffic access to and circulation within Carnation. Motorized traffic originating in the eastern portion of the City, wanting to move in a southerly direction must proceed west to SR 203, then proceed south on SR 203 across the Tolt River bridge. Traffic desiring to move in a westerly direction must proceed either north to NE 60th Street or Carnation Farm road, or proceed south to the Tolt River Bridge, and then turn west on NE Tolt Hill Road. East Entwistle Street provides the only eastern access to unincorporated King County along Tolt River Road /NE 45th Street. SR 203 forms an impediment to non-motorized traffic.

d. General Description of Existing Transportation System

State Route (SR) 203, or Tolt Avenue, is the City's principle arterial and connection to the rest of the Snoqualmie Valley. As SR 203 passes through Carnation it is known as Tolt Avenue. Tolt Avenue is Carnation's main business street in the downtown area, with a speed limit of 30 mph. Roads surrounding the downtown business district are east-west oriented streets which are typically paved, have gravel shoulders or no shoulder, and are without road markings. Stop signs regulate traffic flow at intersections. A traffic signal is located at the intersection of SR 203 and Entwistle; this is Carnation's only signalized intersection.

The original plat of the city included 60-foot rights-of-way as well as 16-foot alleys. Newer roads typically have 50-foot rights-of-way. On the local access streets pavement width varies from 12

feet to 40 feet, with 18 feet being the average. Few residential streets in the older portions of the City have sidewalks. A few of the alleys which receive heavy use are paved.

e. Roadway Inventory and Classifications

Public streets are classified according to their function in terms of mobility and land access. Carnation's functional street classifications are defined below:

State Route 203 / Tolt Avenue:

Tolt Avenue acts as both the city's main street and also as a state highway that links Carnation to the rest of the Snoqualmie Valley. Tolt Avenue consists of a 70-foot right-of-way starting from the northern city limits at Bagwell Street to Entwistle Street. From Entwistle Street southward, the right of way is 60 feet. There are two travel lanes, shoulder, and sidewalk on both sides for most of Tolt Avenue from Bagwell Street on the north, to approximately Tolt Middle School on the south. Bulb-outs and ADA ramps are located at key intersections in the downtown. Due to the large volume of local and through traffic carried through the center of town, residents are concerned with pedestrian and bicycle safety crossing SR 203, as well as local automobile mobility. The Washington State Department of Transportation (WSDOT) is responsible for maintenance of the roadway from the curb inwards; the City is responsible for the area between curbing and the property lines.

Arterial:

A highway or roadway connecting neighborhoods and facilities within the community and providing some access to abutting properties. The facility stresses mobility and circulation needs over providing specific access to properties. Arterials include:

Entwistle Street. Entwistle Street provides east-west access from Larson Avenue to the easterly extent of the City. Entwistle has a 60 foot right-or-way, which carries 2 lanes of traffic and curb, gutter and sidewalk from Larson Avenue to 329th Avenue NE in Swiftwater on the south side, and to opposite 326th Street on the north side.

Larson Avenue. Larson Avenue is designed to be a north-south arterial that provides access to the commercial and industrial areas west of SR 203. Currently only the northern 380 feet of Larson Avenue has been improved to serve the wastewater treatment plant and sewer vacuum station; the remainder of the corridor identified for Larson Avenue will link Entwistle to NE 40th with the purpose of providing access for commercial and industrial uses.

NE 40th Street (segment). The segment of NE 40th from SR 203 westerly to Larson Avenue (extended) is also classified as an arterial; its purpose is to link Larson Avenue to SR 203 to serve existing and potential commercial and industrial development.

Collector:

A street connecting two or more neighborhoods as well as carrying traffic within neighborhoods. Collectors also channel traffic onto the arterials. Typically, they carry moderate traffic volumes, have relatively shorter trips then arterials, and carry very little through traffic. Collectors include:

NE 40th Street (segment) from its intersection with the Larson Avenue (extended) corridor westerly to Tolt-MacDonald Park;

Blanche Street and Stossel Avenue, which serve the area of intense development (Mixed Use and/or high density residential) east of SR 203;

Commercial Street between Alley 'J' and Stossel, which provides east west access in the commercial core;

Milwaukee Avenue, which provides north south access between Entwistle and NE 50th Street. Future development of the Potential Annexation Area north of the Carnation Elementary School would also be served by an extension of Milwaukee Avenue, to link residential development of that portion of the UGA to the rest of the city's street grid; and

East Morrison Street and NE 50th Street between Milwaukee and SR 203 and NE 50th east of Milwaukee Avenue provides access to the northeastern part of the City.

Local Access Street:

This category comprises all local roadways and streets not otherwise classified. Their main function is providing direct access to abutting properties, sometimes at the expense of traffic movements. Traffic generally moves slowly on these streets and delays are caused by turning vehicles.

Current conditions and rights-of way for these roadways vary widely throughout the city. In most of the older portions of the city, 60-foot rights-of-way are typical, but several streets consist of minimal pavement, in many cases less than twenty feet in width and only a few inches in depth, with no paved parking, and no sidewalk or pathway for pedestrians. Some of these roads are in very poor condition. Newer subdivisions generally have 50-foot rights-of-way, with pedestrian amenities that include curbs and sidewalks.

The City's goal is to provide pedestrian and bicycle access, but improvements to pedestrian amenities in the older portions of the city should be consistent with the design and scale of these areas. The City has developed alternative roadway sections that seek to provide pedestrian and bicycle pathways but do not detract from the aesthetic appeal of older neighborhoods.

Alley:

A local access street, generally consisting of a 1-lane 16-foot wide right of way that provides access to such amenities or services as rear yards, garages, or refuse collection. Carnation has

an extensive system of alleys in the older parts of town where alleys were dedicated and developed as part of the original Plat of Tolt. A few of the alleys which receive heavy use have been paved but most are not paved.

Street Inventory

The Transportation Improvement Board analyzed Carnations' streets by condition (See Appendix A). The Rating Map gives us a picture of all the streets in town and their condition. This Rating has proved to be a major boon for Carnation, as the Assessment will help us in prioritizing which streets to reconstruct vs. which just need a different approach: crack sealing, chip sealing, or overlay.

Figure T-1 Street Classification Map
Figure T-1A Typical Street Sections
Figure T-1B Pavement Condition Rating Map

Figure T-1 – Street Classification Map

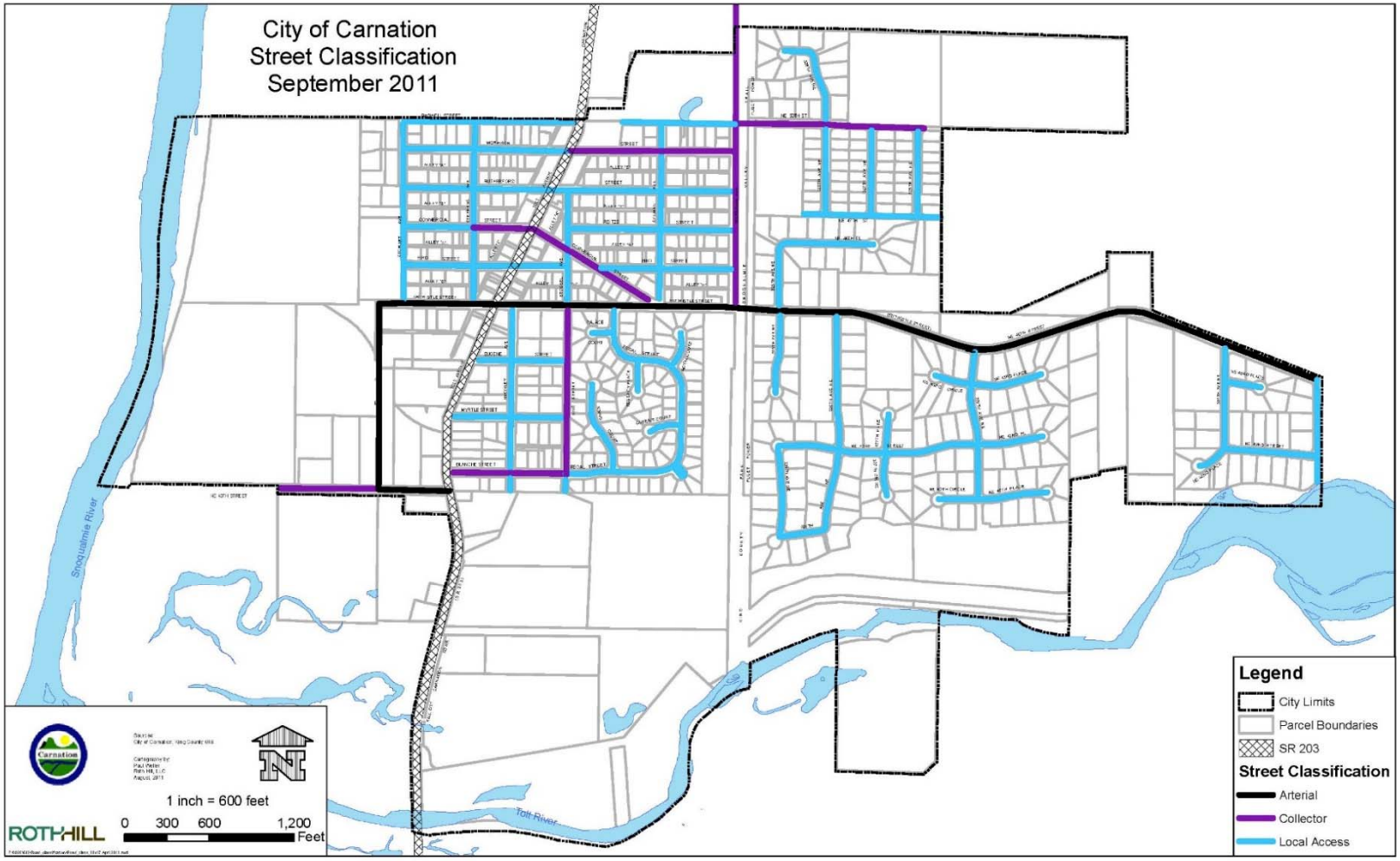
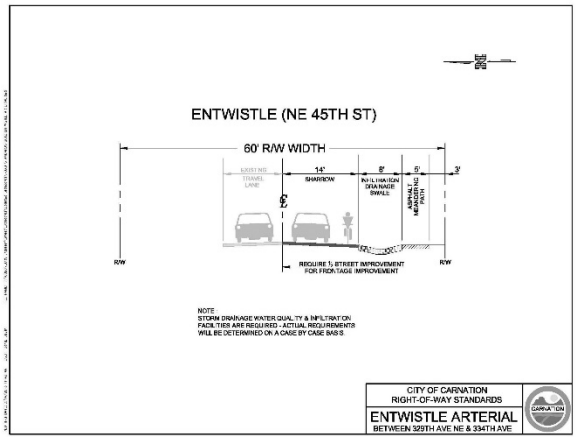
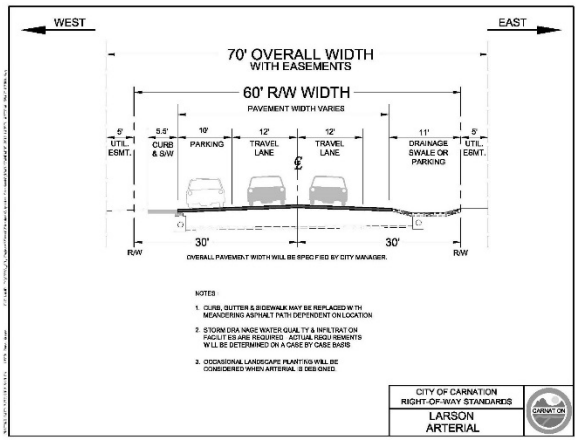
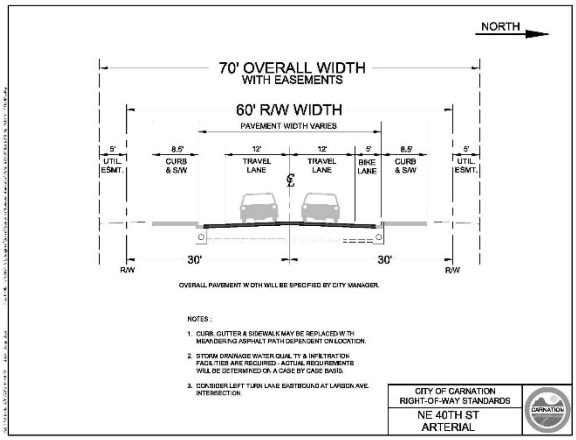


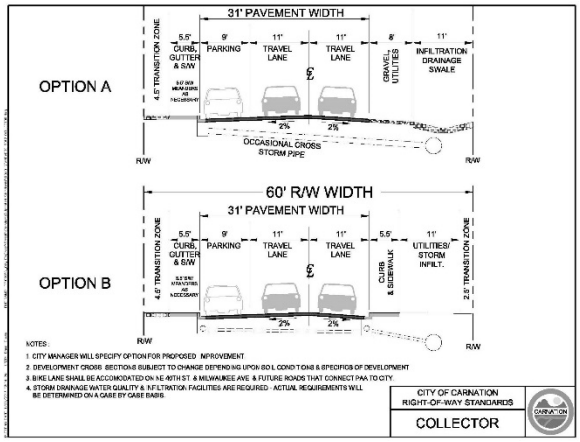
Figure T-1A – Typical Street Sections

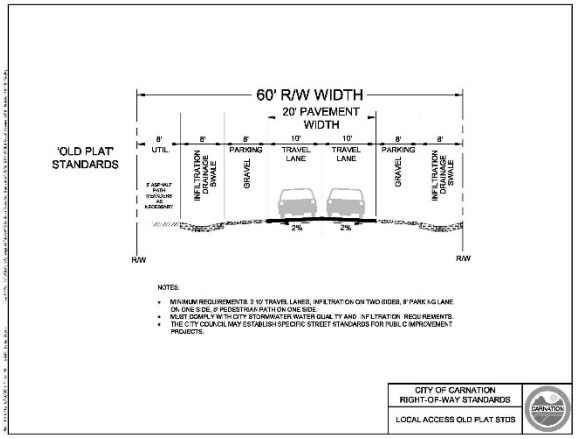
(as adopted in the May 2013 Street and Storm Sewer System Standards)











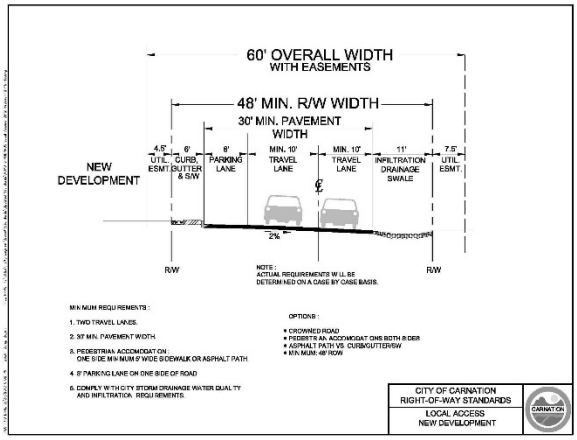
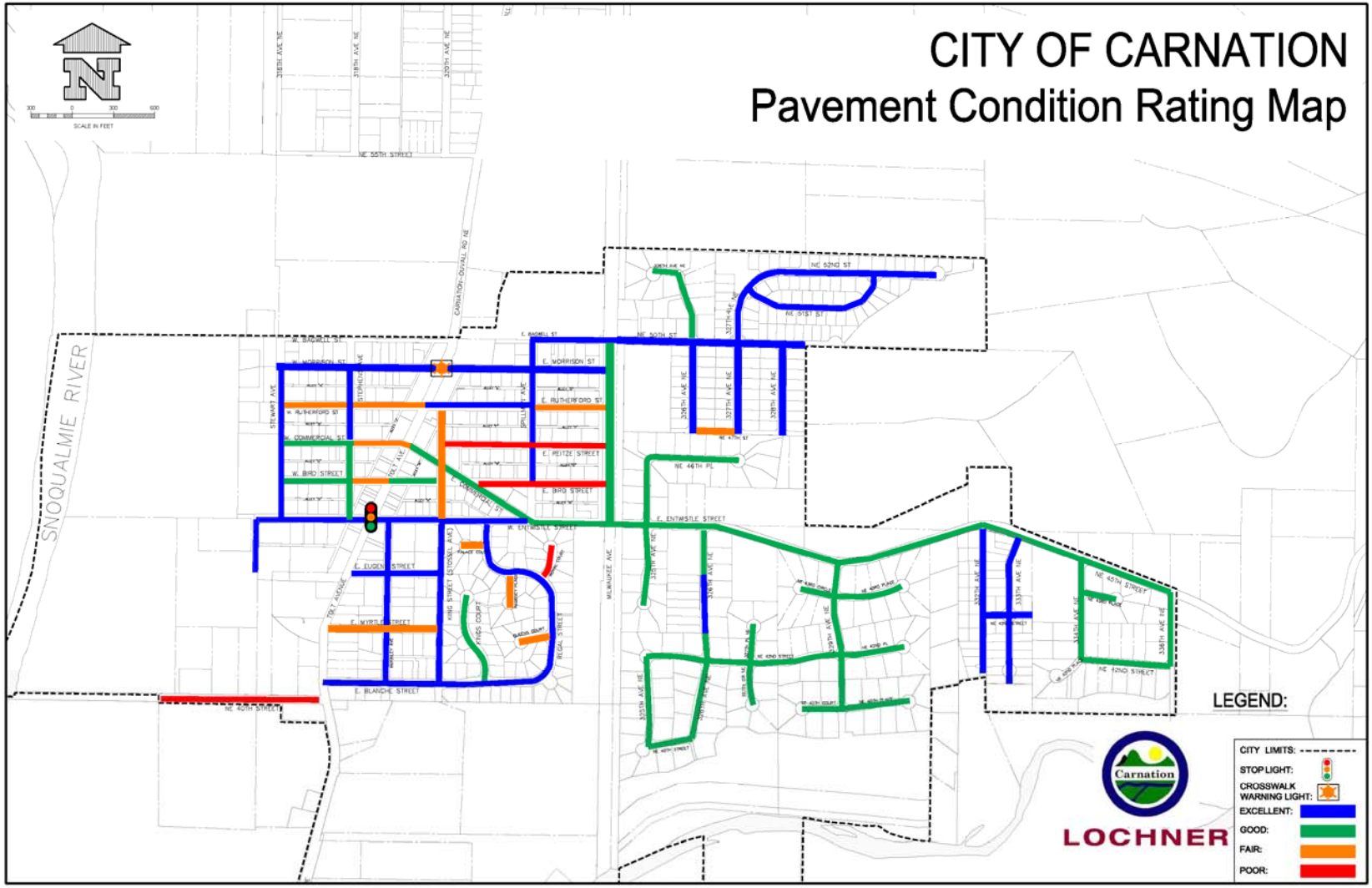


Figure T-1B – Pavement Condition Rating Map



Transit Service

Transit service to Carnation is currently limited to shuttle service within the Snoqualmie Valley. The lack of direct METRO Transit service has resulted in a partnership with other transit providers in the Snoqualmie Valley. The Valley Shuttle provides service between the Valley cities from morning to evening on a 90-minute headway. Connections to employment and services located in population centers to the west are only available through shuttle connections to neighboring communities, where METRO service is available to Redmond, Bellevue and Issaquah. Transit service linking Carnation to centers outside the Valley is far from convenient. Carnation's transit stop is located at SR 203 (Tolt Avenue) and Bird Street. The transit stop has been enhanced through artwork provided by the students from Carnation Elementary School and the Snoqualmie Tribe.

In addition to fixed route transit provided within Snoqualmie Valley by the Shuttle, bus service is available for senior citizens through the Sno-Valley Senior Center Shuttle bus. Service is limited to the Snoqualmie Valley.

Pedestrian Circulation

Carnation enjoys an integrated system for non-motorized access that links the city's neighborhoods to each other, to public facilities such as parks and schools, to the downtown center and to open space and natural areas. The form and flat topography of the city creates an excellent opportunity to enjoy non-motorized travel. Most goods, services and public facilities within the city are located along SR 203. Higher density residential development is concentrated within a half mile of SR 203.

Sidewalks are present on both sides of Tolt Avenue (SR 203) within city limits, though they are relatively narrow. Bulb-outs and ADA ramps are added to the curbs in the Central Business District. The speed limit on SR 203/Tolt Avenue is 30 mph in city jurisdiction and 40 mph through the Potential Annexation Area to the north. Traffic on SR 203 works as a barrier to pedestrians, especially in the afternoon peak traffic hour. Non-motorized access for students to the Carnation Elementary School and Tolt Middle School, both located along SR 203, has been identified as a concern. The steep crown of the highway that is the result of many years of overlays exceeds the standard for accessibility. The signalization of the intersection at Entwistle and the cross-walk improvements at Morrison provide two improved pedestrian crossings.

Sidewalks are present on one or both sides of most of the city's arterials and collectors. Pedestrian amenities are present in most of the newer subdivisions, while much of the older portions of the city do not have sidewalks. Concern that curb, gutter and sidewalk improvements would not be consistent with the small town feel of the older portions of the City resulted in a local street standard that provides pedestrian pathways that are not grade separated from the roadway but are separated by drainage swales or parking. Most local streets have low average

daily traffic, and even if there are no sidewalks or bicycle lanes present, residents can generally safely walk or bicycle.

Much of Carnation's residential development is east of SR 203. Entwistle Street is the arterial which connects many of the City's neighborhoods to the downtown. Pedestrian access via Entwistle Street is provided for much of the city, but there are gaps in the sidewalk between 329th Avenue and 334th Avenue so pedestrian amenities are not available for the full length of East Entwistle Street within city limits. As Entwistle serves through traffic, traffic and speeds can be significantly higher than on other City streets.

Access to Carnation Elementary School for pedestrians on the west side of SR 203 is provided at Morrison Street. Currently there is no sidewalk north of Morrison on the east side of SR 203, and there is a non-standard pedestrian extruded curb walkway on the west side between Morrison and NE 55th Street. Spilman Avenue is used by students walking to Carnation Elementary School from neighborhoods to the south. It should be noted that the entry to the Elementary School is located on Morrison Street, not on Tolt Avenue. The City will coordinate with the Riverview School District if other crossings are necessary to serve Elementary School students.

Carnation has excellent trails for recreation in addition to the linkages provided by sidewalks and roadways. The Snoqualmie Valley Trail, which uses the abandoned Chicago, Milwaukee & Saint Paul Railroad right-of-way from Duvall to North Bend, is a 31.5-mile regional trail serving all of the Snoqualmie Valley. This trail provides a north-south "spine" through Carnation. The trail system in Tolt-MacDonald Park connects to both West Entwistle Street near the Wastewater Treatment Plan and the Snoqualmie Valley Trail at the Tolt River. The trail system continues along the Tolt levee upriver. The linkage is lost in the vicinity of 331st Avenue NE, where the levee does not include public access across two properties that are located in unincorporated King County. Other pedestrian amenities include a pedestrian path through Memorial Park that continues through the Regal Glen neighborhood to connect to Loutsis Park and the Snoqualmie Valley Trail; and the Evacuation Trail on a city-owned parcel in Tolt Highlands north-east of the city limits which can be accessed from NE 50th Street.

Bicycle Routes and Circulation

Bicycle access for residents is very good overall, despite the lack of bicycle lanes. The average daily traffic within the city neighborhoods is low and the terrain is flat. The scenic roads in the Carnation area are frequently utilized by bicycle touring groups and clubs. However, some of these routes are potentially dangerous due to traffic, winding roadways and poor visibility, particularly during peak weekday commuting periods. There is no separate bicycle lane in the SR 203 corridor; bicyclists share the travel lanes with vehicular traffic. ADA bulb-outs on Tolt Avenue in the downtown business district create barriers for bicyclists.

The Snoqualmie Valley Trail is also a very popular facility for bicyclists. Other mountain biking trails that bring visitors to the Carnation area include the off-road biking at Tolt-MacDonald Park.

A survey of bicyclists taken in March 2010 showed that Carnation is a popular destination for both mountain and road biking, with many respondents citing the "rural/serene/scenic" qualities and good trails as unique. Most respondents bike in the Carnation area one to five times a month. When asked how Carnation could better serve their needs, many called for more and improved trails, as well as adding a shoulder to SR 203.

Figure T-2 shows a Map of Trails and Sidewalks, including the system of linked access for pedestrians, bicyclists and equestrians. There are two components of the linked system: sidewalks within rights-of-way that also serve vehicular traffic, and non-motorized trails such as the Snoqualmie Valley Trail and the levee trail along the Tolt River. When combined with Entwistle Street, the local sidewalk/trail system links neighborhoods to each other and the rest of the city. Most neighborhoods are within a half-mile walk of Tolt Avenue with access to parks, schools, the library, etc. This trail and sidewalk system links Carnation to the region, through the state highway and through the Snoqualmie Valley Trail.

Figure T-2 – Map of Trails and Sidewalks

f. Previous Accomplishments

Capital projects completed between 2007 and 2018 include:

Year	Project Name	Total Cost		Grant Funds		City Funds	
2007	Morrison Intersection	$266,453	TIB	$218,254	81.91%	$48,199	18.09%
2007	Blanche Street Reconstruction	$757,611	TIB SCAP	$695,350	91.78%	$62,261	8.22%
2008	Tolt Corridor Redevelopment Study	$200,000	PSRC RTCC	$177,000	88.50%	$23,000	11.50%
2008	Stossel Avenue Reconstruction	$1,029,350	TIB SCAP	$850,000	82.58%	$179,350	17.42%
2008	Carnation Elementary Tolt Ave Safe Routes to School Improvements	$150,651	WSDOT SRTS	$140,141	93.02%	$10,510	6.98%
2010	Entwistle Traffic Signal	$721,519	TIB PSRC BIA Tribe	$704,000	97.57%	$17,519	2.43%
2014	Spilman Ave Safe Route to School	$330,286	WSDOT SRTS	$290,000	87.80%	$40,286	12.20%
2015	NE 50th Street Overlay by developer						
2015-2016	East Rutherford Reconstruction	$316,948	TIB SCAP	$285,170	89.97%	$31,778	10.03%
2016	326th Ave NE Overlay by developer						
2017	East Entwistle Overlay (Stossel to Spilman)	$128,069	TIB SCPP	$128,069	94.90%	$6,537	5.10%
2018	Morrison Street Improvements (East and West, Stewart to Milwaukee)	$808,470	TIB SCAP	$740,727	91.62%	$68,198	8.44%
2015-2018	Tolt Avenue CBD Design Phase	$850,000	PSRC TAP	$735,250	86.50%	$114,750	13.50%
	TOTAL	**$5,559,357**		**$4,957,424**	**89.17%**	**$602,388**	**10.84%**

3. Traffic Level of Service

a. Traffic Volumes

Tolt Avenue (SR 203) is designated as a regionally significant state highway, which is the classification for all state transportation facilities that are not designated as Highways of Statewide Significance (HSS). WSDOT currently classifies Tolt Avenue as an "Urban Minor Arterial". Tolt Avenue has the functional characteristics of a "Class 5" highway, as defined in the WSDOT Design Manual.

The review in this Plan is based in part on traffic data from WSDOT using traffic count data reported from 2007, 2009, 2012, 2016, and 2017. In addition, traffic count data from May, 2016, was collected at the intersections of Morrison Street, Entwistle Street, and Blanche Street. Data was also collected at five study intersections on Tolt Avenue in January, 2017. The 2017 data actually showed lower vehicle volumes when compared to the 2016 intersections. The difference can be explained, in part, due to the different time of year the data was collected. For purposes of this study, it was decided that the larger 2016 counts be used, supplemented with 2017 data where needed, to develop more conservative estimates of future performance. The actual traffic count studies are provided in the Tolt Avenue Corridor Traffic Study *(August 2017)*. The summarized existing counts are shown in Table T-1.

2017 traffic counts show that the truck traffic comprises an average of about 10% of total traffic on SR 203 during the peak hours. The same percentage was used for the future condition analyses.

Table T-1: Existing 2016 and 2017 Peak Hour Traffic Volumes

2016 Existing Traffic Hour Flow Rates (Existing)-PM													
Intersection	Eastbound			Westbound			Northbound			Southbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
E Morrison St	3	1	2	28	1	45	4	704	34	41	460	3	1,326
W Entwistle St	24	17	18	86	10	63	11	669	72	23	411	13	1,417
Blanche St				11	0	12	1	805	44	19	453	1	1,346

2017 Existing Traffic Hour Flow Rates (Existing)-AM													
Intersection	Eastbound			Westbound			Northbound			Southbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
E Morrison St	2	0	1	5	0	16	0	181	5	11	296	1	518
W Commercial St	1	0	2	10	2	15	1	168	3	15	292	2	511
W Entwistle St	3	3	8	82	3	4	3	116	22	3	278	3	528
E Eugene St	17	2	46	4	1	2	25	166	2	1	336	41	643
Blanche St				7	0	19	0	177	6	10	372	0	591
2017 Existing Traffic Hour Flow Rates (Existing)-PM													
Intersection	Eastbound			Westbound			Northbound			Southbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
E Morrison St	4	1	0	10	2	32	3	528	29	39	276	4	928
W Commercial St	5	1	6	6	0	22	4	524	9	17	271	1	866
W Entwistle St	19	22	4	71	10	36	6	496	93	22	273	3	1,055
E Eugene St	33	7	33	3	4	9	49	550	19	1	272	51	1,031
Blanche St				9	0	11	0	606	22	19	291	0	958

b. Concurrency

Levels of service provide a measurement of the quality of service provided by the transportation system. The Growth Management Act (GMA) requires the establishment of a Level of Service (LOS) Standard as a guideline for evaluating the performance of the existing transportation system. It is also used to determine whether transportation improvements or services will be available to serve proposed development at the time of development or within six years of the development. This requirement is called Concurrency. If services which will operate at the adopted LOS standard will not be concurrent with a proposed development, then either funding for the improvements must be identified or the development cannot be granted approval as proposed. The Concurrency management system will be implemented and enforced by ordinance.

The Puget Sound Regional Council (PSRC) adopted LOS standards for all Highways of Regional Significance in 2003, which included SR 203. To be consistent with the PSRC, the City has adopted a standard of LOS D for signalized intersections.

c. Level of Service Analysis

Within city limits, Tolt Avenue has a posted speed limit of 30 miles per hour. The intersection of Tolt Avenue and Entwistle Street is controlled by a traffic signal. All other intersections along Tolt Avenue within the city are stop-controlled on the minor (east-west) legs. The intersection of Morrison Street is approximately 1,250 feet north of Entwistle Street, at Carnation Elementary school, and has a pedestrian activated crossing beacon on the southern approach. Blanche Street is located approximately 1,250 feet south of Entwistle Street, with a marked crosswalk on the southern approach connecting transit stops. Morrison Street and Blanche Street are almost ¼ mile from Entwistle Street, which makes them the most viable locations for considering controls such as traffic signals or roundabouts on Tolt Avenue.

This review and evaluation looked at peak period traffic for the following five intersections:

1. Tolt Avenue (SR 203) at E Morrison Street
2. Tolt Avenue (SR 203) at W Commercial Street
3. Tolt Avenue (SR 203) at Entwistle Street
4. Tolt Avenue (SR 203) at E Eugene Street
5. Tolt Avenue (SR 203) at Blanche Street

Four of these intersections (Morrison Street, Commercial Street, Entwistle Street, and NE 40th Street/Blanche Street) are defined as key intersections in the transportation element of the City's Comprehensive Plan. Eugene Street is included as an intersection for this analysis because it provides access to and from a small shopping center that also serves as a downtown activity center. It should be noted that the west leg of this intersection is not a public street; it is an access driveway for the shopping center.

Intersection Level of Service (LOS) for each study intersection was determined by using methodologies contained in the Highway Capacity Manual (Transportation Research Board, 2010). Synchro 9.1 software was used for calculations to determine delay and LOS performance measurements all intersections except for roundabouts. Intersections controlled with a roundabout were analyzed using Sidra software version 7.

The Highway Capacity Manual uses formulas to calculate delay. Evaluating the transportation arterial system, particularly at intersections, is typically described in terms of congestion, which can be measured by average vehicle delay or travel speed, vehicular density, or volume-to-capacity ratio. The volume-to-capacity ratio (V/C) is the ratio of existing or forecasted traffic volumes to the traffic capacity of the roadway or intersection.

Table T-2: Intersection Level of Service (LOS) Criteria

LOS	Signalized Intersection Delay (sec)	Unsignalized Intersection Delay (sec)
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	≥80 sec	≥50 sec
Source: 2010 Highway Capacity Manual		

However, this formula methodology may not accurately reflect the impacts due to traffic delays and queuing from nearby intersections. Therefore, SimTraffic 9.1 software was used to simulate traffic operations on the Tolt Avenue corridor and record corridor performance measures, including travel time, average speed, and queuing. The SimTraffic model uses random numbers to generate vehicles entering the system, so it produces different values each model run. For this analysis, the SimTraffic model was run five times for each scenario and the results were averaged together. Based on traffic data collected in January 2017, Table T-3 summarizes existing traffic operations for both AM and PM peak periods.

Table T-3: 2017 LOS Summary

	AM Peak			PM Peak		
Intersection	**LOS[1]**	**Delay[2]**	**V/C[3] or WM[4]**	**LOS[1]**	**Delay[2]**	**V/C[3] or WM[4]**
Tolt Ave and Blanche St	B	11	WB	C	17	WB
Tolt Avenue and Eugene St	B	14	WB	C	23	EB
Tolt Ave and Entwistle St	**A**	**5**	**0.3**	**A**	**6**	**0.6**
Tolt Ave and Commercial St	B	13	EB	C	17	EB
Tolt Ave and Morrison St	B	12	EB	D	26	EB

1. Level of Service as defined in the *Highway Capacity Manual* (TRB, 2010)
2. Average delay per vehicle in seconds.
3. Volume to capacity ratio reported for signalized or All-Way Stop Control (AWSC) intersections.
4. Worst movement reported for Two-Way Stop Control (TWSC) intersections

The City has adopted LOS D for signalized intersections. As shown in Table T-3, the only signalized study intersection is at Entwistle Street, and it is currently operating at LOS A in both AM and PM peak hours. The other four study intersections are unsignalized, and the worst movement approaches are operating at LOS D or better under existing conditions. In addition, after reviewing the summarized results, intersection delays were found to be longer at all the study intersections during the PM peak compared to the AM peak hour. Therefore, this analysis focused on only reviewing the PM peak hour performance.

4. Future Needs

a. Land Use Assessment and Trip Generation Projections.

The land use assumptions used to determine the 2035 traffic volumes within the City were based on the City's proposed Land Use Map including the docket request to change the land use designation for 34 acres from commercial and industrial to high density residential development. These land use assumptions include a commercial core located between Rutherford and Myrtle Streets, with mixed use development allowed to the north and south along SR 203; higher density residential development allowed between the Mixed-Use Zone and Stossel Avenue and east of SR 203 in the Potential Annexation Area; single family development in the Potential Annexation Area west of SR 203 and in lands not yet platted east of the Snoqualmie Valley Trail. In addition, substantial infill residential development may occur in the original platted areas; plus, continued and expanded non-residential uses west of the SR 203 corridor.

b. Traffic Volume Forecasts

In order to evaluate future transportation needs, forecasts must be made of future travel demand. Developing traffic forecasts for existing streets based on future land use allows the adequacy of the street system to be evaluated.

- **Annual Growth Rate:** While growth rates fluctuate between positive and negative over shorter analysis periods (three to five years), it appears that the overall traffic growth over longer periods (15 to 20 years) has been closer to 1% per year, on average. It is our opinion that using a 2% or higher annual growth rate for background traffic will overstate volumes, so a 1% annual growth rate was used in both in the near-term (2022) and long term (2035) forecast scenarios. This is supported by some of the Puget Sound Regional Council (PSRC) estimates of traffic growth in the region.
- **Land Use Trip Generation:** Land use trip calculations are in accordance with the ITE Trip Generation Manual, 9th Edition. Trips were generated by considering the partial build-out of undeveloped land in 2022 based on anticipated near-term projects and consistency with the Land Use Element of this Comprehensive Plan. For the design year of 2035, this

report assumed 60% of full build-out of all undeveloped land based on the City's current land use zoning.

- **Forecast Volumes:** For this analysis, we used the 2016 traffic count data, which showed higher volumes, supplemented with 2017 data, which included additional intersections, to develop the background traffic volumes. A 1% annual growth rate was applied to generate 2022 and 2035 background traffic. Then trips based on the local land use development forecast were added into the background traffic to complete the future values used in the analysis models and the build alternatives. The final forecasted volumes are shown in the Tolt Avenue Corridor Traffic Study *(August 2017)*.
- **Future Traffic Signals:** Tolt Avenue is classified as a state route and a Class 5 roadway. According to RCW 47.24.020(13), WSDOT is responsible for controlling, operating, and maintaining Tolt Avenue (SR 203) as long as the population of the City of Carnation is less than 25,000.

  WSDOT design manual chapter 540 defines the characteristics and requirements for a Class 5 roadway. It discusses the need for a minimum of ¼ mile spacing for controlled intersections, and any proposed "signalization or other control type needs an engineering analysis signed and sealed by a qualified professional engineer". A traffic signal warrant analysis is needed prior to deciding to install traffic signal controls at an intersection. Traffic signal warrants are found in the Manual on Uniform Traffic Control Devices (MUTCD), published by FHWA. A traffic signal should meet at least one of the warrants before proceeding with installation.

2022 Forecast Volumes

The five-year land use trip values were estimated using a combination of formulas from the ITE Trip Generation Manual and discussions with City staff. Using this methodology results in 484 trips generated during the PM peak hour from anticipated development. Applying a 10% internal capture rate, this leaves 436 external trips to be distributed on Tolt Avenue. These 436 external trips were distributed to Tolt Avenue based on existing traffic patterns and using the entering and exiting percentages from the ITE Trip Generation Manual for each land use type. Lastly, we assumed that 60% of traffic came to and from the south of the City and 40% came to and from the north of Carnation.

The results are summarized in Table T-4A.1, and also in the Tolt Avenue Corridor Traffic Study *(August 2017)*. These values are used in the various alternatives reviewed that did not involve northbound and southbound left turn restrictions.

For the scenarios that include left turn restrictions, the affected northbound and southbound left turn trips were manually reassigned to be added to the next intersection with a left turn opportunity. The five-year volume forecast adjusted for left turn restrictions is summarized in Table T-4A.2 and included in the Tolt Avenue Corridor Traffic Study *(August 2017)*.

Table T-4A.1: 2022 Forecast Volumes

2022	Vehicle Type	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Morrison Street	Vehicle	3	1	2	30	1	48	4	747	36	44	488	3
	Land Use Trips	0	4	0	12	2	20		62	21	14	79	0
	total	3	5	2	42	3	68	4	809	57	58	568	3
Commercial Street	Vehicle	8	2	10	10	0	35	6	778	13	31	456	2
	Land Use Trips	0	6	0	3	2	17	2	66	35	46	45	0
	total	8	8	10	13	2	52	8	844	48	76	501	2
Entwistle Street	Vehicle	25	18	19	91	11	67	12	710	76	24	436	14
	Land Use Trips	0	16	0	87	12	25	0	76	56	0	49	0
	total	25	34	19	178	23	92	12	786	132	24	485	14
Eugene Street	Vehicle	31	11	50	5	6	14	58	754	37	2	459	86
	Land Use Trips	0	3	0	3	2	7	0	125	14	24	96	0
	total	31	13	50	7	8	20	58	879	51	26	570	86
Blanche Street	Vehicle	--	--	--	12	0	13	1	855	47	20	481	1
	Land Use Trips	--	--	--	20	0	14	0	126	14	9	105	0
	total	--	--	--	32	0	26	1	980	61	29	586	1

Table T-4A.2: 2022 Forecast Volumes with Adjustments for Left Turn Restrictions

2022	Vehicle Type	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Morrison Street	Vehicle	3	1	2	30	1	48	4	747	36	44	488	3
	Land Use Trips	0	4	0	12	2	20		62	21	14	79	0
	total	3	5	2	42	3	68	4	809	57	58	568	3
Commercial Street	Vehicle	8	2	10	10	0	35	6	778	13	31	456	2
	Land Use Trips	0	6	0	3	2	17	2	66	35	46	45	0
	total	8	8	10	13	2	52	0	864	48	76	501	2
Entwistle Street	Vehicle	25	18	19	91	11	67	12	710	76	24	436	14
	Land Use Trips	0	16	0	87	12	25	0	76	56	0	49	0
	total	25	34	19	178	23	92	0	798	132	0	509	14
Eugene Street	Vehicle	31	11	50	5	6	14	58	754	37	2	459	86
	Land Use Trips	0	3	0	3	2	7	0	125	14	24	96	0
	total	31	13	50	7	8	20	58	879	51	50	570	86

2022	Vehicle Type	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Blanche Street	Vehicle	--	--	--	12	0	13	1	855	47	20	481	1
	Land Use Trips	--	--	--	20	0	14	0	126	14	9	105	0
	total	--	--	--	32	0	26	1	980	61	29	586	1

2035 Forecast Volumes

The same methodology used above was applied to the design year of 2035. The design year land use trips were derived assuming that 60% of the full build-out of all undeveloped land based on the City's current land use zoning. This results in an increase of approximately 900 PM peak-hour trip ends to, from, or within the city of Carnation. Assuming a 10% internal capture rate, this results in 810 external trips, with 60% of traffic to and from the south of the City and 40% to and from the north of Carnation.

The results are summarized in Table T-4B.1, and also in the Tolt Avenue Corridor Traffic Study *(August 2017)*. These values are used in the various alternatives reviewed that did not involve northbound and southbound left turn restrictions.

For the scenarios that include left turn restrictions, the affected northbound and southbound left turn trips were manually reassigned to be added to the next intersection with a left turn opportunity. The design year volume forecast adjusted for left turn restrictions is summarized in Table T-4B.2 and included in the Tolt Avenue Corridor Traffic Study *(August 2017)*.

Table T-4B.1: 2035 Forecast Volumes

2035	Vehicle Type	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Morrison Street	Vehicle	4	1	2	34	1	54	5	851	41	50	556	4
	Land Use Trips	0	7	0	23	3	39	0	119	38	25	143	0
	total	4	8	2	57	4	93	5	969	79	75	699	4
Commercial Street	Vehicle	9	2	11	11	0	40	7	885	15	35	519	2
	Land Use Trips	0	12	0	6	4	32	2	124	63	82	83	0
	total	9	14	11	17	4	73	0	1,032	78	117	640	2
Entwistle Street	Vehicle	29	21	22	104	12	76	13	808	87	28	497	16
	Land Use Trips	0	19	0	167	24	48	0	140	101	0	130	0
	total	29	39	22	270	36	124	0	961	188	0	655	16
Eugene Street	Vehicle	36	12	56	5	7	15	66	858	42	2	522	98
	Land Use Trips	0	5	0	5	3	13	0	228	25	44	186	0
	total	36	17	56	11	10	28	66	1,086	68	74	768	98
Blanche Street	Vehicle	--	--	--	13	0	14	1	973	53	23	547	1
	Land Use Trips	--	--	--	39	0	26	0	227	25	17	201	0
	total	--	--	--	52	0	40	1	1,200	78	40	748	1

Table T-4B.2: 2035 Forecast Volumes with Adjustments for Left Turn Restrictions

2035	Vehicle Type	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Morrison	Vehicle	4	1	2	34	1	54	5	851	41	50	556	4
	Land Use Trips	0	7	0	23	3	39	0	119	38	25	143	0
	total	4	8	2	57	4	93	5	969	79	75	699	4
Commercial	Vehicle	9	2	11	11	0	40	7	885	15	35	519	2
	Land Use Trips	0	12	0	6	4	32	2	124	63	82	83	0
	total	9	14	11	17	4	73	0	1,032	78	117	640	2
Entwistle	Vehicle	29	21	22	104	12	76	13	808	87	28	497	16
	Land Use Trips	0	19	0	167	24	48	0	140	101	0	130	0
	total	29	39	22	270	36	124	0	961	188	0	655	16
Eugene Street	Vehicle	36	12	56	5	7	15	66	858	42	2	522	98
	Land Use Trips	0	5	0	5	3	13	0	228	25	44	186	0
	total	36	17	56	11	10	28	66	1,086	68	74	768	98
Blanche	Vehicle	--	--	--	13	0	14	1	973	53	23	547	1
	Land Use Trips	--	--	--	39	0	26	0	227	25	17	201	0
	total	--	--	--	52	0	40	1	1,200	78	40	748	1

c. Traffic Build Alternatives

This analysis developed a baseline condition Synchro model, then modified the model with different configurations to examine the impacts of various changes to the roadway operation. The Build alternatives include various combinations of the following intersection capacity improvements and traffic controls:

- **Tolt Avenue and Morrison Street**
  - Northbound left-turn lane
  - Traffic Signal (included in TIP)
- **Tolt Avenue and Rutherford Street**
  - Northbound left-turn lane
- **Tolt Avenue and Commercial Street**
  - Southbound left-turn lane
  - Northbound Left Turn Restriction
- **Tolt Avenue and Bird Street**
  - Northbound Left Turn Restriction
- **Tolt Avenue and Entwistle Street**
  - Eastbound left-turn lane

    - Westbound left-turn lane
    - Northbound left-turn lane
    - Southbound left-turn lane
    - Northbound and Southbound Left Turn Restrictions

- **Tolt Avenue and Eugene Street**
    - Northbound left-turn lane
    - Southbound left-turn lane

- **Tolt Avenue and Blanche Street**
    - Southbound left-turn lane
    - Traffic Signal or roundabout (included in TIP)

There are many possible combinations of left turn lanes and intersection traffic controls that can be used to develop alternative options. For this report, we limited our study to the following build alternatives based on review of the baseline models and discussions with City staff. Descriptions of the various Build Alternatives modeled are as follows:

- Baseline - the baseline condition includes the following left-turn pockets; northbound at Eugene Street, southbound at Blanche Street, and southbound at Commercial Street.

- Build Alternative 1A - Includes the Baseline condition with northbound, southbound, eastbound and westbound left turn lanes at Entwistle Street.

- Build Alternative 1B - Includes the Baseline condition with only north and southbound left-turn lanes at Entwistle Street.

- Build Alternative 2A - Includes the Baseline condition with east and westbound left-turn lanes at Entwistle Street. The traffic signal at Entwistle Street does not have turn lanes on Tolt Avenue, and allows permissive northbound and southbound left turn movements.

- Build Alternative 2B - Includes Build Alternative 2A condition. The traffic signal at Entwistle Street configured to use a "split phase" operation, allowing for protected northbound and southbound left turn movements

- Build Alternative 3A - Includes the Baseline condition with additional southbound left turn lane at Eugene Street and northbound left turn lane at Rutherford Street. Entwistle Street has northbound and southbound left turn restrictions, and a westbound left turn lane. Northbound left turns are also restricted at Bird Street and Commercial Street.

- Build Alternative 3B - Includes the Build Alternative 3A condition and an eastbound left turn lane at Entwistle Street.

- Build Alternative 4A - Includes the Build Alternative 3A condition with the addition of a traffic signal at Morrison St and a roundabout at Blanche Street.

- Build Alternative 4B - Includes the Build Alternative 4A condition and an eastbound left turn lane at Entwistle Street.
- Build Alternative 5A - Includes the Baseline condition with a continuous two-way left-turn lane in the center of Tolt Ave from Eugene Street to Morrison Street, a traffic signal at Morrison Street, and a westbound left turn lane at Entwistle Street.
- Build Alternative 5B - Includes the Build Alternative 5A condition and an eastbound left turn lane at Entwistle Street.

d. Future Level of Service Summaries

2022 Level of Service Summary

Table T-4C summarizes the results of the baseline and select Build Alternative models. A complete summary of the model results is located in the Tolt Avenue Corridor Traffic Study *(August 2017)*. Following are a few observations from the LOS analysis:

- Adding Eastbound and Westbound left turn pockets at Entwistle St (Build Alternative 2A) reduces the overall intersection baseline delay from 15.9 seconds to 13.6, (LOS B).
- Adding North and Southbound left turn pockets combined with eastbound and westbound left turn pockets (Build Alternative 1A) reduces overall intersection delay to 14.2 seconds (LOS B).
- "Split Phase" signal operation (Build Alternative 2B) added significant overall delay (LOS F) at Entwistle Street, and is not recommended.
- Adding Eastbound and Westbound left turn pockets at Entwistle St and restricting Northbound and Southbound left turns (Build Alternative 3A) shows the best performance of the options reviewed, reducing the overall intersection baseline delay from 15.9 seconds to 11.5, (LOS B).
- Adding a traffic signal at Morrison Street (Build Alternative 4A) results in an intersection delay at Morrison Street of 6.8 seconds (LOS A). Entwistle Street has an intersection delay of 14.4 seconds (LOS B), which appears to be due to synchronization with the traffic signal at Morrison Street.
- Build Alternative 5A model results for Entwistle Street intersection are 14.4 seconds (LOS B). This scenario includes a continuous two-way left turn lane on Tolt Avenue. In order to have room for the center turn lane, this option needs parking to be removed on the corridor. Removing all the parking is contrary to the goals of this project. Given that there is reasonably equivalent performance with other build alternatives in this study, it appears that removing parking would not be necessary. Therefore, this alternative is not recommended.

Table T-4C: 2022 LOS Summary

2022		Base 2022		Build Alt 1A		Build Alt 2A		Build Alt 2B		Build Alt 3A		Build Alt 4A		Build Alt 4B		Build Alt 5A	
		Delay[2] (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**	
Morrison St	Overall	13.6	-	13.6	-	13.6	-	13.6	-	13.6	-	6.8	A	7.2	A	6.9	A
	EB	85.8	F	85.8	F	85.8	F	85.8	F	85.8	F	38.3	D	42.8	D	38.3	D
	WB	145	F	145	F	145	F	145	F	145	F	43.9	D	49	D	43.9	D
	NB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	2.3	A	2.2	A	2.5	A
	SB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	3.7	A	3.6	A	3.7	A
Commercial St	Overall	5.9	-	5.9	-	5.9	-	5.9	-	5.9	-	5.9	-	5.9	-	5.8	-
	EB	93.9	F	93.9	F	93.9	F	93.9	F	93.9	F	93.9	F	93.9	F	93.9	F
	WB	64	F	64	F	64	F	64	F	64	F	64	F	64	F	62.3	F
	NB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
	SB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
Entwistle St	Overall	15.9	B	14.2	B	13.6	B	125.1	F	11.5	B	14.4	B	15.8	B	14.2	B
	EB	24.5	C	25.4	C	25	C	68.7	E	23.9	C	33.3	C	35.8	D	33.3	C
	WB	31.8	C	28.4	C	28	C	124.6	F	25.5	C	36.1	D	40.8	D	36.1	D
	NB	15	B	13	B	12.3	B	118.5	F	9.8	A	13	B	14.4	B	12.5	B
	SB	7.3	A	6.9	A	6.3	A	147.6	F	4.9	A	1.8	A	1.2	A	2.1	A
Eugene St	Overall	15.2	-	15.2	-	15.2	-	15.2	-	15.2	-	15.2	-	15.2	-	14.5	-
	EB	262	F	262	F	262	F	262	F	262	F	262	F	262	F	249	F
	WB	61.1	F	61.1	F	61.1	F	61.1	F	61.1	F	61.1	F	61.1	F	59.3	F
	NB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
	SB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
Blanche St	Overall	4.9	-	4.9	-	4.9	-	4.9	-	4.9	-	18.3	B	18.3	B	18.3	B
	EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB	104	F	104	F	104	F	104	F	104	F	12.3	B	12.3	B	12.3	B
	NB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	23.6	C	23.6	C	23.6	C
	SB		n/a	-	n/a	-	n/a	-	n/a	-	n/a	9.9	A	9.9	A	9.9	A

1. Level of Service as defined in the *Highway Capacity Manual* (TRB 2010)
2. Average delay per vehicle in seconds.
3. Worst movement reported for TWSC intersections

2035 Level of Service Summary

Table T-4D summarizes the results of the baseline and alternative models in the design year. Following are a few observations:

- Adding Eastbound and Westbound left turn pockets at Entwistle St (Build Alternative 2A) reduces the overall intersection baseline delay from 55.2 seconds (LOS E) to 35.0, (LOS C).
- Adding North and Southbound left turn pockets when combined with eastbound and westbound left turn pockets (Build Alternative 1A) reduces delay to 35.1 seconds (LOS D).
- "Split Phase" signal operation (Build Alternative 2B) added significant overall delay (LOS F) at Entwistle Street, and is not recommended.
- Adding Eastbound and Westbound left turn pockets at Entwistle St and restricting Northbound and Southbound left turns (Build Alternative 3A) reduced the overall intersection baseline delay from 55.2 seconds to 40.3, (LOS D).
- Adding a traffic signal at Morrison St (Build Alternative 4A) results in an intersection delay of 10.3 seconds (LOS B). Entwistle Street has an intersection delay of 38.6 seconds (LOS D) due to coordination with the traffic signal at Morrison Street.
- Similar to the five year model results, Build Alternative 5A model results show reasonably equivalent performance with other build alternatives (37.2 seconds, LOS D at Entwistle Street). Given this scenario requires removing all parking, which is contrary to project objectives, this alternative is not recommended.

Table T-4D: 2035 LOS Summary

2035		Base 2035		Build Alt 1A		Build Alt 2A		Build Alt 2B		Build Alt 3A		Build Alt 4A		Build Alt 4B		Build Alt 5A	
		Delay[2] (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**		**Delay[2]** (sec)/ **LOS[1]**	
Morrison St	Overall	89.4	-	89.4	-	89.4	-	89.4	-	89.4	-	10.3	B	10.3	B	10.2	B
	EB	527	F	527	F	527	F	527	F	527	F	45.2	D	45.2	D	41	D
	WB	877	F	877	F	877	F	877	F	877	F	52.6	D	52.6	D	48.2	D
	NB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	5.1	A	5.1	A	5.8	A
	SB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	5.8	A	5.8	A	5.7	A
Commercial St	Overall	80.7	-	80.7	-	80.7	-	80.7	-	80.7	-	80.7	-	80.7	-	80.7	-
	EB	818	F	818	F	818	F	818	F	776	F	776	F	776	F	818	F
	WB	1120	F	1120	F	1120	F	1120	F	1120	F	1120	F	1120	F	1120	F
	NB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
	SB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
Entwistle St	Overall	55.2	E	35.1	D	35	C	262	F	40.3	D	38.6	D	35.7	D	37.2	D
	EB	27.8	C	40.1	D	38.7	D	68.8	E	37	D	36.6	D	37.8	D	33.1	C
	WB	68.4	E	84	F	70.4	E	171	F	56.3	E	54.3	D	63.2	E	47.5	D
	NB	76.5	E	32.1	C	36.4	D	304	F	52.3	D	54.3	D	45.2	D	51.8	D
	SB	15.8	B	9.8	A	10.6	B	280	F	10.7	B	2.5	A	2.3	A	6.7	A
Eugene St	Overall	123	-	123	-	123	-	123	-	137.5	-	137.5	-	137.5	-	104	-
	EB	2352	F	2352	F	2352	F	2352	F	2629	F	2629	F	2629	F	2021	F
	WB	553	F	553	F	553	F	553	F	688	F	688	F	688	F	389	F
	NB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
	SB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
Blanche St	Overall	44.3	-	44.3	-	44.3	-	44.3	-	44.3	-	51.9	D	51.9	D	51.9	D
	EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB	771	F	771	F	771	F	771	F	771	F	25.9	C	25.9	C	25.9	C
	NB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	76.1	E	76.1	E	76.1	E
	SB	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	15.7	B	15.7	B	15.7	B

1. Level of Service as defined in the *Highway Capacity Manual* (TRB, 2010)
2. Average delay per vehicle in seconds.
3. Worst movement reported for TWSC intersections

Arterial Performance Summary

Table T-4E summarizes the five year and design year results of the SimTraffic models for the baseline and select alternative build conditions for vehicles traveling northbound and southbound on Tolt Avenue between Morrison Street and Blanche Street. The performance measures considered include the total driver delay (lower values are better), travel time (lower values are better), and average speed (higher values are better). A few observations are as follows:

- in 2022 and 2035, Build Alternatives 4B and 5A have the lowest similar combined vehicle delays.
- in 2022 and 2035, Build Alternative 3A has the lowest travel time in each direction.
- in 2022 and 2035, Build Alternative 3A has the highest average vehicle speed in each direction.

Table T-4E Arterial Performance - Tolt Avenue between Morrison St and Blanche St

2022	Base 2022		Build Alt 1A		Build Alt 2A		Build Alt 2B		Build Alt 3A		Build Alt 4A		Build Alt 4B		Build Alt 5A	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Delay (sec/veh)	74	278	36	29	52	168	173	230	38	119	68	26	63	28	68	23
Travel Time (sec)	159	543	102	98	119	320	473	354	104	87	372	94	273	95	315	90
Arterial Speed (MPH)	15	6	20	22	17	9	9	7	20	24	15	23	15	22	15	24
2035	Base 2035		Build Alt 1A		Build Alt 2A		Build Alt 2B		Build Alt 3A		Build Alt 4A		Build Alt 4B		Build Alt 5A	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Delay (sec/veh)	128	495	75	97	103	439	197	276	94	27	83	46	79	38	78	37
Travel Time (sec)	446	1,829	169	177	316	1,466	1,058	674	207	96	839	121	822	106	794	104
Arterial Speed (MPH)	10	4	14	13	12	4	8	6	13	22	13	19	14	20	14	20

NOTE: red numbers highlight best results in each performance category

95th percentile Queuing Summary

Tables T-4F and G summarize the five year and design year results of the SimTraffic models for the baseline and select alternative build conditions looking at vehicles traveling in each direction at study intersections. A few observations are as follows:

- Vehicle queues from the traffic signal at Entwistle St extend north and south through adjacent intersections, making east and westbound left turns more difficult.
- Queuing on Tolt Avenue is increased by vehicles waiting to make left turns from the "through" traffic lane in the baseline and Alternative Build 2A scenarios.

- Queuing is reduced in the northbound and southbound directions due to left turn restrictions in Build Alternatives 3A, 4A, and 4B.
- The only difference between build alternatives is the addition of an eastbound left turn lane at Entwistle Street. The random numbers generated in each model run may account for some of the differences in the queues lengths.

Table T-4F: 2022 95% Queue Length Summaries (feet) using SimTraffic Model

2022		Baseline 2022	Build Alt 1A	Build Alt 2A	Build Alt 2B	Build Alt 3A	Build Alt 4A	Build Alt 4B	Build Alt 5A
Morrison St	EB	64	80	68	109	84	51	46	41
	WB	658	591	632	680	651	113	102	110
	NB	84	47	58	49	39	210	223	215
	SB	799	70	700	717	101	267	300	239
Commercial St	EB	261	94	196	212	131	95	83	74
	WB	403	163	312	401	281	87	136	111
	NB	94	37	125	62	24	19	10	37
	SB	346	109	335	269	120	102	114	106
Entwistle St	EB	100	95	66	113	89	115	70	117
	WB	362	198	177	556	186	201	213	194
	NB	413	375	399	346	377	347	327	356
	SB	659	272	690	532	242	231	246	219
Eugene St	EB	428	448	409	393	446	471	406	463
	WB	190	170	230	407	161	87	103	96
	NB	847	338	585	774	366	88	73	156
	SB	281	306	267	71	107	91	110	53
Blanche St	EB	--	--	--	--	--	--	--	--
	WB	292	268	320	699	213	50	53	51
	NB	409	19	139	496	8	496	528	472
	SB	141	210	136	32	33	103	102	102

Table 4G: 2035 95% Queue Length Summaries (feet) using SimTraffic Model

2035		Baseline 2035	Build Alt 1A	Build Alt 2A	Build Alt 2B	Build Alt 3A	Build Alt 4A	Build Alt 4B	Build Alt 5A
Morrison St	EB	238	144	193	100	141	60	62	53
	WB	626	651	643	647	616	226	199	180
	NB	32	55	55	18	69	244	242	227
	SB	786	369	746	722	160	494	406	307
Commercial St	EB	441	305	439	331	371	193	164	201
	WB	365	367	404	382	388	287	256	270
	NB	38	178	74	9	19	150	19	27
	SB	307	275	282	268	123	121	114	120
Entwistle St	EB	118	161	152	198	158	141	100	132
	WB	467	433	514	439	482	339	377	397

2035		Baseline 2035	Build Alt 1A	Build Alt 2A	Build Alt 2B	Build Alt 3A	Build Alt 4A	Build Alt 4B	Build Alt 5A
	NB	352	396	352	345	366	364	370	361
	SB	590	572	558	529	308	443	398	423
Eugene St	EB	385	369	385	379	379	411	392	386
	WB	400	530	470	579	545	224	242	229
	NB	889	909	907	775	903	144	142	134
	SB	271	455	329	94	167	120	65	51
Blanche St	EB	--	--	--	--	--	--	--	--
	WB	831	820	845	837	798	70	64	67
	NB	581	472	597	459	609	458	456	457
	SB	56	526	28	59	376	234	198	204

e. Traffic Signals

Based on the 2022 and the 2035 forecast traffic volumes at the Tolt Avenue and Morrison Street intersection, a review of Warrant #3: Peak Hour Volume indicates that this warrant may be met as early as 2022. However, it is important to note that just because a warrant is satisfied, meeting this criteria not require that a traffic signal or other control be installed. In fact, exploration of other mitigations and less restrictive traffic controls should be considered before installation of traffic signal controls. In any event, the traffic signal analysis study would need to be completed using current traffic data at that time instead of data from a forecast model.

An option for an intermediate step prior to installing a traffic signal could be to replace the pedestrian activated warning beacons with a High-intensity Activated crossWalK beacon (HAWK). This is a higher degree of traffic control compared to existing controls, and requires drivers to stop when the HAWK beacon is activated. Other options are defining additional right or left turn pockets to help increase capacity at the intersection.

f. Traffic Analysis & Needs

Review of the previous traffic study reports and an independent traffic analysis indicates that:

- As of 2017, the intersections along Tolt Avenue operate at LOS “C” or better during the peak hours. For design year 2035, the baseline scenario indicates that traffic demand at four unsignalized intersections will exceed capacity. Without the improvements, the LOS will deteriorate to unacceptable level for the east and west approaches during the PM peak hour. The signalized intersection at Entwistle Street will operate at LOS E, which is below the City of Carnation adopted LOS D.
- Northbound left-turn lanes are recommended for the intersections at Eugene Street and Rutherford Street. Southbound left-turn lanes are recommended at Commercial Street, Eugene Street, and Blanche Street intersections. Left turn pockets can improve

intersection capacity, enhance safety, and reduce delay to through-vehicles by providing space to separate out turning vehicles. Left turn pocket space can also help reduce vehicle queues spilling back to the downstream intersections during the peak periods.

- Due to the relative low traffic volumes on Eugene Street and the approximate location to Tolt Avenue and Entwistle Street intersection, traffic signals are not recommended for Tolt Avenue and Eugene Street intersection. In 2035, the further degrading of operation of left and through turn traffic on east and west approaches is expected. Additional traffic demand management measures may be needed, such as east and westbound Right-Turn only operations, to address the level of service issue at this intersection.
- Due to the relative low traffic volumes on Commercial Street and the approximate location to Tolt Avenue and Entwistle Street intersection, traffic signals are not recommended for this intersection either. In 2035, the further degrading of operation of left and through turn traffic on east and west approaches is expected. Additional traffic demand management measures may be needed, such as east and westbound Right-Turn only operations, to address the level of service issue at this intersection.
- Build Alternatives 3A, 4A, and 4B include northbound and southbound left turn restrictions on Tolt Avenue. These left turn restrictions combined with the left turn lanes recommended above provide the overall best performances of the feasible scenarios reviewed.
- The difference between build alternative 3A and 4A is the addition of a future traffic signal at Morrison Street. Based on the model results and that a traffic signal is not in the city's six-year plan, build scenario 3A is recommended over 4A at this time.
- Build Alternatives 3B and 4B include an eastbound left turn lane at Entwistle Street. While the added left turn lane slightly improves overall intersection performance, it also reduces the space available for pedestrians at corners and parking. The geometrics of the intersection and accommodating all turning movements will help determine which build alternative to use.
- A traffic signal or roundabout is desirable at Blanche Street to serve future growth. Of the two alternatives, a roundabout may be able to provide better operational and safety improvement, but this option would likely require more right-of-way. A traffic signal will require a traffic signal analysis study, and approval by WSDOT.
- A traffic signal may desirable at Morrison Street to serve future growth in the design year 2035. A traffic signal will require a traffic signal analysis study, and approval by WSDOT. Interim measures should be considered prior to installing a full signal.
- Pedestrian crossings south of Morrison Street and Blanche Street could be upgraded with HAWK beacons to help improve pedestrian safety near the adjacent schools.

- Build Alternatives 5A and 5B scenarios include a continuous two-way left turn lane on Tolt Avenue. In order to have room for the center turn lane, parking to be removed on both side of Tolt Avenue between Eugene Street and Morrison Street. Removing all this parking is contrary to the goals of this project. Given that there is reasonably equivalent performance with other build alternatives in this study, it appears that removing parking would not be necessary in order to meet the City of Carnation criterial of LOS D or better. Therefore, this alternative is not recommended.

g. Parking Needs

Adequate parking in the downtown commercial core is important to the community. Increases in development will create added pressures on parking availability. In addition, existing public parking should be better identified and improved.

A City of Carnation goal for the downtown commercial area is to create an attractive pedestrian environment and to link Carnation's parks and neighborhoods with the downtown area through trails and pathways. Transportation demand management (TDM) strategies may be used to encourage people to use alternative modes of transportation to access the downtown commercial area.

h. Transit Needs

Level of Service for Transit is projected to be poor due to Carnation's small population in comparison with other cities in King County. Given that the regional employment base will likely continue to be located west of the Snoqualmie Valley, METRO feeder service to transit and employment centers such as Redmond or Issaquah may have the most potential to improve transit availability for Carnation citizens. Long-range planning for regional transit service includes high capacity transit to Redmond, so feeder service to Redmond may be the most crucial service for Carnation policy makers to pursue.

i. Bicycle and Pedestrian Access Needs

In general, the pedestrian and bicycle experience of SR 203/Tolt Avenue could be improved. Carnation is just over one square mile in size, with a compact urban form and centralized business district that creates an opportunity for excellent pedestrian access, both within the downtown and linking the nearby neighborhoods to the downtown area. In addition, important regional activities are located in the southern portion of the City, such as Remlinger Farms and Tolt-MacDonald Park. These attractions draw an estimated half million people to the Carnation area over the course of a year. Encouraging these visitors to shop in Carnation's downtown is integral to the City's economic development strategy.

Pedestrian crossings south of Morrison Street and Blanche Street could be upgraded with HAWK beacons to help improve pedestrian safety near Carnation Elementary and Tolt Middle School. Several projects identified in the Tolt Avenue Action Plan would improve pedestrian and bicycle safety around the north and south entrances to town. The Greenway shared paths would be available for bicyclists who desire separation from motorized traffic, while the overall effect of the Plan would slow vehicular traffic, thus improving safety for bicyclists who use the travel lanes. The Action Plan provides for bicycle racks in the Central Business District.

The East Entwistle Street and McKinley Avenue Pedestrian Improvements projects have been identified to complete the missing sidewalk links on East Entwistle between 329th and 332nd Avenues and on McKinley Avenue between Eugene and Blanche Streets.

The Tolt River levee is a King County flood control facility which has access for the public. However, there is a section of trail along the Tolt River levee east of the Snoqualmie Valley Trail which does not have an access easement, and the access along the levee is lost. This segment of the trail is outside City jurisdiction in rural King County. The City should work cooperatively with the property owners and with King County to try to close this missing link.

The planned improvements to East Entwistle and Tolt Avenue will provide the city with a connected system for pedestrian and bicycle traffic that serves each neighborhood and connects to the wider Snoqualmie Valley. The Tolt Avenue Action Plan, when implemented, will create safe, convenient and welcoming pedestrian and bicycle access to Tolt Avenue and will be crucial to achieving the goal of an attractive and lively downtown. Carnation's flat topography and compact urban form allow access within a square mile that is safe and convenient for residents, including the elderly, persons with disabilities, youth and low-income populations. The linked sidewalk/trail system promotes physical activity; connects neighborhoods to each other and to schools, libraries and the Senior Center; to goods and services available in the commercial center; and to the natural areas along the rivers and hillsides to the east and west. As such it is one of Carnation's most valuable amenities.

j. Electric Vehicle Needs

The City of Carnation has been working to be a more sustainable city with better economics, environment, and quality of life. When compared to internal combustion engine vehicles, electric vehicles significantly reduce air pollution and have lower fuel costs. Given their benefits, the City anticipates that more people will want to use electric vehicles. However, electric vehicles require unique electric infrastructure, and Carnation can provide for a more successful and sustainable future by supporting electric vehicles. To help ensure that people in Carnation can conveniently recharge electric vehicles, the City should consider installing electric vehicle battery charging stations in key public locations—either at certain public properties or at certain street right of way areas (or both), as funds become available.

k. Transportation Demand Management

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing demand on the system. The results of successful TDM can include:

- Travelers switch from single-occupancy-vehicle (SOV) to HOV modes such as transit, vanpools or carpools,
- Travelers switch from driving to non-motorized modes such as bicycling or walking,
- Travelers change the time they make trips from more congested to less congested times of day,
- Travelers eliminate trips altogether through such means as compressed workweeks, consolidation of errands, or use of telecommunications.

Within the State of Washington, alternative transportation solutions are further necessitated by the objectives of the Commute Trip Reduction (CTR) Law which seeks to reduce workplace commute trips in the nine most populous counties in the state. The purpose of CTR is to help maintain air quality in metropolitan areas by reducing congestion and air pollution. The City can promote TDM through policy and/or investments that may include, but are not limited to, the following:

- Public education about the benefits of TDM and individual actions to reduce vehicle trips
- Commute Trip Reduction (CTR) Ordinances
- Voluntary Compliance with CTR requirements by the city
- Managed access to facilities and activity centers
- Transit-oriented and pedestrian-friendly design
- Parking management

l. SR 203 Corridor Improvements / Tolt Avenue Action Plan

In 2013, the City completed a conceptual planning effort for a streetscape redevelopment project including improved non-motorized safety and access on SR 203 (Tolt Avenue). The planning effort incorporated an extensive public process that included public workshops as well as input from several stakeholders groups representing local businesses, community members and partners such as the Riverview School District, the Washington State Department of Transportation, Puget Sound Energy, the Snoqualmie Tribe, and others. This extensive public process resulted in a Tolt Avenue Action Plan for redevelopment of the Tolt Avenue corridor from the bridge over the Tolt River to NE 60th Street.

Implementation of the Tolt Avenue Action Plan over future years will move Carnation towards fulfilling its goals for creating a more inviting and integrated use of the City's main street. The final concept of the Tolt Avenue Action Plan includes:

- Full street improvements to the Central Business District (CBD) from Eugene Street to Rutherford Street, including placing the overhead power lines underground, providing wider sidewalks, street furnishings, landscaping and wayfinding to provide an enhanced pedestrian experience.
- Improvements to Bird Street to support its role as a central civic space and festival street.
- A South Greenway which provides a shared use path along the eastern portion of the right-of-way from the Tolt River Bridge to Entwistle Street. The greenway would bring pedestrians and bicyclists into the downtown from the south.
- Continuation of the North Greenway from the CBD from just south of Rutherford Street to NE 55th, providing a link for pedestrians and bicyclists from the north of the City to the downtown.
- Retrofits to the South Entry pedestrian facilities along the west side of Tolt Avenue from the Tolt River Bridge to Eugene Street
- A pedestrian walkway in the Garden Tracts on the eastside of Tolt Avenue from NE 55th to NE 60th to serve existing and future residential development.
- Connections to looped pedestrian paths just outside the Tolt corridor.

In addition, the Tolt Avenue Action Plan provides for wayfinding throughout the Tolt corridor, and connections to looped pedestrian paths just outside the Tolt corridor. Signage is proposed to prevent conflicts between bicyclists and pedestrians within the greenways, and will assist the transitions for bicyclists between the greenways and the downtown. Signage along the Tolt Avenue Corridor will be coordinated with WSDOT. Other projects called for include identification of the need for a traffic signal at Tolt Hill Road, and for aesthetic improvements to the Tolt River Bridge.

The Tolt Avenue Action Plan presents the improvements to SR 203 as a series of discrete segments to assist the City in its implementation efforts towards its goals for integrated pedestrian and bicycle access and safety, and an improved downtown streetscape. The first segment undertaken by the City is the Central Business District segment. Construction of the Central Business District is listed in Table CF-4 in the Capital Facilities Element.

The projects that comprise the Tolt Avenue Action Plan are included in the Transportation Improvement Plan of this Transportation Element. The Plan meets many of the City's goals for non-motorized transportation, recognizing and promoting pedestrian and bicycle movement as a basic means of circulation, and assuring adequate and safe accommodation of pedestrians, bicycles and handicapped persons' needs.

5. Transportation Improvement Plan (TIP)

a. Transportation Improvement Plan Development

The Transportation Element provides an evaluation of existing conditions, future needs, and the concurrency standards and priorities stated by the City to establish a list of recommended transportation improvement projects. Planning level cost estimates (in current dollars) were prepared for each of the projects under consideration and are included in the funding plan, the Transportation Improvement Plan (TIP), which is incorporated into the Capital Facilities Element as Table CF-4.

The City's Street Plan includes projects identified from many sources including planning documents, accident data, traffic analysis, modeling, forecasting, and commissioned studies. New projects are considered for inclusion in the TIP based on review of scope, priority, schedule, and anticipated revenue funding. Each project in the previously adopted TIP is reviewed to determine if it has been completed. The projects not completed are assessed to determine if either site conditions and / or improvement needs have changed. From this assessment, these previously identified projects carry over to the new TIP and the anticipated costs for the project are updated, the project is re- scheduled, priorities are re-evaluated, and the anticipated funding is checked.

Annual updates of the TIP include development of revenue forecasts to provide a reasonable estimate of funding available to accomplish the transportation improvement needs. The likelihood of receiving federal or state grants for various improvements, community interests and values are also considered. Following a project evaluation that includes reviewing the listed projects and transportation priorities, recognizing commitments to projects already underway, and consideration of new opportunities to partner with other jurisdictions and agencies, a draft TIP is created.

The total number of projects and their associated cost to design and construct typically exceed the available revenue forecast and therefore it is necessary to establish a means of prioritizing the projects. Once the draft TIP has been developed, a public hearing is held to provide an opportunity for the community to comment. Based on the results of the public hearing and comments from the City Council a final version of the TIP is developed. This final version is then adopted by the City Council.

Federal grant funded projects from the first three years of the City's TIP are included in the Regional Transportation Planning Organization (RTPO) plan, assembled by the Puget Sound Regional Council for King, Kitsap, Pierce, and Snohomish Counties. This regional transportation plan is combined with other regional plans from around the State and is combined to form the State TIP, which is approved by the Governor. The approved State TIP is then submitted to the Federal Highway Administration and Federal Transit Authority for their review and approval.

b. Transportation Budget Development

Project Funding and Expenditures

The source of funding and planned expenditures for projects in the TIP reflects the amount of funds currently anticipated for each project over the next six years. The total funding and expenditures for all projects are shown including those projects that either, 1) started prior to the first year covered in the TIP or, 2) planned to continue beyond the final year covered in the TIP. The funding, or revenue sources for projects or programs are identified in the following three categories:

Local Funds:

- **Real Estate Excise Tax (REET):** The portion of the City revenue collected from real estate excise tax (REET) that the City has elected to use to fund capital improvements. The City is now reserving most near-term REET revenue to use as a match for the Tolt Avenue CBD reconstruction project. Policy needs to recognize that the Tolt Ave CBD Reconstruction Project will have priority over other street repairs/reconstruction from approximately 2018-2020 as the various other projects compete for City REET and any State grant dollars.
- **Traffic Impact Fees:** The GMA allows local governments to impose a Transportation Impact Fee to raise the revenues for transportation improvements in order to meet concurrency standards. The transportation improvements necessary to meet concurrency standards as required by the GMA are identified in the Transportation Improvement Plan. In 2006, the City adopted a Transportation Impact Fee Program (codified under Chapter 3.50 CMC) to fund improvements to the transportation system that will be needed to serve new development. Through the imposition of impact fees, new development pays its proportionate share of traffic impacts based on the amount of traffic generated.
- **Gas tax:** Revenue that is shared by the State based on a per capita distribution. Carnation's gas tax receipts average about $40,000 in an average year. The tax revenue is used for basic street related expenses including salaries, supplies, etc.
- **Developer Contribution:** Dedications in the form of constructed street and sidewalk frontage improvements along development projects.

Grant Funds:

Carnation relies on grant programs to fund transportation improvements. Capital funding is available through a variety of programs that utilize state and/or federal funds. These programs may provide grants and/or low interest loans. The City must compete for these funding sources, and state revenue shortfalls and state budgeting processes are variables that determine funding levels for these programs. It is not possible to predict grant funding revenues with certainty.

- **Secured:** The portion of the project cost in the TIP planned for the six-years, or beyond, in which grant funding has been approved.
- **Unsecured:** The portion of the project cost in the TIP planned for the six-years, or beyond, that are currently without approved funding

Each of the grant funding sources will require some local match, which may vary from 5% up to 20%. For projects that will add capacity to the City's roadway network, local match can be provided by the Transportation Impact Fee. For non-capacity projects, Real Estate Excise Tax (REET) is a typical revenue source for the local match.

Other Funds:

Funds contributed from partnerships with other jurisdictions and organizations in support of one or more projects.

Contingency Plans in the Event of Revenue Shortfall

Some of the revenue forecasts are for revenues that are very secure, and highly reliable. However, other revenue forecasts are for sources that are volatile, and therefore difficult to predict with confidence, including grants, joint agency funding, motor vehicle registration fees, general obligation bonds, and impact mitigation fees which fluctuate with the amount of new development.

In the event that revenues from one or more of these sources is not forthcoming, the city has several options: add new sources of revenue or increase the amount of revenue from existing sources; require developers to provide such facilities at their own expense; reduce the number of proposed projects; change the Land Use Element to reduce the travel demand generated by development; or change and/or lower the LOS standard.

Project Cost Estimates

The level of detail for estimated project expenditures in the TIP vary based on how well the project is defined. A project's scope-detail get more defined as it progresses from "planning" to "design" and therefore costs can more reliably be estimated. The following order of increasing detail is typically used for cost estimates in the TIP:

- **Pre-Project Planning Estimate:** Costs are "placeholders" budget allocations for funds used where a project need is identified and listed but many of the project's scope-details have not yet been defined. A contingency factor, ranging between 25%-40%, depending on type of project, is typically applied to these estimates that are appropriate and are more commonly used for projects programed in the fourth year, or beyond, of the TIP.
- **Planning Level Estimate:** Costs generally based on a limited defined scope, usually involving some field work, to identify needs and requirements but project detail may require further assessment of potential alternatives. Costs can still significantly change as design work begins, however it is more refined than Pre-Project Planning. This typically will include a contingency factor, albeit smaller, and is commonly used for estimating cost in the TIP.
- **Design-Level Estimate:** Costs generally based from actual conceptual or preliminary design work, where the scope of the project is fairly defined. The significant aspects of a project details are known and cost of these items can more reliably be estimated (commonly at this stage these are based on unit costs from previous construction projects). This type of estimate is generally available for projects starting in prior year(s), and may be obtainable for those programed in the first couple years, of the TIP.

Capital Expenditure costs for projects are reflected for each of the following three significant development-phases of a project:

- **Design Phase:** Estimated costs of engineering and other professional services necessary to design and prepare construction documents which may, depending on the type of project, also include special pre-design studies and obtaining environmental permit approvals.
- **Right-of-Way Acquisition Phase:** Estimated costs of real property and/or easements needed to complete a project, typically including appraisals, negotiations, and other associated acquisition costs. Not all projects require this acquisition phase.
- **Construction Phase:** Estimated costs to construct the improvements which typically would include a percentage factor for construction management and observation.

c. Transportation Project Categories

The Street Plan identifies the projects and programs into the following five categories in which projects are then prioritized:

TIER I. Capacity/LOS Projects (CP):

Projects involving construction of new streets and intersections to increase capacity or level of service.

TIER II. Street Improvements (SI):

Projects involving significant reconstruction of existing streets/intersections to address one or more identified problem; including severe pavement/sub-base failure, insufficient capacity to meet current or anticipated traffic conditions and to incorporate safety enhancements. These projects may also include other elements like drainage and utility upgrades, sidewalk and non-motorized improvements, and landscaping or amenity enhancements.

TIER III. Street Pavement Preservation (SP):

Projects intended to preserve and extend a street's existing pavement service-life. Projects typically involve surface preparation and installing an additional "wearing-coarse" of material on top of the existing cracking or worn pavements that otherwise, in time, would require more costly reconstruction.

TIER IV. Street Repair & Maintenance (SR):

Programmed budget to perform regular maintenance of various streets by crack sealing, asphalt patching, or performing emergency spot repairs on streets citywide.

Non-motorized Improvement (NM):

Projects intended to focus on enhancing the City's non-motorized network of pedestrian and bicycle facilities, including filling-in and connect "missing gaps" of sidewalks, bike paths, or trails. Incorporating safety enhancement and retrofitting facilities for American Disability Act (ADA) compliance and developing and installing route designations and wayfinding signage for enhancing community experience.

Other/Joint-Agency Improvement (JA):

Identified projects or improvements where the City would support as a partner to the state and/or other municipal agencies whom, because of proximity and/or ownership-authority, would act as lead agency.

d. Transportation Improvement Project List (Table T-5)

Project worksheets, containing the project name, brief description, funding/expenditure forecast, and TIP priority number have been developed and included for projects in each project category along with project priority summary, reflected in Tables T-5 through Table T-5.6.

Table T-5: Transportation Improvement Projects List

Type	Project No.	STIP Priority	Project Name	Actual Prior Years	Estimated 2018	2019	2020	2021	2022	2023	2024	Six-Year Period Total	Beyond 2024
Tier I CAPACITY/LOS (CP)	CP1	1	Tolt Ave (SR203) Central Business District (CBD) Improvements (Eugene to Rutherford)	$ 595,498	$ 454,502	$ 6,072,588	$ -	$ -	$ -	$ -	$ -	**$ 6,072,588**	$ -
	CP2	4	Larson Avenue Connector (NE 40th St. to Entwistle St.)	$ -	$ -	$ -	$ -	$ 668,900	$ 1,129,600	$ -	$ -	**$ 1,798,500**	$ -
	CP3		Tolt Ave (SR203) - South Greenway (East side: Tolt Ave bridge to Entwisle St.)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 4,450,000
	CP4		Tolt Ave (SR 203) - South Entry (West side: Tolt McDonald Pk to Eugene)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 1,250,000
	CP5		Milwaukee Avenue Connector (NE 50th St. to 55th St.)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 1,675,000
	CP6		316th Avenue NE Connector (NE 55th St. to Morrison St.)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 2,000,000
	CP7		Tolt Ave (SR203) and Morrison Street Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 550,000
	CP8		Tolt Ave (SR203) and Blanche Street Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 1,884,969
			SUBTOTAL CAPACITY PROJECTS	**$ 595,498**	**$ 454,502**	**$ 6,072,588**	**$ -**	**$ 668,900**	**$ 1,129,600**	**$ -**	**$ -**	**$ 7,871,088**	**$ 11,809,969**
Tier II STREET IMPROVEMENT (SI)	SI1	5	NE 40th Street Arterial Reconstruction (Tolt Ave to Larson Ave)	$ -	$ -	$ -	$ -	$ 190,400	$ 634,800	$ -	$ -	**$ 825,200**	$ -
	SI2	11	East Bird Street Reconstruction (Commercial to Milwaukee - 950 LF)	$ -	$ -	$ -	$ -	$ -	$ 75,000	$ 447,500	$ -	**$ 522,500**	$ -
	SI4	12	East Reitze Street Reconstruction (Milwaukee to Stossel - 1,150 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ 95,000	$ 537,500	**$ 632,500**	$ -
	SI4	13	West Rutherford Street Reconstruction (Tolt to Stewart - 1,050 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 86,000	**$ 86,000**	$ 491,500
	SI5		Tolt Ave (SR 203) Corridor - North Greenway (East side: Rutherford to NE 55th)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 2,400,000
	SI6		Tolt Ave (SR 203) Corridor - North Entry (West side: Rutherford to NE 55th)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 1,985,000
	SI7		Bird Street "Festival Street" Reconstruction (Stossel to Stephens)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 1,375,000
			SUBTOTAL STREET IMPROVEMENT PROJECTS	**$ -**	**$ -**	**$ -**	**$ -**	**$ 190,400**	**$ 709,800**	**$ 542,500**	**$ 623,500**	**$ 2,066,200**	**$ 6,251,500**
Tier III STREET REPAIR (SR)	SR1	6	NE 40th Street Overlay (Larson Ave to Park Entry - 1,150 LF)	$ -	$ -	$ -	$ -	$ 20,000	$ 70,000	$ -	$ -	**$ 90,000**	$ -
	SR2	7	West Bird Street Chip Seal (Tolt Ave to Stephens Ave - 280 LF)	$ -	$ -	$ -	$ -	$ 6,000	$ 10,400	$ -	$ -	**$ 16,400**	$ -
	SR3	8	West Commercial Street Chip Seal (Tolt Ave to Stephens - 400 LF)	$ -	$ -	$ -	$ -	$ 6,000	$ 12,000	$ -	$ -	**$ 18,000**	$ -
	SR4	9	Myrtle Street Chip Seal (Tolt Ave to King/Stossel St - 820 LF)	$ -	$ -	$ -	$ -	$ 10,000	$ 24,600	$ -	$ -	**$ 34,600**	$ -
	SR5	10	Stossel Avenue Overlay (Entwistle to Rutherford - 1,180 LF)	$ -	$ -	$ -	$ -	$ 20,000	$ 70,000	$ -	$ -	**$ 90,000**	$ -
			SUBTOTAL STREET PAVEMENT PRESERVATION PROJECTS	**$ -**	**$ -**	**$ -**	**$ -**	**$ 62,000**	**$ 187,000**	**$ -**	**$ -**	**$ 249,000**	**$ -**
Tier IV MAINTENANCE (SM)	WA-03837	14	Preventative Street Repair & Maintenance (crack sealing, pothole filling)	$ -	$ 10,206	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000	**$ 72,000**	$ -
			SUBTOTAL PREVENTATIVE STREET REPAIR & MAINTENANCE PROJECTS	**$ -**	**$ 10,206**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 72,000**	**$ -**
NON-MOTO PROJECTS (NM)	NM1	2	East Entwistle Pedestrian Improvements (329th to 334th Ave)	$ -	$ -	$ -	$ -	$ 260,800	$ -	$ -	$ -	**$ 260,800**	$ -
	NM2	3	McKinley Avenue Sidewalk (Eugene Street to Blanche Street)	$ -	$ -	$ -	$ -	$ 259,100	$ -	$ -	$ -	**$ 259,100**	$ -
	*		City Wayfinding Signage Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 190,000
			SUBTOTAL NON-MOTORIZED IMPROVEMENT PROJECTS	**$ -**	**$ -**	**$ -**	**$ -**	**$ 519,900**	**$ -**	**$ -**		**$ 519,900**	**$ 190,000**
JOINT-AGENCY PROJECTS (JA)	JA1		Tolt Ave. (SR 203) - Garden Tracts Walkway (55th to 60th)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 135,000
	JA2		Tolt Hill Road/SR 203 Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 670,000
	JA3		Tolt River Bridge Painting and Walkway Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ 1,540,000
			SUBTOTAL JOINT-AGENCY PROJECTS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,345,000**
			TOTAL ALL PROJECTS	**$ 595,498**	**$ 464,708**	**$ 6,084,588**	**$ 12,000**	**$ 1,453,200**	**$ 2,038,400**	**$ 554,500**	**$ 635,500**	**$ 10,778,188**	**$ 20,596,469**

Figure T-3 – Transportation Improvement Projects Map

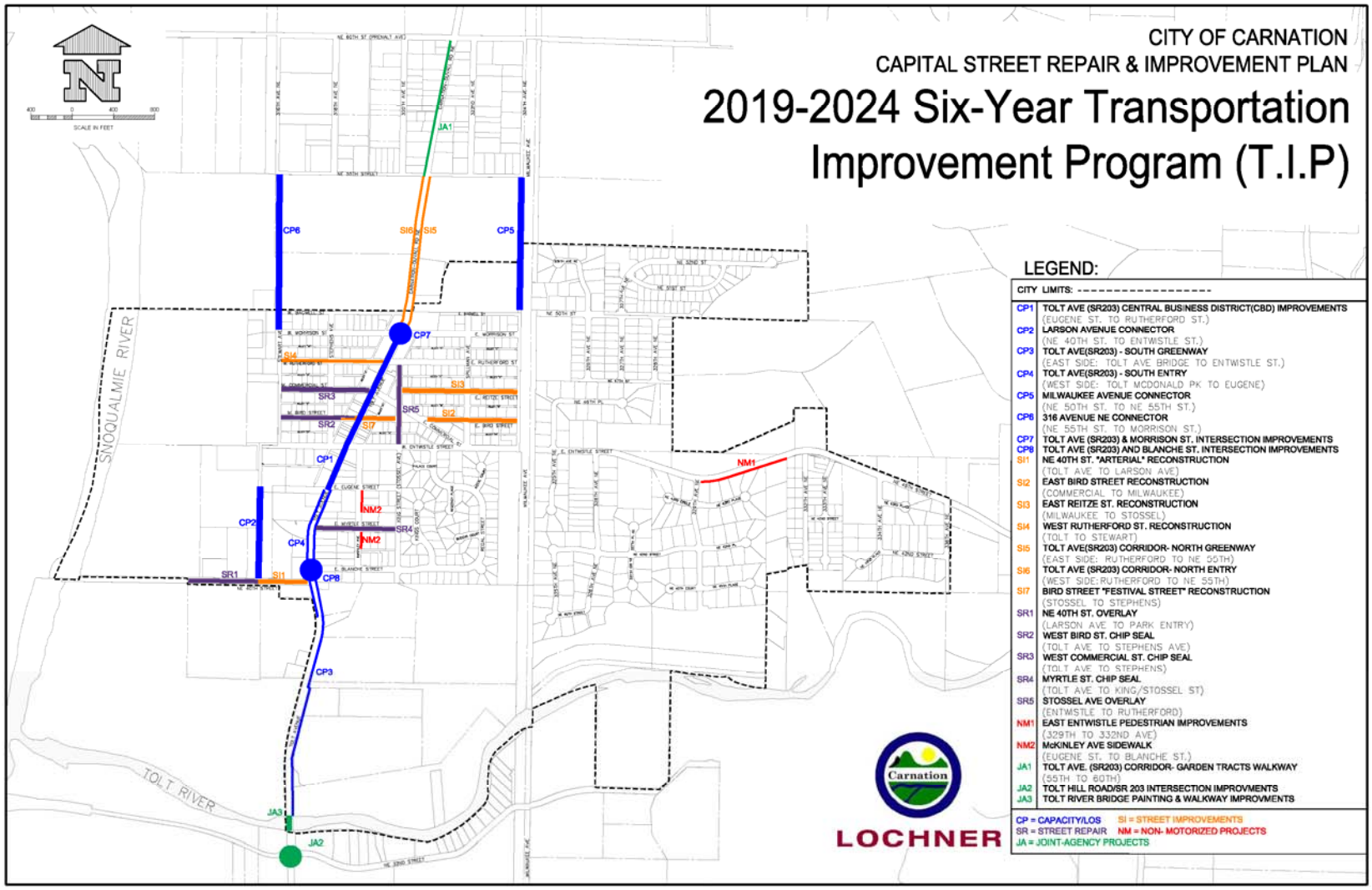


Table T-5.1 - LOS/Capacity Improvement Projects

major projects, new streets, level of service improvements

Project included in 6-Yr TIP

STIP Priority Number	STIP Project ID No.	Project Name	Estimated Project Costs	
			Total Project	Local Funds
1	CP1	Tolt Ave (SR203) Central Business District (CBD) Improvements (Eugene to Rutherford)	$ 7,122,588	$ 1,927,313
4	CP2	Larson Avenue Connector (NE 40th St. to Entwistle St.)	$ 1,798,500	$ 449,625
	CP4	Tolt Ave (SR 203) - South Entry (West side: Tolt McDonald Pk to Eugene)	$ 1,250,000	$ 312,500
	CP3	Tolt Ave (SR203) - South Greenway (East side: Tolt Ave bridge to Entwisle St.)	$ 4,450,000	$ 1,112,500
	CP5	Milwaukee Avenue Connector (NE 50th St. to 55th St.)	$ 1,675,000	$ 420,000
	CP6	316th Avenue NE Connector (NE 55th St. to Morrison St.)	$ 2,000,000	$ 500,000
	CP8	Tolt Ave (SR203) and Blanche Street Intersection Improvements	$ 1,884,969	$ 471,242
	CP7	Tolt Ave (SR203) and Morrison Street Intersection Improvements	$ 550,000	$ 137,500
		LOS Project Totals =	**$ 20,731,057**	**$ 5,330,680**

Six Year Transportation Improvement Program (STIP)

TIP # WA-03830

Project Title: **Tolt Ave (SR203) Central Business District (CBD) Improvements (Eugene to Rutherford)**

Project Worksheet

Project No: **CP1** *Project Type:* **Street Improvements - Capacity**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 1450 LF of full street improvements through the City's Central Business District with hardscape improvements, including: street re-grading and paving; aerial-to-underground utility conversion; street and pedestrian lighting; storm drainage infrastructure; street trees and planting; and site furnishings. Widen to three lanes for left turns.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The City Council, residents, and business owners have been involved for several years with the goal of making the downtown a more pleasant, attractive place to visit and conduct business. The purpose of this project is to construct improvements and amenities that will make our downtown area a destination rather than something that travelers just drive through on their way to somewhere else. Project identified in the Tolt Avenue Action Plan and should be coordinated and developed consistent with details/elements of other planned Tolt Ave corridor improvement projects.

TARGETED OUTCOME:

The project will create places to stop, places to gather, and to sit downtown. The appearance of the CBD will be improved with new lighting, trees and plantings, new drainage and underground power and utilities. With the addition of these improvements we hope to see an infill of new businesses in the CBD. The benefit to the community comes from additional tax revenues that can be invested in our parks and streets and for additional police services.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ 314,750**	**$ 1,612,563**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,927,313**
301 Fund - REET(1&2)	$ 189,750	$ 1,119,374	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,309,124
109 Fund - TIF	$ 125,000	$ 175,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000
001 Fund - Sales & Property Taxes	$ -	$ 318,189	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ 318,189
GRANT FUNDS	**$ 735,250**	**$ 3,828,025**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,563,275**
Secured Grant - PSRC	$ 735,250	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 735,250
Secured Grant - DOE EAGL	$ -	$ 829,375	$ -	$ -	$ -	$ -	$ -	$ -	$ 829,375
Secured Grant - DOC Direct Grant	$ -	$ 1,498,650	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,498,650
Un-secured Grant - WSDOT H&LP	$ -	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 600,000
Un-secured Grant - TIB SCAP	$ -	$ 650,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 650,000
Un-secured - TIB Complete Streets	$ -	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 250,000
OTHER FUNDS	**$ -**	**$ 632,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 632,000**
Other - WSDOT 2014 Paving	**$ -**	$ 200,000	$ -						$ 200,000
Other - PSE Schedule 74	**$ -**	$ 432,000	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ 432,000
TOTAL FUNDING SOURCES =	**$ 1,050,000**	**$ 6,072,588**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 7,122,588**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2018 Dollars*							
Design (PE)	$ 925,000	$ 108,000	$ -	$ -	$ -	$ -	$ -	$ -	**$ 1,033,000**
Right of Way Acquisition (RW)	$ 125,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ 125,000**
Construction (CN)	$ -	$ 5,964,588	$ -	$ -	$ -	$ -	$ -	$ -	**$ 5,964,588**
TOTAL EXPENDITURES =	**$ 1,050,000**	**$ 6,072,588**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 7,122,588**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **Larson Avenue Connector (NE 40th St. to Entwistle St.)**

Project Worksheet

Project No: **CP2** *Project Type:* **Capacity**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 1,000 LF of new arterial roadway between NE 40th Street and Entwistle Street to include 2-12' travel lanes with parking, curb & gutter, a sidewalk along the east side of the street, new storm drainage, illumination, and signing/striping.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This arterial connection will allow traffic to access the lands zoned for commercial and industrial use west of SR203 and south of the wastewater treatment plan. Larson Avenue will connect Entwistle Street to NE 40th which provides alternate access to SR203 and be designated a truck route providing truck access to the businesses on the west side of Tolt Avenue.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ 167,225**	**$ 282,400**	**$ -**	**$ -**	**$ -**	**$ 449,625**
301 Fund - REET(1&2)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
109 Fund - TIF	$ -	$ -	$ -	$ 167,225	$ 282,400	$ -	$ -	$ -	$ 449,625
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ 501,675**	**$ 847,200**	**$ -**	**$ -**	**$ -**	**$ 1,348,875**
Secured Grants	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
Un-secured Grants	$ -	$ -	$ -	$ 501,675	$ 847,200	$ -	$ -	$ -	$ 1,348,875
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ 668,900**	**$ 1,129,600**	**$ -**	**$ -**	**$ -**	**$ 1,798,500**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)	$ -	$ -	$ -	$ 338,900	$ -	$ -	$ -	$ -	**$ 338,900**
Right of Way Acquisition (RW)	$ -	$ -	$ -	$ 330,000	$ -	$ -	$ -	$ -	**$ 330,000**
Construction (CN)	$ -	$ -	$ -	$ -	$ 1,129,600	$ -	$ -	$ -	**$ 1,129,600**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ 668,900**	**$ 1,129,600**	**$ -**	**$ -**	**$ -**	**$ 1,798,500**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **Tolt Ave (SR203) - South Greenway (East side: Tolt Ave bridge to Entwisle St.)**

Project Worksheet

Project No: **CP3** *Project Type:* **Street & Pedestrian Improvements**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 3,450 LF of improvements on the eastside of the existing travel lanes to include new curbs, gutters, planting strip, and paved pathway; storm drainage improvements; partial aerial-to-underground utility conversion; illumination; planting and site furnishing. Project also includes construction of 1200 LF improvements on the westside of Tolt Ave between the bridge and pedestrian crossing at the fire station to include new curb, gutter, landscape restoration, and portions of roadway widening for on-street parking. Widen to three lanes for left turns.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The Greenway project creates a planting strip buffer from the roadway to provide a safe and pedestrian-friendly place for walking and biking. Elements are proposed to slow bicyclists and alert users approaching from the south they are transitioning from a shared-use path to the wide urban sidewalk entering the commercial core. Project identified in the Tolt Avenue Action Plan and should be coordinated and developed consistent with details/elements of other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,112,500**	**$ 1,112,500**
301 Fund - REET(1&2)								$ 1,112,500	$ 1,112,500
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 3,337,500**	**$ 3,337,500**
Secured Grants									$ -
Un-secured Grants								$ 3,337,500	$ 3,337,500
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,450,000**	**$ 4,450,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 890,000	**$ 890,000**
Right of Way Acquisition (RW)								$ 25,000	**$ 25,000**
Construction (CN)								$ 3,535,000	**$ 3,535,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,450,000**	**$ 4,450,000**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **Tolt Ave (SR 203) - South Entry (West side: Tolt McDonald Pk to Eugene)**

Project Worksheet

Project No: **CP4** *Project Type:* **Street & Pedestrian Improvements**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 1,900 LF of improvements to enhance pedestrian network on the westside of Tolt Avenue (SR203). Widen roadway for left turns and on-street parking; new curb, gutter, planting strip, and sidewalk; storm drainage improvements; and street trees and site furnishings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The South Entry project enhances the pedestrian network on the westside of Tolt Avenue (SR203) from Tolt-McDonald park property to downtown Carnation. Improvements replace the existing sidewalk to provide a continuous, accessible sidewalk with plantings and street trees to buffer the pedestrian and create a more comfortable, welcoming street environment. Project identified in the Tolt Avenue Action Plan and should be coordinated and developed consistent with details/elements of other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 312,500**	**$ 312,500**
301 Fund - REET(1&2)	$ -		$ -	$ -	$ -	$ -	$ -	$ 312,500	$ 312,500
109 Fund - TIF	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 937,500**	**$ 937,500**
Secured Grants	$ -								$ -
Un-secured Grants	$ -		$ -	$ -	$ -	$ -	$ -	$ 937,500	$ 937,500
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,250,000**	**$ 1,250,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 250,000	**$ 250,000**
Right of Way Acquisition (RW)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Construction (CN)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000	**$ 1,000,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,250,000**	**$ 1,250,000**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **Milwaukee Avenue Connector (NE 50th St. to 55th St.)**

Project Worksheet

Project No: **CP5** *Project Type:* **Street Improvements - Capacity**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 1,500 LF of new roadway between NE 50th St and NE 55th St. to include 2-12' travel lanes with shoulders and sidewalk on one side; new storm drainage infiltration swales; illumination, and signing/striping.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This project will accommodate future north-south travel as a parallel route to the State highway on the east side of the SR-203 for future development of Potential Annexation Area and connection to the existing roadway network. This street extension is development-driven and portions lie outside current City Limits within the UGA.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 420,000	$ 420,000
301 Fund - REET(1&2)									$ -
109 Fund - TIF								$ 420,000	$ 420,000
GRANT FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,255,000	$ 1,255,000
Secured Grants									$ -
Un-secured Grants								$ 1,255,000	$ 1,255,000
OTHER FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other <_____>									$ -
TOTAL FUNDING SOURCES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,675,000	$ 1,675,000
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 275,000	$ 275,000
Right of Way Acquisition (RW)								$ 100,000	$ 100,000
Construction (CN)								$ 1,300,000	$ 1,300,000
TOTAL EXPENDITURES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,675,000	$ 1,675,000

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **316th Avenue NE Connector (NE 55th St. to Morrison St.)**

Project Worksheet

Project No: **CP6** *Project Type:* **Street Improvements - Capacity**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 1,400 LF of new roadway between NE 55th Street and W. Morrison St to include 2-12' travel lanes with shoulders and sidewalk on one side; new storm drainage infiltration swales; illumination, and signing/striping.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This project will accommodate future north-south travel as a parallel route to the State highway on the west side of the SR-203 for future development of Potential Annexation Area and connection to the existing roadway network. This street extension is development-driven and portions lie outside current city limits within the UGA.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 500,000	$ 500,000
301 Fund - REET(1&2)									$ -
109 Fund - TIF								$ 500,000	$ 500,000
GRANT FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,500,000	$ 1,500,000
Secured Grants									$ -
Un-secured Grants								$ 1,500,000	$ 1,500,000
OTHER FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other <_____>									$ -
TOTAL FUNDING SOURCES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000	$ 2,000,000
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 400,000	$ 400,000
Right of Way Acquisition (RW)								$ 100,000	$ 100,000
Construction (CN)								$ 1,500,000	$ 1,500,000
TOTAL EXPENDITURES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000	$ 2,000,000

Six Year Transportation Improvement Program (STIP)

TIP # WA-06524

Project Title: **Tolt Ave (SR203) and Morrison Street Intersection Improvements**

Project Worksheet

Project No: **CP7** *Project Type:* **Intersection Improvements - Capacity**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of improvements to the un-signalized intersection at Tolt Avenue (SR-203) and Morrison Street to interconnect with the signal at Tolt Ave and Entwistle St, and to include pavement reconstruction with curbs, gutters, and ADA compliant sidewalk ramps; illumination upgrades; drainage modifications; and signing/striping.

An option for an intermediate step prior to installing a traffic signal or roundabout could be to replace the pedestrian activated warning beacons with a High-intensity Activated crossWalK beacon (HAWK) to help improve pedestrian safety near the adjacent school. This is a higher degree of traffic control compared to existing controls, and requires drivers to stop when the HAWK beacon is activated. Other options are defining additional right or left turn pockets to help increase capacity at the intersection.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Crosswalk improvements were completed in 2011. A traffic signal or roundabout at Morrison Street will improve operations and meet level of service capacity needs of future growth and build-out of the north part of Carnation. Of the two alternatives, a roundabout may be able to provide better operational and safety improvement, but this option would likely require more right-of-way. Project details/elements should to be developed consistent with other planned Tolt Ave Corridor improvement projects.

Based on the 2022 and the 2035 forecast traffic volumes at the Tolt Avenue and Morrison Street intersection, a review of Warrant #3: Peak Hour Volume indicates that a traffic signal warrant may be met as early as 2022. However, it is important to note that just because a warrant is satisfied, meeting this criteria does not require that a traffic signal or other control be installed. In fact, exploration of other mitigations and less restrictive traffic controls should be considered before installation of traffic signal controls. In any event, the traffic signal analysis study would need to be completed using current traffic data at that time instead of data from a forecast model.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 137,500**	**$ 137,500**
301 Fund - REET(1&2)		$ -	$ -						$ -
109 Fund - TIF		$ -	$ -					$ 137,500	$ 137,500
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 412,500**	**$ 412,500**
Secured Grant - TIB									$ -
Un-secured Grants		$ -	$ -					$ 412,500	$ 412,500
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>		$ -	$ -						$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 550,000**	**$ 550,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 120,000	**$ 120,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)								$ 430,000	**$ 430,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 550,000**	**$ 550,000**

Six Year Transportation Improvement Program (STIP)

TIP # WA-08868

Project Title: **Tolt Ave (SR203) and Blanche Street Intersection Improvements**

Project Worksheet

Project No: **CP8** *Project Type:* **Intersection Improvements - Capacity**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of improvements to the un-signalized intersection at Tolt Avenue (SR- 203) and Blanche Street to interconnect with the signal at Tolt Ave and Entwistle St, and to include pavement reconstruction with curbs, gutters, and ADA compliant sidewalk ramps; installation of traffic signal or circle; illumination upgrades; drainage modifications; and signing/striping.

An option for an intermediate step prior to installing a traffic signal could be to upgrade the pedestrian crossing south of Blanche Street with a High-intensity Activated crossWalK beacon (HAWK) to help improve pedestrian safety near the adjacent school. This type of traffic control requires drivers to stop when the HAWK beacon is activated. Other options are defining right or left turn pockets on Blanche Street and/or NE 40th Street to help increase capacity at the intersection.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

A traffic signal or roundabout at Blanche Street will serve future growth. Of the two alternatives, a roundabout may be able to provide better operational and safety improvement, but this option would likely require more right-of-way. A traffic signal will require a traffic signal analysis study, and approval by WSDOT. Project details/elements should be developed consistently with other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 471,242**	**$ 471,242**
301 Fund - REET(1&2)									$ -
109 Fund - TIF								$ 471,242	$ 471,242
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,413,727**	**$ 1,413,727**
Secured Grants									$ -
Un-secured Grants								$ 1,413,727	$ 1,413,727
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									**$ -**
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,884,969**	**$ 1,884,969**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 196,035	**$ 196,035**
Right of Way Acquisition (RW)								$ 186,000	**$ 186,000**
Construction (CN)								$ 1,502,934	**$ 1,502,934**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,884,969**	**$ 1,884,969**

Table T-5.2 - Street Improvement Projects

Tier III Projects (SI): asphalt reconstruction with pedestrian facilities and raingardens

Project included in 6-Yr TIP

STIP Priority Number	STIP Project ID No.	Project Name	Estimated Project Costs	
			Total Project	Local Funds
5	SI1	NE 40th Street Arterial Reconstruction (Tolt Ave to Larson Ave)	$ 825,200	$ 103,150
11	SI2	East Bird Street Reconstruction (Commercial to Milwaukee - 950 LF)	$ 522,500	$ 65,313
12	SI3	East Reitze Street Reconstruction (Milwaukee to Stossel - 1,150 LF)	$ 632,500	$ 79,063
13	SI4	West Rutherford Street Reconstruction (Tolt to Stewart - 1,050 LF)	$ 577,500	$ 90,619
	SI5	Tolt Ave (SR 203) Corridor - North Greenway (East side: Rutherford to NE 55th)	$ 2,400,000	$ 600,000
	SI6	Tolt Ave (SR 203) Corridor - North Entry (West side: Rutherford to NE 55th)	$ 1,985,000	$ 495,000
	SI7	Bird Street "Festival Street" Reconstruction (Stossel to Stephens)	$ 1,375,000	$ 345,000
		Street Improvement Totals =	**$ 7,492,500**	**$ 1,674,994**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **NE 40th Street Arterial Reconstruction (Tolt Ave to Larson Ave)**

Project Worksheet

Project No: **SI1** *Project Type:* **Street Improvements**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Reconstruct and widen approximately 500 LF of NE 40th Street to include 2-12' asphalt travel lanes, a turn lane at the intersection with Tolt, a bike lane, curb & gutters, and sidewalks on both sides of the street; new storm drainage facilities, illumination upgrades, and signing/striping.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This project will rehabilitate and improve the "arterial' portion of roadway that is narrow and has a "poor" pavement-condition rating. Benefits include upgraded paved roadway, stormwater management, and safer street for vehicles and pedestrian on this portion of NE 40th which provides access to the planned "Larson Ave Connector" project and Tolt-McDonald Park. Project can be coordinated with the planned "Tolt Ave/Blanche St. intersection" project relative to alignment/configuration of Tolt Ave intersection.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ 23,800**	**$ 79,350**	**$ -**	**$ -**	**$ -**	**$ 103,150**
301 Fund - REET(1&2)	$ -	$ -	$ -	$ 23,800	$ 79,350	$ -	$ -	$ -	$ 103,150
109 Fund - TIF	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ 166,600**	**$ 555,450**	**$ -**	**$ -**	**$ -**	**$ 722,050**
Secured Grants	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
Un-secured Grants	$ -	$ -	$ -	$ 166,600	$ 555,450			$ -	$ 722,050
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ 190,400**	**$ 634,800**	**$ -**	**$ -**	**$ -**	**$ 825,200**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)	$ -	$ -		$ 190,400	$ -	$ -	$ -	$ -	**$ 190,400**
Right of Way Acquisition (RW)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Construction (CN)	$ -	$ -	$ -	$ -	$ 634,800	$ -	$ -	**$ -**	**$ 634,800**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ 190,400**	**$ 634,800**	**$ -**	**$ -**	**$ -**	**$ 825,200**

Six Year Transportation Improvement Program (STIP)

TIP # WA-08870

Project Title: **East Bird Street Reconstruction (Commercial to Milwaukee - 950 LF)**

Project Worksheet

Project No: **SI2** *Project Type:* **Street Reconstruction**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Reconstruct and widen approximately 950 LF of Bird Street to include 2-10' asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Bird Street serves as a local road linking the central residential neighborhoods to the east side of downtown and the pavement has a "poor" condition rating. Benefits include safer, ADA-compliant, sidewalk ramps/crossings, enhanced drive-ability, upgraded pavement section, a paved street width that meets standards, stormwater management, and safer street for vehicles and pedestrians.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ 9,375**	**$ 55,938**	**$ -**	**$ -**	**$ 65,313**
301 Fund - REET(1&2)					$ 9,375	$ 55,938			$ 65,313
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ 65,625**	**$ 391,563**	**$ -**	**$ -**	**$ 457,188**
Secured Grants									$ -
Un-secured Grants					$ 65,625	$ 391,563			$ 457,188
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ 75,000**	**$ 447,500**	**$ -**	**$ -**	**$ 522,500**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)					$ 75,000				**$ 75,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)						$ 447,500			**$ 447,500**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ 75,000**	**$ 447,500**	**$ -**	**$ -**	**$ 522,500**

Six Year Transportation Improvement Program (STIP)

TIP # WA-08871

Project Title: **East Reitze Street Reconstruction (Milwaukee to Stossel - 1,150 LF)**

Project Worksheet

Project No: **SI3** *Project Type:* **Street Reconstruction**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Reconstruct and widen approximately 1150 LF of East Reitze Street to include 2-10' asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

E. Reitze Street serves as a local road extending from Stossel (collector street on the east side of downtown) linking to central residential neighborhoods and the pavement has a "poor" condition rating. Benefits include safer, ADA-compliant, sidewalk ramps/crossings, enhanced drive-ability, an upgraded pavement section, a paved street width that meets standards, stormwater management, and safer street for vehicles and pedestrians.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 11,875**	**$ 67,188**	**$ -**	**$ 79,063**
301 Fund - REET(1&2)	$ -	$ -	$ -	$ -	$ -	$ 11,875	$ 67,188	$ -	$ 79,063
109 Fund - TIF	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 83,125**	**$ 470,313**	**$ -**	**$ 553,438**
Secured Grants	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
Un-secured Grants - TIB SCAP	$ -	$ -	$ -		$ -	$ 83,125	$ 470,313	$ -	$ 553,438
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>	**$ -**	**$ -**	**$ -**						$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 95,000**	**$ 537,500**	**$ -**	**$ 632,500**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)	$ -	$ -	$ -	$ -	$ -	$ 95,000	$ -	$ -	**$ 95,000**
Right of Way Acquisition (RW)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Construction (CN)	$ -	$ -	$ -	$ -	$ -	$ -	$ 537,500	$ -	**$ 537,500**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 95,000**	**$ 537,500**	**$ -**	**$ 632,500**

Six Year Transportation Improvement Program (STIP)

TIP # WA-08872

Project Title: **West Rutherford Street Reconstruction (Tolt to Stewart - 1,050 LF)**

Project Worksheet

Project No: **SI4** *Project Type:* **Street Reconstruction**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Reconstruct and widen approximately 1050 LF of West Rutherford Street to include 2-10' asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

W. Rutherford Street serves as a local road extending from Stewart (collector street on the west side of downtown) linking to central residential neighborhoods and the pavement has a "poor" condition rating. Benefits include safer, ADA-compliant, sidewalk ramps/crossings, enhanced drive-ability, an upgraded pavement section, a paved street width that meets standards, stormwater management, and safer street for vehicles and pedestrians.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 10,750**	**$ 79,869**	**$ 90,619**
301 Fund - REET(1&2)	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,750	$ 79,869	$ 90,619
109 Fund - TIF	$ -								$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 75,250**	**$ 411,631**	**$ 486,881**
Secured Grants	$ -								$ -
Un-secured Grants - TIB SCAP	$ -					$ -	$ 75,250	$ 411,631	$ 486,881
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>	**$ -**								$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 86,000**	**$ 491,500**	**$ 577,500**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)	$ -					$ -	$ 86,000		**$ 86,000**
Right of Way Acquisition (RW)	$ -								**$ -**
Construction (CN)	$ -						$ -	$ 491,500	**$ 491,500**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 86,000**	**$ 491,500**	**$ 577,500**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **Tolt Ave (SR 203) Corridor - North Greenway (East side: Rutherford to NE 55th)**

Project Worksheet

Project No: **SI5** *Project Type:* **Street & Pedestrian Improvements**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 2,200 LF of improvements east of the existing travel lanes, including new curb, gutter, and formalized sections of on-street parking; minimum 4.5-foot planting strip and paved pathway; storm drainage improvements; partial aerial-to-underground utility conversion; illumination; planting and site furnishings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The North Greenway extends the Tolt Avenue Greenway to provide improved pedestrian and bicycle access between downtown Carnation, Carnation Elementary School, and residential areas north of NE 55th Street. Portions of this project lie outside current City Limits within the UGA. Project identified in the Tolt Avenue Action Plan and should be coordinated and developed consistent with details/elements of other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 600,000**	**$ 600,000**
301 Fund - REET(1&2)								$ 600,000	$ 600,000
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,800,000**	**$ 1,800,000**
Secured Grants									$ -
Un-secured Grants								$ 1,800,000	$ 1,800,000
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,400,000**	**$ 2,400,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 475,000	**$ 475,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)								$ 1,925,000	**$ 1,925,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,400,000**	**$ 2,400,000**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **Tolt Ave (SR 203) Corridor - North Entry (West side: Rutherford to NE 55th)**

Project Worksheet

Project No: **SI6** *Project Type:* **Street & Pedestrian Improvements**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 1,875 LF of improvements to retrofit the westside of Tolt Ave (SR 203) with a new curb, gutter, planting strip, and sidewalk; storm drainage improvements; portions of street widening with a center landscaped median within the existing roadway; street trees and site furnishings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The North Entry project creates an identity for people entering Carnation and signals that they have left the rural highway and entered an urban area. The existing, unimproved rural road is replaced with a tree-lined central median, and on-street parking to provide traffic calming to slow vehicles as they approach the downtown. Portions of this project lie outside current City Limits within the UGA. Project identified in the Tolt Avenue Action Plan and should be coordinated and developed consistent with details/elements of other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 495,000**	**$ 495,000**
301 Fund - REET(1&2)								$ 495,000	$ 495,000
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,490,000**	**$ 1,490,000**
Secured Grants									$ -
Un-secured Grants								$ 1,490,000	$ 1,490,000
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,985,000**	**$ 1,985,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 375,000	**$ 375,000**
Right of Way Acquisition (RW)								$ 75,000	**$ 75,000**
Construction (CN)								$ 1,535,000	**$ 1,535,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,985,000**	**$ 1,985,000**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **Bird Street "Festival Street" Reconstruction (Stossel to Stephens)**

Project Worksheet

Project No: **SI7** *Project Type:* **Street Improvements - "Festival Street"**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Reconstruction of approximately 575 LF of Bird Street between Stephens Ave and Stossel Ave as a "festival street" to include special paving and a "curb-less" facility accommodating two travel lanes, parking, and sidewalk/furnishing zone; underground stormwater facilities; planters, lighting, and other pedestrian amenities; and signing/striping.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Bird Street is the central public space in Carnation, connecting the Sno-Valley Senior Center, City Hall, downtown businesses, City Park, Hopelink, the Carnation Farmers Market, and Fred Hockert Park. Street prioritizes pedestrians with flexibly to accommodate a variety of functions, such as community gathering, pedestrian movement, resting, parking, events, and bus stop access. Project identified as an opportunistic project in the Tolt Ave. Action Plan and details/elements should be consistent with planned Tolt Ave CBD improvements.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 345,000**	**$ 345,000**
301 Fund - REET(1&2)								$ 345,000	$ 345,000
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,030,000**	**$ 1,030,000**
Secured Grants									$ -
Un-secured Grants								$ 1,030,000	$ 1,030,000
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,375,000**	**$ 1,375,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 275,000	**$ 275,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)								$ 1,100,000	**$ 1,100,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,375,000**	**$ 1,375,000**

Table T-5.3 - Street Repair & Pavement Preservation Projects

Tier II Projects (SR): chip seal, full-depth reclamation (asphalt grind), and overlays

Project included in 6-Yr TIP

STIP Priority Number	STIP Project ID No.	Project Name	Estimated Project Costs	
			Total Project	Local Funds
6	SR1	NE 40th Street Overlay (Larson Ave to Park Entry - 1,150 LF)	$ 90,000	$ 9,000
7	SR2	West Bird Street Chip Seal (Tolt Ave to Stephens Ave - 280 LF)	$ 16,400	$ 1,640
8	SR3	West Commercial Street Chip Seal (Tolt Ave to Stephens - 400 LF)	$ 18,000	$ 1,800
9	SR4	Myrtle Street Chip Seal (Tolt Ave to King/Stossel St - 820 LF)	$ 34,600	$ 3,460
10	SR5	Stossel Avenue Overlay (Entwistle to Rutherford - 1,180 LF)	$ 90,000	$ 9,000
		Street Pavement Preservation Totals =	**$ 249,000**	**$ 24,900**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **NE 40th Street Overlay (Larson Ave to Park Entry - 1,150 LF)**

Project Worksheet

Project No: **SR1** *Project Type:* **Pavement Preservation**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of a 3" HMA overlay for approximately 1,150 LF of NE 40th Street including construct new ADA-compliant sidewalk ramps, where required, and install pavement markings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This portion of NE 40th Street serves as a collector local road that extends to park properties. The pavement has a "poor" condition rating and an overlay will enhanced drive-ability and extend pavement life by preventing further deterioration leading to the need for full reconstruct.

The City could consider combining this overlay of the final 500' of road surface with the NE 40th Street Reconstruction project from Tolt to Larson.

TARGETED OUTCOME:

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ 2,000**	**$ 7,000**	**$ -**	**$ -**	**$ -**	**$ 9,000**
301 Fund - REET(1&2)	$ -	$ -	$ -	$ 2,000	$ 7,000	$ -	$ -	$ -	$ 9,000
109 Fund - TIF	$ -	$ -	$ -	$ -	$ -	$ -			$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ 18,000**	**$ 63,000**	**$ -**	**$ -**	**$ -**	**$ 81,000**
Secured Grants	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**			$ -
Un-secured Grants - TIB SCPP	$ -	$ -	$ -	$ 18,000	$ 63,000	$ -	$ -	$ -	$ 81,000
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**			$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ 20,000**	**$ 70,000**	**$ -**	**$ -**	**$ -**	**$ 90,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)	$ -	$ -	$ -	$ 20,000	$ -	$ -	$ -		**$ 20,000**
Right of Way Acquisition (RW)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Construction (CN)	$ -	$ -	$ -	$ -	$ 70,000	$ -	$ -		**$ 70,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ 20,000**	**$ 70,000**	**$ -**	**$ -**	**$ -**	**$ 90,000**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **West Bird Street Chip Seal (Tolt Ave to Stephens Ave - 280 LF)**

Project Worksheet

Project No: **SR2** *Project Type:* **Pavement Preservation**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of a 2" HMA chip seal for approximately 280 LF of W. Bird Street including griding existing asphalt, construct new ADA-compliant sidewalk ramps where required, and install pavement markings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

West Bird Street serves as a collector road west of Tolt Ave linking residential neighborhoods and the Senior Center to downtown businesses. A chip seal will enhance drive-ability and extend pavement life by preventing further deterioration leading to the need for full reconstruction. Benefits include enhanced drive-ability and safer, ADA-compliant, sidewalk ramps/crossings.

TARGETED OUTCOME:

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ 600**	**$ 1,040**	**$ -**	**$ -**	**$ -**	**$ 1,640**
301 Fund - REET(1&2)	$ -	$ -	$ -	$ 600	$ 1,040	$ -	$ -		$ 1,640
109 Fund - TIF	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ 5,400**	**$ 9,360**	**$ -**	**$ -**	**$ -**	**$ 14,760**
Secured Grants	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
Un-secured Grants - TIB SCPP	$ -	$ -	$ -	$ 5,400	$ 9,360	$ -	$ -		$ 14,760
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ 6,000**	**$ 10,400**	**$ -**	**$ -**	**$ -**	**$ 16,400**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)	$ -	$ -	$ -	$ 6,000	$ -	$ -	$ -	$ -	**$ 6,000**
Right of Way Acquisition (RW)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Construction (CN)	$ -	$ -	$ -	$ -	$ 10,400	$ -	$ -	$ -	**$ 10,400**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ 6,000**	**$ 10,400**	**$ -**	**$ -**	**$ -**	**$ 16,400**

r approximately 1,150 LF of NE 40th Street including construct new ADA-compliant sidewalk ramps, where required, and install pavement markings.

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **West Commercial Street Chip Seal (Tolt Ave to Stephens - 400 LF)**

Project Worksheet

Project No: **SR3** *Project Type:* **Pavement Preservation**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of a 2" chip seal for approximately 880 LF of West Commercial Street including construct new ADA-compliant sidewalk ramps and pavement markings where required.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

TARGETED OUTCOME:

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ 600**	**$ 1,200**	**$ -**	**$ -**	**$ -**	**$ 1,800**
301 Fund - REET(1&2)	$ -	$ -	$ -	$ 600	$ 1,200	$ -	$ -		$ 1,800
109 Fund - TIF	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ 5,400**	**$ 10,800**	**$ -**	**$ -**	**$ -**	**$ 16,200**
Secured Grants	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
Un-secured Grants - TIB SCPP	$ -	$ -	$ -	$ 5,400	$ 10,800	$ -	$ -	$ -	$ 16,200
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ 6,000**	**$ 12,000**	**$ -**	**$ -**	**$ -**	**$ 18,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)	$ -	$ -	$ -	$ 6,000	$ -	$ -	$ -	$ -	**$ 6,000**
Right of Way Acquisition (RW)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Construction (CN)	$ -	$ -	$ -	$ -	$ 12,000	$ -	$ -	$ -	**$ 12,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ 6,000**	**$ 12,000**	**$ -**	**$ -**	**$ -**	**$ 18,000**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **Myrtle Street Chip Seal (Tolt Ave to King/Stossel St - 820 LF)**

Project Worksheet

Project No: **SR4** *Project Type:* **Pavement Preservation**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of a 2" HMA chip seal for approximately 820 LF of Myrtle Street including griding existing asphalt, construct new ADA-compliant sidewalk ramps where required, and install pavement markings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Myrtle Street serves as a collector road east of Tolt Ave linking residential neighborhoods and downtown businesses. A chip seal will enhance drive-ability and extend pavement life by preventing further deterioration leading to the need for full reconstruction. Benefits include enhanced drive-ability and safer, ADA-compliant, sidewalk ramps/crossings.

TARGETED OUTCOME:

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ 1,000**	**$ 2,460**	**$ -**	**$ -**	**$ -**	**$ 3,460**
301 Fund - REET(1&2)	$ -	$ -	$ -	$ 1,000	$ 2,460	$ -	$ -		$ 3,460
109 Fund - TIF	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ 9,000**	**$ 22,140**	**$ -**	**$ -**	**$ -**	**$ 31,140**
Secured Grants	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
Un-secured Grants - TIB SCPP	$ -	$ -		$ 9,000	$ 22,140	$ -	$ -		$ 31,140
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ 10,000**	**$ 24,600**	**$ -**	**$ -**	**$ -**	**$ 34,600**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ -	$ -	**$ 10,000**
Right of Way Acquisition (RW)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Construction (CN)	$ -	$ -	$ -	$ -	$ 24,600	$ -	$ -	$ -	**$ 24,600**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ 10,000**	**$ 24,600**	**$ -**	**$ -**	**$ -**	**$ 34,600**

Six Year Transportation Improvement Program (STIP)

TIP # WA-08873

Project Title: **Stossel Avenue Overlay (Entwistle to Rutherford - 1,180 LF)**

Project Worksheet

Project No: **SR5** *Project Type:* **Pavement Preservation**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of a 3" HMA overlay for approximately 800 LF of Stossel Avenue including construction of new ADA-compliant sidewalk ramps, and installation of pavement markings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Stossel Avenue serves as a collector road east of Tolt Ave linking residential neighborhoods to downtown businesses. An overlay will enhance drive-ability and extend pavement life by preventing further deterioration leading to the need for full reconstruction. Benefits include enhanced drive-ability and safer, ADA-compliant, sidewalk ramps/crossings.

TARGETED OUTCOME:

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ 2,000**	**$ 7,000**	**$ -**	**$ -**	**$ -**	**$ 9,000**
301 Fund - REET(1&2)				$ 2,000	$ 7,000	$ -	$ -		$ 9,000
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ 18,000**	**$ 63,000**	**$ -**	**$ -**	**$ -**	**$ 81,000**
Secured Grants									$ -
Un-secured Grants - TIB SCPP				$ 18,000	$ 63,000	$ -	$ -		$ 81,000
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ 20,000**	**$ 70,000**	**$ -**	**$ -**	**$ -**	**$ 90,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)	$ -	$ -	$ -	$ 20,000	$ -	$ -	$ -	$ -	**$ 20,000**
Right of Way Acquisition (RW)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Construction (CN)	$ -	$ -	$ -	$ -	$ 70,000	$ -	$ -	$ -	**$ 70,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ 20,000**	**$ 70,000**	**$ -**	**$ -**	**$ -**	**$ 90,000**

Table T-5.4 - Street Maintenance Projects

Pothole Repair, Crack Sealing, and Pavement Seal Coat

Project included in 6-Yr TIP

STIP Priority Number	*STIP Project ID No.*	*Project Name*	*Estimated Project Costs*	
			Total Project	*Local Funds*
12	WA-03837	**Local Street Repair & Maintenance**		
12-1		NE 47th St. (326th Ave. to 327th Ave. - 300 LF)	$ 2,700	$ 2,700
12-2		Carnation Meadows II: 326th Ave NE (50th to cul-de-sac 634 LF)	$ 5,700	$ 5,700
12-3		Entwistle St (Spilman to 329th - 2,323 LF)	$ 12,000	$ 12,000
12-4		Swiftwater Neighborhood Streets (4,953 LF)	$ 24,000	$ 24,000
12-5		River's Edge Neighborhood Streets (2,526 LF)	$ 12,000	$ 12,000
12-6		Unidentified Preventative Street Repair & Maintenance Projects	$ 15,600	$ 15,600
		Unidentified Projects may include:		
		W Morrison Ct (Stewart to end)		
		E Commercial St (Entwistle to Tolt - 950 LF)		
		Stephens Ave (W Entwistle to Commercial St - 528 LF)		
		Street Repair & Maintenance Totals =	**$ 72,000**	**$ 72,000**

Six Year Transportation Improvement Program (STIP)

TIP # WA-03837

Project Title: **Local Street Repair & Maintenance**

Project Worksheet

Project No: **WA-03837** *Project Type:* **Annual Street Repair & Maintenance**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Implement regular pavement maintenance and repairs consisting of crack sealing, asphalt patching, or emergency spot repairs of various street citywide.

Anticipated street segments include: Stephens Avenue (W Entwistle to Commercial); Carnation Meadows II: 326th Avenue (50th to cul-de-sac);
Swiftwater: 326th Ave NE, 329th Ave NE, NE 40th Cir, NE 40th Pl, NE 40th St, NE 42nd Pl, NE 42nd St, NE 43rd Cir; River's Edge: 334th Ave NE, 336th Ave NE, NE 42nd St, NE 43rd Pl;
Carnation Meadows: 325th Ave/NE 46th Pl; Cascade View: 325th Ave NE; Brumbaugh's: NE 47th St (326th to 327th); other unidentified preventative repair and maintenance.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Sealing cracks and performing patch repairs will extend the life of the pavement by stopping the intrusion of water into the sub-base.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ 10,206**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ -**	**$ 82,206**
301 Fund - REET(1&2)									**$ -**
101 Fund - Street Operating	$ 10,206	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000		**$ 82,206**
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Secured Grants									**$ -**
Un-secured Grants									**$ -**
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									**$ -**
TOTAL FUNDING SOURCES =	**$ 10,206**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ -**	**$ 82,206**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)									**$ -**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)	$ 10,206	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000		**$ 82,206**
TOTAL EXPENDITURES =	**$ 10,206**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ 12,000**	**$ -**	**$ 82,206**

Table T-5.5 - Non-motorized Improvement Projects

Non-Motorized Improvement Project Priority Summary

Project included in 6-Yr TIP

STIP Priority Number	***STIP Project ID No.***	***Project Name***	***Estimated Project Costs***	
			Total Project	***Local Funds***
2	NM1	East Entwistle Pedestrian Improvements (329th to 334th Ave)	$ 260,800	$ 32,600
3	NM2	McKinley Avenue Sidewalk (Eugene Street to Blanche Street)	$ 259,100	$ 32,388
	*	City Wayfinding Signage Improvements	$ 190,000	$ 47,500
Non-Motorized Improvement Totals =			**$ 709,900**	**$ 112,488**

Six Year Transportation Improvement Program (STIP)

TIP # WA-03839

Project Title: **East Entwistle Pedestrian Improvements (329th to 334th Ave)**

Project Worksheet

Project No: **NM1** *Project Type:* **Non-Motorized**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Proposed improvements include installation of a 5 foot wide asphalt path separated from the roadway by an improved stormwater ditch/infiltration swale, shoulder restoration, installation of ADA compliant curb ramps, and adding three light standards to better illuminate the roadway and pedestrian sidewalk. Low Impact Development (LID) features will be incorporated where technically feasible to reduce runoff and provide water quality treatment. If a 5 foot wide concrete walkway is installed instead of an asphalt path, project costs will increase by approximately $15,000.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This project would fill in a gap on the south side of the road between an existing sidewalk from the city center to 329th Ave and new sidewalk to be installed by developers between 332nd Avenue and 334th Avenue. This is the only available pedestrian route to City services for more than 50 homes and two planned subdivisions along Entwistle Street/Tolt River Road NE. Parents and children living along this roadway have united and expressed their concern to the City regarding the lack of a safe pedestrian access route along this roadway. The completed improvements will create a safer roadway and complete a walkway gap in support of a "walkable" community.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	$ -	$ -	$ -	$ 32,600	$ -	$ -	$ -	$ -	$ 32,600
301 Fund - REET(1&2)				$ 32,600					$ 32,600
109 Fund - TIF									$ -
GRANT FUNDS	$ -	$ -	$ -	$ 228,200	$ -	$ -	$ -	$ -	$ 228,200
Secured Grants									$ -
Un-secured Grants (WSDOT P&B)				$ 228,200					$ 228,200
OTHER FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other <_____>									$ -
TOTAL FUNDING SOURCES =	$ -	$ -	$ -	$ 260,800	$ -	$ -	$ -	$ -	$ 260,800
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)				$ 67,600					$ 67,600
Right of Way Acquisition (RW)									$ -
Construction (CN)				$ 193,200					$ 193,200
TOTAL EXPENDITURES =	$ -	$ -	$ -	$ 260,800	$ -	$ -	$ -	$ -	$ 260,800

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **McKinley Avenue Sidewalk (Eugene Street to Blanche Street)**

Project Worksheet

Project No: **NM2** *Project Type:* **Non-Motorized**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of approximately 400 lineal feet of cement concrete sidewalk, curb, gutter and stormwater collection and infiltration facilities along the west side of the street. This project fills in sidewalk gaps along McKinley Avenue.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ 32,388**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 32,388**
301 Fund - REET(1&2)	$ -	$ -	$ -	$ 32,388	$ -	$ -	$ -	$ -	**$ 32,388**
109 Fund - TIF	$ -								**$ -**
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ 226,713**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 226,713**
Secured Grants	$ -								**$ -**
Un-secured Grants	$ -		$ -	$ 226,713	$ -	$ -	$ -		**$ 226,713**
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>	**$ -**								**$ -**
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ 259,100**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 259,100**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)	$ -	$ -	$ -	$ 33,800	$ -	$ -	$ -	$ -	**$ 33,800**
Right of Way Acquisition (RW)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Construction (CN)	$ -	$ -	$ -	$ 225,300	$ -	$ -	$ -	$ -	**$ 225,300**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ 259,100**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 259,100**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **City Wayfinding Signage Improvements**

Project Worksheet

Project No: *****

Project Type: **Non-Motorized**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Project consists of developing and installing wayfinding directional signs; en-route markers; information kiosks & gateways; and other signage to formalize and mark wayfinding for motorist and creating pedestrian-oriented walking routes within the City.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The wayfinding elements create a unified system that helps people know where they are, where they want to go, and how to get there. It serves the dual purpose of reinforcing Carnation's unique identity through materials, color, and design, as well as by calling out Carnation's assets. Project identified in the Tolt Avenue Action Plan. Planning/design for this project should precede, or be performed in conjunction with, the first implemented Action Plan project to both guide uniformity and implementing wayfinding elements with other future planned Tolt Ave corridor projects, as appropriate.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 47,500	$ 47,500
301 Fund - REET(1&2)								$ 47,500	$ 47,500
109 Fund - TIF									$ -
GRANT FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 142,500	$ 142,500
Secured Grants									$ -
Un-secured Grants								$ 142,500	$ 142,500
OTHER FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other <_____>									$ -
TOTAL FUNDING SOURCES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 190,000	$ 190,000
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 45,000	$ 45,000
Right of Way Acquisition (RW)									$ -
Construction (CN)								$ 145,000	$ 145,000
TOTAL EXPENDITURES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 190,000	$ 190,000

Table T-5.6 - Non-motorized Improvement Projects

Other/Joint-Agency Improvement Project Priority Summary

Project included in 6-Yr TIP

Priority Number	*Project ID No.*	*Project Name*	*Estimated Project Costs*	
			Total Project	*Local Funds*
	JA1	Tolt Ave. (SR 203) - Garden Tracts Walkway (55th to 60th)	$ 135,000	$ 33,750
	JA2	Tolt Hill Road/SR 203 Intersection Improvements	$ 670,000	???
	JA3	Tolt River Bridge Painting and Walkway Improvements	$ 1,540,000	???
		Other/Joint-Agency Improvement Totals =	**$ 2,345,000**	**$ 33,750**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **Tolt Ave. (SR 203) - Garden Tracts Walkway (55th to 60th)**

Project Worksheet

Project No: **JA1** *Project Type:* **Non-Motorized**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of approximately 1300 LF of asphalt path along the east side of Tolt Ave (SR 203). Improvements include a 6-foot asphalt path with 10-foot wide landscaping/planting in a buffer strip between the path and roadway shoulder.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Tolt Avenue (SR 203) does not have a pedestrian route between NE 55th Street and NE 60th Street. Wide travel lanes and narrow, roadway shoulders result in high travel speeds and few pedestrian trips. This new pedestrian walkway will connect the adjacent residential areas with downtown Carnation. Project is outside current City Limits within the UGA and is identified in the Tolt Avenue Action Plan as a project "subsequent" to planned "Tolt Ave. North Entry" project. Improvements should be coordinated and developed consistent with details/elements of the other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 33,750	$ 33,750
301 Fund - REET(1&2)								$ 33,750	$ 33,750
109 Fund - TIF									$ -
GRANT FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 101,250	$ 101,250
Secured Grants									$ -
Un-secured Grants								$ 101,250	$ 101,250
OTHER FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other <_____>									$ -
TOTAL FUNDING SOURCES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 135,000	$ 135,000
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 45,000	$ 45,000
Right of Way Acquisition (RW)									$ -
Construction (CN)								$ 90,000	$ 90,000
TOTAL EXPENDITURES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 135,000	$ 135,000

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **Tolt Hill Road/SR 203 Intersection Improvements**

Project Worksheet

Project No: **JA2** *Project Type:* **Capacity**

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Install a traffic signal on SR 203 at Tolt Hill Road intersection. This project is outside the UGA boundary. This is a partnership-project in which the City, if desired, could be a financial participate to a WSDOT and/or King County lead project. Requires WSDOT warrant justification for signalization of the intersection.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The Tolt-Hill Rd intersection at SR 203 is an existing stop-control. During summer and fall weekends thousands of visitors converge on Remlinger's Farm, Tolt-McDonald Park, and other local destinations and generate heavy traffic hindering turning movements onto SR 203 (Tolt Avenue) and into Carnation. This project is not within the City limit nor within current City UGA boundary, but is identified in the Tolt Avenue Action Plan as an opportunistic project. Tolt Hill Road is within unincorporated King County and therefore this project is consider a partnership-project in which the City, if desired, could be a financial participate

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
301 Fund - REET(1&2)									$ -
109 Fund - TIF									$ -
GRANT FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Secured Grants									$ -
Un-secured Grants									$ -
OTHER FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other <_____>									$ -
TOTAL FUNDING SOURCES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 110,000	**$ 110,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)								$ 560,000	**$ 560,000**
TOTAL EXPENDITURES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ 670,000**	**$ 670,000**

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: **Tolt River Bridge Painting and Walkway Improvements**

Project Worksheet

Project No: **JA3** *Project Type:*

TIP Start Year = **2019**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

This project consists of painting the bridge and installing accent lighting to enhance character in creating a "gateway" at the south end of the City. Additional improvements include modifying the existing channelization across the bridge structure to provide an additional sidewalk to the eastside of the bridge.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Creates a "gateway" at the City's southern boundary. The existing bridge surface is rarely cleaned and an eyesore for people entering Carnation. Painting the bridge and incorporating lighting will enhance the character. The creation of a sidewalk on the eastside of the bridge strengthens the connection with other City planned Tolt Ave. corridor improvement projects. Only a portion of this project is within the City limit and is identified in the Tolt Avenue Action Plan as an opportunistic project. Maintenance and any modification to the bridge on SR 203 are under WSDOT authority, therefore this is consider a partnership project in

Activity:	Prior Year(s)	2019	2020	2021	2022	2023	2024	Beyond 2024	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
301 Fund - REET(1&2)									$ -
109 Fund - TIF									$ -
GRANT FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Secured Grants									$ -
Un-secured Grants									$ -
OTHER FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other <_____>									$ -
TOTAL FUNDING SOURCES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 290,000	**$ 290,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)								$ 1,250,000	**$ 1,250,000**
TOTAL EXPENDITURES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ 1,540,000**	**$ 1,540,000**

6. Six Year Transportation Improvement Program (STIP)

State law (RCW 36.81.121 & 35.77.010) requires that each City prepare and adopt a transportation program for the ensuing six calendar years. A copy of the adopted program must be filed with Secretary of Transportation on an annual basis. This program represents a forecast of the transportation related improvements to meet locally defined levels of service and policies as identified in the Transportation Element.

Capital improvement projects and street repair programs are considered, updated, and prioritized for the TIP on an annual basis by the City Council with staff recommendations. From this review, the Six-Year Transportation Improvement Program (STIP) is developed. The STIP represents a prioritized short-range planning document that identifies the revenues (secured or expected) and estimated expenditures needed to ensure the City can accomplish the projects or programs listed for the next six years. Funding for some of these projects is secured, while funding for other projects is not. Detailed evaluation of future conditions should assume completion only of financially committed projects.

a. STIP Resolution

MLM
06/01/18

RESOLUTION NO. 426

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARNATION, WASHINGTON, ADOPTING A SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE YEARS 2019 THROUGH 2024 AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND THE TRANSPORTATION IMPROVEMENT BOARD.

WHEREAS, it is the responsibility of the City Council of the City of Carnation to provide suitable and adequate street improvements and maintenance on dedicated streets within the city limits to the extent possible with available funds; and

WHEREAS, the Carnation City Council is committed to short and long range planning to protect, preserve, and enhance the roadways within the city; and

WHEREAS, the Six-Year Transportation Improvement Program is based on the City's 20-Year Comprehensive Transportation Improvement Plan; and

WHEREAS, a public hearing was held on May 15, 2018, on the Six-Year Transportation Improvement Program as required by RCW 35.77.010; NOW, THEREFORE,

IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF CARNATION AS FOLLOWS:

Section 1. Program Adopted. The Six-Year Transportation Improvement Program for the City of Carnation for the ensuing six (6) calendar years (2019-2024, inclusive) and the 2019 Transportation Improvement Plan, attached hereto as Exhibits A and B respectively, and incorporated herein by this reference as if fully set forth, which set forth the project location, type

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of improvement and estimated cost thereof, are hereby adopted and approved.

Section 2. Filing of Program. Pursuant to Chapter 35.77 RCW, within 30 days of the adoption of this resolution the City Clerk is hereby authorized and directed to file a copy of this resolution, together with the Exhibit A attached hereto, with the Secretary of Transportation and the Transportation Improvement Board for the State of Washington.

Section 3. Effective Date. This resolution shall take effect on June 22, 2018.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF THIS 5TH DAY OF JUNE, 2018.

CITY OF CARNATION

MAYOR, KIMBERLY LISK

ATTEST/AUTHENTICATED:

CITY CLERK, MARY MADOLE

RESOLUTION NO.:.....426

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Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	1	SR 203/Tolt Avenue Central Business District Improvements Tolt Avenue (SR 203) Eugene Street to Rutherford Street The SR 203/Tolt Avenue Central Business District Improvements project includes constructing sidewalks and bike lanes and/or shared-use facilities along with adjacent street improvements in the City of Carnation's Central Business District (CBD) zone along SR 203/Tolt Avenue between Eugene Street and Rutherford Street. The project element details include all hardscape improvements, including widened shared-use sidewalks, curb bulbs to shorten street crossings, street re-grading and paving, undergrounding overhead utilities, installation of street and pedestrian lighting, storm drainage infrastructure improvements, street trees and plantings, and site furnishings. Widen to three lanes for left turns. The project will also include striping, signage, and wayfinding.	WA-03830	05/15/18	06/05/18		426	28	C G P S T W	0.270	DCE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019		0	OTHER	142,099	40,901	183,000
S	RW	2019		0		0	125,000	125,000
S	CN	2019		0	OTHER	2,185,926	1,180,558	3,366,484
P	CN	2019		0	TIB	650,000	72,222	722,222
S	CN	2019		0	WSDOT	200,000	0	200,000
P	CN	2019		0	TIB	250,000	0	250,000
P	CN	2019		0	Ped/Bike Program	600,000	105,882	705,882
S	CN	2019		0		0	720,000	720,000
			Totals	**0**		**4,028,025**	**2,244,563**	**6,272,588**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	183,000	0	0	0	0
RW	125,000	0	0	0	0
CN	5,964,588	0	0	0	0
Totals	**6,272,588**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	2	East Entwistle Non-Motorized Improvements Entwistle Street 329th Avenue NE to 334th Avenue NE Construct a 5 foot wide asphalt path separated from the roadway by an improved stormwater ditch/infiltration swale, shoulder restoration, installation of ADA compliant curb ramps, and adding three light standards to better illuminate the roadway and pedestrian sidewalk. Low Impact Development (LID) features will be incorporated where technically feasible to reduce runoff and provide water quality treatment. If a 5 foot wide concrete walkway is installed instead of an asphalt path, project costs will increase by approximately $15,000.	WA-03839	05/15/18	06/05/18		426	28	C G P S T W	0.340	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0	Ped/Bike Program	29,575	4,225	33,800
P	CN	2021		0	Ped/Bike Program	197,138	28,162	225,300
			Totals	**0**		**226,713**	**32,387**	**259,100**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	33,800	0	0
CN	0	0	225,300	0	0
Totals	**0**	**0**	**259,100**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	3	McKinley Avenue Sidewalk McKinley Avenue East Entwistle Street to Blanche Street Construction of approximately 400 lineal feet of cement concrete sidewalk, curb, gutter and stormwater collection and infiltration facilities along the west side of the street. This project fills in sidewalk gaps along McKinley Avenue.	NM2	05/15/18	06/05/18		426	28	C G P S T W	0.080	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0	TIB	29,575	4,225	33,800
P	CN	2021		0	TIB	196,961	28,339	225,300
			Totals	**0**		**226,536**	**32,564**	**259,100**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	33,800	0	0
CN	0	0	225,300	0	0
Totals	**0**	**0**	**259,100**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
06	4	Larson Avenue Connector Larson Avenue West Entwistle Street to NE 40th Street Construct approximately 1,000 LF of new arterial roadway between NE 40th Street and Entwistle Street to include 2-12' travel lanes with parking, curb & gutter, a sidewalk along the east side of the street, new storm drainage, illumination, and signing/striping.	CP2	05/15/18	06/05/18		426	01	C G P S T W	0.200	EIS	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0	TIB	254,175	84,725	338,900
P	RW	2021		0	OTHER	247,500	82,500	330,000
P	CN	2022		0	TIB	847,200	282,400	1,129,600
			Totals	**0**		**1,348,875**	**449,625**	**1,798,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	338,900	0	0
RW	0	0	330,000	0	0
CN	0	0	0	1,129,600	0
Totals	**0**	**0**	**668,900**	**1,129,600**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
06	5	NE 40th Street Arterial Reconstruction NE 40th Street Tolt Ave (SR 203) to Larson Avenue Reconstruct and widen approximately 500 LF of NE 40th Street to include 2-12' asphalt travel lanes, a turn lane at the intersection with Tolt, a bike lane, curb & gutters, and sidewalks on both sides of the street; new storm drainage facilities, illumination upgrades, and signing/striping.	SI1	05/15/18	06/05/18		426	04	C G P S T W	0.100	DCE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0	TIB	166,600	23,800	190,400
P	CN	2022		0	TIB	555,450	79,350	634,800
			Totals	**0**		**722,050**	**103,150**	**825,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	190,400	0	0
CN	0	0	0	634,800	0
Totals	**0**	**0**	**190,400**	**634,800**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
08	6	NE 40th Street Overlay NE 40th Street Larson Avenue to park entry Construction of a 3" HMA overlay for approximately 1,150 LF of NE 40th Street including construct new ADA-compliant sidewalk ramps, where required, and install pavement markings.	SR1	05/15/18	06/05/18		426	05	C G P S T W	0.220	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0	TIB	18,000	2,000	20,000
P	CN	2022		0	TIB	63,000	7,000	70,000
			Totals	**0**		**81,000**	**9,000**	**90,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	20,000	0	0
CN	0	0	0	70,000	0
Totals	**0**	**0**	**20,000**	**70,000**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	7	West Bird Street Chip Seal Bird Street Tolt Ave (SR 203) to Stephens Ave Construction of a 2" HMA chip seal for approximately 280 LF of W. Bird Street including griding existing asphalt, construct new ADA-compliant sidewalk ramps where required, and install pavement markings.	SR2	05/15/18	06/05/18		426	05	C G P S T W		CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0	TIB	5,400	600	6,000
P	CN	2022		0	TIB	9,360	1,040	10,400
			Totals	**0**		**14,760**	**1,640**	**16,400**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	6,000	0	0
CN	0	0	0	10,400	0
Totals	**0**	**0**	**6,000**	**10,400**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	8	West Commercial Street Chip Seal Commercial Street Tolt Ave (SR 203) to Stephens Avenue Construction of a 2" chip seal for approximately 880 LF of West Commercial Street including construct new ADA-compliant sidewalk ramps and pavement markings where required.	SR3	05/15/18	06/05/18		426	05	C G P S T W	0.170	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0	TIB	5,400	600	6,000
P	CN	2022		0	TIB	10,800	1,200	12,000
			Totals	**0**		**16,200**	**1,800**	**18,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	6,000	0	0
CN	0	0	0	12,000	0
Totals	**0**	**0**	**6,000**	**12,000**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	9	Myrtle Street Chip Seal Myrtle Street Tolt Ave (SR 203) to Stossel/King Street Construction of a 2" HMA chip seal for approximately 820 LF of Myrtle Street including griding existing asphalt, construct new ADA-compliant sidewalk ramps where required, and install pavement markings.	SR4	05/15/18	06/05/18		426	05	C G P S T W	0.160	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0	TIB	9,000	1,000	10,000
P	CN	2022		0	TIB	22,140	2,460	24,600
			Totals	**0**		**31,140**	**3,460**	**34,600**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	10,000	0	0
CN	0	0	0	24,600	0
Totals	**0**	**0**	**10,000**	**24,600**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

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County: King

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	10	Stossel Avenue Overlay Stossel Avenue East Entwistle Street to Rutherford Street Construction of a 3" HMA overlay for approximately 800 LF of Stossel Avenue including construction of new ADA-compliant sidewalk ramps, and installation of pavement markings.	WA-08873	05/15/18	06/05/18		426	05	C G P S T W	0.210	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0	TIB	18,000	2,000	20,000
P	CN	2022		0	TIB	63,000	7,000	70,000
			Totals	**0**		**81,000**	**9,000**	**90,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	20,000	0	0
CN	0	0	0	70,000	0
Totals	**0**	**0**	**20,000**	**70,000**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	11	East Bird Street Reconstruction Bird Street Commercial Street to Milwaukee Avenue Reconstruct and widen approximately 950 LF of Bird Street to include 2-10' asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.	WA-08870	05/15/18	06/05/18		426	04	C G P S T W	0.180	DCE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0	TIB	65,625	9,375	75,000
P	CN	2023		0	TIB	391,563	55,937	447,500
			Totals	**0**		**457,188**	**65,312**	**522,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	75,000	0
CN	0	0	0	0	447,500
Totals	**0**	**0**	**0**	**75,000**	**447,500**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	12	East Reitze Street Reconstruction Reitze Street Milwaukee Avenue to Stossel Avenue Reconstruct and widen approximately 1150 LF of East Reitze Street to include 2-10' asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.	WA-08871	05/15/18	06/05/18		426	04	C G P S T W	0.210	DCE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2023		0	TIB	83,125	11,875	95,000
P	CN	2024		0	TIB	470,313	67,187	537,500
			Totals	**0**		**553,438**	**79,062**	**632,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	95,000
CN	0	0	0	0	537,500
Totals	**0**	**0**	**0**	**0**	**632,500**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation

County: King

MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	13	West Rutherford Street Reconstruction Rutherford Street Tolt Ave (SR 203) to Stewart Avenue Reconstruct and widen approximately 1050 LF of West Rutherford Street to include 2-10' asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.	WA-08872	05/15/18	06/05/18		426	05	C G P S T W	0.220	DCE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2024		0	TIB	75,250	10,750	86,000
			Totals	**0**		**75,250**	**10,750**	**86,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	86,000
CN	0	0	0	0	491,500
Totals	**0**	**0**	**0**	**0**	**577,500**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Carnation
County: King
MPO/RTPO: PSRC Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	14	Preventative Repair & Maintenance Citywide to Implement regular pavement maintenance and repairs consisting of crack sealing, asphalt patching, or emergency spot repairs of various street citywide. Anticipated street segments include: Stephens Avenue (W Entwistle to Commercial); Carnation Meadows II: 326th Avenue (50th to cul-de-sac); Swiftwater: 326th Ave NE, 329th Ave NE, NE 40th Cir, NE 40th Pl, NE 40th St, NE 42nd Pl, NE 42nd St, NE 43rd Cir; River's Edge: 334th Ave NE, 336th Ave NE, NE 42nd St, NE 43rd Pl; Carnation Meadows: 325th Ave/NE 46th Pl; Cascade View: 325th Ave NE; Brumbaugh's: NE 47th St (326th to 327th); other unidentified preventative repair and maintenance.	WA-03837	05/15/18	06/05/18		426	05	C G P S T W	6.500	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2019		0	TIB	64,800	7,200	72,000
			Totals	**0**		**64,800**	**7,200**	**72,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	12,000	12,000	12,000	12,000	24,000
Totals	**12,000**	**12,000**	**12,000**	**12,000**	**24,000**

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Carnation	**0**		**7,926,975**	**3,049,513**	**10,976,488**

Six Year Transportation Improvement Program (STIP) 2019-24
Financial Forecast and Analysis

	Actual 2015	Actual 2016	Actual 2017	Estimated 2018	Estimated 2019	Estimated 2020	Estimated 2021	Estimated 2022	Estimated 2023	Estimated 2024	Six-Year Period Total	Beyond 2024
301 CAPITAL IMPROVEMENT FUND												
Available Cash Balance - 301 Fund	$ 350,218	$ 274,817	$ 459,475	$ 690,635	$ 866,373	$ (0)	$ 148,000	$ 126,013	$ 66,588	$ 46,775		
Revenues - 301 Fund												
REET (1 & 2)	$ 120,661	$ 237,848	$ 314,339	$ 300,000	$ 250,000	$ 150,000	$ 75,000	$ 50,000	$ 50,000	$ 50,000	$ 625,000	
IFT- or IFL-In: 001/002 Fund	$ -	$ -	$ -	$ -	$ 318,189	$ -	$ -	$ -			$ 318,189	$ -
Transfer-In: 109 Fund	$ -	$ -	$ -	$ -	$ 175,000	$ -	$ -	$ -	$ -		$ 175,000	$ -
Tolt Ave CBD PSRC (PE)	$ 48,122	$ 323,917	$ 88,327	$ 274,884	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Tolt Ave CBD WSDOT '14 Paving Savings Federal STP (CN)	$ -	$ -	$ -	$ -	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000	$ -
Tolt Ave CBD Improvements DOE EAGL SW (PE & CN)	$ -	$ -	$ -	$ -	$ 829,375	$ -	$ -	$ -	$ -	$ -	$ 829,375	$ -
Tolt Ave CBD Improvements DOC WA Cap Budget (CN)	$ -	$ -	$ -	$ -	$ 1,498,650	$ -	$ -	$ -	$ -	$ -	$ 1,498,650	$ -
Tolt Ave CBD Improvements PSE Schedule 74 (CN)	$ -	$ -	$ -	$ -	$ 432,000	$ -	$ -	$ -	$ -	$ -	$ 432,000	$ -
Tolt Ave CBD Improvements UNSECURED WSDOT H&LP (CN)	$ -	$ -	$ -	$ -	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ 600,000	$ -
Tolt Ave CBD Improvements UNSECURED TIB SCAP (CN)	$ -	$ -	$ -	$ -	$ 650,000	$ -	$ -	$ -	$ -	$ -	$ 650,000	$ -
Tolt Ave CBD Improvements UNSECURED Complete Streets (CN)	$ -	$ -	$ -	$ -	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ 250,000	$ -
NE 40th Street Arterial Reconstruction (Tolt Ave to Larson Ave)	$ -	$ -	$ -	$ -	$ -	$ -	$ 166,600	$ 555,450	$ -	$ -	$ 722,050	$ -
NE 40th Street Overlay (Larson Ave to Park Entry - 1,150 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ 18,000	$ 63,000	$ -	$ -	$ 81,000	$ -
West Bird Street Chip Seal (Tolt Ave to Stephens Ave - 280 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,400	$ 9,360	$ -	$ -	$ 14,760	$ -
West Commercial Street Chip Seal (Tolt Ave to Stephens - 400 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,400	$ 10,800	$ -	$ -	$ 16,200	$ -
Myrtle Street Chip Seal (Tolt Ave to King/Stossel St - 820 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,000	$ 22,140	$ -	$ -	$ 31,140	$ -
Stossel Avenue Overlay (Entwistle to Rutherford - 1,180 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ 18,000	$ 63,000	$ -	$ -	$ 81,000	$ -
East Entwistle Pedestrian Improvements (329th to 334th Ave)	$ -	$ -	$ -	$ -	$ -	$ -	$ 228,200	$ -	$ -	$ -	$ 228,200	$ -
McKinley Avenue Sidewalk (Eugene Street to Blanche Street)	$ -	$ -	$ -	$ -	$ -	$ -	$ 226,713	$ -	$ -	$ -	$ 226,713	$ -
East Bird Street Reconstruction (Commercial to Milwaukee - 950 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 65,625	$ 391,563	$ -	$ 457,188	$ -
East Reitze Street Reconstruction (Milwaukee to Stossel - 1,150 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 83,125	$ 470,313	$ 553,438	$ -
West Rutherford Street Reconstruction (Tolt to Stewart - 1,050 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 75,250	$ 75,250	$ 411,631
Tolt Ave (SR 203) Corridor - North Greenway (East side: Rutherford to NE 55th)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,800,000
Tolt Ave (SR 203) Corridor - North Entry (West side: Rutherford to NE 55th)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,490,000
Bird Street "Festival Street" Reconstruction (Stossel to Stephens)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,030,000
Morrison Street Improvements (PE & CN) TIB	$ -	$ -	$ -	$ 740,727	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Port of Seattle ED Grant	$ -	$ -	$ -	$ -	$ 5,000	$ -	$ -	$ -	$ -	$ -	$ 5,000	
Relight Washington TIB	$ -	$ -	$ 141,921	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
East Rutherford Reconstruction TIB	$ -	$ 279,216	$ 22,912	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
East Entwistle Overlay TIB	$ -	$ 18,704	$ 34,569	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Spilman Pathway SRTS	$ -	$ 290,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other *(Investment & Bond Interest)*	$ 4,265	$ 793	$ 1,115	$ 1,049	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 6,000	
Total Revenues	**$ 173,048**	**$ 1,150,479**	**$ 603,182**	**$ 1,316,659**	**$ 5,209,214**	**$ 151,000**	**$ 753,313**	**$ 840,375**	**$ 525,688**	**$ 596,563**	**$ 8,076,152**	**$ 4,731,631**
Expenses - 301 Fund												
Tolt Corridor CBD Improvements (PE)	$ (194,300)	$ (256,958)	$ (144,240)	$ (254,502)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Tolt Corridor CBD Improvements Stormwater Testing (PE & CN)	$ -	$ -	$ -	$ (75,000)	$ (108,000)	$ -	$ -	$ -	$ -	$ -	$ (108,000)	$ -
Tolt Corridor CBD Improvements (CN)	$ -	$ -	$ -	$ -	$ (5,964,588)	$ -	$ -	$ -	$ -		$ (5,964,588)	$ -
NE 40th Street Arterial Reconstruction (Tolt Ave to Larson Ave)	$ -	$ -	$ -	$ -	$ -	$ -	$ (190,400)	$ (634,800)	$ -	$ -	$ (825,200)	$ -
NE 40th Street Overlay (Larson Ave to Park Entry - 1,150 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ (20,000)	$ (70,000)	$ -	$ -	$ (90,000)	$ -
West Bird Street Chip Seal (Tolt Ave to Stephens Ave - 280 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ (6,000)	$ (10,400)	$ -	$ -	$ (16,400)	$ -
West Commercial Street Chip Seal (Tolt Ave to Stephens - 400 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ (6,000)	$ (12,000)	$ -	$ -	$ (18,000)	$ -
Myrtle Street Chip Seal (Tolt Ave to King/Stossel St - 820 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ (10,000)	$ (24,600)	$ -	$ -	$ (34,600)	$ -
Stossel Avenue Overlay (Entwistle to Rutherford - 1,180 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ (20,000)	$ (70,000)	$ -	$ -	$ (90,000)	$ -
East Entwistle Pedestrian Improvements (329th to 334th Ave)	$ -	$ -	$ -	$ -	$ -	$ -	$ (260,800)	$ -	$ -	$ -	$ (260,800)	$ -
McKinley Avenue Sidewalk (Eugene Street to Blanche Street)	$ -	$ -	$ -	$ -	$ -	$ -	$ (259,100)	$ -	$ -	$ -	$ (259,100)	$ -
East Bird Street Reconstruction (Commercial to Milwaukee - 950 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (75,000)	$ (447,500)	$ -	$ (522,500)	$ -
East Reitze Street Reconstruction (Milwaukee to Stossel - 1,150 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (95,000)	$ (537,500)	$ (632,500)	$ -
West Rutherford Street Reconstruction (Tolt to Stewart - 1,050 LF)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (86,000)	$ (86,000)	$ (491,500)
Tolt Ave (SR 203) Corridor - North Greenway (East side: Rutherford to NE 55th)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (2,400,000)
Tolt Ave (SR 203) Corridor - North Entry (West side: Rutherford to NE 55th)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,985,000)
Bird Street "Festival Street" Reconstruction (Stossel to Stephens)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,375,000)
Tolt Commons Gateway Poles	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Morrison Street Improvements (PE & CN)	$ -	$ -	$ -	$ (808,470)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Spilman Avenue Pathway (PE)	$ (44,317)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Spilman Avenue Pathway (CN)	$ (6,834)	$ (305,879)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Speed Radar Sign, south end	$ -	$ (4,694)	$ (8,390)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
East Rutherford Construction (PE)	$ -	$ (54,548)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
East Rutherford Construction (CN)	$ -	$ (285,662)	$ (74)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
East Entwistle Overlay (PE & CN)	$ -	$ (58,069)	$ (71,710)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LED Street Light Conversion	$ -	$ -	$ (146,618)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other *(Bond Fees, Prof Svcs)*	$ (2,999)	$ (12)	$ (989)	$ (2,950)	$ (3,000)	$ (3,000)	$ (3,000)	$ (3,000)	$ (3,000)	$ (3,000)	$ (18,000)	
Total Expenses	**$ (248,450)**	**$ (965,821)**	**$ (372,021)**	**$ (1,140,922)**	**$ (6,075,588)**	**$ (3,000)**	**$ (775,300)**	**$ (899,800)**	**$ (545,500)**	**$ (626,500)**	**$ (8,925,688)**	**$ (6,251,500)**
Ending Cash Balance - 301 Capital Improvement	**$ 274,817**	**$ 459,475**	**$ 690,635**	**$ 866,373**	**$ (0)**	**$ 148,000**	**$ 126,013**	**$ 66,588**	**$ 46,775**	**$ 16,838**		

	Actual 2015	Actual 2016	Actual 2017	Estimated 2018	Estimated 2019	Estimated 2020	Estimated 2021	Estimated 2022	Estimated 2023	Estimated 2024	Six-Year Period Total	Beyond 2024
109 TRAFFIC IMPACT FEE FUND												
Beginning Cash: 109 Fund	$ 2,482	$ 33,704	$ 102,765	$ 120,091	$ 317,236	$ 435,442	$ 778,635	$ 683,245	$ 472,680	$ 543,105		$ 543,105
Revenues - 109 Fund												
Traffic Impact Fees	$ 31,153	$ 75,504	$ 42,283	$ 321,345	$ 292,781	$ 342,768	$ 71,410	$ 71,410	$ 70,000	$ 70,000	$ 918,369	$ 980,000
Larson Avenue Connector (NE 40th St. to Entwistle St.)	$ -	$ -	$ -	$ -	$ -	$ -	$ 501,675	$ 847,200	$ -	$ -	$ 1,348,875	$ -
Tolt Ave (SR203) - South Greenway (East side: Tolt Ave bridge to Entwisle St.)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,337,500
Tolt Ave (SR 203) - South Entry (West side: Tolt McDonald Pk to Eugene)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 937,500
Milwaukee Avenue Connector (NE 50th St. to 55th St.)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,255,000
316th Avenue NE Connector (NE 55th St. to Morrison St.)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
Tolt Ave (SR203) and Blanche Street Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,413,727
Tolt Ave (SR203) and Morrison Street Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 412,500
Other *(Investment & Bond Interest)*	$ 69	$ 185	$ 674	$ 800	$ 425	$ 425	$ 425	$ 425	$ 425	$ 425	$ 2,550	$ 5,950
Total Revenues	**$ 31,222**	**$ 75,689**	**$ 42,957**	**$ 322,145**	**$ 293,206**	**$ 343,193**	**$ 573,510**	**$ 919,035**	**$ 70,425**	**$ 70,425**	**$ 2,269,794**	**$ 9,842,177**
Expenses - 109 Fund												
Tolt Ave CBD Improvements (RW)	$ -	$ -	$ -	$ (125,000)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TXFR to 301: Tolt Ave CBD Improvements (CN)					$ (175,000)	$ -	$ -	$ -	$ -	$ -	$ (175,000)	$ -
Larson Avenue Connector (NE 40th St. to Entwistle St.)	$ -	$ -	$ -	$ -	$ -	$ -	$ (668,900)	$ (1,129,600)	$ -	$ -	$ (1,798,500)	$ -
Tolt Corridor South Greenway (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (4,450,000)
Tolt Corridor South Entry (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,250,000)
Milwaukee Avenue Connector (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,675,000)
316th Avenue Connector (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (2,000,000)
Tolt Ave (SR203) and Blanche Street Intersection Improvements	$ -	$ (6,628)	$ (440)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,884,969)
Tolt Ave (SR203) and Morrison Street Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (550,000)
Traffic Impact Fee Study	$ -	$ -	$ (24,562)	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
ROW Easement Acquisition Alley & Larson	$ -	$ -	$ (630)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transfer-Out: 301 Fund	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Other	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
Total Expenses	**$ -**	**$ (6,628)**	**$ (25,632)**	**$ (125,000)**	**$ (175,000)**	**$ -**	**$ (668,900)**	**$ (1,129,600)**	**$ -**	**$ -**	**$ (1,973,500)**	**$(11,809,969)**
Ending Cash Balance - 109 Traffic Impact	**$ 33,704**	**$ 102,765**	**$ 120,091**	**$ 317,236**	**$ 435,442**	**$ 778,635**	**$ 683,245**	**$ 472,680**	**$ 543,105**	**$ 613,530**		

325TH AVE NE			Subtotal miles: 0.231
ENTWISTLE ST to CUL-DE-SAC	81	2020 Crack sealing	Cascade View (Cheve)
NE 42ND ST to NE 40TH ST	81	2019 Crack sealing	Swiftwater
325TH AVE NE/NE 46TH PL			Subtotal miles: 0.213
ENTWISTLE ST to CUL-DE-SAC	81	2020 Crack sealing	Carnation Meadows
326TH AVE NE			Subtotal miles: 0.602
ENTWISTLE ST to NE 40TH ST	90	2018 Crack sealing	Swiftwater
NE 47TH ST to NE 50TH ST	100		Brumbaugh's
NE 50TH STREET to CUL-DE-SAC	72	2018 Crack sealing	Carnation Meadows II
327TH AVE NE			Subtotal miles: 0.218
NE 47TH ST to NE 50TH ST	100		Brumbaugh's
NE 50TH ST TO NE 52ND ST	100	2015 Construction	The Estates at SVT
327TH PL NE			Subtotal miles: 0.109
CUL-DE-SAC to CUL-DE-SAC	81	2019 Crack sealing	Swiftwater
328TH AVE NE			Subtotal miles: 0.118
NE 47TH ST to NE 50TH ST	100		Brumbaugh's
329TH AVE NE			Subtotal miles: 0.202
ENTWISTLE ST to NE 40TH PLACE	77	2018 Crack sealing	Swiftwater
332ND AVE NE			Subtotal miles: 0.3
ENTWISTLE TO SOUTH END	100	2016 Construction	Tolt Meadows
333RD AVE NE			Subtotal miles: 0.18
ENTWISTLE TO SOUTH END	100	2016 Construction	Brooktree
334TH AVE NE			Subtotal miles: 0.138
ENTWISTLE ST to NE 42ND ST	81	2020 Crack sealing	River's Edge

336TH AVE NE			Subtotal miles: 0.167
ENTWISTLE ST to NE 42ND ST	81	2020 Crack sealing	River's Edge
BAGWELL ST			Subtotal miles: 0.325
MILWAUKEE AVE to SPILMAN AVE	100		Tolt
TOLT AVE to MORRISON ST	0	Gravel, half-street	Tolt
BIRD ST			Subtotal miles: 0.388
MILWAUKEE AVE to COMMERCIAL ST	44	2023 Reconstruction	Tolt
STEPHENS AVE to STEWART AVE	86		Tolt
STOSSEL ST to TOLT AVE	81	2025 or beyond Festival St	Tolt
TOLT AVE to STEPHENS AVE	63	2021 Chipseal	Tolt
BLANCHE ST			Subtotal miles: 0.158
STOSSEL ST to TOLT AVE	100	2008 Reconstruction	Tolt Replat
COMMERCIAL ST			Subtotal miles: 0.393
ENTWISTLE ST to STOSSEL ST	77	2018 Crack sealing	Tolt
STEPHENS AVE to STEWART AVE	77	2018 Crack sealing	Tolt
TOLT AVE to STEPHENS ST	68	2022 Chipseal	Tolt
TOLT AVE to STOSSEL ST	77	2018 Crack sealing	Tolt
WEST END OF ROAD to STEWART AVE	63	Not a road, driveway	Tolt
ENTWISTLE ST			Subtotal miles: 1.67
326TH ST to 329TH AVE NE	72	2018 Crack sealing	Unplatted
329TH ST to 334TH AVE NE	72	2017 Crack sealing	Unplatted
334TH ST to 336TH AVE NE	72	2017 Crack sealing	Unplatted
SPILMAN AVE to 326TH AVE	72	2018 Crack sealing	Unplatted
STOSSEL AVE to SPILMAN AVE	54	2017 Overlay	Unplatted
TOLT AVE to LARSON AVE	100		Unplatted
TOLT AVE to STOSSEL AVE	100		Unplatted
EUGENE ST			Subtotal miles: 0.13
MCKINLEY AVE to STOSSEL AVE	100		Tolt Replat
TOLT AVE to MCKINLEY AVENUE	100		Tolt Replat

KING CT			Subtotal miles: 0.128
REGAL ST to CUL-DE-SAC	72	2017 Crack sealing	Regal Glen
LARSON AVE			Subtotal miles: 0.05
W ENTWISTLE ST to SOUTH END	100		Unplatted
MCKINLEY AVE			Subtotal miles: 0.246
BLANCHE ST to MYRTLE ST	100		Tolt Replat
EUGENE ST to ENTWISTLE ST	100		Tolt Replat
MYRTLE ST to EUGENE ST	100		Tolt Replat
MILWAUKEE AVE			Subtotal miles: 0.249
ENTWISTLE ST to NE 50TH ST	85	2017 Crack sealing	Tolt
MORRISON CT			Subtotal miles: 0.03
STEWART AVE TO END	81	2018 Crack sealing. Access & Utility Easement only, not a dedicated road.	Tallman
MORRISON ST			Subtotal miles: 0.439
SPILMAN AVE to MILWAUKEE AVE	63	2018 Overlay	Tolt
TOLT AVE to SPILMAN AVE	63	2018 Overlay	Tolt
TOLT AVE to STEWART AVE	39	2018 Reconstruction	Tolt
MYRTLE ST			Subtotal miles: 0.159
TOLT AVE to STOSSEL ST	68	2022 Chipseal	Tolt Replat
NE 40TH CIRCLE			Subtotal miles: 0.055
329TH AVE NE to CUL-DE-SAC	81	2019 Crack sealing	Swiftwater
NE 40TH PLACE			Subtotal miles: 0.093
329TH AVE NE to CUL-DE-SAC	81	2019 Crack sealing	Swiftwater
NE 40TH ST			Subtotal miles: 0.26
325TH AVE NE to 326TH AVE NE	81	2019 Crack sealing	Swiftwater
PAVEMENT CHANGE to PARK ENTRANCE	44	2022 Overlay	Unplatted
TOLT AVE to PAVEMENT CHANGE	48	2022 Reconstruction	Unplatted

NE 42ND PLACE			Subtotal miles: 0.086
329TH AVE NE to CUL-DE-SAC	81	2019 Crack sealing	Swiftwater
NE 42ND ST			Subtotal miles: 0.396
325TH AVE NE to 329TH AVE NE	81	2019 Crack sealing	Swiftwater
334TH AVE NE to 336TH AVE NE	81	2020 Crack sealing	River's Edge
NE 43RD CIRCLE			Subtotal miles: 0.05
329TH AVE NE to CUL-DE-SAC	81	2019 Crack sealing	Swiftwater
NE 43RD PLACE			Subtotal miles: 0.143
329TH AVE NE to CUL-DE-SAC	81	2019 Crack sealing	Swiftwater
334TH AVE NE to CUL-DE-SAC	81	2020 Crack sealing	River's Edge
NE 47TH ST			Subtotal miles: 0.116
326TH AVE NE to 327TH AVE NE	59	half street (30')	Brumbaugh's
328TH AVE NE to 327TH AVE NE	0	Gravel, half street (30')	Brumbaugh's
NE 50TH ST			Subtotal miles: 0.243
326TH AVE NE to 328TH AVE NE	50	2015 Overlay by developer	Unplatted
326TH AVE NE to MILWAUKEE AVE	50	2015 Overlay by developer	Unplatted
NE 51ST ST			Subtotal miles: 0.2
327TH AVE NE TO NE 52ND ST	100	2015 Construction	The Estates at SVT
NE 52ND ST			Subtotal miles: 0.25
327TH AVE NE TO END	100	2015 Construction	The Estates at SVT
PALACE CT			Subtotal miles: 0.029
REGAL ST to CUL-DE-SAC	59	2017 Crack sealing	Regal Glen
QUEEN CT			Subtotal miles: 0.042
REGAL ST to CUL-DE-SAC	54	2017 Crack sealing	Regal Glen
REGAL ST			Subtotal miles: 0.357
STOSSEL ST to ENTWISTLE ST	100	2017 Crack sealing	Regal Glen

REGENCY PLACE			Subtotal miles: 0.041
REGAL ST to CUL-DE-SAC	59	2017 Crack sealing	Regal Glen
REITZE ST			Subtotal miles: 0.219
MILWAUKEE AVE to STOSSEL ST	48	2024 Reconstruction	Tolt
ROYAL CT			Subtotal miles: 0.05
REGAL ST to CUL-DE-SAC	50	2017 Crack sealing	Regal Glen
RUTHERFORD ST			Subtotal miles: 0.42
SPILMAN AVE to MILWAUKEE AVENUE	100	2016 Reconstruction	Tolt
STOSSEL ST to SPILMAN AVE	100	2016 Reconstruction	Tolt
TOLT AVE to STEWART AVE	59	2025 Reconstruction	Tolt
TOLT AVE to STOSSEL ST	100	2016 Reconstruction	Tolt
SPILMAN AVE			Subtotal miles: 0.457
E BIRD ST to MORRISON STREET	52	2015 Reconstruction	Tolt
ENTWISTLE ST to E BIRD ST	81	2015 Reconstruction	Tolt
MORRISON STREET to SCHOOL	72		Tolt
STEPHENS AVE			Subtotal miles: 0.345
BIRD ST to COMMERCIAL ST	77	2018 Crack sealing	Tolt
COMMERCIAL ST to MORRISON ST	100		Tolt
WEST ENTWISTLE to BIRD ST	72	2018 Crack sealing	Tolt
STEWART ST			Subtotal miles: 0.245
COMMERCIAL ST to MORRISON ST	100		Tolt
COMMERCIAL ST to WEST ENTWISTLE	100		Tolt
STOSSEL ST			Subtotal miles: 0.455
COMMERCIAL ST to RUTHERFORD ST	63	2022 Overlay	Tolt
ENTWISTLE ST to COMMERCIAL ST	59	2022 Overlay	Tolt
MYRTLE ST to BLANCHE ST	100	2008 Reconstruction	Tolt Replat
MYRTLE ST to EAST ENTWISTLE ST	100	2008 Reconstruction	Tolt Replat

TOLT AVE		Subtotal miles: 0.95
BLANCHE ST to JUNIOR HIGH ENTRANCE	Pavement Condition is Unknown: Not Surveyed, Not Rated or Under Construction (WSDOT, 2017)	State Route
JUNIOR HIGH ENTRANCE to SOUTH C/L	Pavement Condition is Fair (North of bridge to C/L), and Unknown (Junior High to north of bridge); Pavement width is 32' (North of bridge to C/L), and 22' (Junior High Entrance to bridge) (WSDOT, Aug 2017)	State Route
MORRISON ST to NORTH C/L	Pavement Condition is Poor; Pavement width is 24'. (WSDOT, 2017)	State Route
RUTHERFORD ST to BLANCHE ST	2019 Reconstruction. Pavement Condition is Fair (Rutherford to Commercial), Poor (Commercial to Eugene), & Unknown (Eugene to Blanche); Pavement width is 40' Rutherford to Commercial, 48' Commercial to Entwistle, & 40' Entwistle to Blanche. (WSDOT, 2017)	State Route
RUTHERFORD ST to MORRISON ST	Pavement Condition is Fair (Rutherford to Alley A), and Poor (Alley A to Morrison) (WSDOT, 2017)	State Route

Total Miles: 12.345

Brooktree			Subtotal miles: 0.18
333RD AVE NE	ENTWISTLE TO SOUTH END	2016 Construction	100

Brumbaugh's			Subtotal miles: 0.47
326TH AVE NE	NE 47TH ST to NE 50TH ST		100
327TH AVE NE	NE 47TH ST to NE 50TH ST		100
328TH AVE NE	NE 47TH ST to NE 50TH ST		100
NE 47TH ST	326TH AVE NE to 327TH AVE NE	half street (30')	59
NE 47TH ST	328TH AVE NE to 327TH AVE NE	Gravel, half street (30')	0

Carnation Meadows			Subtotal miles: 0.213
325TH AVE NE/NE 46TH PL	ENTWISTLE ST to CUL-DE-SAC	2020 Crack sealing	81

Carnation Meadows II			Subtotal miles: 0.12
326TH AVE NE	NE 50TH STREET to CUL-DE-SAC	2018 Crack sealing	72

Cascade View (Cheve)			Subtotal miles: 0.111
325TH AVE NE	ENTWISTLE ST to CUL-DE-SAC	2020 Crack sealing	81

Regal Glen			Subtotal miles: 0.647
KING CT	REGAL ST to CUL-DE-SAC	2017 Crack sealing	72
PALACE CT	REGAL ST to CUL-DE-SAC	2017 Crack sealing	59
QUEEN CT	REGAL ST to CUL-DE-SAC	2017 Crack sealing	54
REGAL ST	STOSSEL ST to ENTWISTLE ST	2017 Crack sealing	100
REGENCY PLACE	REGAL ST to CUL-DE-SAC	2017 Crack sealing	59
ROYAL CT	REGAL ST to CUL-DE-SAC	2017 Crack sealing	50

River's Edge			Subtotal miles: 0.479
334TH AVE NE	ENTWISTLE ST to NE 42ND ST	2020 Crack sealing	81
336TH AVE NE	ENTWISTLE ST to NE 42ND ST	2020 Crack sealing	81
NE 42ND ST	334TH AVE NE to 336TH AVE NE	2020 Crack sealing	81
NE 43RD PLACE	334TH AVE NE to CUL-DE-SAC	2020 Crack sealing	81

State Route			Subtotal miles: 0.95
TOLT AVE	BLANCHE ST to JUNIOR HIGH ENTRANCE	Pavement Condition is Unknown: Not Surveyed, Not Rated or Under Construction (WSDOT, 2017)	
TOLT AVE	JUNIOR HIGH ENTRANCE to SOUTH C/L	Pavement Condition is Fair (North of bridge to C/L), and Unknown (Junior High to north of bridge); Pavement width is 32' (North of bridge to C/L), and 22' (Junior High Entrance to bridge) (WSDOT, Aug 2017)	
TOLT AVE	MORRISON ST to NORTH C/L	Pavement Condition is Poor; Pavement width is 24'. (WSDOT, 2017)	
TOLT AVE	RUTHERFORD ST to BLANCHE ST	2019 Reconstruction. Pavement Condition is Fair (Rutherford to Commercial), Poor (Commercial to Eugene), & Unknown (Eugene to Blanche); Pavement width is 40' Rutherford to Commercial, 48' Commercial to Entwistle, & 40' Entwistle to Blanche. (WSDOT, 2017)	
TOLT AVE	RUTHERFORD ST to MORRISON ST	Pavement Condition is Fair (Rutherford to Alley A), and Poor (Alley A to Morrison) (WSDOT, 2017)	

Swiftwater			Subtotal miles: 1.504
325TH AVE NE	NE 42ND ST to NE 40TH ST	2019 Crack sealing	81
326TH AVE NE	ENTWISTLE ST to NE 40TH ST	2018 Crack sealing	90
327TH PL NE	CUL-DE-SAC to CUL-DE-SAC	2019 Crack sealing	81
329TH AVE NE	ENTWISTLE ST to NE 40TH PLACE	2018 Crack sealing	77
NE 40TH CIRCLE	329TH AVE NE to CUL-DE-SAC	2019 Crack sealing	81
NE 40TH PLACE	329TH AVE NE to CUL-DE-SAC	2019 Crack sealing	81
NE 40TH ST	325TH AVE NE to 326TH AVE NE	2019 Crack sealing	81
NE 42ND PLACE	329TH AVE NE to CUL-DE-SAC	2019 Crack sealing	81
NE 42ND ST	325TH AVE NE to 329TH AVE NE	2019 Crack sealing	81
NE 43RD CIRCLE	329TH AVE NE to CUL-DE-SAC	2019 Crack sealing	81
NE 43RD PLACE	329TH AVE NE to CUL-DE-SAC	2019 Crack sealing	81

Tallman			Subtotal miles: 0.03
MORRISON CT	STEWART AVE TO END	2018 Crack sealing. Access & Utility Easement only, not a dedicated road.	81

The Estates at SVT			Subtotal miles: 0.55
327th AVE NE	NE 50TH ST TO NE 52ND ST	2015 Construction	100
NE 51ST ST	327TH AVE NE TO NE 52ND ST	2015 Construction	100
NE 52ND ST	327TH AVE NE TO END	2015 Construction	100

Tolt			Subtotal miles: 3.705
BAGWELL ST	MILWAUKEE AVE to SPILMAN AVE		100
BAGWELL ST	TOLT AVE to MORRISON ST	Gravel, half-street	0
BIRD ST	MILWAUKEE AVE to COMMERCIAL ST	2023 Reconstruction	44
BIRD ST	STEPHENS AVE to STEWART AVE		86
BIRD ST	STOSSEL ST to TOLT AVE	2025 or beyond Festival St	81
BIRD ST	TOLT AVE to STEPHENS AVE	2021 Chipseal	63
COMMERCIAL ST	ENTWISTLE ST to STOSSEL ST	2018 Crack sealing	77
COMMERCIAL ST	STEPHENS AVE to STEWART AVE	2018 Crack sealing	77
COMMERCIAL ST	TOLT AVE to STEPHENS ST	2022 Chipseal	68
COMMERCIAL ST	TOLT AVE to STOSSEL ST	2018 Crack sealing	77
COMMERCIAL ST	WEST END OF ROAD to STEWART AVE	Not a road, driveway	63
MILWAUKEE AVE	ENTWISTLE ST to NE 50TH ST	2017 Crack sealing	85
MORRISON ST	SPILMAN AVE to MILWAUKEE AVE	2018 Overlay	63
MORRISON ST	TOLT AVE to SPILMAN AVE	2018 Overlay	63
MORRISON ST	TOLT AVE to STEWART AVE	2018 Reconstruction	39
REITZE ST	MILWAUKEE AVE to STOSSEL ST	2024 Reconstruction	48
RUTHERFORD ST	SPILMAN AVE to MILWAUKEE AVENUE	2016 Reconstruction	100
RUTHERFORD ST	STOSSEL ST to SPILMAN AVE	2016 Reconstruction	100
RUTHERFORD ST	TOLT AVE to STEWART AVE	2025 Reconstruction	59
RUTHERFORD ST	TOLT AVE to STOSSEL ST	2016 Reconstruction	100
SPILMAN AVE	E BIRD ST to MORRISON STREET	2015 Reconstruction	52
SPILMAN AVE	ENTWISTLE ST to E BIRD ST	2015 Reconstruction	81
SPILMAN AVE	MORRISON STREET to SCHOOL		72
STEPHENS AVE	BIRD ST to COMMERCIAL ST	2018 Crack sealing	77
STEPHENS AVE	COMMERCIAL ST to MORRISON ST		100

STEPHENS AVE	WEST ENTWISTLE to BIRD ST	2018 Crack sealing	72
STEWART ST	COMMERCIAL ST to MORRISON ST		100
STEWART ST	COMMERCIAL ST to WEST ENTWISTLE		100
STOSSEL ST	COMMERCIAL ST to RUTHERFORD ST	2022 Overlay	63
STOSSEL ST	ENTWISTLE ST to COMMERCIAL ST	2022 Overlay	59

Tolt Meadows		Subtotal miles:	0.3
332ND AVE NE	ENTWISTLE TO SOUTH END	2016 Construction	100

Tolt Replat		Subtotal miles:	0.923
BLANCHE ST	STOSSEL ST to TOLT AVE	2008 Reconstruction	100
EUGENE ST	MCKINLEY AVE to STOSSEL AVE		100
EUGENE ST	TOLT AVE to MCKINLEY AVENUE		100
MCKINLEY AVE	BLANCHE ST to MYRTLE ST		100
MCKINLEY AVE	EUGENE ST to ENTWISTLE ST		100
MCKINLEY AVE	MYRTLE ST to EUGENE ST		100
MYRTLE ST	TOLT AVE to STOSSEL ST	2022 Chipseal	68
STOSSEL ST	MYRTLE ST to BLANCHE ST	2008 Reconstruction	100
STOSSEL ST	MYRTLE ST to EAST ENTWISTLE ST	2008 Reconstruction	100

Unplatted		Subtotal miles:	2.163
ENTWISTLE ST	326TH ST to 329TH AVE NE	2018 Crack sealing	72
ENTWISTLE ST	329TH ST to 334TH AVE NE	2017 Crack sealing	72
ENTWISTLE ST	334TH ST to 336TH AVE NE	2017 Crack sealing	72
ENTWISTLE ST	SPILMAN AVE to 326TH AVE	2018 Crack sealing	72
ENTWISTLE ST	STOSSEL AVE to SPILMAN AVE	2017 Overlay	54
ENTWISTLE ST	TOLT AVE to LARSON AVE		100
ENTWISTLE ST	TOLT AVE to STOSSEL AVE		100
LARSON AVE	W ENTWISTLE ST to SOUTH END		100
NE 40TH ST	PAVEMENT CHANGE to PARK ENTRANCE	2022 Overlay	44
NE 40TH ST	TOLT AVE to PAVEMENT CHANGE	2022 Reconstruction	48
NE 50TH ST	326TH AVE NE to 328TH AVE NE	2015 Overlay by developer	50
NE 50TH ST	326TH AVE NE to MILWAUKEE AVE	2015 Overlay by developer	50

Total Miles: 12.345