MLM
05/19/16

RESOLUTION NO. 404

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARNATION, WASHINGTON, ADOPTING A SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE YEARS 2017 THROUGH 2022 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 adopted 20-Year Comprehensive Transportation Improvement Plan; and

WHEREAS, a SEPA Determination of Nonsignificance (DNS) for the Six Year Transportation Improvement Program (STIP) 2017-2022 was issued on May 12, 2016; and

WHEREAS, a public hearing was held on May 17, 2016, 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 Program for the City of Carnation, attached hereto as Exhibit A, and incorporated herein by this reference as if fully set

forth, sets forth the project location, type of improvement and estimated cost thereof, is 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 attached hereto, with the Secretary of Transportation and the Transportation Improvement Board for the State of Washington.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF THIS 7TH DAY OF JUNE, 2016.

CITY OF CARNATION

MAYOR, JIM BERGER

ATTEST/AUTHENTICATED:

CITY CLERK, MARY MADOLE

RESOLUTION NO.:.....404

Capital Street Repair & Improvement Plan

2017

AND SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2017-2022

for adoption 06/07/2016

City of Carnation
2017 Capital Street Repair and Improvement Plan

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1. Introduction

a. Purpose

This Capital Street Repair & Improvement Plan (Street Plan) is a compilation of anticipated long range capital transportation improvements the Six Year Transportation Improvement Plan and a listing of on-going repair and maintenance projects needed to improve Carnation's transportation network which including all streets and roads, sidewalks, pathways and trails.

The Plan includes estimated project costs and a tentative schedule for design and construction. Transportation needs are identified by examining the most updated information including*: level of service, safety and accident history, growth, traffic studies, and the City's adopted transportation plan element of the Comprehensive Plan.*

The cost of one local street reconstruction can easily reach a half million dollars. Carnation has not been in the position of being able to pay for these expensive projects and has relied on State agencies and programs for major grants. Annually the city is required to prepare and approve a Six Year Transportation Program (STIP) and submit the Plan to the State. In order for projects to be considered for grant funding, projects must be included in the City's STIP.

The STIP is an annual process requiring local jurisdictions to identify their future transportation improvement needs. RCW 35.77.010 & RCW 36.81.121 require that the City update the STIP annually and file a copy of the adopted program with WSDOT.
This list represents a forecast of the transportation related improvements to meet a locally defined level of service and policies as identified in the City of Carnation's Comprehensive Plan, and required by Washington State's Growth Management Act.

Many of Carnation's streets, especially in the older sections of town, are substandard and failing for numerous reasons. Many have an inadequate sub-base, often the original paving material was too thin, and there is rarely any drainage. At some point continued patching and pot-hole filling cannot save these streets and they will need to be reconstructed. Grant funding can be acquired for "Local Street Improvements" such as overlays, crack sealing and chip sealing through the Transportation Improvement Board program.

The Transportation Improvement Board analyzed Carnations' streets by condition (Pavement Rating Condition Assessment, see Appendix B). 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.

Capital improvement projects and street repair programs listed in the street plan are reviewed, updated, and prioritized on an annual basis by the City Council with staff recommendations From this review, the "Six-Year Transportation Improvement Program" (TIP) is then developed. The TIP 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. Although funding may not necessarily be secured for each project or program when included in the TIP, anticipated funding source(s) are identified, which include seeking state and federal grants.

State law (RCW 35.77.010) requires that each City develop a local TIP and that it be annually updated and submitted to WSDOT to be eligible for most state or federal grant funding. 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 (STIP), which is approved by the Governor. The approved STIP is then submitted to the Federal Highway Administration and Federal Transit Authority for their review and approval.

b. Development of the TIP

Annual updates of the TIP begin with developing revenue forecasts to provide a reasonable estimate of funding available to accomplish the transportation improvement needs. 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.

Annually, 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. 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 City's Street Plan includes projects identified from many sources including, planning documents, accident data, traffic analysis, modeling, forecasting, and commissioned studies. These projects are then reviewed for consideration in adding to the TIP update. These potential new projects are then considered for inclusion in the plan based on review of

scope, priority, schedule, and anticipated revenue funding. The likelihood of receiving federal or state grants for various improvements, community interests and values are also considered.

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.

2. Transportation Budget Priorities

a. City Objectives

Leverage scarce transportation funding dollars to get the biggest "bang for the buck".

Find reasonable, creative methods of street repair, reconstruction, (Grisham plan and memo for overlay that grinds existing pavement for base material and overlay w/o path or swales to improve driving surface in older streets.)

Improve access for pedestrians and bicyclists.

Gas tax revenue is shared by the State. It is 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.

REET (Real Estate Excise Tax) funds from new growth can only be used for certain capital expenditures, such as street and road construction. REET has been earmarked to match the TIB grant for E Rutherford reconstruction. REET was also used for Spilman reconstruction.

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.

b. Previous Accomplishments

Stossel/King Ave. TIB widened w concrete sidewalks (2008)
Spilman with Safe Routes to School pathway and drainage swales (2015-2016)
50th Street overlay by developer (2015)
326th Street overlay by developer (2016)

3. Transportation Improvement Projects

a. 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:

- Capital Improvement Fund: The portion of the City revenue funds collected from real estate excise tax (REET) that the City has elected to use to fund capital improvements.
- Traffic Impact Fees: Funds from impact fees assessed against building developments and improvements as they occur throughout the City. Impact Fees are restricted revenue and may only be used for projects needed to improve the capacity of the City's transportation network.
- Developer Contribution: Dedications in the form of constructed street and sidewalk frontage improvements along development projects.

Grant Funds:

State and Federal grant funding available through many competitive processes and programs, including Washington State Department of Transportation (WSDOT); Transportation Improvement Board; Federal transportation programs administered by WSDOT; as well as others.

- 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

Other Funds:

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

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.

b. Transportation Project Categories

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

Street Improvements: Projects involving significant reconstruction of existing streets/intersections or new street connections 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.

Street Pavement Preservation: 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.

Street Repair & Maintenance: Programed budget to perform regular maintenance of various streets by crack sealing, asphalt patching, or performing emergency spot repairs on streets citywide.

Non-motorized Improvement: 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: 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.

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 3.1 through Table 3.5.

Table - 3.1

Street 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*
1	WA-03830	SR 203/Tolt Ave. CBD Improvements (Eugene St to Rutherford St.)	$ 5,450,000	$ 994,750
5	WA-08869	West Morrison Street Reconstruction (Tolt Ave to Stewart Ave.)	$ 1,125,000	$ 280,000
		Tolt Ave (SR203) Corridor - South Greenway (Tolt Ave bridge to Entwisle St.)	$ 4,450,000	$ 1,112,500
		Tolt Ave. (SR 203) Corridor - North Greenway (Eastside: Rutherford to NE 55th)	$ 2,400,000	$ 600,000
		Tolt Ave. (SR 203) Corridor - South Entry (Westside:Tolt McDonald Pk to Eugene)	$ 1,250,000	$ 312,500
		Tolt Ave. (SR 203) Corridor - North Entry (Westside: Rutherford to NE 55th)	$ 1,985,000	$ 495,000
		Larson Avenue Connector (NE 40th St. to Entwistle St.)	$ 2,300,000	$ 575,000
		NE 40th St. "Arterial" Reconstruction (Tolt Ave. to Larson Ave.)	$ 510,000	$ 127,500
		Bird Street "Festival Street" Reconstruction (Stossel to Stephens)	$ 1,375,000	$ 345,000
		Milwaukee Avenue Connector (NE 50th St. to 55th St.)	$ 1,675,000	$ 420,000
		316th Avenue NE Connector (NE 55th St. to Morrison St.)	$ 2,000,000	$ 500,000
9	WA-06524	Tolt Ave (SR203) and Morrison Street Intersection Improvements	$ 495,000	$ 123,750
10	WA-08868	Tolt Ave (SR203) and Blanche Street Intersection Improvements	$ 525,000	$ 131,250
		Street Improvement Totals =	**$ 25,540,000**	**$ 6,017,250**

Six Year Transportation Improvement Plan (TIP)

TIP #

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

Project Worksheet

Project No: **WA-03830** *Project Type:* **Street Improvements**

TIP Start Year = **2017**

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.

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)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ 77,625**	**$ 33,750**	**$ 883,375**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 994,750**
301 Fund - REET(1&2)	$ 77,625	$ 33,750	$ 883,375						$ 994,750
109 Fund - TIF	$ -	$ -							$ -
GRANT FUNDS	**$ 497,375**	**$ 216,250**	**$ 3,541,625**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,255,250**
Secured Grants	$ 497,375	$ 216,250	$ 21,625						$ 735,250
Un-secured Grants			$ 3,520,000						$ 3,520,000
OTHER FUNDS	**$ -**	**$ -**	**$ 200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 200,000**
Other WSDOT			$ 200,000						$ 200,000
TOTAL FUNDING SOURCES =	**$ 575,000**	**$ 250,000**	**$ 4,625,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,450,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)	$ 575,000	$ 250,000	$ 25,000						**$ 850,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)			$ 4,600,000						**$ 4,600,000**
TOTAL EXPENDITURES =	**$ 575,000**	**$ 250,000**	**$ 4,625,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,450,000**

City of Carnation Transportation Improvement Program

Six Year Transportation Improvement Plan (TIP)

TIP #

Project Title: **West Morrison Street Reconstruction (Tolt Ave to Stewart Ave.)**

Project Worksheet

Project No: **WA-08869** *Project Type:* **Street Improvements**

TIP Start Year = **2017**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Reconstruct and widen approximately 1200 LF of W. Morrison Street to included 2-12' asphalt travel lanes; shoulder/parking; new stormwater infiltration swales; 5 foot sidewalk on one side; illumination upgrades, and signing/striping.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This project will rehabilitate and improve the 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

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 43,556**	**$ 236,444**	**$ -**	**$ 280,000**
301 Fund - REET(1&2)						$ 43,556	$ 236,444		$ 280,000
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 131,444**	**$ 713,556**	**$ -**	**$ 845,000**
Secured Grants									$ -
Un-secured Grants						$ 131,444	$ 713,556		$ 845,000
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									**$ -**
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 175,000**	**$ 950,000**	**$ -**	**$ 1,125,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)						$ 175,000			**$ 175,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)							$ 950,000		**$ 950,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 175,000**	**$ 950,000**	**$ -**	**$ 1,125,000**

City of Carnation Transportation Improvement Program

Six Year Transportation Improvement Plan (TIP)

TIP #

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

Project Worksheet

Project No:

Project Type: **Street & Pedestrian Improvements**

TIP Start Year = **2017**

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.

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)	2017	2018	2019	2020	2021	2022	Beyond 2022	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 Plan (TIP)

TIP #

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

Project Worksheet

Project No:

Project Type: **Street & Pedestrian Improvements**

TIP Start Year = **2017**

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)	2017	2018	2019	2020	2021	2022	Beyond 2022	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 Plan (TIP)

TIP #

Project Title: **Tolt Ave. (SR 203) Corridor - South Entry (Westside:Tolt McDonald Pk to Eugene)**

Project Worksheet

Project No:

Project Type: **Street & Pedestrian Improvements**

TIP Start Year = **2017**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 1,900 LF of improvements to enhance pedestrian network on the westside of Tolt Avenue (SR203). Improvements include portions of roadway widening for 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)	2017	2018	2019	2020	2021	2022	Beyond 2022	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 Plan (TIP)

TIP #

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

Project Worksheet

Project No:

Project Type: **Street & Pedestrian Improvements**

TIP Start Year = **2017**

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)	2017	2018	2019	2020	2021	2022	Beyond 2022	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 Plan (TIP)

TIP #

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

Project Worksheet

Project No:

Project Type: **Street Improvements - Capacity**

TIP Start Year = **2017**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 1,300 LF of new "arterial" roadway between NE 40th Street and Entwistle Street to include 2-12' travel lanes with parking, curb & gutter, sidewalk, new storm drainage, illumination, and signing/striping.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This arterial connection will allow traffic to access the lands zoned for industrial use west of SR203 and south of the wastewater treatment plan. Larson Avenue would connect Entwistle Street to NE 40th which provides alternate access to SR203. Project identified in the transportation element of the comprehensive plan as a priority "capacity" project.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 575,000**	**$ 575,000**
301 Fund - REET(1&2)									$ -
109 Fund - TIF								$ 575,000	$ 575,000
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,725,000**	**$ 1,725,000**
Secured Grants									$ -
Un-secured Grants								$ 1,725,000	$ 1,725,000
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,300,000**	**$ 2,300,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 425,000	**$ 425,000**
Right of Way Acquisition (RW)								$ 250,000	**$ 250,000**
Construction (CN)								$ 1,625,000	**$ 1,625,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,300,000**	**$ 2,300,000**

Six Year Transportation Improvement Plan (TIP)

TIP #

Project Title: **NE 40th St. "Arterial" Reconstruction (Tolt Ave. to Larson Ave)**

Project Worksheet

Project No:

Project Type: **Street Improvements**

TIP Start Year = **2017**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Reconstruct and widen approximately 500 LF of NE 40th Street to include 2-12' asphalt travel lanes with bike lane, curb & gutters, and sidewalk; 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 should be coordinated with planned "Tolt Ave/Blanche St. intersection" project relative to alignment/configuration of Tolt Ave intersection.

The City could also consider combining this Reconstruction project with the overlay of the final 500' of road surface from Larson to the park entrance.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 127,500**	**$ 127,500**
301 Fund - REET(1&2)								$ 127,500	$ 127,500
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 382,500**	**$ 382,500**
Secured Grants									$ -
Un-secured Grants								$ 382,500	$ 382,500
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 510,000**	**$ 510,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 85,000	**$ 85,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)								$ 425,000	**$ 425,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 510,000**	**$ 510,000**

City of Carnation Transportation Improvement Program

Six Year Transportation Improvement Plan (TIP)

TIP #

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

Project Worksheet

Project No:

Project Type: **Street Improvements - "Festival Street"**

TIP Start Year = **2017**

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)	2017	2018	2019	2020	2021	2022	Beyond 2022	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**

City of Carnation Transportation Improvement Program

Six Year Transportation Improvement Plan (TIP)

TIP #

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

Project Worksheet

Project No:

Project Type: **Street Improvements - Capacity**

TIP Start Year = **2017**

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. Project identified in the transportation element of the comprehensive plan as a priority "capacity" project.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	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**

City of Carnation Transportation Improvement Program

Six Year Transportation Improvement Plan (TIP)

TIP #

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

Project Worksheet

Project No:

Project Type: **Street Improvements - Capacity**

TIP Start Year = **2017**

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. Project identified in the transportation element of the comprehensive plan as a priority "capacity" project.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	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 Plan (TIP)

TIP #

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

Project Worksheet

Project No: **WA-06524** *Project Type:* **Intersection Improvements - Capacity**

TIP Start Year = **2017**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

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

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Project will improve operations and meet level of service capacity needs of future growth and build-out of the north part of Carnation. Requires prior WSDOT signal-warrant justification for signalization of this intersection. Project details/elements should to be developed consistent with other planned Tolt Ave Corridor improvement projects. Project identified in the transportation element of the comprehensive plan as a priority "capacity" project.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ 23,750**	**$ 100,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 123,750**
301 Fund - REET(1&2)		$ -	$ -						$ -
109 Fund - TIF		$ 23,750	$ 100,000						$ 123,750
GRANT FUNDS	**$ -**	**$ 73,250**	**$ 298,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 371,250**
Secured Grant - TIB									$ -
Un-secured Grants		$ 73,250	$ 298,000						$ 371,250
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>		$ -	$ -						$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ 97,000**	**$ 398,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 495,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)		$ 97,000							**$ 97,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)			$ 398,000						**$ 398,000**
TOTAL EXPENDITURES =	**$ -**	**$ 97,000**	**$ 398,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 495,000**

Six Year Transportation Improvement Plan (TIP)

TIP #

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

Project Worksheet

Project No: **WA-08868** *Project Type:* **Intersection Improvements - Capacity**

TIP Start Year = **2017**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of a traffic signal or traffic circle to the un-signalized intersection at Tolt Avenue (SR- 203) and Blanche Street 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.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Project will improve operations and meet level of service capacity needs for the intersection. Requires prior WSDOT signal-warrant justification for signalization of this intersection. Project details/elements should to be developed consistent with other planned Tolt Ave corridor improvement projects. Project identified in the transportation element of the comprehensive plan as a priority "capacity" project.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ 29,250**	**$ 102,000**	**$ -**	**$ -**	**$ -**	**$ 131,250**
301 Fund - REET(1&2)									$ -
109 Fund - TIF				$ 29,250	$ 102,000				$ 131,250
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ 75,750**	**$ 318,000**	**$ -**	**$ -**	**$ -**	**$ 393,750**
Secured Grants									$ -
Un-secured Grants				$ 75,750	$ 318,000				$ 393,750
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									**$ -**
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ 105,000**	**$ 420,000**	**$ -**	**$ -**	**$ -**	**$ 525,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)				$ 105,000					**$ 105,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)					$ 420,000				**$ 420,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ 105,000**	**$ 420,000**	**$ -**	**$ -**	**$ -**	**$ 525,000**

Table - 3.2

Street Pavement Preservation Project Priority Summary

(Pavement Spot Repairs with Overlay)

Project included in 6-Yr TIP

STIP Priority Number	*STIP Project ID No.*	*Project Name*	*Estimated Project Costs*	
			Total Project	*Local Funds*
3	WA-08870	East Bird Street Overlay (Commercial to Milwaukee - 950 LF)	$ 237,500	$ 23,750
4	WA-08871	East Reitze Street Overlay (Milwaukee to Stossel - 1100 LF)	$ 275,000	$ 27,500
6	WA-08872	West Rutherford Street Overlay (Tolt to Stewart - 1150 LF)	$ 287,500	$ 28,750
7	WA-08873	Stossel Ave. Overlay (Entwistle to Rutherford - 1200 LF)	$ 300,000	$ 30,000
		NE 40th St. Overlay (Larson Ave to Park Entry - 500 LF)	$ 125,000	$ 12,500
		Street Pavement Preservation Totals =	**$ 1,225,000**	**$ 122,500**

Six Year Transportation Improvement Plan (TIP)

TIP #

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

Project Worksheet

Project No: **WA-08870** *Project Type:* **Pavement Preservation**

TIP Start Year = **2017**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of a 3" HMA overlay for approximately 950 LF of Bird Street including construct new ADA-compliant sidewalk ramps, and install pavement markings.

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, and extend pavement life by preventing further deterioration leading to the need for full reconstruct.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,500**	**$ 19,250**	**$ -**	**$ -**	**$ 23,750**
301 Fund - REET(1&2)					$ 4,500	$ 19,250			$ 23,750
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ 40,500**	**$ 173,250**	**$ -**	**$ -**	**$ 213,750**
Secured Grants									$ -
Un-secured Grants					$ 40,500	$ 173,250			$ 213,750
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ 45,000**	**$ 192,500**	**$ -**	**$ -**	**$ 237,500**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)					$ 45,000				**$ 45,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)						$ 192,500			**$ 192,500**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ 45,000**	**$ 192,500**	**$ -**	**$ -**	**$ 237,500**

Six Year Transportation Improvement Plan (TIP)

TIP #

Project Title: **East Reitze Street Overlay (Milwaukee to Stossel - 1100 LF)**

Project Worksheet

Project No: **WA-08871** *Project Type:* **Pavement Preservation**

TIP Start Year = **2017**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of a 3" HMA overlay for approximately 1100 LF of East Reitze Street including construct new ADA-compliant sidewalk ramps, and install pavement markings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

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, and extend pavement life by preventing further deterioration leading to the need for full reconstruct.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,500**	**$ 22,000**	**$ -**	**$ -**	**$ 27,500**
301 Fund - REET(1&2)					$ 5,500	$ 22,000			$ 27,500
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ 49,500**	**$ 198,000**	**$ -**	**$ -**	**$ 247,500**
Secured Grants									$ -
Un-secured Grants					$ 49,500	$ 198,000			$ 247,500
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ 55,000**	**$ 220,000**	**$ -**	**$ -**	**$ 275,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)					$ 55,000				**$ 55,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)						$ 220,000			**$ 220,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ 55,000**	**$ 220,000**	**$ -**	**$ -**	**$ 275,000**

Six Year Transportation Improvement Plan (TIP)

TIP #

Project Title: **West Rutherford Street Overlay (Tolt to Stewart - 1150 LF)**

Project Worksheet

Project No: **WA-08872** *Project Type:* **Pavement Preservation**

TIP Start Year = **2017**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of a 3" HMA overlay for approximately 1150 LF of W. Rutherford Street including construction of new ADA-compliant sidewalk ramps, and install pavement markings.

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. Benefits include safer, ADA-compliant, sidewalk ramps/crossings, enhanced drive-ability, and extend pavement life by preventing further deterioration leading to the need for full reconstruct.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,500**	**$ 23,250**	**$ -**	**$ 28,750**
301 Fund - REET(1&2)						$ 5,500	$ 23,250		$ 28,750
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 49,500**	**$ 209,250**	**$ -**	**$ 258,750**
Secured Grants									$ -
Un-secured Grants						$ 49,500	$ 209,250		$ 258,750
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 55,000**	**$ 232,500**	**$ -**	**$ 287,500**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)						$ 55,000			**$ 55,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)							$ 232,500		**$ 232,500**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 55,000**	**$ 232,500**	**$ -**	**$ 287,500**

Six Year Transportation Improvement Plan (TIP)

TIP #

Project Title: **Stossel Ave. Overlay (Entwistle to Rutherford - 1200 LF)**

Project Worksheet

Project No: **WA-08873** *Project Type:* **Pavement Preservation**

TIP Start Year = **2017**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of a 3" HMA overlay for approximately 1200 LF of Stossel Avenue including construct new ADA-compliant sidewalk ramps, and install 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.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,500**	**$ 24,500**	**$ -**	**$ 30,000**
301 Fund - REET(1&2)						$ 5,500	$ 24,500		$ 30,000
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 49,500**	**$ 220,500**	**$ -**	**$ 270,000**
Secured Grants									$ -
Un-secured Grants						$ 49,500	$ 220,500		$ 270,000
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 55,000**	**$ 245,000**	**$ -**	**$ 300,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)						$ 55,000			**$ 55,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)							$ 245,000		**$ 245,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 55,000**	**$ 245,000**	**$ -**	**$ 300,000**

Six Year Transportation Improvement Plan (TIP)

TIP #

Project Title: **NE 40th St. Overlay (Larson Ave to Park Entry - 500 LF)**

Project Worksheet

Project No:

Project Type: **Street Improvements**

TIP Start Year = **2017**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of a 3" HMA overlay for approximately 500 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.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 12,500**	**$ 12,500**
301 Fund - REET(1&2)								$ 12,500	$ 12,500
109 Fund - TIF									$ -
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 112,500**	**$ 112,500**
Secured Grants									$ -
Un-secured Grants								$ 112,500	$ 112,500
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									$ -
TOTAL FUNDING SOURCES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 125,000**	**$ 125,000**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 20,000	**$ 20,000**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)								$ 105,000	**$ 105,000**
TOTAL EXPENDITURES =	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 125,000**	**$ 125,000**

Table - 3.3

Street Repair & Maintenance Project Priority Summary

(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*
8	WA-03837	**Local Street Repair & Maintenance:**		
8-1		East Morrison Street (Tolt to Spilman - 650 LF)	$ 15,000	$ 15,000
8-2		East Morrison Street (Spilman to Milwaukee - 530 LF)	$ 10,600	$ 10,600
8-3		West Commercial Street (Tolt to Stephens - 350 LF)	$ 6,600	$ 6,600
8-4		Myrtle Street (Tolt Ave to Stossel - 850 LF)	$ 10,400	$ 10,400
8-5		W. Commercial St. (Stewart to west end - 200 LF)	$ 1,700	$ 1,700
8-6		Royal Court (Regal St. to cul-de-sac - 250 LF)	$ 4,800	$ 4,800
8-7		Queen Court (Regal St. to cul-de-sac - 225 LF)	$ 4,300	$ 4,300
8-8		Palace Court (Regal St. to cul-de-sac - 150 LF)	$ 2,800	$ 2,800
8-9		Regency Place (Regal St. to cul-de-sac - 225 LF)	$ 4,300	$ 4,300
8-10		NE 47th St. (326th Ave. to 327th Ave. - 300 LF)	$ 2,700	$ 2,700
		Street Repair & Maintenance Totals =	**$ 63,200**	**$ 63,200**

Six Year Transportation Improvement Plan (TIP)

TIP #

Project Title: **Street Repair & Maintenance**

Project Worksheet

Project No:

Project Type: **Annual Street Repair & Maintenance**

TIP Start Year = **2017**

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: East Morrison Street (Tolt to Spilman - 650 LF); East Morrison Street (Spilman to Milwaukee - 530 LF); West Commercial Street (Tolt to Stephens - 350 LF); Myrtle Street (Tolt Ave to Stossel - 850 LF); W. Commercial St. (Stewart to west end - 200 LF); Royal Court (Regal St. to cul-de-sac - 250 LF); Queen Court (Regal St. to cul-de-sac - 225 LF); Palace Court (Regal St. to cul-de-sac - 150 LF); Regency Place (Regal St. to cul-de-sac - 225 LF); NE 47th St. (326th Ave. to 327th Ave. - 300 LF)

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)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	**$ -**	**$ 10,533**	**$ 10,533**	**$ 10,533**	**$ 10,533**	**$ 10,533**	**$ 10,533**	**$ -**	**$ 63,200**
301 Fund - REET(1&2)									**$ -**
101 Fund - Street Operating		$ 10,533	$ 10,533	$ 10,533	$ 10,533	$ 10,533	$ 10,533		**$ 63,200**
GRANT FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Secured Grants									**$ -**
Un-secured Grants									**$ -**
OTHER FUNDS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other <_____>									**$ -**
TOTAL FUNDING SOURCES =	**$ -**	**$ 10,533**	**$ 10,533**	**$ 10,533**	**$ 10,533**	**$ 10,533**	**$ 10,533**	**$ -**	**$ 63,200**
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)									**$ -**
Right of Way Acquisition (RW)									**$ -**
Construction (CN)		$ 10,533	$ 10,533	$ 10,533	$ 10,533	$ 10,533	$ 10,533		**$ 63,200**
TOTAL EXPENDITURES =	**$ -**	**$ 10,533**	**$ 10,533**	**$ 10,533**	**$ 10,533**	**$ 10,533**	**$ 10,533**	**$ -**	**$ 63,200**

Table - 3.4

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	WA-03839	East Entwistle (NE 45th) St. (329th Ave. to 334th Ave)	$ 186,893	$ 21,777
		City Wayfinding Signage Improvements	$ 190,000	$ 47,500
Non-Motorized Improvement Totals =			**$ 376,893**	**$ 69,277**

Six Year Transportation Improvement Plan (TIP)

TIP #

Project Title: **East Entwistle (NE 45th) St. (329th Ave. to 334th Ave)**

Project Worksheet

Project No: **WA-03839** *Project Type:* **Non-Motorized**

TIP Start Year = **2017**

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.

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 331st 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)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	$ -	$ -	$ -	$ -	$ 21,777	$ -	$ -	$ -	$ 21,777
301 Fund - REET(1&2)					$ 21,777				$ 21,777
109 Fund - TIF									$ -
GRANT FUNDS	$ -	$ -	$ -	$ -	$ 165,116	$ -	$ -	$ -	$ 165,116
Secured Grants									$ -
Un-secured Grants					$ 165,116				$ 165,116
OTHER FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other <_____>									$ -
TOTAL FUNDING SOURCES =	$ -	$ -	$ -	$ -	$ 186,893	$ -	$ -	$ -	$ 186,893
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)					$ 37,378				$ 37,378
Right of Way Acquisition (RW)									$ -
Construction (CN)					$ 149,515				$ 149,515
TOTAL EXPENDITURES =	$ -	$ -	$ -	$ -	$ 186,893	$ -	$ -	$ -	$ 186,893

Six Year Transportation Improvement Plan (TIP)

TIP #

Project Title: **City Wayfinding Signage Improvements**

Project Worksheet

Project No:

Project Type: **Non-Motorized**

TIP Start Year = **2017**

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)	2017	2018	2019	2020	2021	2022	Beyond 2022	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 - 3.5

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*
		Tolt Ave.(SR 203) Corridor - North Walkway (55th to 60th)	$ 200,000	$ 50,000
		Tolt Hill Road/SR 203 Intersection Improvements	$ 670,000	???
		Tolt River Bridge Painting and Walkway Improvements	$ 1,540,000	???
		Other/Joint-Agency Improvement Totals =	**$ 2,410,000**	**$ 50,000**

Six Year Transportation Improvement Plan (TIP)

TIP #

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

Project Worksheet

Project No:

Project Type: **Non-Motorized**

TIP Start Year = **2017**

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)	2017	2018	2019	2020	2021	2022	Beyond 2022	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 50,000	$ 50,000
301 Fund - REET(1&2)								$ 50,000	$ 50,000
109 Fund - TIF									$ -
GRANT FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 150,000	$ 150,000
Secured Grants									$ -
Un-secured Grants								$ 150,000	$ 150,000
OTHER FUNDS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other <_____>									$ -
TOTAL FUNDING SOURCES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 200,000	$ 200,000
CAPITAL EXPENDITURES		*Capital Expenditure Reflect 2017 Dollars*							
Design (PE)								$ 35,000	$ 35,000
Right of Way Acquisition (RW)									$ -
Construction (CN)								$ 165,000	$ 165,000
TOTAL EXPENDITURES =	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 200,000	$ 200,000

Six Year Transportation Improvement Plan (TIP)

TIP #

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

Project Worksheet

Project No: *Project Type:*

TIP Start Year = **2017**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct a traffic signal on SR 203 at Tolt Hill Road 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 to a WSDOT and/or King County lead project. Requires WSDOT warrant justification for signalization of the intersection.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	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 Plan (TIP)

TIP #

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

Project Worksheet

Project No: *Project Type:*

TIP Start Year = **2017**

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 which the City, if desired, could be a financial participate to a WSDOT lead project. Bridge alteration or modification require WSDOT approval.

Activity:	Prior Year(s)	2017	2018	2019	2020	2021	2022	Beyond 2022	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**

4. Six Year Transportation Improvement Program

a. Council Resolution for 2017-2022 STIP

b. 2017-2022 Six Year Transportation Improvement Program

c. Financial Analysis and Forecast Summary

SUMMARY LISTING OF STIP 2017-2022 PROJECTS

SI=Street Improvement, SP=Street Preservation, SR=Street Repair, NM=Non-Motorized, JA=Joint-Agency

STIP Priority	Cat.	Project	Total Project Cost	Local Match	Fund	PCR
1	SI	Tolt Ave/CBD Improvements	$5,450,000	$994,750	301	State Rt
2	NM	East Entwistle Non-Motorized Improvements	$186,893	$21,777	301	n/a
3	SP	East Bird Street Overlay	$237,500	$23,750	301	44
4	SP	East Reitze Street Overlay	$275,000	$27,500	301	48
5	SI	West Morrison Street Reconstruction	$1,125,000	$280,000	301	39
6	SP	West Rutherford Street Overlay	$287,500	$28,750	301	59
7	SP	Stossel Avenue Overlay *(North of Entwistle)*	$300,000	$30,000	301	63
			$7,861,893	*$1,406,527*	*Subtotal 301 Fund*	
8	SR	Local Street Repair & Maintenance *(potholes, crack sealing, seal coat)*	Average of $10,533 per year *(10 projects totaling $63,200)*		101	50-68
9	SI	Tolt Avenue at Morrison Street Intersection Improvements	$495,000	$123,750	109	n/a
10	SI	Tolt Avenue at Blanche Street Intersection Improvements	$525,000	$131,250	109	n/a
			$1,020,000	*$255,000*	*Subtotal 109 Fund*	

Washington State Department of Transportation

Six Year Transportation Improvement Program From 2017 to 2022

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	1	SR 203/Tolt Avenue Central Business District Improvements Eugene St to Rutherford St Tolt Avenue (SR 203) Eugene Street to Rutherford Street Construct full street improvements through the City's Central Business District with hardscape improvements, including: street re-grading and paving; power undergrounding; street and pedestrian lighting; storm drainage infrastructure; street trees and planting; and site furnishings. This project establishes Carnation's CBD as a destination with a new streetscape that supports on-street and offstreet activities. Drivers entering the CBD from both directions will encounter a new concrete roadway that suggests Tolt Avenue as an urban main street. The transition to a concrete roadway and introduction of onstreet parking along both sides of Tolt Avenue between Entwistle Street and Commerical Street are designed to let users know they have entered the commercial core. Narrowed travel and parking lanes also provide traffic calming and allow the expansion of the existing pedestrian realm.	WA-03830	05/17/16				04	C G P S T W	0.260	DCE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2018	STP(R)	1,410,000	WSDOT	1,410,000	880,000	3,700,000
P	CN	2018		0	TIB	700,000	0	700,000
S	CN	2018		0	WSDOT	200,000	0	200,000
			Totals	**1,410,000**		**2,310,000**	**880,000**	**4,600,000**

Expenditure Schedule

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

Report Date: May 23, 2016

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2017 to 2022

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	2	East Entwistle Street Non-Motorized Improvements East Entwistle Street 329th Avenue NE to 334th Avenue NE Construct half street improvement with 5' pedestrian pathway and 8' infiltration drainage swale from 329th Avenue NE to 331st Avenue NE and 333rd Avenue NE to 334th Avenue NE to connect gaps in existing sidewalk, and widen the existing eastbound vehicular travel lane to 14' for sharrow.	WA-03839	05/17/16				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	2020		0	TIB	33,023	4,355	37,378
P	CN	2020		0	TIB	132,093	17,422	149,515
			Totals	**0**		**165,116**	**21,777**	**186,893**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	37,378	0
CN	0	0	0	149,515	0
Totals	**0**	**0**	**0**	**186,893**	**0**

Report Date: May 23, 2016

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2017 to 2022

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	3	East Bird Street Overlay East Bird Street East Commercial Street to Milwaukee Avenue Construction of a 3" HMA overlay for approximately 950 LF of Bird Street including construct new ADA-compliant sidewalk ramps, and install pavement markings. 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, and extend pavement life by preventing further deterioration leading to the need for full reconstruct.	WA-08870	05/17/16				05	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	2020		0	TIB	40,500	4,500	45,000
P	CN	2021		0	TIB	173,250	19,250	192,500
			Totals	**0**		**213,750**	**23,750**	**237,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	45,000	0
CN	0	0	0	0	192,500
Totals	**0**	**0**	**0**	**45,000**	**192,500**

Report Date: May 23, 2016

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2017 to 2022

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	4	East Reitze Street Overlay East Reitze Street Milwaukee Avenue to Stossel Avenue Construction of a 3" HMA overlay for approximately 1100 LF of East Reitze Street including construct new ADA-compliant sidewalk ramps, and install pavement markings. 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, and extend pavement life by preventing further deterioration leading to the need for full reconstruct.	WA-08871	05/17/16				05	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	2020		0	TIB	49,500	5,500	55,000
P	CN	2021		0	TIB	198,000	22,000	220,000
			Totals	**0**		**247,500**	**27,500**	**275,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	55,000	0
CN	0	0	0	0	220,000
Totals	**0**	**0**	**0**	**55,000**	**220,000**

Report Date: May 23, 2016

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2017 to 2022

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	5	West Morrison Street Reconstruction Tolt Ave (SR 203) to Stewart Ave Reconstruct and widen approximately 1200 LF of W. Morrison Street to included 2-12' asphalt travel lanes; shoulder/parking; new stormwater infiltration swales; 5 foot sidewalk on one side; illumination upgrades, and signing/striping. This project will rehabilitate and improve a roadway that is narrow and has a "poor" pavement-condition rating. Benefits include upgraded paved roadway, stormwater management, and safer street for vehicles and pedestrians.	WA-08869	05/17/16				04	C G P S T W	0.230	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	131,444	43,556	175,000
P	CN	2022		0	TIB	713,556	236,444	950,000
			Totals	**0**		**845,000**	**280,000**	**1,125,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	175,000
CN	0	0	0	0	950,000
Totals	**0**	**0**	**0**	**0**	**1,125,000**

Report Date: May 23, 2016

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2017 to 2022

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	6	West Rutherford Street Overlay West Rutherford Street Tolt Ave (SR 203) to Stewart Avenue Construction of a 3" HMA overlay for approximately 1150 LF of W. Rutherford Street including construction of new ADA-compliant sidewalk ramps, and install pavement markings. W. Rutherford Street serves as a local road extending from Stewart (collector street on the west side of downtown) linking to central residential neighborhoods. Benefits include safer, ADA-compliant, sidewalk ramps/crossings, enhanced drive-ability, and extend pavement life by preventing further deterioration leading to the need for full reconstruct.	WA-08872	05/17/16				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	2021		0	TIB	49,500	5,500	55,000
P	CN	2022		0	TIB	209,250	23,250	232,500
			Totals	**0**		**258,750**	**28,750**	**287,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	55,000
CN	0	0	0	0	232,500
Totals	**0**	**0**	**0**	**0**	**287,500**

Report Date: May 23, 2016

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2017 to 2022

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	7	Stossel Avenue Overlay Stossel Avenue East Entwistle Street to Rutherford Street Construction of a 3" HMA overlay for approximately 1200 LF of Stossel Avenue including construct new ADA-compliant sidewalk ramps, and install pavement markings. 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.	WA-08873	05/17/16				05	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	2021		0	TIB	49,500	5,500	55,000
P	CN	2022		0	TIB	220,500	24,500	245,000
			Totals	**0**		**270,000**	**30,000**	**300,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	55,000
CN	0	0	0	0	245,000
Totals	**0**	**0**	**0**	**0**	**300,000**

Report Date: May 23, 2016

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2017 to 2022

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	8	Local Street 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: East Morrison Street (Tolt to Spilman - 650 LF); East Morrison Street (Spilman to Milwaukee - 530 LF); West Commercial Street (Tolt to Stephens - 350 LF); Myrtle Street (Tolt Ave to Stossel - 850 LF); W. Commercial St. (Stewart to west end - 200 LF); Royal Court (Regal St. to cul-de-sac - 250 LF); Queen Court (Regal St. to cul-de-sac - 225 LF); Palace Court (Regal St. to cul-de-sac - 150 LF); Regency Place (Regal St. to cul-de-sac - 225 LF); NE 47th St. (326th Ave. to 327th Ave. - 300 LF).	WA-03837	05/17/16				05	G S W	3.000	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	2017		0	TIB	55,616	7,584	63,200
			Totals	**0**		**55,616**	**7,584**	**63,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	10,533	10,533	10,533	10,533	21,068
Totals	**10,533**	**10,533**	**10,533**	**10,533**	**21,068**

Report Date: May 23, 2016

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2017 to 2022

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	9	Tolt Ave (SR 203) and Morrison Street Intersection Improvements Tolt Avenue (SR 203) Morrison Street to Morrison Street The project includes improvements to a single road intersection at Tolt Avenue (SR-203) and Morrison Street in downtown Carnation. The project includes installing traffic signals, lighting, and controls at the intersection.	WA-06524	05/17/16				03	C G O P S T W	0.060	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	2017		0	TIB	73,250	23,750	97,000
P	CN	2018		0	TIB	298,000	100,000	398,000
			Totals	**0**		**371,250**	**123,750**	**495,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	97,000	0	0	0	0
CN	0	398,000	0	0	0
Totals	**97,000**	**398,000**	**0**	**0**	**0**

Report Date: May 23, 2016

Washington State Department of Transportation

Six Year Transportation Improvement Program From 2017 to 2022

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	10	Tolt Ave (SR 203) and Blanche Street Intersection Improvements Tolt Avenue (SR 203) Blanche Street to Blanche Street Construction of a traffic signal or traffic circle to the un-signalized intersection at Tolt Avenue (SR- 203) and Blanche Street 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.	WA-08868	05/17/16				03	C G O P S T W	0.060	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	2019		0	WSDOT	75,750	29,250	105,000
P	CN	2020		0	WSDOT	318,000	102,000	420,000
			Totals	**0**		**393,750**	**131,250**	**525,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	105,000	0	0
CN	0	0	0	420,000	0
Totals	**0**	**0**	**105,000**	**420,000**	**0**

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Carnation	**1,410,000**		**5,130,732**	**1,554,361**	**8,095,093**

Report Date: May 23, 2016

Peach shading indicates "Unsecured Grant Funds"

Lt blue shading indicates capacity increase project/Traffic Impact Fee eligible project

* Indicates New Project with 2017 STIP

Financial Analysis and Forecast

Six Year Transportation Improvement Program (STIP) 2017-2022

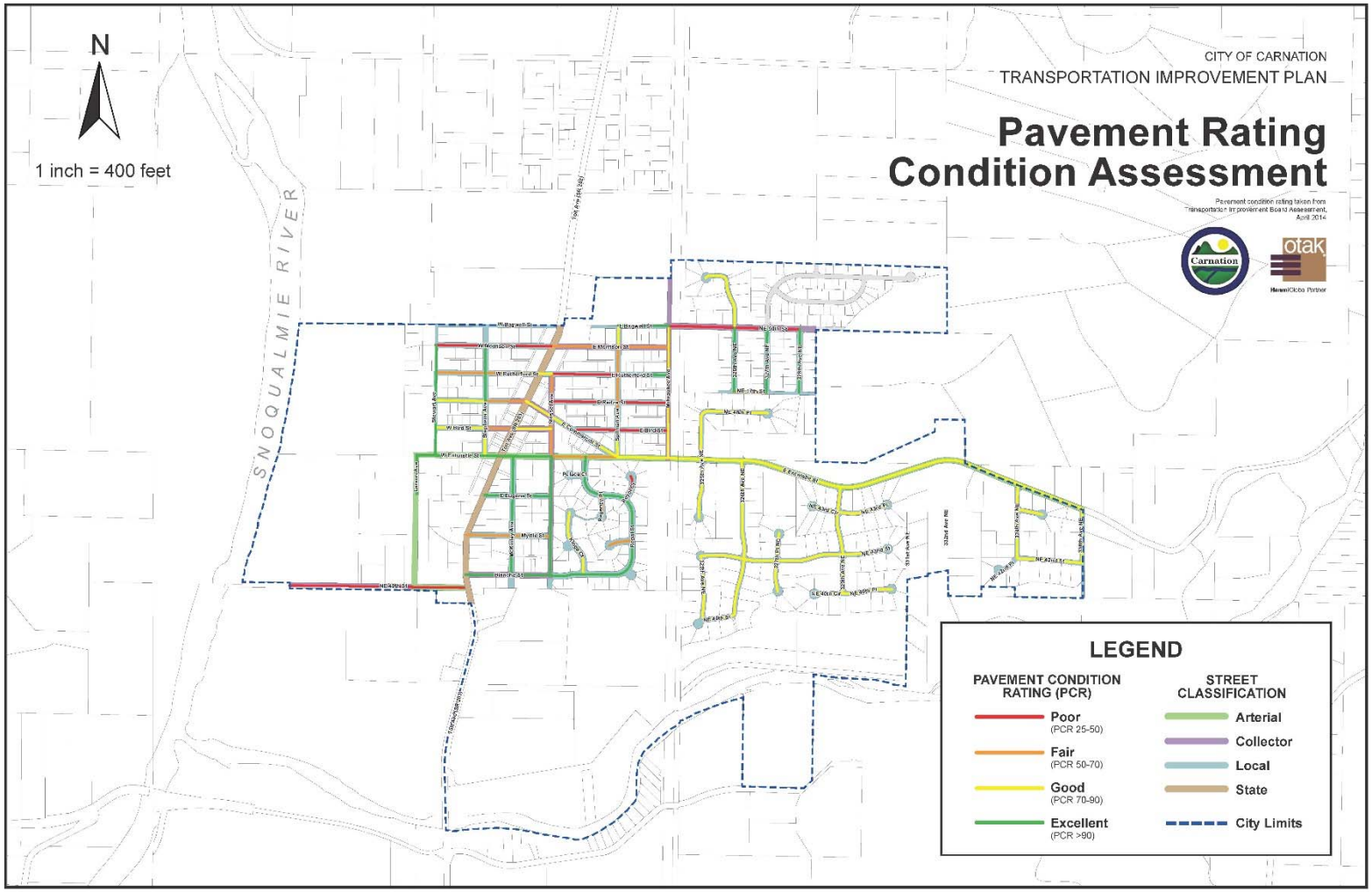
	Actual 2015	Estimated 2016	Estimated 2017	Estimated 2018	Estimated 2019	Estimated 2020	Estimated 2021	Estimated 2022
301 CAPITAL IMPROVEMENT FUND								
Available Cash Balance - 301 Fund	$ 340,218	$ 264,817	$ 486,330	$ 701,980	$ 28,005	$ 170,405	$ 281,028	$ 297,622
Revenues - 301 Fund								
REET (1 & 2)	$ 120,661	$ 200,000	$ 250,000	$ 160,000	$ 160,000	$ 160,000	$ 130,000	$ 100,000
IFT- or IFL-In: 002 Fund	$ -	$ -	$ -	$ 50,000	$ (17,000)	$ (17,000)	$ (17,000)	
Transfer-In: 109 Fund	$ -	$ -	$ 23,750	$ 100,000	$ 29,250	$ 102,000	$ -	
Grant: PSRC SR203 Tolt Ave CBD (PE)	$ 48,122	$ 449,253	$ 216,250	$ 21,625	$ -	$ -	$ -	$ -
Tolt Corridor CBD Improvements (CN)	$ -	$ -	$ -	$ 3,520,000	$ -	$ -	$ -	$ -
Tolt/CBD WSDOT '14 Paving Savings Federal STP (CN)	$ -	$ -	$ -	$ 200,000	$ -	$ -	$ -	$ -
Grant: SRTS Spilman Pathway	$ -	$ 290,000	$ -	$ -	$ -	$ -	$ -	$ -
Grant: TIB East Rutherford Reconstruction	$ -	$ 360,203	$ -	$ -	$ -	$ -	$ -	$ -
Grant: TIB East Entwistle Overlay	$ -	$ 155,797	$ -	$ -	$ -	$ -	$ -	$ -
E Entwistle Non-Motorized Improvements (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ 165,116	$ -	$ -
*West Morrison Reconstruction (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ -	$ 131,444	$ 713,556
*Grant: Stossel Avenue Overlay (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ -	$ 49,500	$ 220,500
*Grant: West Rutherford Overlay (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ -	$ 49,500	$ 209,250
*Grant: Bird Street Overlay (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ 40,500	$ 173,250	$ -
*Grant: Reitze Street Overlay (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ 49,500	$ 198,000	$ -
Intersection Improvements at Morrison (PE & CN)	$ -	$ -	$ 73,250	$ 298,000	$ -	$ -	$ -	$ -
Intersection Improvements at Blanche (PE & CN)	$ -	$ -	$ -	$ -	$ 75,750	$ 318,000	$ -	$ -
Other *(Investment & Bond Interest)*	$ 4,265	$ 2,400	$ 2,400	$ 2,400	$ 2,400	$ 2,400	$ 2,400	$ 2,400
Total Revenues	**$ 173,048**	**$ 1,457,653**	**$ 565,650**	**$ 4,352,025**	**$ 250,400**	**$ 820,516**	**$ 717,094**	**$ 1,245,706**
Expenses - 301 Fund								
Project: Tolt Corridor CBD Improvements (PE)	$ (194,300)	$ (380,700)	$ (250,000)	$ (25,000)	$ -	$ -	$ -	$ -
Project: Tolt Corridor CBD Improvements (CN)	$ -	$ -	$ -	$ (4,600,000)	$ -	$ -	$ -	$ -
Project: Spilman Avenue Pathway (PE)	$ (44,317)	$ (0)	$ -	$ -	$ -	$ -	$ -	$ -
Project: Spilman Avenue Pathway (CN)	$ (6,834)	$ (268,166)	$ -	$ -	$ -	$ -	$ -	$ -
Project: Speed Radar Sign, south end	$ -	$ (20,000)	$ -	$ -	$ -	$ -	$ -	$ -
Project: East Rutherford Construction (PE)	$ -	$ (92,360)	$ -	$ -	$ -	$ -	$ -	$ -
Project: East Rutherford Construction (CN)	$ -	$ (307,866)	$ -	$ -	$ -	$ -	$ -	$ -
Project: East Entwistle Overlay (PE & CN)	$ -	$ (163,997)	$ -	$ -	$ -	$ -	$ -	$ -
'roject: E Entwistle Non-Motorized Improvements (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ (186,893)	$ -	$ -
*West Morrison Reconstruction (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ -	$ (175,000)	$ (950,000)
*Stossel Avenue Overlay (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ -	$ (55,000)	$ (245,000)
*West Rutherford Overlay (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ -	$ (55,000)	$ (232,500)
*Bird Street Overlay (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ (45,000)	$ (192,500)	$ -
*Reitze Street Overlay (PE & CN)	$ -	$ -	$ -	$ -	$ -	$ (55,000)	$ (220,000)	$ -
Project: Intersection Improvements at Morrison (PE & CN)	$ -	$ -	$ (97,000)	$ (398,000)	$ -	$ -	$ -	$ -
Project: Intersection Improvements at Blanche (PE & CN)	$ -	$ -	$ -	$ -	$ (105,000)	$ (420,000)	$ -	$ -
Other *(Bond Fees, Prof Svcs)*	$ (2,999)	$ (3,050)	$ (3,000)	$ (3,000)	$ (3,000)	$ (3,000)	$ (3,000)	$ (3,000)
Total Expenses	**$ (248,450)**	**$ (1,236,139)**	**$ (350,000)**	**$ (5,026,000)**	**$ (108,000)**	**$ (709,893)**	**$ (700,500)**	**$ (1,430,500)**
Ending Cash Balance - 301 Capital Improvement	**$ 264,817**	**$ 486,330**	**$ 701,980**	**$ 28,005**	**$ 170,405**	**$ 281,028**	**$ 297,622**	**$ 112,828**

109 TRAFFIC IMPACT FEE FUND

	Actual 2015	Estimated 2016	Estimated 2017	Estimated 2018	Estimated 2019	Estimated 2020	Estimated 2021	Estimated 2022
Beginning Cash: 109 Fund	$ 2,482	$ 33,704	$ 88,704	$ 139,954	$ 91,954	$ 114,704	$ 64,704	$ 66,704
Revenues - 109 Fund								
Traffic Impact Fees	$ 31,153	$ 55,000	$ 75,000	$ 52,000	$ 52,000	$ 52,000	$ 2,000	$ 2,000
Other *(Investment & Bond Interest)*	$ 69	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Revenues	**$ 31,222**	**$ 55,000**	**$ 75,000**	**$ 52,000**	**$ 52,000**	**$ 52,000**	**$ 2,000**	**$ 2,000**
Expenses - 109 Fund								
Transfer-Out: 301 Fund	$ -	$ -	$ (23,750)	$ (100,000)	$ (29,250)	$ (102,000)	$ -	$ -
Other	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Expenses	**$ -**	**$ -**	**$ (23,750)**	**$ (100,000)**	**$ (29,250)**	**$ (102,000)**	**$ -**	**$ -**
Ending Cash Balance - 109 Traffic Impact	**$ 33,704**	**$ 88,704**	**$ 139,954**	**$ 91,954**	**$ 114,704**	**$ 64,704**	**$ 66,704**	**$ 68,704**

Appendix A – 2017-2022 TIP Project Map

Appendix B - Pavement Rating Condition Assessment Map



Appendix C - Street Inventory

- Table T-1 from 2015 Carnation Comprehensive Plan
- Washington State Transportation Improvement Board Inventory

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STREET CONDITIONS

Table T-1 below contains an inventory of street conditions through-out the City. Note that street names with east or west refer to east or west of SR203. The inventory was visually checked in 2011 and then updated in April 2015 using the Transportation Improvement Board (TIB) Small City Maintenance Street Inventory.

2015 Carnation Comprehensive Plan, Table T-1:
Carnation Street Inventory and Condition Analysis

STREET	***SIDEWALK***	***CURB & GUTTER***	***PAVEMENT CONDITION***	***COMMENTS***
ARTERIALS				
Tolt Ave. (SR 203)	*Yes*	*Yes*	*Fair-Good*	*Sidewalk both side in most areas in City limits. Sidewalk 1 side from Morrison to NE 55th in PAA*
Entwistle Street/NE 45th Street	*Yes*	*Yes*	*Fair - Good*	*Sidewalk both sides from Larson to opposite 326th on the north and slightly east of 329th on the south*
Larson Avenue	*1 side (part)*	*1 side (part)*	*Good*	*Unimproved r-o-w from Vacuum station southward*
NE 40th between SR203 and Larson Avenue	*1 side (part)*	*1 side (part)*	*poor*	*narrow*
COLLECTORS				
Stossel *Rutherford to Entwistle*	*No*	*No*	*Poor-Fair*	*Narrow uneven pavement*
Stossel (King) *Entwistle to Blanche*	*Yes*	*Yes*	*Good*	*TIB improvements completed in 2009*
Milwaukee (Milwaukee to 326th)	**One side*	*Yes*	*Good*	**Pavement on east side has been extended and striped for walkway; even road surface.*
NE 50th Street	*1 side*	*1 side*	*Poor*	*New roadway segment and paving of portion of existing street to be completed as part of new subdivision activity*

STREET	SIDEWALK	CURB & GUTTER	PAVEMENT CONDITION	COMMENTS
East Morrison Street	*Yes*	*Yes*	*Fair*	*Pavement width sufficient for on-street parking*
Commercial Street between Stossel and Alley 'J'	*Yes*	*1 side*	*Good*	
Bird Street between Stossel and Stephens Avenues	*1 side*	*1 side*	*Good*	*Angled parking between SR203 and Stossel*
Blanche Street between Stossel and SR203	*Yes*	*Yes*	*Good*	*TIB improvements completed in 2009*
NE 40th Street west of Larson Avenue	*no*	*no*	*poor*	*Narrow pavement*
LOCAL STREETS				
Tolt Townsite Plat of Tolt				
Bagwell (west of SR203)	*No*	*No*	*non-existent*	*30 Ft. ROW; Undeveloped from Stephens West; 1 lane from Stephens to Tolt. Pavement width less than 12 ft.*
Bagwell (east of SR 203) to be re-named NE 50th	*1 side (part)*	*1 side (part)*	*Good*	*Recent improvements for Riverview School project*
West Morrison	*No*	*No*	*Poor*	*Narrow pavement.*
Rutherford	*No*	*No*	*Poor-Fair*	*Narrow pavement*
Commercial (except between Alley 'J' and Stossel)	*Partial*	*Yes*	*Good*	*Curb in very poor condition*
Reitze	*No*	*No*	*Fair*	*Narrow pavement width*
East Bird)	*No*	*No*	*Poor*	*Narrow pavement*
Stewart Avenue	*No*	*No*	*Good*	*Narrow pavement*
Stephens Avenue	*No*	*No*	*Good*	
Spilman Avenue	*No*	*No*	*Poor*	*Narrow pavement. To be overlaid as part of watermain replacement project*
Hamilton Re-plat				
Eugene	*Yes (partial)*	*Yes (partial)*	*Good*	
Myrtle	*No*	*No*	*Poor*	
McKinley (Entwistle to Eugene)	*One side*	*Yes*	*Good*	*on-street parking on 1 side*

STREET	SIDEWALK	CURB & GUTTER	PAVEMENT CONDITION	COMMENTS
McKinley (Eugene to Blanche)	*No*	*No*	*Fair*	*Narrow*
Regal Glen				
Regal Street	*One side*	*Yes*	*Good*	*Pavement wide enough for on-street parking 1 side*
Palace Ct.	*One side*	*Yes*	*Fair*	*Pavement wide enough for on-street parking 1 side*
King Ct.	*One side*	*Yes*	*Good*	*Pavement wide enough for on-street parking 1 side*
Queens Ct.	*One side*	*Yes*	*Fair*	*Pavement wide enough for on-street parking 1 side*
Regency Place	*One side*	*Yes*	*Fair*	*Pavement wide enough for on-street parking 1 side*
Royal Ct.	*One side*	*Yes*	*Poor*	*Pavement wide enough for on-street parking 1 side*
Swiftwater				
325th Ave NE	*1 side*	*Yes*	*Good*	
NE 40th Street	*Both sides*	*Yes*	*Good*	
326th Ave NE (Swiftwater)	*Both sides*	*Yes*	*Good*	
327th Pl. NE (Swiftwater)	*1 side*	*Yes*	*Good*	
NE 40th Circle	*1 side*	*Yes*	*Good*	
NE 40th Place	*1 side*	*Yes*	*Good*	
NE 42nd Street	*Both sides*	*Yes*	*Good*	
NE 42nd Place	*1 side*	*Yes*	*Good*	
NE 43rd Circle	*1 side*	*Yes*	*Good*	
NE 43rd Place	*1 side*	*Yes*	*Good*	
329th Ave NE	*Both sides*	*Yes*	*Good*	
River's Edge				
334th Ave NE	*1 side*	*Yes*	*Good*	*Rolled curbs*
336th Ave NE	*1 side*	*1 side*	*Good*	
NE 42nd St	*Both sides*	*Yes*	*Good*	*Rolled curbs*
NE 42nd Place	*Both sides*	*Yes*	*Good*	*Rolled curbs*
NE 43rd Place	*Yes*	*Yes*	*Good*	*Rolled curbs*
Brumbaugh Addition				

STREET	SIDEWALK	CURB & GUTTER	PAVEMENT CONDITION	COMMENTS
NE 47th Street	*No*	*No*	*Poor/non-existent*	*Narrow pavement.; unpaved from 327th to 328th*
NE 50th Street (Brumbaugh)	*No*	*No*	*Poor*	*Narrow (half street)*
326th Ave NE (Brumbaugh)	*No*	*No*	*Good*	
327th Ave NE	*No*	*No*	*Good*	
328th Ave NE	*One side*	*Yes*	*Good*	
Carnation Meadows II				
326th (Carnation Meadows)	*One side*	*Yes*	*Good*	
Cascade View				
325th Ave (Cascade View)	*One side*	*Yes*	*Good*	
Carnation Meadows				
325th Ave (Carnation Meadows)	*One side*	*Yes*	*Good*	
NE 46th Place	*One side*	*Yes*	*Good*	
Unplatted				
331st Ave NE	*No*	*No*	*Poor/None*	*Undeveloped private gravel road*
332nd Ave NE	*No*	*No*	*Poor/None*	*New roadway to be built as part of subdivision*
PAA (Garden Tracts)				
316th NE	*No*	*No*	*None*	*Undeveloped ROW*
318th NE	*No*	*No*	*Good*	*NE 55th to NE56th only (road developed for 1 blk. only)*
320th NE	*No*	*No*	*Fair*	*NE 55th to NE 60th*
322nd NE	*No*	*No*	*Fair*	*NE 55th to NE 60th*
324th NE	*No*	*No*	*None*	*Undeveloped ROW along Sno-Valley Trail (old RR ROW)*
NE 55th	*No*	*No*	*Fair-Good*	*Narrow*
NE 60th	*No*	*No*	*Fair-Good*	*Some unevenness and buckling*

Notes:

Except for roadways in the PAA, ratings reflect the Transportation Improvement Board (TIB) Small City Maintenance Street Inventory, with some adjustments. The inventory consists of a Pavement Conditions Rating (PCR) as provided for in the WSDOT Pavement Surface Condition Rating Manual and based on a

STREET	SIDEWALK	CURB & GUTTER	PAVEMENT CONDITION	COMMENTS
visual inspected by a TIB region engineer. The Pavement Condition Ratings system and recommended treatment is as follows:				
Greater than 90	Excellent Condition	No treatment needed		
Between 70 and 90	Good Condition	No treatment needed		
Between 50 and 70	Fair Condition	Chip Seal		
Between 25 and 50	Poor Condition	Overlay or FDR		
Less than 25	Needs reconstruction	Reconstruction or FDR		

City of Carnation

Small City Street Inventory - Segment Data *(from Washington State Transportation Improvement Board)*

Arterial	Termini	Segment Length	Travel Lanes	Pavement Width	Roadway Surface	PCR Score	Rating Status	Date Rated
325TH AVE NE	ENTWISTLE ST to CUL-DE-SAC	0.111	2	28	ACP	81	Good	4/10/2014
325TH AVE NE	NE 42ND ST to NE 40TH ST	0.12	2	28	ACP	81	Good	4/10/2014
325TH AVE NE/NE 46TH PL	ENTWISTLE ST to CUL-DE-SAC	0.213	2	28	ACP	81	Good	4/10/2014
326TH AVE NE	ENTWISTLE ST to NE 40TH ST	0.364	2	28	ACP	90	Good	4/10/2014
326TH AVE NE	NE 47TH ST to NE 50TH ST	0.118	2	21	ACP	100	Excellent	4/10/2014
326TH AVE NE	NE 50TH STREET to CUL-DE-SAC	0.12	2	28	ACP	72	Good	4/10/2014
327TH AVE NE	NE 47TH ST to NE 50TH ST	0.118	2	21	ACP	100	Excellent	4/10/2014
327TH PL NE	CUL-DE-SAC to CUL-DE-SAC	0.109	2	28	ACP	81	Good	4/10/2014
328TH AVE NE	NE 47TH ST to NE 50TH ST	0.118	2	34	ACP	100	Excellent	4/10/2014
329TH AVE NE	ENTWISTLE ST to NE 40TH PLACE	0.202	2	28	ACP	77	Good	4/10/2014
334TH AVE NE	ENTWISTLE ST to NE 42ND ST	0.138	2	21	ACP	81	Good	4/10/2014
336TH AVE NE	ENTWISTLE ST to NE 42ND ST	0.167	2	32	ACP	81	Good	4/10/2014
BAGWELL ST	MILWAUKEE AVE to SPILLMAN AVE	0.09	2	22	ACP	100	Excellent	4/10/2014
BAGWELL ST	TOLT AVE to MORRISON ST	0.235	1	13	Gravel	0	Not Rated	4/11/2014
BIRD ST	MILWAUKEE AVE to COMMERCIAL ST	0.18	2	16	ACP	44	Poor	4/10/2014
BIRD ST	STEPHENS AVE to STEWART AVE	0.101	2	21	ACP	86	Good	4/10/2014
BIRD ST	STOSSEL ST to TOLT AVE	0.06	2	50	ACP	81	Good	4/10/2014
BIRD ST	TOLT AVE to STEPHENS AVE	0.047	2	35	ACP	63	Fair	4/10/2014
BLANCHE ST	STOSSEL ST to TOLT AVE	0.158	2	40	ACP	100	Excellent	4/10/2014
COMMERCIAL ST	ENTWISTLE ST to STOSSEL ST	0.13	2	30	ACP	77	Good	4/10/2014
COMMERCIAL ST	STEPHENS AVE to STEWART AVE	0.11	2	30	ACP	77	Good	4/10/2014
COMMERCIAL ST	TOLT AVE to STEPHENS ST	0.063	2	34	ACP	68	Fair	4/10/2014
COMMERCIAL ST	TOLT AVE to STOSSEL ST	0.05	2	30	ACP	77	Good	4/10/2014
COMMERCIAL ST	WEST END OF ROAD to STEWART AVE	0.04	2	12	ACP	63	Fair	4/10/2014
ENTWISTLE ST	326TH ST to 329TH AVE NE	0.19	2	26	ACP	72	Good	4/10/2014

City of Carnation

Small City Street Inventory - Segment Data *(from Washington State Transportation Improvement Board)*

Arterial	Termini	Segment Length	Travel Lanes	Pavement Width	Roadway Surface	PCR Score	Rating Status	Date Rated
ENTWISTLE ST	329TH ST to 334TH AVE NE	0.676	2	26	ACP	72	Good	4/10/2014
ENTWISTLE ST	334TH ST to 336TH AVE NE	0.11	2	26	ACP	72	Good	4/10/2014
ENTWISTLE ST	SPILLMAN AVE to 326TH AVE	0.25	2	36	ACP	72	Good	4/10/2014
ENTWISTLE ST	STOSSEL AVE to SPILLMAN AVE	0.11	2	36	ACP	54	Fair	4/10/2014
ENTWISTLE ST	TOLT AVE to STOSSEL AVE	0.21	2	36	ACP	100	Excellent	4/10/2014
ENTWISTLE ST	TOLT AVE to LARSON AVE	0.124	2	38	ACP	100	Excellent	4/10/2014
EUGENE ST	MCKINLEY AVE to STOSSEL AVE	0.07	2	24	ACP	100	Excellent	4/10/2014
EUGENE ST	TOLT AVE to MCKINLEY AVENUE	0.06	2	38	ACP	100	Excellent	4/11/2014
KING CT	REGAL ST to CUL-DE-SAC	0.128	2	34	ACP	72	Good	4/10/2014
LARSON AVE	W ENTWISTLE ST to SOUTH END	0.05	2	30	ACP	100	Excellent	4/10/2014
MCKLINLEY AVE	BLANCHE ST to MYRTLE ST	0.09	2	22	ACP	100	Excellent	4/10/2014
MCKLINLEY AVE	EUGENE ST to ENTWISTLE ST	0.066	2	38	ACP	100	Excellent	4/10/2014
MCKLINLEY AVE	MYRTLE ST to EUGENE ST	0.09	2	22	ACP	100	Excellent	4/10/2014
MILWAUKEE AVE	ENTWISTLE ST to NE 50TH ST	0.249	2	33	ACP	85	Good	4/10/2014
MORRISON ST	SPILLMAN AVE to MILWAUKEE AVE	0.1	2	36	ACP	63	Fair	4/10/2014
MORRISON ST	TOLT AVE to SPILLMAN AVE	0.12	2	36	ACP	63	Fair	4/10/2014
MORRISON ST	TOLT AVE to STEWART AVE	0.219	2	17	ACP	39	Poor	4/10/2014
MYRTLE ST	TOLT AVE to STOSSEL ST	0.159	2	21	ACP	68	Fair	4/10/2014
NE 40TH CIRCLE	329TH AVE NE to CUL-DE-SAC	0.055	2	28	ACP	81	Good	4/10/2014
NE 40TH PLACE	329TH AVE NE to CUL-DE-SAC	0.093	2	28	ACP	81	Good	4/10/2014
NE 40TH ST	325TH AVE NE to 326TH AVE NE	0.06	2	28	ACP	81	Good	4/10/2014
NE 40TH ST	PAVEMENT CHANGE to PARK ENTRANCE	0.13	2	20	ACP	44	Poor	4/10/2014
NE 40TH ST	TOLT AVE to PAVEMENT CHANGE	0.07	2	20	ACP	48	Poor	4/10/2014
NE 42ND PLACE	329TH AVE NE to CUL-DE-SAC	0.086	2	28	ACP	81	Good	4/10/2014
NE 42ND ST	325TH AVE NE to 329TH AVE NE	0.27	2	28	ACP	81	Good	4/10/2014

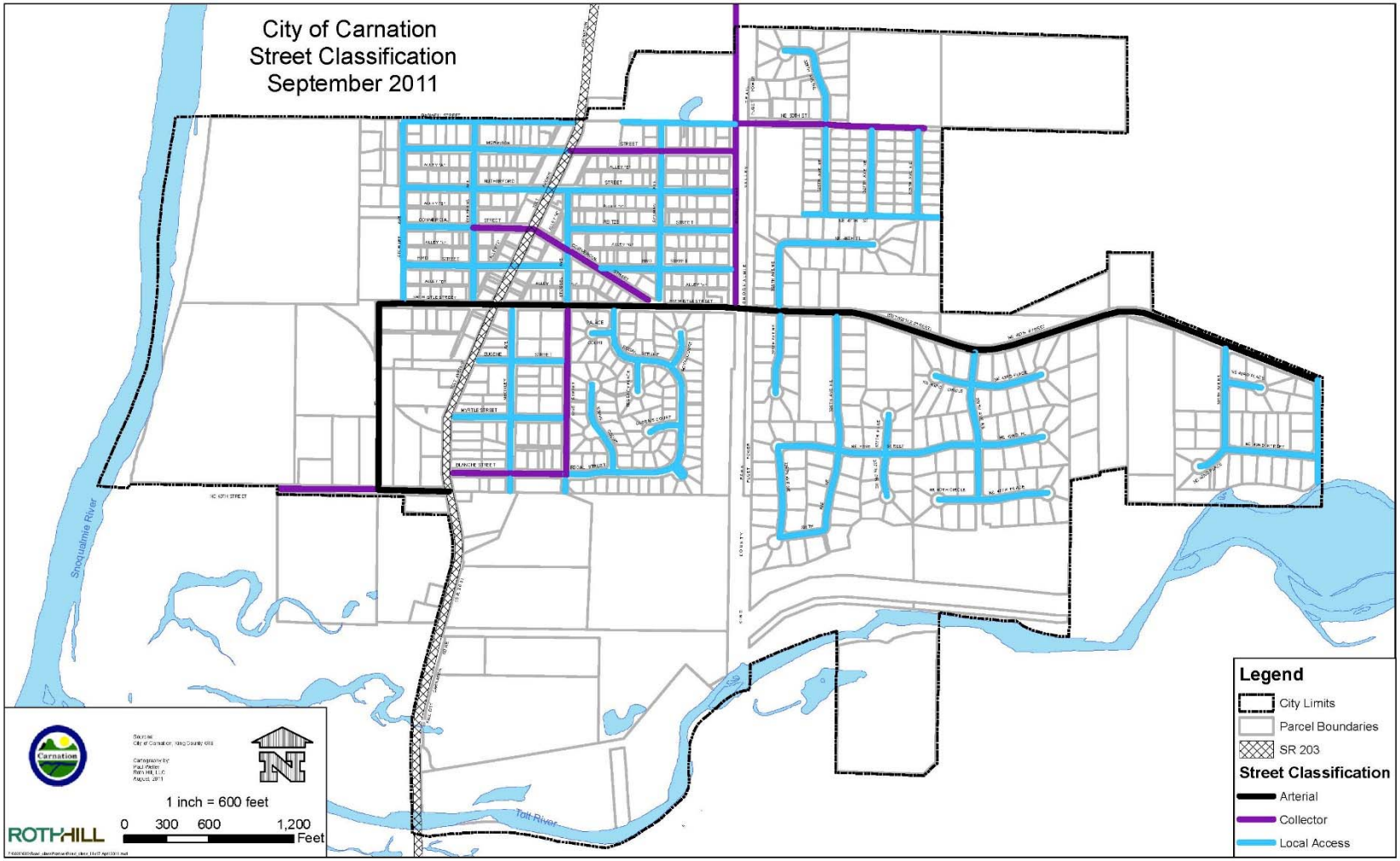
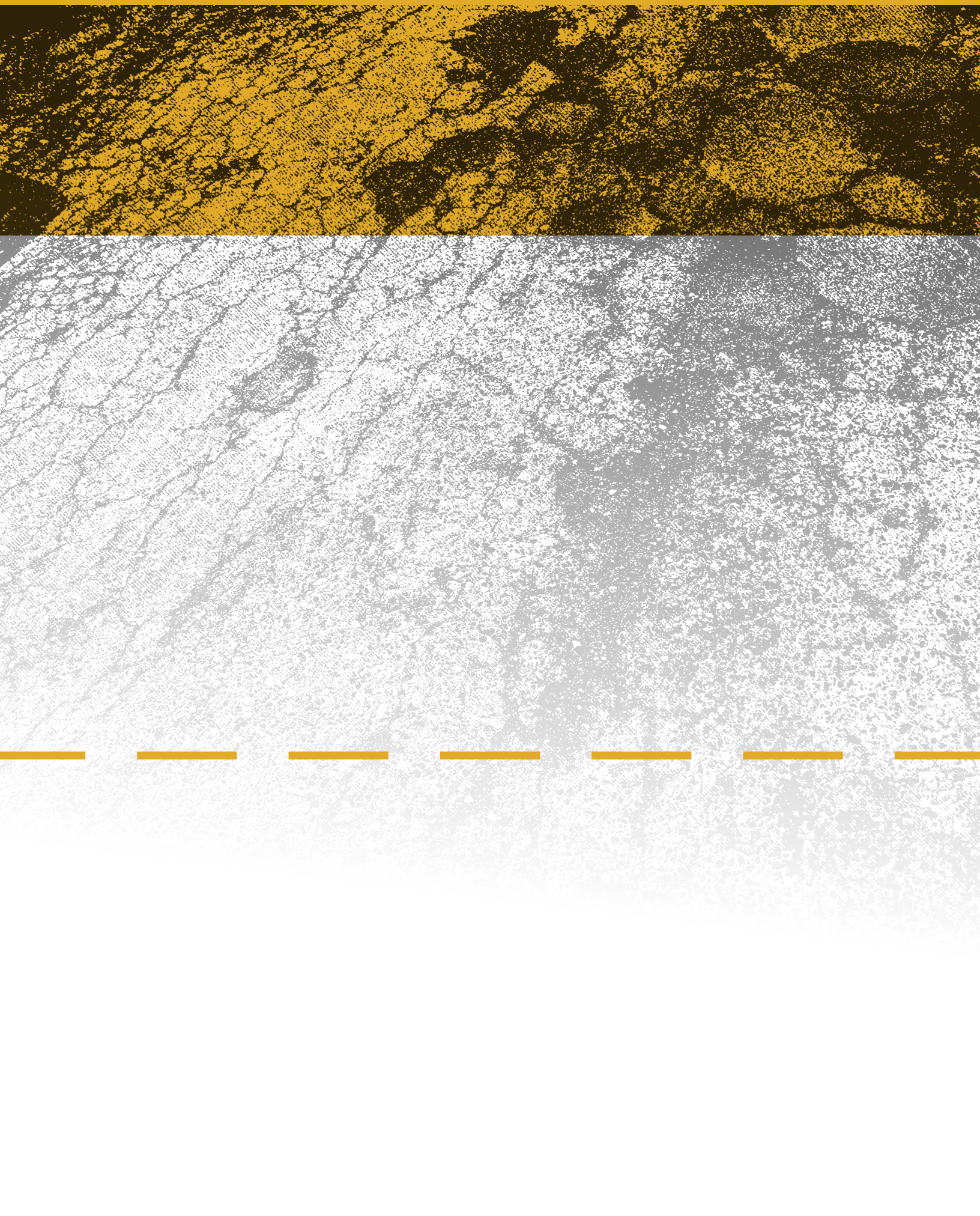
City of Carnation

Small City Street Inventory - Segment Data *(from Washington State Transportation Improvement Board)*

Arterial	Termini	Segment Length	Travel Lanes	Pavement Width	Roadway Surface	PCR Score	Rating Status	Date Rated
NE 42ND ST	334TH AVE NE to 336TH AVE NE	0.126	2	28	ACP	81	Good	4/10/2014
NE 43RD CIRCLE	329TH AVE NE to CUL-DE-SAC	0.05	2	28	ACP	81	Good	4/10/2014
NE 43RD PLACE	329TH AVE NE to CUL-DE-SAC	0.095	2	28	ACP	81	Good	4/10/2014
NE 43RD PLACE	334TH AVE NE to CUL-DE-SAC	0.048	2	28	ACP	81	Good	4/10/2014
NE 47TH ST	326TH AVE NE to 327TH AVE NE	0.059	2	16	ACP	59	Fair	4/10/2014
NE 47TH ST	328TH AVE NE to 327TH AVE NE	0.057	2	16	Gravel	0	Not Rated	4/10/2014
NE 50TH ST	326TH AVE NE to MILWAUKEE AVE	0.12	2	36	ACP	50	Poor	4/10/2014
NE 50TH ST	326TH AVE NE to 328TH AVE NE	0.123	2	22	ACP	50	Poor	4/10/2014
PALACE CT	REGAL ST to CUL-DE-SAC	0.029	2	34	ACP	59	Fair	4/10/2014
QUEEN CT	REGAL ST to CUL-DE-SAC	0.042	2	34	ACP	54	Fair	4/10/2014
REGAL ST	STOSSEL ST to ENTWISTLE ST	0.357	2	34	ACP	100	Excellent	4/10/2014
REGENCY PLACE	REGAL ST to CUL-DE-SAC	0.041	2	34	ACP	59	Fair	4/10/2014
REITZE ST	MILWAUKEE AVE to STOSSEL ST	0.219	2	18	ACP	48	Poor	4/10/2014
ROYAL CT	REGAL ST to CUL-DE-SAC	0.05	2	34	ACP	50	Poor	4/10/2014
RUTHERFORD ST	SPILLMAN AVE to MILWAUKEE AVENUE	0.09	2	26	ACP	100	Excellent	4/10/2014
RUTHERFORD ST	STOSSEL ST to SPILLMAN AVE	0.12	2	18	ACP	39	Poor	4/10/2014
RUTHERFORD ST	TOLT AVE to STEWART AVE	0.2	2	19	ACP	59	Fair	4/10/2014
RUTHERFORD ST	TOLT AVE to STOSSEL ST	0.01	2	34	ACP	72	Good	4/10/2014
SPILMAN AVE	E BIRD ST to MORRISON STREET	0.17	2	18	ACP	52	Fair	4/10/2014
SPILMAN AVE	ENTWISTLE ST to E BIRD ST	0.247	2	18	ACP	81	Good	4/10/2014
SPILMAN AVE	MORRISON STREET to SCHOOL ADMINISTRATION	0.04	2	25	ACP	72	Good	4/10/2014
STEPHENS AVE	BIRD ST to COMMERCIAL ST	0.05	2	23	ACP	77	Good	4/10/2014
STEPHENS AVE	COMMERCIAL ST to MORRISON ST	0.245	2	23	ACP	100	Excellent	4/10/2014
STEPHENS AVE	WEST ENTWISTLE to BIRD ST	0.05	2	23	ACP	72	Good	4/10/2014
STEWART ST	COMMERCIAL ST to MORRISON ST	0.134	2	30	ACP	100	Excellent	4/10/2014

City of Carnation

Small City Street Inventory - Segment Data *(from Washington State Transportation Improvement Board)*

Arterial	Termini	Segment Length	Travel Lanes	Pavement Width	Roadway Surface	PCR Score	Rating Status	Date Rated
STEWART ST	COMMERCIAL ST to WEST ENTWISTLE	0.111	2	16	ACP	100	Excellent	4/10/2014
STOSSEL ST	COMMERCIAL ST to RUTHERFORD ST	0.07	2	18	ACP	63	Fair	4/10/2014
STOSSEL ST	ENTWISTLE ST to COMMERCIAL ST	0.155	2	42	ACP	59	Fair	4/10/2014
STOSSEL ST	MYRTLE ST to EAST ENTWISTLE ST	0.15	2	32	ACP	100	Excellent	4/10/2014
STOSSEL ST	MYRTLE ST to BLANCHE ST	0.08	2	32	ACP	100	Excellent	4/10/2014
TOLT AVE	BLANCHE ST to JUNIOR HIGH ENTRANCE	0.2	2	30	ACP	State Route	State Route	4/10/2014
TOLT AVE	JUNIOR HIGH ENTRANCE to SOUTH C/L	0.13	2	30	ACP	State Route	State Route	4/10/2014
TOLT AVE	MORRISON ST to NORTH C/L	0.16	2	36	ACP	State Route	State Route	4/10/2014
TOLT AVE	RUTHERFORD ST to BLANCHE ST	0.41	2	42	ACP	State Route	State Route	4/10/2014
TOLT AVE	RUTHERFORD ST to MORRISON ST	0.05	2	36	ACP	State Route	State Route	4/10/2014

Appendix D - Street Classification Map