

# King Countywide 2014 FHWA Grant Program Application

**Important:** Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

Resources: A [resource document](#) has been developed to assist sponsors in completing this online application for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application.

All applications must be submitted by **11:59p.m. May 7, 2014.**

## Project Information

**Project Title** 148th Avenue SE Reconstruction-Phase II

**Transportation 2040 ID#** N/A

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at

Appendix N of the 2014 Transportation 2040 Update, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project List can be found [here](#).

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or [kscrivner@psrc.org](mailto:kscrivner@psrc.org).

**Sponsoring Agency** King County, DOT, Road Services

**Co-Sponsoring Agency** -

**Does sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?**

**More information on certification acceptance and a listing of current CA agencies can be found [here](#).**

Yes

No

**If not, which agency will serve as your CA sponsor?**

-

## Contact Information

**Project Contact Name** Susan Oxholm

**Project Contact Phone** (206) 477-3629

**Project Contact Email** [Susan.Oxholm@kingcounty.gov](mailto:Susan.Oxholm@kingcounty.gov)

## Project Description

### Project Scope

**Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.**

Complete reconstruction of 0.5 miles of 148th Avenue SE in rural, unincorporated King County. This is

the second of two phases of reconstruction of this roadway. The project would remove the existing roadway, replace sub structure and base, improve drainage and replace the roadway with overlay and re-striping.

### **Project Justification, Need, or Purpose**

**Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?**

148th is a rural, major collector connecting travelers to intersections with east-west routes such as SE 208th and SE 192nd Streets directly into the Cities of Kent and Renton.

The reconstruction needs of 148th Avenue SE was identified by deflectometer (falling weight) testing. Testing shows that within the area between SE 192 St to SE 208th, both the north and south bound lanes fall below the lower acceptable limits for pavement when weight is applied. The testing also showed the variability of the compactness of the sub-grade and its ability to withstand weight. Without reconstruction of the sub base, simply providing asphalt overlay on this roadway will not survive a standard lifecycle -- it is not worth paving this road as it won't last as long as it should.

## **Project Location**

### **Project Location**

**For example, please include street, route or trail name, or other identifiable location.**

148th Avenue SE

**Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable.**

**Crossroad/landmark nearest to the beginning of the project:**

SE 200th Street

**Crossroad/landmark nearest to the end of the project:**

SE 192nd Street

**Please identify the center(s), regional and local, the project is located in or supports. Refer to PSRC's [centers page](#) for more information on the regional centers.**

148th Avenue SE is a rural, major collector in unincorporated King County. Located outside of King County's Urban Growth Boundary, 148th Avenue connects travelers to the City of Covington to the south, with SE 192nd into the City of Renton, and with SE 208th into the City of Kent. SE 208th connects directly with SR 515 and 167, further to the east. King County's rural roads serve as the "in between" roads, connecting travelers from other counties and eastern King County into the jobs and centers of Seattle, Bellevue and Redmond. King County estimates that on average almost a million trips per day occur on rural unincorporated roadways.

# Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found [here](#).

**Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.**

Rural Functional Classification (Population under 5,000)

**Please select the appropriate rural classification.**

07 Major Collector

# Plan Consistency

**All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to [PSRC's Plan Review](#) page or contact Yorik Stevens-Wajda at 206-464-6179**

**Is the project specifically identified in a local comprehensive plan?**

Yes

No

**If yes, indicate 1) plan name 2) relevant section 3) page number.**

-

**If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.**

King County's Comprehensive Plan speaks specifically to the maintenance and preservation of existing infrastructure. Policy T-307c states that "Maintenance and preservation of the rural roadway system shall be emphasized in long-term planning and asset management in recognition of the fact that rural area roads and bridges will remain the county's long-term responsibility after all annexations are complete."

# Category Specific Questions

Select one of the following three criteria categories that best fits your project.  
Corridor Serving Center(s)

## Designated Regional or Local Center

**You have selected Designation Regional or Local Center. If this is not the appropriate classification, please go back and change your selection.** In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

### A1. Regional or Local Center Development

**Please address the following:**

- Describe how the project will support the existing and planning housing/employment densities in the regional or local center.
- Describe how the project will support the development/redevelopment plans and activities of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

### A2. Project's Benefit to the Regional or Local Center

**Please address the following:**

- Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)?
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities,

and/or areas experiencing high levels of unemployment or chronic underemployment.

## A3. Circulation Within the Regional or Local Center

Please address the following:

- Describe how the project improves safe & convenient access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods.
- Describe how the project will improve circulation and enhanced opportunities for active transportation within the center regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

## Manufacturing/Industrial Center

**You have selected Manufacturing/Industrial Center. If this is not the appropriate classification, please go back and change your selection.** In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC’s FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

## B1. Development and Users Benefit

Please address the following:

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the

corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.

- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted Regional Economic Strategy.
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

## B2. Mobility and Accessibility Benefit

Please address the following:

- Describe how the project provides and/or enhances opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a seamless system.
- Describe how the project improves access for one or more modes to major employment sites, including opportunities for active transportation.
- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

## Corridor Serving Center(s)

**You have selected Corridor Serving Center(s). If this is not the appropriate classification, please go back and change your selection.** In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

# C1. Benefit to Regional, Local, or Manufacturing/Industrial Center

## Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
- Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

Maintenance of existing roadway facilities is recognized as a primary goal in T2040. This project seeks to reconstruct a segment of roadway that is known to be failing and that cannot efficiently survive another asphalt overlay. Preservation of this road as part of the federally classified system will maintain access for travelers to work and school and maintain access for freight and commerce. 148th Avenue is part of the existing roadway infrastructure of rural unincorporated King County and provides access to the south into the City of Covington and via, SE 208th into Kent and onto SR 167 and via SE 192nd into the City of Renton.

# C2. System Continuity/Long-Term Benefit and Sustainability

## Please address the following:

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.
- Describe how this project provides a "logical segment" that links to a regional, local, or

manufacturing/industrial center.

- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the transportation system and how this will positively impact overall system performance.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

Reconstruction of this roadway will provide the traveling public with a smoother, more efficient trip. Vehicles and trucks operate more efficiently on smoother surfaces. Currently the asphalt on this road is cracked and in places, sinking. Reconstruction of the sub surface, replacement of drainage facilities and new asphalt will enable travelers to experience a smoother, safer road trip - one that is less prone to closure from storm or natural disaster damage.

## Air Quality and Climate Change

**You have not selected a category and these questions were skipped. Please go back and make your selection.**

Additional guidance on the evaluation of air quality and climate change benefits is available [here](#), in addition to the information contained in the [2014 King Countywide FHWA Project Evaluation Criteria](#).

**Please describe how your project will reduce emissions. Include a discussion of the population served by the project (who will benefit, where, and over what time period). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.**

**Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.**

- Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- Roadway Capacity (general purpose and high occupancy lanes)
- Transit
- Bicycle/Pedestrian Facilities
- Intelligent Transportation Systems (signalization, etc.)
- Alternative Fuels or Vehicle Technology
- Other

- Diesel Particulate Emissions Reduction Projects: Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions

vintage of the existing engines, and the number of vehicles to be addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.

- Roadway Capacity (general purpose and high occupancy lanes): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc. Describe the transit routes currently using the facility and anticipated in the future. Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?
- Bicycle/Pedestrian Facilities: Describe the length of the proposed facility, including connections to other nonmotorized facilities and to the larger nonmotorized system. Describe the expected travel shed (i.e., land use and population surrounding the project). Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?
- Intelligent Transportation Systems: Describe the existing conditions in the area, including level of service, average daily traffic, average speed, etc. Describe how the project is expected to improve traffic flow through improved speeds, reducing idling, reducing accidents, etc. What is the percentage of heavy trucks using the facility? Does the project improve traffic flow for particular modes ( e.g. HOVs) or types of vehicles ( e.g. transit buses or freight trucks)? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor?
- Alternative Fuels or Vehicle Technology: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage &

enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

Reconstruction of the roadway will enable drivers to experience a smoother ride. Improvement of drainage features will improve the utility of roadway during rain and natural disasters making detour times shorter and thus fewer emissions associated with driving longer distances.

## Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

**Funding Request:** Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

**Funding Requirements:** A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

**Obligation Requirements:** Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here.

## PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

### Funding Source

- STP  
 CMAQ

Phase	Year	Amount Requested
Preliminary Engineering/Design	2016	\$242,200
Construction	2017	\$968,800

**Total PSRC Funding Request:** \$1,211,000

## Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. **PSRC's definitions and guidance for determining secure and reasonably expected funds may be found [here](#).**

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available [here](#) and upload in the area below.

## Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Total Planning Phase Cost: \$0

Actual or estimated date of completion (month and year): -

## Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
STP(R)	Reasonably Expected	\$242,200
King County	Secured	\$37,800

Total Preliminary Engineering/Design Phase Cost: \$280,000

Actual or estimated date of completion (month and year): December 2016

## Right of Way Phase

Total Right of Way Phase Cost: \$0

Actual or estimated date of completion (month and year): -

## Construction Phase

Funding Source	Funding Status	Funding Amount
STP(R)	Reasonably Expected	\$968,800
King County	Secured	\$151,200

Total Construction Phase Cost: \$1,120,000

Actual or estimated date of completion (month and year): December 2017

## Other Phase

Total Other Phase Cost: \$0

Actual or estimated date of completion (month and year): -

## Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

**Total Estimated Project Cost:** \$1,400,000

**Estimated Project Completion Date (month and year):** December 2017

## Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[hDvcpTCI\\_Grant\\_Contingency\\_CIP\\_Sheet.pdf](#)

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.

For more information, refer to PSRC's [financial constraint guidance](#).

King County Roads is in the process of obtaining approval on its 2015-2016 biannual budgets. Roads CIP has budget authority for \$5M in grant contingency per year for 2015 and 2016 to provide budget authority for projects with grant revenue. The CIP page for this budget allocation is attached.

## Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

## Project Readiness

Are you requesting funds for ONLY a planning study or preliminary engineering?

Yes

No

Is preliminary engineering for the project complete?

Yes

No

**What was the date of completion (month and year)?**

-

**Have preliminary plans been submitted to WSDOT for approval?**

Yes

No

**When are preliminary plans expected to be complete and approved by WSDOT (month and year)?**

November 2016

**Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

-

## Project Readiness

**What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**

Environmental Impact Statement (EIS)

Environmental Assessment (EA)

Documented Categorical Exclusion (DCE)

Categorical Exclusion (CE)

**Has the NEPA documentation been approved?**

Yes

No

**Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

October 2016

## Project Readiness

**Will right of way be required for the project?**

Yes

No

**How many parcels do you need?**

-

**What is the zoning in the project area?**

-

**Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

-

**Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

Yes

No

**If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

-

**In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:**

- True cost estimate of right of way
- Right of way plans (stamped)
- Relocation plan
- Right of way certification
- Right of way acquisition
- Certification audit by Washington State Department of Transportation Right of Way Analyst
- Relocation certification, if applicable

-

## Project Readiness

**Are funds being requested for construction?**

Yes

No

**Do you have an engineer's estimate?**

Yes

No

**Please upload a copy of your engineer's estimate below.**

-

**Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

Environmental permits will be discovered during the PE process however this project site does not appear to have any critical areas and all work will be done on Roads already owned, right-of-way.

**Are Plans, Specifications & Estimates (PS&E) approved?**

Yes

No

**Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**

November 2016

**When is the project scheduled to go to ad (month and year)?**

February 2017

## Other Considerations

**Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**

This is the second of two phases for reconstruction of 148th Avenue SE. If funding is available for both phases, it would be more cost effective to combine the projects into one.

## File Submission

**Please provide any additional supporting documents, including maps, through the upload functions below.**

[TTrNrBI4 2014 ReconstructGrantPrgm 050614.pdf](#)

[em3Sci3H 148th Ave SE Deflectometer Area Data Chart.pdf](#)

## Final Review

**Please review all application form questions to ensure you have completed all fields.** An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the May 7th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

# King County Road Services Division 2015 Proposed CIP Ver 4

## 1026799 RSD RDS CIP GRANT CONTINGENCY Countywide

Fund	Dept	Function	Service Program	Major Class of Work	Council District(s)
3860	0737	54100	54157 54184	n/a	10
Tier				TBM #	n/a
Consultant				Length in Miles	n/a

**Manager Osborne**  
 Supervisor Christensen  
 Project Mngr

Phase	Prior Years Expenditures	2014 Budget	2015 Plan	***** in thousands of dollars *****							Option Total
				2016	2017	2018	2019	2020	2021	2015 - 2021	
1 Planning	0	0	0	0	0	0	0	0	0	0	0
2 Prelim Design	0	0	0	0	0	0	0	0	0	0	0
3 Final Design	0	0	0	0	0	0	0	0	0	0	0
4 Implementation	0	0	5,000,000	5,000	0	0	0	0	0	0	10,000,000
5 Closeout	0	0	0	0	0	0	0	0	0	0	0
6 Acquisition	0	0	0	0	0	0	0	0	0	0	0
<b>Annual Project Total</b>	<b>0</b>	<b>0</b>	<b>5,000,000</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000,000</b>

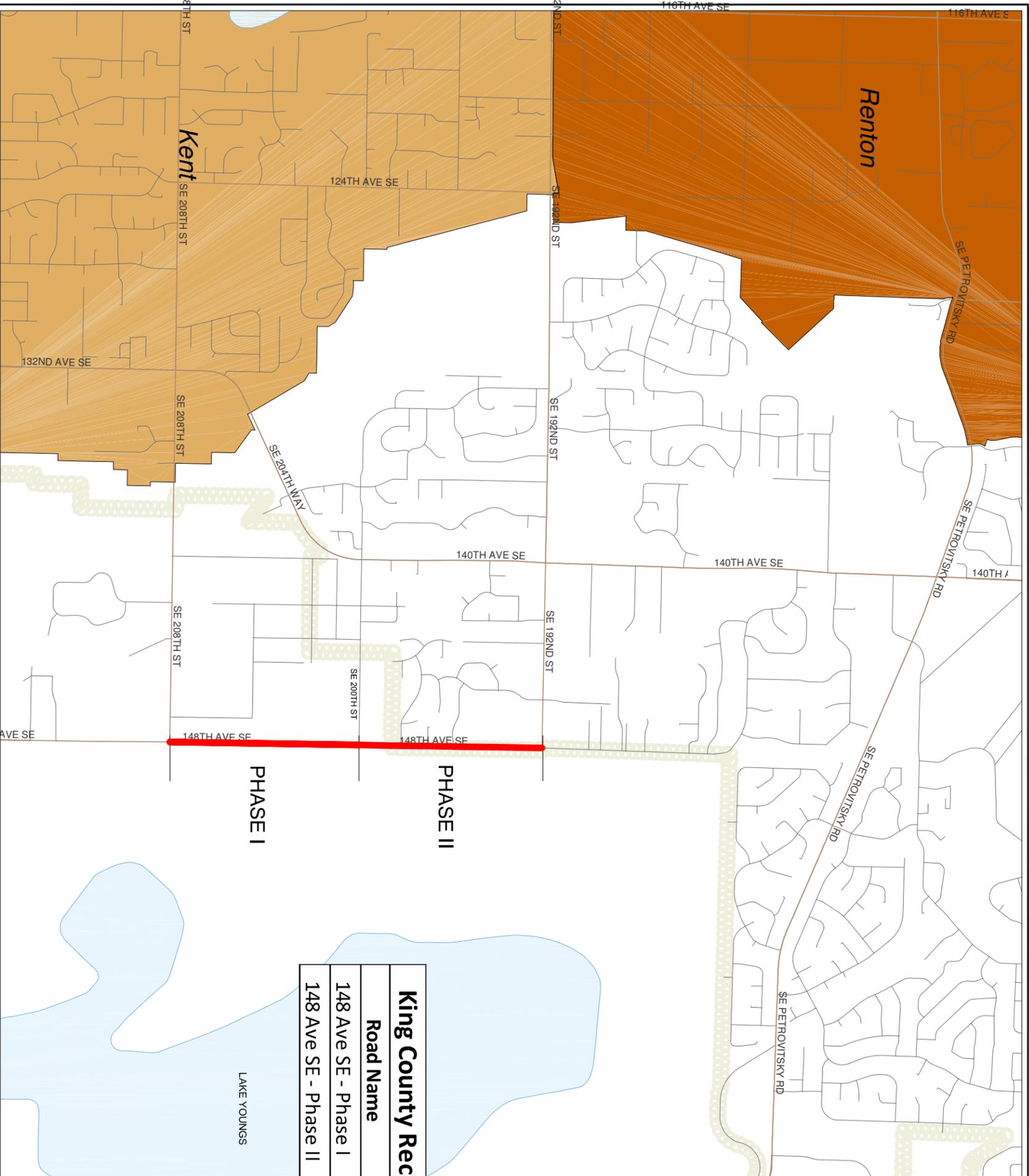
### Revenue Sources

30800 A Beg Unencumbered Fund B	0	0	0	0	0	0	0	0	0	0	0
33341 A F.A.U.S. Road Grant	0	0	0	0	0	0	0	0	0	0	0
33341 P F.A.U.S. Road Grant	0	0	5,000,000	5,000	0	0	0	0	0	0	10,000,000
<b>Annual Revenue Total</b>	<b>0</b>	<b>0</b>	<b>5,000,000</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000,000</b>

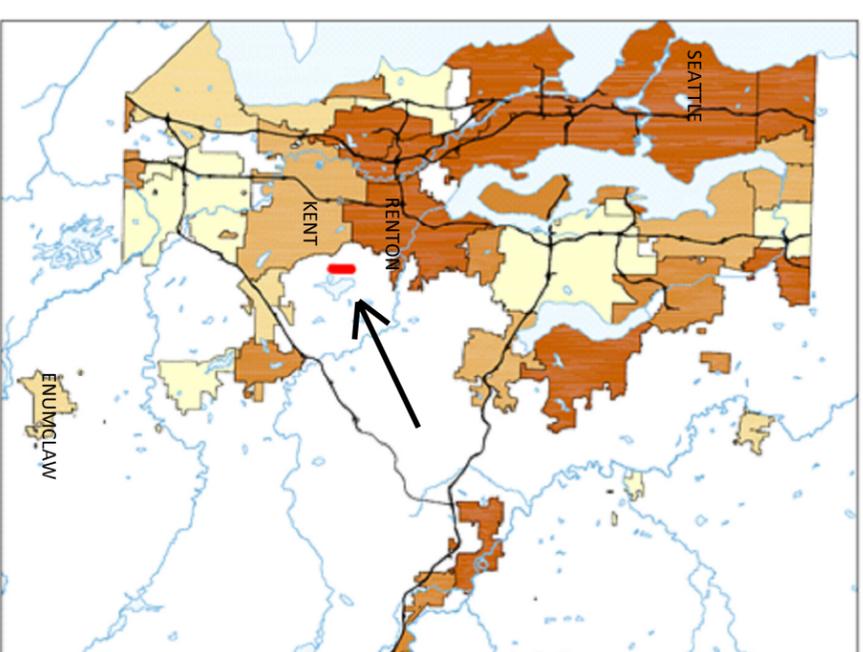
**Scope** This project provides appropriation authority reflecting potential contingent grant sources that may be programmed.

**Justification** Allows the County flexibility to accept emergent grant funds.

**Status** Ongoing



King County Reconstruction Segments			
Road Name	From	To	Lanes
148 Ave SE - Phase I	SE 208 ST	SE 200 ST	2
148 Ave SE - Phase II	SE 200 ST	SE 192 ST	2



The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice.

King County Mobility Database  
King County PMS database

King County Road Services/Traffic Design & Roadway Preservation

By DS/KD DATE 5/5/14

- LEGEND**
- RECONSTRUCTION SEGMENTS
  - HIGHWAYS / FREEWAYS
  - ARTERIAL ROADS
  - URBAN GROWTH BOUNDARY

KING COUNTY DEPT. OF TRANSPORTATION

HAROLD TANIGUCHI, DIRECTOR

2014 Countywide Rural STP Grant Applications

CALL 2 WORKING  
DAYS BEFORE YOU DIG  
1-800-424-5555  
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)



King County SHEETS

5/5/14

SHEET 1 OF 1

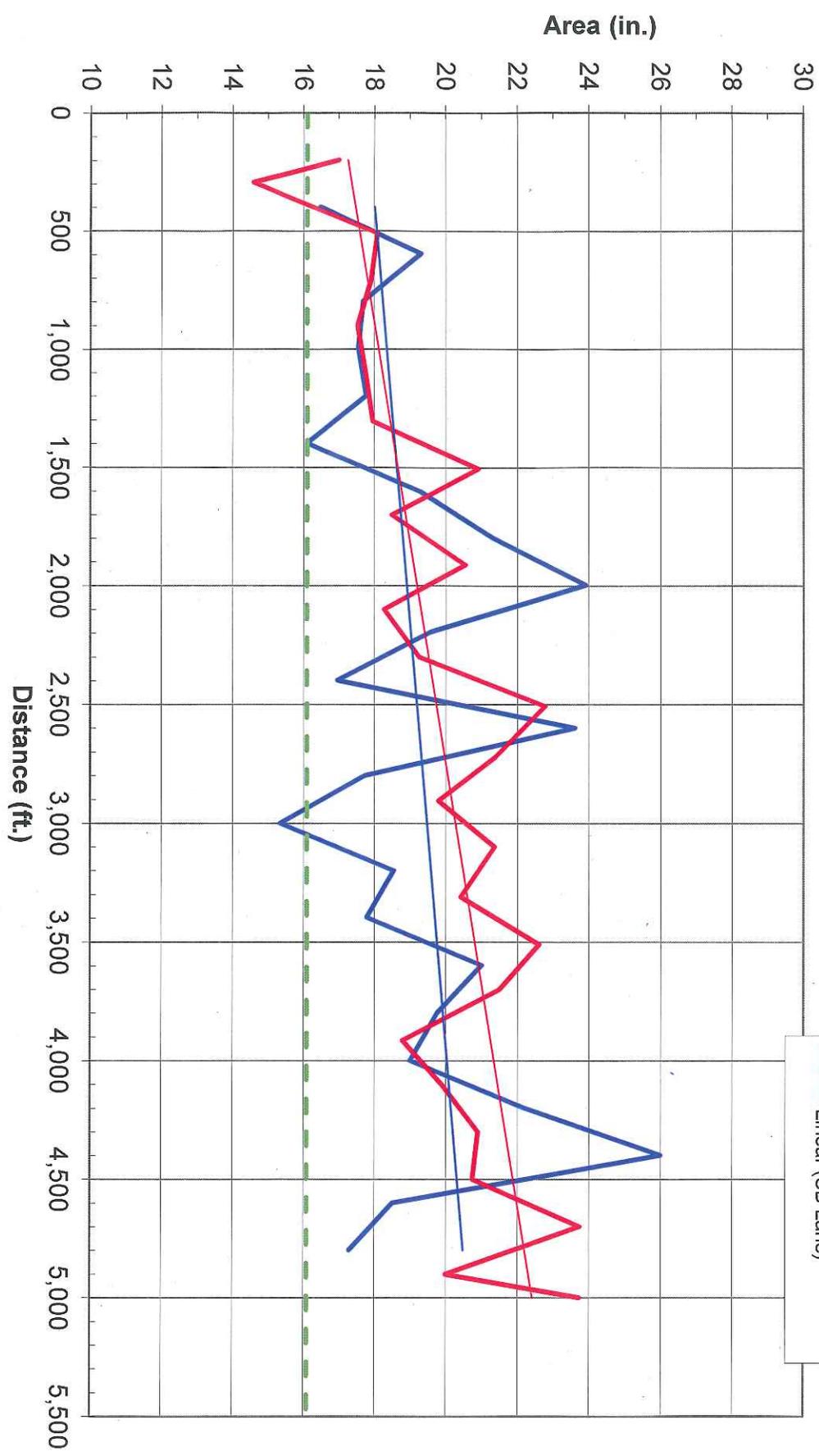
### FWD Deflection Areas

148 Ave SE (Ref # 40250)

SE 192 St to SE 208 St

Average Area = 19.52

Temperature Corrected Area Normalized to 9,000-Pound Load



Data Source:  
AllCharts.xlsx  
Field Tested 8/2012  
ARA Inc Consultants