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.

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 NE 178th St Roadway Improvements Phase 2 (Brookside Blvd NE to 33rd Ave NE)

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.

Sponsoring Agency Lake Forest Park

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?
WSDOT

Contact Information

Project Contact Name Neil Jensen

Project Contact Phone (206) 957-2824

Project Contact Email njensen@ci.lake-forest-park.wa.us

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.

Installation of sidewalks, curb & gutter, roadway resurfacing and widening, storm drain system on both sides and a bicycle lane on one side of NE 178th Street between Brookside Blvd. NE and 33rd Avenue NE. Sidewalk will also be installed on one side of 35th Ave. NE from NE 178th Street to the school

playground. A failing culvert crossing of McAleer Creek under NE 178th Street will be replaced. NE 178th Street is a federally classified minor arterial. The project limits include Brookside Elementary School with 484 students and the corridor is a connecting route to the Lake Forest Park Town Center, the city's commercial and recreational center.

Project Justification, Need, or Purpose

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

The existing roadway has a paved and unpaved shoulder on one side of the roadway and no shoulder at all on the other side. The intent of the project is to provide a safe non-motorized transportation facility to pedestrians and bicyclists along a heavily-used corridor currently exhibiting unsafe conditions for these roadway users. The project further extends existing sidewalks leading to the Town Center. The culvert replacement will provide a long-term solution to sinkholes that have closed the roadway twice in the last two years.

Project Location

Project Location

For example, please include street, route or trail name, or other identifiable location.
NE 178th Street

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:
Brookside Boulevard NE

Crossroad/landmark nearest to the end of the project:
33rd Avenue NE

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.
The project extends nonmotorized facilities that begin at Lake Forest Park Town Center, located 1,500 feet from the project. The Town Center is the City's commercial and civic center.

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.
Urban Functional Classification (Population over 5,000)

Please select the appropriate urban classification.
16 Minor Arterial

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.
The following text excerpts are from the 12/1/05 adopted LFP Comprehensive Plan chapter entitled, “Transportation” and subchapter, “Goals and Policies”:

p. 160: Goal TR 4 Transportation: Non-motorized Transportation
Maximize the opportunity for non-motorized travel including encouraging development of some rights-of-way to safely accommodate non-motorized travel and to establish a continuous non-motorized transportation network.

p. 161: Pol TR 4.1 Establish pedestrian and bicycle connections to commercial areas, employment areas, community centers, including City Hall and the Town Center, public transportation, and public facilities including schools and parks.

Pol TR 4.2 Develop a non-motorized transportation network based on the following criteria:

a. Link pedestrian and bicycle facilities such as the Burke-Gilman Trail in King County to Mountlake Terrace's section of the Interurban Trail in Snohomish County.

b. Develop an on-road non-motorized network.
g. Emphasize continuous pedestrian and bicycle linkages to transit facilities. Improve connections to adjacent cities' pathways. Fill in the gaps in current pathways.
h. Develop safe pathways along major transportation corridors, including Ballinger Way and along SR522 from 39th Avenue NE to NE 145th Street (South city limit).
k. Encourage the development of sidewalks and pedestrian walkways along shoulder of road.

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.

NE 178th Street is a minor arterial currently carrying over 7,000 vehicles per day and is a major east/west route for local traffic and for much travel between the cities of Shoreline and LFP. Since there are very few alternatives for east/west travel between Lake Washington and the King/Snohomish county line, arterial streets such as NE 178th Street become commuter routes. This is most prevalent when SR 522 is congested, a situation occurring with increasing frequency and recently worsened further when vehicle tolling on SR 520 began.

The City of LFP's commercial and civic center is the LFP Town Center. The Town Center includes the

city's sole large-scale retail development. It is also the location of City Hall containing all city departments including Police and Municipal Court. In addition to retail shopping the center includes several banks and medical offices. Also, the Town Center includes Third Place Commons, a bookstore with a large civic area comprised of several restaurants and featuring a wide range of performances and recreational activities.

The 178th/Brookside intersection includes on one corner Animal Acres Park, one of the City's main recreational parks. On another corner is Eagle Scout Park, a small City park that is due for redevelopment with enhanced playground equipment. On another corner is Lake Forest Park Presbyterian Church, the City's largest and most active church. The project for which funds are being sought under this application are improvements which start at the Brookside/178th intersection and continue them westward to 33rd Avenue NE. In addition to the safety benefits afforded schoolchildren traveling to Brookside School, the connection to 33rd Avenue NE allows a large and somewhat landlocked neighborhood of LFP to enjoy sidewalk upon which to travel all the way to the Town Center. This corridor is also directly connected to two state highways, SR 104 1,500 feet to the east, and SR 522 2,200 feet to the south.

Other than the two state highways SR 104 and SR 522, access to the Town Center is largely from NE 178th Street and Brookside Boulevard NE. Motorist and pedestrian traffic approaching the Town Center from the area of the city bounded by SR 104 and the western city limits is funneled mainly down NE 178th Street and NE 180th Street. Despite high traffic volumes on NE 178th Street, there are a surprisingly large number of pedestrians and bicyclists that use NE 178th Street. This is because it is the logical route to the Town Center and the terrain of LFP provides few options.

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.

This project provides safer travel on an arterial route linking the cities of Shoreline and LFP. It does not remove barriers or a bottleneck.

Students traveling to Brookside Elementary from the west side of the school population boundary must travel on NE 178th Street as the terrain of Lake Forest Park prevents other possible routes. Because NE 178th Street west of 33rd Ave. NE is generally deemed unsafe for pedestrian and bicycle traffic by many people, very few children walk to school from the school attendance area west of the school. The unsafe aspect of the route has caused a previous principal of Brookside to officially ban student transportation by bicycle to and from school. This policy is still in place at the school. Because the vast majority of students travel to and from school by bus or rides from family members, there is a very troublesome traffic congestion problem at the school in the morning and afternoon. Because the school property was not designed to accommodate the number of vehicles arriving daily at the same time, substantial effort is necessary to keep pedestrians separated from the vehicles. The result is that pedestrian crossings have safety shortcomings in the current situation.

Though NE 178th Street is a high traffic corridor, the current speed limit is set at 25 mph. The Lake Forest Park Police Department has recently deemed speed enforcement in the school zone to be important enough to warrant the installation of speed enforcement cameras on NE 178th Street adjacent to the school to enforce a 20 mph speed limit for morning and afternoon hours.

In addition to the challenges facing students, all pedestrians traveling on NE 178th Street are subject to the unsafe conditions. Since this corridor provides a direct link to the Town Center for those wishing to avoid driving, it's safe to say that more people would be willing to walk if the route were safer.

Bicyclists would greatly benefit from the project as NE 178th Street is popular for bicycle travel despite its safety shortcomings and steep grade. Bicyclists traveling north up the hill find themselves going slow in a lane with no shoulder and poor sight distance causing them to be unseen by motorists approaching from behind. Without enough room to safely pass bicyclists, peak period motorists can often be slowed to a crawl.

The long term strategy for NE 178th Street is that these improvements (sidewalk both sides and bicycle lane) be extended to the LFP city limits at 24th Avenue NE. An ultimate corridor buildout could be accomplished by the City of Shoreline continuing these improvements northward to 15th Avenue NE which would connect the North City commercial district with LFP's Town Center.

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
- [x] 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.

Since the LFP Town Center contains transit stops for a large number of commuters, many city residents within reasonable walking distance walk to the bus stops. This is an attractive option because the Town Center retail property ownership enforces a policy discouraging commuter parking. Accordingly, it’s reasonable to expect that any amenity that makes it more agreeable to walk than drive to the Town Center means less cars on the road. The same can be said for safer bicycle travel on NE 178th Street. While not intending to overstate the effect, it’s reasonable to conclude that these safety improvements will further encourage nonmotorized travel and increase the number of non-motorized vehicle trips to destinations in the city.

Though change is not expected overnight, it’s reasonable to expect that more Brookside Elementary students would be allowed to walk or ride their bicycles to school if there was a sidewalk to walk on and opportunities to cross the street at safer locations.

The proposed project extends sidewalks 1,900 feet on each side of the roadway and constructs a bicycle lane 1,900 feet in length. Land use surrounding the project is entirely residential.

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

[X] STP

[ ] CMAQ

Phase	Year	Amount Requested
Construction	2015	$760,000

Total PSRC Funding Request: $760,000

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
TIB	Secured	$224,623
WSDOT	Secured	$158,000
PSRC	Secured	$101,000
DOE	Secured	$120,000

Total Preliminary Engineering/Design Phase Cost: $603,623

Actual or estimated date of completion (month and year): March 2015

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
TIB	Secured	$675,377
WSDOT	Secured	$411,000
LFP	Secured	$30,000
PSRC	Unsecured	$760,000

Total Construction Phase Cost: $1,876,377

Actual or estimated date of completion (month and year): October 2015

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: $2,480,000

Estimated Project Completion Date (month and year): December 2015

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.

6J5THBHY_Funding_Doc_TIB.pdf

pLWgVxiH_Funding_Doc_SRTS.pdf

9WGeF28H_Funding_Doc_LFP.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.

All of these funds are secured:

1. Transportation Improvement Board, Urban Arterial Program
2. WSDOT Safe Routes to School Program
3. City LFP Capital Improvement Program funding

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)?

August 2014

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)
- [x] Documented Categorical Exclusion (DCE)
- [ ] Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- [ ] Yes
- [x] No

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

March 2015

Project Readiness

Will right of way be required for the project?

- [ ] Yes
- [x] 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?

[X] Yes

[ ] No

Do you have an engineer's estimate?

[X] Yes

[ ] No

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

loN8PRD4_Project_Cost_Summary_4_24_14_7_Cont.xls

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

Hydraulic Project Approval August 2014
Army Corps Section 404 Permit February 2015
DOE Section 401 Water Quality Certification February 2015
DOE Construction Stormwater General Permit August 2014

City of LFP permits:
Sensitive Area Tree Removal Permit August 2014
Sensitive Area Work Permit August 2014

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

[ ] Yes

[X] No

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

January 2015

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

March 2015

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.

Project includes installation of permeable pavement in all new sidewalk locations deemed appropriate by the results of the geotechnical investigation.

File Submission

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

w1FPUSub_LFP_NE_178th_Vicinity_Map.gif

dogw7Ezh_LFP_Project_Map_NE_178th_Street.docx

NVFKCHVt_Existing_Conditions_Photos_NE_178th_Street.docx

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.

November 2013 TIB Project Selection

11/22/2013

Agency	Project	Termini	Program	Project Cost	TIB Grant
ABERDEEN	FY 2015 Arterial Preservation Project	Multiple Locations	APP	$544,074	$489,600
AIRWAY HEIGHTS	FY 2015 Arterial Preservation Project	Multiple Locations	APP	$331,300	$298,100
AUBURN	S 277th Street	Auburn Way N to L St NE	UAP	$8,310,150	$4,000,000
BELLINGHAM	Mahogany Avenue/Artic Avenue	Pacific Hwy to Northwest Dr/Mahogany Ave to W Bakerview Rd	UAP	$7,817,061	$2,250,000
BELLINGHAM	Lincoln Street	Maple to Byron	SP	$350,000	$270,000
BENTON CITY	Dale Avenue	9th St to 13th St	SCAP	$488,865	$464,422
BLACK DIAMOND	Roberts Drive	West end of Rock Creek Bridge to Sunny Lane	SCAP	$527,000	$474,300
BLACK DIAMOND	Lawson Street	SR 169 to 6th Ave	SCSP	$278,622	$264,691
BLAINE	Mitchell Avenue	Boblett St to 300' n/o Cherry St	SCAP	$583,333	$554,167
BUCKLEY	SR 165	SR 410 to 500' s/o Ryan Rd	SCAP	$2,199,200	$603,755
BURLINGTON	FY 2015 Arterial Preservation Project	Multiple Locations	APP	$185,512	$157,685
BURLINGTON	Rio Vista Avenue	Section St to Gardner St	UAP	$812,500	$528,125
CASTLE ROCK	SR 504	Dougherty Dr to 300' sw/o Salmon Creek Lane NE	SCSP	$269,102	$255,646
CASTLE ROCK	Front Avenue SW	A St SW to Huntington Ave S	SCSP	$226,340	$215,023
CHEWELAH	FY 2015 Overlay Project	Multiple Locations	SCPP	$112,519	$106,893
CLARK COUNTY	NE 72nd Avenue	NE 119th St Intersection	UAP	$3,946,176	$2,250,000
CLE ELUM	FY 2015 Overlay Project	Multiple Locations	SCPP	$230,200	$218,690
CLYDE HILL	92nd Avenue NE	NE 20th St to NE 24th St	SCSP	$275,000	$110,000
COLLEGE PLACE	College Avenue	s/o Whitman Dr to n/o SR 125	UAP	$6,419,181	$1,465,079
COLVILLE	Hawthorne Avenue	Walnut St to Pine St	SCAP	$1,038,681	$749,001
CONCRETE	Superior Avenue	SR 20 Intersection	SCSP	$165,644	$165,644
COUPEVILLE	FY 2015 Seal Coat Project	Multiple Locations	SCPP	$97,166	$92,308
DEER PARK	N Cedar Road	E Crawford to E Sixth St	SCAP	$928,353	$500,000
EDMONDS	228th Street SW/SR 99	80th Ave to 1,000 e/o 72nd/228th St SW to 76th Ave	UAP	$6,683,000	$1,722,000
ELLENSBURG	3rd Avenue	1600' e/o Alder St to Pfenning Rd	UAP	$1,285,000	$835,250
ENDICOTT	FY 2015 Seal Coat Project	Multiple Locations	SCPP	$24,669	$24,669
ENUMCLAW	FY 2015 Arterial Preservation Project	Multiple Locations	APP	$597,442	$507,826
EPHRATA	FY 2015 Arterial Preservation Project	Multiple Locations	APP	$527,300	$474,570
FERNDALE	FY 2015 Arterial Preservation Project	Multiple Locations	APP	$446,381	$379,000
FERNDALE	Church Road	Main St to Heather Dr	UAP	$4,000,000	$800,000

Agency	Project	Termini	Program	Project Cost	TIB Grant
FORKS	Maple Avenue	Calawah Way to Elterich Ave	SCSP	$245,960	$233,662
FRIDAY HARBOR	Blair Avenue	Spring St to Park St	SCAP	$809,890	$728,900
GEORGE	W Montmorency Boulevard	Washington Way to Community Center	SCSP	$115,001	$109,251
GOLD BAR	FY 2015 Overlay Project	Multiple Locations	SCPP	$112,725	$107,089
GOLDENDALE	NE 3rd Ave/King Street	SR 142 to SR 142	SCAP	$741,042	$666,939
GRAND COULEE	Main Street	Midway Ave (SR 155) to Federal Ave	SCSP	$244,901	$232,656
GRANITE FALLS	FY 2015 Overlay Project	Multiple Locations	SCPP	$174,462	$165,738
HOQUIAM	W Emerson Avenue (SR 109)	Hoquiam HS driveway to Paulson Rd	SP	$500,000	$70,000
HOQUIAM	FY 2015 Arterial Preservation Project	Multiple Locations	APP	$445,000	$399,102
ISSAQUAH	E Lake Sammamish Parkway SE	SE 56th St to SE Issaquah-Fall City Rd	UAP	$6,208,476	$3,424,037
KALAMA	FY 2015 Seal Coat Project	Multiple Locations	SCPP	$68,646	$65,214
KENT	S 224th Street	88th Ave S to 94th Ave S	UAP	$8,281,691	$5,000,000
KETTLE FALLS	SR 395 (northside)	Meyers St to East City Limits	SCSP	$450,301	$405,301
KIRKLAND	6th Street S	1st Ave S to end of sidewalk adjacent to 519 6th St S	SP	$411,000	$250,000
KIRKLAND	NE 85th Street (Construction Only)	120th Ave NE to 132nd Ave NE	UAP	$5,054,233	$1,450,000
KITSAP COUNTY	NW Bucklin Hill Road	Blaine Ave to Mickelberry Rd	UAP	$15,255,000	$4,000,000
KITTITAS	FY 2015 Overlay Project	Multiple Locations	SCPP	$74,284	$74,284
LAKE FOREST PARK	FY 2015 Arterial Preservation Project	Multiple Locations	APP	$296,876	$252,345
LAKE FOREST PARK	NE 178th Street	33rd Ave NE to Brookside Blvd NE	UAP	$1,720,000	$900,000
LEAVENWORTH	Commercial Street	3rd St to 8th St	SCAP	$1,481,200	$681,625
LIBERTY LAKE	Appleway Avenue	Liberty Lake Rd to Fairway Lane	UAP	$2,162,000	$1,321,742
MARYSVILLE	State Avenue	116th St NE to 136th St NE	UAP	$4,279,440	$3,000,000
MATTAWA	FY 2015 Overlay Project	Multiple Locations	SCPP	$225,800	$225,800
MEDICAL LAKE	FY 2015 Overlay Project	Multiple Locations	SCPP	$135,869	$129,076
MESA	FY 2015 Seal Coat Project	Multiple Locations	SCPP	$49,728	$49,728
MONROE	FY 2015 Arterial Preservation Project	Multiple Locations	APP	$383,089	$325,626
MONROE	Tjerne Place	Chain Lake Rd to Woods Creek Rd	UAP	$4,847,700	$3,151,000
MORTON	FY 2015 Overlay Project	Multiple Locations	SCPP	$202,000	$202,000
NAPAVINE	2nd Avenue	Park St to Stella St	SCAP	$485,000	$436,500
NORMANDY PARK	FY 2015 Arterial Preservation Project	Multiple Locations	APP	$177,350	$150,748
ODESSA	4th Avenue	Alder St (SR 21) to 1st St	SCAP	$760,651	$730,201
OLYMPIA	Boulevard Road	Morse-Merriman Roundabout	UAP	$5,069,400	$1,622,381
ORTING	SR 162	MP 9.2 to MP 9.4	UAP	$983,782	$813,783
OTHELLO	FY 2015 Arterial Preservation Project	Multiple Locations	APP	$455,300	$409,770
OTHELLO	14th Avenue	Cemetery Rd to SR 26	UAP	$2,450,000	$1,960,000
PACIFIC	FY 2015 Arterial Preservation Project	Multiple Locations	APP	$282,330	$254,100

Washington State
Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

January 8, 2013

Mr. Neil Jensen
City Engineer
City of Lake Forest Park
17425 Ballinger Way NE
Lake Forest Park, WA 98155

RECEIVED
JAN 11 2013
CITY OF LAKE FOREST PARK

2013 Safe Routes to School Program
State Funding

Dear Mr. Jensen:

WSDOT is pleased to advise you that the following project was recently selected to receive state funding through the Safe Routes to School program. The state funding is limited to the amount shown below, and is subject to approval by the 2013 State Legislature:

NE 178th Street Sidewalk Improvements **$569,000**

Scope: See Project Summary (attached)
Note: These funds are contingent on the local commitment of $449,000 made in the grant application.

In order to meet state requirements, the following are required:

- Regionally significant projects utilizing state funds must be included in your current Transportation Improvement Program (TIP) as a complete programmed project. Once your regional TIP amendment is approved, WSDOT will amend the Statewide Transportation Improvement Program (STIP).
- Preliminary Engineering (PE) must be obligated in accordance with the project summary (attached) or the funds will be reprogrammed to other priority Safe Routes to School projects.
- If the project does not meet the scheduled construction award date in the project summary (attached), your agency can request an extension to the deadline through your Region Local Programs Engineer via e-mail for H&LP to determine if the reason or reasons for the delay is acceptable. See the Project Delivery Policy for more information at: http://www.wsdot.wa.gov/NR/rdonlyres/82B45F5A-C262-403E-ABF7-7E4EFA8F01ED/0/ProjectDeliveryPolicy.pdf
- Projects cannot be authorized until after July 1, 2013.
- Project expenditures incurred before receiving notice from H&LP of state fund authorization are not eligible for reimbursement.

Capital Improvement Program (2008-2013)

Project Type: Transportation Project - Pedestrian Improvements
Project Title: NE 178th Corridor Safety Improvements
Location: NE 178th Street from Ballinger Way to 25th Ave. NE (City limits)

Description: This project would include planning, design, and safety improvements to the NE 178th Street corridor, between the City limits at 25th Avenue NE and Ballinger Way NE. The City will be working with the Shoreline School District and the State and federal funding agencies to seek additional funding for future improvements. The $100,000 is a starting point and will likely serve as a City match as the City attempts to acquire State and Federal grants.

Justification: Maximize the opportunity for non-motorized travel including encourage development of some rights-of-way to safely accommodate non-motorized travel. This busy corridor includes an elementary school and combines motorized vehicle traffic with a high level of bicycle and pedestrian traffic.

Project Costs	**2008 Budget**	**2009 Forecast**	**2010 Forecast**	**2011 Forecast**	**2012 Forecast**	**2013 Forecast**	**Total Project**
Project Costs	100,000	200,000	0	0	0	0	300,000
Total	100,000	200,000	0	0	0	0	300,000

Total Project Costs ect Costs 300,000

Project Funding Sources							
Other Grants							
City Funds (REET 2)	100,000	200,000	0	0	0	0	300,000
Total	100,000	200,000	0	0	0	0	300,000

Future Maintenance and Operation Costs:

City of Lake Forest Park
NE 178th Street Improvements Phase 2
STPU 2120(001)
PRELIMINARY COST ESTIMATE

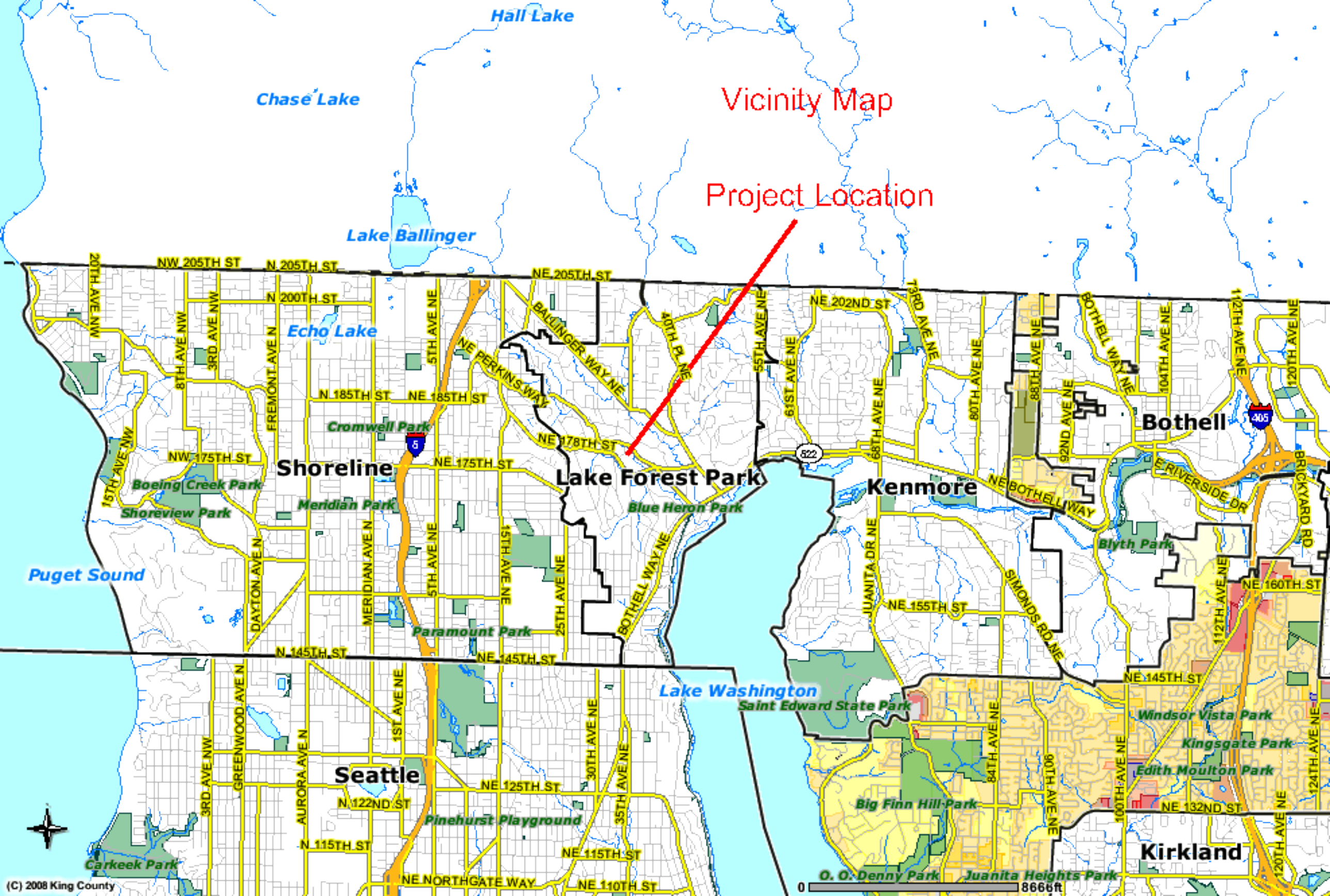
24-Apr-14
G&O 13565

NO.	ITEM	QTY.		UNIT PRICE	AMOUNT
1	Unexpected Site Changes (1-04.4(1))	1	CALC	$ 10,000.00	$10,000.00
2	Structure Surveying (1-05.4)	1	LS	$ 15,000.00	$15,000.00
3	Roadway Surveying (1-05.4)	1	LS	$ 20,000.00	$20,000.00
4	Liscensed Surveying (1-05.4)	1	CALC	$ 8,000.00	$8,000.00
5	Record Drawings (1-05.18)	1	LS	$ 1,500.00	$1,500.00
6	SPCC Plan (1-07.15(1))	1	LS	$ 500.00	$500.00
7	Mobilization (1-09.7)	1	LS	$ 121,600.00	$121,600.00
8	Project Temporary Traffic Control (1-10.5)	1	LS	$ 80,000.00	$80,000.00
9	Clearing and Grubbing (2-01.5)	1	LS	$ 20,000.00	$20,000.00
10	Removal of Structure and Obstruction (2-02.5)	1	LS	$ 45,000.00	$45,000.00
11	Pulverize Existing Asphalt Roadway (2-02.5)	8,300	SY	$ 2.50	$20,800.00
12	Roadway Excavation Incl. Haul (2-03.5)	3,060	CY	$ 15.00	$45,900.00
13	Unsuitable Foundation Excavation Incl. Haul (2-03.5)	250	CY	$ 18.00	$4,500.00
14	Gravel Borrow Incl. Haul (2-03.5)	1,120	TN	$ 15.00	$16,800.00
15	Controlled Density Fill (2-09.5)	17	CY	$ 140.00	$2,380.00
16	Locate Existing Utilities (2-09.5)	1	LS	$ 4,500.00	$4,500.00
17	Gravel Backfill for Drains (2-09.5)	250	TN	$ 25.00	$6,250.00
18	Crushed Surfacing Top Course (4-04.5)	1,475	TN	$ 23.00	$33,925.00
19	Crushed Surfacing Base Course (4-04.5)	3,500	TN	$ 23.00	$80,500.00
20	Permeable Ballast (4-04.5)	275	TN	$ 21.25	$5,843.75
21	Planing Bituminous Pavement (5-04.5)	1,425	SY	$ 5.00	$7,125.00
22	HMA Cl. 1/2" PG 64-22 (5-04.5)	1,600	TN	$ 78.00	$124,800.00
23	Temporary HMA (5-04.5)	305	TN	$ 100.00	$30,500.00
24	Thickened Edge for Sidewalk (6-02.5)	0	CY	$ 600.00	$0.00
25	Curb Wall (6-02.5)	0	CY	$ 600.00	$0.00
26	CPEP Drain Pipe, 6 In. Diam. (7-01.5)	41	LF	$ 13.00	$533.00
27	CPEP Underdrain Pipe, 6 In. Diam. (7-01.5)	165	LF	$ 22.00	$3,630.00
28	Precast Conc. Wing Wall (7-02.5)	400	SF	$ 200.00	$80,000.00
29	Precast Conc. Head Wall (7-02.5)	75	SF	$ 200.00	$15,000.00
30	9'x20' Precast Conc. Culvert (Incl. Bedding) (7-02.5)	65	LF	$ 6,000.00	$390,000.00
31	Streambed Aggregate (7-02.5)	400	TN	$ 40.00	$16,000.00
32	DI Storm Sewer Pipe 12 In. Diam. (Incl. Bedding) (7-04.5)	95	LF	$ 48.00	$4,560.00
33	CPEP Storm Sewer Pipe 12 In. Diam. (Incl. Bedding) (7-04.5)	1,990	LF	$ 26.00	$51,740.00
34	Connect Yard Drain (7-05.5)	6	EA	$ 400.00	$2,400.00
35	Bioretention Treatment Structure (7-05.5)	1	EA	$ 14,000.00	$14,000.00
36	Area Drain (7-05.5)	2	EA	$ 700.00	$1,400.00
37	Concrete Inlet (7-05.5)	0	EA	$ 900.00	$0.00
38	Catch Basin Type 1 (7-05.5)	15	EA	$ 1,000.00	$15,000.00
39	Catch Basin Type 2, 48 In. Diam. (7-05.5)	9	EA	$ 2,300.00	$20,700.00
40	Adjust Catch Basin (7-05.5)	8	EA	$ 350.00	$2,800.00
41	Adjust Manhole (7-05.5)	5	EA	$ 400.00	$2,000.00
42	Adjust Cleanout (7-05.5)	3	EA	$ 150.00	$450.00
43	Removal of Unsuitable Material (Trench) (7-08.5)	285	CY	$ 35.00	$9,975.00
44	Bank Run Gravel for Trench Backfill (7-08.5)	1,780	TN	$ 14.00	$24,920.00
45	Trench Excavation Safety Systems (7-08.5)	1	LS	$ 5,000.00	$5,000.00
46	Commercial Concrete (7-08.5)	10	CY	$ 200.00	$2,000.00
47	Adjust Valve Box (7-12.5)	14	EA	$ 350.00	$4,900.00
48	Adjust Meter Box (7-15.5)	4	EA	$ 300.00	$1,200.00
49	Relay Side Sewer Pipe (7-18.5)	30	LF	$ 90.00	$2,700.00
50	Erosion/Water Pollution Control (8-01.5)	1	LS	$ 25,000.00	$25,000.00
51	Seeding, Fertilizing, and Mulching (8-01.5)	0.60	AC	$ 7,000.00	$4,200.00
52	Temporary Erosion Control Blanket (8-01.5)	1,100.00	SY	$ 2.40	$2,640.00
53	Topsoil Type A (8-02.5)	170	CY	$ 38.00	$6,460.00
54	Bark or Wood Chip Mulch (8-02.5)	170	CY	$ 35.00	$5,950.00
55	__PSIPE (8-02.5)	660	EA	$ 24.00	$15,840.00
56	Cement Conc. Traffic Curb and Gutter (8-04.5)	4,550	LF	$ 10.00	$45,500.00
57	Cement Conc. Driveway Entrance (8-06.5)	235	SY	$ 50.00	$11,750.00
58	Cement Conc. Driveway Repair (8-06.5)	125	SY	$ 55.00	$6,875.00
59	Beam Guardrail Type 31, 8-foot long post (8-11.5)	1,250	LF	$ 32.00	$40,000.00
60	Beam Guardrail Type 31, Non-Flared Terminal (8-11.5)	4	EA	$ 2,800.00	$11,200.00
61	Removing Guardrail (8-11.5)	1,475	LF	$ 16.00	$23,600.00
62	Remove and Relocate Wood Fence (8-12.5)	135	LF	$ 22.00	$2,970.00
63	Chain Link Fence Modified Type 6 w/ Black Vinyl Coating (8-12.5)	100	LF	$ 25.00	$2,500.00
64	Cast-In-Place Monument (8-13.5)	3	EA	$ 350.00	$1,050.00
65	Cement Concrete Sidewalk (8-14.5)	850	SY	$ 28.00	$23,800.00
66	Pervious Cement Conc. Sidewalk (8-14.5)	1,275	SY	$ 45.00	$57,375.00
67	Cement Conc. Curb Ramp (8-14.5)	13	EA	$ 1,200.00	$15,600.00
68	Mailbox Support Type 1 (8-18.5)	7	EA	$ 400.00	$2,800.00
69	Mailbox Support Type 2 (8-18.5)	3	EA	$ 500.00	$1,500.00
70	Flashing Beacon Signal System Complete at NE 178th Street/33rd Ave NE (8-20.5)	1	LS	$ 30,000.00	$30,000.00

City of Lake Forest Park
NE 178th Street Improvements Phase 2
STPU 2120(001)
PRELIMINARY COST ESTIMATE

24-Apr-14
G&O 13565

71	Flashing Beacon Signal System Complete at NE 178th Street/37th Ave NE (8-20.5)	1	LS	$	30,000.00	$30,000.00
72	Permanent Signing (8-21.5)	1	LS	$	5,000.00	$5,000.00
73	Paint Line (8-22.5)	1,905	LF	$	1.50	$2,857.50
74	Paint Line, with RPM's (8-22.5)	3,945	LF	$	0.55	$2,169.75
75	Painted Bicycle Lane Symbol (8-22.5)	12	EA	$	75.00	$900.00
76	Plastic Stop Line (8-22.5)	88	LF	$	6.00	$528.00
77	Plastic Crosswalk Line (8-22.5)	1,020	SF	$	4.00	$4,080.00
78	Modular Block Wall (8-24.5)	3,330	SF	$	30.00	$99,900.00
Subtotal Construction Cost						$1,858,377.00
No Sales Tax per Revenue Rule 171						$0.00
Contingencies @ 7.0%						$130,086.39
						$0.00
Total Construction Cost						**$1,988,463**
						-


Vicinity Map
Project Location
Hall Lake
Chase Lake
Lake Ballinger
Echo Lake
Cromwell Park
Shoreline
Lake Forest Park
Kenmore
Bothell
Kirkland
Seattle
Puget Sound
Lake Washington
Boeing Creek Park
Shoreview Park
Meridian Park
Blue Heron Park
Blyth Park
Paramount Park
Saint Edward State Park
Windsor Vista Park
Kingsgate Park
Edith Moulton Park
Big Finn Hill Park
Pinehurst Playground
Carkeek Park
O. O. Denny Park
Juanita Heights Park
NW 205TH ST
N 205TH ST
NE 205TH ST
N 200TH ST
N 185TH ST
NE 185TH ST
NE 178TH ST
NW 175TH ST
NE 175TH ST
N 145TH ST
NE 145TH ST
NE 155TH ST
NE 160TH ST
NE 202ND ST
N 122ND ST
NE 125TH ST
N 115TH ST
NE 115TH ST
NE NORTHGATE WAY
NE 110TH ST
NE 132ND ST
20TH AVE NW
8TH AVE NW
3RD AVE NW
FREMONT AVE N
5TH AVE NE
NE PERKINS WAY
BALLINGER WAY NE
40TH PL NE
55TH AVE NE
61ST AVE NE
73RD AVE NE
80TH AVE NE
88TH AVE NE
92ND AVE NE
BOTHELL WAY NE
104TH AVE NE
112TH AVE NE
120TH AVE NE
68TH AVE NE
NE BOTHELL WAY
E RIVERSIDE DR
BRICKYARD RD
15TH AVE NW
DAYTON AVE N
MERIDIAN AVE N
15TH AVE NE
25TH AVE NE
BOTHELL WAY NE
JUANITA DR NE
SIMONDS RD NE
GREENWOOD AVE N
AURORA AVE N
1ST AVE NE
30TH AVE NE
35TH AVE NE
84TH AVE NE
90TH AVE NE
100TH AVE NE
124TH AVE NE
522
405
5
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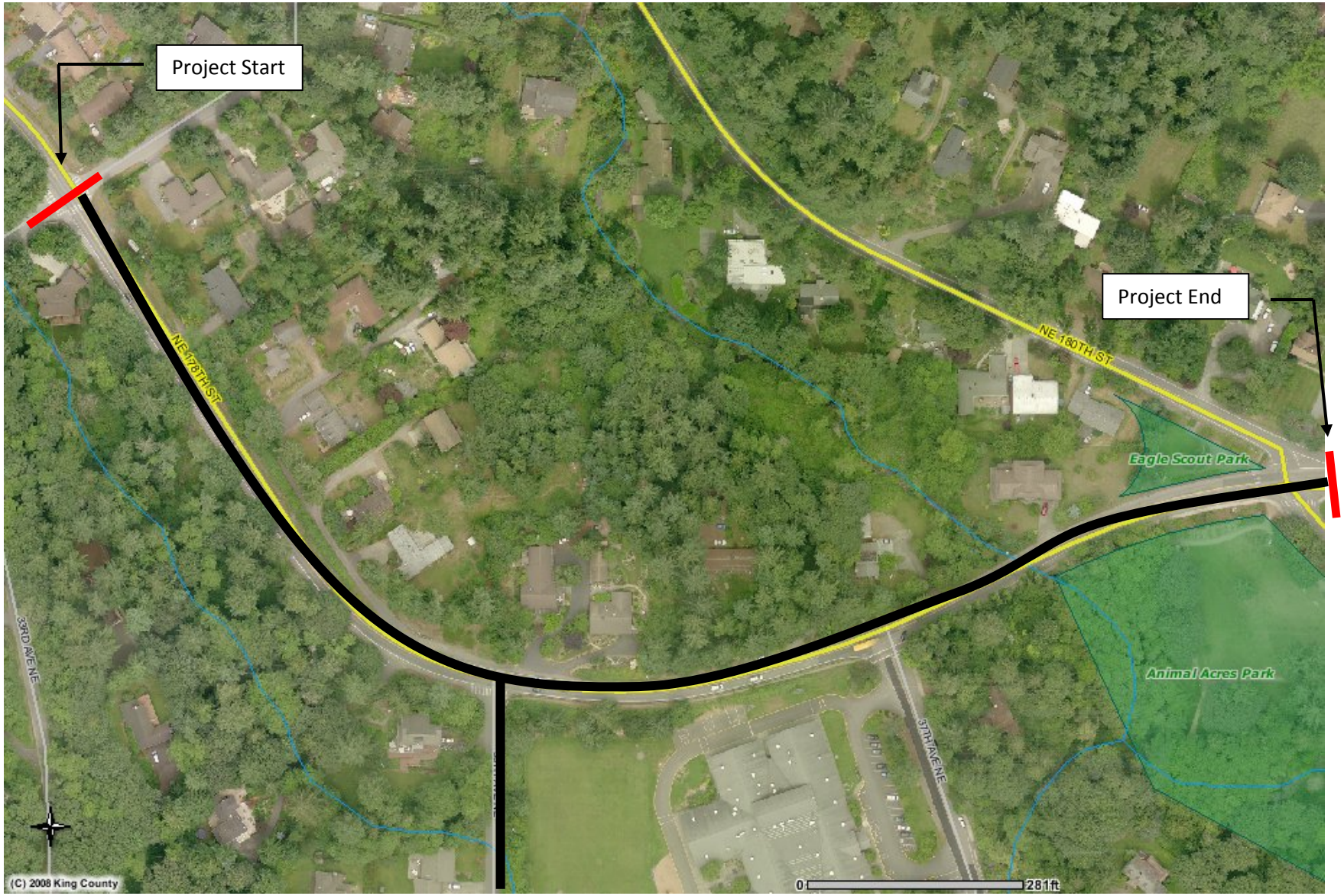
8666ft
(C) 2008 King County

City of Lake Forest Park

NE 178th Street Roadway Improvements Phase 2: Project Map



35 AVE NE
DEAD END
SPEED LIMIT 25