

**ARRA -- Projects Selected for Federal Highway Administration Funding**

<b>Sponsor</b>	<b>Project ID</b>	<b>Title</b>	<b>Description</b>	<b>ARRA Funds</b>	<b>Total Project Funding</b>
Arlington	ARL-6	188th Street Pedestrian Trail	A pedestrian and bike lane (trail) will be constructed on the south side of 188th Street between 59th Avenue and 67th Avenue in Arlington. The proposed trail will provide a much needed connection between the Airport Trail (along 59th Avenue) and Centennial Trail (along 67th Avenue). The proposed project will encourage residents to use the trail to walk or bike to Bill Quake Memorial Field, Waldo Evans Field, Arlington Skate Park, and the Arlington Boys and Girls Club. This project is receiving 2009 ARRA funds. The total project cost is \$137,000.	\$ 122,000	\$ 137,000
Bainbridge Island	BAIN-12	Non-motorized Safety Improvements at Blakely & Wilkes Elementary Schools	This project proposes to improve non-motorized access around Blakely and Wilkes Elementary Schools. Both schools are in the less developed areas of the island where adjoining roads have generally substandard improvements for walking or bicycling to school, but have enough surrounding homes to allow a student population to walk if facilities were available. This project will provide non-motorized improvements around both schools. It will provide detailed planning and beginning of a safe non-motorized route to both schools. The facilities will allow elementary school students to walk and bicycle to school who are not comfortable doing it now. Walking or riding bikes to school will improve the health of the students doing it, and reduce vehicular trip to school thus improving air quality. This project is receiving 2009 ARRA funds. The total project cost is \$720,712	\$ 150,000	\$ 720,712
Bothell (King County)	BOTH-20C	North Creek Trail - Section 1, Stage 2 (Schnitzer)	The project is located within the North Creek Business Park Center and will consist of the construction of 600 linear feet of trail between NE 195th Street and North Creek Parkway, new pedestrian crossing signals at two locations on North Creek Parkway (one at North Creek Parkway 600 feet north of 195th Street NE and one at the intersection of North Creek Parkway North and North Creek) and a 100-foot pedestrian bridge approximately 100 feet north of NE 195th Street over North Creek. This project is receiving 2009 ARRA funds. The total project cost is \$1,139,000.	\$ 500,000	\$ 1,139,000
Bothell (Snohomish County)	BOTH-20D	North Creek Trail - Section 2 Stage 2 (Canyon Park Business Park)	The proposed project will construct a pedestrian bridge (approximately 100 foot long) over North Creek north of 228th Street SE, construct approximately 4,000 linear feet of new and existing 10-12 foot asphalt paved path. This project is receiving 2009 ARRA funds. The total project cost is \$1,457,000.	\$ 600,000	\$ 1,457,000
Burien	BUR-12	4th Avenue Non-motorized Project	The project will complete a missing gap by constructing an 7-foot wide sidewalk, street lights, ADAD ramps at intersections, and a Class 3 bicycle facility on the east side of 4th Avenue SW between SW 153rd Street and SW 156th Street. This project is receiving 2009 ARRA funds. The total project cost is \$788,800.	\$ 625,000	\$ 788,800

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Community Transit	CT-35	Terrace Station	Construct a multi-level parking structure on the lower-level of the existing Mountlake Terrace Park and Ride lot located at I-5 and 236th Street SW. The new garage, which will consist of approximately 680 stalls, coupled with surface parking on the upper-level lot, will increase parking capacity from about 388 stalls to about 880 stalls once completed. Improvements include elevators, pedestrian walkways, landscaping, lighting, bicycle racks and security features. The project is being coordinated with RTA-42. This project is receiving 2009 ARRA funds. The total project cost is \$18,537,145	\$ 425,000	\$ 18,537,145
Eatonville	EAT-7	SR-161: Rural Town Center & Corridor Program (Lynch St. to Mashell Bridge)	Prepare design and environmental documents for roadway and related improvements at three locations: at the intersection of Mashell and Washington / SR-161 at the north end of Eatonville ("Welcome Point"), at the intersection of Washington and Center, and on Mashell north of Center. The work at the Welcome Point consists of intersection geometry improvements such as flattening the curves, installing signs, access relocation, street lighting and landscaping. The work at the intersection of Washington and Center consists of traffic signal design, including the addition of left and right turn lanes, sidewalks, some right-of-way take, street lighting and landscaping. The work at Mashell north of Center consists of design for a town center plaza to include sidewalks, street lighting, off-street parking, a tourist information structure and landscaping. All three components are integrated and help to implement the Town's Town Center and Corridor Study. This project is receiving 2009 ARRA funds. The total project cost is \$3,025,722.	\$ 825,000	\$ 3,025,722
Edmonds	EDM-15	Annual Asphalt Overlay Program	The project involves a two-step process: grinding of roadway followed by 2" asphalt overlay on the following minor arterials / collectors in Edmonds: - 212th St. SW from 72nd Av. W to 84th Av. W - Dayton St. from Admiral Way to 5th Av. S - 76th Av W from 212th St. SW to N. Meadowdale Beach Rd. - 220th St .SW from 76th Av. W to Hwy. 99 The project also involves upgrading all non-ADA compliant curb ramps located along the stretches. This project is receiving 2009 ARRA funds. The total project cost is \$1,505,000	\$ 1,000,000	\$ 1,505,000
Everett	EVT-47	Holly Drive Non-Motorized Improvements (92nd Street to 4th Avenue West)	The funding requested in this application will be used to design curbs, gutters, sidewalks, bike lanes, and storm drainage improvements for this section of Holly Drive. The existing short segments of sidewalk on the east side of the street will have to be replaced, because they are not correctly placed to accommodate the new bike lanes. Once constructed, these improvements will greatly enhance safety and mobility for non-motorized traffic in this corridor, as well as complete the missing link in the sidewalks and bike lanes already provided for along the rest of the Holly Drive corridor. These improvements will also facilitate connections to the transit stops located at 92nd Street and Evergreen Way, and will generally enhance the visual appeal of the roadway. This project is receiving 2009 ARRA funds. The total project cost is \$1,390,954.	\$ 750,000	\$ 1,390,954

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Kent	KEN-28A	East Valley Highway Widening - SR 167 to S. 212th Street	This project will widen East Valley Highway (84th Avenue South) between State Route 167 and S. 212th Street by providing the following: Construct a continuous southbound through lane from S. 216th Street to State Route 167 and a continuous northbound through lane from SR 167 to S. 212th Street. Construct new deceleration lane southbound at S. 216th Street. Upgrade existing traffic signal system at S. 212th, S. 216th, S. 220th and S. 224th Streets as needed to accommodate widening. This project is receiving 2009 ARRA funds. The total project cost is \$7,001,136.	\$ 2,000,000	\$ 7,001,136
King County Department of Transportation (Road Services)	KGCO-104A	White Center-Greenbridge Corridor Enhancements: SW 98th St. (11th Ave to 12th Ave)	The SW 98th Street walkway project will construct a pedestrian walkway along the SW 98th St. corridor between 12th Avenue SW and 11th Avenue SW. The walkway will facilitate walking, bicycling, stroller and wheelchair use between the newly constructed Greenbridge community and the White Center business district. The project is consistent with the conceptual plan for the enhancement of the SW 98th St. corridor developed for this area. This project satisfies an immediate need for pedestrian connectivity by crossing a stormwater pond and ascending a steep section of slope. The paved pathway will be 12 feet wide with ramps and stairway elements that meet Americans with Disabilities Act design standards. Lighting and other design considerations have been included to increase the safety and attractiveness of the facility. Project is constructing a part of KGCO-104. This project is receiving 2009 ARRA funds. The total project cost is \$1,498,000.	\$ 1,498,000	\$ 1,498,000
Lynnwood	LYN-10	I-5/196th St SW Interchange Pedestrian Improvements	No pedestrian route currently exists across I-5 along 196th St SW. The existing sidewalks, along the 196th St SW bridge, conflict with the new free-flowing I-5 off ramps and do not meet current ADA standards. This project will modify the existing I-5/196th St SW interchange to provide a pedestrian route across I-5 along 196th St SW. This project is receiving 2009 ARRA funds. The total project cost is \$6,257,631.	\$ 1,250,000	\$ 6,257,631
Marysville	MAR-16	Arterial Street Overlay Project	This project consists of full width overlays of federally classified principal, minor and collector arterial roadways within Marysville City limits that are degrading and in need of overlay maintenance to extend the life of the roadway. The City recently completed a Pavement Management Study which has identified roads city wide needing these repairs. This project is receiving 2009 ARRA funds. The total project cost is \$2,700,000.	\$ 500,000	\$ 2,700,000
Mountlake Terrace	MOU-17	52nd Avenue Overlay Project (212th Street SW to 220th Street SW)	Work includes a complete pavement grind and overlay. Sidewalk ramps will be upgraded to be compatible with ADA guidelines, and a new chanelization plan will include bike lanes. This project is receiving 2009 ARRA funds. The total project cost is \$1,048,000.	\$ 1,000,000	\$ 1,048,000

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Mukilteo	MUK-3	Harbour Pointe Boulevard reconstruction, from St. Andrews Drive to Chennault Beach Road	Rebuild approx. .5 mile of City arterial by removing failed pavement and glacial till base and placing proper base and new pavement. Restripe traffic markings. This project is receiving 2009 ARRA funds. The total project cost is \$1,130,000.	\$ 1,100,000	\$ 1,130,000
Normandy Park	NP-2	1st Avenue (Phase IIA)	1st Avenue South Phase IIA will include reconstruction of the roadway from S 192nd Street to SW 200th Street in the City of Normandy Park. The project will provide 6 to 10 foot sidewalks; bicycle lanes; medians; left-turn pockets and two way left turn lanes; pedestrian refuges, curb, gutter, drainage improvements, decorative street and pedestrian lighting, traffic signal reconstruction and enhancements at the SW 200th and SW 199th intersections and wireless signal interconnect from S 199th St to Normandy Road and from Normandy Road to S 174th Street; and undergrounding of utilities. This project is receiving 2009 ARRA funds. The total project cost is \$4,254,000.	\$ 3,834,000	\$ 4,254,000
Orting	ORT-1	SR-162 Rechannelization and Streetscape Project - Calistoga Street to Bridge Street	The project involves rechannelization of SR 162 between Calistoga Street and Bridge Street. It includes replacing sidewalks, installation of ornamental street lights, addition of landscaping, and rechannelization of SR 162 to provide left turn pockets, to improve vehicular mobility and pedestrian access to the City's business center and downtown parks. This project is receiving 2009 ARRA funds. The total project cost is \$1,628,000.	\$ 420,000	\$ 1,628,000
Port of Everett	EVT-48A	West Marine View Drive Roadway Pedestrian/Bicycle Corridor Improvements	Widened sidewalk along the west margin of West Marine View Drive (SR-529) to enhance pedestrian/bicycle travel and intersection safety improvements at the intersection of 13th Street and West Marine View Drive. This project is receiving 2009 ARRA funds. The total project cost is \$1,900,000.	\$ 1,900,000	\$ 1,900,000
Port of Tacoma	PTAC-3	Lincoln Avenue Overpass	The Lincoln Avenue Grade Separation project is a three-lane overpass on Lincoln Avenue from Thorne Road to Marc Avenue totaling 3,000 feet. The project also includes a road (Lincoln Avenue Loop Road) which allows access to properties off Lincoln Avenue including direct access into APM Terminals. The overall project provides unimpeded movement of vehicles and trains that move freight and goods in the Port of Tacoma. The bridge is a 3-lane structure at the time of implementation in 2009, but is designed to support five lanes for future capacity needs. This project is receiving 2009 ARRA funds. The total project cost is \$51,684,828.	\$ 15,408,000	\$ 51,684,828

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Poulsbo	PB-6	Viking Avenue Improvements, Phase II, Mc Donalds to SR 305 & Phase III, Bovela Ln to SCL	Viking Avenue is classified as a Principal Arterial. The corridor provides links from Poulsbo to Silverdale and Bainbridge Island. Currently, Viking Avenue reduces its cross section to two lanes from five and three lanes in these two sections. The roadway has no sidewalks or bike lanes. The proposed project will improve mobility and safety along this corridor. Phase II of the project consists of the intersection of NW Lindvig Way and Viking Avenue, and the segment of Viking Avenue from the McDonalds restaurant to SR 305. The improvements along Viking Avenue include a continuous two-way left turn lane, bike lanes, drainage improvements, and curb and sidewalk on both sides of the road. The improvements at the intersection consist of improved channelization by adding a left-turn lane westbound on NW Lindvig Way and a right-turn lane northbound on Viking Avenue. This project is receiving 2009 ARRA funds. The total project cost is \$6,919,000	\$ 3,800,000	\$ 6,919,000
Puyallup	PUY-5A	Shaw Road Extension	Prepare design and begin right-of-way acquisition for eventual construction of a four-lane roadway extension, including grade separation over the BNSF mainline railroad tracks (near Inter Avenue), and a five-lane intersection configuration at Shaw Road/Pioneer Road. This project is one of the package of 15 "FAST Corridor" rail separation and port access projects. Phase 1 has been completed, Phase 2 is under construction. Federal Stimulus monies will be used for construction in Phase 3. This project is receiving 2009 ARRA funds. The total project cost is \$23,482,500	\$ 2,000,000	\$ 23,482,500
Redmond	RED-34	NE 36th Street Bridge	The project will provide an offset lid bridge with two lanes joining NE 36th Street to NE 31st Street. Included are two bike lanes with connections to the SR 520 bike trail, sidewalks, traffic signal at 150th Ave. NE and NE 36th St., a roundabout at the intersection of 152nd Ave. NE and NE 31st Street, street lighting, and landscaping. The project design was coordinated with WSDOT. Redmond is the lead agency for design and construction. This project is receiving 2009 ARRA funds. The total project cost is \$36,500,000.	\$ 11,000,000	\$ 36,500,000
Renton	REN-23A	Rainier Ave South (Phase I: Shattuck Ave Stormwater Bypass System)	This project is phase I of the Rainier Ave S project (REN-23). The Rainier Ave S project consists in adding Business Access and Transit (BAT) lanes, traffic signalization with signal preemption, landscaped medians, widen sidewalks, pedestrian scale illumination. Phase I involves the construction of a stormwater bypass system (new 48-inch dia. pipe) to be installed within the existing Shattuck Ave roadway and restoration of the street to current standards. Phase I will reduce the tributary area currently draining to the Rainier Ave pump station thereby avoiding replacement of the pump station as part of the Rainier Ave project. Shattuck Ave (which runs parallel to Rainier Ave) will provide a barrier free alternative for pedestrians and be used to mitigate traffic routing during construction on Rainier Ave. This project is receiving 2009 ARRA funds. The total project cost is \$33,375,675.	\$ 2,000,000	\$ 33,375,675

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Sammamish	SAM-2	East Lake Sammamish Parkway NE - Inglewood Hill Rd to NE 26th St	Improvements to East Lake Sammamish Parkway include a 12-foot, center turn lane or raised median where the left-turn lane is not constructed; one 11 foot general purpose travel lane in each direction; one 5-foot bike lane in each direction; and curbs and gutters on both sides of the roadway. A 5-foot planter strip and 6-foot sidewalk will be constructed on the east side of the roadway. The project includes adding an enclosed drainage system with enhanced stormwater treatment facilities. Street lighting will be included at intersection locations. This project is receiving 2009 ARRA funds. The total project cost is \$42,580,000.	\$ 3,500,000	\$ 42,580,000
Seattle	SEA-91	S Spokane St. Viaduct	The project will: Purchase right-of-way for a replacement sidewalk and bicycle path; widen the roadway structure to standard 12' lanes, add shoulders on both sides of the roadway; change location of access ramps to reduce problems with merging traffic; install permanent median barrier, provide drainage improvements in South Spokane Street corridor; provide improvements to surface drainage below the existing viaduct and complete seismic improvements to the existing viaduct structure. This project is one of the package of 15 "FAST Corridor" rail separation and port access projects. The project will be built in two phases: Phase One, extending from a point just east of First Avenue South to the Harbor Island off-ramps, will widen the roadway to standard 12' lanes, add shoulders and install a permanent median. The access ramp will be relocated from 4th Avenue South to 1st Avenue South to reduce problems with merging traffic. Phase Two, from the end of Phase One to I-5, will extend the widening, shoulders and median improvements to the project terminus and construct a new east bound off-ramp at 4th Avenue connecting to	\$ 15,443,000	\$ 156,522,000
Snohomish County	GF-1A	Granite Falls Alternate Route (GFAR)	For many years, increasing traffic volumes and safety issues in the downtown core of Granite Falls, WA has prompted the City of Granite Falls and Snohomish County to propose an alternate route around the City for freight movement. Approximately 2000 heavy trucks transport quarry products through the downtown area each day severely impacting residents, businesses and schools by creating congestion and extreme noise and air pollution. The Proposed Major Collector Granite Falls Alternate Route (GFAR) will provide improved/efficient access for freight by creating a designated freight corridor which by-passes downtown Granite Falls. Federal Funding will be utilized to pay for a portion of the Preliminary Engineering/Environmental, ROW and Construction phases. This project is receiving 2009 ARRA funds. The total project cost is \$32,600,000.	\$ 3,500,000	\$ 32,600,000

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Stanwood	STN-7	68th Avenue NW Extension & Reconstruction	The project is comprised of extending 68th Avenue NW between Ridgeland Estates at approximately 279th Street NW and Cedarhome Elementary at 280th Street NW. The improvements will construct the City-standard asphalt collector road along with curb, gutter and sidewalk along with re-aligning the intersection of 68th Avenue NW and 280th Street NW to improve safety. The project will also include wetland mitigation. This project is receiving 2009 ARRA funds. The total project cost is \$1,026,250	\$ 750,000	\$ 1,026,250
Tulalip Tribes	TTW-6	I-5/116th St NE Interchange Improvement Project	The 116th Street NE Interchange project will replace the existing diamond interchange with a Single-Point Urban Interchange facility. Key project elements include widening of all interchange ramps to two lanes, with accomodation for future HOV bypass and ramp metering, replacement of the existing overpas with a wider bridge, addition of bike lanes and sidewalks across I-5, and extension of Quil Ceda Blvd to tie-in to 34th Avenue NE to improve interchange operations. The signal at the 116th Street NE/34th Avenue NE intersection will be removed and 34th Ave NE access to 116th St NE will be reduced to right-in/right-out. The existing railroad bridge over I-5 will remain for future non-motorized use. Co-sponsors include WSDOT, BIA, and FHWA. The project is being designed and constructed in phases.. Phase 1 realigned 34th Avenue NE to connect with Quil Ceda Boulevard further west from the interchange, removed a signal too close to the interchange and added one westbound thru lane on 116th St. NE to reduce congestion thru the interchange. Phase 2 widened 116th Street NE between the southbound ramp terminals and Quil C	\$ 2,000,000	\$ 69,000,000
<b>Total RPEC:</b>				<b>\$ 77,900,000</b>	<b>\$ 509,808,353</b>