

CITY OF KENT WASHINGTON

SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2020 – 2025



Mayor Dana Ralph

Timothy J. LaPorte, PE,
Director of Public Works



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On the Cover: Intersection Improvements at Meeker Street and 4th Avenue

RESOLUTION NO. 1981

A RESOLUTION of the City Council of the City of Kent, Washington, adopting the 2020 through 2025 Six-Year Transportation Improvement Program.

RECITALS

A. Following notice, at its regularly-scheduled meeting on May 21, 2019, the City Council held a public hearing to consider public testimony on the City's proposed 2020 through 2025 Six-Year Transportation Improvement Program.

B. Per RCW 35.77.010, the six-year program for each city must specifically set forth projects and programs of regional significance for inclusion in the transportation improvement program within that region.

C. Having considered public testimony, the Council voted to adopt the 2020 through 2025 Six-Year Transportation Improvement Program.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF KENT, WASHINGTON, DOES HEREBY RESOLVE AS FOLLOWS:

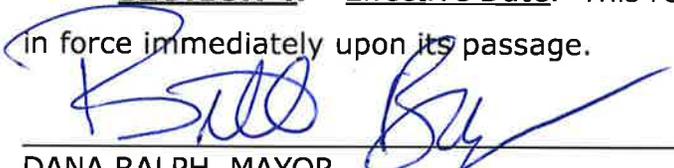
RESOLUTION

SECTION 1. - Adoption. The 2020 through 2025, Six-Year Transportation Improvement Program, set forth in Exhibit "A," which is attached and filed with the City Clerk, is hereby adopted.

SECTION 2. - Severability. If any one or more section, subsection, or sentence of this resolution is held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this resolution and the same shall remain in full force and effect.

SECTION 3. - Corrections by City Clerk. Upon approval of the city attorney, the City Clerk is authorized to make necessary corrections to this resolution, including the correction of clerical errors; resolution, section, or subsection numbering; or references to other local, state, or federal laws, codes, rules, or regulations.

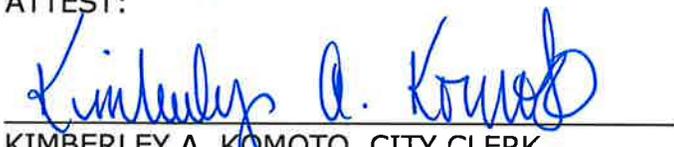
SECTION 4. - Effective Date. This resolution shall take effect and be in force immediately upon its passage.



DANA RALPH, MAYOR

May 21, 2019
Date Approved

Bill Boyce
Council President for
ATTEST:



KIMBERLEY A. KOMOTO, CITY CLERK

May 21, 2019
Date Adopted

May 21, 2019
Date Published

APPROVED AS TO FORM:



ARTHUR "PAT" FITZPATRICK, CITY ATTORNEY

**STATE OF WASHINGTON, COUNTY OF KING }
AFFIDAVIT OF PUBLICATION
PUBLIC NOTICE**

Polly Shepherd, being first duly sworn on oath that she is the
Publisher of the

Kent Reporter

a weekly newspaper, which newspaper is a legal newspaper of general
circulation and is now and has been for more than six months prior to the date
of publication hereinafter referred to, published in the English language
continuously as a weekly newspaper in King County, Washington. The
Kent Reporter has been approved as a Legal Newspaper by order of
the Superior Court of the State of Washington for King County.
The notice in the exact form annexed was published in regular issues of
the Kent Reporter (and not in supplement form) which was regularly
distributed to its subscribers during the below stated period. The annexed
notice, a:

Public Notice

was published on **May 24th, 2019.**

The full amount of the fee charged for said foregoing publication is the
sum of **\$145.07.**



Polly Shepherd
Publisher, Kent Reporter
Subscribed and sworn to me this **24th day of May, 2019.**



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announcements

Announcements

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Legal Notices

ASSESSMENT INSTALLMENT NOTICE LOCAL IMPROVEMENT DISTRICT #362 CITY OF KENT

For construction of improvements along East Valley Highway (84th Avenue South) from SR 167 to South 212th Street as provided by Ordinance No. 3833. Notice is hereby given that the eighth (8th) installment of the assessment levied for the above named improvement, comprising Local Improvement District No. 362 under Ordinance No. 3997, is now due and payable and unless payment is made on or before June 10, 2019, said installment will be delinquent, will have a penalty of nine point five (9.5) percent added, and the collection of such delinquent installment will be enforced in the man-

Legal Notices

ner prescribed by law. Dated this 10th day of May 2019.
 Barbara Lopez
 Interim Finance Director
 City of Kent, Washington
 Published in the Kent Reporter May 24 and May 31, 2019. #857580

CITY OF KENT NOTICE OF RESOLUTIONS AND ORDINANCES PASSED BY THE CITY COUNCIL

The following are summaries of the resolutions and ordinances passed by the Kent City Council on May 21, 2019.
RESOLUTION NO. 1981 - A RESOLUTION of the City Council of the City of Kent, Washington, adopting the 2020 through 2025 Six-Year Transportation Improvement Program.
 This resolution shall take effect and be in force immediately upon its passage.
RESOLUTION NO. 1982 - A RESOLUTION of the City Council of the City of Kent, Washington, recognizing Flower Court Neighborhood Council.
 This resolution shall take effect and be in force immediately upon its passage.
ORDINANCE NO. 4323 - AN ORDINANCE of the City Council of the City of Kent, Washington, amending section 3.70.230 of the Kent City Code to clarify and expand the Mayor's authority to accept dedications to the City of all property interests commonly related to public infrastructure improvements made as part of private development permit approvals.
 This ordinance shall take effect and be in force 30 days from and after its passage, as provided by law.
ORDINANCE NO. 4324 - AN ORDINANCE of the City Council of the City of Kent, Washington, approving the consolidating budget adjustments made between January 1, 2019 and March 31, 2019, reflecting an overall budget increase of \$12,932,103.
 This ordinance shall take effect and be in force five days after publication, as provided by law. A copy of the complete text of any ordinance or resolution will be mailed upon request of the City Clerk.
 Kimberley A. Kornolo, City Clerk
 253-856-5725
 CityClerk@KentWA.gov
 Published in the Kent Reporter May 24, 2019. #857898

INVITATION TO BID
 The Kent School District extends an invitation to qualified General Contractors to bid the construction project hereafter identified as the **Pine Tree Elementary Multipurpose Room.**
Project Scheduled Bid Date:
 Sealed construction bids will be due at, or before **2:00 P.M. Tuesday, June 18th, 2019** at the following location:
 KENT SCHOOL DISTRICT NO. 415 ADMINISTRATION CENTER-BUILDING "B" 12033 SE 256th Street Kent, Washington 98030-6643
PROJECT SCOPE
 The Kent School District wishes to contract services to add a new Commons Multi-Purpose Room to be located in the existing playground. **PROJECT.**

DOCUMENTS
 Plans, specifications, addenda, and bidder's list for this project is available through Kent School District's online plan room. Free of charge, access is provided to Prime Bidders, Subcontractors, and Vendors by going to: <http://bwwa.com> and selecting "Posted Projects", "Public Works", scroll to "Education" and "Kent School District." Bidders are encouraged to "Register" in order to receive automatic email notification of future addenda and to be placed on the "Bidder's List". This on-line plan room provides Bidders with fully usable on-line documents with the ability to download, print to your own printer, order full/partial plan sets from hundreds of reprographic sources (on-line print order form), and a free on-line digitizer/take-out tool. Contact Builders Exchange of Washington at (425) 258-1303 should you require assistance. Drawings and specifications may also be examined at the office of Sierra-Martin Architects located at 11508 NE 20th St., Bellevue, WA 98004 (425-455-3693) and at local data centers listed below:
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 Contractor Plan Center 5468 SE International Way Milwaukie, OR 97222 (503) 650-0148
www.contractorplancenter.com
 Seattle Daily Journal of Commerce 83 Columbia Street, #200 Seattle, WA 98104
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MANDATORY SITE INSPECTION
Site Inspection: General Contractors intending to submit sealed bids must attend the mandatory site inspection conference held at the school. Meet in the courtyard, outside the school administration office entrance: **June 4th, 2019 at 3:00 P.M.**
Site: PINE TREE ELEMENTARY MULTI-PURPOSE ROOM
 27825 118TH Avenue SE, Kent, WA 98030
Bidders arriving after 3:05 p.m. may not be admitted. Subcontractors and vendor attendance is welcome.
BID SECURITY REQUIREMENT
 Bid security, in the amount of 5% of the bid sum shall accompany each bid. Security shall be made payable to the Kent School District either by certified check or by bond issued by a surety company licensed to conduct business in Washington State. Dated this 15th Day of May 2019
 Dr. Calvin J. Watts
 Secretary to Kent School District Board
 Published in the Kent Reporter May 17, 24, 2019. #856944

KENT CITY COUNCIL NOTICE OF PUBLIC HEARING
 Transit Operations and Maintenance Facilities - Zoning Code Amendment
 Continued on next page...

Introduction

Overview

The Six-Year Transportation Improvement Program (TIP) is a short-range planning document that is updated annually based on needs and policies identified in the City's adopted Comprehensive Plan and Transportation Master Plan (TMP). The TIP represents Kent's current list of needed projects that are anticipated to begin preliminary engineering, right of way acquisition or construction within the next six years. The TIP also includes ongoing citywide transportation programs. Projects and programs are included in the plan for a variety of reasons. These projects and programs encompass all transportation modes as well as both capital improvements and operations and maintenance.

The document identifies secured or reasonably expected revenue sources for each project or program. The TIP serves as a draft work plan for the development of the local transportation network. Once adopted, the TIP will guide funding and implementation priorities during the development of the transportation portion of the Six-Year Capital Improvement Program (CIP). The CIP shows the City-funded portion of projects and is constrained by current budget forecasts, whereas the TIP shows a complete project list with the variety of funding sources and partners involved.

Historically, the largest sources of funding for TIP projects have been grants. Funding for transportation projects is available from federal, state and local resources. Each funding source has specific rules and guidelines about what types of projects it will fund, how much of a project will be funded and timelines for expenditure of funds. Additionally, most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project.

The City of Kent funds transportation projects using the General Fund, Street Fund, Local Improvement Districts, Transportation Impact Fees, Business and Occupation Tax, Solid Waste Utility Tax, and grant revenue from local, state and federal governments. One reason the TIP is updated annually is that many revenue sources are closely tied to the health of the economy and can therefore be unpredictable. In addition, grant criteria can change from the previous cycle necessitating a re-evaluation of the TIP projects.

Document Structure

Each project or program listed in the TIP includes an estimated cost, the amount of funding secured or unsecured and the funding source(s). If grant funding has been

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN

secured from a specific source, it is identified. Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The costs for projects programmed in the first three years of the TIP have been developed with a higher level of certainty whereas those in the latter three years have been developed with less specificity, as those projects are generally less defined.

Requirements

State law requires that each city develop a local TIP and that it be updated annually (RCW 35.77.010). It represents an important planning component under the State's Growth Management Act. The TIP must be consistent with the transportation element of the City's Comprehensive Plan. The TIP may be revised at any time during the year by a majority of the Council, after a Public Hearing. In order to compete for transportation funding grants from federal and state sources, granting agencies require projects to be included in the TIP.

Changes to the TIP

The City updated its Comprehensive Plan in 2015. The first six years of the Comprehensive Plan are financially constrained, meaning that secured funding is demonstrated within an approved budget or similarly approved funding action. Subsequently, the 2020-2025 TIP has been revised to reflect projects that will likely be constructed using existing funding sources as well as the City's historical record of average grant disbursements. Tables 1 and 2 below detail projects added and removed from the TIP. Table 3 details changes to existing project limits.

Table 1
Projects Added

PROJECT NAME
Willis Street Shared Use Paths – Union Pacific Railroad to the 4th Avenue South Roundabout
S 212 th Street Green River Bridge Rehabilitation
Meeker Street Green River Bridge Rehabilitation
132 nd Avenue South Pedestrian Improvements (Phase III)
South 212th Street - West Valley Highway (State Route 181) to Orillia Road
Midway Subarea TOD Street – S. 244th Street and 32nd Avenue South)
Meeker Street and 64th Avenue South – Intersection Improvements

Table 2
Projects Removed

PROJECT NAME	COMMENTS
Meet Me on Meeker – Intersection Improvements on 4 th Ave S	Completed

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN

Table 3
Projects Limit Changes

PROJECT NAME	COMMENTS
Naden Avenue Improvements	Limits shifted from Naden site to Meeker Street
Meeker Frontage Improvements at the Driving Range	Added a new midblock crossing
BNSF Railway Company (BNSF) Railroad Quiet Zone	Previously BNSF and UP Railroad were a single project
Union Pacific (UP) Railroad Quiet Zone	
Meeker Frontage Improvement (Phase I)	Phase I and II were previously a single project
Meeker Frontage Improvement (Phase II)	
76 th Avenue South (South Section)	South, Middle and North phases were previously a single project
76 th Avenue South (Middle Section)	
76 th Avenue South (North Section)	
SE 248th Street Improvements – 104th Ave Southeast to 116th Avenue Southeast	The three projects were previously a single project (SE 248th Street Improvements – 104th Avenue Southeast to 116th Avenue Southeast)
SE 248th Street Improvements – 109th Ave Southeast to 116th Avenue Southeast	
SE 248th Street at 116th Avenue Southeast Roundabout	

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN

Project List

Project #	Project Name, Location and Extent
1.	South 224th Street Extension (Phase I) - 84 th Avenue South to 88 th Avenue South
2.	Naden Avenue and Willis Street Intersection Improvements
3.	Naden Avenue Improvements - Willis Street to Meeker Street
4.	Kent Valley Flashing Yellow Left Turn Arrows
5.	South 228th Street/Union Pacific Railroad Grade Separation
6.	Transportation Master Plan
7.	South 224th Street Extension (Phase II) - 88 th Avenue South to 94 th Place South
8.	BNSF Railway Company Railroad Quiet Zone
9.	Union Pacific Railroad Quiet Zone
10.	Willis Street at 4th Avenue South Roundabout
11.	Willis Street Shared Use Paths – Union Pacific Railroad to the 4 th Avenue South Roundabout
12.	132nd Avenue South Pedestrian Improvements (Phase III) – Kent-Kangley Road S to SE 278 th Street
13.	Auburn to Renton Rapid Ride - Access Improvements
14.	Meeker Frontage Improvements and Midblock Crossing at the Driving Range - Driving range from Colony Park apartments driveway to Russell Road
15.	W James Street/W Smith Street Pedestrian Improvement
16.	W James Street at 2nd Avenue N Pedestrian Crossing

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN

17. **76th Avenue South (South Phase)** - 22400 Block to 21700 Block
18. **76th Avenue South (Middle Phase)** - 21700 Block to 21400 Block
19. **76th Avenue South (North Phase)** - 21400 Block to 21100 Block
20. **S 212th Street Green River Bridge Rehabilitation**
21. **Meeker Street Green River Bridge Rehabilitation**
22. **Safe Routes to Schools Improvements at Meridian Elementary** - Southeast 256th Street and 140th Avenue Southeast
23. **E Willis Street and Central Avenue Intersection Improvements**
24. **Southeast 248th Street Improvements** - 104th Avenue Southeast to 109th Avenue Southeast
25. **Southeast 248th Street Improvements** - 109th Avenue Southeast to 116th Avenue Southeast
26. **Southeast 248th Street at 116th Ave Southeast Roundabout**
27. **Panther Lake Signal System Integration**
28. **Safe Routes to Schools Improvements at Neeley-O'Brien Elementary** - 64th Avenue South and South 236th Street
29. **Kent Transit Center** – Access, Mobility and Safety Improvements
30. **Central Avenue** - Traffic Signal Communication
31. **Veterans Drive Extension** - Military Road to I-5 Southbound Off-ramp
32. **Meeker Frontage Improvements at the Riverview Apartments** - Riverview Apartments Homes from Russell Road east to the western edge of private development property
33. **South 212th Street** - East Valley Highway (State Route 181) to 72nd Avenue South
34. **East Valley Highway** - South 196th Street to South 212th Street

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN

- 35. South 212th Street** - West Valley Highway (State Route 181) to Orillia Road
- 36. Meeker Street and 64th Avenue South** – Intersection Improvements
- 37. South 224th Street Extension (Phase III)** - 94th Place South to 108th Avenue Southeast (State Route 515/Benson Highway)
- 38. Midway Subarea TOD Street – S. 244th Street and 32nd Avenue South**

ONGOING CITYWIDE PROGRAMS

- 39. Street and Sidewalk Preservation and Repair Program**
- 40. Traffic Signal Management Program**
- 41. Channelization and Pavement Markings Maintenance Program**
- 42. Guardrail Safety Improvement Program**

	PROJECT COSTS						PHASES				
	No.	Project	Start Year	Project Costs Total	Secured	Unsecured	Phases Total	Other	Preliminary Engineering	Right of Way	Construction
PROJECTS	1	South 224th Street Extension (Phase I)	2020	\$ 22,646,000	\$ 22,646,000	\$ -	\$ 22,646,000	\$ -	\$ 3,526,000	\$ 1,451,000	\$ 17,669,000
	2	Naden Avenue and Willis Street Intersection Improvements	2020	\$ 830,000	\$ 300,000	\$ 530,000	\$ 830,000	\$ -	\$ 75,000	\$ 175,000	\$ 580,000
	3	Naden Avenue Improvements	2020	\$ 1,900,000	\$ -	\$ 1,900,000	\$ 1,900,000	\$ -	\$ 200,000	\$ 100,000	\$ 1,600,000
	4	Flashing Yellow Left Turn Arrows	2020	\$ 869,000	\$ 869,000	\$ -	\$ 869,000	\$ -	\$ 56,000	\$ -	\$ 813,000
	5	South 228th Street/Union Pacific Railroad Grade Separation	2020	\$ 43,100,000	\$ 38,644,000	\$ 4,456,000	\$ 43,100,000	\$ -	\$ 5,280,000	\$ 5,060,000	\$ 32,760,000
	6	Transportation Master Plan	2020	\$ 890,000	\$ 890,000	\$ -	\$ 890,000	\$ 890,000	\$ -	\$ -	\$ -
	7	South 224th Street Extension (Phase II)	2020	\$ 13,543,000	\$ 13,543,000	\$ -	\$ 13,543,000	\$ -	\$ 1,137,000	\$ 1,557,000	\$ 10,849,000
	8	BNSF Railway Company Railroad Quiet Zone	2020	\$ 1,938,000	\$ 57,000	\$ -	\$ 1,938,000	\$ -	\$ 135,000	\$ 49,000	\$ 1,754,000
	9	Union Pacific Railroad Quiet Zone	2020	\$ 1,212,000	\$ 57,000	\$ -	\$ 1,212,000	\$ -	\$ 85,000	\$ 31,000	\$ 1,096,000
	10	Willis Street at 4th Ave South Roundabout	2020	\$ 3,000,000	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -	\$ 350,000	\$ -	\$ 2,650,000
	11	Willis Street Shared Use Paths	2020	\$ 600,000	\$ -	\$ 600,000	\$ 600,000	\$ -	\$ 100,000	\$ -	\$ 500,000
	12	132nd Avenue S Pedestrian Improvements (Phase III)	2020	\$ 276,900	\$ -	\$ 276,900	\$ 276,900	\$ -	\$ 31,950	\$ -	\$ 244,950
	13	Auburn to Renton Rapid Ride	2020	\$ 10,680,000	\$ 10,680,000	\$ -	\$ 10,680,000	\$ 1,520,000	\$ 1,650,000	\$ -	\$ 7,510,000
	14	Meeker Frontage Improvements and Midblock Crossing at the Driving Range	2020	\$ 3,450,000	\$ -	\$ 3,450,000	\$ 3,450,000	\$ -	\$ 515,000	\$ 110,000	\$ 2,825,000
	15	W James Street/W Smith Street Pedestrian Improvement	2020	\$ 805,000	\$ -	\$ 805,000	\$ 805,000	\$ -	\$ 115,000	\$ -	\$ 690,000
	16	W James Street at 2nd Avenue N Pedestrian Crossing	2020	\$ 245,000	\$ -	\$ 245,000	\$ 245,000	\$ -	\$ 35,000	\$ -	\$ 210,000
	17	76th Avenue South (South Section)	2020	\$ 3,300,000	\$ -	\$ 3,300,000	\$ 3,300,000	\$ -	\$ 500,000	\$ -	\$ 2,800,000
	18	76th Avenue South (Middle Section)	2020	\$ 4,100,000	\$ -	\$ 4,100,000	\$ 4,100,000	\$ -	\$ 500,000	\$ -	\$ 3,600,000
	19	76th Avenue South (North Section)	2020	\$ 3,700,000	\$ -	\$ 3,700,000	\$ 3,700,000	\$ -	\$ 500,000	\$ -	\$ 3,200,000
	20	S 212th Street Green River Bridge Rehabilitation	2020	\$ 5,980,800	\$ -	\$ 5,980,800	\$ 5,980,800	\$ -	\$ 840,000	\$ -	\$ 5,140,800
	21	Meeker Street Green River Bridge Rehabilitation	2020	\$ 3,450,000	\$ -	\$ 3,450,000	\$ 3,450,000	\$ -	\$ 515,000	\$ 110,000	\$ 2,825,000
	22	Safe Routes to Schools Improvements at Meridian Elementary	2021	\$ 961,000	\$ -	\$ 961,000	\$ 961,000	\$ -	\$ 111,000	\$ -	\$ 850,000

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

	No.	Project	Start Year	PROJECT COSTS			PHASES					
				Project Costs Total	Secured	Unsecured	Phases Total	Other	Preliminary Engineering	Right of Way	Construction	
PROJECTS	23	E Willis Street and Central Avenue South Intersection Improvements	2021	\$ 500,000	\$ 168,000	\$ 332,000	\$ 500,000	\$ -	\$ 44,000	\$ 166,000	\$ 290,000	
	24	South 248th Street Improvements - 104th Avenue South to 109th Avenue South	2021	\$ 5,000,000	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -	\$ 500,000	\$ 250,000	\$ 4,250,000	
	25	South 248th Street Improvements - 109th Avenue South to 116th Avenue South	2021	\$ 7,000,000	\$ -	\$ 7,000,000	\$ 7,000,000	\$ -	\$ 500,000	\$ 250,000	\$ 6,250,000	
	26	Southeast 248th Street at 116th Ave SE Roundabout	2021	\$ 3,000,000	\$ -	\$ 3,000,000	\$ 3,000,000	\$ -	\$ 300,000	\$ 500,000	\$ 2,200,000	
	27	Panther Lake Signal System Integration	2021	\$ 400,000	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ 50,000	\$ -	\$ 350,000	
	28	Safe Routes to Schools Improvements at Neeley-O'Brien Elementary	2021	\$ 961,000	\$ -	\$ 961,000	\$ 961,000		\$ 92,000	\$ 100,000	\$ 769,000	
	29	Kent Transit Center	2021	\$ 3,000,000	\$ -	\$ 3,000,000	\$ 3,000,000	\$ 150,000	\$ 713,000	\$ -	\$ 2,137,000	
	30	Central Avenue	2021	\$ 5,000,000	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 250,000	\$ 1,188,000	\$ -	\$ 3,562,000	
	31	Veterans Drive Extension	2021	\$ 51,620,000	\$ 45,374,000	\$ 6,246,000	\$ 51,620,000	\$ -	\$ 2,765,000	\$ 10,270,000	\$ 38,585,000	
	32	Meeker Frontage Improvements at the Riverview Apartments	2021	\$ 2,447,000	\$ -	\$ 2,447,000	\$ 2,447,000	\$ -	\$ 391,000	\$ 100,000	\$ 1,956,000	
	33	South 212th Street - East Valley Highway to 72nd Avenue South	2021	\$ 2,900,000	\$ 2,900,000	\$ -	\$ 3,000,000	\$ -	\$ 200,000	\$ 240,000	\$ 2,560,000	
	34	East Valley Highway - South 196th Street to South 212th Street	2023	\$ 3,000,000	\$ -	\$ 3,000,000	\$ 3,000,000	\$ -	\$ 225,000	\$ 175,000	\$ 2,600,000	
	35	South 212th Street - West Valley Highway to Orillia Road S	2023	\$ 5,210,000	\$ -	\$ 5,210,000	\$ 5,210,000	\$ -	\$ 800,000	\$ 10,000	\$ 4,400,000	
	36	Meeker Street and 64th Avenue South	2023	\$ 600,000	\$ -	\$ 600,000	\$ 600,000	\$ -	\$ 100,000	\$ -	\$ 500,000	
	37	South 224th Street Extension (Phase III)	2024	\$ 15,500,000	\$ 100,000	\$ 15,400,000	\$ 15,500,000	\$ -	\$ 1,500,000	\$ 1,000,000	\$ 13,000,000	
	38	Midway Subarea TOD Street - S. 244th Street and 32nd Avenue South	2025	\$ 5,900,000	\$ -	\$ 5,900,000	\$ 5,900,000	\$ -	\$ 600,000	\$ 1,400,000	\$ 3,900,000	
	Total Projects				\$ 239,514,700	\$ 139,228,000	\$ 97,250,700	\$ 239,614,700	\$ 2,810,000	\$ 26,224,950	\$ 23,104,000	\$ 187,475,750

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

			PROJECT COSTS			PHASES					
	No.	Project	Start Year	Project Costs Total	Secured	Unsecured	Phases Total	Other	Preliminary Engineering	Right of Way	Construction
PROGRAMS	39	Street and Sidewalk Preservation and Repair		\$ 106,200,000	\$ 38,400,000	\$ 67,800,000	\$ 106,200,000	\$ -	\$ 14,868,000	\$ 1,062,000	\$ 90,270,000
	40	Traffic Signal Management		\$ 4,200,000	\$ 3,750,000	\$ 450,000	\$ 4,200,000	\$ -	\$ 600,000	\$ -	\$ 3,600,000
	41	Channelization and Pavement Markings Maintenance		\$ 4,800,000	\$ 2,575,000	\$ 2,225,000	\$ 4,800,000	\$ -	\$ 720,000	\$ -	\$ 4,080,000
	42	Guardrail Safety Improvements		\$ 660,000	\$ 660,000	\$ -	\$ 660,000	\$ -	\$ 66,000	\$ -	\$ 600,000
Total Programs				\$ 115,860,000	\$ 45,385,000	\$ 70,475,000	\$ 115,866,000	\$ -	\$ 16,254,000	\$ 1,062,000	\$ 98,550,000
Grand Total				\$ 355,374,700	\$ 184,613,000	\$ 167,725,700	\$ 355,480,700	\$ 2,810,000	\$ 42,478,950	\$ 24,166,000	\$ 286,025,750

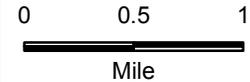
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City of Kent 2020 - 2025 Transportation Improvement Program Projects

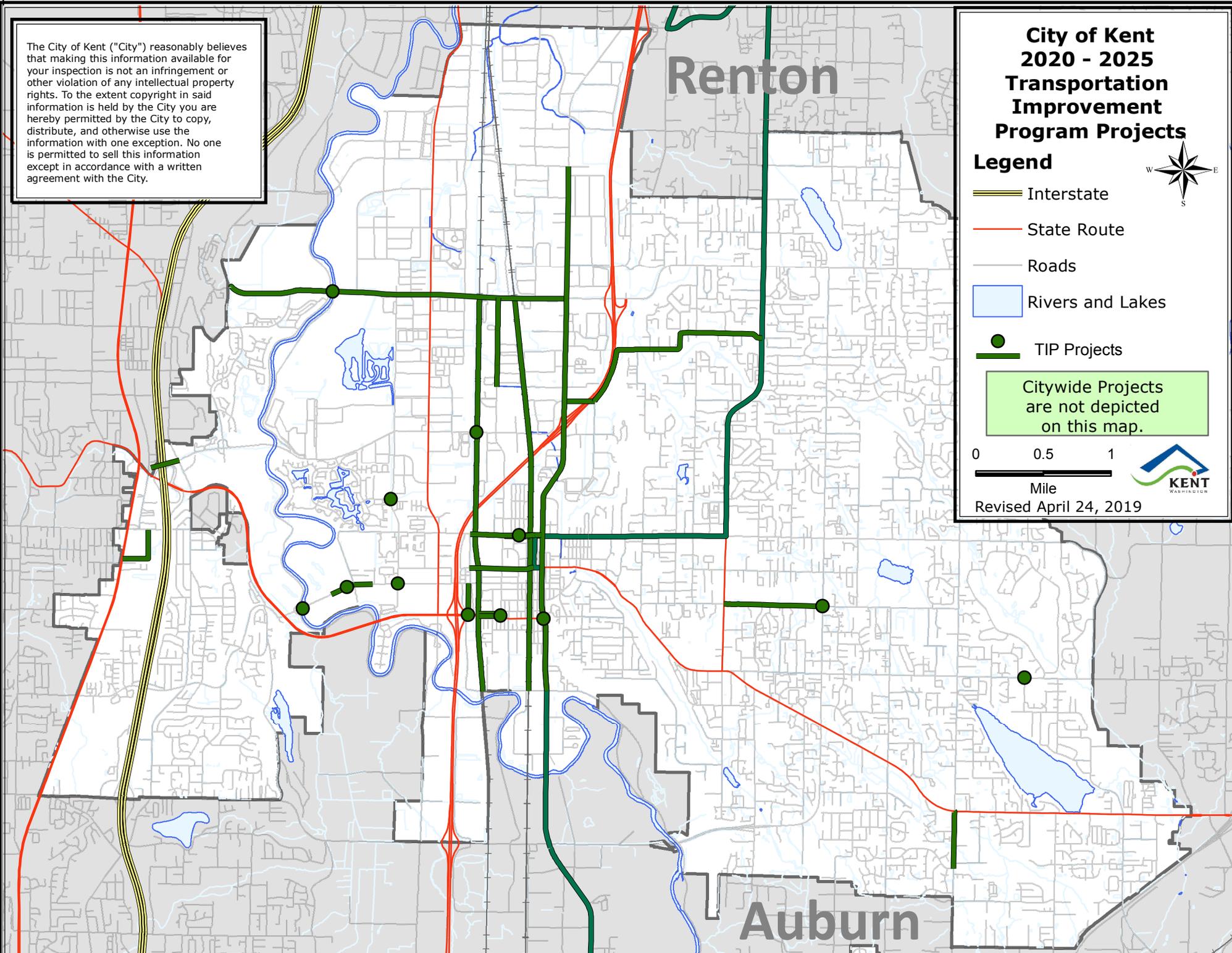
Legend

-  Interstate
-  State Route
-  Roads
-  Rivers and Lakes
-  TIP Projects

Citywide Projects
are not depicted
on this map.



Revised April 24, 2019



2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #1: South 224th Street Extension (Phase I)

84th Avenue South to 88th Avenue South

YEAR: 2020

DESCRIPTION: Construct a three-lane road from 84th Avenue South to 88th Avenue South, including a new bridge over State Route 167. The project will include full-width paving; concrete curbs, gutters and sidewalks; five-foot paved shoulders; street lighting; storm drainage; landscaping; utilities and appurtenances. Construction began in 2017 and will be completed in 2019.

PROJECT COST: Preliminary Engineering \$3,526,000
Right of Way Acquisition ... \$1,451,000
Construction \$17,669,000
TOTAL \$22,646,000
Secured Funding..... \$22,646,000

FUNDING SOURCE(S): City of Kent (Drainage Fund, Local Improvement District, Special Assessments), Developer Mitigation, Transportation Improvement Board

PROJECT JUSTIFICATION: The existing roadway system cannot accommodate the current or forecast east-west traffic volumes between Kent’s East Hill and the Green River Valley floor. To meet transportation concurrency requirements of the Growth Management Act, additional east-west vehicle capacity is required. Intersections along South 208th/212th Street and James/Southeast 240th Streets are at or over capacity. Because of existing development and topographic constraints, it is not feasible to widen the James/Southeast 240th Street and South 208th/212th Street ‘corridors’ enough to provide the additional east-west capacity needed to accommodate forecast traffic volumes.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #2: Naden Avenue and Willis Street Intersection Improvements

YEAR: 2020

DESCRIPTION: Build right-in/right-out intersection on Willis Street (State Route 516) at Naden Avenue consistent with Washington State Department of Transportation approval.

PROJECT COST: Preliminary Engineering.....\$75,000
Right of Way Acquisition \$175,000
Construction \$580,000
TOTAL.....\$830,000
Secured Funding..... \$300,000

FUNDING SOURCE(S): City of Kent (Local Improvement District, Transportation Capital Fund)

PROJECT JUSTIFICATION: This project will provide access to the City's Naden site. The Naden site is placed strategically at the entrance to Kent's Downtown. It is highly approachable and visible from State Route 167 and State Route 516. The Kent Downtown Subarea Action Plan describes this area as critical to projecting a good image of the City.

Project Descriptions

PROJECT #3: Naden Avenue Improvements

Willis Street to Meeker Street

YEAR: 2020

DESCRIPTION: Build the new Naden Avenue connecting Willis Street and Meeker Street to prepare the site for development.

PROJECT COST: Preliminary Engineering \$200,000
Right of Way Acquisition \$100,000
Construction \$1,600,000
TOTAL \$1,900,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Developer Mitigation, General Fund, Local Improvement District, Economic and Community Development Placemaking Fund)

PROJECT JUSTIFICATION: This project will build upon the Naden Avenue and Willis Street intersection improvements, allowing for greater development potential for the Naden site. This area is adjacent to State Route 167 and State Route 516 and serves as a gateway to visitors. The Kent Downtown Subarea Action Plan describes this area as critical to projecting a good image of the City. Landscaping will buffer development from Puget Sound Energy overhead distribution power lines. Additionally, this project will provide on-street parking, which will improve access to the Interurban Trail.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #4: Kent Valley Flashing Yellow Left Turn Arrows

YEAR: 2020

DESCRIPTION: Purchase and install five traffic signal cabinets, 34 controllers and applicable communications capable of supporting flashing yellow left turn arrow (FYLTA) operation for permissive left turns at 14 intersections in the north Kent Valley.

PROJECT COST: Preliminary Engineering\$56,000
Right of Way Acquisition\$0
Construction\$813,000
TOTAL\$869,000
Secured Funding.....\$869,000

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax) Federal Highway Safety Improvement Program

PROJECT JUSTIFICATION: This project builds upon a previous Federal Highway Safety Improvement Program funded project that included replacement of the master signal controller unit and installation of the FYLTAs in the downtown area. This type of signal display has been demonstrated to be much more readily understood by motorists and has resulted in reduced collision rates involving vehicles turning left during permissive left turn signal phases. The upgrade to the legacy central traffic signal control system and more advanced intersection traffic signal controllers will allow greater operation flexibility and improved transportation system efficiency.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #5: South 228th Street/Union Pacific Railroad Grade Separation

YEAR: 2020

DESCRIPTION: Construct a grade separation of the Union Pacific Railroad mainline tracks and Interurban Trail at South 228th Street. The project will include the construction of a bridge for four-lane vehicle crossing; full-width paving; concrete curbs, gutters and sidewalks; bicycle facilities; street lighting; utilities and appurtenances. Construction is underway, utilities are being relocated. This project has also been added to the Washington State Freight Plan. Construction began in 2016.

PROJECT COST: Preliminary Engineering \$5,280,000
Right of Way Acquisition ... \$5,060,000
Construction \$32,760,000
TOTAL \$43,100,000
Secured Funding..... \$38,644,000

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, Drainage Fund, Street Fund, and Water Fund), Transportation Improvement Board (TIB), Connecting Washington (Washington State), Freight Action Strategy for Everett-Seattle-Tacoma Corridor (FAST), Freight Mobility Strategic Investment Board (FMSIB), Port of Seattle, Union Pacific Railroad

PROJECT JUSTIFICATION: The project will lead to a seamless connection between major freight handlers and their primary destinations. It will support freight moving through Kent to the Ports of Seattle and Tacoma, SeaTac Airport and the freeway system. Grade separating this arterial will increase roadway capacity, decrease congestion, enhance safety and improve freight mobility in this corridor and throughout the region. This project will provide regional connections for thousands of businesses, employers, and the 40 million square feet of warehouse/industrial space in the valley. Construction is underway.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #6: Transportation Master Plan

YEAR: 2020

DESCRIPTION: Major update to the Transportation Master Plan (TMP) including near-term and long-range planning for the City's transportation network needs. The project will require assistance from consultants. Project elements include transportation priorities/goals development; an outreach strategy; evaluation of multimodal level of service; transportation model development; public and stakeholder outreach; the base, near-term and forecast transportation model; transportation policies/goals performance metrics; project development and prioritization; financial plan development; and the draft TMP. The updated TMP will include all transportation modes including non-motorized and transit. The current TMP was completed in 2008 and needs to be updated.

PROJECT COST: Consultant \$600,000
TOTAL **\$890,000**
Secured Funding..... \$890,000

FUNDING SOURCE(S): City of Kent (General Fund)

PROJECT JUSTIFICATION: The Kent Transportation Master Plan (TMP), as incorporated into the City's Comprehensive Plan, is the City's blueprint for long-range transportation planning in Kent. The City's Comprehensive Plan was approved by the Puget Sound Regional Council in 2015. Efforts to update the TMP began in 2018. This update will include a multi-year transportation financing plan. The plan will also consider subarea and functional plans adopted since 2008 and newly-funded major corridors serving Kent:

- Midway Subarea Plan
- Downtown Subarea Action Plan
- Federal Way Link Extension
- State Route 509 extension
- State Route 167 improvements
- Let's Go Kent
- Park & Open Space Plan 2016

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #7: South 224th Street Extension (Phase II)

88th Avenue South to 94th Place South

YEAR: 2020

DESCRIPTION: Construct a three-lane road from 88th Avenue South to 94th Place South, including a new bridge over Garrison Creek. The project will include full-width paving; concrete curbs, gutters and sidewalks; five-foot paved shoulders; street lighting; storm drainage; landscaping; utilities and appurtenances. Construction began in 2019.

PROJECT COST: Preliminary Engineering \$1,137,000

Right of Way Acquisition ... \$1,557,000

Construction \$10,849,000

TOTAL \$13,543,000

Secured Funding..... \$13,543,000

FUNDING SOURCE(S): City of Kent (Drainage Fund, Local Improvement District, Special Assessments, Transportation Impact Fee), Developer Mitigation, Transportation Improvement Board

PROJECT JUSTIFICATION: The existing roadway system cannot accommodate the current or forecast east-west traffic volumes between Kent’s East Hill and the Green River Valley floor. In order to meet transportation concurrency requirements of the Growth Management Act, additional east-west vehicle capacity is required. Intersections along South 208th/212th Street and James/Southeast 240th Streets are also at or over capacity. Because of existing development and topographic constraints, it is not feasible to widen the James/Southeast 240th Street and South 208th/212th Street ‘corridors’ enough to provide the additional east-west capacity needed to accommodate forecast traffic volumes. Construction is underway.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #8: BNSF Railway Company Railroad Quiet Zone

YEAR: 2020

DESCRIPTION: Establish a railroad quiet zone for the BNSF Railway Company mainline tracks through the City. The grade crossings to be included in the quiet zone are: South 259th Street, East Willis Street (State Route 516), East Titus Street, East Gowe Street, East Meeker Street, East Smith Street, East James Street, and South 212th Street.

PROJECT COST: Preliminary Engineering \$135,000
Right of Way Acquisition \$49,000
Construction \$1,754,000
TOTAL \$1,938,000
Secured Funding \$1,938,000

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax), Washington Utilities and Transportation Commission

PROJECT JUSTIFICATION: Locomotive engineers begin sounding the train-mounted horn approximately one quarter mile from an at-grade highway/railroad crossing. Train horns are an effective warning of a train approaching grade crossings, but they expose the local community to significant noise. Reducing that noise through a quiet zone will improve the quality of life for those living and working closest to the railroad facilities and could eliminate a barrier to attracting new businesses and residents.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #9: Union Pacific Railroad Quiet Zone

YEAR: 2020

DESCRIPTION: Establish a railroad quiet zone for the Union Pacific Railroad (UPRR) mainline tracks through the City. The grade crossings included in the quiet zone are: Willis Street (State Route 516), West Meeker Street, West Smith Street, West James Street and South 212th Street.

PROJECT COST: Preliminary Engineering\$85,000
Right of Way Acquisition\$31,000
Construction \$1,096,000
TOTAL.....\$1,212,000
Secured Funding..... \$1,212,000

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax), Washington Utilities and Transportation Commission

PROJECT JUSTIFICATION: Locomotive engineers begin sounding the train-mounted horn approximately one quarter mile from an at-grade highway/railroad crossing. Train horns are an effective warning of a train approaching grade crossings, but they expose the local community to significant noise. Reducing that noise through a quiet zone will improve the quality of life for those living and working closest to the railroad facilities and could eliminate a barrier to attracting new businesses and residents.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #10: Willis Street at 4th Ave South Roundabout

YEAR: 2020

DESCRIPTION: Construct a roundabout on Willis Street (State Route 516) at 4th Avenue South. The project will include the construction of the roundabout, concrete curbs, gutters, sidewalks, street lighting, storm drainage, landscaping, utilities and appurtenances. The roundabout will accommodate bicycle riders, consistent with the Transportation Master Plan which calls for a shared travel lane (sharrows) on 4th Avenue South. This project must be assessed with respect to the complete streets requirements.

PROJECT COST: Preliminary Engineering \$350,000
Right of Way Acquisition\$0
Construction \$2,650,000
TOTAL..... \$3,000,000
Secured Funding..... \$3,000,000

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, Transportation Impact Fees), Congestion Mitigation Air Quality, Washington State Department of Transportation Local Programs

PROJECT JUSTIFICATION: This gateway project will provide an aesthetically pleasing welcome into the heart of Kent and provide the typical benefits of a roundabout including: improved safety, improved traffic flow and decreased lifecycle maintenance costs.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #11: Willis Street Shared Use Paths

Union Pacific Railroad to the 4th Avenue South Roundabout

YEAR: 2020

DESCRIPTION: Construct a shared use path from the Union Pacific Railroad to the roundabout at 4th Avenue South in the existing right-of-way on the north and south sides of Willis Street.

PROJECT COST: Preliminary Engineering \$100,000
Right of Way Acquisition\$0
Construction \$500,000
TOTAL..... \$600,000

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, Transportation Impact Fees), Congestion Mitigation Air Quality, Washington State Department of Transportation Local Programs

PROJECT JUSTIFICATION: This project will provide a shared use path on the north and south sides of Willis Street between the Union Pacific Railroad and the 4th Avenue South roundabout, a gateway to Kent project. This project will better connect the Interurban Trail to downtown Kent and serve as a gateway into the City’s urban core.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #12: 132nd Avenue Southeast Pedestrian Improvements (Phase III)

Kent-Kangley Road Southeast to Southeast 278th Street

YEAR: 2020

DESCRIPTION: Construct an asphalt walking path along the west side of 132nd Avenue Southeast where sidewalk does not currently exist.

PROJECT COST: Preliminary Engineering\$31,950
Right of Way Acquisition\$0
Construction\$244,950
TOTAL..... \$276,900

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, Transportation Impact Fees), Congestion Mitigation Air Quality, Washington State Department of Transportation Local Programs

PROJECT JUSTIFICATION: 132nd Avenue Southeast is designated as a minor arterial roadway, with 5 vehicle lanes, bicycle lanes, sidewalks and landscaping planned at build-out. This roadway has been widened at various locations based on development of adjacent parcels. Due to budgetary constraints this roadway will not be completed in the near term; however, the desire to improve pedestrian access necessitates moving ahead with the walking path.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #13: Auburn to Renton Rapid Ride

Access Improvements

YEAR: 2020

DESCRIPTION: This project is to upgrade passenger facilities and increase access to transit within Kent along the new King County Metro Rapid Ride I corridor expected to open in 2023. Improved pedestrian and bicycle facilities, shelter improvements, real time arrival information, lighting, off-board payment kiosks, and other transit facility improvements will increase safety and comfort for transit users, induce transit ridership, and improve transit speeds throughout the City and other jurisdictions along the route. The new Rapid Ride corridor will run north-south along Central Avenue from Auburn to the Kent Transit Center, connect to the East Hill area, and then north-south along the Benson Highway (State Route 515) corridor to Renton. Over seven miles of the corridor are within the City.

PROJECT COST: Preliminary Engineering \$1,650,000
Equipment \$1,520,000
Construction \$7,510,000
TOTAL \$10,680,000
Regional Mobility Grant..... \$8,000,000
King County Metro \$2,280,000
Secured Funding \$10,680,000

FUNDING SOURCE(S): King County METRO, Washington State Department of Transportation Regional Mobility Grant

PROJECT JUSTIFICATION: Current frequent service along this corridor includes route 180 (Southeast Auburn to Kent Station to Sea-Tac Airport to Burien Transit Center) and route 169 (Kent Station to Renton Transit Center). The corridor currently has 31 northbound and 29 southbound transit stops serving these two routes. This corridor currently has deficiencies in bus stop facilities as well as areas with poor pedestrian and bicycle access to transit. All bus zones identified for Rapid Ride service will require upgraded facilities (e.g., new RapidRide shelters and amenities) to align with King County Metro's Rapid Ride branding and standards. The City will work with King County Metro to identify bus zone locations for improvements.

Project Descriptions

PROJECT #14: Meeker Frontage Improvements and Midblock Crossing at the Driving Range

Driving range frontage from the Colony Park Apartments driveway to Russell Road

YEAR: 2020

DESCRIPTION: Complete a missing link in Meet Me on Meeker improvements by constructing new sidewalk and multimodal pathway along city-owned driving range frontage on the south side of Meeker Street. The project will also install a raised crosswalk and median islands at the midblock pedestrian crossing between the driving range and golf course, remove the existing pedestrian traffic signal and install a rectangular rapid flashing beacon (RRFB) consistent with the Meet Me on Meeker standards. The project will include construction of concrete curbs, gutters, multimodal path, a sidewalk, street lighting, median islands, storm drainage, landscaping, utilities and appurtenances.

PROJECT COST: Preliminary Engineering \$515,000
Right of Way Acquisition \$110,000
Construction \$2,825,000
TOTAL \$3,450,000
Secured Funding \$250,000

FUNDING SOURCE(S): City of Kent (Economic and Community Development Placemaking Fund, Business and Occupation Tax), Puget Sound Regional Council Grants (Congestion Mitigation and Air Quality /Non-Motorized Set Aside), Washington State Transportation Improvement Board Complete Streets Award

PROJECT JUSTIFICATION: Private development on the former Par-3 property ("Marquee on Meeker") has constructed the Meet Me on Meeker promenade along approximately 1,200 feet of frontage west of the city-owned driving range. This project provides approximately 700 feet of promenade connection between Russell Road and the eastern edge of the Marquee on Meeker project. This will improve non-motorized travelers' comfort, aesthetics, and economic development along this important commercial corridor. This project will remove the existing traffic signal and install a raised crosswalk with median islands which improves drivers' view of crossing pedestrian traffic. A rectangular rapid flashing beacon (RRFB) will be installed to improve drivers' awareness of crossing pedestrians.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #15: W James Street/W Smith Street Pedestrian Improvement

YEAR: 2020

DESCRIPTION: The proposed project will improve the pedestrian and bicycling experience between the underutilized Kent/James Street Park & Ride and Kent Sounder Station. Improvements include pedestrian wayfinding, pedestrian lighting, and related safety improvements.

PROJECT COST: Preliminary Engineering \$115,000
Right of Way Acquisition\$0
Construction \$690,000
TOTAL \$805,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, General Fund, Local Improvement District), Sound Transit System Access Funds

PROJECT JUSTIFICATION: The pedestrian environment between the Kent/James Street Park & Ride and Kent Sounder Station lacks pedestrian wayfinding and lighting. Parking at Kent Station has a high utilization, while the Park & Ride is underutilized. The project will increase utilization of the Park & Ride, provide an alternative to congested parking areas near Kent Station, and improve the safety and pedestrian experience along the pedestrian route.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #16: W James Street at 2nd Avenue N Pedestrian Crossing

YEAR: 2020

DESCRIPTION: Install a Rectangular Rapid Flash Beacon (RRFB), high visibility crosswalk and ADA ramps crossing W James Street at 2nd Avenue N.

PROJECT COST: Preliminary Engineering\$35,000
Right of Way Acquisition\$0
Construction\$210,000
TOTAL\$245,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, General Fund, Local Improvement District), Sound Transit System Access Funds

PROJECT JUSTIFICATION: W James Street between 4th Avenue N and Central Avenue N is 0.3 miles long. The distance between pedestrian crossings is a barrier to multiple neighborhoods north of W James Street. This project will enhance pedestrian connectivity between those neighborhoods and destinations south of W James Street.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #17: 76th Avenue South (South Phase)

22400 block to 21700 block

YEAR: 2020

DESCRIPTION: Construct drainage and road improvements on 76th Avenue South from the 22400 block to the 21700 block. The project will raise the existing road to 1.5 feet above FEMA flood elevation and include a full width overlay, concrete curbs, gutters, sidewalks, street lighting, storm drainage, and channelization. This project must be assessed with respect to the complete streets requirements. The Transportation Master Plan calls for "possible re-striping" for bicycle lanes on this segment of 76th Avenue South.

PROJECT COST: Preliminary Engineering \$500,000
Right of Way Acquisition\$0
Construction \$2,800,000
TOTAL.....\$3,300,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, Storm Drainage Utility Fund), Congestion Mitigation and Air Quality Improvement Program, Developer Mitigation, Surface Transportation Program, Transportation Improvement Board

PROJECT JUSTIFICATION: 76th Avenue South floods several times per year, resulting in road closures. The roadway is located in the heart of the City's Industrial zoning area and has significant heavy truck traffic. Large industrial and manufacturing companies and a large solid waste company that serves several adjacent jurisdictions are located in the immediate vicinity of the project. Road closures negatively impact these businesses and create congestion in other parts of the City as a result of traffic detours around the closure. Improving the road to current standards will also improve traffic flow on 76th Avenue South.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #18: 76th Avenue South (Middle Phase)

21700 block to 21400 block

YEAR: 2020

DESCRIPTION: Construct drainage and road improvements on 76th Avenue South from the 21700 block to the 21400 block. The project will raise the existing road to 1.5 feet above FEMA flood elevation and include a full width overlay, concrete curbs, gutters, sidewalks, street lighting, storm drainage, and channelization. This project must be assessed with respect to the complete streets' requirements. The Transportation Master Plan calls for "possible re-striping" for bicycle lanes on this segment of 76th Avenue South.

PROJECT COST: Preliminary Engineering \$500,000
Right of Way Acquisition\$0
Construction \$3,600,000
TOTAL.....\$4,100,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, Storm Drainage Utility Fund), Congestion Mitigation and Air Quality Improvement Program, Developer Mitigation, Surface Transportation Program, Transportation Improvement Board

PROJECT JUSTIFICATION: 76th Avenue South floods several times per year, resulting in road closures. The roadway is located in the heart of the City's Industrial zoning area and has heavy truck traffic. Large industrial and manufacturing companies and a large solid waste company that serves several adjacent jurisdictions are located in the immediate vicinity of the project. Road closures negatively impact these businesses and create congestion in other parts of the City as a result of traffic detours around the closure. Improving the road to current standards will also improve traffic flow on 76th Avenue South.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #19: 76th Avenue South (North Phase)

21400 block to 21100 block

YEAR: 2020

DESCRIPTION: Construct drainage and road improvements on 76th Avenue South from the 21400 block to the 21100 block. The project will raise the existing road to 1.5 feet above FEMA flood elevation and include a full width overlay, concrete curbs, gutters, sidewalks, street lighting, storm drainage, and channelization. This project must be assessed with respect to the complete streets requirements. The Transportation Master Plan calls for “possible re-striping” for bicycle lanes on this segment of 76th Avenue South.

PROJECT COST: Preliminary Engineering \$500,000
Right of Way Acquisition\$0
Construction \$3,200,000
TOTAL.....\$3,700,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, Storm Drainage Utility Fund), Congestion Mitigation and Air Quality Improvement Program, Developer Mitigation, Surface Transportation Program, Transportation Improvement Board

PROJECT JUSTIFICATION: 76th Avenue South floods several times per year, resulting in road closures. The roadway is located in the heart of the City’s Industrial zoning area and has significant heavy truck traffic. Large industrial and manufacturing companies and a large solid waste company that serves several adjacent jurisdictions are located in the immediate vicinity of the project. Road closures negatively impact these businesses and create congestion in other parts of the City as a result of traffic detours around the closure. Improving the road to current standards will also improve traffic flow on 76th Avenue South.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #20: S 212th Street Green River Bridge Rehabilitation

YEAR: 2020

DESCRIPTION: Replace the existing finger expansion joints. The improvements would remove and replace the aged compression seals, steel sliding plate, and steel fingers, with a modern expansion joint on the west end of the bridge and remove and repair the flexible joint seals on the east end of the bridge.

PROJECT COST: Preliminary Engineering \$117,500
Right of Way Acquisition\$0
Construction \$719,100
TOTAL \$836,600
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, General Fund, Local Improvement District), WSDOT Local Bridge Program

PROJECT JUSTIFICATION: The S 212th Street is a major corridor connecting I-5 to State Route 167 and State Route 515. S 212th Street travels directly through the Manufacturing and Industrial Center connecting businesses and communities throughout the Puget Sound. This corridor is heavily used by commuters and commercial trucks that are destined to the distribution centers and businesses within the Manufacturing and Industrial Center of the City of Kent.

The S 212th Street Bridge spans the Green River in the City of Kent, within King County. A bridge has been located at this location since before 1936. The current bridge is a three span steel plate girder with a weathering steel and concrete deck, and steel finger expansion joints. No major repairs have been performed on the bridge since its construction in 1966. Recent repairs include the filling of missing sections of poured flexible seal with crack sealant in several locations. In 2006, repairs were made to the concrete parapet and deck surface. Joint and steel rail repairs were made in 2010. Due to heavy truck traffic, the deck surface has substantially delaminated and spalled to where repairs are scheduled for the summer of 2019. The S 212th Street Bridge has stringer supports with attached existing city utilities (8" sanitary sewer force main and 8" water main), and private utilities below the roadway decking that services businesses and residents on either side of the Green River in the City of Kent.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #21: Meeker Street Green River Bridge Rehabilitation

YEAR: 2020

DESCRIPTION: Replace the existing finger expansion joints, including the reinsert and glue bearing pads.

PROJECT COST: Preliminary Engineering \$840,000

Right of Way Acquisition\$0

Construction \$5,140,800

TOTAL\$5,980,800

Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, General Fund, Local Improvement District), WSDOT Local Bridge Program

PROJECT JUSTIFICATION: The Meeker Street bridge over the Green River is a steel stringer (Warren Truss Frame) bridge located in the City of Kent's boundary limits within King County. Meeker Street is part of the old State Route 516, a major connecting corridor linking I-5 and State Route 167. The Meeker Street Bridge has stringer supports with attached existing city utilities (METRO 24" sanitary sewer trunk line and a City of Kent 12" water main and other outside utilities) below the roadway decking that services the residents on the west hill of the City of Kent. This route is heavily used by commercial trucks that service downtown Kent, industrial and distribution centers, and commuters.

The bridge has severe paint scaling with 70% of top chords of trusses peeled to the primer, as well as bottom truss and vertical hangers. Pack rust is visible. The bridge deck has severe exposed short transverse rebar with spalls concentrated in both east bound and westbound lanes. The worst area is in the southern lane. The lanes have about 50-55% exposed transverse re-bar on the bridge decking. Due to aging of the bridge, the existing finger expansion joints need to be replaced, including the reinsert and glue bearing pads.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #22: Safe Routes to Schools Improvements at Meridian Elementary

Southeast 256th Street and 140th Avenue Southeast

YEAR: 2021

DESCRIPTION: Install a traffic signal at Southeast 256th Street and 140th Avenue Southeast and construct an asphalt pavement walkway along Southeast 256th Street from approximately 134th Avenue Southeast to 140th Avenue Southeast. The traffic signal will include a traffic surveillance camera and interconnect cable to connect this signal to the City’s traffic control system. This project must be assessed with respect to the complete streets requirements. The Transportation Master Plan calls for bicycle lanes on Southeast 256th Street and shared travel lanes on 140th Avenue Southeast.

PROJECT COST: Preliminary Engineering \$111,000
Construction \$850,000
TOTAL \$961,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent, Washington State Department of Transportation’s Safe Routes to Schools Program

PROJECT JUSTIFICATION: Meridian Elementary School is located near the intersection of Southeast 256th Street and 140th Avenue Southeast. The school provides adult crossing guards to help students cross Southeast 256th Street. Traffic in that neighborhood and in the communities to the east of the school has become especially heavy at the afternoon bell times. Intersection control improvements would assist pedestrians and motorists to maneuver in an orderly way during times of heavy conflict. Currently students must walk or bike along a wide shoulder on Southeast 256th Street.

Project Descriptions

PROJECT #23: E Willis Street and Central Avenue South Intersection Improvements

YEAR: 2021

DESCRIPTION: Improve the intersection of E Willis Street and Central Avenue South to provide a right turn lane from southbound on Central Avenue South to westbound E Willis Street. Project includes sidewalk, curb and gutter replacement and improvements to traffic signal system. Although there are no bicycle facilities planned at the E Willis Street and Central Avenue South intersection, this project must be assessed with respect to the complete streets requirements.

PROJECT COST: Preliminary Engineering\$44,000
Right of Way Acquisition \$166,000
Construction \$290,000
TOTAL\$500,000
Secured Funding..... \$168,000

FUNDING SOURCE(S): City of Kent (Developer Mitigation, Transportation Impact Fee)

PROJECT JUSTIFICATION: This project is a traffic mitigation requirement for additional trips generated by the Kent Station Development. The City will be implementing this project for which money was contributed by the Kent Station developer. The transportation analysis prepared for the ShoWare project assumed construction of this project would be complete.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #24: Southeast 248th Street Improvements

104th Avenue South to 109th Avenue South

YEAR: 2021

DESCRIPTION: Improvements on Southeast 248th Street between 104th Avenue Southeast and 109th Avenue Southeast. This project must be assessed with respect to the complete streets requirements. The 2008 Transportation Master Plan calls for bicycle lanes on this segment of Southeast 248th Street. This segment will include a five-foot landscape buffer between each sidewalk and bicycle lane.

PROJECT COST: Preliminary Engineering \$500,000
Right of Way Acquisition \$250,000
Construction \$4,250,000
TOTAL \$5,000,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, General Fund, Local Improvement District), Economic Incentive Grants

PROJECT JUSTIFICATION: In support of future development, this area will be connected to the bicycle and pedestrian networks. Nearby pedestrian generators include Morrill Meadows Park, East Hill Park, Daniel Elementary School, the YMCA and the project will include improved turning operations into these attractors.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #25: Southeast 248th Street Improvements

109th Avenue Southeast to 116th Avenue Southeast

YEAR: 2021

DESCRIPTION: Improvements on Southeast 248th Street between 109th Avenue Southeast and 116th Avenue Southeast. This project must be assessed with respect to the complete streets requirements. The 2008 Transportation Master Plan calls for bicycle lanes on this segment of Southeast 248th Street. This segment will include a five-foot landscape buffer between each sidewalk and bicycle lane.

PROJECT COST: Preliminary Engineering \$500,000
Right of Way Acquisition \$250,000
Construction \$6,250,000
TOTAL \$7,000,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, General Fund, Local Improvement District), Economic Incentive Grants

PROJECT JUSTIFICATION: In support of future development, this area will be connected to the bicycle and pedestrian networks. Nearby pedestrian destinations include Morrill Meadows Park, East Hill Park, Daniel Elementary School, the YMCA and the project will include improved turning operations into these attractors.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #26: Southeast 248th Street at 116th Avenue Southeast Roundabout

YEAR: 2021

DESCRIPTION: Construct a roundabout at Southeast 248th Street and 116th Avenue Southeast for capacity and traffic safety improvements. This project must be assessed with respect to the complete streets requirements. The 2008 Transportation Master Plan calls for bicycle lanes on this segment of Southeast 248th Street.

PROJECT COST: Preliminary Engineering \$300,000
Right of Way Acquisition \$500,000
Construction \$2,200,000
TOTAL \$3,000,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, General Fund, Local Improvement District), Economic Incentive Grants

PROJECT JUSTIFICATION: This project will improve the operation and safety of this busy intersection and support future growth in the area. In addition, lifecycle costs will be lower than a traffic signal.

Project Descriptions

PROJECT #27: Panther Lake Signal System Integration

YEAR: 2021

DESCRIPTION: This project includes extension of the fiber optic communications network to traffic signals in the Panther Lake area to allow remote monitoring, management and coordination. The project also includes replacement of the existing traffic signal controllers to allow integration with the new central traffic signal control system and operating Flashing Yellow Left Turn Arrows (FYLTA).

PROJECT COST: Preliminary Engineering\$50,000
Right of Way Acquisition\$0
Construction\$350,000
TOTAL\$400,000
Secured Funding.....\$0

FUNDING SOURCE(S): Federal Highway Safety Improvement Program

PROJECT JUSTIFICATION: The traffic signals in the Panther Lake area are not connected to the City's new central traffic signal control system; hence, they cannot be remotely monitored or managed from the City's Traffic Management Center. The existing traffic signal controllers are not capable of operating FYLTA for permissive left turn movements. It has been demonstrated that this type of signal display is much more readily understood by motorists and results in reduced collision rates involving vehicles turning left during permissive left turn signal phases. The integration of these signals into the City's signal system will allow operation flexibility and improved transportation system efficiency.

Project Descriptions

PROJECT #28: Safe Routes to Schools Improvements at Neely-O'Brien Elementary

64th Avenue South and South 236th Street

YEAR: 2021

DESCRIPTION: Install a traffic signal with pedestrian crosswalk at 64th Avenue South and South 236th Street. The traffic signal will include a traffic camera and a connection to the City's central traffic control system.

PROJECT COST: Preliminary Engineering\$92,000
Right of Way Acquisition \$100,000
Construction \$769,000
TOTAL\$961,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent, Washington State Department of Transportation's Safe Routes to Schools Program

PROJECT JUSTIFICATION: Neely O'Brien Elementary School is located near the intersection of 64th Avenue South and South 236th Street. This signal project will provide an alternative walking route for those students that live to the east of 64th Avenue South.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #29: Kent Transit Center

Access, Mobility and Safety Improvements

YEAR: 2021

DESCRIPTION: This project will create an eastbound right-turn lane on East James Street to Railroad Avenue North extending from 1st Avenue North to Railroad Avenue North. This project will also extend the eastbound bicycle facility on James Street that currently terminates approaching the 1st Avenue North intersection. In addition, improved pedestrian facilities are planned along the north and south sides of East James Street, improving mobility and safety for these users.

PROJECT COST: Preliminary Engineering \$713,000
Equipment \$150,000
Construction \$2,137,000
TOTAL \$3,000,000
Secured Funding.....\$0

FUNDING SOURCE(S): King County METRO, Washington State Department of Transportation Regional Mobility Grant

PROJECT JUSTIFICATION: This project will improve mobility for transit vehicles, bicyclists, and pedestrians accessing the Kent Transit Center (Kent Station) via East James Street. Kent Station serves as a vital transportation hub for the south King County. In addition to Sound Transit (ST) Sounder service, a King County METRO or ST bus accesses the transit center once per minute during the peak periods. By 2040, a bus will access the transit center every 30 seconds during peak periods. In addition, voter approved ST 3 will increase Sounder service. East James Street in the vicinity of Kent Station has high congestion and low mobility during peak periods. Eastbound James Street approaching Central Avenue has large queues and poor level of service. East James Street has two eastbound travel lanes through the BNSF rail crossing. A short eastbound left and right turn lane approaching Central Avenue starts at Railroad Avenue North. Existing geometrics on East James Street west of Railroad Avenue North are constrained by the close proximity of the Washington Cold Storage Inc. building. Improved bicycle and pedestrian facilities in this area are needed.

Project Descriptions

PROJECT #30: Central Avenue

Traffic Signal Communication

YEAR: 2021

DESCRIPTION: The project will implement the communication connection between the Burlington Northern Santa Fe Railway (BNSF) rail corridor and the traffic signals along Central Avenue to allow area signals the ability to adjust signal timing in anticipation of, during, and after train events. In addition, signals along the Central Avenue corridor, from South 259th Street through South 212th Street, will be upgraded to use this interconnection. Signal upgrades may utilize newer technology such as adaptive signal control systems, transit signal priority, and other intelligent transportation systems applications in traffic signal control. Additional signals adjacent to at-grade rail crossings may also be upgraded to take advantage of the new communication connections.

PROJECT COST:

Preliminary Engineering	\$1,188,000
Equipment	\$250,000
Construction	\$3,562,000
TOTAL	\$5,000,000
Secured Funding.....	\$0

FUNDING SOURCE(S): King County METRO, Washington State Department of Transportation's Regional Mobility Grant

PROJECT JUSTIFICATION: This project will improve mobility for transit vehicles and motorists in the vicinity of the Kent Transit Center along the Central Avenue corridor, from South 259th Street through South 212th Street. A King County METRO or Sound Transit bus accesses the transit center once per minute during the peak periods. By 2040, a bus will access this regional transit center every 30 seconds during peak periods. Downtown Kent, along the Central Avenue corridor, experiences poor level of service due to heavy congestion affecting movements from multiple directions. There are more than 60 daily trains on the BNSF corridor adjacent to Central Avenue. With no downtown grade-separated rail crossings, the volume of daily rail crossing events contributes to the congested conditions. Today, the traffic signal system cannot communicate signal timing modifications to manage changes in traffic patterns during or after a train event.

Project Descriptions

PROJECT #31: Veterans Drive Extension

Military Road to I-5 Southbound Off-ramp

YEAR: 2021

DESCRIPTION: Complete a missing link by constructing a new roadway from Military Road to the I-5 Southbound off-ramp, including an intersection with the northbound on-ramp to I-5 and an undercrossing of I-5. The project will include the construction of full-width paving; concrete curbs, gutters, sidewalks, pedestrian pathway, street lighting, storm drainage, landscaping, utilities and appurtenances.

PROJECT COST: Preliminary Engineering.....\$2,800,000
Right of Way Acquisition.....\$10,200,000
Construction..... \$33,800,000
TOTAL..... \$51,600,000
Secured Funding.....\$47,104,000

FUNDING SOURCE(S): Connecting Washington Account (State), City of Kent, Transportation Improvement Board Grant, Federal Surface Transportation Program Grant

PROJECT JUSTIFICATION: This project will improve the connection between the Sea-Tac International Airport, the Port of Seattle and the Kent Manufacturing/Industrial Center (MIC). This project reduces traffic congestion on local roads and highways by completing a direct connection between Seattle and the Kent Valley. The project will redistribute traffic away from State Route 516, improving operations of the interchange.

Project Descriptions

PROJECT #32: Meeker Frontage Improvement at the Riverview Apartments

Riverview Apartments Homes frontage from Russell Road to the private development at 64th Avenue South and Meeker Street

YEAR: 2021

DESCRIPTION: Complete a missing link of Meet Me on Meeker by constructing new sidewalk and multimodal pathway from Russell Road to the east limit of the private development at 64th Avenue South and Meeker Street. The project will include construction of concrete curbs, gutters, multimodal path, a sidewalk, street lighting, storm drainage, landscaping, utilities and appurtenances.

PROJECT COST: Preliminary Engineering \$391,000
Right of Way Acquisition \$100,000
Construction \$1,956,000
TOTAL \$2,447,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Economic and Community Development Placemaking Fund, Business and Occupation Tax) Puget Sound Regional Council Grants (Congestion Mitigation and Air Quality /Non-Motorized Set Aside)

PROJECT JUSTIFICATION: Private development at 64th Avenue South and Meeker Street will construct the Meet Me on Meeker promenade along approximately 1,000 feet of property frontage. This project provides approximately 700 feet of promenade connection between Russell Road and the western edge of the 64th Avenue South and Meeker Street project. The project is the second phase to connect the two privately developed segments for a total promenade length of approximately 3,500 feet. This will improve the comfort of non-motorized users as well as aesthetics and economic development along this important commercial corridor.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #33: South 212th Street

East Valley Highway (State Route 181) to 72nd Avenue South

YEAR: 2021

DESCRIPTION: The South 212th Street project includes grinding, replacement of failing pavement sections and a full-width asphalt concrete pavement overlay of the entire roadway from East Valley Highway to 72nd Avenue South. Curb ramps will be upgraded as required to meet Americans with Disabilities Act (ADA) standards.

PROJECT COST: Preliminary Engineering \$200,000
Right of Way Acquisition \$240,000
Construction \$2,460,000
TOTAL \$2,900,000
Secured Funding..... \$2,900,000

FUNDING SOURCE(S): Federal Surface Transportation Program, City of Kent Business and Occupation Tax

PROJECT JUSTIFICATION: This project is located within the Kent Manufacturing/Industrial Center (MIC). The Kent MIC, located between the ports of Seattle and Tacoma supports significant regional growth and development, with one of the highest concentrations of jobs in the region. The asphalt pavement on South 212th Street has reached a critical level of degradation, rated at 50 on the Pavement Condition Index--data collected in April of 2016. The road surface is heavily impacted by the high percentage of heavy vehicle traffic in the valley. An overlay is necessary to prevent further costly damage that may require more extensive reconstruction of the roadway to this critical multimodal freight, bus, pedestrian and commuter corridor.

Project Descriptions

PROJECT #34: East Valley Highway

South 196th Street to South 212th Street

YEAR: 2023

DESCRIPTION: The East Valley Highway project includes grinding, replacement of failing pavement sections and a full-width asphalt concrete pavement overlay of the entire roadway from South 196th Street to South 212th Street. Curb ramps and pedestrian push buttons will be upgraded as required to meet Americans with Disabilities Act (ADA) standards.

PROJECT COST: Preliminary Engineering \$225,000
Right of Way Acquisition \$175,000
Construction \$2,600,000
TOTAL \$3,000,000

FUNDING SOURCE(S): STP, City of Kent Business and Occupation Tax

PROJECT JUSTIFICATION: This project is located within the Kent Manufacturing/Industrial Center (MIC). The asphalt pavement on East Valley Highway has reached a critical level of degradation, rated at 42 on the Pavement Condition Index--data collected in April of 2016. The road surface is heavily impacted by the high percentage of heavy vehicle traffic. Overlay is necessary to prevent further costly damage that may require more extensive reconstruction of the roadway to this critical multimodal freight, bus, pedestrian and commuter corridor.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #35: South 212th Street

West Valley Highway (State Route 181) to Orillia Road S

YEAR: 2023

DESCRIPTION: The South 212th Street project includes grinding, replacement of failing pavement sections and a full-width asphalt concrete pavement overlay of the entire roadway from West Valley Highway to Orillia Road S. Curb ramps will be upgraded as required to meet Americans with Disabilities Act (ADA) standards.

PROJECT COST: Preliminary Engineering \$800,000

Right of Way Acquisition\$10,000

Construction \$4,400,000

TOTAL\$5,210,000

FUNDING SOURCE(S): Federal Surface Transportation Program, City of Kent Business and Occupation Tax

PROJECT JUSTIFICATION: This project is located within the Kent Manufacturing/Industrial Center (MIC). The Kent MIC, located between the ports of Seattle and Tacoma supports significant regional growth and development, with one of the highest concentrations of jobs in the region. The asphalt pavement on South 212th Street has reached a critical level of degradation, rated at 50 on the Pavement Condition Index--data collected in April of 2016. The road surface is heavily impacted by the high percentage of heavy vehicle traffic. Based on 2018 data, South 212th Street from West Valley Highway to Riverview Blvd S is a T-1 in the WSDOT Freight and Goods Transportation System carrying more the 10 million tons of freight each year and South 212th Street from Riverview Blvd S to Orillia Rd S is a T-2. An overlay is necessary to prevent further costly damage that may require more extensive reconstruction of the roadway to this critical multimodal freight, bus, pedestrian and commuter corridor.

Project Descriptions

PROJECT #36: Meeker Street and 64th Avenue South

Intersection Improvements

YEAR: 2023

DESCRIPTION: Construct a new curb bulb on the northwest corner of the intersection, convert the westbound approach to one left turn lane, one westbound through lane, and one westbound right-turn lane, and add a westbound transit cue jump.

PROJECT COST: Preliminary Engineering \$100,000
Right of Way Acquisition\$0
Construction \$500,000
TOTAL.....\$600,000

FUNDING SOURCE(S): Federal Surface Transportation Program, City of Kent Business and Occupation Tax

PROJECT JUSTIFICATION: The project is intended to make the intersection safer for westbound vehicles that must merge quickly after moving through the intersection, causing speeding and unsafe behavior. The curb bulb will also help make a more comfortable experience for pedestrians crossing in the west leg of the intersection, which fits the overall Meet Me on Meeker vision for the corridor. The project supports visitors to local businesses, as well as residents, seniors and commuters. The project supports and originates from the Economic Development Plan, adopted by City Council—particularly the strategies to beautify Kent streetscapes and strengthen sense of place by designating and improving key gateways into Kent.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #37: South 224th Street Extension (Phase III)

94th Place South to 108th Avenue Southeast (State Route 515/Benson Highway)

YEAR: 2024

DESCRIPTION: Construct a three-lane roadway from 94th Place South to 108th Avenue Southeast (State Route 515/Benson Highway). This project widens South 224th Street to three lanes and include full-width paving; concrete curbs, gutters and sidewalks; five-foot paved shoulders; street lighting; storm drainage; landscaping; utilities and channelization. This project must be assessed with respect to the complete streets requirements.

PROJECT COST: Preliminary Engineering \$1,500,000
Right of Way Acquisition ... \$1,000,000
Construction \$13,000,000
TOTAL \$15,500,000
Secured Funding..... \$100,000

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, Drainage Fund, Local Improvement District, Special Assessments, Transportation Impact Fee), Developer Mitigation, Transportation Improvement Board

PROJECT JUSTIFICATION: The existing roadway system cannot accommodate the current or forecast east-west traffic volumes between Kent’s East Hill and the Green River Valley floor. In order to meet transportation concurrency requirements of the Growth Management Act, additional east-west vehicle capacity is required. Intersections along South 208th/212th Street and James/Southeast 240th Streets are at or over capacity. Because of existing development and topographic constraints, it is not feasible to widen the James/Southeast 240th Street and South 208th/212th Street corridors enough to provide the additional east-west capacity needed to accommodate forecast traffic volumes.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #38: Midway Subarea TOD Street – S. 244th Street and 32nd Avenue South

YEAR: 2025

DESCRIPTION: Construct two new streets including sidewalks and bike lanes in the Midway area near the future Kent-Des Moines Link Light Rail Station. The project includes the new 32nd Avenue South and a new segment of S. 244th Street from S. 240th Street to Pacific Highway South (SR99). These will be complete streets supportive of transit-oriented development envisioned in the Midway Subarea Plan adopted in 2011.

PROJECT COST: Preliminary Engineering \$600,000
Right of Way Acquisition ... \$1,400,000
Construction \$3,900,000
TOTAL \$5,900,000

FUNDING SOURCE(S): Federal Surface Transportation Program, City of Kent (Business and Occupation Tax, Transportation Impact Fees), Congestion Mitigation Air Quality, Washington State Department of Transportation Local Programs, Transportation Improvement Board, Washington State Department of Transportation Local Programs, City of Kent Drainage Funds

PROJECT JUSTIFICATION: This project will support the vision of the Midway Subarea Plan including Transit Oriented Development near the future Link Light Rail Station at 30th Avenue South and S. 36th Street, anticipated to open in 2024.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #39: Street and Sidewalk Preservation and Repair Program

Ongoing Citywide Program

YEAR: 2020 - 2025

DESCRIPTION: Preserve the existing transportation system by resurfacing the existing asphalt and concrete streets throughout the City. Reconstruct sidewalks as related to curb ramps upgrades consistent with the Americans with Disabilities Act (ADA). The project limits must be assessed in accordance with the complete streets requirements

PROJECT COST: Preliminary Engineering .. \$14,868,000
Right of Way Acquisition ... \$1,062,000
Construction \$90,270,000
TOTAL \$106,200,000
Secured Funding..... \$38,400,000

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax, Solid Waste Utility Tax), Surface Transportation Program

PROJECT JUSTIFICATION: The City assessed the condition of its street network in 2016. Many of the streets exhibit deficiencies that reflect they are beyond their expected performance life and are in need of a maintenance or rehabilitation overlay, or some amount of reconstruction. This preservation work also requires curb ramps and sidewalks be made accessible to persons with disabilities, according to the ADA. This program constructs and repairs the City's sidewalks and begins to address the pedestrian improvements identified in the Transportation Master Plan.

Project Descriptions

PROJECT #40: Traffic Signal Management Program

Ongoing Citywide Program

YEAR: 2020 - 2025

DESCRIPTION: Preserve the existing traffic control signal and intelligent transportation systems through preventative maintenance and lifecycle hardware replacement. Review and adjust traffic signal timing to optimize intersection efficiency.

PROJECT COST: Preliminary Engineering \$600,000
Right of Way Acquisition\$0
Construction \$3,600,000
TOTAL.....\$4,200,000
Secured Funding..... \$3,750,000

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax)

PROJECT JUSTIFICATION: The City maintains an extensive traffic control system that includes 119 traffic signals, one pedestrian hybrid beacon, five pedestrian activated crosswalk beacons, 17 traffic cameras, and a large traffic signal communications system. These systems require routine preventative maintenance to operate safely and efficiently.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #41: Channelization and Pavement Markings Maintenance Program

Ongoing Citywide Program

YEAR: 2020 - 2025

DESCRIPTION: Refresh and replace pavement markings including paint, thermoplastic, and raised pavement markers throughout the City to separate and regulate conflicting traffic movements, define paths of travel, and facilitate safe and orderly movement on City streets.

PROJECT COST: Preliminary Engineering \$720,000
Right of Way Acquisition\$0
Construction \$4,080,000
TOTAL \$4,800,000
Secured Funding..... \$2,575,000

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax)

PROJECT JUSTIFICATION: This ongoing program maintains roadway channelization throughout the City. The City has approximately 1,700,000 linear feet (LF) of channelization striping, 450,000 raised pavement markers, 22,012 LF of access control curb and 7,200 LF of painted access control curb. Roadway channelization helps to reduce conflict points and direct motorists through areas of complexity. This project preserves the capacity and efficiency of the existing roadway system.

2020-2025 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions

PROJECT #42: Guardrail Safety Improvements Program

Ongoing Citywide Program

YEAR: 2020 - 2025

DESCRIPTION: Make miscellaneous guardrail improvements each year to enhance motorist safety. Upgrade existing guardrail end-treatments as mandated by State and Federal regulations.

PROJECT COST: Preliminary Engineering\$66,000
Right of Way Acquisition\$0
Construction\$600,000
TOTAL\$666,000
Secured Funding.....\$0

FUNDING SOURCE(S): City of Kent (Business and Occupation Tax), Highway Safety Improvement Program and Hazard Elimination Program

PROJECT JUSTIFICATION: This project is mandated for compliance with Federal and State regulations and the requirement to mitigate potentially hazardous roadway conditions.

CITY OF KENT, WASHINGTON

**SIX-YEAR TRANSPORTATION
IMPROVEMENT
PROGRAM**

2020 – 2025



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