PSRC's 2014 Regional FHWA Application

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

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

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

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

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

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary.

All applications must be submitted by 5:00p.m. April 8, 2014.

Project Information

Project Title

Lake to Sound Trail, Segment A Construction

Transportation 2040 ID#

4441

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, here. If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project

List can be found here.

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency

King County Department of Transportation

Co-Sponsoring Agency

King County Department of Natural Resources and Parks

CA Status

- (●) Yes
- ( ) No

CA Sponsor (if applicable)

Contact Information

Project Contact Name

Peter Heffernan

Project Contact Phone

206-477-3814

Project Contact Email

peter.heffernan@kingcounty.gov

Project Description

Project Scope

The project will construct Segment A of the Lake to Sound Trail (L2ST) from Naches Avenue SW in the City of Renton to the Green River Trail near Fort Dent Park in the City of Tukwila. Segment A of the L2ST will be 1.06 miles in length and will include the construction of a 12-foot-wide, separated, paved, nonmotorized, shared use path with 2-foot-wide gravel shoulders. The project will also make improvements to Monster Road including a pedestrian crossing with a high-intensity activated flashing (HAWK) light and a widened and separated walkway along the road bridge crossing the Black River. The project will include necessary drainage as well as driveway crossings.

Project Purpose

The Lake to Sound Trail, Segment A fills an incremental gap between three regional centers - Renton Regional Growth Center, Tukwila Regional Growth Center, and North Tukwila Manufacturing Industrial Center. Safe, nonmotorized travel in this area (I-405 corridor) is restricted by the Green River and BNSF and UP railroad tracks. Bicycle/pedestrian travel is now limited to two routes: SW Grady Way or by a circuitous routing via the Boeing Access Road/Boeing parking lot and S. Long Acres Way. SW Grady Way is a heavily trafficked 5-lane arterial and designated truck route with one sidewalk adjacent to the road. Traffic volumes average 24,400-33,600 ADT (2000). The second route via Boeing requires a distance of approximately 3.1 miles to reach the Green River Trail from downtown Renton. The project will create a more direct and dedicated shared use path through this congested area with a distance to the Green River Trail of about 2.1 miles. The Green River Trail can then be used to access both Tukwila Regional Growth Center or North Tukwila Manufacturing Industrial Center.

Regional trail nonmotorized trips in this area at the junction of the Green River and Interurban trails were estimated to be more than 313,000 trips annually between 2008-2012, using methods from the National Bicycle and Pedestrian Documentation Project (NBPDP) and Washington State Bicycle and Pedestrian Documentation Project counts. Bicycle and pedestrian travel on these routes would be expected to increase as a result of the project. The project is identified in the PSRC T2040 Active Transportation Plan (2014) as a Tier 1 segment of the Regional Bicycle Network.

The project is an important component of the 16-mile-long Lake to Sound Trail, which is a collaborative partnership between King County and the cities of Renton, Tukwila, SeaTac, Burien, and Des Moines. This application is for construction of Segment A linking Renton and Tukwila between Naches Avenue and the Green River Trail. The project will provide a much enhanced means to travel by bicycle and on foot between regional centers. King County received a federal countywide CMAQ grant for Segment A design in March 2010 as part of a two-segment award (L2S Trail, Segments A and B).

The King County Strategic Plan and King County Ordinance 16948 promote equity and social justice within our communities. The development of the L2ST and Segment A is consistent with this effort. The communities noted above have characteristically lower household incomes and have traditionally been under-served by active transportation facilities. The L2ST will interconnect these communities and increase access to the surrounding regional trails network thereby offering more active lifestyle choices while providing active transportation alternatives. Construction of Segment A will enhance bicycle and pedestrian travel in an area of Renton and Tukwila where up to 39.9 percent of households were found to have incomes below 200 percent of the federal poverty level according to the 2010 U.S. Census. This is an area where more than 50 percent of the population were non-white or Hispanic in 2012. More than 10 percent of the population in tracts surrounding the project were found to speak English less than proficiently. The project will provide a new regional trail in this community that can be used for work-related travel or active recreation while initiating development of the longer L2ST between Renton and Tukwila.

This project will provide a new nonmotorized link in a congested area where few such practical and efficient routes exist. The project will provide a dedicated path that will improve the overall efficiency of east-west travel through the I-405 corridor. Because the project will provide a convenient, separated path in a scenic but otherwise vehicle-dominated environment, it will promote bicycling and walking. The project will also reduce the need to use SW Grady Way and other nearby arterials, thereby potentially reducing congestion in the corridor.

Project Location

Cities of Renton and Tukwila between Naches Avenue SW and Green River Trail

Please identify the county(s) the project is located in. Check all that apply.

- [x] King County
- [ ] Kitsap County
- [ ] Pierce County
- [ ] Snohomish County

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable. Crossroad/landmark nearest to the beginning of the project:

Naches Avenue SW, Renton

Crossroad/landmark nearest to the end of the project:

Green River Trail, Tukwila

Please identify the center(s)

Renton Regional Growth Center;
Tukwila Regional Growth Center; and
North Tukwila Manufacturing Industrial Center.

Federal Functional Classification

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

Federal Functional Class

Not Applicable

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP.

Is the project specifically identified in a local comprehensive plan?

- (●) Yes
- ( ) No

Is the project specifically identified in a local comprehensive plan?

King County Comprehensive Plan (2012)
The project is listed in the King County Comprehensive Plan, Chapter 6: Parks, Open Space, and Cultural Resources. The project is shown in the Regional Trails Needs Report (RTNR) as project L2S-2 on page 6-18. It is also listed and briefly described on page 6-21.

City of Renton Comprehensive Plan - Trails and Bicycle Plan (Adopted May 2009)
-Segment A is shown on the map of proposed bicycle improvements as a proposed multiuse regional trail (p.53). The Trail Segment (referred to as the 'Two Rivers Trail') is the #1 Priority trail identified on the Draft Prioritization Matrix for Recommended Improvements (p.60)

Tukwila Comprehensive Plan - Parks, Recreation, and Open Space Plan (Adopted May 9, 2008):
-This project is contained in Tukwila's Parks, Recreation, & Open Space

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

Category Specific Questions

Select the project category

Corridor Serving Centers

Designated Regional Growth Center

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional Growth Center Development

A2. Project's Benefit to the Regional Growth Center

Manufacturing/Industrial Center

B1. Development and Users Benefit

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC’s FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

Corridor Serving Center(s)

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional Growth or Manufacturing/Industrial Center

Comparisons can be made between the Renton and Tukwila centers based on the 2010 PSRC Centers Monitoring Report. The residential population of the Renton RGC is about 3,122 persons. Neither the Tukwila RGC nor the North Tukwila MIC have residents, however. Employment is predominantly industrial in the Renton RGC and North Tukwila MIC and commercial in the Tukwila RGC with 13,465 jobs in the Renton center, 17,399 jobs in the Tukwila center, and 13,499 jobs in the North Tukwila MIC. Active transportation facilities vary among the centers. Pedestrian facilities are greater than 90 percent completed in both Renton and Tukwila RGCs, and about 68 percent complete in the MIC. The Renton RGC has 1.9 miles or shared use paths and 0.9 miles of on-road bike facilities. The Tukwila RGC has 3.2 miles of paths and 0.4 miles of on road bike facilities. The North Renton MIC has about 1.3 miles of shared use paths and 0.2 miles of on-road bike facilities.

The project proposes to enhance nonmotorized travel between the three centers while providing increased access up the Duwamish via the Green River Trail and south via both the Green River and the Interurban trails. Segment A and the L2ST are intended to provide active transportation linkages between Renton, Tukwila, and other south King County communities that will integrate with Green River and Interurban trails to create a separated network of nonmotorized routes to cities, centers, and transit. The project will fill an incremental but critical gap in this network. This link and subsequent phases of the L2ST will connect Renton and the Renton RGC to both the Tukwila Center and North Tukwila MIC via the Green River Trail to the south and north, respectively. Segment A will become the Renton Junction that will extend eastward as the L2ST to downtown Renton. The project will have an immediate impact on active transportation between the centers, because it will provide this important intersect that will enhance access to the north, south, and east.

Renton and Tukwila support local and regional nonmotorized development and travel including in connection with their urban centers:

-Renton Urban Center and Nonmotorized Transportation
Land Use Policy LU 193 states: Renton's Urban Center should be maintained and redeveloped with supporting land use decisions and projects that accomplish the following objectives:
3) Support development of an extensive transportation system to reduce dependency on automobiles.
-Renton Transportation Element:
-Objective T-K: Improve the no■)-motorized transportation system for both internal circulation and linkages to regional travel.
-Objective T-M: Integrate Renton's no■)-motorized transportation needs into a comprehensive transportation system serving both local and regional users.
-Objective T-P: Improve the City's pedestrian and bicycle network to increase access to and circulation within the Urban Center-Downtown.

-Tukwila Comprehensive Plan - Tukwila Urban Center:
-Policy 10.2.2 Streets, Streetscape, and Pedestrian Environment. Create a street network that reflects the demand and need for motor vehicles, transit,pedestrians, and bicyclists; provides a safe, convenient, attractive, and comfortable pedestrian and bicycling environment that eliminates potential conflicts and promotes safety for all modes of travel; and reinforces the different functions of streets by creating distinct identities for major rights-of-way.
(p.117).
-Policy 10.3.1 Regional Access. Promote transportation and transit services and facilities, as well as traffic management systems that increase and improve access to and from the Tukwila Urban Center for all transportation modes; encourage a range of solutions, including but not limited to local circulator systems, regional-serving park-n-ride sites,
connections to regional rail alignments, and regional and local high-occupancy vehicle systems (p. 124)

C2. System Continuity/Long-Term Benefit and Sustainability

The project will create a new nonmotorized route within the I-405 corridor between Renton and Tukwila centers. Bicycle or pedestrian trips through this area must now be made along SW Grady Way and other other adjacent local streets which require crossing SW Grady Way. At present bicyclists must use Grady Way to cross the BNSF and UP railroad tracks and Green River. Grady Way is a 5-lane principal arterial and designated truck route with average daily traffic volumes between 24,400 and 33,600 ADT (2000). There is little or no designated accommodation for cyclists on this road, and motor vehicles and cyclists must mix in the flow of east-west traffic. Accommodation for pedestrians is limited to a sidwalk along the north side of the road. The result is that bicycle travel between Renton and Tukwila must be made within existing auto and truck traffic, not only creating potentially hazardous travel, but also reducing the efficiency of the corridor. Because I-405 is located adjacent to SW Grady Way, there are limited options for more complete nonmotorized accommodation. The proposed project will help remedy these circumstances. While the path may not eliminate the need for all nonmotorized accommodation along Grady Way, it is expected to significantly reduce nonmotorized demand by providing a reasonable alternative in the corridor. This will enhance the overall efficiency of the corridor while also creating a new logical segment in the regional trails network that will subsequently be extended eastward to the Renton Center. It will also create a safer and more-pleasant travel opportunity for bicyclists and pedestrians, alike.

The project both fills a missing link and removes an existing barrier to east-west nonmotorized travel between Renton and Tukwila. Options for travel between Renton and Tukwila are limited by a bottleneck created by the Green River and railroad rights-of-way running north-south, and by I-405 running east-west. These options are limited to two routes: 1) SW Grady Way; or 2) a combination of arterials, local streets, and paths via the Boeing Access Road, through the Boeing parking lot, and under the tracks using S Longacres Way. The first route is congested with limited nonmotorized accommodation. The second route is circuitous and inefficient. The project will provide a third option dedicated to nonmotorized travel located directly west 0.96 mile from downtown Renton and the Renton RGC and about 1.3 miles from the Tukwila Center. Once on the new path in Renton, travel to the Tukwila Center or the North Tukwila Manufacturing Industrial Center can be made by shared use paths (via the Green River Trail). This routing effectively bypasses the existing bottleneck. The results will be improved nonmotorized travel between Renton and Tukwila and more efficient traffic flow along SW Grady Way, thereby improving overall system performance in this corridor.

The project will promote active transportation between Renton and Tukwila and nearby centers. The new connection will improve safety by providing a dedicated nonmotorized route for bicyclists, pedestrians, and other active travelers with only one new crossing at Monster Road (7500 ADT). This will reduce existing modal conflicts. Active transportation in this corridor is limited by the existing road system, railroad rights-of-way, Green River, and limited nonmotorized facilities. The construction of Segment A will significantly alleviate these circumstances and provide a new option for active transportation in this area while also eventually interconnecting the regional trails network in south King County.

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

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

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

Segment A is proposed as an incremental but critical segment of the Lake to Sound Trail, a planned 16 mile-long path and route from the south end of Lake Washington to Puget Sound at Des Moines. Subsequent programmed phases of the Lake to Sound Trail will extend east through downtown Renton Center to interconnect with the Cedar River Trail. According to the Air Quality and Climate Change Evaluation Guidance provided by the PSRC, the development of a new shared use path would be expected to provide a CO reduction of up to 18 kg/day.

This project and the Lake to Sound extension through Renton will be the most significant east-west regional trail corridor in south King County. It will link existing and future Eastside trails and the Cedar River Trail to the southeast with regional trails in the Green River Valley and Duwamish. The project will be the beginning of a new regional trail corridor around the south end of Lake Washington and up the Duwamish. Previously known as the Two Rivers Trail, this route has been an important proposed nonmotorized connection for decades and one that will significantly stimulate active transportation in south King County.

Segment A and the Lake to Sound Trail will be interconnected with other, similar facilities in the Regional Trails System. As noted above, the trail will ultimately connect with the Cedar River Trail as well as the Green to Cedar Rivers Trail further east. To the south, the trail will interconnect with the Green River Trail and the Interurban Trail (South). The project will enhance access to the Green River Trail north to the Duwamish and into Seattle. To the west, the Lake to Sound Trail will continue to SeaTac, Burien, and Des Moines.

The project would be expected to draw both local and regional users, and an important aspect of that use would be commute-type trips between Renton, Eastside, and southeast communities and Duwamish and Seattle. It is estimated that more than 300,000 nonmotorized trips are made annually at the junction of the Interurban and Green River trails in this area. Greater east-west connectivity in this location should promote higher rates of nonmotorized travel. Similar regional trail facilities with good north-south and east-west connections are estimated to average up to 1,000,000 trips annually.

The project will provide opportunities for different user groups. The origins and destinations of pedestrians will likely be relatively local - walkers would be expected to come from as far away as Renton or Tukwila RGCs or surrounding neighborhoods. Much of this traffic would likely be day-time and oriented toward active recreation and utility trips between Renton and Tukwila utilizing the Green River Trail. Bicycle use would be expected to be more regional, however. The project will fill a gap in regional trails network that will enhance travel options between the Green River Valley, Duwamish, and Renton with destinations on the Eastside and out the Cedar River valley as far as Maple Valley. As noted previously, bicycle commuting through this area is currently bottlenecked by other transportation facilities and natural barriers. The project will remedy these circumstances. The potential bicycle travel shed may include cities from Auburn to Seattle, Renton, south Eastside communities, and Maple Valley via the Cedar River Trail. To the west users would come from SeaTac and Burien. The development of the overall Lake to Sound Trail is expected to significantly enhance nonmotorized opportunities east and west of the Green River/Interurban trails and create an improved network that will foster greater rates of bicycling.

Renton and Tukwila had an estimated combined population of about 115,000 residents in 2012. It is assumed that the Segment A project would most-directly serve this population. Users of the completed Lake to Sound Trail may

Financial Plan & Project Readiness

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

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

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

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

PSRC Funding Request

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

Funding Source

- ○ STP
- ◉ CMAQ

Phase

Construction

Obligation Year

2016

Amount Requested

2400000

Phase

Obligation Year

Amount Requested

Total PSRC Funding Request

2400000

Total Estimated Project Cost and Schedule

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

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

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

Upload (only if necessary)

Planning Phase

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

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Planning Phase Cost

0

Actual or estimated completion date

Preliminary Engineering/Design Phase

Funding Source

King County Open Space & Trails Levy (Prop 2)

Funding Status

Secured

Funding Amount

468768

Funding Source

CMAQ Nonmotorized Grant

Funding Status

Secured

Funding Amount

336053

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Preliminary Engineering/Design Cost

804821

Actual or estimated completion date

June 2015

Right of Way Phase

Funding Source

King County Conservation Future Tax

Funding Status

Secured

Funding Amount

50000

Funding Source

King County Open Space & Trails Levy (Prop 2)

Funding Status

Secured

Funding Amount

58750

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Right of Way Phase Cost

108750

Actual or estimated completion date

March 2015

Construction Phase

Funding Source

King County Parks Open Space & Trails Levy (Prop 1)

Funding Status

Reasonably Expected

Funding Amount

390561

Funding Source

CMAQ

Funding Status

Unsecured

Funding Amount

2400000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Construction Phase Cost

2790561

Actual or estimated completion date

December 2015

Other Phase

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Other Phase Cost

0

Actual or estimated completion date

Project Summary

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

Total Estimated Project Cost

3704132

Estimated Project Completion Date

May 2016

Financial Documentation

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

Upload

http://fs19.formsite.com/psrc/files/f-0-475-7876003_D28vN6jo_L2SA_Financial_Supporting_Documentation

Upload

Upload

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

Secured funding has been approved in the adopted King County CIP by the King County Council. Secured funding is included in the following ordinances since 2009:
2009 - Ordinance 16312
2010 - Ordinance 16717
2011 - Ordinance 17476
2013 - Ordinance 17695

The reasonably expected to be secured funding will be included as part of the 2016/16 King County CIP budget. The 2015/16 budget will be developed in the spring/summer of 2014 and is scheduled for adoption in the the fall of 2014.

Project Readiness

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

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

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

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

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

- ○ Yes
- ◉ No

Is preliminary engineering for the project complete?

- ○ Yes
- ◉ No

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

Have preliminary plans been submitted to WSDOT for approval?

- ○ Yes
- ◉ No

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

April 2015

Are there any other PE/Design milestones not listed above?

90% Documentation: March 2015
100% Completion: May 2015
Bid Advertisement: June 2015

Project Readiness

What is the current level of NEPA documentation?

- ○ Environmental Impact Statement (EIS)
- ○ Environmental Assessment (EA)
- ◉ Documented Categorical Exclusion (DCE)
- ○ Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- ◉ Yes
- ○ No

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

August 20, 2013

Project Readiness

Will right of way be required for the project?

- (●) Yes
- ( ) No

How many parcels do you need?

4 Easements/Leases

What is the zoning in the project area?

The project is surrounded by the following zones:
IH - Industrial Heavy
IM - Industrial Medium
IL - Industrial Light

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

Not applicable

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

- (●) Yes
- ( ) No

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

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:• True cost estimate of right of way• Right of way plans (stamped)• Relocation plan• Right of way certification• Right of way acquisition• Certification audit by WSDOT • Relocation certification

• Right of way plans (stamped) - November 2013
• True cost estimate of right of way - April 2014
• Right of way acquisition - December 2014
• Right of way certification - February 2015
• Certification audit by Washington State Department of Transportation Right of Way Analyst - March 2015

Project Readiness

Are funds being requested for construction?

- (●) Yes
- ( ) No

Do you have an engineer's estimate?

- (●) Yes
- ( ) No

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

All Permits to be received prior to bid advertisment - May 2015
Shoreline Conditional Use Permit, Grading, Street Use - Renton
Shoreline Substantial Development, Grading Permit - Tukwila.

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

- ( ) Yes
- (●) No

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

May 2015

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

June 2015

Other Considerations

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

The Lake to Sound Trail and this project are a partnership between King County and five local cities - Renton, Tukwila, SeaTac, Burien, and Des Moines. The L2ST is unique in that it proposes to develop a significant dedicated and separated nonmotorized facility in the existing urban environment of south King County. The L2ST will ultimately provide something missing in this area - a continuous path stretching from Lake Washington to Puget Sound with interconnections to other regional trails. The goal of this effort and the development of the Regional Trails System is to create a unique interconnected network of active transportation facilities that can provide safe, efficient, and enjoyable nonmotorized travel throughout King County.

File Submission

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

Upload

http://fs19.formsite.com/psrc/files/f-0-477-7876003_OZlJBIaw_Segment_A_Centers_Map.pdf

Upload

http://fs19.formsite.com/psrc/files/f-0-478-7876003_55pIglNA_Segment_A_ESJ.pdf

Final Review

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

NOTE: Sponsors may update and resubmit information included in the application until the April 8th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

Last Update

2014-03-19 19:57:35

Start Time

N/A with Save & Return

Finish Time

N/A with Save & Return

IP

146.129.240.158

Browser

IE 10

OS

Windows

Referrer

http://fs19.formsite.com/res/formLoginReturn

King County Lake to Sound Trail

Additional Text

Project Purpose:

The Lake to Sound Trail, Segment A fills an incremental gap between three regional centers - Renton Regional Growth Center, Tukwila Regional Growth Center, and North Tukwila Manufacturing Industrial Center. Safe, nonmotorized travel in this area (I-405 corridor) is restricted by the Green River and BNSF and UP railroad tracks. Bicycle/pedestrian travel is now limited to two routes: SW Grady Way or by a circuitous routing via the Boeing Access Road/Boeing parking lot and S. Long Acres Way. SW Grady Way is a heavily trafficked 5-lane arterial and designated truck route with one sidewalk adjacent to the road. Traffic volumes average 24,400-33,600 ADT (2000). The second route via Boeing requires a distance of approximately 3.1 miles to reach the Green River Trail from downtown Renton. The project will create a more direct and dedicated shared use path through this congested area with a distance to the Green River Trail of about 2.1 miles. The Green River Trail can then be used to access both Tukwila Regional Growth Center or North Tukwila Manufacturing Industrial Center.

Regional trail nonmotorized trips in this area at the junction of the Green River and Interurban trails were estimated to be more than 313,000 trips annually between 2008-2012, using methods from the National Bicycle and Pedestrian Documentation Project (NBPDP) and Washington State Bicycle and Pedestrian Documentation Project counts. Bicycle and pedestrian travel on these routes would be expected to increase as a result of the project. The project is identified in the PSRC T2040 Active Transportation Plan (2014) as a Tier 1 segment of the Regional Bicycle Network.

The project is an important component of the 16-mile-long Lake to Sound Trail, which is a collaborative partnership between King County and the cities of Renton, Tukwila, SeaTac, Burien, and Des Moines. This application is for construction of Segment A linking Renton and Tukwila between Naches Avenue and the Green River Trail. The project will provide a much enhanced means to travel by bicycle and on foot between regional centers. King County received a federal countywide CMAQ grant for Segment A design in March 2010 as part of a two-segment award (L2S Trail, Segments A and B).

The King County Strategic Plan and King County Ordinance 16948 promote equity and social justice within our communities. The development of the L2ST and Segment A is consistent with this effort. The communities noted above have characteristically lower household incomes and have traditionally been under-served by active transportation facilities. The L2ST will interconnect these communities and increase access to the surrounding regional trails network thereby offering more active lifestyle choices

while providing active transportation alternatives. Construction of Segment A will enhance bicycle and pedestrian travel in an area of Renton and Tukwila where up to 39.9 percent of households were found to have incomes below 200 percent of the federal poverty level according to the 2010 U.S. Census. This is an area where more than 50 percent of the population were non-white or Hispanic in 2012. More than 10 percent of the population in tracts surrounding the project were found to speak English less than proficiently. The project will provide a new regional trail in this community that can be used for work-related travel or active recreation while initiating development of the longer L2ST between Renton and Tukwila.

This project will provide a new nonmotorized link in a congested area where few such practical and efficient routes exist. The project will provide a dedicated path that will improve the overall efficiency of east-west travel through the I-405 corridor. Because the project will provide a convenient, separated path in a scenic but otherwise vehicle-dominated environment, it will promote bicycling and walking. The project will also reduce the need to use SW Grady Way and other nearby arterials, thereby potentially reducing congestion in the corridor.

Plan Consistency

King County Comprehensive Plan (2012)

The project is listed in the King County Comprehensive Plan, Chapter 6: Parks, Open Space, and Cultural Resources. The project is shown in the Regional Trails Needs Report (RTNR) as project L2S-2 on page 6-18. It is also listed and briefly described on page 6-21.

City of Renton Comprehensive Plan - Trails and Bicycle Plan (Adopted May 2009)

-Segment A is shown on the map of proposed bicycle improvements as a proposed multiuse regional trail (p.53). The Trail Segment (referred to as the 'Two Rivers Trail') is the #1 Priority trail identified on the Draft Prioritization Matrix for Recommended Improvements (p.60)

Tukwila Comprehensive Plan - Parks, Recreation, and Open Space Plan (Adopted May 9, 2008):

-This project is contained in Tukwila's Parks, Recreation, & Open Space Plan, listed in the table of proposed multipurpose trails as the Black/Cedar River Trail (p. 47-49). The Black/Cedar River Trail connection through Fort Dent Park is also listed under Tukwila program proposals in section 3.3 of the Parks, Recreation, and Open Space Plan, under number 9 as a Trail Activity site for youth, adults, and family groups; and under number 10 as an Interpretive Activity site for biking by youth, adults, and family groups.

Walk and Roll Non-motorized Transportation Plan (adopted January 20, 2009):

-This project is listed as the Two Rivers Trail in the table of Recommended Paved Multi-Use Trails on page 77, and there is a project page for the Two Rivers Trail (p. 80). Maps in the Walk and Roll Plan, including the Bicycle Friendly Routes map, show this Tukwila-Renton connection through Fort Dent Park as a "planned trail".

2009-2014 Tukwila Capital Improvement Program (adopted December 15, 2008):

-This project is listed on page 57 of the CIP as the Black River Trail Connector.

C1. Benefit to Regional Growth or Manufacturing/Industrial Center

Comparisons can be made between the Renton and Tukwila centers based on the 2010 PSRC Centers Monitoring Report. The residential population of the Renton RGC is about 3,122 persons. Neither the Tukwila RGC nor the North Tukwila MIC have residents, however. Employment is predominantly industrial in the Renton RGC and North Tukwila MIC and commercial in the Tukwila RGC with 13,465 jobs in the Renton center, 17,399 jobs in the Tukwila center, and 13,499 jobs in the North Tukwila MIC. Active transportation facilities vary among the centers. Pedestrian facilities are greater than 90 percent completed in both Renton and Tukwila RGCs, and about 68 percent complete in the MIC. The Renton RGC has 1.9 miles or shared use paths and 0.9 miles of on-road bike facilities. The Tukwila RGC has 3.2 miles of paths and 0.4 miles of on road bike facilities. The North Renton MIC has about 1.3 miles of shared use paths and 0.2 miles of on-road bike facilities.

The project proposes to enhance nonmotorized travel between the three centers while providing increased access up the Duwamish via the Green River Trail and south via both the Green River and the Interurban trails. Segment A and the L2ST are intended to provide active transportation linkages between Renton, Tukwila, and other south King County communities that will integrate with Green River and Interurban trails to create a separated network of nonmotorized routes to cities, centers, and transit. The project will fill an incremental but critical gap in this network. This link and subsequent phases of the L2ST will connect Renton and the Renton RGC to both the Tukwila Center and North Tukwila MIC via the Green River Trail to the south and north, respectively. Segment A will become the Renton Junction that will extend eastward as the L2ST to downtown Renton. The project will have an immediate impact on active transportation between the centers, because it will provide this important intersect that will enhance access to the north, south, and east.

Renton and Tukwila support local and regional nonmotorized development and travel including in connection with their urban centers:

-Renton Urban Center and Nonmotorized Transportation

Land Use Policy LU 193 states: Renton's Urban Center should be maintained and redeveloped with supporting land use decisions and projects that accomplish the following objectives:

3) Support development of an extensive transportation system to reduce dependency on automobiles.

-Renton Transportation Element:

-Objective T-K: Improve the non -motorized transportation system for both internal circulation and linkages to regional travel.

-Objective T-M: Integrate Renton's non -motorized transportation needs into a comprehensive transportation system serving both local and regional users.

-Objective T-P: Improve the City's pedestrian and bicycle network to increase access to and circulation within the Urban Center-Downtown.

-Tukwila Comprehensive Plan - Tukwila Urban Center:

-Policy 10.2.2 Streets, Streetscape, and Pedestrian Environment. Create a street network that reflects the demand and need for motor vehicles, transit,pedestrians, and bicyclists; provides a safe, convenient, attractive, and comfortable pedestrian and bicycling environment that eliminates potential conflicts and promotes safety for all modes of travel; and reinforces the different functions of streets by creating distinct identities for major rights-of-way.

(p.117).

-Policy 10.3.1 Regional Access. Promote transportation and transit services and facilities, as well as traffic management systems that increase and improve access to and from the Tukwila Urban Center for all transportation modes; encourage a range of solutions, including but not limited to local circulator systems, regional-serving park-n-ride sites, connections to regional rail alignments, and regional and local high-occupancy vehicle systems.(p. 124).

-Policy 10.3.4 Transportation Alternatives. Ensure that land use, urban design, and transportation and circulation actions for employees support and reinforce transportation alternatives,including the Commute Trip Reduction programs,Transportation Demand Management (TDM) programs,Rideshare programs, and related projects and programs (i.e. parking provisions for alternative transportation modes).

-Policy 10.3.5 Pedestrian Network. Create a non-motorized transportation network by exploring the use of railroad rights-of-way as pedestrian paths; utilizing public/private funds to augment the existing network, and create connections between sites, within sites, and from building entrances to the street. (p. 124).

At present nonmotorized facilities between the centers is limited and bicyclists and pedestrians have to use heavily trafficked arterials adjacent to I-405 or travel circuitous routes such as through the Boeing Parking lot south of I-405 to travel between Renton and Tukwila. The project will remedy this by providing a new shared use path that connects these cities and enhances access to all centers via the Green River Trail. The project will encourage greater use of active transportation options to travel between centers.

A wide variety of potential users will benefit from this project. Bicycle and pedestrian commuters will gain from a dedicated, safe link in the nonmotorized network that will allow more direct access between Renton and Tukwila and between each of the three centers. Commuters traveling between Renton and Tukwila will have a shorter path through a nonmotorized bottleneck. Communities and neighborhoods surrounding the project will experience direct benefit at all times of the day. The new path will increase options for healthy activity by people who work in this area, and it will increase options for local activity and mobility. For example, people living and working in Renton will have a new, safe, more-pleasant route to commerce at Southcenter. Employees will now have a new option for walking to work or lunchtime activity. Finally, the project will be a critical link in the growing Regional Trails System in urban south King County. Segment A will allow trail access east-west where little or no connectivity now exists.

The project is being implemented between two south King County communities with characteristically lower household incomes and a lack of active transportation/recreation opportunities. The project will provide opportunities for people of all ages, incomes, and cultural backgrounds. Segment A will be an ADA accessible facility. It will be built to meet the Access Board's most recent accessibility guidelines for shared use paths.

Segment A will provide a new active transportation link that can be used for many purposes including alternative access to jobs in the Renton and Tukwila RGCs and North Tukwila MIC. It will provide a safe, dedicated, and more efficient means to travel through the highly congested I-405 corridor, thereby encouraging active transportation to employment in this area. By potentially reducing congestion on surrounding arterials, it will be expected to have a positive impact on freight mobility and other economic-related transportation activities.

Air Quality and Climate Change

Segment A is proposed as an incremental but critical segment of the Lake to Sound Trail, a planned 16 mile-long path and route from the south end of Lake Washington to Puget Sound at Des Moines. Subsequent programmed phases of the Lake to Sound Trail will extend east through downtown Renton Center to interconnect with the Cedar River Trail. According to the Air Quality and Climate Change

Evaluation Guidance provided by the PSRC, the development of a new shared use path would be expected to provide a CO reduction of up to 18 kg/day.

This project and the Lake to Sound extension through Renton will be the most significant east-west regional trail corridor in south King County. It will link existing and future Eastside trails and the Cedar River Trail to the southeast with regional trails in the Green River Valley and Duwamish. The project will be the beginning of a new regional trail corridor around the south end of Lake Washington and up the Duwamish. Previously known as the Two Rivers Trail, this route has been an important proposed nonmotorized connection for decades and one that will significantly stimulate active transportation in south King County.

Segment A and the Lake to Sound Trail will be interconnected with other, similar facilities in the Regional Trails System. As noted above, the trail will ultimately connect with the Cedar River Trail as well as the Green to Cedar Rivers Trail further east. To the south, the trail will interconnect with the Green River Trail and the Interurban Trail (South). The project will enhance access to the Green River Trail north to the Duwamish and into Seattle. To the west, the Lake to Sound Trail will continue to SeaTac, Burien, and Des Moines.

The project would be expected to draw both local and regional users, and an important aspect of that use would be commute-type trips between Renton, Eastside, and southeast communities and Duwamish and Seattle. It is estimated that more than 300,000 nonmotorized trips are made annually at the junction of the Interurban and Green River trails in this area. Greater east-west connectivity in this location should promote higher rates of nonmotorized travel. Similar regional trail facilities with good north-south and east-west connections are estimated to average up to 1,000,000 trips annually.

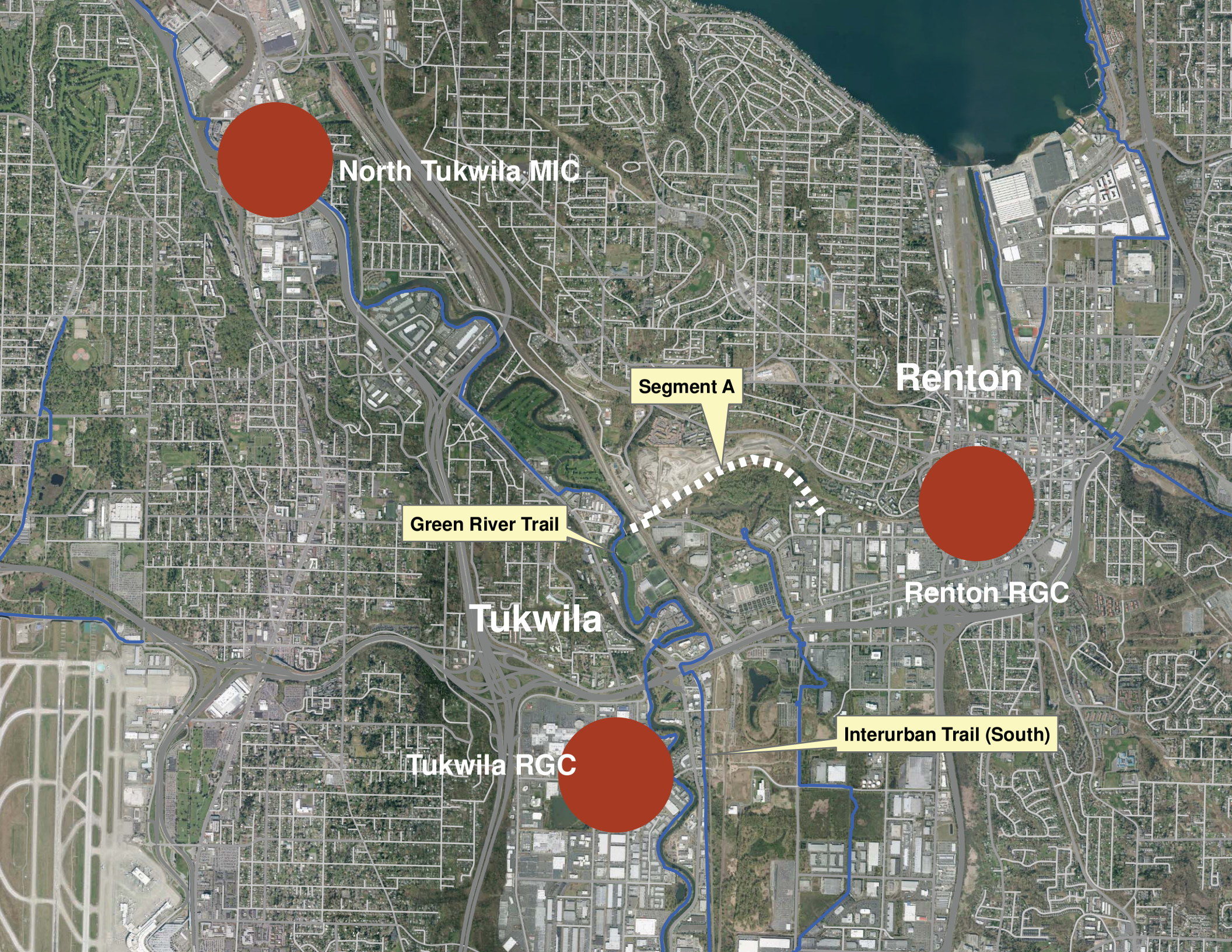
The project will provide opportunities for different user groups. The origins and destinations of pedestrians will likely be relatively local - walkers would be expected to come from as far away as Renton or Tukwila RGCs or surrounding neighborhoods. Much of this traffic would likely be day-time and oriented toward active recreation and utility trips between Renton and Tukwila utilizing the Green River Trail. Bicycle use would be expected to be more regional, however. The project will fill a gap in regional trails network that will enhance travel options between the Green River Valley, Duwamish, and Renton with destinations on the Eastside and out the Cedar River valley as far as Maple Valley. As noted previously, bicycle commuting through this area is currently bottlenecked by other transportation facilities and natural barriers. The project will remedy these circumstances. The potential bicycle travel shed may include cities from Auburn to Seattle, Renton, south Eastside communities, and Maple Valley via the Cedar River Trail. To the west users would come from SeaTac and Burien. The development of the overall Lake to Sound Trail is expected to significantly enhance nonmotorized opportunities east and west of the Green River/Interurban trails and create an improved network that will foster greater rates of bicycling.

Renton and Tukwila had an estimated combined population of about 115,000 residents in 2012. It is assumed that the Segment A project would most-directly serve this population. Users of the completed

Lake to Sound Trail may be expected to come from all parts of urban south King County. Existing regional trails of similar character and access are estimated to be used to make millions of nonmotorized trips annually.

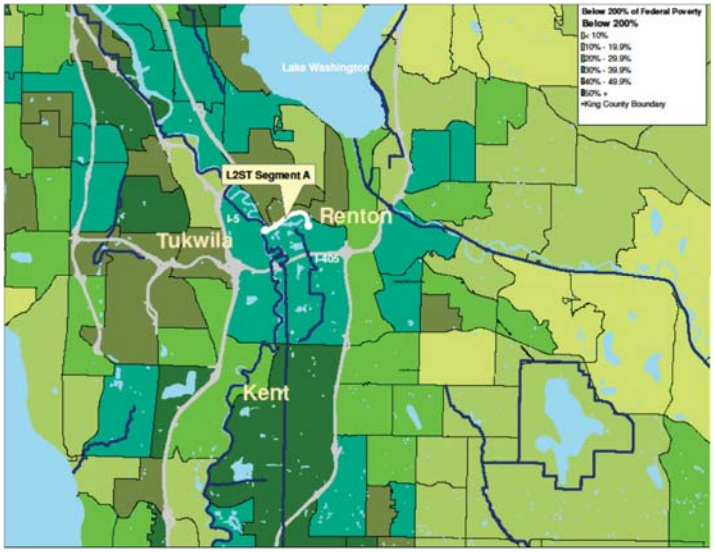
The project area served by Metro Transit along Interurban Avenue S. Frequent bus service is provided by Route 150, and peak-hour service is provided by Routes 154 and 161. The nearest transit stop is approximately 3/4-mile from the project and accessible via the Green River Trail or local streets south of the project near Fort Dent. Tukwila Station is located south of the project about 2 miles via the Green River and Interurban trails. The Tukwila and Tukwila Station park and ride lots are also located north and south of the project, respectively. The completed Lake to Sound Trail will link south County transit facilities between Renton and Des Moines, including the downtown Renton Transit Center.

L2ST Segment A
Monster Road Crossing and HAWK Light
Bridge
RR Undercrossing
Black River
Monster Road SW
SW Naches Ave
BNSF Railroad
SW 7th Street
Renton
Fort Dent Park
BNSF & UP Railroads
Interurban Ave S
Green River Trail
Green River
SW Grady Way
Interstate 405
Tukwila

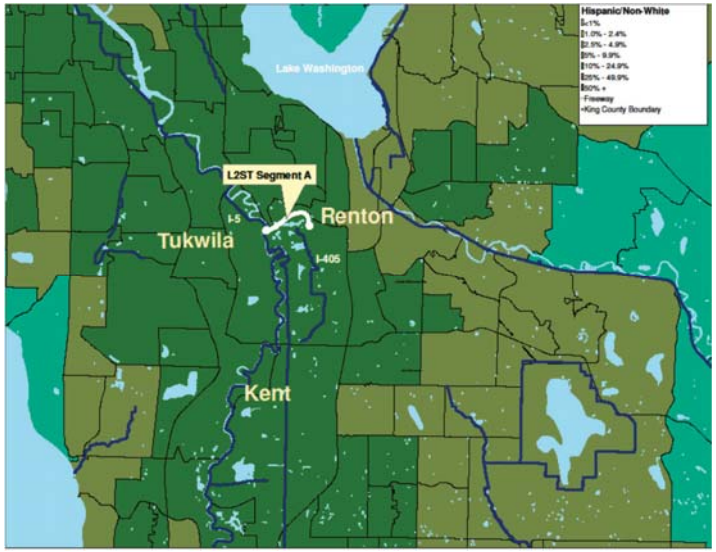

North Tukwila MIC
Segment A
Renton
Green River Trail
Renton RGC
Tukwila
Interurban Trail (South)
Tukwila RGC

Lake to Sound Trail Segment A Construction

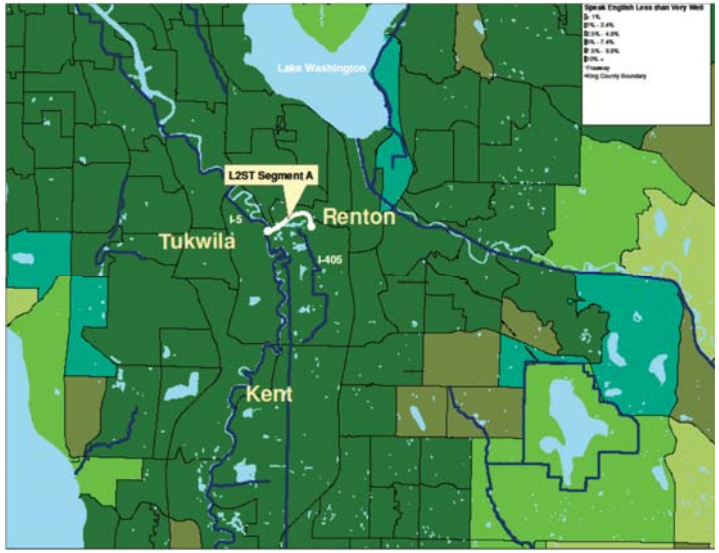
Segment A & Household Income



Segment A & People of Color



Segment A & English Proficiency



Based on 2010 U.S. Census data

LAKE TO SOUND TRAIL SEGMENT A
GREEN RIVER TRAIL TO NACHES AVE SW

Prepared By: JLD
Checked By: YYH

ITEM NO.	SPEC #	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	1-04	Minor Change	1	EST	$20,000.00	$20,000.00
2	1-05	Roadway Surveying	1	LS	$15,000.00	$15,000.00
3	1-07	SPCC Plan	1	LS	$5,000.00	$5,000.00
4	1-07	Archaeological and Historical Salvage	1	FA	$20,000.00	$20,000.00
5	1-07	Pedestrian Control and Protection	1	LS	$5,000.00	$5,000.00
6	1-09	Mobilization	1	LS	$107,400.00	$107,400.00
7	1-10	Flaggers and Spotters	400	HR	$50.00	$20,000.00
8	1-10	Project Temporary Traffic Control	1	LS	$10,000.00	$10,000.00
9	1-10	Construction Signs Class A	20	SF	$20.00	$400.00
10	2-01	Clearing and Grubbing	2.7	ACRE	$4,000.00	$10,800.00
11	2-01	Mitigation Clearing and Grubbing	1	ACRE	$8,500.00	$8,500.00
12	2-02	Removal of Structure and Obstruction	1	LS	$5,000.00	$5,000.00
13	2-02	Removing Drainage Structure	1	EA	$500.00	$500.00
14	2-02	Removing Asphalt Conc. Pavement	572	SY	$15.00	$8,583.00
15	2-02	Removing Cement Conc. Sidewalk	290	SY	$20.00	$5,800.00
16	2-02	Removing Cement Conc. Curb and Gutter	197	LF	$10.00	$1,968.00
17	2-02	Removing Tree	31	EA	$800.00	$24,800.00
18	2-02	Potholing	1	FA	$2,000.00	$2,000.00
19	2-03	Unsuitable Foundation Excavation, Incl. Haul	65	CY	$50.00	$3,250.00
20	2-03	Roadway Excavation Incl. Haul	1,305	CY	$25.00	$32,625.00
21	2-03	Select Borrow Incl. Haul	3,775	TON	$18.00	$67,950.00
22	2-03	Embankment Compaction	2,040	CY	$5.00	$10,200.00
23	2-09	Shoring or Extra Excavation Class A	1	LS	$5,000.00	$5,000.00
24	2-12	Construction Geotextile	220	SY	$3.00	$660.00
25	4-04	Crushed Surfacing Top Course	2,710	TON	$25.00	$67,750.00
26	5-04	Planing Bituminous Pavement	92	SY	$20.00	$1,842.60
27	5-04	HMA CL. 3/8 In. PG 64-22	1,170	TON	$100.00	$117,000.00
28	5-04	HMA CL. 1/2 In. PG 64-22	40	TON	$150.00	$6,000.00
29	6-06	Bridge Railing Type Pedestrian	270	LF	$75.00	$20,250.00
30	6-09	Scarifying Conc. Surface	472	SY	$90.00	$42,480.00
31	6-09	Modified Conc. Overlay	810	CF	$40.00	$32,384.00
32	6-10	Single Slope Concrete Barrier	424	LF	$200.00	$84,880.00
33	7-02	Precast Reinf. Conc. Split Box Culvert	1	LS	$10,000.00	$10,000.00
34	7-04	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam	22	LF	$80.00	$1,760.00
35	7-04	Solid Wall PVC Storm Sewer Pipe 12 In. Diam.	5	LF	$100.00	$500.00
36	7-05	Catch Basin Type 1	2	EA	$1,200.00	$2,400.00
37	7-05	Adjust Catch Basin	3	EA	$500.00	$1,500.00
38	7-05	Adjust Water Valve Manhole	1	EA	$1,000.00	$1,000.00
39	7-15	Adjust Water Meter Box	1	EA	$200.00	$200.00
40	8-01	Street Cleaning	4	HR	$100.00	$400.00
41	8-01	ESC Lead	20	DAY	$200.00	$4,000.00
42	8-01	Erosion/Water Pollution Control	1	FA	$10,000.00	$10,000.00
43	8-01	Inlet Protection	5	EA	$100.00	$500.00
44	8-01	High Visibility Fence	2,642	LF	$3.00	$7,926.00
45	8-01	Seeding, Fertilizing, and Mulching	1.2	ACRE	$3,000.00	$3,600.00
46	8-01	Silt Fence	6,424	LF	$3.00	$19,272.00
47	8-01	Wattle	100	LF	$4.00	$400.00
48	8-02	psiPE "Acer Macrophyllum"	72	EA	$70.00	$5,040.00
49	8-02	psiPE "Picea Sitchensis"	21	EA	$20.00	$420.00
50	8-02	psiPE "Populus Balsamifera"	46	EA	$70.00	$3,220.00
51	8-02	psiPE "Psuedotsga Menziesii"	108	EA	$20.00	$2,160.00
52	8-02	psiPE "Thuja Plicata"	32	EA	$20.00	$640.00
53	8-02	psiPE "Acer Circinatum"	251	EA	$8.00	$2,008.00
54	8-02	psiPE "Corylus Cornuta"	107	EA	$8.00	$856.00
55	8-02	psiPE "Crataegus Douglasii"	107	EA	$8.00	$856.00
56	8-02	psiPE "Holodiscus Discolor"	145	EA	$8.00	$1,160.00
57	8-02	psiPE "Oemleria Cerasiformis"	232	EA	$8.00	$1,856.00
58	8-02	psiPE "Rosa Nutkana"	453	EA	$8.00	$3,624.00
59	8-02	psiPE "Rubus Parviflorus"	213	EA	$8.00	$1,704.00
60	8-02	psiPE "Symphoricarpos Albus"	434	EA	$8.00	$3,472.00
61	8-02	Fine Compost	330	CY	$30.00	$9,900.00
62	8-02	Wood Chip Mulch	330	CY	$31.00	$10,230.00
63	8-02	Topsoil Type A	390	CY	$40.00	$15,600.00
64	8-02	Root Barrier	200	LF	$15.00	$3,000.00
65	8-04	Cement Conc. Traffic Curb and Gutter	175	LF	$30.00	$5,262.00
66	8-04	Cement Conc. Traffic Curb	238	LF	$40.00	$9,508.00
67	8-06	Concrete Warning Band	3	EA	$1,000.00	$3,000.00
68	8-09	Raised Pavement Markers Type 1	5	HUND	$400.00	$2,000.00
69	8-09	Raised Pavement Markers Type 2	1	HUND	$450.00	$450.00
70	8-11	Removing Guardrail	95	LF	$15.00	$1,417.50

LAKE TO SOUND TRAIL SEGMENT A
GREEN RIVER TRAIL TO NACHES AVE SW

Prepared By: JLD
Checked By: YYH

ITEM NO.	SPEC #	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
71	8-11	Beam Guardrail Type 31 - 6-Ft. Long Post	47	LF	$50.00	$2,340.00
72	8-11	Beam Guardrail Transition Section Type 21	1	EA	$2,500.00	$2,500.00
73	8-11	Beam Guardrail Type 31 Non-Flared Terminal	1	EA	$2,700.00	$2,700.00
74	8-12	Fence Canopy	1	LS	$40,000.00	$40,000.00
75	8-12	Chain Link Fence Type 4	155	LF	$20.00	$3,100.00
76	8-14	Cement Conc. Curb Ramp Type Perpendicular	1	EA	$1,500.00	$1,500.00
77	8-14	Cement Conc. Sidewalk	267	SY	$50.00	$13,350.00
78	8-14	Detectable Warning Surface	24	SF	$50.00	$1,200.00
79	8-15	Streambed Mix	5	TON	$100.00	$500.00
80	8-20	HAWK Signal	1	LS	$150,000.00	$150,000.00
81	8-21	Permanent Signing	1	LS	$5,000.00	$5,000.00
82	8-22	Paint Line	1,155	LF	$0.75	$865.88
83	8-22	Painted Wide Line	50	LF	$1.00	$50.00
84	8-22	Plastic Railroad Crossing Symbol	1	EA	$450.00	$450.00
85	8-22	Plastic Stop Line	31	LF	$11.00	$335.50
86	8-22	Plastic Crosswalk Line	96	SF	$7.00	$672.00
87	8-22	Plastic Traffic Arrow	1	EA	$75.00	$75.00
88	8-22	Removing Paint Line	406	LF	$1.00	$405.80
89	8-22	Removing Plastic Traffic Marking	6	EA	$70.00	$420.00
90	8-22	Removing Raised Pavement Marker	6	HUND	$200.00	$1,200.00
91	8-24	Gravity Block Wall	825	SF	$22.00	$18,150.00
92	8-24	Backfill for Rock Wall	90	TON	$50.00	$4,500.00
93	8-30	Type 1 Rest Area	2	EA	$7,000.00	$14,000.00
94	8-31	Removable Bollard	3	EA	$700.00	$2,100.00
95	8-31	Fixed Bollard	6	EA	$300.00	$1,800.00
					SUBTOTAL	**$1,181,078.28**
					CONTINGENCY (15%)	**$177,161.74**
					TOTAL CONSTRUCTION	**$1,358,240.02**

KING COUNTY
LAKE-TO-SOUND TRAIL
CMAQ GRANT
FINANCIAL SUPPORTING DOCUMENTATION

Lake-to-Sound Regional Trail (Non-Motorized Shared-Use Path)	2009 King County Adopted Budget (Ordinance 16312)	2010 King County Adopted Budget (Ordinance 16717)	2013 King County Adopted Budget (Ordinance 17476)	2014 King County Adopted Budget (Ordinance 17695)	2015/2016 King County Budget (to be adopted Nov. 2014)
Lake-to-Sound Regional Shared-Use Path: Planning & Preliminary Design	$ 705,754				
Segments A & B: Preliminary & Final Design		$ 800,125			
Segment B: Final Design & Construction			$ 4,543,339		
Segment A: Final Design & Segment C: Planning and Design				$ 1,029,083	
Segment A: Construction					$ 390,561