

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

Logan Ave N

Transportation 2040 ID#

2347

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

City of Renton

Co-Sponsoring Agency

CA Status

- Yes
- No

CA Sponsor (if applicable)

Contact Information

Project Contact Name

Jim Seitz

Project Contact Phone

425-430-7245

Project Contact Email

Jfries@Rentonwa.gov

Project Description

Project Scope

This project will provide improvements between the Cedar River Bridge and N 6th St (2300 feet), including urban roadway amenities to implement “Complete Streets” practice, to assure a safe, comfortable, & attractive motorist/pedestrian/bicyclist/transit environment.

Improvements include: reconstruction of the full width of roadway pavement, curb and gutter; continuous sidewalk separated from the travel lane by a landscaped buffer on the east side of Logan Ave N; realignment and installation of a traffic signal at N 3rd St, street lighting including pedestrian scale illumination; crosswalks; and pedestrian ramps per current ADA standards, transit signal priority system; roadway drainage system; and channelization.

Project Purpose

Justification: Logan Ave N, a National Highway System (NHS) route, is a heavily travelled corridor (32,000 vehicles per day) providing direct access to Boeing’s Commercial Airplane manufacturing plant. Boeing’s operation accounts for 15,000 employees and is expected to expand to thousands of new employees coming to Boeing’s 737 manufacturing plant to accommodate dramatic increases in the 737 Next Generation production, and the upcoming production of the new Boeing 737-MAX. Logan Ave N also provides direct access to existing businesses and residences in The Landing, a new high density mixed-use area in the Urban Center North (a sub-area of Renton’s designated regional Urban Center).The Urban Center North has seen intense growth within the last seven (7) years, with redevelopment from industrial to high-density mixed use. Over \$25M in public investment in infrastructure has taken place, including the extension of Logan Ave N (from N 6th St to Park Ave N). Over 715,000 square feet of new commercial area (The Landing) was built, plus 1,075 new apartments and condominiums.

The condition of the existing roadway pavement has deteriorated (due to increasing commuter and freight volume) to the extent that total replacement is needed. The lack of sidewalk (east side) between Cedar River Bridge and N 4th St, and the current “Y” intersection at 3rd St, create a missing link in the sidewalk network.

Goal: This project will address the existing roadway pavement condition, add missing link sidewalk, upgrade the substandard sidewalk and urban amenities along the east side the Logan Ave N corridor that complement the bike/ped path and streetscape improvements installed in 2011 on the west side of Logan Ave N. and provide access to the new RapidRide transit stops.

This project will improve access and safety for multiple transportation modes, including pedestrians, bicyclists, motorists, freight and transit within Renton’s Regional Urban Center. The project will also improve access to regional transportation facilities (I-405 and SR 900), to Gene Coulon Park, the regional Lake Washington Loop Trail and Cedar River Trail.

Project Location

Logan Ave N

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

- 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:

Cedar River Bridge

Crossroad/landmark nearest to the end of the project:

N 6th St

Please identify the center(s)

Renton Regional Growth 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

Urban Functional Classification Population over 5,000

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.

14 Principal Arterial

Plan Consistency

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

Is the project specifically identified in a local comprehensive plan?

- Yes
- No

Is the project specifically identified in a local comprehensive plan?

(1) City of Renton Comprehensive Plan, Transportation Element, (2) Renton HOV Plan (3) page: XI-37

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

Select the project category

Designated Regional Growth Center

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

Renton's Urban Center includes two sub-areas: Urban Center- Downtown (220 acres) and Urban Center- North (310 acres). Renton's Comprehensive Plan envisions the combined two sub-areas "as the heart of a growing regional city, providing significant capacity for new housing to absorb the City's share of future regional growth." (See page IX-35 attached).

Policies in Renton's Comprehensive Plan encourage transit and pedestrian friendly new development in the Urban Center- Downtown, and the high-density mixed-use redevelopment in the Urban Center – North (See pages IX-35-41 attached). A significant portion of Urban Center – North is currently being redeveloped from industrial use to commercial and residential uses with full redevelopment of the remaining industrial use envisioned within the next 20 years.

This project will improve roadway pavement, add sidewalk, and urban roadway amenities thus improving access and safety for all modes of users on an existing major transportation facility that serves existing and future planned industrial employment (Boeing airplane manufacturing plant, Paccar truck manufacturing plant) and existing and future high-density mixed-use development within Renton's Urban Center.

This project is critical in supporting additional high density (from 1,430 persons per square mile (ppsm) to 6,814 ppsm, an increase of 380%) and employment (from 18,000 to 26,800, an increase of 49%) growth in the Urban Center North between now and 2030.

The Renton Urban Center North employs over 18,000 people with aerospace dominating the industry with the Boeing Commercial Airplanes. Boeing's operation in the Urban Center North accounts for 15,000 employees and is expected to expand to thousands of new employees coming to Boeing's 737 manufacturing plant to accommodate dramatic rate increases on the 737 Next Generation and the upcoming production of the new Boeing 737-MAX. Boeing has been steadily ramping up the workforce in response to increased global aircraft demand and increased production schedule. Boeing's Renton operations account for over 30% of Renton's workforce.

Aerospace is critical to our economy as it dominates Washington exports (60% of all exports in the state), with the trend moving upward. In 2013, 440 new planes were delivered via Renton's airport, generating \$21.5 billion in revenue. For 2014, a 10% increase in production is anticipated;

The Urban Center North has seen intense growth within the last seven (7) years, with redevelopment from industrial to high-density mixed use. Over \$25M in public investment in infrastructure, \$20M in private investment in infrastructure has taken place, including the extension of Logan Ave N (from N 6th St to Park Ave N). Private investments in commercial/residential are over \$283M, with 715,000 square feet of new commercial area built, plus 1,075 new apartments and condominiums (see figure

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The corridor also provides a direct connection to the regional transportation facilities: I-405 to the north; SR 900 to the east and SR 167 to the south of the project limits. The project will also improve multi-mode connections via these facilities to and from other regional centers (Tukwila, Bellevue, Kent and Seattle).

The Logan Avenue North project will improve mobility, access and safety for multiple modes, including transit, pedestrian, bicyclists, motorists, and freight on a segment of one of the few north-south corridors serving Renton's Urban Center North.

Air Quality and Climate Change

Transit:

Currently King County Metro Route 140 serves Logan Ave N, with an average trip length of 4 miles.

Starting in June 2014, the new RapidRide line F will replace Route 140. The RapidRide line F will connect major employers, transit centers, businesses and other services. Metro has projected that after one year; there would be 1,000 daily riders along the segment on Logan Ave N, between the Transit Center and The Landing, with an estimated increase to nearly 1,500 daily riders after four years. Transit riders will benefit through corridor transit mobility (transit signal priority and improved pavement) and pedestrian access improvements.

The project improvements will allow transit to move more efficiently and provide travel time savings, which could increase ridership and contribute to a reduction in SOV travel. The project includes improved pedestrian facilities along the project corridor, which could attract new ridership.

Roadway:

The Logan Ave N corridor to be improved by this project serves through traffic destined to other areas of the City and provides direct access to Boeing at the 737 manufacturing plant with over 15,000 employees. The project corridor carries a high volume of traffic (32,000 vehicles per day). By synchronizing traffic signals and reconstructing the roadway, traffic flow (commuters and freight vehicles) will improve thus reducing vehicle emissions through reduction in traffic delays and vehicles idling at various intersections. This section of roadway carries 1,900 trucks daily mostly serving the Boeing Company, Paccar truck plant, The Landing and accessing regional transportation facilities (I-405 and SR 900).

Bicycle and Pedestrian:

The construction of 1300 lineal feet of sidewalks, realignment and new traffic signal at N 3rd Street intersection, new curb ramps that are ADA compliant, pedestrian-scale illumination and streetscape amenities such as street trees, street furniture and public art will improve the pedestrian environment, which should increase the pedestrian traffic within the Urban Center and to and from neighboring residential areas and parks, thus reducing vehicle miles travelled and emissions.

The project will improve walkability and access for pedestrians and bicyclists to regional trails (Lake Washington Loop Trail, Cedar River Trail, Lake to Sound Trail), Renton Transit Center and downtown core, parks and recreation areas and provide options for choosing active modes of transportation.

Project improvements (pavement reconstruction, N 3rd Street intersection reconfiguration and new traffic signal) will support and encourage bicycling as a means of transportation.

An important goal of the project is to increase the use of alternative modes of transportation. The transportation mode shift will provide long-term improvement of the corridor's overall

A2. Project's Benefit to the Regional Growth Center

This project addresses an existing roadway pavement condition, improves vehicle capacity, and remedies an incomplete sidewalk system, removes multimodal conflicts and enhances safety and mobility of all transportation modes. The project also includes urban roadway streetscape improvements to create an inviting overall street environment.

The project corridor is identified as a truck route (T-2) in the Freight Goods Transportation System, carrying 8 million tons of freight annually. The project preserves essential freight movement from other regional centers (Tukwila, Bellevue, Kent and Seattle) destined to the Boeing manufacturing plant, Paccar truck plant and The Landing commercial area.

The project supports multimodal transportation and access to all users, regardless of age and ability, by accommodating vehicles, transit, bicyclists, and pedestrians. The project will benefit multiple user groups: commuters, area residents, employees, commercial/retail customers travelling along the corridor within the Urban Center. The project will also improve mobility for the planned RapidRide Line F from King County Metro (2014), which will connect major employers, transit centers, businesses and other services. Transit riders will benefit through corridor transit mobility (transit signal priority) and pedestrian access improvements. Auto-oriented commuters will also benefit from the traffic flow and safety improvements resulting from this project, through pavement reconstruction and conflict removal between motorized vehicle and non-motorized modes of travel.

The project will improve access for minority, low income and other protected classes. Census data show a sizeable minority (37%) and low income (18% below poverty level) population within ½ mile of the project. Census data also shows 19% of the population in the vicinity of the project is over 65 years of age. The project improvements will provide easy access “on foot” to the Senior Center (adjacent to the project) and assist the user groups identified above with better access to employment centers, shopping and recreation.

A3. Circulation Within the Regional Growth Center

Pedestrian travel (including pedestrian access to a nearby Rapid Ride Stop on Logan Ave N) and bicyclists will greatly benefit from the project:

The lack of sidewalks on the east side of Logan Ave N, from Cedar River Bridge to N 4th Street create a missing link in the sidewalk network for pedestrians travelling between the Urban Center- North and the Urban Center- Downtown, and to and from the adjacent residential neighborhood. Adding sidewalk separated from the roadway by a landscaped buffer will reduce conflicts with motorists and enhance safety. In addition the "Y" intersection at N 3rd St creates an unsafe crossing for pedestrians and bicyclists. A recent fatality occurred at this location involving a bicyclist and a vehicle both travelling northbound. The realignment and installation of a traffic signal at the N 3rd St intersection, will allow pedestrians and bicyclists to make a safe crossing. Pedestrian safety and accessibility will also be improved by installation of marked crosswalks, installing curb ramps to ADA compliance, and installing pedestrian scale illumination.

Mobility and safety for motorized travel will be improved by reconstruction of the roadway pavement. The traffic signal priority system at intersections throughout the project will enhance transit access.

The pedestrian, bicycle and transit improvement along with the streetscape amenities will promote economic vitality and encourage walking, bicycling and use of transit in a more comfortable and safe environment. The users listed above will have enhanced access to major destinations within and nearby the Urban Center such as the downtown library, Liberty Park, Gene Coulon Park, Lake Washington Loop Trail, Cedar River Trail, The Landing and downtown retail stores, the Boeing Co, the Senior Center, Community Center, Transit Center, schools, Renton Stadium, and the Performing Arts Center.

The project will upgrade an essential link in Renton's transportation network with a focus on multimodal transportation. The project will also complement the multi-use trail and streetscape improvements on the west side of Logan Ave N installed in 2011.

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.

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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

A large, empty rectangular box with a thin black border, occupying most of the page below the header. It is intended for the user to provide details related to the header topic.

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

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

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

Transit:

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functionality and environment and supports Renton's and the region's strategy to address vehicle emissions.

Other environmental elements include landscaping of pedestrian buffers (street trees and other plantings), will contribute to improving air quality and address climate change.

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

2015

Amount Requested

2600000

Phase

Obligation Year

Amount Requested

Total PSRC Funding Request

2600000

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

Total Planning Phase Cost

Actual or estimated completion date

Preliminary Engineering/Design Phase

Funding Source

Funding Status

Funding Amount

Total Preliminary Engineering/Design Cost

Actual or estimated completion date

Right of Way Phase

Funding Source

Funding Status

Funding Amount

50000

Funding Source

Funding Status

Funding Amount

Total Right of Way Phase Cost

50000

Actual or estimated completion date

Jan 2015

Construction Phase

Funding Source

TIB

Funding Status

Secured

Funding Amount

4618248

Funding Source

Local

Funding Status

Secured

Funding Amount

181752

Funding Source

STP

Funding Status

Unsecured

Funding Amount

2600000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Construction Phase Cost

Actual or estimated completion date

Other Phase

Funding Source

Funding Status

Funding Amount

Total Other Phase Cost

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

8400000

Estimated Project Completion Date

Dec 2015

Financial Documentation

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

Upload

http://fs19.formsite.com/psrc/files/f-0-475-7866928_r0GBLGns_TIB_award_letter.pdf

Upload

http://fs19.formsite.com/psrc/files/f-0-480-7866928_ulGp3Lml_Logan_TIP.pdf

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.

Please see attached TIB award letter and City of Renton Logan Ave N TIP sheet.
With this grant, construction will be fully funded.

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)?

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

60% contract documents: July 2014
90% contract documents: October 2014

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 2014

Project Readiness

Will right of way be required for the project?

- Yes
 No

How many parcels do you need?

2

What is the zoning in the project area?

The project is surrounded by light industrial, commercial and residential zoning.

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

At this time no condemnation is anticipated. There are only two parcels involved, totaling 300 square feet of right-of-way acquisition.

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 are completed. Relocation is not required.
Appraisals is anticipated to be completed by April 2014.
Appraisals review is anticipated to be completed in May 2014.
Right-of-way negotiations and acquisition is anticipated to be completed by Nov 2014. Right-of-Way certification by Jan 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.

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).

December 2014

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

March 2015

Other Considerations

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

File Submission

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

Upload

http://fs19.formsite.com/psrc/files/f-0-477-7866928_cW89K2vt_Cross_section__2014.jpg

Upload

http://fs19.formsite.com/psrc/files/f-0-478-7866928_CKgGL1CS_Comp_Plan_Logan.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

2014-03-12 07:56:09

Start Time

N/A with Save & Return

Finish Time

N/A with Save & Return

IP

146.129.243.130

Browser

IE 9

OS

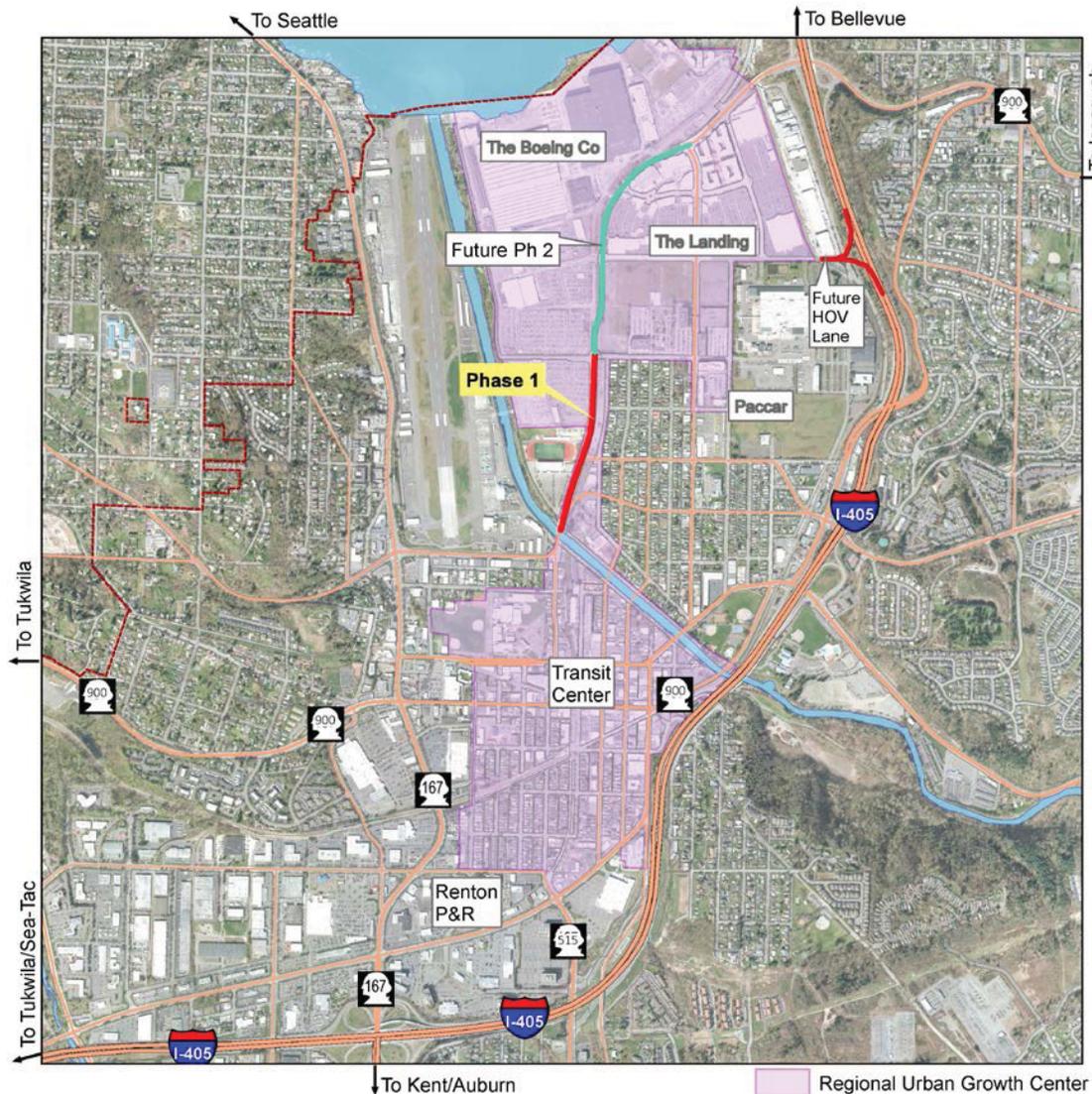
Windows

Referrer

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

Logan Avenue North – Cedar River Bridge to North 6th Street

Logan Avenue North is a vital arterial carrying 32,000 vehicles per day and is in need of infrastructure improvements to address failing pavement, missing sidewalks, and high levels of traffic and accidents.

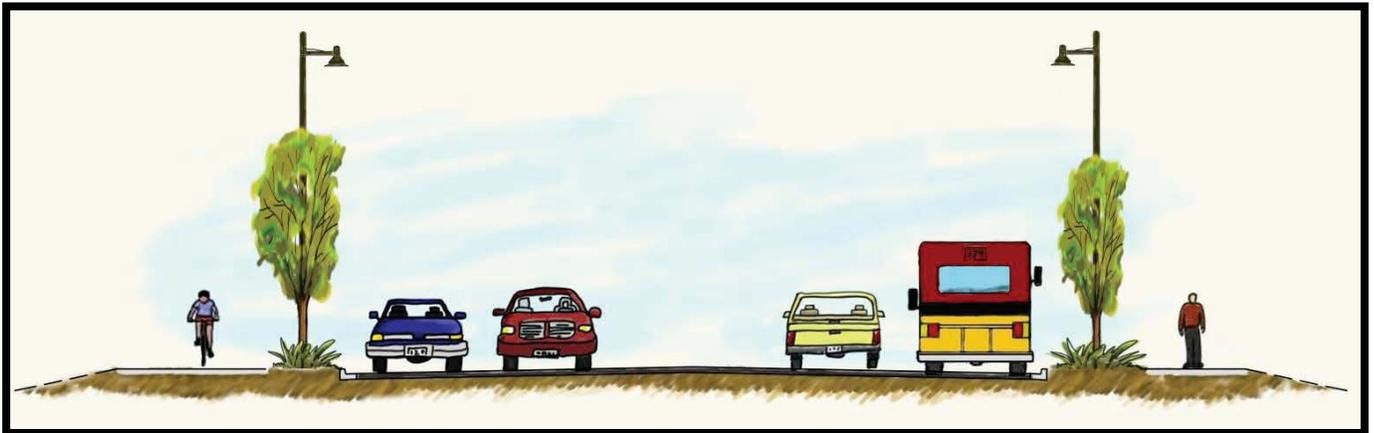


Improvements include:

- Realignment of the high speed curve at North 3rd Street
- Installation of a traffic signal at North 3rd Street with transit signal priority
- Installation of continuous sidewalk on the east side of Logan Avenue
 - Street lighting including pedestrian scale illumination
 - Reconstruction of the existing pavement
 - Planted pedestrian buffer

Project Benefits

- Supports Aerospace Industry Cluster and Renton Growth Targets
 - Improves pedestrian accessibility, environment, and safety
- Reduces emissions by improving traffic flow including transit priority
- Will result in an aesthetically vibrant pedestrian-friendly environment
 - Promotes economic revitalization and sustained urban land uses
 - Addresses environmental justice population needs



Project Budget and Schedule

Project Budget: \$8,400,000

Design \$950,000

Right-of-Way \$50,000

Construction \$7,400,000

Requested Amount: \$2,600,000

Preliminary Engineering – Fully funded – 10% plans under review with completion by January 2015

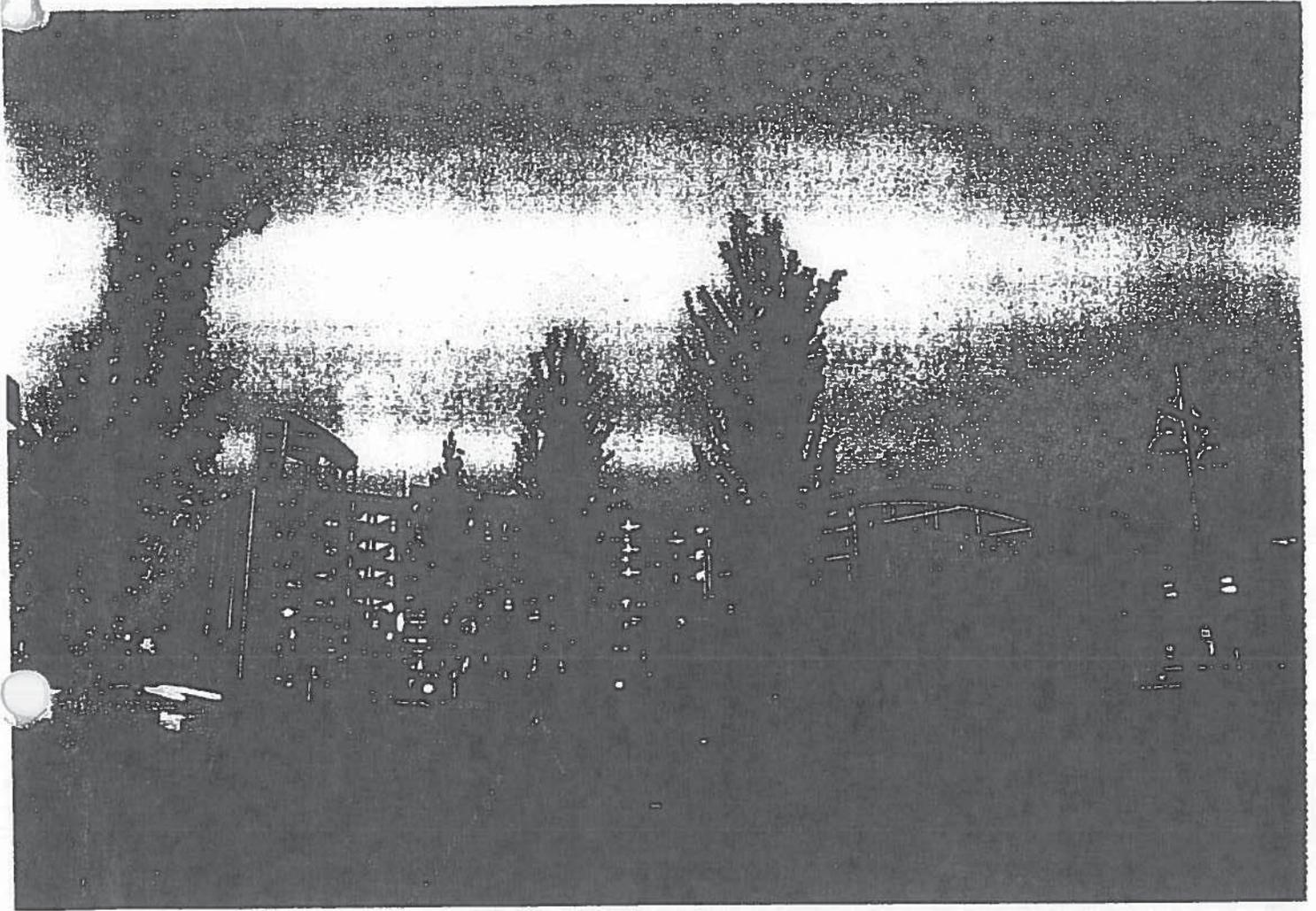
Environmental – NEPA determination expected by December 2014

Right-of-Way – Fully funded – involves 2 parcels totaling 300 sf. Anticipate completion by January 2015

Construction - Received \$4.6 million TIB grant. The requested amount would complete the funding for this phase of the project.



RENTON - LOGAN AVE N
 TYPICAL CROSS SECTION - Cedar River Bridge to N 6th St



Comprehensive Plan

Adopted November 1, 2004
Ordinance 5099 & 5100



Nathan Jones

LAND USE ELEMENT GOALS

1. Plan for future growth of the Urban Area based on regionally developed growth forecasts, adopted growth targets, and land capacity as determined through implementation of the Growth Management Act.
2. Minimize risk associated with potential aviation incidents on the ground and for aircraft occupants.
3. Promote annexation where and when it is in the best interest of Renton.
4. Maintain the City's natural and cultural history by documenting and appropriately recognizing its historic and/or archaeological sites.
5. Pursue the transition of non-conforming uses and structures to encourage more conforming uses and development patterns.
6. Develop a system of facilities that meet the public and quasi-public service needs of present and future employees.
7. Promote new development and neighborhoods in the City that:
 - a) Contribute to a strong sense of community and neighborhood identity;
 - b) Are walkable places where people can live, shop, play, and get to work without always having to drive;
 - c) Are developed at densities sufficient to support public transportation and make efficient use of urban services and infrastructure;
 - d) Offer a variety of housing types for a population diverse in age, income, and lifestyle;
 - e) Are varied or unique in character;
 - f) Support "grid" and "flexible grid" street and pathway patterns where appropriate;
 - g) Are visually attractive, safe, and healthy environments in which to live;
 - h) Offer connection to the community instead of isolation; and
 - i) Provide a sense of home.
8. Develop well-balanced attractive, convenient, robust commercial office, office, and residential development within designated Centers serving the City and the region.
9. Support existing businesses and provide an energetic business environment for new commercial activity providing a range of service, office, commercial, and

X. CENTERS

Goal: Develop well-balanced attractive, convenient, robust commercial office, office, and residential development within designated Centers serving the City and the region.

Discussion: The Centers category of land use includes two areas of the City, the Center Village in the Highlands and the Urban Center located in the historic downtown and the employment area north to Lake Washington.

The Urban Center includes two sub-areas: Urban Center- Downtown (220 acres) and the Urban Center-North (310 acres). Together these two areas are envisioned to evolve into a vibrant city core that provides arts, entertainment, regional employment opportunities, recreation, and quality urban residential neighborhoods. The Renton Urban Center is envisioned as the dynamic heart of a growing regional city. Renton's Urban Center will provide significant capacity for new housing in order to absorb the city's share of future regional growth. This residential population will help to balance the City's employment population and thereby meet the policy directive of a 2:1 ratio of jobs to housing.

The Center Village designation is envisioned as a revitalized residential and commercial area providing goods and services to the Greater Highlands area. The area could potentially become a focal point for a larger area, the Coal Creek Corridor, connecting Renton to Newcastle and Issaquah. While development is envisioned at a smaller scale than expected in the Urban Center, the Village Center will still focus on urban mixed-use projects with a pedestrian-oriented development pattern.

Objective LU-NN: Encourage a wide range and combination of uses, developed at sufficient intensity to maximize efficient use of land, support transit use, and create a viable district.

Policy LU-183. Promote the innovative site planning and clustering of Center uses and discourage the development of strip commercial areas.

Policy LU-184. Phase implementation of development within Centers to support economically feasible development in the short term but also provide a transition to achieve new development consistent with long term land use objectives.

Policy LU-185. Continue development of transit-oriented development in the activity node established by the downtown transit facility.

Policy LU-186. Designate Center boundaries according to the following criteria:

- 1) The boundary should coincide with a major change in land use type or intensity;
- 2) Boundaries should consider topography and natural features such as ravines, hills, and significant stands of trees;

- 3) Boundaries should occur along public rights-of-way including streets or utility easements, or at rear property lines where justified by the existing land use pattern. Boundary lines should not be drawn through the interior of parcels; and
- 4) As a maximum distance, the boundary should be drawn within a walkable distance from one or two focal points, which may be defined by intersections, transit stops, or shopping centers.

Policy LU-187. Designate Centers in locations with the following characteristics:

- 1) A nucleus of existing multi-use development;
- 2) Potential for redevelopment, or vacant land to encourage significant concentration of development;
- 3) Center locations should be located on major transit and transportation routes;
- 4) Center locations should be served by the City's arterial street system.

Policy LU-188. Change adopted boundaries only in the following circumstances:

- 1) The original mapping failed to consider a major natural feature or significant land use that would make implementation of the boundary illogical, or
- 2) The amount of land within a Center is inadequate to allow development of the range and intensity of uses envisioned for the Center.

Policy LU-189. Support new office and commercial development that is more intensive than the older office and commercial development in existing Centers in order to create more compact and efficient Centers over time.

Policy LU-190. Allow stand-alone residential development of various types and urban densities in portions of Centers not conducive to commercial development, or in the Urban Center in districts designated for residential use.

Policy LU-191. Allow residential uses throughout Centers as part of mixed-use developments. Consider bonus incentives for housing types compatible with commercial uses or lower density residential that is adjacent to Centers.

Policy LU-192. Include uses that are compatible with each other within mixed-use developments; for example, office and certain retail uses with residential, office, and retail.

Objective OO: Implement Renton's Urban Center consistent with the "Urban Centers criteria" of the Countywide Planning Policies (CPP) to create an area of concentrated employment and housing with direct service by high capacity transit and a wide range of land uses such as commercial/office/retail, recreation, public facilities, parks and open space.

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

- 1) Enhance existing neighborhoods by creating investment opportunities in quality urban scale development;
- 2) Promote housing opportunities close to employment and commercial areas;
- 3) Support development of an extensive transportation system to reduce dependency on automobiles;
- 4) Strive for urban densities that use land more efficiently;
- 5) Maximize the benefit of public investment in infrastructure and services;
- 6) Reduce costs of and time required for permitting; and
- 7) Evaluate and mitigate environmental impacts.

Policy LU-194. Establish two sub-areas within Renton's Urban Center.

- 1) **Urban Center-Downtown (UC-D)** is Renton's historic commercial district, surrounded by established residential neighborhoods. The UC-D is located from the Cedar River south to South 7th Street and between I-405 on the east and Shattuck Avenue South on the west.
- 2) **Urban Center-North (UC-N)** is the area that includes Southport, the Puget Sound Energy sub-station, and the South Lake Washington redevelopment area. The UC-N is located generally from Lake Washington on the north, the Cedar River and Renton Municipal Airport to the west, Sixth Street and Renton Stadium to the south, and Houser Way to the east.

Policy LU-195. Maintain zoning that creates capacity for employment levels of 50 employees per gross acre and residential levels of 15 households per gross acre within the Urban Center.

Policy LU-196. Support developments that utilize Urban Center levels of capacity. Where market conditions do not support Urban Center employment and residential levels, support site planning and/or phasing alternatives that demonstrate how, over time, infill or redevelopment can meet Urban Center objectives.

URBAN CENTER DOWNTOWN LAND USE DESIGNATION

Purpose Statement: The Urban Center - Downtown (UC-D) is expected to redevelop as a destination shopping area providing neighborhood, citywide, and sub-regional services and mixed-use residential development. UC-D residential development is expected to support urban scale multi-family projects at high densities, consistent with Urban Center policies. Site planning and infrastructure will promote a pedestrian scale environment and amenities.

Objective LU-PP. Zone areas within the Urban Center-Downtown designation to provide a vibrant downtown district that provides a mix of high density urban land uses that support transit and the further synergism of public and private sector activities.

Policy LU-197. Residential Multi-Family Traditional should be zoned in areas where low rise multi-family development already exists and further infill is appropriate, or where such development can provide a transition between higher intensity downtown uses and surrounding areas. Transit and shopping areas should be available within one half mile.

Policy LU-198. Residential Multi-Family Urban should be zoned in areas outside of the established Pedestrian District, where it is appropriate for high intensity residential development to be established without mixed-use commercial or office space within the same building. Residential Multi-Family Urban areas should be served by transit.

Policy LU-199. Commercial Office zoning should be selected for high intensity areas of the Urban Center Downtown where residential or mixed use residential-commercial development is not desired.

Policy LU-200. Center Downtown zoning should be selected for those portions of the Urban Center-Downtown that are envisioned for the widest mix of residential and commercial uses. The Center Downtown should be directly served by multiple transit routes and should provide a high-quality pedestrian environment.

Objective LU-QQ: Create a balance of land uses that contribute to the revitalization of downtown Renton and, with the designated Urban Center - North, fulfill the requirements of an Urban Center as defined by Countywide Planning Policies.

Policy LU-201. Uses in the Urban Center - Downtown should include a dynamic mix of uses, including retail, entertainment, restaurant, office, and residential, that contribute to a vibrant city core.

Policy LU-202. Development and redevelopment of Urban Center - Downtown should strive for urban density and intensity of uses.

Policy LU-203. Ground floor uses with street frontage in the Pedestrian District should be limited to businesses which primarily cater to walk-in customer traffic (i.e. retail goods and services) in order to generate and maintain continuous pedestrian activity in these areas. Walk-in customer oriented businesses should also be encouraged to locate along street frontages in the remainder of the downtown core.

Policy LU-204. Projects in the Urban Center - Downtown should achieve an urban density and intensity of development that is greater than typical suburban neighborhoods. Characteristics of urban intensity include no or little setbacks, taller structures, mixed-uses, structured parking, urban plazas and amenities within buildings.

Policy LU-205. Development should not exceed mid-rise heights within the Urban Center - Downtown.

Objective LU-QQ: Encourage the evolution of downtown Renton as a regional commercial district that complements the redevelopment expected to occur in the Urban Center - North.

Policy LU-206. Discourage uses including expansion of existing uses in the Urban Center - Downtown that require large areas of surface parking and/or drive-through service queuing space.

Objective LU-RR: Encourage additional residential development in the Urban Center - Downtown supporting the Countywide Planning Policies definition of Urban Center.

Policy LU-207. Maximize the use of existing urban services and civic amenities and revitalize the City's downtown by promoting medium to high-density residential development in the downtown area. Allowed densities should conform to the criteria for Urban Centers in the Countywide Planning Policies.

Policy LU-208. Mixed-use development where residential and commercial uses are allowed in the same building or on the same site should be encouraged in the urban Center - Downtown. Incentives should be developed to encourage future development or redevelopment projects that incorporate residential uses.

Policy LU-209. Net residential development densities in the Urban Center - Downtown designation should achieve a range of 14-100 dwelling units per acre and vary by zoning district.

Policy LU-210. Density bonuses up to 150 du/ac may be granted within designated areas for provision of, or contribution to, a public amenity (e.g. passive recreation, public art) or provision of additional structured public parking.

Policy LU-211. Condominium development and high-density owner-occupied townhouse development is encouraged in the Urban Center - Downtown.

URBAN CENTER NORTH LAND USE DESIGNATION

Purpose Statement: The purpose of the UC-N is to redevelop industrial land for new office, residential, and commercial uses at a sufficient scale to implement the Urban Centers criteria adopted in the Countywide Planning Policies. This portion of the Urban Center is anticipated to attract large-scale redevelopment greater than that in the Urban Center-Downtown, due to large areas of land available for redevelopment. In addition, new development is expected to include a wider group of uses including remaining industrial activities, new research and development facilities, laboratories, retail integrated into pedestrian-oriented shopping districts, and a range of urban-scale, mixed-use residential, office and commercial uses. The combined uses will generate

Objective LU-SS. Attract large-scale redevelopment of residential and commercial uses in order to implement the Urban Centers criteria of the Countywide Planning Policies to provide housing and jobs.

Policy LU-212. Designate land for Urban-Center North land use if it meets the Urban Centers criteria in the Countywide Planning policies and if it contains large tracts of land suitable for redevelopment within the next 20 years.

Policy LU-213. Support a range and variety of commercial and office uses.

Policy LU-214. Allow hospitality uses such as hotels, convention and conference centers.

Policy LU-215. Co-locate uses within a site and/or building in order to promote urban style, mixed-use development.

Policy LU-216. Support uses that serve the region, a sub-regional, or citywide market as well as the surrounding neighborhoods.

Policy LU-217. Support integration of community-scale office and service uses including restaurants, theaters, day care, art museums, and studios.

Policy LU-218. Support extension of Park Ave. to Lake Washington.

Policy LU-219. Address the mix and compatibility of uses, residential density, conceptual building, site and landscape design, identification of gateway features, signs, circulation, transit opportunities, and phasing through master plan and site plan review process.

Policy LU-220. Allow phasing plans for mixed-use projects.

Urban Center North Districts

The proposed Urban Center-North is divided into two districts for planning purposes. Each district has a different emphasis in terms of range, intensity, and mix of uses. These are District One, east of Logan Avenue, and District Two, west of Logan Avenue. The implementation of planning concepts for District Two will be dependent on decisions by The Boeing Company regarding continued airplane assembly operations at the Renton Plant. For this reason, initiation of redevelopment in District Two will likely occur after transition of the area east of Logan Avenue, District One, has begun.

Consolidation of Boeing operations may cause certain property located within District One to be deemed surplus, making it available for redevelopment within the near future. District One is envisioned to include a variety of uses. The intensity of these uses would require substantial infrastructure improvements. More extensive

20% Estimate - Full Depth HMA over CSTC without Utility Undergrounding						
City of Renton - Logan Avenue N Improvements						
Revised - March 10, 2014						
JF						
SPEC. REFERENCE	ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT	
SCHEDULE A						
DIV 1	GENERAL REQUIREMENTS					
1-10	PROJECT TEMPORARY TRAFFIC CONTROL	LS	1	\$ 435,500	\$ 435,500	
DIV 2	EARTHWORK					
2-01	CLEARING AND GRUBBING	ACRE	0.70	\$ 4,000	\$ 2,800	
2-01	ROADSIDE CLEANUP	FA	1	\$ -	\$ -	
2-02	REMOVING CEMENT CONC. SIDEWALK	SY	960	\$ 15	\$ 14,400	
2-02	REMOVING CEMENT CONC. CURB AND GUTTER	LF	1,050	\$ 10	\$ 10,500	
2-02	REMOVING CEMENT CONC. CURB	LF	2,410	\$ 10	\$ 24,100	
2-02	REMOVING ASPHALT CONC. SIDEWALK	SY	270	\$ 10	\$ 2,700	
2-02	REMOVING DRAINAGE STRUCTURE	EA	6	\$ 500	\$ 3,000	
2-02	REMOVAL OF STRUCTURE AND OBSTRUCTION	LS	1	\$ 20,000	\$ 20,000	
2-03	ROADWAY EXCAVATION INCL. HAUL	CY	9,500	\$ 20	\$ 190,000	
2-03	GRAVEL BORROW INCL. HAUL	TON	3,030	\$ 20	\$ 60,600	
DIV 4	BASES					
4-04	CRUSHED SURFACING TOP COURSE	TON	3,923	\$ 30	\$ 117,690	
DIV 5	SURFACE TREATMENTS AND PAVEMENTS					
5-04	HMA CL. 1/2 IN. PG 64-22	TON	10,720	\$ 95	\$ 1,018,400	
DIV 7	DRAINAGE STRUCTURES, STORM SEWERS, SANITARY SEWERS, WATER MAINS, AND CONDUITS					
7-04	SCHEDULE A STORM SEWER PIPE 8 IN. DIAM.	LF	20	\$ 30	\$ 600	
7-04	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	LF	1,910	\$ 40	\$ 76,400	
7-04	SCHEDULE A STORM SEWER PIPE 24 IN. DIAM.	LF	140	\$ 60	\$ 8,400	
7-05	CATCH BASIN TYPE 1	EA	5	\$ 1,500	\$ 7,500	
7-05	CATCH BASIN TYPE 2 48 IN. DIAM.	EA	12	\$ 3,500	\$ 42,000	
7-05	ADJUST MANHOLE	EA	9	\$ 500	\$ 4,500	
7-05	ADJUST CATCH BASIN	EA	26	\$ 500	\$ 13,000	
7-05	CONNECTION TO DRAINAGE STRUCTURE	EA	3	\$ 500	\$ 1,500	
7-08	PLUGGING EXISTING PIPE	EA	2	\$ 250	\$ 500	
7-08	SHORING OR EXTRA EXCAVATION CLASS B	SF	17,200	\$ 1	\$ 17,200	
7-09	MOVING EXISTING HYDRANT	EA	1	\$ 1,500	\$ 1,500	
DIV 8	MISCELLANEOUS CONSTRUCTION					
8-01	INLET PROTECTION	EA	40	\$ 75	\$ 3,000	
8-01	EROSION/WATER POLLUTION CONTROL	FA	1	\$ 310,000	\$ 310,000	
8-02	BARK OR WOOD CHIP MULCH	CY	90	\$ 45	\$ 4,050	
8-02	TOPSOIL TYPE A	CY	250	\$ 60	\$ 15,000	
8-03	IRRIGATION SYSTEM	LS	1	\$ 60,000	\$ 60,000	
8-04	CEMENT CONC. TRAFFIC CURB AND GUTTER	LF	3,420	\$ 25	\$ 85,500	
8-04	EXTRUDED CURB	LF	170	\$ 15	\$ 2,550	
8-06	CEMENT CONC. DRIVEWAY ENTRANCE TYPE 1	SY	30	\$ 40	\$ 1,200	
8-06	CEMENT CONC. DRIVEWAY ENTRANCE TYPE 3	SY	170	\$ 40	\$ 6,800	
8-09	RAISED PAVEMENT MARKER TYPE 1	HUND	29	\$ 350	\$ 10,150	
8-09	RAISED PAVEMENT MARKER TYPE 2	HUND	4	\$ 350	\$ 1,400	
8-14	CEMENT CONC. SIDEWALK	SY	2,090	\$ 25	\$ 52,250	
8-14	CEMENT CONC. CURB RAMP TYPE A	EA	10	\$ 1,500	\$ 15,000	
8-14	CEMENT CONC. CURB RAMP TYPE C	EA	7	\$ 1,500	\$ 10,500	
8-20	ILLUMINATION SYSTEM	LS	1	\$ 380,000	\$ 380,000	
8-20	TRAFFIC SIGNAL SYSTEM - N 3RD STREET	LS	1	\$ 400,000	\$ 400,000	
8-20	TRAFFIC SIGNAL SYSTEM - N 4TH STREET	LS	1	\$ 400,000	\$ 400,000	
8-21	PERMANENT SIGNING	LS	1	\$ 20,000	\$ 20,000	
8-22	PAINTED LINE	LF	1,230	\$ 0.50	\$ 615	
8-22	PLASTIC STOP LINE	LF	210	\$ 5	\$ 1,050	
8-22	PLASTIC CROSSWALK LINE	SF	900	\$ 5	\$ 4,500	
8-22	PAINTED TRAFFIC ARROW	EA	31	\$ 150	\$ 4,650	
8-23	TEMPORARY PAVEMENT MARKING	LF	12,050	\$ 0.50	\$ 6,025	
SPECIAL ITEMS						
SP	REMOVING STORM SEWER PIPE	LF	160	\$ 10	\$ 1,600	
SP	DEWATERING	LS	1	\$ 100,000	\$ 100,000	
SP	ADJUST VALVE BOX	EA	1	\$ 500	\$ 500	
SP	FILETERRA: 4' X 6'	EA	2	\$ 9,000	\$ 18,000	
SP	FILETERRA: 4' X 8'	EA	2	\$ 9,700	\$ 19,400	
SP	FILETERRA: 6' X 8'	EA	2	\$ 13,400	\$ 26,800	
SP	REMOVING TREE	EA	14	\$ 750	\$ 10,500	
SP	LANDSCAPING	LS	1	\$ 40,000	\$ 40,000	
SP	ROOT BARRIER	LF	3,460	\$ 8	\$ 27,680	
SP	SOLID CATCH BASIN LID AND FRAME	EA	2	\$ 750	\$ 1,500	
SP	ADJUST MONUMENT CASE AND COVER	EA	9	\$ 225	\$ 2,025	
SCHEDULE A SUB TOTAL					\$ 4,115,035	
Construction Surveying (1%)					\$ 41,150	
Mobilization (10%)					\$ 415,619	
Construction Contingencies (30%)					\$ 1,371,541	
SCHEDULE A TOTAL					\$ 5,944,000	
SCHEDULE B - Water Line Work						
DIV 1	GENERAL REQUIREMENTS					

20% Estimate - Full Depth HMA over CSTC without Utility Undergrounding						
City of Renton - Logan Avenue N Improvements						
Revised - March 10, 2014						
						JF
SPEC. REFERENCE	ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT	
1-10	PROJECT TEMPORARY TRAFFIC CONTROL	LS	1	\$ 4,500	\$ 4,500	
DIV 2 EARTHWORK						
2-03	ROADWAY EXCAVATION INCL. HAUL	CY	60	\$ 20	\$ 1,200	
2-03	GRAVEL BORROW INCL. HAUL	TON	273	\$ 20	\$ 5,460	
DIV 4 BASES						
4-04	CRUSHED SURFACING TOP COURSE	TON	30	\$ 30	\$ 900	
DIV 5 SURFACE TREATMENTS AND PAVEMENTS						
5-04	HMA CL. 1/2 IN. PG 64-22	TON	80	\$ 160	\$ 12,800	
DIV 7 DRAINAGE STRUCTURES, STORM SEWERS, SANITARY SEWERS, WATER MAINS, AND CONDUITS						
7-09	D.I. PIPE FOR WATER MAIN 12 IN. DIAM	LF	850	\$ 88	\$ 74,800	
7-09	D.I. PIPE FOR WATER MAIN 4 IN. DIAM	LF	60	\$ 50	\$ 3,000	
7-09	SHORING OR EXTRA EXCAVATION CLASS B	SF	4,100	\$ 1	\$ 4,100	
7-12	GATE VALVE 12 IN.	EA	3	\$ 2,200	\$ 6,600	
7-14	RECONNECTING EXISTING HYDRANT	EA	3	\$ 1,500	\$ 4,500	
SCHEDULE B SUB TOTAL					\$ 117,860	
Construction Surveying (1%)					\$ 1,179	
Mobilization (10%)					\$ 11,904	
Construction Contingencies (30%)					\$ 39,283	
SCHEDULE B TOTAL					\$ 171,000	
ALL SCHEDULES						
CONSTRUCTION SUBTOTAL					\$ 6,115,000	
2014 Cost Escalation (3%)					\$ 183,450	
CONSTRUCTION TOTAL BASED ON INFLATION					\$ 6,299,000	
Construction Administration (~17.5% of Construction Total)					\$ 1,101,000	
TOTAL CONSTRUCTION TOTAL (based on inflation)					\$ 7,400,000	

ROW Acquisition

	Right-of-way Appraisals/Negotiations	LS	1	\$ 25,000	\$ 25,000	
	Right-of-Way Administration	LS	1	\$ 13,000	\$ 13,000	
	Right-of-way Acquisition	SF	300	\$ 40	\$ 12,000	
ROW ACQUISITION TOTAL					\$ 50,000	

PRELIMINARY ENGINEERING

	Preliminary Engineering (Design Report and Final Design)				\$ 950,000	
ENGINEERING TOTAL					\$ 950,000	

TOTAL PROJECT COST					\$ 8,400,000	
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Washington State Transportation Improvement Board

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Whatcom County

Councilmember Jeanne Burbidge, V. Chair
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Jim Albert
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Stevan E. Gorcester
Executive Director

P.O. Box 40901
Olympia, WA 98504-0901
Phone: 360-586-1140
Fax: 360-586-1165
www.tib.wa.gov

November 25, 2013

Mr. Gregg Zimmerman, P.E.
Public Works Administrator
City of Renton
1055 South Grady Way
Renton, WA 98057-3232

Dear Mr. Zimmerman:

Congratulations! We are pleased to announce the selection of your project, Logan Avenue N, n/o Cedar River Bridge to N 6th St, TIB project number 8-1-102(035)-1.

Total TIB funds for this project are \$4,618,248.

Before any work is allowed on this project, you must:

- Verify the information on the Project Funding Status Form, revise if necessary, and sign;
- Sign both copies of the Fuel Tax Grant Distribution Agreement; and
- Return the above items to TIB.

You may only incur reimburseable expenses after you receive approval from TIB.

In accordance with RCW 47.26.84, you must certify full funding by November 22, 2014 or the grant may be terminated. Grants may also be rescinded due to unreasonable project delay as described in WAC 479-05-211.

If you have questions, please contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or e-mail GregA@tib.wa.gov.

Sincerely,

Stevan Gorcester
Executive Director

Enclosures