

2010 Statewide Transportation Enhancements Program PSRC Regional Application Form

****Please read all of the text in this section before completing this application****

Important notice: 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. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

Email submissions are preferred: Attach your completed application to an email and send it to tipapp@psrc.org. Please name the file "2010 Enhancements-[agency]-[project title]". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

Deadline: Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

PROJECT IDENTIFICATION AND DESCRIPTION	
1	<p>PROJECT TITLE: Sumner's Urban to Mountain Trail Section #4 (Also known as White River Trail Extension)</p>
2	<p>TRANSPORTATION 2040 ID# 2913</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to http://www.psrc.org/assets/3763/Appendix_M.pdf. For assistance or questions regarding these issues, contact Kimberly Scrivner, 206-971-3281.</p>
3	<p>SPONSORING AGENCY: City of Sumner</p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable:</p> <p><i>For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at http://www.wsdot.wa.gov/LocalPrograms/LAG/ for more information.</p>
4	<p>PROJECT CONTACT:</p> <p>Name: Charles "Ted" Hill, Associate City Engineer Email : tedh@ci.sumner.wa.us Phone: (253) 299-5703</p>

<p>5</p>	<p>PROJECT DESCRIPTION</p> <p>Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.</p> <p>This project constructs 2,000 linear feet on the north end of Sumner's Urban to Mountain Trail. It follows the White River on the west edge of Sumner Meadows Golf Links for approx. 1000 feet before crossing the river via a 150-foot span pedestrian bridge and a 200-foot elevated approach structure. The trail continues south through a City-owned parcel slated to be a future park site before connecting to a completed (currently under construction) portion of the Urban to Mt. Trail at 16th Street E. PSRC enhancement funds have provided for the design of this section.</p> <p>Sumner's Urban to Mountain Trail, including this section, is the missing link for 38 continuous miles of trail from the Seattle's Interurban Trail to the Foothills Trail leading to Mt. Rainier. The mayors of the Valley cities, tourism, transportation organizations and the business community have all identified Sumner's trail as the vital link that must be built. This trail will serve beginning recreationists, including underserved populations such as elderly, young, and low-income; daily recreationists using it to exercise and commute; and recreation enthusiasts who are completing larger circuits by trail, especially in winter when remote trails are inaccessible.</p>
<p>6</p>	<p>PROJECT LOCATION: Along the White River between 16th and 8th Streets</p> <p>County(ies) in which project is located: Pierce</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Stewart Road (8th Street)</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 16th Street</p>
<p>7</p>	<p>PROJECT TYPE (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <p><input checked="" type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians</p> <p><input type="checkbox"/> Acquisition of Scenic Easements & Scenic or Historic Sites</p> <p><input type="checkbox"/> Scenic or Historic Highway Programs (including tourist & welcome center facilities)</p> <p><input type="checkbox"/> Landscaping and other Scenic Beautification</p> <p><input type="checkbox"/> Historic Preservation</p> <p><input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities</p> <p><input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)</p> <p><input type="checkbox"/> Control and Removal of Outdoor Advertising</p> <p><input type="checkbox"/> Archaeological Planning and Research</p> <p><input type="checkbox"/> Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity</p> <p><input type="checkbox"/> Provision of Safety and Educational Activities for Pedestrians and Bicyclists</p> <p><input type="checkbox"/> Establishment of Transportation Museums</p>
<p>PLAN CONSISTENCY</p>	
<p>Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact <u>Rocky Piro</u>, 206-464-6360.</p>	

8 CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040

All applicants must answer the questions in this section. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC website at www.psrc.org/growth/planreview/statusreportppr/. For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC [Information Center](#), 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to www.psrc.org/transportation/t2040/ or contact [Kimberly Scrivner](#), 206-971-3281.

Indicate the current certification status of the local comprehensive plan in the community where the project is located. Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

Certification Status: Certified Date of certification action (mm/dd/yy): September 28, 2006

Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes. (See http://www.psrc.org/assets/465/Centers_small.pdf for more information.)

- The project is located outside the designated urban growth area.
- The project is located within the designated urban growth area.
- The project is located within an identified regional growth center or town/activity center. Refer to <http://www.psrc.org/growth/centers/> for more information. For identified local city/town locations, please describe.
 - Regional Growth Center(s):
 - Regional Manufacturing/Industrial Center(s): This project is located within the proposed Sumner/Pacific Manufacturing/Industrial Center
 - Local Town/Activity Center(s):

Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
 City of Sumner Comprehensive Plan--Vision Section, pages 16-17; Land Use Element, page 30; Community Character Element, page 67; Parks & Open Space Element, pages 68, 71; Transportation Element, pages 84, 87, 90-91, 93-94, 104; Shoreline Use Element, page 132
 City of Sumner Trail Master Plan, all sections, all pages
- No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

ADDITIONAL REGIONAL PROJECT EVALUATION

Part 1: Questions for All Projects

Instructions: Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.
Regionally, Section 4 is a key piece of the Urban to Mountain Trail Section that is the main connection between the Interurban Trail from Seattle, Renton, Tukwila, Kent and Auburn to the

Foothills Trail to Orting and Mt. Rainier as well as the Riverwalk Trail to Puyallup. Locally, the Urban to Mountain Trail, including Section 4, connects Sumner's industrial north with 7200 jobs with the amenities of Sumner's historic downtown, including shopping, dining, residential and a commuter Sounder station.

10 COMMUNITY SUPPORT

Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.

Details of public presentations are as follows (located at Sumner City Hall unless otherwise noted): 9/13/95 Trails Advisory Committee Meeting; 9/27/95 Open House and Public Workshop 6-8:30 pm; 10/11/95 Trails Advisory Committee Meeting; 10/25/95 Workshop and Charrette 4-6:15 pm; 11/8/95 Presentation and Workshop 7-8:30 pm; 11/27/95 Sumner City Council Study Session at Sumner City Hall 5:50 pm; 2/13/96 Open House at Sumner City Hall 6-8 pm; 2/21/96 Pacific City Council Study Session at Pacific City Hall 7 pm; 4/3/08 Planning Commission Meeting 7 pm; 4/9/08 Council Community Development/Parks Committee 4:30 pm; 4/17/08 Planning Commission public hearing; 5/1/08 Planning Commission Decision 7 pm; 5/19/08 Council Study Session 6 pm; 6/2/08 Public Hearing and Council Decision, City Council Meeting, 7 pm

In addition, all the Valley Mayors have identified Sumner's trails as the key missing link that needs to be fulfilled. Throughout building the Urban to Mountain Trail, Sumner has also received written support from the following organizations and businesses: Investco, REI, YMCA of Tacoma-Pierce County, Tacoma-Pierce County Health Department, Puyallup/Sumner Chamber of Commerce, Foothills Trail Coalition, Cascade Bicycle Club, Tacoma Regional Convention & Visitors Bureau, Bicycle Alliance of Washington, City of Auburn, City of Puyallup, City of Fife, City of Tukwila, City of Renton, City of Kent, City of Algona

11 FINANCIAL PLAN

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source. Totals of federal and other funds listed in Tables 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

Required Match: No local match is required; projects may be funded with 100% Enhancement funds.

11A: Enhancements Funds Requested

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
Construction	02/01/11	\$938,369
		\$
		\$
		\$
		\$
TOTAL:		\$938,369

* Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.

11B: Existing Secured Funding

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
Design	09/11/06	STE	\$216,630
Design	07/30/10	CMAQ	\$246,630
Design	07/30/10	Local	\$38,492
Construction	02/01/11	CMAQ	\$808,670
Construction	02/01/11	Local	\$126,209
TOTAL:			\$1,436,631

*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

11C: Needed future funding (unsecured) Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

11D: Total Project Cost

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$0	Planning:	N/A
Preliminary Engineering/Design:	\$501,752	Preliminary Engineering/Design:	12/31/2011
Right of Way:	\$0	Right of Way:	N/A
Construction:	\$1,873,248	Construction:	08/31/2011
Other (Specify):	\$0	Other (specify):	N/A
Total Project Cost:	\$2,375,000	Estimated date of completion (i.e. open for use)	09/15/2011

11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

(CN) Construction

11F. If unable to completely fill out Table D (Total Project Cost), please explain why:

12 PROJECT READINESS

Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #12.

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

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.

- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 12A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 12B, including the estimated schedule for completion.

12A. Check all that apply. If no ROW is required for the project, select “not needed” for sections b through g.

Not yet completed a. Final FHWA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Already completed - Section 106 Concurrence.

Not needed - FHWA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer’s Estimate.

Already completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

12B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

All of the items above that are not already completed will be completed before the end of 2010.

13 OTHER CONSIDERATIONS

Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.

The project is at 90% design and if additional funding is not secured for construction we will lose the construction funding that we currently have in place through CMAQ by early next year.

PART 2: CATEGORY SPECIFIC QUESTIONS

14 Select one of the following four categories that best fits your project and follow the corresponding instructions:

- Nonmotorized Projects: Complete question 15.
- Scenic Resources Projects: Complete question 16.
- Historic Resources Projects: Complete question 17.
- Environmental Projects: Complete question 18.

15 NONMOTORIZED PROJECTS

Instructions: Complete this section if you selected “Nonmotorized Projects” in question 14.

Please explain how your project addresses the following:

- The project extends, completes or otherwise adds to an existing nonmotorized system or network.
- The project connects or links to other multimodal facilities (such as transit stations).
- The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc.
- The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility).

- Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).

Section 4 is one of the last remaining missing pieces to join over 38 miles of trail for nonmotorized use from the Interurban in Seattle to the Foothills to Mt. Rainier. It also helps connect other pieces such as the trail to Lakeland Hills and the Puyallup trails to the regional system. This section provides a missing link for both commuters between cities in the Valley (Puyallup, Orting, Sumner, Algona, Pacific, Auburn, Kent, Renton, Tukwila) and commuters between Sumner's own industrial center and residential downtown. It also provides the link for the trail to connect with Pierce Transit busses and Sound Transit trains and busses at the Sumner Sounder Station. Without a fully completed trail system (including this link), commuters using non-motorized options are placed in dangerous situations, sharing two-lane roads with no shoulders with thousands of vehicles, including industrial truck traffic. In 2008, this situation resulted in a death on Sumner's Stewart Road (just north of Section 4 of the trail) when a 22-year-old engineer commuting by bike from his home in Lakeland Hills to his job in downtown Sumner fell into the path of a gravel truck.

16 SCENIC RESOURCES PROJECTS

Instructions: Complete this section if you selected "Scenic Resources Projects" in question 14.

Please explain how your project addresses the following:

- The project promotes greater public appreciation or use of the transportation system.
- The project contributes to the preservation of significant scenic resources.
- The level of public exposure or access to the project.
- Long-term preservation plans to maintain the scenic character of the property.
- Whether or not there is perpetual ownership of the property.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).

17 HISTORIC RESOURCES PROJECTS

Instructions: Complete this section if you selected "Historic Resources Projects" in question 14.

Please explain how your project addresses the following:

For site-specific and/or capital projects:

- The historic significance of the facility.
- The planned use of the facility.
- Whether or not the project is part of a larger historic preservation plan.
- The level of public exposure or access to the project.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- The long-term preservation and/or maintenance plans for the facility.
- Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).

For planning projects:

- The project's relationship to the protection of historic or archaeological resources.
- Whether or not the project is part of a larger historic preservation plan.
- The long-term plan for ongoing management, updating and training.
- The level of public exposure or access to the project.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).

18 ENVIRONMENTAL PROJECTS

Instructions: Complete this section if you selected "Environmental Projects" in question 14.

Please explain how your project addresses the following:

- The relationship of the project to the transportation system.
- The need for the project.
- The long-term maintenance plans for the project.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).

Jurisdiction: Sumner

Project Number: SUM-10

Title: White River Trail Extension

Phase	Award Ref.	Prog. Year	Oblig. Date	Funding Source	Federal Fund	State/Local Funds	Other Funds	Phase Total
P/E-Design	08-09-PCO-05A	2010	1/1/09	CMAQ	\$246,630	\$38,492	\$0	\$285,122
Construction	08-09-PCO-05B	2010	3/1/09	CMAQ	\$808,670	\$126,209	\$0	\$934,879

First Year Programmed: 2008

WSDOT PIN:

Totals: \$1,055,300 \$164,701 \$0 \$1,220,001

Federal Aid/FTA Grant Number(s):

Functional Class: Not applicable (transit, enhancements, Etc.)

Improvement Type:

Location: Sumner Meadows Golf Links

From: ~1500 ft south of Stewart Road **To:** 16th St E & White River

Est. Total Project Cost: \$2,375,000

Regionally Significant: No **Environmental Status:** CE

Year of Expenditure for Est. Project Cost: 2010

MTP Status: Exempt

MTP Reference(s): N/A

Description:

This project is an extension of the Interurban Trail to be installed as part of the Stewart Road /8th Street Improvement project. The 12 foot wide HMA trail will be constructed from the termination of the above-mentioned trail section (approximately 1500 feet south of Stewart Road) southeast along the western border of the Sumner Meadows Golf Links, then west over the White River via a pedestrian bridge, and then south to connect to the developer-built trail on 16th Street East. The trail will be paved, with benches and other amenities placed intermittently along its length. (See Figure 1)



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

PW Project

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

September 26, 2006

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

RECEIVED

SEP 29 2006

**CITY OF SUMNER
PUBLIC WORKS**

Mr. William Shoemaker
Public Works Director
City of Sumner
1104 Maple Street, Suite 260
Sumner, WA 98390-1423

**City of Sumner
Interurban Trail Extension
STPE-1270(009)
FUND AUTHORIZATION**

Dear Mr. Shoemaker:

We have received FHWA fund authorization, effective September 21, 2006, for this project as follows:

PHASE	TOTAL	FEDERAL SHARE
Preliminary Engineering	\$216,630	\$216,630

Enclosed for your information and file is a fully executed copy of Local Agency Agreement LA-6225 between the state and your agency. All costs exceeding those shown on this agreement are the sole responsibility of your agency.

WSDOT authorization to proceed with right of way and/or construction is contingent upon receipt and approval of your environmental documents.

WSDOT authorization to proceed with construction is contingent upon receipt of your Right of Way Certification.

You may proceed with the administration of this project in accordance with your WSDOT approved Certification Acceptance agreement.

Sincerely,

Stephanie Tax
Manager, Program Management
Highways & Local Programs Division

ST:dk:ac

Enclosure

cc: Neal Campbell, Olympic Region Local Programs Engineer, MS 47440



City of Sumner

Trail System Map

Legend

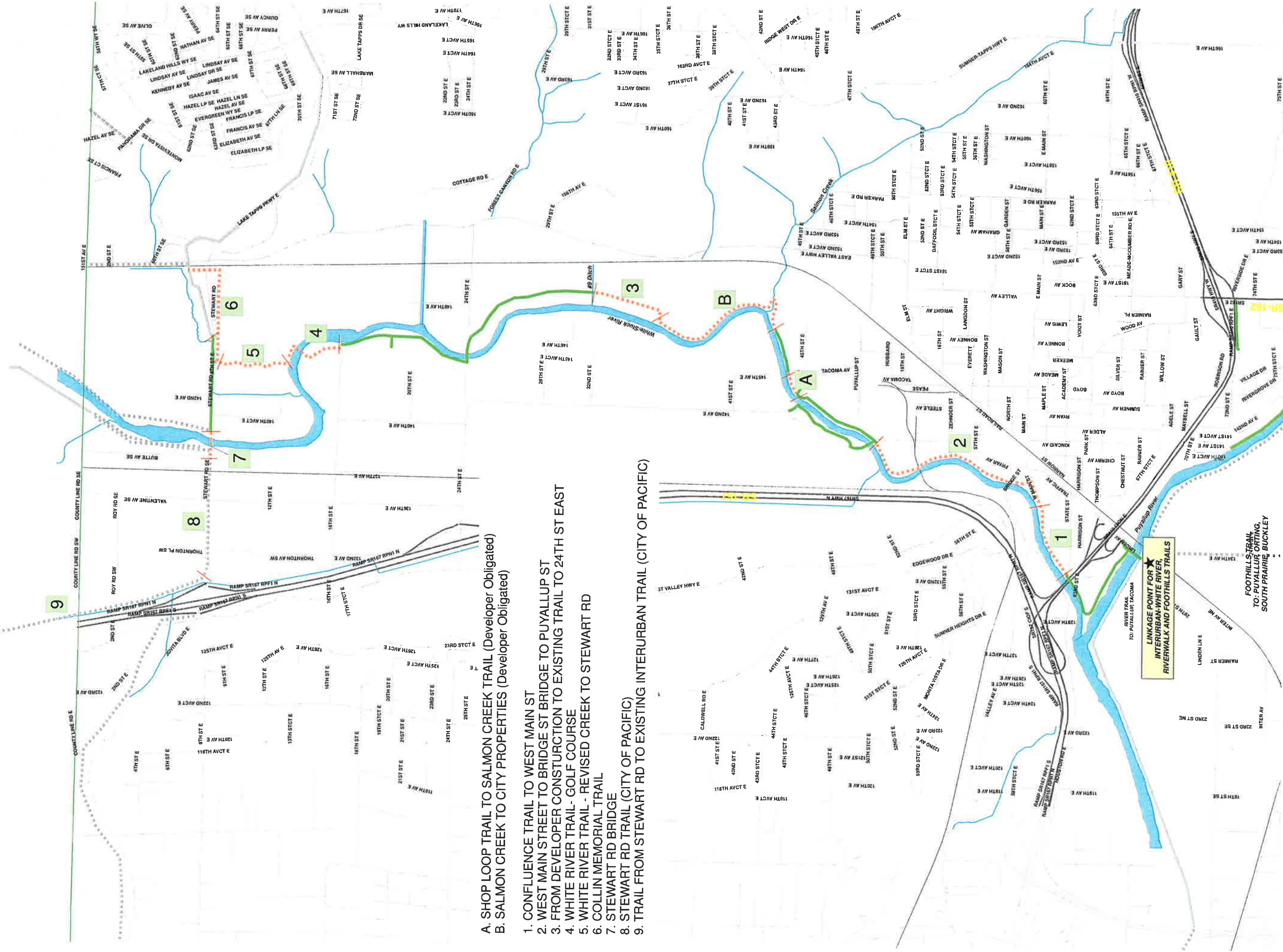
- Other Cities, Existing Trail
- Other Cities, Proposed Trail
- Summer, Existing Trail
- Summer, Future Trail



Scale:



INTERURBAN TRAIL
TO: PACIFIC, AUBURN, KENT,
TUKWILLA, SEATTLE

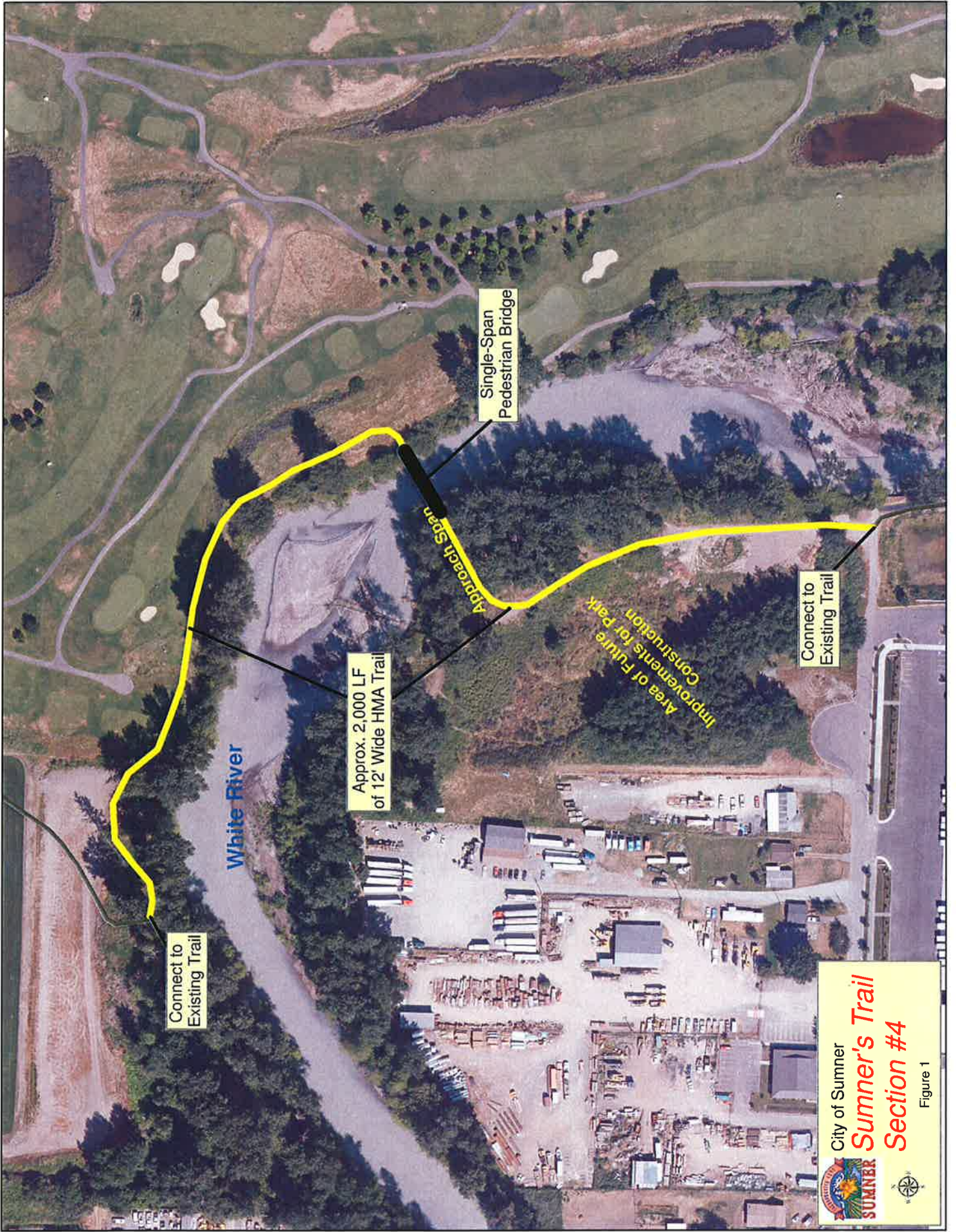


- A. SHOP LOOP TRAIL TO SALMON CREEK TRAIL (Developer Obligated)
- B. SALMON CREEK TO CITY PROPERTIES (Developer Obligated)

1. CONFLUENCE TRAIL TO WEST MAIN ST
2. WEST MAIN STREET TO BRIDGE ST BRIDGE TO PUYALLUP ST
3. FROM DEVELOPER CONSTRUCTION TO EXISTING TRAIL TO 24TH ST EAST
4. WHITE RIVER TRAIL - GOLF COURSE
5. WHITE RIVER TRAIL - REVISED CREEK TO STEWART RD
6. COLLIN MEMORIAL TRAIL
7. STEWART RD BRIDGE
8. STEWART RD TRAIL (CITY OF PACIFIC)
9. TRAIL FROM STEWART RD TO EXISTING INTERURBAN TRAIL (CITY OF PACIFIC)

LINKAGE POINT FOR
INTERURBAN-WHITE RIVER,
RIVERWALK AND FOOTHILLS TRAILS

FOOTHILLS TRAIL
TO: PUYALLUP, ORTING,
SOUTH PRAIRIE, BUCKLEY



Connect to Existing Trail

White River

Approx. 2,000 LF of 12' Wide HMA Trail

Approach Span

Single-Span Pedestrian Bridge

Area of Future Improvements for Park Construction

Connect to Existing Trail

City of Summer
Summer's Trail
Section #4



Figure 1

White River Trail



Existing Maintenance Road — Southern termini
The existing maintenance road shown here will be the southern end of the proposed trail. The existing trail to the south is just out of the picture.



White River — Elevated Walkway Area
The proposed elevated walkway leading to the main span of the bridge will be in the area shown here. It will be elevated to keep the trail out of the 100-year FEMA floodway.



White River — Bridge
The main span of the proposed pedestrian bridge is approximately 150 feet. It will cross the White River near the location shown here.



White River — Typical southern trail area
The typical trail area has vegetation and a established path near the White River.

White River Trail



White River — Proposed bridge crossing
The proposed bridge crossing the White River is shown here looking from the northeast bank toward the southwest.



White River — Northern trail area
The northern section of this proposed trail is adjacent to the Sumner Meadows Golf Links as shown on the right side of this picture. This is looking to the northwest with the river out of the shot to the left.



White River — Northern trail area
This is looking to the southeast with the river out of the shot to the right and Sumner Meadows on the left side..



White River — Trail connection point
A section of trail that is scheduled to be built in the spring of 2009 will tie in near the location shown here. This is just west of Sumner Meadows on the north side of the White River looking south.