

## PSRC's 2026 Transportation Alternatives Program Grant Application

The following grant application is intended for sponsors competing in PSRC's 2026 Transportation Alternatives Program. Interested project sponsors must complete a grant application by **11:59 pm on April 3, 2026**.

For information related to the Transportation Alternatives Program, contact:

Doug Cox, AICP

Puget Sound Regional Council  
1201 3rd Avenue, Suite 500  
Seattle, WA 98104  
(206) 971-3050 or [DCox@psrc.org](mailto:DCox@psrc.org)

**Form Type:** Grant Application

**Application Type:** Pedestrian and Bicycle Project

### General Project Information

|                               |                                 |                    |
|-------------------------------|---------------------------------|--------------------|
| <b>Project Title</b>          | <b>RTP ID#</b>                  | <b>Lead Agency</b> |
| Fryar Avenue Shared Use Trail | N/A                             | City of Sumner     |
| <b>Partner Agencies</b>       | <b>Certification Acceptance</b> | <b>CA Sponsor</b>  |
| None                          | Yes                             | N/A                |

### Contact Information

|                              |                                |
|------------------------------|--------------------------------|
| <b>Primary Contact Name</b>  | <b>Alternate Contact Name</b>  |
| Andrew Leach                 | Alisa O'Haver-Ayala            |
| <b>Primary Contact Phone</b> | <b>Alternate Contact Phone</b> |
| 2532995711                   | 2532995703                     |
| <b>Primary Contact Email</b> | <b>Alternate Contact Email</b> |

andrewl@sumnerwa.gov

alisao@sumnerwa.gov

**Project Description & Location**

**Project Scope:** Please describe clearly and concisely (300 words or less) the individual scope components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.  
**yes**

This project will construct approximately 3,000 LF of Shared Use Path paralleling Fryar Avenue from W. Main Street to Puyallup Street. Construction of this trail segment will complete the Sumner Link Trail, Sumner's core trail system of approximately eight miles, running the length of Sumner (north to south). The funding requested under this application is for the construction and construction management services of the subject trail segment. The paved section of the trail will range from 10 feet to 12 feet wide with 2 feet shoulders on either side. The project will include ADA upgrades at driveway approaches and curb ramps.

**Project Location**

| <b>County/Counties</b> | <b>Location</b> |
|------------------------|-----------------|
| Pierce                 | Fryar Avenue    |

| <b>Beginning Crossroad/Landmark</b> | <b>Ending Crossroad/Landmark</b> |
|-------------------------------------|----------------------------------|
| West Main Street                    | Puyallup Street                  |

**Please Identify the center the project is supporting.**

This segment of the Sumner Link Trail is located within the Sumner-Pacific Manufacturing/Industrial Regional Center and the Sumner Town Center local center. In fact, it helps connect the two, helping an estimated 15,000 MIC employees access housing, dining, retail and transit services without a vehicle. The project continues to complete the regional trail system, extending to the Interurban and Auburn Trail Systems to the north and to the Puyallup Trail/Foothills Trail systems to the south.

## **Federal Functional Classification**

**Please select the appropriate functional classification.**

Exception

## **Bicycle & Pedestrian Facilities**

**Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types:**

Sidewalks, Bike lanes (striped or buffered)

**Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types:**

Sidewalks, Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

**If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate reasons per the guidance above:**

**If you selected "Other", please expand on why the project is exempt from providing pedestrian or bicycle features.**

## **Local Plan Consistency**

**Is the project specifically identified in a local comprehensive plan?**

Yes

**If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.**

- Sumner Comprehensive Plan 2020, Transportation Element, Pages 93 and 94, Figures 14 and 15. 2015
- Sumner Transportation Plan - Pedestrian and Bicycle Element, Pages 104 and 106, figure 5-5.
- Six-Year Transportation Improvement Program, 2023-2028, Item T1.
- Sumner Parks and Trails Plan, 2018, pages 8-60 and 8-61.
- Sumner Town Center Plan 2018, 7.8 Trails Page 7-3, 8.15 Non-Motorized Transportation page 8-15, and figure 18 Transportation & Circulation.

**If no, please describe how the project is consistent with the applicable local comprehensive plan, including 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.**

N/A

## **Support for Centers**

### **Describe how the project will support the existing and planned housing/employment densities in the center.**

This project supports the existing and planned housing densities in the Sumner Town Center and employment densities in the regional MIC. It offers a safe, convenient non-motorized corridor that connects the regional MIC employment center with the town center amenities, including regional transit. It separates non-vehicular users from the roads, which are also freight truck routes that serve approximately 6,000 trucks per day. By giving individuals an encouraging, safe path to walk, run and ride bikes, this project helps reduce congestion on the roadways, moving freight more efficiently. By reducing traffic and adding attractive amenities, this project helps promote the charming small-town atmosphere that draws over 200,000 tourists per year to downtown Sumner, supporting local retail and dining options. Through the reduction of traffic, easing of freight and safe connections, this project increases the opportunity for housing, jobs, transit, daily needs, and other activities to be within easy walking distance of each other.

### **Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.**

This project will directly benefit and support the development/redevelopment plans and activities of the local Sumner Town Center and regional MIC. Potential new businesses in the MIC always ask what options would help their employees safety access transit, and the answer is this corridor. Similarly, in the Town Center, this project increases the attractiveness of much needed housing development. Fryar Flats, Sumner's first six-story building, adds 123 units along this section of the future trail. Developers purposefully designed the front entrance to interact with trail users and offer a retail space that further caters to trail users. Developing safe, well maintained, convenient non-motorized transportation options is integral in achieving Sumner's transportation goal.

## **Category-Specific Criteria: Pedestrian and Bicycle Projects**

### **Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.**

Construction of this trail segment will complete the Sumner Link Trail, Sumner's core trail system of approximately five and a half miles, running the length of Sumner (north to south). It will also connect to the Interurban Trail, to the north of Sumner and to the Foothills Trail, at the south of Sumner. This will complete over 40 miles of continuous trail for recreation, tourism and commuting.

### **Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.**

This project improves public safety by providing a separated bike/pedestrian path to north-south

routes, especially along Fryar Avenue, which is one of the key truck routes for large tractor-trailers accessing Sumner's Manufacturing and Industrial Center. The southern portion of the trail will be a separated stand alone trail and the northern portion of the trail will parallel Fryar Avenue as a widened sidewalk/trail and will be vertically separated from traffic by a one foot curb and this portion will be horizontally separated by a three feet planter strip and two foot gravel shoulder.

This project improves safe & convenient access to major destinations within the Town Center by completing an essential link in the Sumner Link Trail System. A lot of Sumner residents, including youth and senior citizens, use walking and bicycling to run errands in the historic downtown area. Currently, the project area provides only bike lanes alongside the busy traffic on Fryar Avenue. Providing a separate path to the post office and hardware store will improve safety and provide more convenient access to businesses. This trail will promote the movement of people and goods and lessen the reliance on automobiles.

This project improves safety and reduces modal conflicts to help achieve a seamless system by removing bike lanes away from vehicular travel lanes and creating a separated shared use path. This will greatly improve safety and traffic along this industrial corridor.

Other existing barriers include non-ADA compliant sidewalk and curb ramps. This project will replace the sidewalk and curb ramps with a widened ADA compliant shared use path.

**Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.**

This project will install a shared use path just a block away from the Sumner Sound Transit Station. This station is served by regional Sound Transit bus and Sounder train routes as well as the Beyond the Borders local shuttle for youth, seniors, low-income and disabled riders.

**Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

The City of Sumner anticipates a high level of public usage by the community for this project. Creating safe non-motorized corridor(s) increases the walk-ability of the community. This stretch of trail provides a non-motorized link from Sumner's historic downtown to key amenities along Fryar Avenue such as the Sumner Pierce County Library (currently), a new mixed-use development with much-needed apartments, Sumner Post Office and McLendon Hardware store. The City has heard from many potential large employers, including Amazon.com, Costco and Dillanos Coffee Roasters, that it is very important for their employees to have multi-modal transportation options.

Completion of this section of the Sumner Link Trail system provides opportunities for bicycle commuting, especially when combined conveniently with regional transit. In addition, this link helps complete the full regional trail system from the Interurban to Foothills. Travelers seek non-motorized vacations, and the small, independent businesses in Sumner's historic downtown benefit from the visits generated with a completed regional trail from Seattle to Mt. Rainier.

This project will also move pedestrians and bicyclists away from the freight corridor. Separating

bicyclists and pedestrians from the freight route improves the overall efficiency of movement of freight and goods. The more accessible these pedestrian facilities are, the more they are used, reducing vehicular traffic congestion and its associated air quality degradation.

A lot of Sumner residents, including youth and senior citizens, use walking and bicycling to run errands in the historic downtown area. Currently, the project area provides only bike lanes alongside the busy traffic and freight on Fryar Avenue. Providing a separate path to the post office and hardware store will improve safety and provide more convenient access to businesses. This trail will promote the movement of people and goods and lessen the reliance on automobiles.

While everyone will enjoy these amenities, specific user groups, including lower-income communities, will benefit from the access and opportunity it provides. As noted, it safely connects potential employees to approximately 15,000 jobs in Sumner's MIC from the Sound Transit station. The station not only offers regional bus and train service but is also served by Pierce County's Beyond the Borders shuttle that transports low-income, seniors and disabled for free.

**Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

If this project is not funded, the loss of opportunity is great as it will cost further funding already secured to complete this project. The City has also received previous grant funding for design, right of way, and construction of this project; that funding will expire and be lost if this funding does not get the project to construction. In addition, two developments along this trail segment, one being Fryar Flats, have already built sections of this trail for this project to connect to each other and the main route.

**Category-Specific Criteria: Community Support**

**Section 1: Addressing Population Groups, Benefits and Disparities**

**Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the project is addressing these disparities or gaps and providing an improvement.**

This project will fill a disparity, or gap, in Sumner's transportation system for commuters, residents, highly impacted communities, seniors, people with varying abilities, especially for areas of high unemployment.

The project will connect the area of Pierce County west of Sumner with the commercial, transit, and cultural amenities of the City of Sumner. This project area has a pronounced disabled (14%), households in poverty (15%), elderly (11%) and people of color (18%) populations, and is identified as a Moderate Opportunity Index Area.

This project adds safe, accessible non-vehicular transportation options that are separated from the busy traffic of a freight route. This project also adds specific service connections between employment/housing and key service amenities including the Sound Transit Station with Beyond

the Borders shuttle service, various medical practices, commercial businesses, Sumner Police and the East Pierce Fire and Rescue emergency response services.

## **Section 2: Addressing Outreach**

**Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.**

Outreach for this project was included as part of the City of Sumner's periodic update to the Transportation Improvement Plan. The City has also been performing public outreach on its trail system since 1995, when Sumner developed the first Sumner/Pacific Trail Master Plan. Sumner's latest update to the plan, now called the Parks, Trails, & Open Space Plan, was completed in 2024. Public engagement for that update included pop-up events in parks (with popsicles), online surveys, stakeholder interviews, community workshops, youth outreach, legislative meetings, signage in parks and along trails, social media outreach, media outreach, and outreach at community events including Music Off Main.

The City of Sumner has also been working closely with the Puyallup Indian Tribe and the Muckleshoot Tribe of Indians to discuss the trail alignment of the northern portion of the trail. Most of the trail parallels Fryar Avenue, but when it reaches the current Sumner Library, the trail cuts toward the White River. The trail will run along the White River behind the current library site and go underneath the new Cannery Way Bridge and then it will connect with the shared use path on West Main Street.

The City has been working with the two Tribes by walking the planned route with them and seeking their input on the alignment location. This collaboration extended design process and led to better results. The City completed a second 30% design of the project that meets the requests of the Tribes.

**Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.**

This outreach helped the decisions to prioritize the completion of this project over other trail related projects in the Parks, Trails, & Open Space Plan.

From the consultation with the Tribes, a re-design of the project is where the trail cuts up from the White River to West Main Street was completed. This section of the project has a steep slope up the river bank. The original design was to have a switchback ramp that met ADA requirements, but it disturbed a large area of the river bank. The new ramp will be an elevated timber-pile ramp with no switchbacks. This will allow for a less disturbed area while still meeting requirements.

The City also worked with the Tribes in agreeing to remove the concrete panels that line the banks of the White River along the project site. Before stricter environmental protections were set, a large portion of the White River was lined with concrete. The City will remove the concrete panels that lie within the project site to create a better river habitat.

## **Category-Specific Criteria: Safety and Security**

### **Describe how the project addresses safety and security.**

This project improves public safety by providing a separated bike/pedestrian path to north-south routes, especially along busy Fryar Avenue, one of the key truck routes for large tractor-trailers accessing Sumner's Manufacturing Industrial Center. The southern portion of the trail will be a separated stand-alone trail. The northern portion of the trail will parallel Fryar Avenue as a widened sidewalk/trail; it will be vertically separated from traffic by a one-foot curb and horizontally separated by a three-foot planter strip and two-foot gravel shoulder.

### **Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.**

This project creates a separated shared use path and replaces the existing bike lanes on an extremely busy industrial corridor roadway. This greatly improves protection for vulnerable users, adding space for comfort and security from the existing bike lane located next to a travel lane for approximately 6,000/day tractor-trailers with drivers unfamiliar with this area.

This project will also remove existing barriers that include non-ADA compliant sidewalk and curb ramps. This project will replace the sidewalk and curb ramps with a widened ADA compliant shared use path.

### **Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?**

The City of Sumner's safety policies are included in the City's Comprehensive Plan. This plan created the goal of completing this project, installing a separated trail that improves public safety and health.

### **Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.**

The project reduces reliance on enforcement and designed for decreased speeds by separating non-motorized users from vehicular traffic.

## **Project Readiness**

### **Preliminary Engineering/Design**

#### **Are you requesting funds for ONLY preliminary engineering?**

No

**Is preliminary engineering/design complete?**

No

**If not complete, which best describes the CURRENT status of the project's engineering/design?**

Greater than 60% complete

**Please provide the date the preliminary engineering/design phase was complete, or the anticipated date of completion.**

October, 2026

### **Environmental Documentation**

**What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project?**

Categorical Exclusion (CE)

**Has NEPA documentation been approved?**

Yes

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

March, 2023

**Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?**

N/A

**If yes, is a formal Endangered Species Act (ESA) consultation expected?**

N/A

### **Right of Way**

**Will Right of Way be required for this project?**

Yes

**What is the actual or estimated start date for right of way (month and year)?**

February, 2023

**What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**

February, 2023

**Has right of way certification been completed?**

No

**If not, what is the estimated ROW certification date (month and year)?**

June, 2026

**Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**

Construction of the shared use path on the west side of Fryar Avenue will require acquisition from a total of 13 parcels. Some amount of full right acquisition is required from 12 parcels of the 13 parcels. 7 of the 13 parcels will require some amount of permanent easements or temporary construction easements.

The City has just 4 more property owners to work with and have sign offer packages. These 4 properties have verbally accepted their offers and are in the varying stages of WSDOT review or awaiting for documents to be physically signed. The 10 other property owners have signed offers and are in the closing process.

### **Construction**

**Are funds being requested for construction?**

Yes

**Do you have an engineer's estimate?**

Yes

**Please attach the engineer's estimate.**

f-151-540-21454846\_3vS59rvP\_Pre-90\_Cost\_Estimate\_20260204.pdf

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

NEPA has been acquired and the City is currently working on acquiring local SEPA and shoreline permits. The City plans to have these permits by September 2026.

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

No

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

September, 2026

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

October, 2026

### **Other Considerations**

If the project milestone dates specified above are less than [PSRC's Project Phase Milestone Minimum Timelines](#), please explain the project characteristics that justify the

planned schedule.

N/A

**PSRC Funding Request**

| <b>Phase</b> | <b>Year</b> | <b>Amount</b> |
|--------------|-------------|---------------|
| Construction | 2027        | \$2315000     |

**Total PSRC Funding Request: \$2315000**

**Has this project received PSRC funds previously?**

**Please provide the project's PSRC TIP ID.**

Yes

SUM-17

**Total Estimated Project Cost and Schedule**

**Preliminary Engineering/Design Phase**

| <b>Fund Source</b> | <b>Funding Status</b> | <b>Amount</b> |
|--------------------|-----------------------|---------------|
| TAP(PSRC)          | Secured               | \$228624      |
| Other State        | Secured               | \$356204      |
| Local              | Secured               | \$107000      |
|                    |                       | \$            |
|                    |                       | \$            |

**Total Preliminary Engineering/Design Phase Cost: \$691828**

**Expected year of completion for this phase:**

September, 2026

**Right of Way Phase**

| <b>Fund Source</b> | <b>Funding Status</b> | <b>Amount</b> |
|--------------------|-----------------------|---------------|
| CMAQ               | Secured               | \$655143      |
| Other State        | Secured               | \$779725      |
|                    |                       | \$            |
|                    |                       | \$            |
|                    |                       | \$            |

**Total Right of Way Phase Cost: \$1434868**

**Expected year of completion for this phase:**

June, 2026

**Construction Phase**

| <b>Fund Source</b> | <b>Funding Status</b> | <b>Amount</b> |
|--------------------|-----------------------|---------------|
| Other State        | Secured               | \$4192521     |
| TAP(PSRC)          | Unsecured             | \$2315000     |
|                    |                       | \$            |
|                    |                       | \$            |
|                    |                       | \$            |

**Total Construction Phase Cost: \$6507521**

**Expected year of completion for this phase:**

December, 2027

**Other Phase**

| <b>Fund Source</b> | <b>Funding Status</b> | <b>Amount</b> |
|--------------------|-----------------------|---------------|
|                    |                       | \$            |
|                    |                       | \$            |
|                    |                       | \$            |
|                    |                       | \$            |
|                    |                       | \$            |

**Total Other Phase Cost: \$0**

**Expected year of completion for this phase:**

,

**Project Summary**

|                                      |  |
|--------------------------------------|--|
| <b>Total Estimated Project Cost:</b> | <b>Estimated Project Completion Date (month and year):</b> |
| \$8634217                            | December, 2027   |

**Financial Documentation**

**Please enter a description of your financial documentation in the text box below.**

Funds are being requested for the construction phase. Secured funding is from WSDOT's Pedestrian & Bicycle Safety Program grant that the City has received.

**Please upload supporting documentation demonstrating all necessary matching funds for**

**the phase(s) for which PSRC funds are being requested are secure or reasonably expected.**  
f-151-346-21454846\_c3W9Edjy\_2023\_Ped\_Bike\_Safety\_Letter\_Sumner.pdf

### **Other Considerations**

**Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

For the portion of the trail that cuts up from the river, the City will be constructing an elevated timber-pile walkway. The walkway deck will consist of grates that will allow light to shine through to allow for plant growth along the river bank. This elevated walkway limits the amount of impact to the wildlife habitat in the area along the river. This project will also remove the existing concrete panels that line the riverbank and replace them with natural habitation by planting trees and plants that are native to the area.

**Please upload any relevant documents here, if they have not been uploaded previously in this application.**

N/A

### **End of the Application**

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Mitch Koch at [mkoch@psrc.org](mailto:mkoch@psrc.org) to have it returned to you.

June 22, 2023

Mr. Mike Dahlem, PE  
Public Works Director  
City of Sumner  
1104 Maple Street, Suite 260  
Sumner, Washington 98390-1447

**RE: Fryar Avenue Shared Use Path  
2023-25 Pedestrian & Bicycle Safety Program  
State Funding**

Dear Mr. Dahlem:

WSDOT is pleased to advise you that the above-mentioned project was selected to receive funding through the Pedestrian & Bicycle Safety program. The state funding is limited as shown below:

|   |                    |
|---|--------------------|
| <b>Fryar Avenue Shared Use Path</b>         | <b>\$5,328,450</b> |
| <b>Scope:</b> See attached project summary. |                    |

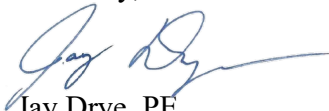
In order to meet state requirements, the following are required:

- Project expenditures incurred before receiving notice from Local Programs of state fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs webpage for detailed authorization information, including: (<https://wsdot.wa.gov/business-wsdot/support-local-programs>)
  - ✓ Local Agency Guidelines (LAG) manual for detailed requirements.
  - ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable.
  - ✓ Funding and billing forms; and
  - ✓ Local Project Report required to be completed by the end of June and December each year. To access the database, you will need an account name and password. Your account name is **Sumner** and your password is **Sumne723**. The password is case sensitive.

As a reminder, Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

For assistance, please contact your Region Local Programs Engineer, John Ho, at (564) 669-1018 or [John.Ho@wsdot.wa.gov](mailto:John.Ho@wsdot.wa.gov).

Sincerely,



Jay Drye, PE  
Director  
Local Programs

cc: Kelly McGourty, Transportation Director, PSRC  
John Ho, Olympic Region Local Programs Engineer

# Project Summary

**Program:** Pedestrian and Bicycle Program

**Date:** May 2023

**Agency:** City of Sumner

**Project Title:** Fryar Avenue Shared Use Path

**Project Description:** Pedestrian Scale Crossing Illumination, ADA Curb Ramps, Bicycle Wayfinding Signs/Markings, Shared-use Path/Trail, Bridge (Part of Shared-use Path)

## Detailed Project Description:

### Linear improvements (from south end to north)

- 1) On north side of W Main St, beginning near (west of) intersection of Main St with Traffic Ave and Cannery Wy and working its way north to a point ~250' north of the railroad tracks that cross Fryar Ave, install:
  - a. 10' to 12' Shared-use Path (~1260') along the following course:
    - i. Heading northwest from W Main St (White River Trail) to river bank, then;
    - ii. North along riverbank, then;
    - iii. East along north side of Sumner Pierce County Library, then;
    - iv. North along Fryar Ave to meet up with existing Sumner Link Trail path just north of railroad crossing
  - b. Pedestrian safety fence/rail where appropriate
  - c. ADA driveway crossings (13)
  - d. Bicycle wayfinding signs and markings

### Intersection improvements

- 2) At the intersection of Fryar Ave with Zehnder Street install:
  - a. ADA curb ramp (1) – north leg of intersection
  - b. Marked crosswalk (update)
  - c. Pedestrian scale crossing illumination

### Project Schedule:

|  |       |
|--|-------|
| Begin PE                               | 05/14 |
| Environmental Documents Approved       | 05/23 |
| Right-of-Way Approved                  | 12/24 |
| Estimated Contract Ad                  | 03/25 |
| Estimated Contract Award Date          | 05/25 |
| Open to Traffic                        | 12/26 |
| Design Complete (Design-only projects) |       |

### Project Cost and Award Amount:

| Phase                   | Total Project Cost | Amount Requested | Amount Awarded |
|-------------------------|--------------------|------------------|----------------|
| Preliminary Engineering | \$584,828          | \$356,204        | \$356,204      |
| Right-of-Way            | \$1,315,587        | \$660,444        | \$660,444      |
| Construction            | \$5,328,450        | \$4,311,802      | \$4,311,802    |

|              |                    |                    |                    |
|--------------|--------------------|--------------------|--------------------|
| Match        | \$1,900,450        | N/A                |                    |
| <b>Total</b> | <b>\$7,228,900</b> | <b>\$5,328,450</b> | <b>\$5,328,450</b> |

Note: Local match is committed as shown above and may be applied in any of the project phases.

If you agree to the project summary described above, please sign below and return to [Charlotte Claybrooke](#) or [Brian Wood](#).

**Concurrence:** I agree to the project summary described above.

**Approving Authority Name (Print):** Michael Kosa, P.E.

**Approving Authority Signature:**  \_\_\_\_\_

**Date:** 5/23/2023 \_\_\_\_\_

|            |          |  |              |      |
|------------|----------|--|--------------|------|
| Date :     | 2/6/2026 | <b>Sumner Trail and Sidewalk Improvements</b><br>Estimate of Probable Cost | Prepared By  | KADG |
| Submittal: | 90%      |  | Checked By   | RF   |
|            |          |  | Project Mngr | RF   |

| Item No. | Desc Quantity | Std. Item No. | Item Description | Unit | Unit Cost | Desc Cost |
|----------|---------------|---------------|------------------|------|-----------|-----------|
|----------|---------------|---------------|------------------|------|-----------|-----------|

**MOBILIZATION**

|   |   |      |              |      |       |           |
|---|---|------|--------------|------|-------|-----------|
| 1 | 1 | 0001 | MOBILIZATION | L.S. | 10.0% | \$395,357 |
|   |   |      |              |      |       | \$395,357 |

**PREPARATION**

|                    |       |       |  |      |             |                  |
|--------------------|-------|-------|--|------|-------------|------------------|
| 2                  | 1.37  | 0025  | CLEARING AND GRUBBING                                | ACRE | \$20,000.00 | \$27,400         |
| 3                  | 1     | 0049  | REMOVING DRAINAGE STRUCTURE                          | EACH | \$1,500.00  | \$1,500          |
| 4                  | 1     | 0050  | REMOVAL OF STRUCTURES AND OBSTRUCTIONS               | L.S. | \$90,000.00 | \$90,000         |
| 5                  | 375   | 0090  | REMOVING CEMENT CONC. PAVEMENT                       | S.Y. | \$40.00     | \$15,000         |
| 6                  | 1,050 | 0100  | REMOVING CEMENT CONC. SIDEWALK                       | S.Y. | \$65.00     | \$68,250         |
| 7                  | 1,710 | 0108  | REMOVING CEMENT CONC. CURB AND GUTTER                | L.F. | \$8.00      | \$13,680         |
| 8                  | 90    | 0110  | REMOVING CEMENT CONC. CURB                           | L.F. | \$10.00     | \$900            |
| 9                  | 1,890 | 0120  | REMOVING ASPHALT CONC. PAVEMENT                      | S.Y. | \$15.00     | \$28,350         |
| 10                 | 65    | 0130  | REMOVING ASPHALT CONC. SIDEWALK                      | S.Y. | \$60.00     | \$3,900          |
| 11                 | 7,250 | 0187  | REMOVING PAINT LINE                                  | L.F. | \$4.00      | \$29,000         |
| 12                 | 20    | 0200  | REMOVING PLASTIC TRAFFIC MARKING                     | EACH | \$150.00    | \$3,000          |
| 13                 | 7     | PR-01 | REMOVING SIGNIFICANT TREE                            | EACH | \$750.00    | \$5,250          |
| 14                 | 1     | PR-02 | HERBICIDE APPLICATION PRIOR TO CLEARING AND GRUBBING | L.S. | \$2,500.00  | \$2,500          |
| 15                 | 1     | PR-03 | REMOVING HYDRANT                                     | EACH | \$500.00    | \$500            |
| <b>PREPARATION</b> |       |       |  |      |             | <b>\$289,230</b> |

**GRADING**

|                |       |      |                               |      |         |                  |
|----------------|-------|------|-------------------------------|------|---------|------------------|
| 16             | 5,620 | 0310 | ROADWAY EXCAVATION INCL. HAUL | C.Y. | \$50.00 | \$281,000        |
| 17             | 250   | 0431 | GRAVEL BORROW INCL. HAUL      | TON  | \$50.00 | \$12,500         |
| 18             | 130   | 0470 | EMBANKMENT COMPACTION         | C.Y. | \$10.00 | \$1,300          |
| <b>GRADING</b> |       |      |                               |      |         | <b>\$294,800</b> |

**DRAINAGE**

|                 |       |      |  |      |          |                  |
|-----------------|-------|------|--|------|----------|------------------|
| 19              | 20    | 1073 | LIGHT LOOSE RIPRAP                         | TON  | \$75.00  | \$1,500          |
| 20              | 2,840 | 1160 | UNDERDRAIN PIPE 6 IN. DIAM.                | L.F. | \$35.00  | \$99,400         |
| 21              | 740   | 1290 | CL. V REINF. CONC. CULV. PIPE 12 IN. DIAM. | L.F. | \$150.00 | \$111,000        |
| <b>DRAINAGE</b> |       |      |  |      |          | <b>\$211,900</b> |

**STORM SEWER**

|                    |       |      |                                 |      |            |                 |
|--------------------|-------|------|---------------------------------|------|------------|-----------------|
| 22                 | 16    | 3091 | CATCH BASIN TYPE 1              | EACH | \$2,000.00 | \$32,000        |
| 23                 | 3     | 3105 | CATCH BASIN TYPE 2 48 IN. DIAM. | EACH | \$4,000.00 | \$12,000        |
| 24                 | 3,580 | 3151 | TESTING STORM SEWER PIPE        | L.F. | \$5.00     | \$17,900        |
| <b>STORM SEWER</b> |       |      |                                 |      |            | <b>\$61,900</b> |

**SURFACING**

|                  |       |      |                              |     |         |                  |
|------------------|-------|------|------------------------------|-----|---------|------------------|
| 25               | 280   | 5120 | CRUSHED SURFACING TOP COURSE | TON | \$50.00 | \$14,000         |
| 26               | 5,000 | 5040 | PERMEABLE BALLAST            | TON | \$40.00 | \$200,000        |
| <b>SURFACING</b> |       |      |                              |     |         | <b>\$214,000</b> |

**HOT MIX ASPHALT**

|                        |       |      |                               |      |            |                  |
|------------------------|-------|------|-------------------------------|------|------------|------------------|
| 27                     | 520   | 5711 | PLANING BITUMINOUS PAVEMENT   | S.Y. | \$10.00    | \$5,200          |
| 28                     | 1     | 5837 | ASPHALT COST PRICE ADJUSTMENT | CALC | \$1,000.00 | \$1,000          |
| 29                     | 280   | 5767 | HMA CL. 1/2 IN. PG            | TON  | \$190.00   | \$53,200         |
| 29                     | 3,420 | 6511 | HMA SAWCUT AND SEAL           | L.F. | \$30.00    | \$102,600        |
| <b>HOT MIX ASPHALT</b> |       |      |                               |      |            | <b>\$162,000</b> |

| Item No.                                     | Desc Quantity | Std. Item No. | Item Description                   | Unit | Unit Cost    | Desc Cost |
|--|---------------|---------------|------------------------------------|------|--------------|-----------|
| <b>EROSION CONTROL AND ROADSIDE PLANTING</b> |               |               |                                    |      |              |           |
| 30   | 1,630         | 6373          | SILT FENCE                         | L.F. | \$7.00       | \$11,410  |
| 31   | 120           | 6403          | ESC LEAD                           | DAY  | \$100.00     | \$12,000  |
| 32   | 0.58          | 6407          | TOPSOIL TYPE A                     | ACRE | \$100,000.00 | \$58,000  |
| 33   | 1             | 6414          | SEEDING, FERTILIZING, AND MULCHING | ACRE | \$9,000.00   | \$9,000   |
| 34   | 18            | 6463          | CHECK DAM                          | L.F. | \$25.00      | \$450     |
| 35   | 130           | 6468          | STABILIZED CONSTRUCTION ENTRANCE   | S.Y. | \$30.00      | \$3,900   |
| 36   | 17            | 6471          | INLET PROTECTION                   | EACH | \$120.00     | \$2,040   |
| 37   | 4             | 6473          | OUTLET PROTECTION                  | EACH | \$500.00     | \$2,000   |
| 38   | 1,420         | 6479          | WATTLE                             | L.F. | \$5.00       | \$7,100   |
| 39   | 1             | 6490          | EROSION/WATER POLLUTION CONTROL    | EST. | \$50,000.00  | \$50,000  |
| 40   | 1,750         | 6635          | HIGH VISIBILITY SILT FENCE         | L.F. | \$8.00       | \$14,000  |
| EROSION CONTROL AND ROADSIDE PLANTING        |               |               |                                    |      |              | \$169,900 |

| <b>WATER LINES</b> |    |      |  |      |            |         |
|--------------------|----|------|--|------|------------|---------|
| 41                 | 1  | 3846 | HYDRANT ASSEMBLY                             | EACH | \$6,000.00 | \$6,000 |
| 42                 | 11 | 3866 | DUCTILE IRON PIPE FOR WATER MAIN 6 IN. DIAM. | L.F. | \$100.00   | \$1,100 |
| WATER LINES        |    |      |  |      |            | \$7,100 |

| <b>TRAFFIC</b> |       |      |                                      |      |             |           |
|----------------|-------|------|--------------------------------------|------|-------------|-----------|
| 43             | 2,020 | 6700 | CEMENT CONC. TRAFFIC CURB AND GUTTER | L.F. | \$60.00     | \$121,200 |
| 44             | 8,000 | 6806 | PAINT LINE                           | L.F. | \$1.00      | \$8,000   |
| 45             | 12    | 6833 | PLASTIC TRAFFIC ARROW                | EACH | \$400.00    | \$4,800   |
| 46             | 2     | 6878 | PAINTED RAILROAD CROSSING SYMBOL     | EACH | \$500.00    | \$1,000   |
| 47             | 185   | 6727 | EXTRUDED CURB                        | L.F. | \$30.00     | \$5,550   |
| 48             | 128   | 6857 | PLASTIC CROSSWALK LINE               | S.F. | \$15.00     | \$1,920   |
| 49             | 68    | 6859 | PLASTIC STOP LINE                    | L.F. | \$25.00     | \$1,700   |
| 50             | 1     | 6971 | PROJECT TEMPORARY TRAFFIC CONTROL    | L.S. | \$50,000.00 | \$50,000  |
| 51             | 1     | 6890 | PERMANENT SIGNING                    | L.S. | \$10,000.00 | \$10,000  |
| 52             | 1     | 6904 | ILLUMINATION SYSTEM                  | L.S. | \$25,000.00 | \$25,000  |
| 53             | 1     | 6869 | PEDESTRIAN TRAFFIC CONTROL           | L.S. | \$12,000.00 | \$12,000  |
| TRAFFIC        |       |      |                                      |      |             | \$241,170 |

| <b>OTHER ITEMS</b> |       |      |  |      |             |           |
|--------------------|-------|------|--|------|-------------|-----------|
| 54                 | 840   | 7059 | CEMENT CONC. DRIVEWAY ENTRANCE TYPE          | S.Y. | \$100.00    | \$84,000  |
| 55                 | 600   | 7006 | STRUCTURE EXCAVATION CLASS B INCL. HAUL      | C.Y. | \$20.00     | \$12,000  |
| 56                 | 1     | 7038 | ROADWAY SURVEYING                            | L.S. | \$10,000.00 | \$10,000  |
| 57                 | 1     | 7058 | CEMENT CONC. CURB RAMP TYPE                  | EACH | \$6,000.00  | \$6,000   |
| 58                 | 60    | 7055 | CEMENT CONC. SIDEWALK                        | S.Y. | \$125.00    | \$7,500   |
| 59                 | 1,090 | 7084 | CHAIN LINK FENCE TYPE 4                      | L.F. | \$35.00     | \$38,150  |
| 60                 | 6     | 7569 | NO TRESPASSING SIGN                          | EACH | \$350.00    | \$2,100   |
| 61                 | 1     | 7570 | HEALTH AND SAFETY PLAN                       | L.S. | \$2,000.00  | \$2,000   |
| 62                 | 1     | 7571 | FA-SITE CLEANUP OF BIO. AND PHYSICAL HAZARDS | EST. | \$10,000.00 | \$10,000  |
| 63                 | 11    | 9605 | CONNECTION TO DRAINAGE STRUCTURE             | EACH | \$2,000.00  | \$22,000  |
| 64                 | 1     | 0254 | REMOVING SOLDIER PILE SHAFT OBSTRUCTIONS     | EST. | \$44,400.00 | \$44,400  |
| 65                 | 1,390 | 4047 | SHAFT - 24 IN. DIAMETER                      | L.F. | \$200.00    | \$278,000 |
| 66                 | 2,110 | 4053 | FURNISHING SOLDIER PILE                      | L.F. | \$112.00    | \$236,320 |
| 67                 | 5,010 | 4299 | LAGGING                                      | S.F. | \$45.00     | \$225,450 |
| 68                 | 6,470 | 4474 | CONCRETE FASCIA PANEL                        | S.F. | \$85.00     | \$549,950 |
| 69                 | 300   | 4482 | PREFABRICATED DRAINAGE MAT                   | S.Y. | \$25.00     | \$7,500   |
| 70                 | 22    | 6243 | ADJUST VALVE BOX                             | EACH | \$500.00    | \$11,000  |
| 71                 | 5     | 3080 | ADJUST MANHOLE                               | EACH | \$800.00    | \$4,000   |
| 72                 | 17    | 7041 | BOLLARD TYPE                                 | EACH | \$1,500.00  | \$25,500  |
| 73                 | 450   | 7017 | GRAVEL BACKFILL FOR PIPE ZONE BEDDING        | C.Y. | \$45.00     | \$20,250  |
| 74                 | 2,675 | 7008 | SHORING OR EXTRA EXCAVATION CLASS B          | S.F. | \$2.00      | \$5,350   |

Date : 2/6/2026  
 Submittal: 90%

**Sumner Trail and Sidewalk Improvements**  
 Estimate of Probable Cost

Prepared By KADG  
 Checked By RF  
 Project Mngr RF

| Item No. | Desc Quantity | Std. Item No. | Item Description                      | Unit | Unit Cost    | Desc Cost   |
|----------|---------------|---------------|---------------------------------------|------|--------------|-------------|
| 76       | 1             | 7728          | MINOR CHANGE                          | CALC | \$10,000.00  | \$10,000    |
| 77       | 1             | 7736          | SPCC PLAN                             | L.S. | \$2,500.00   | \$2,500     |
| 75       | 4             | OI01          | RELOCATE EXISTING MAILBOX AND SUPPORT | EACH | \$650.00     | \$2,600     |
| 78       | 570           | OI02          | PHMA CL. 1/2 IN. PG 70-22ER           | TON  | \$500.00     | \$285,000   |
| 79       | 1             | OI05          | PIN PILE BRIDGE                       | L.S. | \$400,000.00 | \$400,000   |
|          |               |               |                                       |      | OTHER ITEMS  | \$2,301,570 |

Date : 2/6/2026  
 Submittal: 90%

**Sumner Trail and Sidewalk Improvements**  
 Estimate of Probable Cost

Prepared By KADG  
 Checked By RF  
 Project Mngr RF

| Item No. | Desc Quantity | Std. Item No. | Item Description | Unit | Unit Cost | Desc Cost |
|----------|---------------|---------------|------------------|------|-----------|-----------|
|----------|---------------|---------------|------------------|------|-----------|-----------|

Subtotal -Ex. Mob. \$3,953,570  
 Mobilization \$395,357

Subtotal **\$4,348,927**

Tax 0.00% \$0

Total Estimated Construction Cost with Mob **\$4,348,927**

Design Contingency 5% \$217,446

Estimated Construction Bid Cost (2026 Dollars) **\$4,566,373**

Inflation Factor (4% for 1 year) 4% \$182,654.93

Estimated Construction Bid Cost (2026 Dollars) **\$4,749,028**

Construction Contingency 10% \$474,902.83

Estimated Construction Costs **\$5,223,931**

Design Construction Support \$300,000

City Project Administration \$200,000

Construction Administration 15% \$783,590

Estimated Total Const. Costs **\$6,507,521**