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:

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Form Type: Grant Application

Application Type: Pedestrian and Bicycle Project

General Project Information

Project Title	**RTP ID#**	**Lead Agency**
S Pine St Pedestrian, Bike & Transit Access Improvements: Center St - S 47th St	Below threshold - but funded by Sound Transit as part of South Tacoma Station Access Improvements (4085)	City of Tacoma
Partner Agencies	**Certification Acceptance**	**CA Sponsor**
Sound Transit	Yes	N/A

Contact Information

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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 pedestrian, bicycle and Vision Zero safety improvements on S Pine St from Center St to S 47th St.

The majority of S Pine St will include separated (protected) bike lanes, transitioning to a shared use path at the south end of the corridor. A road redesign will remove 1-2 lanes throughout the corridor to enable these improvements. The lanes being converted to separated bike lanes will include a grind and overlay to ensure a safe and smooth ride. A physical barrier will separate people riding bikes from cars and trucks. Transit stops along the corridor will be improved to reduce bus/bike conflicts and support safe access to transit.

The project will significantly enhance pedestrian safety and accessibility along the corridor. There are many missing link sidewalks along this busy arterial which will be filled in, and pedestrian lighting will be added. Accessibility will be improved by adding ADA curb ramps and improving access across driveways and other barriers. Pedestrian crossings will be enhanced with proven safety solutions – including upgraded signals, accessible pedestrian signals (APS), leading pedestrian intervals (LPI), and high visibility crosswalks. New enhanced crossing locations will support access to transit and local destinations.

Project Location

County/Counties	**Location**
Pierce	South Pine Street/South Oakes Street

Beginning Crossroad/Landmark	**Ending Crossroad/Landmark**
Center Street & S Pine St	South 47th Street & S Pine St/S Oakes St

Please Identify the center the project is supporting.

The project is located within the Tacoma Mall Regional Growth Center and is a strong priority in the Tacoma Mall Subarea Plan (https://cms.tacoma.gov/Planning/OneTacomaPlan/2-5%20Tacoma%20Mall%20Subarea%20Plan.pdf).

At Pine St and South Tacoma Way, it will directly connect people walking, biking, and rolling to the Water Flume Line Trail (aka Water Ditch Trail), which is currently under construction. This trail links to the Downtown Regional Growth Center – just 1.5 miles along South Tacoma Way on a fully separated shared use path. From there, people walking and rolling will have easy access to the Prairie Line Trail, which links to UW Tacoma, the Museum District and the Thea Foss Waterway and the future Puyallup Ave improvements / spuyaləpabš Trail (90% design) which will connect to the Dome District and regional transit at the Tacoma Dome Transit Center.

Federal Functional Classification

Please select the appropriate functional classification.

Minor Arterial

Bicycle & Pedestrian Facilities

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

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

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

Sidewalks, Protected bike lanes, 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.

1) One Tacoma: Comprehensive Plan, Transportation and Mobility Plan
2&3)
Appendix D: 20 Year Project List
a. Project ID: TMP_019 Cedar/Pine/Oakes St – 19th to 74th St Vision Zero Improvements (page 1)
b. Project ID: TMP_128 S Pine St Separated Bike Lane between Center St – S 47th St (page 3)
Modal Network Maps
a. Tacoma's Arterial Pedestrian Network Vision (page 37)
b. Tacoma's Bicycle Network Vision (page 43)
c. Tacoma's Frequent Transit Network Vision (p47)
d. Tacoma's (Transit) Capital Investment Corridors (p48)

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.

The S Pine St Pedestrian, Bike & Transit Access Improvements: Center St - S 47th St project will provide access, opportunities, and connections to the City's Tacoma Mall Regional Growth Center – one of two regional growth centers in Tacoma.

The City's One Tacoma Comprehensive Plan envisions and plans for significant growth in our regional centers, with a strong focus on transit connectivity and mobility. The growth strategy goal for centers outlines this approach: "Tacoma's growth is focused in a citywide network of transit connected centers that anchor 15-minute neighborhoods providing nodes of activity and access to housing, employment, and services."

The One Tacoma plan projects significant increases in density in the Tacoma Mall Regional Growth Center including a 52% increase in jobs and 82% increase in population between 2024 – 2044.

While new neighbors and jobs will be a welcome addition to the Tacoma Mall neighborhood, increasing vehicle miles travelled at the same rate would have significant negative consequences for safety, the environment, and quality of life in the community.

The Tacoma Mall Subarea Plan, adopted in 2018, outlines how this growth can be accommodated. The Tacoma Mall Regional Growth Center is envisioned as, "a compact,

pedestrian-friendly, urban mixed-use neighborhood with a high quality of life, which includes access to healthy lifestyle choices, services and efficient multimodal transportation options."

Projects like this one are essential to create a connected multimodal system that makes it safe and convenient for existing and soon-to-arrive residents, employees, and visitors to travel to and throughout the Tacoma Mall Regional Growth Center.

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

The City of Tacoma's Comprehensive Plan is crystal clear: safe, accessible and multimodal transportation is essential to meet our development plans and objectives for the Tacoma Mall Regional Growth Center.

The One Tacoma Comprehensive Plan includes five policies for this center:

Goal GS–8: The Tacoma Mall Regional Growth Center thrives as a hub of employment, housing, retail, and public services.
•Policy GS–8.1: Achieve the Tacoma Mall Regional Growth Center's targets for employment and population growth. Continue its role as a retail destination while expanding economic opportunities and services.
•Policy GS–8.2: Increase housing density so that the center has the largest concentration of housing in South Tacoma.
•Policy GS–8.3: Improve internal pedestrian connectivity and connectivity to Downtown and regional transportation facilities to promote cohesion of the Center and to optimize access to the shopping and employment opportunities.
•Policy GS–8.4: Collaborate with Sound Transit and Pierce Transit to connect Tacoma Mall to regional transit services (express bus and bus rapid transit) ahead of future potential expansion of the light rail.
•Policy GS–8.5: Enhance the public realm to provide a better setting for business and social activity that serve South Tacoma and the region.

The Pine Street project directly supports policies 8.3-8.5 and will help ensure that the people who live and work in the Tacoma Mall Regional Growth Center today and in the future have access to safe and accessible transportation corridors that connect them to transit and support a vibrant neighborhood.

Overall, this project will ensure that Pine St is ready to support the planned growth in the Tacoma Mall Regional Growth Center by transforming this major spine into a safe and accessible multimodal corridor, rather than the high-risk, car-centric street that exists today.

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.

The S Pine St Pedestrian, Bike & Transit Access Improvements: Center St - S 47th St project fills a significant gap in Tacoma's active transportation system. It will link the people who live, work, and visit the Tacoma Mall Regional Growth Center to regional trails and transit.

At its southern end (S 47th St & S Oakes St), this project will connect to an existing shared use path that heads east to the Tacoma Mall Transit Center, approximately 720 feet away. It also offers connectivity south via two-way separated bike lanes which then divert to neighborhood on-street bike facilities that link to the South Tacoma Sounder Station and the South Tacoma Business District.

Heading north – this project connects to the Water Flume Line Trail at South Tacoma Way. To the east, towards Downtown, the trail is under construction and is slated for completion this year. Together, the Pine St project and Water Flume Line Trail will offer a fully separated bike and pedestrian connection between Tacoma's two regional growth centers for the first time – linking jobs, housing, transit, and regional destinations.

The City has received Sandy Williams Connecting Communities grant for community engagement and planning work to redesign South Tacoma Way and extend the bicycle and pedestrian connections west from this intersection to the South Tacoma Business District.

To the north, this project will link to construction-funded and fully designed separated bike lanes on S Cedar/S Pine St that will link from Center St to S 15th St. This connection links to the regional Scott Pierson Trail, significant retail and medical destinations, Allenmore Hospital, and central Tacoma neighborhoods. Construction is slated for 2026.

The City of Tacoma has also received planning funding from PSRC's Countywide competition to plan for improved multimodal connectivity along the Tacoma Mall Loop Road. The Pine St corridor will create the active transportation spine within the Regional Growth Center and the loop road will provide connections from Pine St into the neighborhood's residential and commercial nodes, further enhancing connectivity.

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.

As discussed in-depth below, this project addresses significant safety needs along S Pine St, with 183 crashes along the project corridor between 2020-2024.

It will also allow us to tackle ADA barriers along the corridor, including missing link sidewalks, barrier curbs, and inaccessible crossings. This project provides critical access to the Pierce County Annex, which is home to a wide range of government functions from passport services to building permits. It is also the only location in Pierce County where voters with disabilities can access accessible voting machines during each election. In 2020, the City of Tacoma and Pierce County partnered to install sidewalks and crosswalks to improve ADA access on the route between Pine St and the Annex building. This work was initiated after Blake Geyen, who has cerebral palsy and uses a wheelchair, advocated for change by making a video highlighting the

accessibility challenges in getting to the Annex from transit routes that drop-off on Pine St. However, many barriers to accessibility on Pine St remain. This project will continue to make traveling along and across Pine St safer and more accessible for people with disabilities.

Making this corridor safe, accessible and comfortable for people walking and rolling and improving safe connectivity to transit is particularly important given the significant density of housing and jobs in the Tacoma Mall Regional Growth Center. With over one-third of nearby residents non-drivers and 19% of nearby residents having disabilities – providing safe and accessible opportunities to walk, bike, roll, and connect to transit is essential for mobility both within the neighborhood and beyond its borders.

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

This project is part of the South Tacoma Sounder Station Access Improvements, a partnership between the City of Tacoma and Sound Transit, aimed at increasing active transportation access to regional transit at the South Tacoma Sounder Station.

The Tacoma Mall neighborhood is well served by local and regional transit – but accessing this transit without a car is difficult. As described above - this project will fill a significant gap in the active transportation network that currently makes safely and accessibly connecting to transit challenging.

This project will enhance connectivity to both the South Tacoma Sounder Station, which offers regional commuter rail, and the Tacoma Mall Transit Center. At the Tacoma Mall Transit Center, eight Pierce Transit routes converge, offering connections throughout Tacoma and Pierce County, including Fircrest, Lakewood, University Place, and Parkland. Route 41 connects to riders to additional regional transit options at the Tacoma Dome Transit Center, including the future Tacoma Dome Link Extension.

The City's Transportation and Mobility Plan identifies Pine Street as a Tier 1 (highest ranked) Capital Investment Corridor for transit from S 38th St to S 47th St, with most of the remainder of the corridor as Tier 2. The plan envisions 10-15 min transit frequencies along the street. This project will make the critical investments needed to help achieve this vision. It will improve bus stops along the Pine Street Corridor to make them safer and more accessible and reduce potential bus/bike conflicts. It will fill in sidewalk gaps, add and enhance pedestrian crossings, and construct bicycle connections to address existing barriers that limit access to transit.

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.

Pine Street is the primary north-south route through the Tacoma Mall Regional Growth Center. This project connects to major employers and retail destinations, government services, and housing. It will link to both our regional trail and transit systems. As such, we expect significant public usage of this project.

Retail Destinations & Employers: This project will provide important multimodal connectivity to major retail destinations and employers in the Tacoma Mall neighborhood – including Costco, the Tacoma Mall, and small local businesses like game shops, gyms, and restaurants. These locations are both destinations as well as employers and this project will support both customers and employees with safe and accessible connections.

Government Services: Pine Street also connects residents to significant government offices that draw visitors from the neighborhood and the region – including the US Postal Service, Social Security Administration, Tacoma Police Department Headquarters and the Pierce County Annex – which includes offices for Planning and Public Works, a walk-in Development Center, the Fire Marshal, the Board of Equalization, the Assessor-Treasurer, and the Pierce County Auditor. The Annex building is also the Pierce County's voting center and serves as the only location in the county with accessible voting machines.

Connections to Trails & Transit: As described in more depth above, this project's impacts extend beyond its borders. It connects to local and regional transit service – including buses at the Tacoma Mall Transit Center and commuter rail at the South Tacoma Sounder Station. It also provides crucial connectivity to the City's existing and funded active transportation network – including the Scott Pierson and Water Flume Line trails.

Residents: Tacoma Mall neighborhood residents currently face significant barriers in crossing the street to catch their bus, walking to the post office, or biking to Costco for a hot dog. This project will help move the neighborhood towards its vision of being multimodal and livable community that is pedestrian-friendly and offers a high quality of life.

This project will support the many people who use this corridor every day now despite its current conditions and will encourage more people to use active transportation and transit on Pine St.

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, it will risk our ability to achieve our full vision for this corridor. The City and Sound Transit's agreement requires corridor improvements on S Pine St to be completed by 2030. If the City does not receive these grant funds, we will need to reduce the project scope to fit within the available budget, reducing our ability to holistically address safety, accessibility, and mobility.

As described above, the Tacoma Mall Regional Growth Center is projected to experience significant increases in both jobs and residents over the next 20 years. Doing this project now, and doing it right, will ensure existing and new residents, visitors, and employees have the access to multimodal transportation options they deserve.

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 directly serve diverse communities that face significant disparities in safety, health, and access.

The following data is from the City of Tacoma 2025 Equity Index unless otherwise specified. In the census block groups/tracts abutting this project:
•Fifty-nine percent (59%) of nearby residents are people of color (WA DOH Environmental Health Disparities Map). According to the City's Equity Index, 17% are Hispanic or Latino, 53% are white, 10% are Asian, 21% are Black or African American, 1% are American Indian or Alaska Native, 0% are Native Hawaiian and other Pacific Islander, 3% are some other race, and 13% are two or more races.
•Nineteen (19%) of residents earn less than the federal poverty rate, and 44% of residents earn less than 200% of the federal poverty level, much higher than citywide averages of 12% and 26% respectively.
•Nineteen percent (19%) of nearby residents have a disability.
•Thirteen percent (13%) of nearby residents are ages 65+ and 14% are ages eighteen or under.
•An estimated 35% of nearby residents (2,829 individuals) are non-drivers (WA State Legislature Joint Transportation Committee Nondriver Population in Washington State Webmap).

The City of Tacoma's Equity Index (tacoma.gov/equityindex) is one of the primary tools that city staff use to help ensure that we are making data-informed decisions to improve access to opportunity for all Tacoma residents and address disparities across our community. For example, a "very high opportunity" area represents locations that have greater access to opportunities, such as high performing schools, a healthy environment, transportation options, safe neighborhoods, and sustainable employment. In contrast, "low opportunity" areas have more obstacles and barriers in accessing these opportunities within their neighborhoods. These communities have limited access to institutional or societal investments and experience greater disparities.

According to the Equity Index, the Pine St corridor is a very low opportunity area, combining the indices of livability, accessibility, economy, and education.

Specific transportation-related disparities faced by the communities directly served by this project include:
•The Washington State Department of Health's Washington Environmental Health Disparities Map "is an interactive mapping tool that compares communities across our state for environmental health disparities." This map ranks both census tracts abutting this project as highly impacted by environmental health disparities in the state – one is ranked 10 out of 10 and the other is ranked 9 out of 10.
•In Tacoma, 75% of our highest-risk roadways identified in our Vision Zero Action Plan, including Pine St, are in communities with low or very low access to opportunity, according to the City's Equity Index. As a high-speed, high-risk corridor, Pine St presents a significant barrier that limits accessibility and mobility for nearby residents, limiting access to schools, jobs, and daily needs (grocery stores, medical facilities, etc.). These impacts are particularly stark for the many nearby

residents who are non-drivers (35%), individuals with disabilities that affect mobility, and those who rely on transit and active transportation.

The S Pine St Pedestrian, Bike & Transit Access Improvements: Center St - S 47th St project provides an opportunity to address disparities in Tacoma's transportation system and make significant investments in building a safe, accessible, and multimodal transportation network in the Tacoma Mall Regional Growth Center.

Per Resolution 40622 (Anti-Racist Tacoma), the City is committed to uncovering and addressing barriers that prevent people from achieving their full potential and creating better outcomes for all, including access to a safe transportation network. The City prioritizes active transportation projects based on safety, equity, and connectivity – all criteria that make Pine St such a high priority project.

This project will specifically address the following disparities:
• Safety Disparities: The intent of this project is to improve safety along one of Tacoma's high-risk corridors, designing a street that is safe and accessible for people using all transportation modes, with a focus on the most vulnerable roadway users.
• Health and Environmental Disparities: Transportation is the leading contributor to greenhouse gas emissions in Tacoma. This project will help reduce greenhouse gas emissions and transportation related air pollution by providing residents safe, accessible, and attractive alternatives to driving alone. According to the Puget Sound Clean Air Agency "...greenhouse gases...are the leading cause of climate change. In our region, climate change will likely lead to warmer, drier summers which increase levels of smog pollution, posing health risks to those with lung and heart diseases." Making Pine St a safe place to walk, roll and take transit will also increase opportunities for healthy, active transportation and recreation. Busy roads also have negative impacts on mental health and community cohesion. This project will help re-envision Pine St as a healthy community connector.
• Access and Mobility Disparities: By investing in active transportation infrastructure and a safer roadway for all – this project would help improve access to affordable, accessible transportation, increase connections to transit – including the South Tacoma Sounder Station and Tacoma Mall Transit Center, and make it easier for nearby residents to safely access daily destinations like schools, parks, jobs, and retail.

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.

Sound Transit and the City of Tacoma did extensive outreach as part of the South Tacoma Sounder Station Access project, which led to this project receiving access funding from the Sound Transit Board. Outreach began in 2021 and culminated with the Sound Transit Board vote in March 2024 to select the projects to be built, which included bike, pedestrian and transit access improvements on S Pine St from Center St to S 47th St.

Outreach for this effort included:
•In person outreach at many community events and gathering spaces including at the South Tacoma Sounder Station to engage with existing transit riders, the Asia Pacific Cultural Center farmers' market, the STAR Center (a Parks Tacoma community center near the station), the South Tacoma Library, a neighborhood Harvest Festival, and the Tacoma Santa Parade on South Tacoma Way.
•Walking and biking tours in Fall 2022 – in partnership with Tacoma on the Go – to highlight possible South Tacoma Sounder Station access projects and hear community feedback.
•Four online open houses in April 2021, October 2021, November 2022, and December 2023; gathering both high-level feedback on access priorities and specific insights on priority projects.
•Wide-ranging efforts to increase the visibility of this planning effort, including multilingual mailers sent to nearby residents, signage at the South Tacoma Sounder Station, posters at neighborhood businesses, ads on social media and in the local newspaper, a digital flyer sent to nearby schools, and a robust email listserv.
•Conversations and presentations with key community groups including the Family Housing Network, South Tacoma Business District, South Tacoma Neighborhood Council, Tacoma Bicycle Pedestrian Technical Advisory Group, Tacoma Transportation Commission, the Tacoma Area Commission on Disabilities, Asia Pacific Cultural Center and Mi Centro. Most of these groups were engaged multiple times throughout the planning process.

Language access was a key priority throughout outreach – with mailers and online materials available in multiple languages, with a focus on English, Spanish, Vietnamese, Korean and Tagalog

Major themes from this community outreach included concerns about safety and ADA accessibility for people walking, biking and rolling in the neighborhood. For bicycle infrastructure, we heard a strong desire for physical separation from traffic, rather than painted bike lanes. Overall – there was significant support for Sound Transit to invest in active transportation safety and accessibility improvements in lieu of parking. This feedback led to Pine Street being prioritized for Sound Transit station access funding.

In 2025, the City completed the Tacoma Mall Subarea Art and Placemaking Plan. Created by artists Horatio Hung-Yan Law and Linda Wysong, and rooted in the Tacoma Mall Subarea Plan's recommendations, this work envisions a future for the Tacoma Mall Subarea that prioritizes connection, creativity, and community. The plan builds on community interviews, a visioning tour with Tacoma creatives, and workshops at the STAR community center, a neighborhood senior residence community, and a local skate shop. The plan highlights the importance of walkability for creating great public spaces and the needs for sidewalks, bike lanes and accessible bus stops. The City's public art team is working with Sound Transit on a separately funded public art scope of work to incorporate into the South Tacoma Sounder Station Access Projects to help realize the vision of this plan and pair public art and placemaking with the planned capital infrastructure investments.

At the citywide scale - these improvements align with the City's Transportation and Mobility Plan, part of the One Tacoma Comprehensive Plan – which was adopted by City Council in June 2025. The One Tacoma Plan included significant public outreach, including nine public visioning

workshops, outreach at community events, an ideas wall and social pinpoint webpage, and a mailer sent to 5,000 households across Tacoma with a survey available in English, Spanish, Vietnamese, Khmer, Korean, Russian, and Ukrainian. Of all the themes in the One Tacoma Community Visioning Workshops, the highest number of comments centered around "Bicycle/Pedestrian Mobility, Accessibility, and Safety." Community members emphasized elements such as walkability and their desire to safely access daily needs without a car. Community input addressed the quantity and quality of bicycle and pedestrian infrastructure and how it feels to walk and bike in Tacoma on neighborhood streets and in close proximity to cars speeding by. This input helped shape the City's Transportation and Mobility Plan (TMP), which outlines the City's goal to create and sustain a transformative multimodal transportation system that connects people to places and people to people. The TMP specifically includes planned separated bike lanes and a shared use path on S Pine St between Center St and S 47th St as a key connector in the City's active transportation network.

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

The extensive community outreach done to date, along with safety and equity data and the critical connectivity needs along this corridor, led to this project being prioritized by the community and the City. This culminated in the Sound Transit board approving $18,951,234 for the Pine St corridor project as part of the South Tacoma Sounder Station Access projects.

Community insights have and will continue to influence design decisions along Pine St. We have heard extensively that ADA accessibility is a significant concern along this corridor. Missing link sidewalks and limited safe and accessible crossings make navigating and crossing Pine St very challenging for residents, especially those with disabilities. This is a key consideration in the project design. We have also heard strong support for calming traffic speeds and ensuring separation between bicyclists and cars and trucks along the corridor – elements which have also been integrated into the design.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

This project will reduce the number and severity of crashes on this Vision Zero High Risk Network corridor by using proven safety countermeasures to design and construct a safe, multimodal street.

Between 2020 and 2024, there were 183 crashes along Pine St from Center St and S 47th St, including one fatality and 87 injury crashes. Five of these crashes involved pedestrians and two involved bicyclists. Preliminary 2025 data from WSDOT shows that safety issues on this corridor persist – with 41 crashes during the year, over half of which (22) were injury crashes.

The planned improvements along Pine Street will reduce the risk and severity of crashes by increasing the number and quality of safe crossings, adding separated bicycle facilities/shared use

path, improving ADA accessibility, filling sidewalk gaps, and reducing speeding through a road diet, and complementary traffic calming design solutions.

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 will design accessible and connected pedestrian infrastructure and separated bicycle facilities to help protect vulnerable road users and improve the safety of the Pine St corridor.

In August 2024, the City of Tacoma's Vision Zero team hosted a multi-disciplinary Road Safety Audit (RSA) to assess opportunities to enhance safety along the S Pine Street corridor between Center St and S 47th St. Attendees included City of Tacoma subject matter experts in signal and streetlight design, street operations, Vision Zero, active transportation, engineering and street design, public art, and planning, a consultant team with a strong background in safe systems and transportation design, along with representatives from the Fire Department, Police Department, and Pierce Transit. The two-day RSA started with a walking audit to assess existing conditions and discuss recommendations in the field, followed by a day-long workshop that allowed for a deeper dive into recommendations up and down the corridor.

The RSA outlined detailed recommendations that the project team will use to enhance safety for vulnerable road users – at the corridor-wide scale and specific locations – including:
•Roadway reconfiguration to reduce vehicular lanes and incorporate separated bike lanes/shared use path
•Signal improvements – including adding accessible pedestrian signals and leading pedestrian intervals
•Constructing new enhanced pedestrian crossing locations
•Installing missing link sidewalks and ADA curb ramps
•Adding high visibility crosswalks

As a follow-on to this work, the City hired a consultant team to conduct video analytics at one location on each RSA corridor. The Pine Street analysis was conducted at S 38th St and Pine St and documented 112 near misses over 5 days of data collection from 7am-7pm (60 hours in total). Of the near misses – 86% involved vehicles nearly missing pedestrians, 7% involved vehicles and bicyclists, and 7% included two or more vehicles.

This data further highlights the risks to vulnerable road users along this corridor and the importance of these planned improvements.

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?

In February 2020, Tacoma City Council adopted Vision Zero and the goal of zero traffic fatalities and serious injuries by 2035. A Vision Zero Action Plan was completed in September 2022.

The Plan identified Tacoma's High-Risk Network. South Pine Street from Center St to S 47th St is

on the multimodal high-risk network as well as the modal-specific pedestrian and bicyclist high-risk networks. The northern section of the project is also on the motorist high-risk network.

The Local Road Safety Plan appendix to the Vision Zero Action Plan identified 15 arterial high-risk network priority corridors across the City – including S Pine St from South Tacoma Way to S 47th St.

Vision Zero policies – and the site-specific recommendations from the Road Safety Audit (described above) – have and will continue to inform the design of this corridor.

The safe roads, safe speeds, and safe people approach outlined in our Vision Zero Action Plan describes our commitment to a holistic, Safe Systems approach on the Pine Street corridor and all Vision Zero projects:

Safe Roads: Plan, design, and construct roads that reduce risk and accommodate human mistakes. Examples include physically separating people traveling at different speeds, increasing the number of safe crossings, and improving pedestrian scale lighting.

Safe Speeds: Prevent serious and fatal crashes by managing vehicle speeds. Humans are unlikely to survive high-speed crashes. Reducing speeds increases safety in three ways: reducing impact forces if crashes do occur, reducing the number of collisions by providing additional time for drivers to stop, and improving visibility.

Safe People: Address the safety of all road users in road design and decisions, including users who walk, use assistive mobility devices, roll, bike, drive, ride transit, and travel by other modes. Empower Tacoma community members to spread Vision Zero messaging, take community action, and promote a culture of safe mobility.

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

The City of Tacoma's Vision Zero Action Plan integrates the concept of "self-enforcing roadways," using road design principles as a method to reduce driver speeds and mitigate crashes.

Traffic calming features that will be included in the design, such as a road diet to reduce traffic lanes, adding separated bike lanes and increasing crossing opportunities for people walking and rolling are proven countermeasures that slow drivers down, reducing reliance on enforcement.

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?

30% complete

Please provide the date the preliminary engineering/design phase was complete, or the anticipated date of completion.
September, 2026

Environmental Documentation

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

Has NEPA documentation been approved?
No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
August, 2026

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

No

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)?
May, 2026

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

October, 2026

Has right of way certification been completed?

No

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

May, 2028

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

Preliminary ROW activities will begin in May of this year. This project will require property acquisitions to cure existing encroachments and an estimated 8-10 temporary construction easements. Depending on the project final survey and design additional temporary construction easements or permits may be required. There is no anticipated condemnation at this time. If it were to become necessary, the review process includes a City Council study session and follow up City Council Meeting.

Construction

Are funds being requested for construction?
Yes

Do you have an engineer's estimate?
Yes

Please attach the engineer's estimate.
f-151-540-21550359_3G863USb_Pine_St_-_TAP_Est_Revised.xlsx

Identify the environmental permits needed for the project and when they are scheduled to be acquired.
Sound Transit completed SEPA and were issued a Determination of Nonsgnificance (DNS) for all the South Tacoma Sounder Station Access Projects, including this one - and have significant environmental documentation which will help us complete the NEPA. More details available at: https://www.soundtransit.org/get-to-know-us/documents-reports/south-tacoma-station-accessimprovements-
state-environmental South Tacoma Station Access Improvements State Environmental Policy Act Environmental
Checklist

The project will also potentially require a NPDES Construction Stormwater Permit.

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)?
July, 2028

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 - milestone minimum timelines are achieved.

PSRC Funding Request

Phase	Year	Amount
Construction	2028	$2484371

Total PSRC Funding Request: $2484371

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	N/A

Total Estimated Project Cost and Schedule

Preliminary Engineering/Design Phase

Fund Source	Funding Status	Amount
Local	Secured	$2054786
		$
		$
		$

		$

Total Preliminary Engineering/Design Phase Cost: $2054786
Expected year of completion for this phase:

September, 2026

Right of Way Phase

Fund Source	Funding Status	Amount
Local	Secured	$887747
		$
		$
		$
		$

Total Right of Way Phase Cost: $887747
Expected year of completion for this phase:

May, 2028

Construction Phase

Fund Source	Funding Status	Amount
Local	Secured	$16008702
TAP(PSRC)	Unsecured	$2484371
		$
		$

		$

Total Construction Phase Cost: $18493073
Expected year of completion for this phase:

August, 2029

Other Phase

Fund Source	Funding Status	Amount
		$
		$
		$
		$
		$

Total Other Phase Cost: $0
Expected year of completion for this phase:

,

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
$21435606	April, 2030

Financial Documentation

Please enter a description of your financial documentation in the text box below.
Included financial documentation includes the signed project Budget Change Form and the project

page from the finalized Six-Year Comprehensive TIP amended 2025 and 2026-2031.

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-151-346-21550359_YERpoRLN_PWK01043_Budget_Change_FormS_Pine_StNEW_WBS.pdf

f-151-712-21550359_K2YN0ypi_final_six-year_tip_amended_2025_ord_29038.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.
We have attached letters of support from the following organizations:
•Sound Transit
•Tacoma On the Go

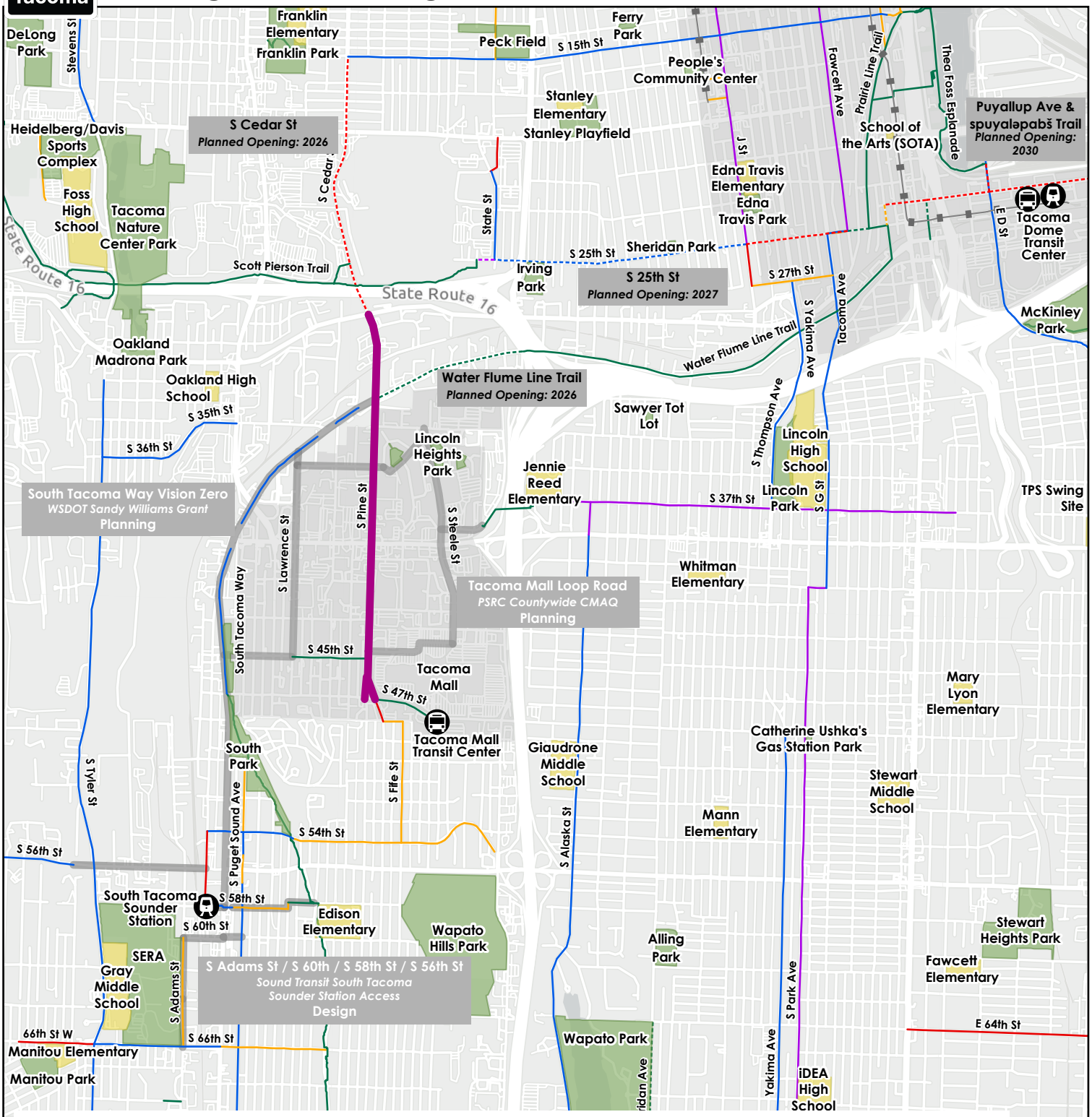
We've also included three project maps – which highlight:
•Project Context & Nearby Destinations
•Safety & Equity
•Active Transportation Connections

Please upload any relevant documents here, if they have not been uploaded previously in this application.
f-151-480-21550359_JCGPxTpB_LOS_Tacoma_PineStTAP_SoundTransit.pdf, f-151-480-21550359_xYXmCKsd_LOS_Tacoma_PineStTAP_TacomaOntheGo.pdf, f-151-480-21550359_61ICuOMl_Map_Tacoma_PineStTAP_ActiveTransportationConnections.pdf, f-151-480-21550359_o6cJI8LP_Map_Tacoma_PineStTAP_ContextandDestinations.pdf, f-151-480-21550359_Fur0Dkpo_Map_Tacoma_PineStTAP_SafetyEquity.pdf

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 to have it returned to you.

Pine St TAP Grant:
Existing & Upcoming Active Transportation Connections



Legend

- Project Location: S Pine St
- Regional Growth Centers
- Tacoma Public Schools
- Parks
- Transit Centers
- T Line Link Light Rail
- Active Transportation Projects in Planning/Design

Existing Bikeways

- Neighborhood Greenway
- Bike Lane
- Separated Bike Lane
- Shared Use Path
- Sharrows

Construction-Funded Bikeways

- Neighborhood Greenway
- Bike Lane
- Separated Bike Lane
- Shared Use Path
- Sharrows

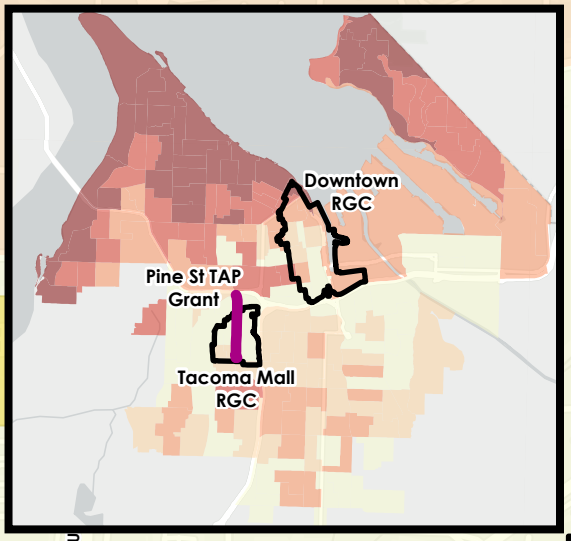
N

0 0.5 1

Miles

3/31/26

Pine St TAP Grant: Safety & Equity



Irving Park
CENTER ST
S HOOD ST
S FERRY ST
S WRIGHT AVE
Pierce County Annex & Accessible Voting
S 35TH ST
Costco
S SPRAGUE AVE
SOUTH TACOMA WAY
S CALIFORNIA AVE
Lincoln Heights Park
OREGON AVE
IDAHO ST
S ASH ST
I-5
S 36TH ST
NEVADA AVE
S ARIZONA AVE
Jennie Reed Elementary
S UNION AVE RAMP
S CEDAR ST
Retail
Tacoma Police Department
MONTANA AVE
S PINE ST
S 37TH ST
Grocery Store
S 38TH ST
TACOMA MALL REGIONAL GROWTH CENTER
S 39TH ST
Multifamily Housing
S LAWRENCE ST
S FIFE ST
S 40TH ST
US Postal Service
S 42ND ST
S 43RD ST
S PUGET SOUND AVE
S WARNER ST
S ALDER ST
S JUNETT ST
South Park
S 45TH ST
Tacoma Mall
S 47TH ST
S OAKES ST
Tacoma Mall Transit Center
S 48TH ST

Legend

- Project Location: S Pine St
- Regional Growth Centers
- Tacoma Public Schools
- Parks
- Transit Centers

2020-2024 Crashes (WSDOT)

- Fatal Crash
- Injury Crash
- No Injury / Unknown Injury Crash

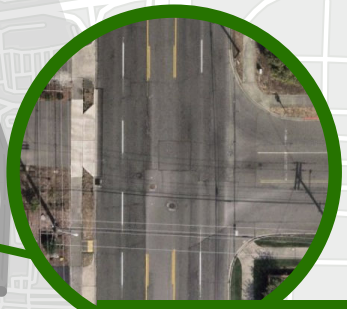
City of Tacoma Equity Index 2025

- Very High Access to Opportunity
- High Access to Opportunity
- Moderate Access to Opportunity
- Low Access to Opportunity
- Very Low Access to Opportunity

Miles 0 0.1 0.2

Pine St TAP Grant: Project Context & Nearby Destinations

Missing Link Sidewalk on Pine St



Unimproved Pedestrian Crossing of Pine St to Post Office

Tacoma Nature Center Park
Scott Pierson Trail
S Cedar St
Irving Park
Water Flume Line Trail (connection to Downtown Tacoma)
Oakland Madrona Business District
Oakland High School
S 35th St
S 36th St
Pierce County Annex & Accessible Voting
Sawyer Tot Lot
S California Ave
Lincoln Heights Park
I-5
Jennie Reed Elementary
Costco
Retail
S Pine St
Tacoma Police Department
S 37th St
S 38th St
Grocery Store
S Lawrence St
S Steele St
TACOMA MALL REGIONAL GROWTH CENTER
Whitman Elementary
US Postal Service
Multifamily Housing
South Tacoma Way
Tacoma Mall Connector
S 45th St
Tacoma Mall
S 47th St
Tacoma Mall Transit Center
Asia Pacific Cultural Center
South Park
S Fife St
Water Flume Line Trail
South Tacoma Business District
S 54th St
S 56th St
S Washington St
S Puget Sound Ave
S 58th St
South Tacoma Sounder Station
Edison Elementary
Wapato Hills Park
S 60th St
SERA

Legend

- Project Location: S Pine St
- Regional Growth Centers
- Neighborhood Business Districts
- Tacoma Public Schools
- Parks
- Library
- Transit Centers
- Sounder Commuter Rail
- Existing Bikeways
- Construction-Funded Bikeways
- Active Transportation Projects in Planning/Design

Miles
0 0.25 0.5

4/2/26

SIX-YEAR COMPREHENSIVE TRANSPORTATION IMPROVEMENT PROGRAM AMENDED 2025 AND 2026-2031

ORDINANCE NO. 29038
ADOPTED June 10, 2025

Active Transportation & Transportation Accessibility

Project Title: Sound Transit STSA - South Adams Street Shared Use

Project Manager: Josh Lauer

Project Number: PWK-01047

Project Location: The section of South Adams St. between South 56th St. and South 66th St.

Project Description: S Adams St connections – adds a protected bikeway from S 66th St. to S 60th St. by installing a 2-way protected bike lane on the west side of S Adams St. that transitions to a shared use path located on the Metro Parks Tacoma SERA Campus. Completes sidewalks and upgrades curb ramps on the east side of S Adams St. from S 66th St. to S 56th St. as needed and improves the intersection of S 60th St. and S Adams St. Upgrades bus stops (serving Pierce Transit Route 53) at the intersection of S 66th St. and S Adams St and adds a signalized bicycle and pedestrian crossing.

Project Status: Project in planning phase and will move forward after kickoff and survey are complete.

	Project Funding Plans - Six Year Timeline and Funding Sources								
	2025	2026		2027		2028-2031			
Funding Source	Prior Appropriation	Previous (2026)	New (2026)	Previous (2027)	New (2027)	Previous (2028-2031)	New (2028-2031)	Unconfirmed	Total
Other - Unidentified Other			$ -		$ 867,013.00		$ 9,022,877.00	$ -	$ 9,889,890.00
Grand Total			**$ -**		**$ 867,013.00**		**$ 9,022,877.00**	**$ -**	**$ 9,889,890.00**

Project Title: Sound Transit STSA - South Pine Street

Project Manager: Josh Lauer

Project Number: PWK-01043

Project Location: A section of South Pine Street between South Center Street and South 47th Street

Project Description: The South Pine Street project will provide protected bike lanes, transitioning to a shared use path, on S Pine St. between S Center St. and S 47th St. by removing a travel lane in each direction. The project scope also includes sidewalk and ADA enhancements, improving existing and adding additional bicycle and pedestrian crossing opportunities, and transit stop improvements.

Project Status: Project kick-off meeting complete and ready for survey.

	Project Funding Plans - Six Year Timeline and Funding Sources								
	2025	2026		2027		2028-2031			
Funding Source	Prior Appropriation	Previous (2026)	New (2026)	Previous (2027)	New (2027)	Previous (2028-2031)	New (2028-2031)	Unconfirmed	Total
Other - Unidentified Other			$ 1,677,300.00		$ 11,228,057.00		$ 6,045,877.00	$ -	$ 18,951,234.00
Grand Total			**$ 1,677,300.00**		**$ 11,228,057.00**		**$ 6,045,877.00**	**$ -**	**$ 18,951,234.00**

SOUNDTRANSIT

April 1st, 2026

Mayor Anders Ibsen
City of Tacoma
747 Market Street
Tacoma, WA 98402

Subject: Sound Transit support for the City of Tacoma's TAP Grant Application for Pine Street Improvements from Center St to S 47th St

Dear Mayor Ibsen,

I am writing in support of the City of Tacoma's Transportation Alternatives Program (TAP) grant for pedestrian, bike and transit access improvements on Pine St from Center St to S 47th St.

Sound Transit worked closely with the City of Tacoma on a multi-year planning process for the South Tacoma Sounder Station Access Improvement Project to increase multimodal access to the South Tacoma Sounder Station. Through community engagement, including community surveys, a neighborhood walk & bike ride, and outreach at community events, we learned that north/south connectivity is a significant concern. Community members highlighted gaps in the pedestrian network and the lack of existing bicycle routes that are safe and comfortable for people of all ages and abilities to access the station area from central Tacoma and the Tacoma Mall subarea.

To help fill this gap, protected bike lanes and pedestrian improvements were identified and evaluated along the South Pine Street corridor between Center St and South 47th Street. These improvements were then placed on the list of priority projects for the South Tacoma Access Improvement Project.

On March 28, 2024 the Sound Transit board unanimously supported Resolution R2024-05 to select the South Tacoma Sounder Station Access Improvement projects - which included the S Pine St project from S Center St to S 47th St as part of a package of non-motorized projects to improve access to the South Tacoma Sounder Station. The City of Tacoma and Sound Transit subsequently signed a funding agreement, which included $18,951,234 for the Pine St project.

We are very excited about the opportunity for the City to leverage Sound Transit dollars as the proceed with design and construction on Pine St and fully support their TAP grant application.

Sincerely,

Signed by:
E765778D864E404...
Hughey Newsome
Chief Financial Officer

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104 • Phone: 206-398-5000 • Fax: 206-398-5215
www.soundtransit.org

950 Pacific Ave STE 300, Tacoma WA 98402

April 1, 2026

RE: Support for the City of Tacoma Pine St TAP Grant

Dear PSRC,

On behalf of Tacoma On the Go, I am writing to share out wholehearted support for the City of Tacoma's Pine Street grant application. Tacoma On the Go (TOTG) is the transportation advocate and resource for anyone whose life is in the greater Tacoma area. We work across sectors to make Tacoma a better place to walk, bike, and take transit.

The Pine Street project will support pedestrian safety and accessibility and provide an essential north/south bicycle connection in Tacoma – linking central Tacoma to local and regional transit service at the South Tacoma Sounder Station and Pierce Transit's Tacoma Mall Transit Center.

This corridor is a significant priority for the Tacoma community. It is on the City's Vision Zero high risk network and the current design of the roadway prioritizes the movement of cars over the safety of all roadway users. The neighborhoods around this corridor have low & very low access to opportunity, according to the City's Equity Index – increasing the importance of affordable and accessible transportation options like walking, biking and rolling & safe access to transit.

By investing in pedestrian improvements and separated bicycle lanes, this project will address persistent safety and accessibility concerns along the corridor.

We have been part of significant community outreach in this neighborhood – including supporting a community walk and bike ride in partnership with Sound Transit to gather feedback on the South Tacoma Sounder Station Access project and co-leading a E-Bike Community Party at South Park to support community members to sign up for e-bike rebates last spring. There is strong community support for safer streets and this project addresses one of the most significant corridors of concern.

We urge PSRC to fund the City's Pine St TAP grant application and look forward to continuing to support this project through design and implementation.

Sincerely,

Laura Svancarek

Executive Director

Project Funding Request and Budget Change Form

(To be completed for all <u>new</u> funding requests and any needed budget updates)

Date Submitted: ***12/6/2024***

1. Request Type: ***New Funding for New Project***

Requestor: ***Josh Lauer***

Does this request impact another proje ***No***

2. Project Description

Project Name: ***Sound Transit STSA - Segment 1 - S Pine St.*** Start Date: ***1/1/2025***

Project Order/WBS: ***PWK-01043*** Completion Date: ***12/31/2027***

Provide a description of the project:

S Pine St protected bike lanes – provides protected bike lanes, transitioning to a shared use path, on S Pine St. between S Center St. and S 47th St. by removing a travel lane in each direction. Also includes sidewalk and ADA enhancements, improving existing and adding additional bicycle and pedestrian crossing opportunities, and transit stop improvements.

3. Project Funding Request and/or Budget Revision

List budgeted funding for this project and add requested additional funding sources (MVFT, Streets Initiative, Grant, etc.) to the table

Funding Type	Current Budget	Revision Request	Revised Budget	Notes
Sound Transit Agreement	-	18,951,235	18,951,235	
			-	
			-	
			-	
			-	
Total	**-**	**18,951,235**	**18,951,235**	

Year needed: ***2025***

Provide justification for this request*:

City Council approved the Memorandum of Understanding between the City of Tacoma and Sound Transit describing the scope of work and eligible reimbursable expendatures. The final draft of the Agreement between the City of Tacoma and Sound Transit was completed Tuesday, December 3rd 2024.

***AND** attach documents that support this request (grant docs, engineer's estimate, cost of comparable expense, etc.) if applicable

4. Streets Initiative Funding

Are you requesting Streets Initiative Funding? ***No***

5. Reviewed

	Signature	Date
Financial/Mgmt Analyst:	DocuSigned by: Tina Eide CC4C5467C6D8487...	12/16/2024
Financial/Mgmt Analyst:		
Asst Division Manager:	Signed by: Darius Thompson 678B298770EA452...	12/16/2024

6. Recommended

Division Manager:	DocuSigned by: Jack Meluser 57F124185F694A8...	12/16/2024

7. Approved

Director - Optional _____ _____

Office of Management and Budget: DocuSigned by: Reid Bennion 7A5027DA74A24E3... 12/18/2024

FOR INTERNAL USE ONLY

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6. *TO BE COMPLETED BY FINANCIAL/MGMT ANALYST AND OFFICE OF MANAGEMENT & BUDGET:*

First Year of Appropriation _____ Revision #: _____

Ordinance #: _____ Date/Version added to SAP: _____

Budget Adjustment Required? _____ Council Action Required? _____

---

original: Project file
cc: PW Admin, finance section
cc: PW Engineering, finance section

Project Budget Modification Form - Funding

Project (WBS) Number: PWK-01043
Project Name: Sound Transit - Segment 1 - S Pine St.

Revision Number 1

Project Budget

Revenue Type	WBS Element	Cost Element	Original Budget	Revision # 1	Revised Total #1	Revision # 2	Revised Total #2	Revision # 3	Revised Total #3
Sound Transit Agreement	PWK-01043-FS-03	4338002		18,951,235	18,951,235	-	-	-	-
					-	-	-	-	-
				-	-		-	-	-
				-	-	-	-	-	-
				-	-	-	-	-	-
				-	-	-	-	-	-
				-	-	-	-	-	-
				-	-	-	-	-	-
				-	-	-	-	-	-
		Total:	**$ -**	**$ 18,951,235**	**$ 18,951,235**	**$ -**	**$ -**	**$ -**	**$ -**

Expense Type	WBS Element	Cost Element	Original Budget	Revision # 1	Revised Total #1	Revision # 2	Revised Total #2	Revision # 3	Revised Total #3
Capital	PWK-01043-EX	5600000		18,951,235	18,951,235		-	-	-
				-	-	-	-	-	-
				-	-	-	-	-	-
				-	-	-	-	-	-
				-	-	-	-	-	-
				-	-	-	-	-	-
		Total:	**$ -**	**$ 18,951,235**	**$ 18,951,235**	**$ -**	**$ -**	**$ -**	**$ -**

Date entered into Version:

Notes/Instructions

S Pine St Pedestrian, Bike & Transit Access Improvements: Center St - S 47th St

Item		Spec	Description	Unit	Total Quantity	Unit Cost	Total Cost
R-	1	1-05	Roadway Surveying	Lump Sum	1	$ 155,000.00	$ 155,000.00
R-	2	1-05	Project Redline Drawings	Lump Sum	1	$ 5,000.00	$ 5,000.00
R-	3	1-07	SPCC Plan	Lump Sum	1	$ 1,000.00	$ 1,000.00
R-	4	1-09	Mobilization	Lump Sum	1	$ 575,000.00	$ 575,000.00
R-	5	1-10	Uniformed Police Officer for Traffic Control	HR	960	$ 120.00	$ 115,200.00
R-	6	1-10	Pedestrian Traffic Control	Lump Sum	1	$ 135,000.00	$ 135,000.00
R-	7	1-10	Project Temporary Traffic Control	Lump Sum	1	$ 650,000.00	$ 650,000.00
R-	8	1-10	Portable Changeable Message Sign	HR	12500	$ 10.00	$ 125,000.00
R-	9	2-01	Clearing and Grubbing	Lump Sum	1	$ 36,500.00	$ 36,500.00
R-	10	2-01	Certified Arborist	Lump Sum	1	$ 3,500.00	$ 3,500.00
R-	11	2-01	Certified Arborist Assessment Report Compliance	Force Account	1	$ 12,500.00	$ 12,500.00
R-	12	2-02	Removal of Structures and Obstructions	Lump Sum	1	$ 90,000.00	$ 90,000.00
R-	13	2-03	Roadway Excavation Incl. Haul	Cu. Yd.	1130	$ 75.00	$ 84,750.00
R-	14	2-03	Gravel Borrow Incl. Haul	Ton	1960	$ 60.00	$ 117,600.00
R-	15	2-06	Subgrade Maintenance and Protection	Lump Sum	1	$ 10,000.00	$ 10,000.00
R-	16	2-06	Subgrade Maintenance and Protection Plan	Lump Sum	1	$ 2,500.00	$ 2,500.00
R-	17	2-09	Shoring or Extra Excavation Class B	Sq. Ft.	3200	$ 4.00	$ 12,800.00
R-	18	2-09	Structure Excavation Class B	Cu. Yd.	365	$ 60.00	$ 21,900.00
R-	19	2-14	Remove Existing Pavement, Class A8	Sq. Yd.	1175	$ 30.00	$ 35,250.00
R-	20	2-14	Remove Existing Pavement, Class C6	Sq. Yd.	3260	$ 25.00	$ 81,500.00
R-	21	2-15	Remove Curb	Lin. Ft.	5140	$ 15.00	$ 77,100.00
R-	22	2-16	Remove Catch Basin	Each	15	$ 925.00	$ 13,875.00
R-	23	2-16	Remove Manhole	Each	2	$ 925.00	$ 1,850.00
R-	24	4-04	Crushed Surfacing Top Course	Ton	1095	$ 65.00	$ 71,175.00
R-	25	4-04	Crushed Surfacing Base Course	Ton	1875	$ 50.00	$ 93,750.00
R-	26	4-04	Permeable Ballast	Ton	65	$ 95.00	$ 6,175.00
R-	27	5-04	Planing Bituminous Pavement	Sq. Yd.	23540	$ 15.00	$ 353,100.00
R-	28	5-04	Temporary Pavement Patch	Ton	735	$ 285.00	$ 209,475.00
R-	29	5-04	Fiber Reinforced HMA CL. 1/2" PG 58H-22	Ton	2860	$ 170.00	$ 486,200.00
R-	30	5-04	HMA Cl. 1/2" PG 58H-22	Ton	330	$ 200.00	$ 66,000.00
R-	31	7-05	Catch Basin Type 1	Each	17	$ 2,500.00	$ 42,500.00
R-	32	7-05	Catch Basin Type 2 48 In. Diam.	Each	8	$ 8,500.00	$ 68,000.00
R-	33	7-05	Adjust Manhole	Each	6	$ 2,500.00	$ 15,000.00
R-	34	7-05	Adjust Existing Valve Chamber to Grade	Each	12	$ 425.00	$ 5,100.00
R-	35	7-05	Adjust Existing Utility Lid to Grade	Each	2	$ 4,800.00	$ 9,600.00
R-	36	7-05	Stormwater Treatment Manhole	Each	18	$ 60,000.00	$ 1,080,000.00
R-	37	7-05	Connect New Sewer Pipe to Existing Structure	Each	6	$ 2,000.00	$ 12,000.00
R-	38	7-05	Reconnect Existing Sewer Pipe to New Structure	Each	10	$ 2,000.00	$ 20,000.00
R-	39	7-08	Temporary Storm Sewer Bypass	Lump Sum	1	$ 15,000.00	$ 15,000.00
R-	40	7-08	Temporary Storm Sewer Bypass Plan	Lump Sum	1	$ 2,500.00	$ 2,500.00
R-	41	7-08	CDF for Pipe Abandonment	Cu. Yd.	10	$ 500.00	$ 5,000.00
R-	42	7-08	Plugging Existing Pipe	Each	25	$ 500.00	$ 12,500.00
R-	43	7-17	Removal and Replacement of Unsuitable Material	Cu. Yd.	270	$ 100.00	$ 27,000.00
R-	44	7-17	Testing Sewer Pipe	Lin. Ft.	622	$ 10.00	$ 6,220.00
R-	45	7-17	PVC Storm Sewer Pipe 12 In. Diam.	Lin. Ft.	622	$ 115.00	$ 71,530.00
R-	46	7-XX	Other Stormwater Treatment	Lump Sum	1	$ 46,000.00	$ 46,000.00
R-	47	8-01	Erosion/Water Pollution Control	Lump Sum	1	$ 110,500.00	$ 110,500.00
R-	48	8-01	Stormwater Pollution Prevention Plan (SWPPP)	Lump Sum	1	$ 3,500.00	$ 3,500.00
R-	49	8-01	NPDES Construction Stormwater General Permit	Lump Sum	1	$ 3,500.00	$ 3,500.00
R-	50	8-02	Site Restoration	Lump Sum	1	$ 65,000.00	$ 65,000.00
R-	51	8-02	Topsoil Type A	Cu. Yd.	190	$ 78.00	$ 14,820.00
R-	52	8-02	Bark or Woodchip Mulch	Cu. Yd.	85	$ 100.00	$ 8,500.00
R-	53	8-02	Plantings - Various Types and Locations	Lump Sum	1	$ 45,000.00	$ 45,000.00
R-	54	8-04	Cement Conc. Pedestrian Curb	Lin. Ft.	825	$ 38.00	$ 31,350.00
R-	55	8-04	Cement Conc. Traffic Curb and Gutter	Lin. Ft.	5640	$ 45.00	$ 253,800.00
R-	56	8-06	Cement Conc. Driveway Entrance	Sq. Yd.	1005	$ 150.00	$ 150,750.00
R-	57	8-14	Floating Bus Islands	Sq. Yd.	410	$ 485.00	$ 198,850.00
R-	58	8-14	Cement Conc. Sidewalk	Sq. Yd.	1765	$ 100.00	$ 176,500.00
R-	59	8-14	Cement Conc. Curb Ramp	Each	66	$ 4,000.00	$ 264,000.00
R-	60	8-14	Detectable Warning Surface	Each	465	$ 35.00	$ 16,275.00
R-	61	8-20	Remove and Replace Junction Box	Each	4	$ 1,250.00	$ 5,000.00
R-	62	8-20	Traffic Signal System Adjustments & Interconnect	Lump Sum	1	$ 620,000.00	$ 620,000.00
R-	63	8-20	Traffic Signal System - Pine & 45th	Lump Sum	1	$ 540,000.00	$ 540,000.00
R-	65	8-20	Traffic Signal System - Pine & 38th	Lump Sum	1	$ 540,000.00	$ 540,000.00
R-	66	8-20	Traffic Signal System - Pine & 36th	Lump Sum	1	$ 540,000.00	$ 540,000.00
R-	67	8-20	Traffic Signal System - Pine & 35th	Lump Sum	1	$ 540,000.00	$ 540,000.00
R-	68	8-20	Traffic Signal System - Cedar & Center	Lump Sum	1	$ 540,000.00	$ 540,000.00
R-	69	8-20	Traffic Signal System - Pine & STW	Lump Sum	1	$ 540,000.00	$ 540,000.00
R-	70	8-20	Pedestrian Signal System - Pine & 40th	Lump Sum	1	$ 250,000.00	$ 250,000.00
R-	71	8-20	Pedestrian Signal System - Pine & 43rd	Lump Sum	1	$ 250,000.00	$ 250,000.00
R-	72	8-20	Illumination System Adjustments	Lump Sum	1	$ 425,000.00	$ 425,000.00
R-	73	8-21	Permanent Signing	Lump Sum	1	$ 37,500.00	$ 37,500.00
R-	74	8-22	Plastic Line	Lin. Ft.	21900	$ 3.50	$ 76,650.00
R-	75	8-22	Plastic Wide Line	Lin. Ft.	3000	$ 4.25	$ 12,750.00
R-	76	8-22	Plastic Bikelane Buffers (Hatched Out Areas)	Sq. Ft.	39835	$ 7.50	$ 298,762.50
R-	77	8-22	Plastic Curbing (Tuff-Curb or Similar)	Lin. Ft.	6640	$ 105.00	$ 697,200.00
R-	78	8-22	Tubular Delineators	Each	500	$ 205.00	$ 102,500.00
R-	79	8-22	Plastic Crosswalk Line	Lin. Ft.	6295	$ 21.00	$ 132,195.00
R-	80	8-22	Green Durable Product	Sq. Yd.	1940	$ 125.00	$ 242,500.00
R-	81	8-22	Plastic Stop Line	Lin. Ft.	760	$ 21.00	$ 15,960.00
R-	82	8-22	Plastic RR Symbol	Each	2	$ 950.00	$ 1,900.00
R-	83	8-22	Plastic Traffic Letter	Each	60	$ 105.00	$ 6,300.00
R-	84	8-22	Plastic Bicycle Lane Symbol	Each	85	$ 250.00	$ 21,250.00
R-	85	8-22	Plastic Traffic Arrow	Each	98	$ 195.00	$ 19,110.00
R-	86	8-23	Temporary Pavement Marking - Short Duration	Lin. Ft.	15000	$ 1.00	$ 15,000.00
R-	87	8-32	Retaining Wall	Sq. Ft.	1500	$ 200.00	$ 300,000.00
R-	88	X-XX	Pine St & 47th St Slip Lane Redesign	Lump Sum	1	$ 500,000.00	$ 500,000.00
						SUB TOTAL	$13,698,572.50

CE (20%)	$2,739,715
PE (15%)	$2,054,786
ROW	$887,747
Contingency (15%)	$2,054,786
Sub Total	$21,435,606
Sound Transit Funds (Secured)	$18,951,235
Project Funding Need	**$2,484,371**

COT Secured	$18,951,235
COT Sec Avail	$16,008,702
COT CN&CE	############
Proj Need	$2,484,370.75

ESTIMATE TEMPLATE						
Item	Spec	Description	Unit	Total Quantity	Unit Cost	Total Cost
R-	1-05	Roadway Surveying	Lump Sum	1	$ 155,000.00	$ 155,000.00
R-	1-05	Project Redline Drawings	Lump Sum	1	$ 5,000.00	$ 5,000.00
R-	1-07	SPCC Plan	Lump Sum	1	$ 1,000.00	$ 1,000.00
R-	1-09	Mobilization	Lump Sum	1	$ 575,000.00	$ 575,000.00
R-	1-10	Uniformed Police Officer for Traffic Control	HR	960	$ 120.00	$ 115,200.00
R-	1-10	Pedestrian Traffic Control	Lump Sum	1	$ 135,000.00	$ 135,000.00
R-	1-10	Project Temporary Traffic Control	Lump Sum	1	$ 650,000.00	$ 650,000.00
R-	1-10	Portable Changeable Message Sign	HR	12500	$ 10.00	$ 125,000.00
						$ -
						$ -
						$ -
						$ -
						$ -
R-	2-01	Clearing and Grubbing	Lump Sum	1	$ 36,500.00	$ 36,500.00
R-	2-01	Certified Arborist	Lump Sum	1	$ 3,500.00	$ 3,500.00
R-	2-01	Certified Arborist Assessment Report Compliance	Force Account	1	$ 12,500.00	$ 12,500.00
R-	2-02	Removal of Structures and Obstructions	Lump Sum	1	$ 90,000.00	$ 90,000.00
R-	2-02	Existing Irrigation Systems	Force Account	1	$ -	$ -
R-	2-02	Test Hole	Lin. Ft.		$ 100.00	$ -
R-	2-02	Abandon Piezometer	Each			$ -
R-	2-03	Field Adjustment	Lump Sum	1	$ -	$ -
R-	2-03	Roadway Excavation of Contaminated Material, Incl. Haul	Cu. Yd.		$ 100.00	$ -
R-	2-03	Roadway Excavation Incl. Haul	Cu. Yd.	1060	$ 75.00	$ 79,500.00
R-	2-03	Unsuitable Foundation Excavation Incl. Haul	Cu. Yd.		$ 50.00	$ -
R-	2-03	Gravel Borrow Incl. Haul	Ton	1960	$ 60.00	$ 117,600.00
R-	2-03	Embankment Compaction	Cu. Yd.		$ 50.00	$ -
						$ -
R-	2-06	Subgrade Maintenance and Protection	Lump Sum	1	$ 10,000.00	$ 10,000.00
R-	2-06	Subgrade Maintenance and Protection Plan	Lump Sum	1	$ 2,500.00	$ 2,500.00
						$ -
R-	2-09	Shoring or Extra Excavation Class B	Sq. Ft.	3200	$ 4.00	$ 12,800.00
R-	2-09	Structure Excavation Class B	Cu. Yd.	360	$ 60.00	$ 21,600.00
R-	2-09	Shoring or Extra Excavation Class A	Sq. Ft.		$ 4.00	$ -
R-	2-09	Structure Excavation Class A	Cu. Yd.		$ 60.00	$ -
R-	2-14	Remove Existing Pavement Class CA	Sq. Yd.		$ 85.00	$ -
R-	2-14	Remove Existing Pavement Class H	Sq. Yd.		$ 100.00	$ -
R-	2-14	Remove Existing Pavement Class A2	Sq. Yd.		$ 15.00	$ -
R-	2-14	Remove Existing Pavement Class A4	Sq. Yd.		$ 25.00	$ -
R-	2-14	Remove Existing Pavement Class A8	Sq. Yd.	600	$ 30.00	$ 18,000.00
R-	2-14	Remove Existing Pavement Class C6	Sq. Yd.	1905	$ 25.00	$ 47,625.00
R-	2-14	Remove Existing Pavement Class C12	Sq. Yd.		$ 75.00	$ -
R-	2-14	Remove Existing Pavement Class T	Sq. Yd.		$ 50.00	$ -
						$ -
						$ -
						$ -
						$ -
R-	2-15	Remove Curb	Lin. Ft.	3655	$ 15.00	$ 54,825.00
						$ -
R-	2-16	Remove Catch Basin	Each	10	$ 925.00	$ 9,250.00
R-	2-16	Remove Manhole	Each	2	$ 925.00	$ 1,850.00
R-	2-16	Remove Sewer Cleanout	Each		$ 500.00	$ -
						$ -
R-	2-17	Soil Sample and Testing	Each		$ 800.00	$ -
R-	2-17	Site Health and Safety Plan	Lump Sum	1	$ -	$ -
R-	2-17	Site Health and Safety Officer	Lump Sum	1	$ -	$ -
R-	2-17	Soil Management Plan	Lump Sum	1	$ -	$ -
						$ -
R-	4-04	Crushed Surfacing Top Course	Ton	1070	$ 65.00	$ 69,550.00
R-	4-04	Crushed Surfacing Base Course	Ton	1875	$ 50.00	$ 93,750.00
R-	4-04	Recycled Concrete Aggregate	Ton		$ 85.00	$ -
R-	4-04	Permeable Ballast	Ton	65	$ 95.00	$ 6,175.00
						$ -
						$ -
R-	4-06	Asphalt Treated Base	Ton		$ 100.00	$ -
						$ -
						$ -
R-	5-04	Filter Sand	Ton		$ 70.00	$ -
R-	5-04	Construction Geosynthetic	Sq. Yd.		$ 35.00	$ -
R-	5-04	Planing Bituminous Pavement	Sq. Yd.	9040	$ 15.00	$ 135,600.00
R-	5-04	Temporary Pavement Patch	Ton	735	$ 285.00	$ 209,475.00
R-	5-04	HMA for Approach Cl. 1/2" PG 58H-22	Sq. Yd.		$ 50.00	$ -
R-	5-04	Fiber Reinforced HMA Cl. 1/2" PG 58H-22	Ton	1110	$ 175.00	$ 194,250.00
R-	5-04	HMA Cl. 1/2" PG 58H-22	Ton	330	$ 200.00	$ 66,000.00
						$ -
						$ -
R-	5-05	Cement Concrete Pavement 8" Section	Sq. Yd.		$ 175.00	$ -
R-	5-05	Cement Concrete Pavement 10" Section	Sq. Yd.		$ 175.00	$ -
R-	5-05	Cement Concrete Pavement 12" Section	Sq. Yd.		$ 175.00	$ -
						$ -
						$ -
						$ -
						$ -
						$ -
R-	7-05	Catch Basin Type 1	Each	11	$ 2,500.00	$ 27,500.00
			Each		$ 2,000.00	$ -
R-	7-05	Catch Basin Type 2 48 In. Diam.	Each	8	$ 8,500.00	$ 68,000.00
						$ -
R-	7-05	Adjust Existing Catch Basin, Furnish New Frame and Grate	Each		$ 1,000.00	$ -
						$ -
R-	7-05	Adjust Catch Basin	Each		$ 700.00	$ -
R-	7-05	Adjust Existing Manhole, Furnish New Frame and Cover	Each		$ 1,250.00	$ -
R-	7-05	Adjust Manhole	Each	6	$ 2,500.00	$ 15,000.00
R-	7-05	Adjust Existing Valve Chamber to Grade	Each	12	$ 425.00	$ 5,100.00
R-	7-05	Adjust Existing Sewer Cleanout to Grade	Each		$ 1,000.00	$ -
R-	7-05	Adjust Existing Utility Lid to Grade	Each	2	$ 4,800.00	$ 9,600.00
						$ -
R-	7-05	Manhole 48 In. Diam. Type 1	Each		$ 5,000.00	$ -
R-	7-05	Manhole 48 In. Diam. Type 3	Each		$ 5,000.00	$ -
R-	7-05	Manhole Additional Height 48 In. Diam. Type 1	Lin. Ft.		$ 100.00	$ -
						$ -
R-	7-05	Catch Basin Type 2 48 In. Diam. Additional Height	Lin. Ft.		$ 100.00	$ -
						$ -
R-	7-05	Sewer Cleanout	Each			$ -
						$ -
						$ -
R-	7-05	Stormwater Treatment Manhole	Each	18	$ 60,000.00	$ 1,080,000.00
						$ -
R-	7-05	Connect New Sewer Pipe to Existing Structure	Each	6	$ 2,000.00	$ 12,000.00
R-	7-05	Reconnect Existing Sewer Pipe to New Structure	Each	6	$ 2,000.00	$ 12,000.00
						$ -
R-	7-08	Temporary Storm Sewer Bypass	Lump Sum	1	$ 15,000.00	$ 15,000.00
R-	7-08	Temporary Storm Sewer Bypass Plan	Lump Sum	1	$ 2,500.00	$ 2,500.00
R-	7-08	Temporary Sanitary Sewer Bypass	Lump Sum	1	$ -	$ -
R-	7-08	Temporary Sanitary Sewer Bypass Plan	Lump Sum	1	$ -	$ -
R-	7-08	CDF for Pipe Abandonment	Cu. Yd.	10	$ 500.00	$ 5,000.00
R-	7-08	Plugging Existing Pipe	Each	25	$ 500.00	$ 12,500.00
						$ -
						$ -
R-	7-17	Removal and Replacement of Unsuitable Material	Cu. Yd.	265	$ 100.00	$ 26,500.00
R-	7-17	Removal and Replacement of Unsuitable Contaminated Material, Incl. Haul	Cu. Yd.		$ 100.00	$ -
R-	7-17	Pipe Zone Contaminated Material Haul and Disposal	Cu. Yd.		$ 100.00	$ -
						$ -
R-	7-17	Testing Sewer Pipe	Lin. Ft.	582	$ 10.00	$ 5,820.00
R-	7-17	PVC Storm Sewer Pipe 12 In. Diam.	Lin. Ft.	582	$ 115.00	$ 66,930.00
R-	7-17	Ductile Iron Storm Sewer Pipe 12 In. Diam.	Lin. Ft.		$ 180.00	$ -
						$ -
						$ -
						$ -
						$ -
						$ -
R-	7-17	PVC Storm Sewer Pipe 4 In. Diam.	Lin. Ft.		$ 50.00	$ -
R-	7-17	PVC Sanitary Sewer Pipe 6 In. Diam.	Lin. Ft.		$ 180.00	$ -
R-	7-17	PVC Storm Sewer Pipe 10 In. Diam.	Lin. Ft.		$ 135.00	$ -
R-	7-17	C900 Sanitary Sewer Pipe 6 In. Diam.	Lin. Ft.		$ 180.00	$ -
						$ -
R-	7-17	Sewer Cleanout	Each		$ 800.00	$ -
						$ -
R-	7-20	Residential Storm Drain Through Curb	Each		$ 1,500.00	$ -
R-	7-21	Commercial Storm Drain	Each		$ 2,000.00	$ -
	7-XX	Other Stormwater Treatment	Lump Sum	1	$ 46,000.00	$ 46,000.00
R-	8-01	Erosion/Water Pollution Control	Lump Sum	1	$ 110,500.00	$ 110,500.00
R-	8-01	Stormwater Pollution Prevention Plan (SWPPP)	Lump Sum	1	$ 3,500.00	$ 3,500.00
R-	8-01	NPDES Construction Stormwater General Permit	Lump Sum	1	$ 3,500.00	$ 3,500.00
						$ -
						$ -
R-	8-02	Site Restoration	Lump Sum	1	$ 65,000.00	$ 65,000.00
R-	8-02	Topsoil Type A	Cu. Yd.	130	$ 78.00	$ 10,140.00
R-	8-02	Bark or Woodchip Mulch	Cu. Yd.	45	$ 100.00	$ 4,500.00
R-	8-02	Soil Amendment	Sq. Yd.		$ 20.00	$ -
R-	8-02	Root Barrier	Lin. Ft.		$ 10.00	$ -
R-	8-02	PSIPE Betula Utilis Var. Jaquemontii "Jacquemonti Birch", 2" Cal.	Each		$ 500.00	$ -
R-	8-02	PSIPE Zelkova Serrata "Japanese Zelkova", 2" Cal.	Each		$ 500.00	$ -
R-	8-02	PSIPE Ulmus Caprinifolia Parvifloia "Frontier Elm", 2" Cal.	Each		$ 500.00	$ -
						$ -
						$ -
						$ -
R-	8-04	Cement Conc. Pedestrian Curb	Lin. Ft.	825	$ 38.00	$ 31,350.00
R-	8-04	Cament Conc. Traffic Curb	Lin. Ft.		$ 35.00	$ -
R-	8-04	Cement Conc. Traffic Curb and Gutter	Lin. Ft.	3655	$ 45.00	$ 164,475.00
						$ -
						$ -
						$ -
						$ -
R-	8-06	Cement Conc. Driveway Entrance	Sq. Yd.	245	$ 150.00	$ 36,750.00
						$ -
						$ -
						$ -
R-	8-09	Raised Pavement Marker Type 1	Per 100		$ 1,000.00	$ -
R-	8-09	Raised Pavement Marker Type 2	Per 100		$ 1,000.00	$ -
R-	8-09	Low Profile Plastic Curbing with Delineators	Lin. Ft.		$ 55.00	$ -
						$ -
						$ -
						$ -
R-	8-12	Chain Link Fence	Lin. Ft.		$ 50.00	$ -
R-	8-12	Remove Existing Fence	Lin. Ft.		$ 20.00	$ -
						$ -
						$ -
R-	8-13	Poured Monument	Each		$ 1,000.00	$ -
	8-14	Floating Bus Islands	Sq. Yd.	410	$ 385.00	$ 157,850.00
R-	8-14	Cement Conc. Sidewalk	Sq. Yd.	1295	$ 100.00	$ 129,500.00
R-	8-14	Cement Conc. Curb Ramp	Each	66	$ 4,000.00	$ 264,000.00
R-	8-14	Detectable Warning Surface	Each	465	$ 35.00	$ 16,275.00
						$ -
						$ -
						$ -
						$ -
R-	8-18	Relocate Mailbox	Each		$ 1,000.00	$ -
						$ -
R-	8-20	Remove and Replace Junction Box	Each	4	$ 1,250.00	$ 5,000.00
R-	8-20	Remove and Relocate Junction Box	Each		$ 3,000.00	$ -
R-	8-20	Traffic Signal System Adjustments	Lump Sum	1	$ 96,000.00	$ 96,000.00
R-	8-20	Traffic Signal System - Pine & 45th	Lump Sum	1	$ 136,000.00	$ 136,000.00
R-	8-20	Traffic Signal System - Pine & 42nd	Lump Sum	1	$ 44,500.00	$ 44,500.00
R-	8-20	Traffic Signal System - Pine & 38th	Lump Sum	1	$ 324,000.00	$ 324,000.00
R-	8-20	Traffic Signal System - Pine & 36th	Lump Sum	1	$ 286,000.00	$ 286,000.00
	8-20	Traffic Signal System - Pine & 35th	Lump Sum	1	$ 251,500.00	$ 251,500.00
	8-20	Traffic Signal System - Cedar & Center	Lump Sum	1	$ 326,000.00	$ 326,000.00
	8-20	Traffic Signal System - Pine & STW	Lump Sum	1	$ 326,000.00	$ 326,000.00
	8-20	Illumination System Adjustments	Lump Sum	1	$ 3,600.00	$ 3,600.00
R-	8-21	Permanent Signing	Lump Sum	1	$ 37,500.00	$ 37,500.00
						$ -
R-	8-22	Plastic Line	Lin. Ft.	21900	$ 3.50	$ 76,650.00
R-	8-22	Plastic Wide Line	Lin. Ft.	3000	$ 4.25	$ 12,750.00
R-	8-22	Plastic Bikelane Buffers (Hatched Out Areas)	Sq. Ft.	39835	$ 7.50	$ 298,762.50
R-	8-22	Plastic Curbing (Tuff-Curb or Similar)	Lin. Ft.	6640	$ 65.00	$ 431,600.00
R-	8-22	Tubular Delineators	Each	500	$ 205.00	$ 102,500.00
R-	8-22	Plastic Crosswalk Line	Lin. Ft.	6295	$ 21.00	$ 132,195.00
R-	8-22	Green Durable Product	Sq. Yd.	1940	$ 125.00	$ 242,500.00
R-	8-22	Plastic Stop Line	Lin. Ft.	760	$ 21.00	$ 15,960.00
R-	8-22	Plastic RR Symbol	Each	2	$ 950.00	$ 1,900.00
R-	8-22	Plastic Traffic Letter	Each	60	$ 105.00	$ 6,300.00
R-	8-22	Plastic Bicycle Lane Symbol	Each	85	$ 250.00	$ 21,250.00
R-	8-22	Plastic Traffic Arrow	Each	98	$ 195.00	$ 19,110.00
R-	8-22	Plastic Chevrons	Each		$ 450.00	$ -
						$ -
R-	8-23	Temporary Pavement Marking - Short Duration	Lin. Ft.	15000	$ 1.00	$ 15,000.00
	8-32	Retaining Wall	Sq. Ft.	1500	$ 200.00	$ 300,000.00
						$ -
						$ -
						$ -
						$ -
		Bid Items per Unit Price			SUB TOTAL	$8,973,417.50

CE (20%)	$1,794,683.50
PE (15%)	$1,346,012.63
Arts (1%)	
ROW	
Contingency (15%)	$1,346,012.63
Total	$13,460,126.25

		Target Percer	Actual Percentage
Roadway Surveying	155000	2.00%	1.73%
Project Redline Drawings	5000		0.06%
SPCC Plan	1000		0.01%
Mobilization	575000	8.00%	6.41%
Pedestrian Traffic Control	135000	2.00%	1.50%
Project Temporary Traffic Control	650000	10.00%	7.24%
Clearing and Grubbing	36500	1.00%	0.41%
Certified Arborist	3500		0.04%
Certified Arborist Assessment Report Compliance	12500		0.14%
Removal of Structures and Obstructions	90000	1.00%	1.00%

Road Section 1				
Item		**Spec**	**Description**	**Unit**
R-		1-05	Roadway Surveying	Lump Sum
R-		1-05	Project Redline Drawings	Lump Sum
R-		1-07	SPCC Plan	Lump Sum
R-		1-09	Mobilization	Lump Sum
R-		1-10	Uniformed Police Officer for Traffic Control	HR
R-		1-10	Pedestrian Traffic Control	Lump Sum
R-		1-10	Project Temporary Traffic Control	Lump Sum
R-		1-10	Portable Changeable Message Sign	HR
R-		2-01	Clearing and Grubbing	Lump Sum
R-		2-01	Certified Arborist	Lump Sum
R-		2-01	Certified Arborist Assessment Report Compliance	Force Account
R-		2-02	Removal of Structures and Obstructions	Lump Sum
R-		2-02	Existing Irrigation Systems	Force Account
R-		2-02	Test Hole	Lin. Ft.
R-		2-02	Abandon Piezometer	Each
R-		2-03	Field Adjustment	Lump Sum
R-		2-03	Roadway Excavation of Contaminated Material, Incl. Haul	Cu. Yd.
R-		2-03	Roadway Excavation Incl. Haul	Cu. Yd.
R-		2-03	Unsuitable Foundation Excavation Incl. Haul	Cu. Yd.
R-		2-03	Gravel Borrow Incl. Haul	Ton
R-		2-03	Embankment Compaction	Cu. Yd.
R-		2-06	Subgrade Maintenance and Protection	Lump Sum
R-		2-06	Subgrade Maintenance and Protection Plan	Lump Sum
R-		2-09	Shoring or Extra Excavation Class B	Sq. Ft.
R-		2-09	Structure Excavation Class B	Cu. Yd.
R-		2-09	Shoring or Extra Excavation Class A	Sq. Ft.
R-		2-09	Structure Excavation Class A	Cu. Yd.

R-		2-14	Remove Existing Pavement, Class CA	Sq. Yd.
R-		2-14	Remove Existing Pavement, Class H	Sq. Yd.
R-		2-14	Remove Existing Pavement, Class A2	Sq. Yd.
R-		2-14	Remove Existing Pavement, Class A4	Sq. Yd.
R-		2-14	Remove Existing Pavement, Class A8	Sq. Yd.
R-		2-14	Remove Existing Pavement, Class C6	Sq. Yd.
R-		2-14	Remove Existing Pavement, Class C12	Sq. Yd.
R-		2-14	Remove Existing Pavement, Class T	Sq. Yd.
R-		2-15	Remove Curb	Lin. Ft.
R-		2-16	Remove Catch Basin	Each
R-		2-16	Remove Manhole	Each
R-		2-16	Remove Sewer Cleanout	Each
R-		2-17	Soil Sample and Testing	Each
R-		2-17	Site Health and Safety Plan	Lump Sum
R-		2-17	Site Health and Safety Officer	Lump Sum
R-		2-17	Soil Management Plan	Lump Sum
R-		4-04	Crushed Surfacing Top Course	Ton
R-		4-04	Crushed Surfacing Base Course	Ton
R-		4-04	Recycled Concrete Aggregate	Ton
R-		4-04	Permeable Ballast	Ton
R-		4-06	Asphalt Treated Base	Ton
R-		5-04	Filter Sand	Ton
R-		5-04	Construction Geosynthetic	Sq. Yd.
R-		5-04	Planing Bituminous Pavement	Sq. Yd.
R-		5-04	Temporary Pavement Patch	Ton
R-		5-04	HMA for Approach Cl. 1/2" PG 58H-22	Sq. Yd.
R-		5-04	Fiber Reinforced HMA CL. 1/2" PG 58H-22	Ton
R-		5-04	HMA Cl. 1/2" PG 58H-22	Ton

R-		5-05	Cement Concrete Pavement 8" Section	Sq. Yd.
R-		5-05	Cement Concrete Pavement 10" Section	Sq. Yd.
R-		5-05	Cement Concrete Pavement 12" Section	Sq. Yd.
R-		7-05	Catch Basin Type 1	Each
				Each
R-		7-05	Catch Basin Type 2 48 In. Diam.	Each
R-		7-05	Adjust Existing Catch Basin, Furnish New Frame and Grate	Each
R-		7-05	Adjust Catch Basin	Each
R-		7-05	Adjust Existing Manhole, Furnish New Frame and Cover	Each
R-		7-05	Adjust Manhole	Each
R-		7-05	Adjust Existing Valve Chamber to Grade	Each
R-		7-05	Adjust Existing Sewer Cleanout to Grade	Each
R-		7-05	Adjust Existing Utility Lid to Grade	Each
R-		7-05	Manhole 48 In. Diam. Type 1	Each
R-		7-05	Manhole 48 In. Diam. Type 3	Each
R-		7-05	Manhole Additional Height 48 In. Diam. Type 1	Lin. Ft.
R-		7-05	Catch Basin Type 2 48 In. Diam. Additional Height	Lin. Ft.
R-		7-05	Sewer Cleanout	Each
R-		7-05	Stormwater Treatment Manhole	Each
R-		7-05	Connect New Sewer Pipe to Existing Structure	Each
R-		7-05	Reconnect Existing Sewer Pipe to New Structure	Each
R-		7-08	Temporary Storm Sewer Bypass	Lump Sum
R-		7-08	Temporary Storm Sewer Bypass Plan	Lump Sum
R-		7-08	Temporary Sanitary Sewer Bypass	Lump Sum
R-		7-08	Temporary Sanitary Sewer Bypass Plan	Lump Sum
R-		7-08	CDF for Pipe Abandonment	Cu. Yd.
R-		7-08	Plugging Existing Pipe	Each

R-		7-17	Removal and Replacement of Unsuitable Material	Cu. Yd.
R-		7-17	Removal and Replacement of Unsuitable Contaminated Material, Incl. Haul	Cu. Yd.
R-		7-17	Pipe Zone Contaminated Material Haul and Disposal	Cu. Yd.
R-		7-17	Testing Sewer Pipe	Lin. Ft.
R-		7-17	PVC Storm Sewer Pipe 12 In. Diam.	Lin. Ft.
R-		7-17	Ductile Iron Storm Sewer Pipe 12 In. Diam.	Lin. Ft.
R-		7-17	PVC Storm Sewer Pipe 4 In. Diam.	Lin. Ft.
R-		7-17	PVC Sanitary Sewer Pipe 6 In. Diam.	Lin. Ft.
R-		7-17	PVC Storm Sewer Pipe 10 In. Diam.	Lin. Ft.
R-		7-17	C900 Sanitary Sewer Pipe 6 In. Diam.	Lin. Ft.
R-		7-17	Sewer Cleanout	Each
R-		7-20	Residential Storm Drain Through Curb	Each
R-		7-21	Commercial Storm Drain	Each
		7-XX	Other Stormwater Treatment	Lump Sum
R-		8-01	Erosion/Water Pollution Control	Lump Sum
R-		8-01	Stormwater Pollution Prevention Plan (SWPPP)	Lump Sum
R-		8-01	NPDES Construction Stormwater General Permit	Lump Sum
R-		8-02	Site Restoration	Lump Sum
R-		8-02	Topsoil Type A	Cu. Yd.
R-		8-02	Bark or Woodchip Mulch	Cu. Yd.
R-		8-02	Soil Amendment	Sq. Yd.
R-		8-02	Root Barrier	Lin. Ft.
R-		8-02	PSIPE Betula Utilis Var. Jaquemontii "Jacquemonti Birch", 2" Cal.	Each
R-		8-02	PSIPE Zelkova Serrata "Japanese Zelkova", 2" Cal.	Each
R-		8-02	PSIPE Ulmus Caprinifolia Parvifloia "Frontier Elm", 2" Cal.	Each
R-		8-04	Cement Conc. Pedestrian Curb	Lin. Ft.
R-		8-04	Cament Conc. Traffic Curb	Lin. Ft.
R-		8-04	Cement Conc. Traffic Curb and Gutter	Lin. Ft.

R-		8-06	Cement Conc. Driveway Entrance	Sq. Yd.
R-		8-09	Raised Pavement Marker Type 1	Per 100
R-		8-09	Raised Pavement Marker Type 2	Per 100
R-		8-09	Low Profile Plastic Curbing with Delineators	Lin. Ft.
R-		8-12	Chain Link Fence	Lin. Ft.
R-		8-12	Remove Existing Fence	Lin. Ft.
R-		8-13	Poured Monument	Each
		8-14	Floating Bus Islands	Sq. Yd.
R-		8-14	Cement Conc. Sidewalk	Sq. Yd.
R-		8-14	Cement Conc. Curb Ramp	Each
R-		8-14	Detectable Warning Surface	Each
R-		8-18	Relocate Mailbox	Each
R-		8-20	Remove and Replace Junction Box	Each
R-		8-20	Remove and Relocate Junction Box	Each
R-		8-20	Traffic Signal System Adjustments	Lump Sum
R-		8-20	Traffic Signal System - Pine & 45th	Lump Sum
R-		8-20	Traffic Signal System - Pine & 42nd	Lump Sum
R-		8-20	Traffic Signal System - Pine & 38th	Lump Sum
R-		8-20	Illumination System Adjustments	Lump Sum
		8-20	Traffic Signal System - Pine & 35th	Lump Sum
		#REF!	#REF!	#REF!
R-		8-21	Permanent Signing	Lump Sum
R-		8-22	Plastic Line	Lin. Ft.
R-		8-22	Plastic Wide Line	Lin. Ft.
R-		8-22	Plastic Bikelane Buffers (Hatched Out Areas)	Sq. Ft.
R-		8-22	Plastic Curbing (Tuff-Curb or Similar)	Lin. Ft.

R-		8-22	Tubular Delineators	Each
R-		8-22	Plastic Crosswalk Line	Lin. Ft.
R-		8-22	Green Durable Product	Sq. Yd.
R-		8-22	Plastic Stop Line	Lin. Ft.
R-		8-22	Plastic RR Symbol	Each
R-		8-22	Plastic Traffic Letter	Each
R-		8-22	Plastic Bicycle Lane Symbol	Each
R-		8-22	Plastic Traffic Arrow	Each
R-		8-22	Plastic Chevrons	Each
R-		8-23	Temporary Pavement Marking - Short Duration	Lin. Ft.
		8-32	Retaining Wall	Sq. Ft.

Total Quantity	Total Cost
	#REF!
1	#REF!
1	#REF!
1	#REF!
1	#REF!
1	#REF!
	#REF!
	#REF!
	#REF!
	#REF!
	#REF!
	#REF!
1	#REF!
	#REF!

Roadway Ex
Pavement Removal Class
A2
A4
C6
C12
Asphalt Grind

Road Pavement Section
CY
TON

Road Pavement Section
CY
TON

Road Pavement Section
CY
TON

Road Pavement Section
CY
TON

Driveway
EXCAVATION
CSTC

Sidewalk
EXCAVATION
CSTC

	#REF!
	#REF!
	#REF!

Asphalt Wedge Curb
TON

Curb & Gutter
Road Section
CY
TON

Curb
Road Section
CY
TON

Pavement Section Q
PHMA
Fiber Reinforced HMA
HMA
Permeable Base
Asphalt Treated Base
Filter Sand
PPCC
Recycled Concrete Aggregate
CSTC
CSBC
Cement Concrete Pavement 8"
Cement Concrete Pavement 10"
Cement Concrete Pavement 12"

Project Location

	#REF!
	#REF!
	#REF!
	#REF!

TOTAL

PVC
DIAMETER
4
8
10
12
15
18
21
24
30
36
40
48
Testing Sewer Pipe

3170
352.2222222
19372.22222

	#REF!
	#REF!
	#REF!
	#REF!
	#REF!

	#REF!
	#REF!
	#REF!
	#REF!
	#REF!
	#REF!
	#REF!
	#REF!

SUB TOTAL	**#REF!**
Percentage	**#REF!**

Cut (CY) Roadway	Fill (CY) Roadway	Total Contam Cut (CY)	Total Non Contam Cut
Area		**Pavement Removal Class**	**Area**
	SY	**T**	
	SY	**CA**	
	SY	**H**	
	SY	Overlay Depth	
	SY	***Asphalt Overlay***	

#1	***Area:***		**SY**
	HMA		**CSTC**

#2	***Area:***		**SY**
	PCC		**CSTC**
#N/A			

#3	***Area:***		**SY**
	HMA		**CSTC**
#4	***Area:***		**SY**
	PCC		**CSTC**
#N/A			

	SY
	CY
	TON

	SY
	CY
	TON

HMA Approach
CSTC

Curb Ramps
Curb Ramps
EXCAVATION
CSTC

Curb Excavation Depth

	Lin Ft.	Avg HMA Thickness	2
	HMA	**CSTC**	

Length (LF)		Trench Width (LF)	4
4	**HMA**	**2**	**CSTC**
Length (LF)		Trench Width (LF)	
	HMA		**CSTC**

uantities Total	
	Ton
	Ton
	Ton
	Ton
	Ton
	Ton
	Ton
	Ton
	Ton
	Ton
	Sq. Yd.
	Sq. Yd.
	Sq. Yd.

Road Section Depth?

Pipe Material	Pipe Diameter	Pipe Length	IE1 Depth

		0	

PIPE TOTALS

	DI		C900
TOTAL LENGTH	DIAMETER	TOTAL LENGTH	DIAMETER
	4		6
	8		8
	10		10
	12		12
	15		15
	18		18
	21		21
	24		24
	30		30
	36		36
	40		40
	48		48
0			

MISC

SF restoration

SY

$

Gravel Borrow for Fill (ton)
Unit
SY
SY
SY
in
Ton

5	**CSBC**		**None**
		#N/A	

	CSBC

	CSBC

	None
#N/A	

	SY
	TON

	EA
	SY
	CY
	TON

6	in

EXCAVATION (CY)	

EXCAVATION (CY)	
6	**CSBC**

EXCAVATION (CY)	
	CSTC

6	in

IE2 Depth	Contam. Avg Depth	Permenant Trench?	Trench Width	Average Depth to Foundation (ft)

			TOTAL	

TOTAL LENGTH

					****Add thes trenches i Trench P 4
Volume Structure Ex Class B (CY)	Shoring or Extra Ex Class B (SF)	Remove & Replace Unsuitable (CY)	Remove & Replace Contaminated Unsuitable	Contaminated Pipe Zone Material (CY)	Temporary Pavement Patch (Ton)

0	**0**	**0**	**0**	**0**	**0**

e to HMA, CSTC, CSBC for n a grind and overlay***** atch Section with T-lock		
2	6	
Permenant Pavement Patch (Ton)	**CSTC (Ton)**	**CSBC (Ton)**

0	**0**	**0**

Spec Weights		
HMA	2.198	ton/CY
CSTC	1.850	ton/CY
CSBC	1.850	ton/CY
Asphalt Treated Base	1.929	ton/CY
Gravel	1.800	ton/CY
Recycled Concrete Aggregate	2.000	ton/CY
PHMA	2.198	ton/CY
Filter Sand	1.200	ton/CY
Permeable Base	1.850	ton/CY
Fiber Reinforced HMA	2.198	ton/CY
X	X	ton/CY