



Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Designated Growth Centers
Status	submitted
Submitted:	April 8th, 2024 5:41 PM
Prepopulated with screening form?	Yes

Project Information

- Project Title**
Meet Me on Meeker: Interurban Trail to 6th Avenue S Connection
- Regional Transportation Plan ID**
N/A.
- Sponsoring Agency**
Kent
- Cosponsors**
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
Yes
- If not, which agency will serve as your CA sponsor?**
N/A

Contact Information

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Project Description

- Project Scope**
Construct a multi-modal promenade along the south side of West Meeker Street that includes a two-way, separated bikeway and sidewalk with buffer zones and amenity zones. The project would start with a road-diet, converting four-lanes to two between the Interurban trail and 6th Avenue S. New features include curb bulb-outs, pedestrian amenities, and curb extensions at the corner of 6th Avenue S and West Meeker Street to shorten pedestrian crossing distance. Improvements will accommodate non-motorized users along with current and future transit passenger needs.

2. Project Justification, Need, or Purpose

This project will significantly improve the safety and comfort for all travel modes, while promoting economic development along this 'Main Street' commercial corridor in downtown Kent. The multimodal promenade will provide an attractive, active-transportation feature helping to connect this pedestrian-scaled corridor to the downtown core. This segment is within the regional growth center (RGC) and serves as its 'all-modes' gateway from the west, with a mix of uses: commercial and medium-density residential areas within comfortable walking distance. This project significantly improves access with an all-ages-and-abilities bike connection, completing the planned network near SR 167, and extending access to the Interurban Trail network. The Meet Me on Meeker corridor is the most direct east-west Level of Transportation Stress (LTS 1) corridor planned to serve the Kent RGC and greater Kent area.

The Meet Me on Meeker project is transforming a vitally important commercial arterial into a true multimodal corridor, allowing multiple transportation options and creating a sense of place. The project is located on the entryway corridor to the Kent RGC. The RGC and the adjacent uses are a designated receiving area for infill, locally and regionally. Previous Meet Me on Meeker project segments along the corridor have attracted newly completed development to vacant parcels, including a long-standing brownfield. Improvements to the west will be complete by 2027. The momentum achieved so far has spurred additional developer interest in the corridor. Development activity recently completed includes a new senior housing center and separate development to the northeast and west of the project site, representing more than 500 homes within 300 feet, with additional commercial sites pending. The Meet Me on Meeker vision is being realized through combined efforts leveraging private sector development and city funding supported through regional grant funding.

Project Location

1. Project Location

W Meeker Street

2. Please identify the county(ies) in which the project is located. (Select all that apply.)

King

3. Crossroad/landmark nearest the beginning of the project

Interurban Trail

4. Crossroad/landmark nearest the end of the project

6th Avenue S

5. Map and project graphics

Kent_MMOM_-_Interurban_Trail_to_6th_-_Map_and_Project_Graphics.pdf

Local Plan Consistency

1. Is the project specifically identified in a local comprehensive plan?

Yes

2. If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.

(1) Kent Transportation Master Plan

(2) F-9 - Meeker St - Convert Meeker ST/Lincoln Ave from Washington Ave to 4th Ave N to 3-lanes with bicycle facilities

(3) Page 90-91

<https://www.kentwa.gov/home/showpublisheddocument/16634/637505338908130000>

3. If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.

N/A

Federal Functional Classification

1. Functional class name

16 Urban Minor Arterial

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

This project is located within the Downtown Kent Regional Growth Center (Kent RGC), at the principal gateway location to- and from- the largest cluster of origins and destinations accessible by active transportation bordering the RGC. The adopted Downtown Subarea Action Plan (DSAP 2013), pursues a dense, mixed-use urban center supported by transit. The downtown subarea includes the Kent RGC. A map of the Downtown Subarea and the Kent RGC is included as an attachment ("Kent MMoM - Interurban Trail to 6th - Map and Project Graphics"). This project makes critical connections both within the RGC and within for the greater subregion. Meeker Street, the economic heart of downtown, bisects the RGC and connects to SR 516 at its west end and Central Avenue (also SR 516) to the east. This project is the next link on the visionary, multimodal corridor connecting pedestrians, cyclists and other non-motorized users from west to east and all of the activities along the corridor, including: higher-density residential development, critical retail and service destinations, Kent Elementary School, grocery stores, the Interurban Trail, the Green River Trail, and multiple mixed-use commercial developments.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

The project area includes above average populations for all six of the equity focus areas identified by PSRC: People with low incomes, People of Color, Persons with disabilities, People with Limited English Proficiency, Youth, and Older adults.

Equity is an explicit component in the Kent TMP, and the project corridor serves the highest category of Underserved Communities population as defined in the TMP using the following socioeconomic factors from the US CENSUS: Low-income households, Limited English proficiency, people of color, persons with a disability, youth and seniors, with population density used as a weighting factor.

Using the PSRC project selection resource map, the corridor serves above regional averages of: people of color (67% vs regional threshold of 36%), people of low income (44% vs regional threshold of 11%), persons with disabilities, (16% vs regional threshold of 11%), people with limited English proficiency (23% vs the regional threshold of 8.5%), youth (20% vs the regional threshold of 15.4%), and older adults (19% vs the regional threshold of 11%). Not captured in the Census data, Kent is also an embarkation point for immigrant and refugee populations due, in part, to lower than regional-average housing costs.

More on Transportation Equity in Kent's Transportation Master Plan (TMP P.42 and Appendix C)

<https://www.kentwa.gov/home/showpublisheddocument/16620/637505338640970000>

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

As noted above, the project area services a high number of individuals from multiple Equity Focus Areas, including intersectionality of each of the five category pairs noted by PSRC. The project area serves the intersection of above regional averages of People of Color and People with low income. The area is mapped the highest ratings for Environmental Health Disparities by the Washington State Department of Health for combined public health disparities V2 (rated 10 out of 10).

Criteria: Development of Regional Growth Center

1. Describe how the project will support the existing and planned housing/employment densities in the regional growth center.

In 2010, Kent's downtown – a designated Regional Growth Center – comprised 7% of the city's total employment and 1.6% of its housing (Regional Centers Monitoring Report, 2013). Kent's Downtown Subarea Action Plan (DSAP) dramatically re-imagines those numbers. The DSAP states that the majority of residential growth targets will be accommodated in the downtown subarea, and the majority of employment growth will be split between downtown and the Manufacturing and Industrial Center. Kent's downtown is projected to add over 3,000 jobs and over 3,500 new housing units by 2035. An important step in achieving these growth targets is to improve livability and access to the Regional Growth Center (RGC) from adjacent areas. The Meet Me on Meeker - Interurban Trail to 6th Ave S Project is a critical link on a key east-west multimodal commercial corridor connecting commercial, mixed-use, and higher-density residential areas to the heart of downtown Kent. New projects have been completed since the adoption of the DSAP, including two new projects within 300 feet of this segment, and this project will help provide benefits for the inhabitants of these infill projects by connecting to future opportunities within the RGC.

The completion of this segment ensures the city is doing all it can to attract high quality development. Meet Me on Meeker will help provide connections to downtown shopping, recreational opportunities, and leveraging the transit services serving this area which are among the highest in the SR 167 corridor by ridership, according to a recently completed WSDOT SR 167 corridor study. The 2021 adopted Kent Transportation Master Plan (TMP) also identifies this corridor as a priority project; including, F-9 (Meeker Street Road Diet), D2 (bike and ped improvements), and the crossing improvements at the Interurban Trail being constructed by a separate project (D-3).

For context, the project furthers all five goals of the TMP, as well as numerous policies. The five goals are:

Goal 1: Connectivity & Options - Expand and strengthen the multimodal network, specifically walking, biking and transit, to increase options for those who have fewest opportunities (which echo the Equity Focus Areas of PSRC).

Goal 2: Safety & Health - Promote community health by improving safety and by making walking, biking, and getting to transit viable and comfortable alternatives to driving.

Goal 3: Stewardship - Maintain and improve what we have and focus new investments on projects that have long term community and economic benefits.

Goal 4: Placemaking - Make investments that emphasize Kent as a welcoming place and enhance the character of the community.

Goal 5: Strategy - Pursue grants, partnerships and technologies to maximize resources and find new efficiencies.

The full list of TMP policies can be found via the following link:

<https://www.kentwa.gov/home/showpublisheddocument/16630/637505338785330000>

2. Describe how the project will support the development/redevelopment plans and activities of the center.

The overall transportation goal in the Downtown Subarea Action Plan (DSAP) is to provide a safe and efficient multimodal transportation system to, and within, downtown in support of existing land uses, associated activities, and anticipated growth (growth as represented by households and employment locally and regionally). This project helps to achieve this goal by completing a segment of the multimodal connection to downtown that is planned as part of the broader Meet Me on Meeker project. Further, policy from the DSAP focuses on enhancing pedestrian circulation systems and bicycle lanes, with particular emphasis on connecting adjacent neighborhoods to centers (Policy T-1). To support the city transportation goal to "expand and strengthen the multimodal network, specifically walking, biking and transit, to increase options for those who have fewest opportunities", TMP policy TR-4 also prioritizes the creation of east-west connections for all modes. TMP policies TR-5 and TR-8 promote a transportation system that includes walking, biking and transit, and TMP policy TR-6 promotes construction of bike and pedestrian facilities. All are directly evident in the MMoM project nomination.

High quality, multimodal connections between the RGC and high-amenity mixed use residential neighborhoods promote pedestrian priority and economic vitality. Kent's RGC is competing in an economy in which urban amenities and human capital are being recognized by businesses as drivers of locational choice; this important piece of the Meet Me on Meeker project contributes greatly to the planned employment growth in Kent's RGC by helping to attract quality workers and employers.

Kent's DSAP places strong emphasis on pedestrian priority and investment in all modes of transportation. The project promotes the DSAP's policy of "pedestrian first" character, in which the design of streets and sidewalks create interest, comfort, and protection from traffic

(Policy UD-1).

Policy UD-1: Maintain and enhance a strong 'pedestrian first' character throughout the Downtown where interest, comfort, and protection from traffic is created through the design of streets and sidewalks. Where appropriate, add street trees, landscaping, pedestrian-scaled lighting, street furniture, pavement treatments, or other softening treatments.

Meet Me on Meeker also serves the DSAP goal of strengthening pedestrian and bike connections to regional facilities surrounding the downtown (Policy P-1c); the overall project will create a continuous bicycle connection between Kent's RGC and the regional bicycle network via the Green River Trail and Interurban Trail, and this specific project improves the connection at the Interurban Trail. This portion critically connects the constructed and programmed portions of the Meet Me on Meeker corridor with downtown.

The Naden site development, a light-manufacturing incubator site southwest of the project, will also be served by this segment, and Meeker Street is an attractor for the high-quality development the city is expecting to see.

Downtown Subarea Action Plan DSAP -

<https://www.kentwa.gov/home/showpublisheddocument/4854/636214791768000000>

3. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.**

The project completes a critical segment for economic development purposes by constructing the portion of the street frontage improvements along the city-owned Naden property, which is expected to accommodate opportunity- and job-dense development. The city is attempting to attract a job tech center and this segment would connect this job center to established destinations along east Meeker and regional transit. For instance, these high-quality manufacturing jobs the city is hoping to attract could be held by residents living in any of the new or existing housing developments located nearby and west along Meeker.

4. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.**

Commuters, residents, and future employees will benefit from this project, as it connects destinations west of SR 167, such as housing and services, with the critical employment locations within the RGC, as well as transit and recreational features such as the Interurban Trail. Additionally, the connection to the Interurban Trail provides a bicycle commuting option for those working in the Kent Industrial Valley.

The envisioned corridor design attracts active uses and active modes of transportation, encouraging larger freight movement on the parallel corridor of Willis Street (SR 516) 1,100 feet to the south.

5. **Describe how project expands job access**

The project improved access by expanding the multimodal network and comfort to access jobs. As noted above, the city is attempting to attract a job tech center 300 feet to the west of the segment. The segment would better connect to regional and more local transit at the Sounder station, by providing a last-mile alternative to driving or walking alone. Pairing the network improvement with the land use improvement leverages investment in each.

Criteria: Mobility and Accessibility

1. **Describe how the project improves access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

This project will help improve access for future development adjacent to the project, to and from downtown, the Kent Station commercial area and Sounder transit. The Interurban Trail at the west end of the project provides a direct connection to the Showare Center to the north, home to the Seattle Thunderbirds and other events hosted at the venue. To the east, the project will connect to commercial retail areas and new, higher-density, infill residential development. Currently, 1,232 residential units have been constructed or are currently under construction along the corridor.

The segment completes a physical gap by extending the all ages and abilities bicycle network from the downtown core east of the site to the rest of the Meet Me on Meeker corridor to the west.

2. **Describe how the project will improve mobility within the center and enhance opportunities for active transportation that can provide public health benefits. For example, through providing or improving: walkability; public transit access, speed and reliability; bicycle mobility; streetscapes; traffic calming; TDM; ITS and other efficiencies, etc.**

A key design feature of the Meet Me on Meeker project is the promenade - intentionally including protected bicycle lanes and pedestrian walkway with amenities like landscape panels and benches. The effect of the design feature's being to create an active use space, further enhancing the opportunity for active use.

The project promotes active transportation options for all ages and abilities for walkers, bikers and rollers and extends the connection to the Interurban Trail, a popular regional recreation and commuter corridor. Improved walkability with new sidewalks buffered from vehicle traffic, new separated bicycle facilities, streetscape improvements and amenities, and calmed traffic due to the vehicle lane reduction (road diet) and curb extensions at 6th Ave S all work together to enhance opportunities and comfort for active transportation and provide public health benefits.

3. **Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).**

The Kent bicycle network continues to be developed and expanded. This project fills a critical gap in the all ages and abilities network by linking to the Interurban Trail, the downtown core, and infill re-developing areas east and west. This location connects to the only pedestrian crossing of SR 167 for 3,000' north or south. Current conditions at the location - a four-lane-wide 90-degree curve are being significantly improved by another segment of the Meet Me on Meeker project which is funded and scheduled for construction before 2027. Separating the active transportation modes from vehicle traffic calming traffic movement while expanding the comfort and capacity for vulnerable users in overcoming the barrier.

4. **Identify existing gaps**

The existing segment of Meeker rates as a Level of Traffic Stress-3 (LTS-3) for bicycles in mixed traffic with vehicles. The corridor is planned as the principal east-west LTS-1 corridor serving the RGC.

Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**

Public involvement has been key to the implementation of the Meet Me on Meeker vision and identification of Transportation Master Plan projects. Outreach included multiple community meetings, web surveys, tabling at school events, collaboration with the Kent Downtown Partnership, public walks, one-on-one meetings with property owners, public open houses, in-person surveys, including specific outreach to people of color and underserved communities. Material for the TMP included translation into key languages in Kent of Spanish, Ukrainian, Vietnamese and Somali. A walk audit of the corridor was conducted with city staff and students of Meeker Elementary School to add visibility to the project, help identify needs and engage the school as a stakeholder. This coordination with the public has been instrumental in ensuring design decisions made reflect the priorities of the community, such as the preference for more pedestrian-oriented lighting and buffer from cars and trucks.

2. **Describe how this outreach influenced the development of the project.**

The outreach identified improvements to crossings as the top priority for this segment of Meet Me on Meeker. Additional prior engagement directed improvements to "maintain and enhance a strong 'pedestrian first' character throughout the Downtown where interest, comfort, and protection from traffic is created through the design of streets and sidewalks." Curb extensions are included in the design to improve crossing at both 6th Ave S (this project) and the Interurban Trail crossing at the west end (constructed by a separate project).

The envisioned design for Meeker is anticipated to address these specific community concerns by adding street trees, wider sidewalk, landscaping and pedestrian scaled lighting as well as priorities of the separation of pedestrians, bicyclists and vehicles, which the project design includes.

3. **Identify topology of location**

The project is located along the border for two Housing Opportunities by Place (HOP) typologies: Strengthen Access and Affordability and Improve Access and Affordability. Through the 2035 Comprehensive Plan (update in progress), the 2013 Downtown Subarea Strategic Action Plan (update in progress), 2020 Kent Housing Options Plan, and Title 12 and 15 of Kent City Code (Environmental Policy and Zoning/Development), the City has adopted various policies and programs to increase affordable housing options and minimize displacement risk. The following describes implementing actions that are already in place to support the two HOP typologies. As the City updates its 2044 Comprehensive Plan it will further the work already adopted and in progress from the Kent Housing Option Plan's 21 action items, which are grouped into four major categories (with overlap): 1) Preservation and Anti-Displacement; 2) Affordable Housing Production; 3) Middle Housing; and 4) Transit-Oriented Development and Urban Centers. A majority of Kent is classified as either "higher" or "moderate" risk of displacement according to PSRC's displacement risk map. The City is working with the Comprehensive Plan Community Advisory Group assess options to mitigate displacement throughout the city, and especially in this location.

Supply Strategies: The project is located within a 2013 adopted Planned Action Ordinance EIS (Ordinance 4096), which promotes infill development in a streamlined manner. The City has also upzoned the parcels in the general project vicinity to Downtown Commercial Enterprise (DCE), which recognizes its proximity to high-capacity transit access and potential for higher density growth. The purpose of the DCE zone is to encourage and promote higher density development and a variety and mixture of compatible retail, commercial, residential, civic, recreational, and service activities in the downtown area, to enhance the pedestrian-oriented character of the downtown, and to implement the goals and policies of the Kent Comprehensive Plan, and the Downtown Subarea Strategic Action Plan.

Stability Measures: The City has adopted a Multi-Family Tax Exemption (MFTE) program which specifically designates this project vicinity as eligible. The Downtown Subarea Plan, KHOP, and implementing zoning code all include policies and code for incentivized zoning. In addition to flexible development standards, including reduced parking requirements, Title 15 (zoning) incentivizes additional density in exchange for increased recreational opportunities and other public benefits.

Subsidies: The City is utilizing local revenue tools to fund new and preserve existing affordable housing. In 2021, Kent partnered with SKHHP (South King County Housing and Homelessness Partnership) and other cities through an interlocal agreement to pool funds from HB 1406 (Local Sales and Use Tax from State). This established the SKHHP Housing Capital Fund (HCF), which is more efficient to manage (reduces overhead costs), increases regional collaboration, and can more substantively fund projects faster than if cities were to individual administer their own programs. In 2023, the City committed to also pool its portion of HB 1590 (Increase in Local Sales and Use Tax) funds in the SKHHP HCF. In the first two years since the HCF creation, over \$7 million worth of funds have been awarded for affordable housing development and preservation. Two of the six SKHHP HCF-funded projects are located in Kent. The availability of SKHHP Housing Capital Funds is expected to increase annually.

Kent Housing Opportunities by Place
<https://www.kentwa.gov/home/showpublisheddocument/17086/637582439318100000>
 Pages 88-91 include implementation strategies and actions

Criteria: Safety and Security

- 1. Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:**

FHWA safety measures include: separated bicycle lanes, speed management, crosswalk visibility enhancements, improved pedestrian scale lighting, and a road diet.

The separated bike lanes at the intersection of 6th Ave S and along the corridor separate bike traffic from motor vehicles, improving safety and reducing the level of traffic stress for all ages and abilities. These bike lanes, buffered with landscape panels, serve to further separate vulnerable road users from motor vehicle traffic. The curb extensions at the intersection with 6th Ave S moderate traffic speeds through the intersection and reduces the crossing distance, enabling crossing the street more visibly and comfortably by pedestrians.

- 2. Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**

Underserved populations disproportionately do not have access to a personal vehicle. The project increases accessibility to opportunities, jobs, education, basic and social services along the corridor via transit and active travel modes for all ages and abilities. The downtown area has a host of service centers to connect underserved populations to regional transit

connections and opportunities beyond. The Meeker corridor, and Route 165 specifically, is in the King County Metro long range plan as a planned BRT connection, branded as the Green River College Connector in part because of the Highline College connections at either end plus the campus building in downtown Kent.

As noted below, the underserved populations surveyed during the project development called out specifics of wanting more spatial separation from vehicles with walking, more pedestrian-oriented lighting and eyes on the street through active uses, which this project would provide.

3. Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?

The City's 2022 Local Road Safety Plan (LRSP) was developed in alignment with the principles of the Target Zero Plan from the Washington Traffic Safety Commission. Kent has a higher percentage of pedestrian-hit crashes than other western Washington cities (32.9%, 2022), half of which occurred at midblock locations. In line with the Target Zero focus on serious and fatal injury crashes, the road right-sizing of the corridor west of this project is identified as a top-ten potential project in the LRSP (page 14), with the associated crash modification factors these improvements bring. This project also includes similar design features at either end to shorten the crossing distance at connection points of the active transportation network.

Kent LRSP is posted here:

<https://www.kentwa.gov/home/showpublisheddocument/20042/638145778962270000>

4. (not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?

Kent Public Works is committed to the Safe System Approach and forthcoming guidance from a Regional Safety Action Plan. Kent is in the process of upgrading its Washington State-specific Local Road Safety Plan to a USDOT-qualifying Target Zero Safety Action Plan under the Safe Streets and Roads for All grant program, with adoption scheduled for Summer 2024.

Criteria: Air Quality and Climate Change

1. Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.

Roadway / Intersection / ITS, Bicycle and Pedestrian Facilities, Other

Air Quality and Climate Change: Roadway / Intersection / ITS

1. What is the length of the project?

Approximately 400 feet along W Meeker.

2. What is the average daily traffic before the project?

The 2019 ADT was about 6,500 vehicles per day.

3. What is the average daily traffic after the project?

ADT is expected to be similar, about 6,500 ADT, after the project is completed.

4. What is the average speed before the project?

The posted speed limit is 30 mph.

5. What is the average speed after the project?

The city expects the average speed to drop slightly to at or below 30 mph with a single lane in each direction. The city is considering dropping the posted speed limit to 25 mph east of Lincoln Ave.

6. What is the level of service before the project?

NA

7. What is the level of service after the project?

NA

8. What are the existing number of lanes (total, both directions)?

There are currently two travel lanes in each direction in this segment of W Meeker.

9. How many lanes are being added (total, both directions)?

The number of vehicle travel lanes would be reduced to one in each direction, adding two separated bicycle lanes.

10. How many intersections are along the length of the project?

There is one, two-way stop controlled intersection at 6th Ave. S

11. How many intersections are being improved?

One intersection is being improved with curb extensions to narrow the crossing distance for pedestrians.

12. What is the percentage of freight truck traffic on the facility?

NA

13. Will the project result in shorter trips and reduced VMT? If so, please explain.

The Meet Me on Meeker project segment will result in reduced VMT per capita in the regional growth center. Reduced VMT per capita will occur due to the land uses and projected growth within walking (0.5 miles, generally) and biking distance (3Mi, generally), given the quality of the all-ages-and-abilities link. It also provides more opportunities for residents to replace car trips with biking or walking trips, and leads to mode shift to more active transportation and shorter trips in this location as the growth center continues to redevelop.

The improved connection - completing the gap - to the Interurban Trail at the west end of the project limits, will further leverage the regional network, connecting the RGC to the Kent MIC to the north, and offering the opportunity for longer distance trip and VMT reduction overall.

14. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).

The City commissioned a traffic study in May 2018. Additional sources include Census data, Kent TMP and PSRC Demographic projections, and approved development trip generation rates within .5 miles. Mode shift methodology is included from RAISE grant methodology for commute modes and utilitarian (non-commute) trips by bike, walk and roll within .5 miles (pedestrian), with 3 miles (bike).

15. What is the average daily transit ridership along the corridor?

100-200 weekday daily trips traverse the corridor.

16. How many daily peak period transit trips service the corridor?

Data not available.

17. What is the expected increase in transit speed due to the BAT/HOV lanes?

NA

18. What is the expected increase in transit ridership due to the BAT/HOV lanes?

NA

19. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).

NA

20. What are the ITS improvements being provided?

NA

21. What is the expected improvement to average vehicle delay?

NA

22. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).

King County Metro route data.

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. Describe the facilities being added or improved

A two-way, separated bikeway will be added to the south side of the street on existing

pavement between the Interurban Trail and 6th Ave S. At the east end, it will connect to the separated bikeway being constructed in 2025. To the east, the two-way bikeway will end at an improved crossing of W Meeker Street with curb extensions for crossing and transition to in-lane shared bike lanes.

2. What is the length of the proposed facility?

400 feet, approx.

3. Describe the connections to existing bicycle/pedestrian facilities and transit.

The project connects to the Interurban Trail crossing at the west limits along with existing transit stops for Route 165. Route 165 is one of the next generation of RapidRide investments being considered by Metro, and the city is partnering on advance speed and reliability improvements separately from this project that will further improve travel times for transit passengers.

The Interurban Trail is a popular trail for commuters, cyclists, recreational riders, joggers and pedestrians. To the east, the project connects to downtown streets and sidewalks leading to Kent Station (a retail center), the Kent Sounder Station, and bus stops along the Meeker Street corridor. To the west, the project will connect to the remaining promenade and bikeway constructed along the Meeker Street corridor as part of other Meet Me on Meeker projects. Along the west end, the complete Meet Me on Meeker project ties into the Green River Trail connecting to higher density residential and commercial properties, Kent Elementary School, and a planned medical facility located at Washington Ave N and W Meeker.

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.

Current bicycle traffic is primarily on the Interurban Trail used by commuters, recreational riders, walkers, and runners. Bicycle usage in the travel lanes or on the sidewalks along this section of Meeker Street is frequently observed, but has not been counted.

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles

Unknown, but reasonably expected.

6. What is the average bicycle trip length?

2.38 Miles (All trips surveyed by bicycle, national average 2017)

7. What is the average pedestrian trip length?

0.87 Miles (all trips surveyed, national average 2017 NHTS)

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

NHTS data 2017 (Table creation - Average Person Trip Lengths <https://nhts.oml.gov/>). ACS data for households within .5 miles (walk shed, typical) and 3 miles (bike shed, typical), PSRC demographic projections for future trip ends requested, if available, from the Soundcast travel demand model.

Air Quality and Climate Change: Other

1. You selected "other" as an emissions-related element in your project's scope of work. Please describe the improvements expected to result in emissions reduction and the sources used to determine expected results. These could include technology implementation, anti-idling programs, and any other project types that do not fit the options provided in this form.

As a road-diet based project, the project includes re-purposing vehicle lanes. No new pollution-generating surface area is being added. With the road right-sizing and introduction of landscape strip and planter box elements, this project will also allow for more water infiltration than the current end-to-end roadway segment, reducing impervious surface totals and reducing pollution-generating surfaces.

Total Estimated Project Cost and Schedule

1. Estimated project completion date

November 2028

2. Total project cost

\$3,500,000.00

Funding Documentation

1. Documents

Kent_MMoM_Interurban_to_6th_Ave_S_Connection_-_Funding_documentation.pdf

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

City of Kent Streets Fund and transportation impact fees are budgeted as match. Street Fund monies noted in the attached documentation are available to use on projects that are included in the Transportation Improvement Program (TIP), which includes this segment of the Meet Me on Meeker project.

Funds are available now and \$500,000 would be dedicated as local match from the Streets Fund following award and during Council grant acceptance, if awarded. The timing would be:

Notice of Award by PSRC, receipt of award letter - December 2024 (Tentative)
Acceptance of grant by City Council with budget amendment - January 2025.

Phase	Year	Alternate Year	Amount
construction	2028		\$2,500,000.00

Total Request: \$2,500,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$400,000.00
		<hr/> \$400,000.00

Expected year of completion for this phase: 2026

ROW

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$100,000.00
		<hr/> \$100,000.00

Expected year of completion for this phase: 2027

Construction

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$500,000.00
STBG(PSRC)	Reasonably Expected	\$2,500,000.00
		<hr/> \$3,000,000.00

Expected year of completion for this phase: 2028

Summary

- 1. Are you requesting funds for ONLY a planning study or preliminary engineering?
No
- 2. What is the actual or estimated start date for preliminary engineering/design?

January 2024

3. **Is preliminary engineering complete?**

No

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

N/A

5. **Have preliminary plans been submitted to WSDOT for approval?**

No

6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

The project design extends the Meet Me on Meeker project segments and contemplates improvements within the existing ROW, and includes re-purposing vehicle travel lanes. No new pollution-generating surface area is being added by the scope of work. The design work is also being done by in-house city staff, saving time in the development process.

7. **When are preliminary plans expected to be complete?**

March 2026

Project Readiness: NEPA

1. **Documents**

Kent_MMoM_Interurban_to_6th_Ave_S_Connection_-_Funding_documentation.pdf

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

City of Kent Streets Fund and transportation impact fees are budgeted as match. Street Fund monies noted in the attached documentation are available to use on projects that are included in the Transportation Improvement Program (TIP), which includes this segment of the Meet Me on Meeker project.

Funds are available now and \$500,000 would be dedicated as local match from the Streets Fund following award and during Council grant acceptance, if awarded. The timing would be:

Notice of Award by PSRC, receipt of award letter - December 2024 (Tentative)
Acceptance of grant by City Council with budget amendment - January 2025.

Project Readiness: Right of Way

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

Yes

2. **What is the actual or estimated start date for right of way?**

August 2025

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

August 2026

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

Temporary Construction Easements may be needed at driveways.

PSRC Comments noted. The project design extends the Meet Me on Meeker project segments and contemplates improvements within the existing ROW, including re-purposing vehicle lanes. No new pollution-generating surface area is being added by the scope of work.

Please note, in this case temporary construction easement may be needed, but construction entirely within the ROW is also likely. As a road-diet based project based on the similar successful Meet Me on Meeker projects, this project is scoped for a quick CE review. If necessary, we could modify the project to remain entirely within the ROW including temporary construction impacts.

5. **What is the zoning in the project area?**

Downtown Commercial Enterprise District

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

Schedule includes adequate time for condemnation action. As noted above, in this case temporary construction easement may be needed, but construction entirely within the ROW is also a possibility. As a road-diet based project and based on the similar successful Meet Me on Meeker projects, this project is scoped for a quick CE review. If necessary, the city could modify the project during design to remain entirely within the ROW including temporary construction impacts.

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

Yes

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

N/A

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.

July/Aug 2025 - Diagnostic with UP Rail
 July/Aug 2025 - Right of Way Acquisition
 June-Aug 2026 - Right of Way Complete
 June-Aug 2027 - Certification by WSDOT R/W Analyst

Project Readiness: NEPA

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

Categorical Exclusion (CE)

2. Has the NEPA documentation been approved?

No

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

March 2026

Project Readiness: Right of Way

1. Will Right of Way be required for this project?

Yes

2. What is the actual or estimated start date for right of way?

August 2025

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

August 2026

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

Temporary Construction Easements may be needed at driveways.

PSRC Comments noted. The project design extends the Meet Me on Meeker project segments and contemplates improvements within the existing ROW, including re-purposing vehicle lanes. No new pollution-generating surface area is being added by the scope of work.

Please note, in this case temporary construction easement may be needed, but construction entirely within the ROW is also likely. As a road-diet based project based on the similar successful Meet Me on Meeker projects, this project is scoped for a quick CE review. If necessary, we could modify the project to remain entirely within the ROW including temporary construction impacts.

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July/Aug 2025 - Diagnostic with UP Rail
 July/Aug 2025 - Right of Way Acquisition
 June-Aug 2026 - Right of Way Complete
 June-Aug 2027 - Certification by WSDOT R/W Analyst

Project Readiness: Construction

1. Are funds being requested for construction?

Yes

2. Do you have an engineer's estimate?

Yes

3. Engineers estimate document

MMoM-Interurban_to_6th_Grant_Estimate.pdf

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

- NEPA CE (Mar 2026)
 - SEPA Determination of Non-Significance (DNS Mar 2026)

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

No

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

October 2027

7. When is the project scheduled to go to bid (month and year)?

November 2027



Typical Project Section, Completed
W Meeker Street
looking East to 64th Ave S

FHWA Candidate

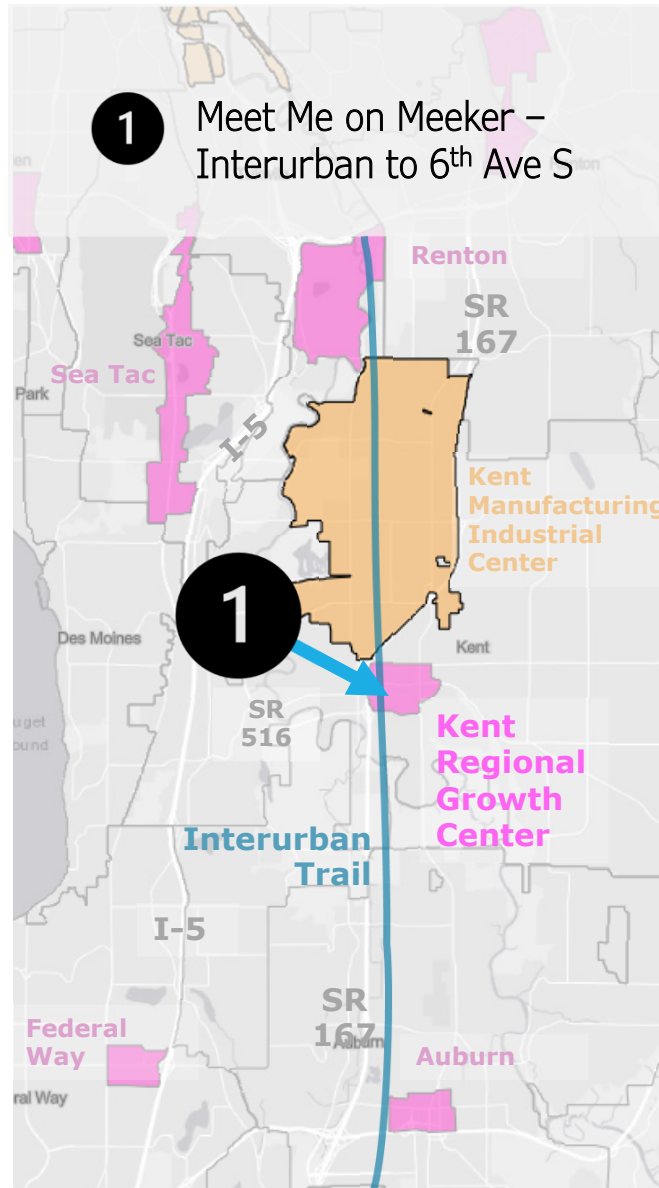
Meet Me on Meeker – Interurban to 6th Ave S

PSRC REGIONAL
COMPETITION

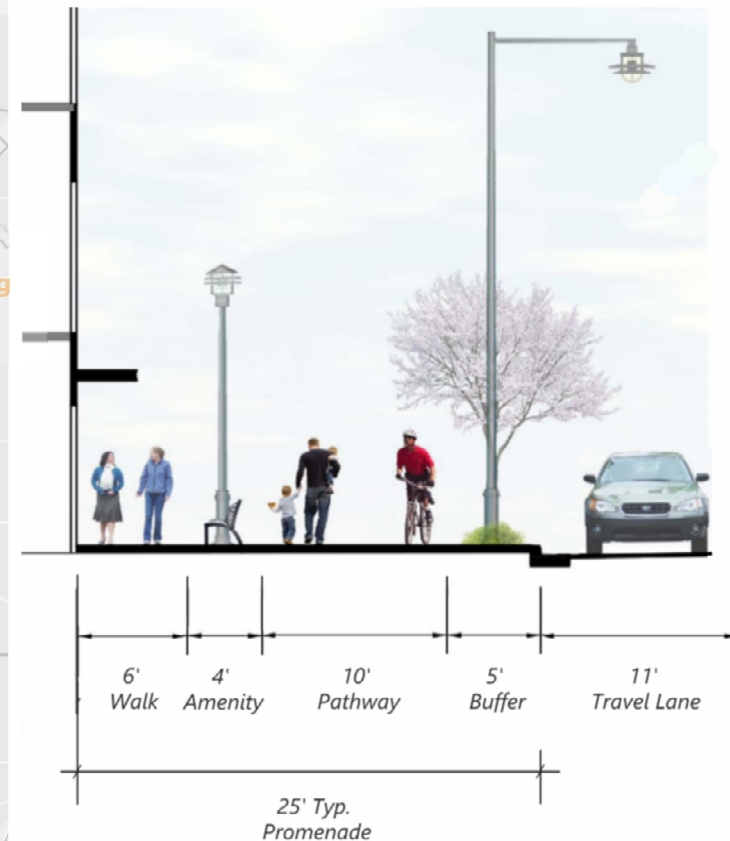
4.8.24

2024 PSRC FHWA grant candidate

- 400' length, approx.
- Two-way, separated bikeway and sidewalk with buffer zones
- Regional trail connection
- Curb extensions
- 4-lanes reduced to 2



Typical Section (Facing West)



2024 PSRC FHWA grant candidate

- Current Conditions

W Meeker Street, looking west
to Interurban Trail Crossing



2024 PSRC FHWA grant candidate

- Transforming Meeker

Illustrative View W Meeker
Street, looking west to
Interurban Trail Crossing



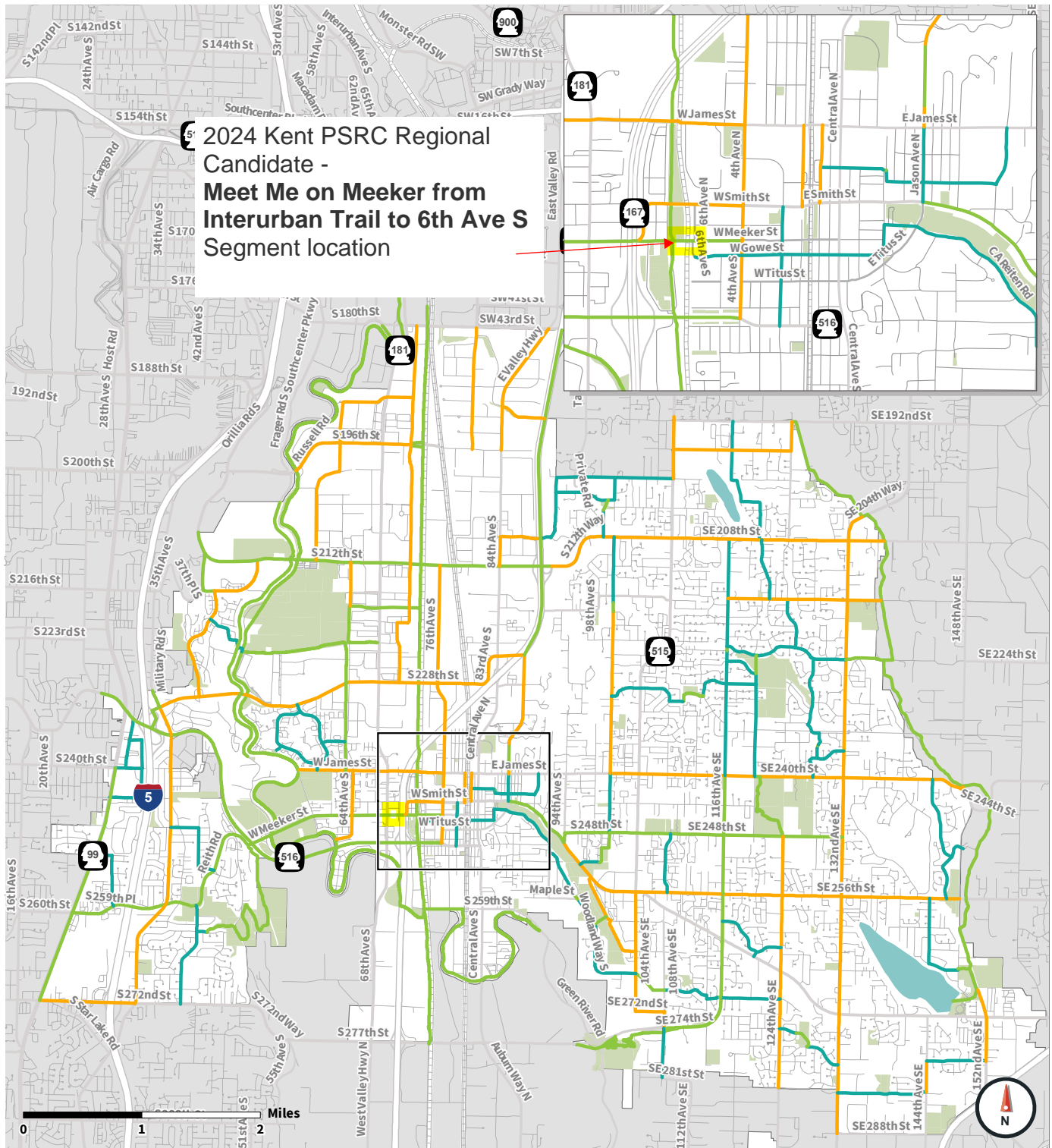


Figure 25
Proposed Bicycle Level of Stress Network

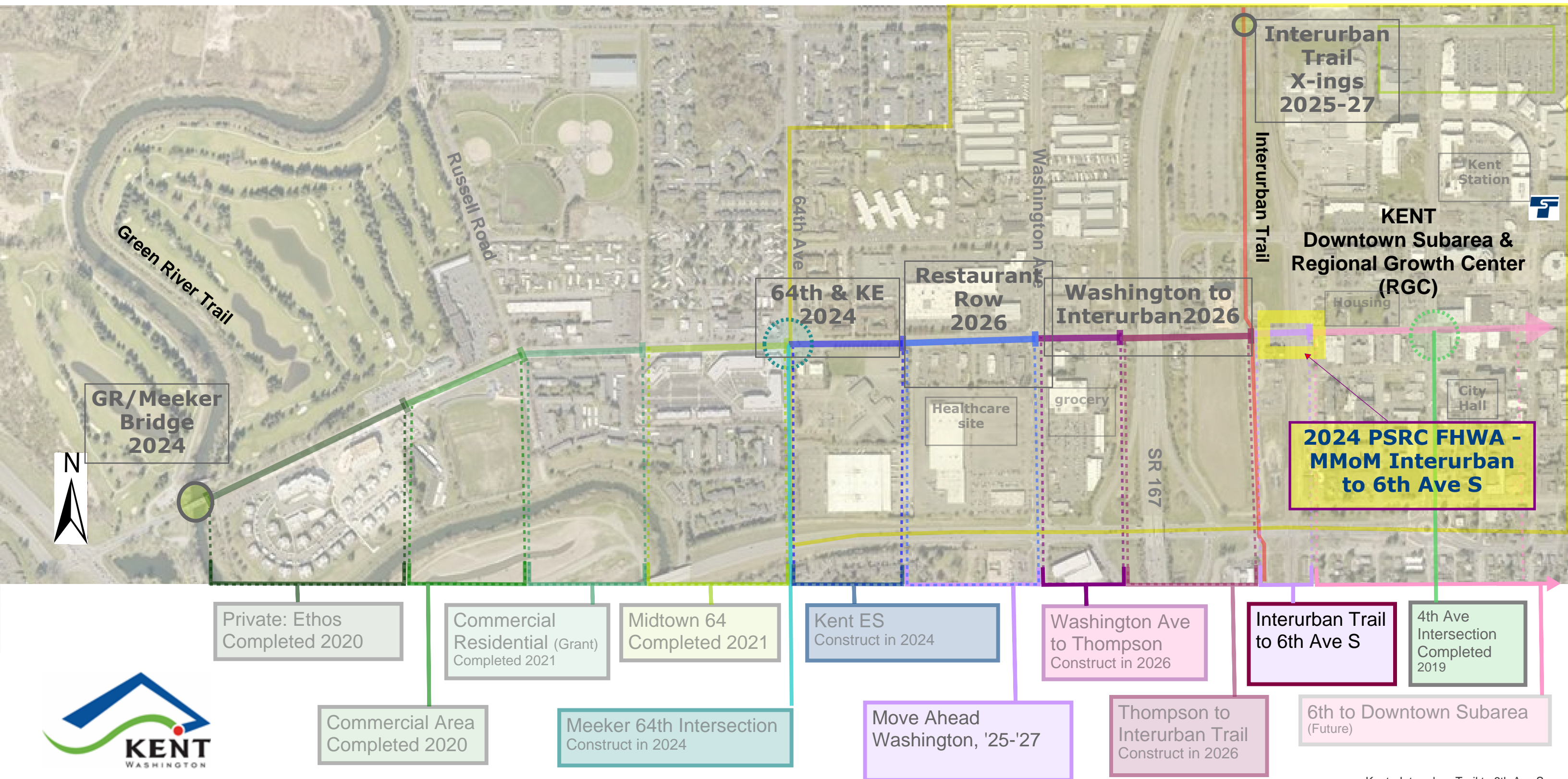
LTS

- 1
- 2
- 3



MEET ME ON MEEKER

SEGMENT IMPLEMENTATION





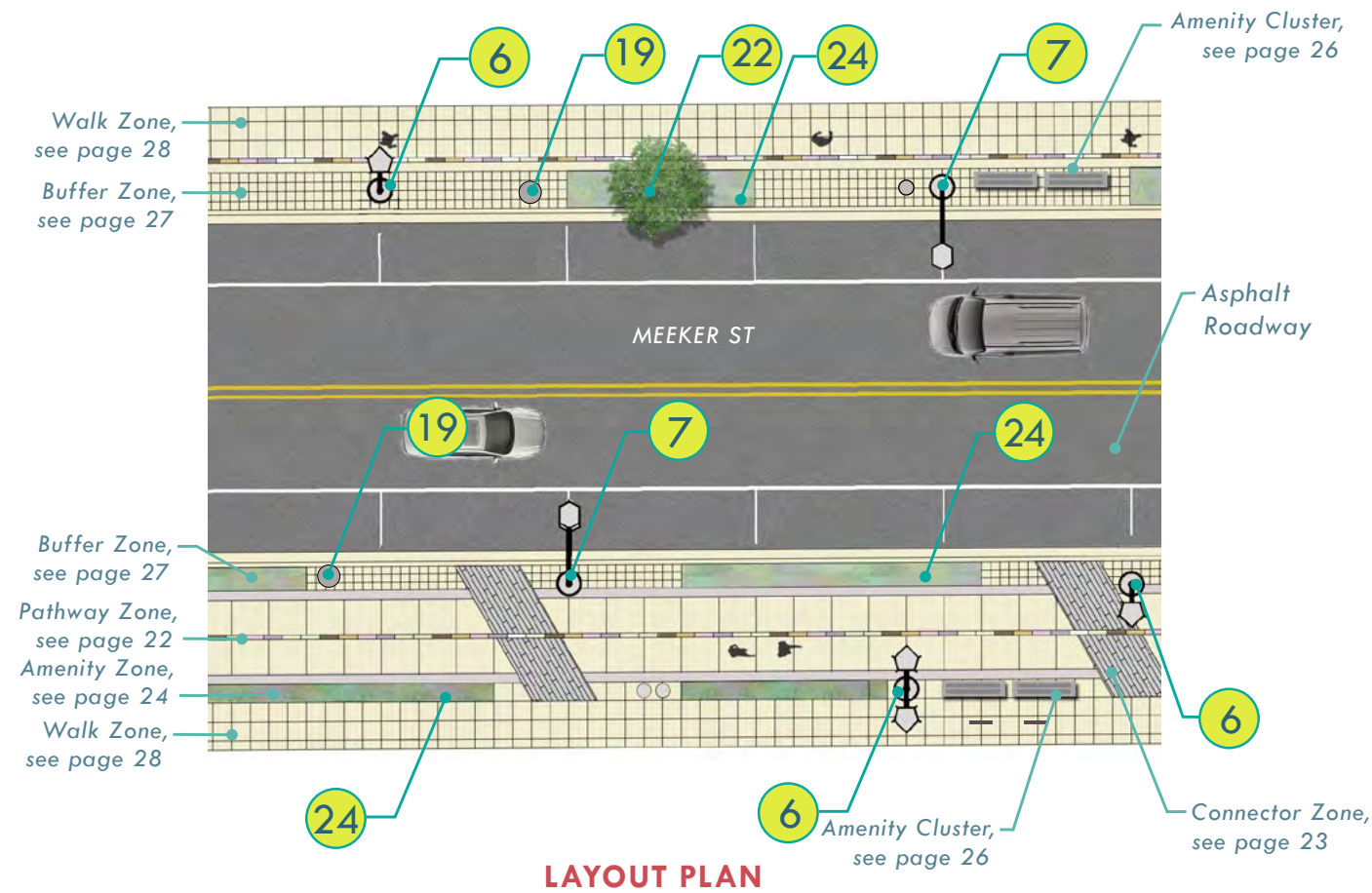
MEEKER STREET

STREETSCAPE DESIGN & CONSTRUCTION STANDARDS

ADOPTED BY CITY COUNCIL ORDINANCE 4262
EFFECTIVE JANUARY 11TH, 2018

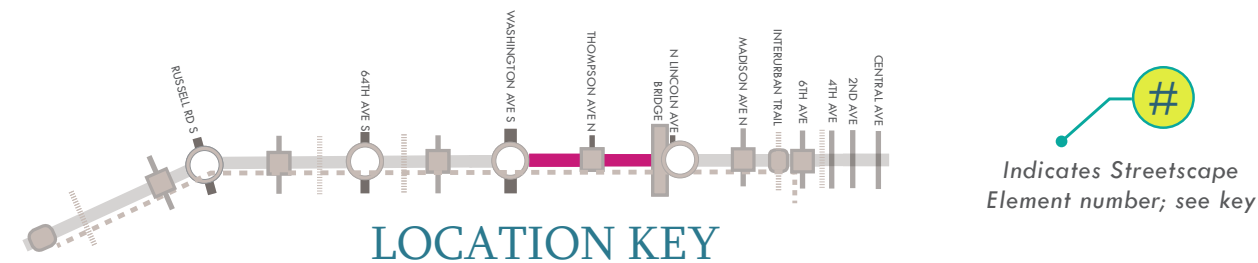
STREETSCAPE TYPES | STREETSCAPE TYPE B

(BETWEEN WASHINGTON AVENUE AND SR-167)



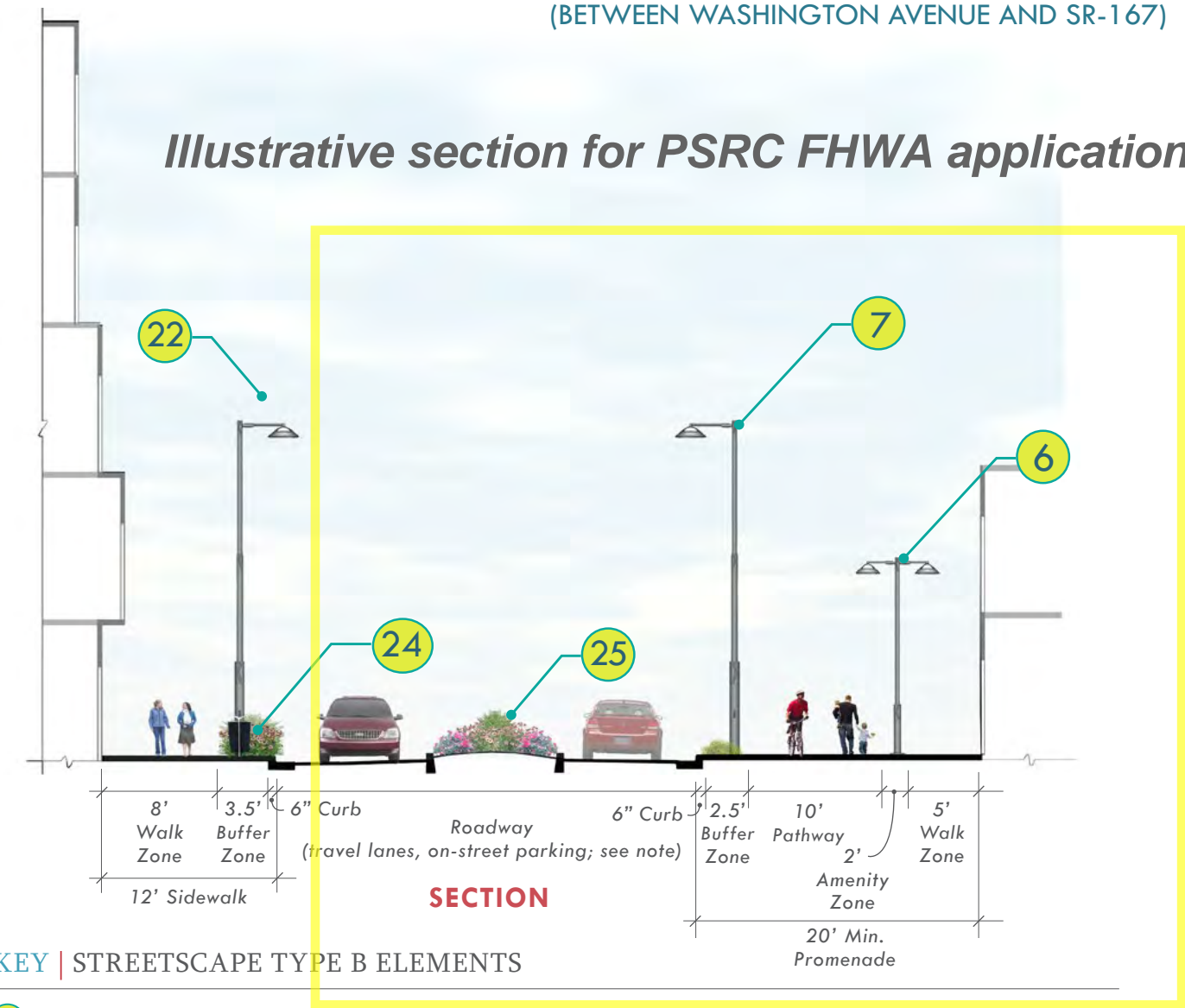
LAYOUT PLAN

Streetscape Type B provides a reduced promenade section between east of the Washington Avenue South intersection and the SR-167 overpass, to accomodate existing businesses and limited ROW. The multi-modal promenade is continued through this section on the south side with the Pathway and Walk Zone .



STREETSCAPE TYPES | STREETSCAPE TYPE B

(BETWEEN WASHINGTON AVENUE AND SR-167)



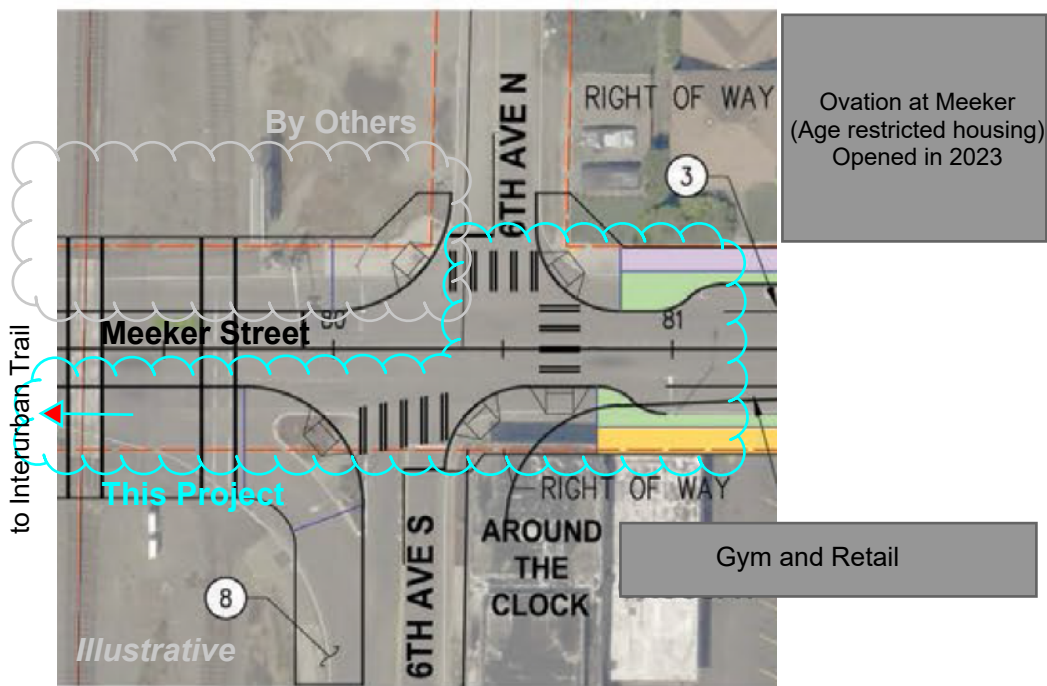
SECTION

KEY | STREETSCAPE TYPE B ELEMENTS

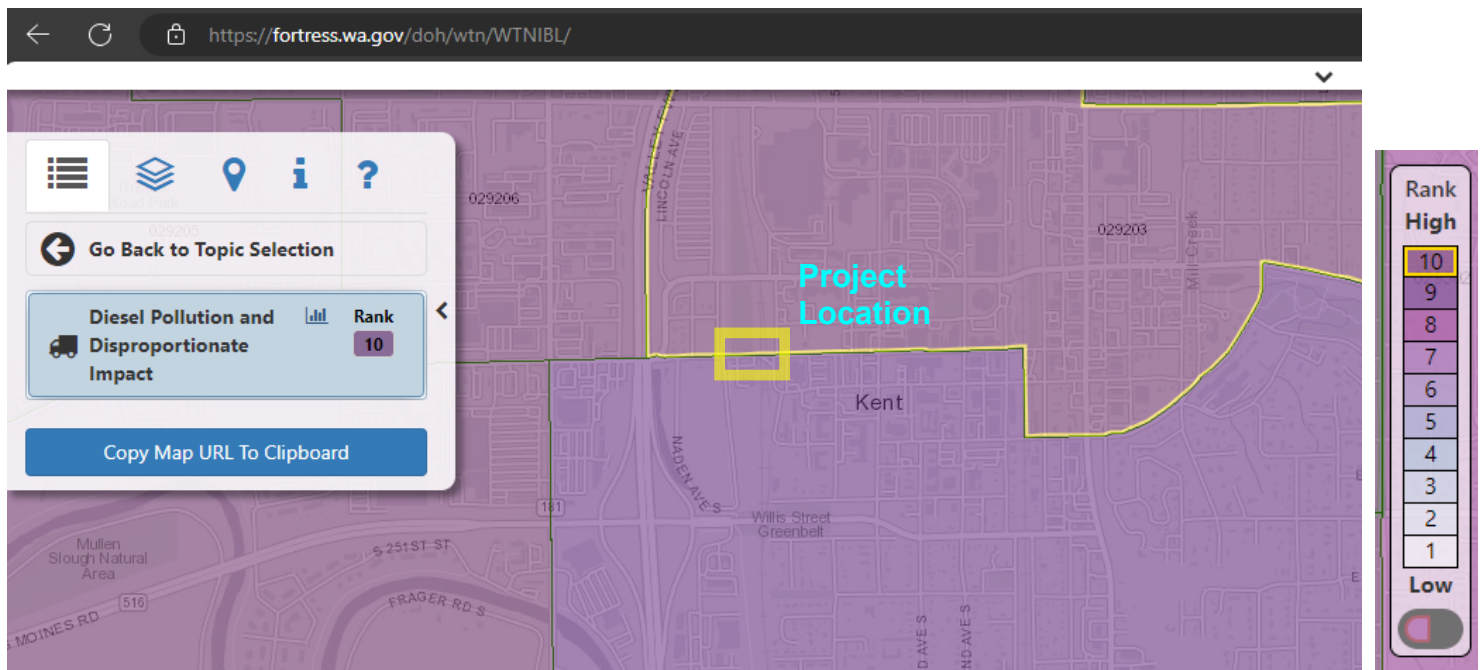
6	Pedestrian Lighting, typ. [60'-80' O.C., staggered]	pg. 34
7	Street Lighting, typ. [70'-90' O.C., staggered]	pg. 34
19	Decorative Utility Covers (as required within sidewalk paving) *	pg. 43
22	Street Tree, typ.	pg. 45
23	Accent Tree, typ.	pg. 46
24	Planter, typ.	pg. 47
25	Planted Roadway Median	pg. 49

* Not shown

NOTE: Minimum required dimensions shown, where feasible the full buildout standard section shall be implemented, or at the discretion of the City. Layout shown is for illustrative purposes only; see Streetscape Zones (page 22-28) for hardscape requirements and additional required streetscape elements within each zone. Actual roadway and streetscape designs to be approved by the City of Kent; all construction details shall be per current City of Kent standard details and applicable Meeker Street Construction Standards. Appendix B.



**Meeker Street at 6th Ave S
Plan View, Detail**



**Diesel Pollution and Disproportionate Impact Rating
Washington Health Disparities Map Project Tool
Accessed 4/8/24**

City of Kent
Project Status by Job, Obj, Sub

Object	Subsidiary	Subledger	Description	Budget	Prior Years	Fiscal YTD	Project To Date	Balance	% Spent
Fund: 01101	Job #:	R00603	Misc Streets						
56710			Gen Contributions		7,544.55-		7,544.55-	7,544.55	
59710		R20110 C	TI-B&O Street Capital	867,280-	867,284.00-		867,284.00-	4.00	100.00
59710		10209000 C	TI-GFBO-Other Uses	2,118,360-	2,681,946.52-		2,681,946.52-	563,586.52	126.60
59710		11105100 C	TI-US-PW Administration	302,900-	302,896.97-		302,896.97-	3.03-	100.00
59710		11115530 C	TI-Street Lifecycle Programs	250,340-	250,341.66-		250,341.66-	1.66	100.00
59710		15009998 C	TI-Cap Res-Property Tax-Oth Us	400,000-	200,000.00-		200,000.00-	200,000.00-	50.00
61100	110		Sal-Regular Full Time		59,100.26		59,100.26	59,100.26-	
62100	110		Social Security		4,522.02		4,522.02	4,522.02-	
62200	110		Pension and Retirement		5,819.12		5,819.12	5,819.12-	
62300	110		Life Insurance		111.70		111.70	111.70-	
62400	110		Medical Insurance		52.93		52.93	52.93-	
62600	110		Unemployment Comp		160.00		160.00	160.00-	
62610	110		Paid Family Medical Leave		128.57		128.57	128.57-	
62800	110		Long Term Disability		180.59		180.59	180.59-	
63180	120		Mtc & Construct Supp		3,586.59		3,586.59	3,586.59-	
63500	120		Tools & Minor Equip		21,069.71		21,069.71	21,069.71-	
64110	110		Contractor Services	2,567,540				2,567,540.00	
64110	340		Contractor Services		21,134.19		21,134.19	21,134.19-	
64129	110		Architect/Engr Svc-I		7,853.95		7,853.95	7,853.95-	
64129	120		Architect/Engr Svc-I		45,091.32		45,091.32	45,091.32-	
64140	220		Legal Services		8,132.48		8,132.48	8,132.48-	
64170	110		Relocation Costs		452.00		452.00	452.00-	
64190	220		Other Professional Svcs		7,250.00		7,250.00	7,250.00-	
64282	110		Workers Compensation-I		434.64		434.64	434.64-	
64440	110		Advertising		646.80		646.80	646.80-	
64900	110		Intergovernmental Svcs		155.80		155.80	155.80-	
64920	220		Licenses/Permits/Fees		120.50		120.50	120.50-	
65100		R20086 C	TO-2019 Complete Streets Meeke	111,340	111,336.70		111,336.70	3.30	100.00
65100		R20114 C	TO-B&O Street Contracted	400,000	400,000.00		400,000.00		100.00
65100		R90112 C	TO-4th & Willis Roundabout	400,000	400,000.00		400,000.00		100.00

R55JC003 / KENT0001
Fiscal Year: 24 Period: 3

City of Kent
Project Status by Job, Obj, Sub

2/9/2024 9:54:12
Page - 2

Object	Subsidiary	Subledger	Description	Budget	Prior Years	Fiscal YTD	Project To Date	Balance	% Spent
65100		R90122 C	TO-S 212th (City Limits-GRB)	460,000	460,000.00		460,000.00		100.00
69129	110		CA-Architect/Engr Svcs		79,125.09-		79,125.09-	79,125.09	
			Total Revenue	3,938,880-	4,310,013.70-		4,310,013.70-	371,133.70	109.42
			Total Expenditures	3,938,880	1,478,214.78		1,478,214.78	2,460,665.22	37.53
	Total Job # R00603	Misc Streets			2,831,798.92-		2,831,798.92-	2,831,798.92	

MMoM - Interurban to 6th

Prepared By: SPL/CAM

4/8/2024

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
SCHEDULE I - STREET					
1000A	Mobilization	LS	1	\$170,600	\$170,600
1005A	Clearing & Grubbing	LS	1	\$3,027	\$3,027
1010A	Remove Existing Asphalt Concrete Pavement	SY	860	\$40	\$34,400
1020A	Remove Cement Concrete Sidewalk	SY	440	\$45	\$19,800
1025A	Remove Cement Concrete Curb & Gutter	LF	420	\$30	\$12,600
1040	Removal of Raised Pavement Markers & Painted &/or Thermoplastic Traffic Markings	LS	1	\$1,820	\$1,820
1050	Saw Cut Existing Pavement & Sidewalk	LF	30	\$25	\$750
1060	Roadway Excavation Incl. Haul	CY	3290	\$110	\$361,900
1065	Unsuitable Foundation Excavation Incl. Haul	CY	10	\$60	\$600
1075	Gravel Borrow, Including Haul & Compaction	TON	60	\$60	\$3,600
1080	Crushed Surfacing Top Course, 5/8 Inch Minus	TON	15	\$70	\$1,050
1085	Crushed Surfacing Base Course, 1-1/4 Inch Minus	TON	30	\$45	\$1,350
1095	HMA Class 1/2", PG 58V-22	TON	340	\$260	\$88,400
1110	Planing Bituminous Pavement	SY	1420	\$25	\$35,500
1125	Hot Plant Mix for Temporary Pavement Patch	TON	30	\$270	\$8,100
1130	Reinforced Cement Concrete Crosswalk/Driveway	SY	90	\$310	\$27,900
1141	Cement Concrete Driveway	SY	160	\$260	\$41,600
1144	ADA/Pedestrian Ramp	EA	5	\$15,135	\$75,675
1145	Cement Concrete Sidewalk	SY	830	\$170	\$141,100
1151	Colored Cement Concrete Band	LF	215	\$60	\$12,900
1206	Cement Concrete Curb & Gutter	LF	300	\$145	\$43,500
1209	Painting Cement Concrete Curb	LF	100	\$20	\$2,000
1211	Pedestrian Curb	LF	100	\$50	\$5,000
1218	Linear Accent Pavers	LF	215	\$90	\$19,350
1237	Replace Existing Water Valve Case & Cover to Finished Grade	EA	3	\$4,800	\$14,400
1255	Meeker Street Ammenities	EA	5	\$2,530	\$12,650
1271	Temporary Fencing	LF	300	\$25	\$7,500
1320	Project Sign	EA	2	\$1,010	\$2,020
1342	Pothole Utilities	EA	10	\$605	\$6,054
1350	Asphalt Cost Price Adjustment	CALC	1	\$5,045	\$5,045
1355	Minor Changes	CALC	1	\$10,090	\$10,090
	SCHEDULE I TOTAL				\$1,170,281
SCHEDULE II - WATER					
2015	Water Meter	EA	2	\$3,030	\$6,060
2220	Meter Service Box	EA	2	\$1,520	\$3,040
4180	Bank Run Gravel for Trench Backfill	TON	10	\$60	\$600
2350	Hydrant	EA	1	\$10,595	\$10,595
	SUB TOTAL				\$10,595
	10.2% SALES TAX				\$1,081
	SCHEDULE II TOTAL				\$11,675
SCHEDULE III - RAILROAD					
1210	Cement Concrete Extruded Curb	LF	150	\$60	\$9,000
1209	Painting Cement Concrete Curb	LF	150	\$20	\$3,000
	SCHEDULE III TOTAL				\$12,000
SCHEDULE IV - STORM SEWER					
4015	Ductile Iron Class 50 Storm Sewer Pipe, 12 Inch Diameter	LF	160	\$160	\$25,600
4080	Catch Basin, Type 1	EA	1	\$2,020	\$2,020
4100	Thru-Curb Inlet Frame & Grate	EA	2	\$1,220	\$2,440
4110	Circular Frame (Ring) and Cover, Type 2	EA	1	\$1,110	\$1,110
4145	Remove Existing Catch Basin or Manhole	EA	1	\$660	\$660
4150	Shoring or Extra Excavation Class B	SF	150	\$60	\$9,000
4170	Pipe Zone Bedding	TON	8	\$70	\$560
4180	Bank Run Gravel for Trench Backfill	TON	8	\$60	\$480
	SCHEDULE IV TOTAL				\$41,870

MMoM - Interurban to 6th

Prepared By: SPL/CAM

4/8/2024

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
SCHEDULE V - TRAFFIC and TRAFFIC CONTROL					
5005	Traffic Control	LS	1	\$201,800	\$201,800
	Pavement Markings	EA	2	\$10,090	\$20,180
5105	Profiled Plastic Double Yellow Center Line	LF	390	\$35	\$13,650
5116	Plastic Stop Line	LF	65	\$35	\$2,275
5125	Plastic Traffic Arrow	EA	2	\$505	\$1,009
5135	Profiled Plastic Wide Lane Line	LF	740	\$35	\$25,900
5140	Plastic Edge Lane Line	LF	400	\$15	\$6,054
5150	Raised Pavement Marker Type 2	HUND	0.1	\$5,045	\$505
	Permanent Signing	EA	2	\$1,010	\$2,020
	SCHEDULE V TOTAL				\$273,393
SCHEDULE VI - ELECTRICAL					
6014	Junction Box	EA	2	\$2,120	\$4,240
6018	Remove and Replace Junction Box	EA	3	\$3,640	\$10,920
6025	Conduit Pipe 4 Inch Diameter Schedule 80 PVC	LF	325	\$40	\$13,000
6040	Meeker Street Standard, Pedestrian Luminaire & Pole	EA	4	\$16,550	\$66,200
6075	Electrical Wiring & Connections	LS	1	\$33,810	\$33,810
	Accent Bollard Lighting	EA	1	\$1,520	\$1,520
6080	Service Cabinet	EA	1	\$15,135	\$15,135
6100	Sand for Conduit Bedding	TON	20	\$50	\$1,009
	SCHEDULE VI TOTAL				\$145,834
SCHEDULE VII - TEMPORARY EROSION & SEDIMENTATION CONTROL					
7015	Inlet Protection	EA	10	\$110	\$1,100
7030	ESC Lead	HR	80	\$85	\$6,800
7040	SPCC Plan	LS	1	\$1,010	\$1,010
7050	Street Cleaning	HR	100	\$180	\$18,000
7055	Erosion/Water Pollution Control	FA	1	\$5,045	\$5,045
	SCHEDULE VII TOTAL				\$31,955
SCHEDULE VIII - ROADSIDE RESTORATION					
8003	Landscape	FA	1	\$10,500	\$10,000
8005	Topsoil Type A	CY	120	\$50	\$6,054
	Irrigation	LS	2	\$10,090	\$20,180
8015	Wood Chip Mulch	CY	10	\$90	\$900
	SCHEDULE VIII TOTAL				\$37,134
Total					\$1,724,142
Constuction Contract Total					\$1,724,142

Contingency	20.0%	\$344,828
CONSTRUCTION CONTRACT ADMINISTRATION	25%	\$431,035
TOTAL CONSTRUCTION COST		\$2,500,005