



Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Corridors Serving Centers
Status	submitted
Submitted:	April 8th, 2024 3:28 PM
Prepopulated with screening form?	No

Project Information

- Project Title**
North Creek Trail Phase 2: Waxen Road to 183 St SE
- Regional Transportation Plan ID**
N/A
- Sponsoring Agency**
Snohomish County
- 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**
The scope of the North Creek Trail Phase 2 project involves extending the existing North Creek Regional Trail from Waxen Road to 183rd St SE (North Creek Park).

Individual components of the project:
 - Construction of a 10 to 12-foot-wide paved section of the trail to separate it from the road.
 - Development of bicycle and pedestrian facilities to ensure safety and accessibility.

- Integration with the larger plan to connect the City of Bothell's and City of Mill Creek's portions of the North Creek Trail.

- Linkage of the North Creek Trail with other regional trails such as the Interurban Trail and the Sammamish River/Burke Gilman Trail.

This extension will enhance non-motorized connectivity in Snohomish County by completing gaps in the trail and providing a safe, shared-use path for pedestrians and cyclists. The Phase 2 project components are aligned with the eligibility criteria for funding under PSRC's Surface Transportation Block Grant Program. Grant funding will be used primarily for the construction of the partially developed regional shared-use path.

Specific outcome of the project:

The specific outcome of the project will be the completion of Phase 2 of the North Creek Trail, providing a fully developed regional shared-use path that enhances connectivity for non-motorized transportation users. This outcome aligns with the broader vision of facilitating non-motorized connectivity from Snohomish County's urban area to significant Regional Growth Centers like Everett, Lynnwood, and Bothell/Canyon Park.

2. Project Justification, Need, or Purpose

The intent of the North Creek Trail Phase 2 project is to address the growing demand for alternative transportation options in Snohomish County, particularly given significant population and employment growth. The completion of the trail is needed to provide a safe and accessible route for pedestrians and cyclists, linking the cities of Bothell, Mill Creek, and Everett to the Interurban Trail. Recognizing the limitations of expanding the road network alone, the project supports mass and active transportation modes such as walking and biking to mitigate congestion and enhance connectivity.

The desired goal of the North Creek Trail Phase 2 project is to facilitate non-motorized connectivity between key regional growth centers, educational institutions, and industrial centers in Snohomish County. Upon completion, the trail will connect to the Regional Sammamish River/Burke-Gilman Trail in King County to the south and the Interurban Trail in Snohomish County to the north. This connectivity is necessary to provide commuters with active transportation options, improving access to employment, education, and retail centers.

Additionally, the project helps to encourage physical activity, improve public health, and foster community connections. Ultimately, the completion of this section of the trail will enhance local connections between communities and neighborhoods, reduce reliance on driving, and promote sustainable transportation options.

Project Location

1. Project Location

North Creek Trail between Waxen Road to 183 St SE

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

Snohomish

3. Crossroad/landmark nearest the beginning of the project

North Creek and Waxen Road

4. Crossroad/landmark nearest the end of the project

North Creek Trail and 183 St SE

5. Map and project graphics

2024-03_SnoCoVicinityMap_NorthCreekTrailPh2.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.

The North Creek Regional Trail is listed in the Snohomish County Bicycle Facility System Map and in the Snohomish County 2024-2027 Six-Year Adopted TIP. It is located on Page 25/25. The current Transportation Needs Report is attached which shows North Creek Trail as the

highest ranked non-motorized project in Snohomish County. The TNR is an appendix to the County's GMA Comprehensive Plan.

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**

00 Not applicable (transit, enhancements, Etc.)

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).**

North Creek Trail links the cities of Bothell, Mill Creek and Everett. At its southern end, it connects with the Regional Sammamish River/Burke Gilman Trail (King County); at its northern end, it connects with the Interurban Trail in Snohomish County connecting to Everett. The principal gap in the overall continuity of the North Creek Trail is located in unincorporated Snohomish County between SR 524 and 183rd St SE (North Creek Park).

Once built out, the North Creek Trail will provide non-motorized connectivity from the County's fastest urban growth area to three significant Regional Growth Centers: Everett, Lynnwood, and Bothell/Canyon Park. A full list of Regional Growth Centers and connectivity include:

- Everett Regional Growth Center
- Paine Field Manufacturing Industrial Center
- Lynnwood Regional Growth Center
- Bothell Canyon Park Regional Growth Center
- University of Washington, Bothell
- McCollum Park
- North Creek Park
- SWIFT "Green" line
- SWIFT Orange Line which provides access to Link Light Rail.

Going forward, completion of the Trail will also provide access to the Swift BRT Orange and Green Lines.

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 equity focus areas (EFAs) evaluated for the proposed project area include: People of Color; People with Low Incomes; People with Disabilities; Youth (Ages 5-17); Older Adults (Age 65+); and People with Limited English Proficiency (LEP).

- People of Color: 35% of total population; regional average is 35.9%
Note: People of Color in the census tract in close proximity to the west and south end of the project is 43%

- People with Low Incomes: 17% of total population; regional average is 20.7%

- People with Disabilities: 5% of total population; regional average of 11%
Note: People with Disabilities in the census tract in close proximity to west and north end of the project is 10%

- Youth (Ages 5-17): 21% of total population; regional average is 15.4%

- Older Adults (Age 65+): 5% of total population; regional average is 13.4%
 Note: Older Adults in census tract in close proximity to west and north end of project is 13%

- People with Limited English Proficiency (LEP): 10% of total population; regional average of 8.5%

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.**

Based on the evaluation of the six categories of EFAs, the populations of focus within the project area that were above the regional average include:

- Youth (Ages 5-17)
- People with Limited English Proficiency (LEP)

In addition, the total population for People of Color was just under the regional average within the project area and above the regional average in the census tract in near proximity to the project. And the total population of People with Disabilities and Older Adults (65+) were also just under the regional average in census tracts in close proximity to the project. Snohomish County also recognizes that projects must also consider need, not numbers. The project takes into account the needs of these populations in project design and implementation.

Using the data provided, there were no Intersectional Equity Focus Areas above regional thresholds.

Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

1. **Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.**

The project's completion of phases 2 and 3 will significantly support the existing and planned housing and employment densities in regional growth and manufacturing/industrial centers, particularly in the Bothell area. It will improve connectivity to major employment centers, support existing and planned housing densities, and align with Bothell's strategic investment in economic and demographic growth.

- By linking directly to the existing North Creek Trail, the project facilitates easier access for residents to major employment centers like Thrasher's Corner and Canyon Park. This connectivity promotes a more integrated transportation network, enabling employees to commute efficiently to work, which supports the existing employment densities.

- Canyon Park, being the largest employment center in the region with over 10,000 jobs, will benefit from improved access provided by the project. Direct connectivity to this center through the completed phases of the project will not only support existing job opportunities, but also enhance accessibility for future employment growth.

- Bothell's investment in areas like Canyon Park underscores its commitment to fostering regional growth and development. By investing in infrastructure that directly connects to such growth centers, the project aligns with the broader regional planning objectives, ensuring that transportation infrastructure supports the economic and demographic growth envisioned for the area. In addition, the project's completion will contribute to better connectivity between residential areas, employment centers, and planned housing developments.

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

When phases 2 and 3 of this project are complete, it will connect directly into the existing North Creek Trail that connects into the major employment center of Thrasher's Corner in Bothell. It also goes through the Canyon Park area of Bothell. Canyon Park is the largest employment center in that region, with over 10,000 jobs. It is one of only two urban regional growth centers in Snohomish County. It is also an area that Bothell is heavily investing in to add more jobs and housing.

In summary, this project will support development and redevelopment plans of the center by

enhancing connectivity to major employment centers, providing access to key employment hubs, and support growth of urban growth centers, and facilitate both job and housing growth.

3. Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.

In Snohomish County, there's a growing demand for alternative transportation options, driven by significant population and employment growth. However, there's currently a lack of safe and accessible routes for pedestrians and cyclists, particularly linking the cities of Bothell, Mill Creek, and Everett to the Interurban Trail. This limitation restricts access for residents to essential destinations such as work, schools, and parks without relying on driving.

Upon completion of phases 2 and 3 of this project, significant improvements in connectivity will be realized. The project will directly link into the established North Creek Trail, which extends to the major employment center of Thrasher's Corner in Bothell and passes through the Canyon Park area. Canyon Park stands out as the largest employment center in the region, with over 10,000 jobs, and is a focal point for Bothell's investment in job and housing growth.

This segment of the trail will offer safe and comfortable active transportation options, particularly benefiting areas with diverse populations, including approximately the project area's population of 40% People of Color, areas with 10% Limited English Proficiency (LEP), and areas where nearly 20% of the population is under 18 years old. Additionally, it will provide connectivity to areas with over 50% People of Color and offer mobility options for areas with over 30% low-income populations along 164th St SW leading to the Canyon Park employment center.

4. 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.

Once phases 2 and 3 of this project are completed, it will directly link into the established North Creek Trail, which extends to the employment hub of Thrasher's Corner in Bothell. In addition, the trail will pass through Bothell's Canyon Park area, recognized as the largest employment center in the region with over 10,000 jobs. Canyon Park holds a significant status as one of only two urban regional growth centers in Snohomish County, with Bothell heavily investing in its expansion to accommodate more jobs and housing.

And upon the full development of the North Creek Trail, it will provide connections to key destinations such as the largest Manufacturing Industrial Center in the County - Paine Field, the expanding UW-Bothell campus, and population centers in King County through the Burke Gilman/Lake Sammamish Trail.

This project's completion will offer improved non-motorized access to various employment sectors, including the aerospace industry in the Everett - Paine Field Manufacturing Industrial Center and the maritime and transportation/logistics industry cluster jobs in the Everett Regional Center, including the Port of Everett.

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

This project will enhance bicycle and pedestrian connectivity to high-capacity transit routes along 164th and SR 527. Presently, there are currently no transit routes in this particular section of the county between I-5, 405, and SR 527. The trail resulting from this project will serve as a crucial mobility option for individuals seeking to connect to transit routes outside the region, aligning with the area's long-term mobility plans.

In addition, this trail will directly link into the major employment center of Thrasher's Corner in Bothell and go through the Canyon Park area. Canyon Park stands out as the largest employment center in the region, boasting over 10,000 jobs. It holds significant importance as one of only two urban regional growth centers in Snohomish County.

Criteria: Mobility and Accessibility

1. Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a

missing mode.

Upon completion of Phases 2 and 3 of this project, significant improvements in mobility and access to the center(s) will be realized. The project addresses a critical gap in transportation infrastructure by providing safe and comfortable active transportation routes in a region where such facilities are currently lacking.

Beyond the North Creek Trail improvements built as part of Phase 1 of this project, there were no active transportation facilities in the area that were safe and comfortable for all users, with only some bike lanes available along high-speed and high-volume roadways. However, with the completion of Phases 2 and 3, safe and comfortable active transportation routes will extend all the way from McCollum Park through the City of Bothell.

This enhanced network will directly link into the major employment center of Thrasher's Corner in Bothell and traverse through the Canyon Park area, which has the largest employment center in the region with over 10,000 jobs. Canyon Park's significance as one of only two urban regional growth centers in Snohomish County underscores the importance of this project in improving access to employment opportunities.

Overall, the completion of Phases 2 and 3 will provide a crucial link in the transportation network, offering a range of travel modes and filling a missing mode by ensuring safe and comfortable active transportation routes for all users, thereby significantly improving mobility and access to the centers mentioned.

2. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.

This project supports the long-term corridor efficiency strategy to improve connectivity for bicycle and pedestrians to high capacity transit routes along 164th and SR 527 through several means:

- By enhancing bicycle and pedestrian access to transit routes, the project encourages a multimodal approach to transportation. This reduces reliance on single-occupancy vehicles, potentially decreasing congestion and enhancing corridor efficiency.
- The project indirectly contributes to TDM efforts by offering alternative transportation modes like cycling and walking. This helps reduce strain on roadway infrastructure and improves overall corridor efficiency.

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 completion of Phases 2 and 3 of this project addresses current problems in the transportation network by remedying the lack of safe and comfortable active transportation facilities in the region. Aside from the North Creek Trail improvements built in Phase 1 of this project, there were no facilities that catered to all users' safety and comfort, with only some bike lanes available along high-speed and high-volume roadways. This deficiency posed a barrier to individuals seeking alternative modes of transportation and contributed to modal conflicts and safety concerns.

However, with the completion of Phases 2 and 3, the project will establish safe and comfortable active transportation routes extending from McCollum Park through the City of Bothell. This comprehensive network will fill a crucial gap in the transportation system, providing a remedy to the current problem of inadequate facilities for pedestrians and cyclists.

By offering safe and accessible routes for all users, the project helps remove barriers to active transportation, encouraging more sustainable modes of travel and reducing reliance on single-occupancy vehicles.

4. Describe how the project provides opportunities for active transportation that can lead to public health benefits.

The completion of Phases 2 and 3 - along with Phase 1 - of this project will provide significant opportunities for active transportation, leading to public health benefits in the region. Prior to this project, there were no active transportation facilities in the area that were safe and comfortable for all users, with only some bike lanes available along high-speed and high-volume roadways. This lack of infrastructure limited opportunities for biking and walking,

hindering public health outcomes.

However, with the completion of Phases 2 and 3, safe and comfortable active transportation routes will extend all the way from McCollum Park through the City of Bothell. These improved routes will encourage more people in the region to engage in biking and walking activities, leading to increased physical activity levels and improved public health.

By providing safe and accessible routes for active transportation, the project promotes healthier lifestyle choices and reduces reliance on sedentary modes of transportation. This, in turn, can lead to various public health benefits, including reduced rates of obesity, improved cardiovascular health, and enhanced overall well-being for residents in the region.

5. Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.

The lack of a complete pedestrian infrastructure disproportionately affects individuals who rely on walking as their primary mode of transportation, including children, elderly individuals, and people with disabilities.

Aside from the North Creek Trail built in Phase 1 of this project, there are no active transportation facilities in that region that is safe and comfortable for all users. There are some bike lanes somewhat near this area along a high speed/volume roadway. There are also currently no transit facilities within the existing area of this project.

This is a major disparity for these areas which have populations with over 40% People of Color, areas where 10% of the population has Limited English Proficiency (LEP), and areas where nearly 20% of the population is under 18. When phases 2 and 3 of this project are complete, it will provide active transportation facilities that will connect into multiple major transit facilities, including Community Transit's green line.

Criteria: Outreach and Displacement

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

In the early 2000s, a community outreach process was initiated to identify community needs as part of the mitigation for the King County Brightwater Sewage System. This project was identified as one of those community needs. Additionally, the project is included in the bicycle planning sections of the Transportation Element in 2005, 2015, and the draft 2024 Transportation Element of the Snohomish County Comprehensive Plan.

Following up on this outreach, efforts were conducted in 2010 and 2011, including newsletters to residents, Title VI efforts, GovDelivery emails, and updates on the Snohomish County webpage. Three meetings were held in 2010, along with two events in 2011, and mailers advertising open house events.

Phase 2 of the project will further include as appropriate, various elements that the county consistently conducts as part of project development.

- A thorough demographic analysis of the project area using data from the U.S. Census Bureau, American Community Survey, and school data to evaluate limited English proficiency populations within and around the project area. This analysis also includes the use of PSRC's equity focus areas (EFAs) guide, evaluating EFAs for the proposed project area such as People of Color, People with Low Incomes, People with Disabilities, Youth (Ages 5-17), Older Adults (Age 65+), and People with Limited English Proficiency (LEP).

- Providing notices with contact information in alternate languages when developing outreach materials.

- Conducting open houses, online surveys, sending postcards, and making social media posts.

- Providing the Public Involvement Form will in six languages - in addition to English - to seek feedback from the public during outreach and engagement materials.

- Interpreters/translators will be provided as requested.

- Efforts will be made to seek input and engage in co-design with community-based organizations as opportunities allow.

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

During meetings held in 2010 and 2011, a series of alternative trail alignments were

presented for public review and comments. The preferred west side alignment was selected in 2012 based on comments received from the public, information from additional field studies, and design criteria. It was determined that the trail should be accessible for users of various ages and skill levels, fit the character of the neighborhoods it will serve, and provide an opportunity to enjoy the natural environment in the middle of the urban area. These priorities from the public helped shape the trail's design.

More specifically, in June 2010, Snohomish County Public Works held three public meetings to introduce the North Creek Trail project, to present alternative alignments under consideration at the time, and to solicit comments from citizens. Approximately 30 citizens attended each of the meetings held at Lynnwood High School, Mill Creek City Hall, and Crystal Springs Elementary School.

People offered a wide variety of comments and highlighted several issues. These included questions about safety at road and driveway crossings, concerns about speeding vehicles, and inquiries about long-term maintenance of the future trail. Access to natural settings such as creeks, wetlands, and wildlife was deemed important for many trail users. Commuters expressed a desire for an efficient and direct route to work and local services.

When asked for the most important considerations for choosing a preferred alternative, citizens emphasized "connectivity to other walk/bike routes" as the top priority. This was closely followed by "fitting with the neighborhood" and "being safe to use."

Snohomish County evaluated several alignments based on criteria such as trail connectivity, safety, neighborhood compatibility, environmental impact, and construction and acquisition costs. The analysis identified one preferred alignment within the northern portion of the project from 183rd Street SE to 192nd Street SE. In the southern portion, two potential alignments were identified. One follows along 13th Drive/14th Drive SE on the east side, while the other follows along Sprague Road, Winesap Road, and Filbert Drive SE on the west side.

In the long term, one of the primary benefits of outreach is building sustainable connections with communities and community-based organizations. This allows the county to inform our processes in a more systemic way rather than just project for project.

Specific ways in which outreach and engagement shape the overall process and project development include:

- A more informed understanding of the populations served by our work.
- Vision and planning documents.
- More informed development of goals that improve the county's economy.
- Project-specific elements that improve livability, safety, and accessibility for residents accessing work, school, shopping, or recreation.

3. Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

The Housing Opportunities by Place (HOP) typology associated with the location of the project is Increase Access to Single Family Housing. These communities are considered to have higher access to opportunity and lower displacement risk.

The policies that apply within each category in the typology are as follows:

Supply: encourage middle density housing

Stability: alternative home ownership options

Subsidy: use local revenue tools

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 Proven Safety County Measures include:

- Construction of a shared use path completely separated from the road.

- Construction of a side path with urban tree or other buffer to provide comfort for users, which will increase the likelihood of less confident users wanting to use the path and more confident users wanting to ride on the path rather than the road.

- ADA improvements to both the shared use path, the side path, and locations where the shared use path transitions to the side path.

Note: This is primarily an active transportation project and therefore not intended to provide road improvements.

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.

There are no active transportation facilities in that region that is safe and comfortable for all users. There are some bike lanes somewhat near this area along a high speed/volume roadway. There are also currently no transit facilities within the existing area of this project. This is a major disparity for these areas which has a population that is over 40% People of Color, areas where 10% of the population has Limited English Proficiency (LEP), and areas where nearly 20% of the population is under 18.

People walking and biking are the most vulnerable roadway users. Existing facilities present serious risks to people walking and biking, especially if they are traveling along SR 527.

The project helps protect people walking and biking by providing a completely separate facility away from moving vehicles. It is likely that the improved facility will draw new users due to the high level of safety and comfort on the proposed trail segment. The 12' wide paved trail will provide space for people of all ages and abilities to travel safely along the North Creek Trail corridor.

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

Snohomish County has a Road Safety Plan, which uses the Safe System Approach (SSA) that recommend and implement countermeasures to develop road safety projects. The key policies in the Road Safety Plan that informed the development of this project include Placemaking in Traffic Safety Initiatives and Neighborhood Slow Zones, both of which follow the safer roads element of the SSA. This includes separating users in space, managing vehicle speeds, reducing intersection conflicts.

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?

Snohomish County is committed to planning and implementing actions under the Safe System Approach, which will be integral in updating our Road Safety Plan and will continue to be an important element in developing our Road Safety Program. Reducing fatal and serious injuries is a primary goal of the Road Safety Plan.

Snohomish County plans to update our Road Safety Plan to include the following elements:

- A significant outreach element to obtain public feedback on the plan and to help inform the prioritization element of the plan.
- A data-driven prioritization framework and list of projects for implementation. The prioritization framework and projects will emphasize reducing fatal and serious injuries.
- An equity analysis of policies and projects in the plan to help inform the prioritization element of the plan.

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.

Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**

The project will construct 0.78 miles of a shared-use trail. This includes:

- Construction of a 10 to 12-foot-wide paved section of the trail to separate it from the road.
- Development of bicycle and pedestrian facilities to ensure safety and accessibility.

2. **What is the length of the proposed facility?**

0.78 miles

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

North Creek Trail connects two significant non-motorized facilities in the region: the Lake Sammamish/Burke-Gilman Trail in the south terminus and the Interurban Trail at the northern terminus.

Community Transit's Swift Green Line operates along SR 527 just east of the project alignment.

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

Please refer to PSRC regional default data.

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

Please refer to PSRC regional default data.

6. **What is the average bicycle trip length?**

Please refer to PSRC regional default data.

7. **What is the average pedestrian trip length?**

Please refer to PSRC regional default data.

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.)**

Please refer to PSRC regional default data.

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**

December 2030

2. **Total project cost**

\$15,549,953.00

Funding Documentation

1. **Documents**

2024-03_SnoCo2024Financial_NorthCreekTrailPh2.pdf, 2024-03_SnoCo2024-2029AdoptedTIP_NorthCreekTrailPh2.pdf

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

Attached: Page 8 of Snohomish County Adopted 2024-2029 Transportation Improvement Program (TIP) and additional Snohomish County financial documentation.

These attached documents illustrate a full funding commitment to this project. The financial documentation is a report from the county's financial system (Cayenta) showing the total County Road Fund (CRF) funding available. The county is now beginning its preliminary work to update the project (C.42.02) allocations in the Adopted 2024-2029 TIP as part of the 2025-2030 TIP development process.

The draft update will be submitted to the Snohomish County Council in August/September for approval, and the TIP will be adopted in November/December 2024.

Phase	Year	Alternate Year	Amount
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construction 2027

\$5,000,000.00

Total Request: \$5,000,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
CMAQ	Secured	\$540,953.00
Local	Secured	\$2,200,000.00
		<hr/>
		\$2,740,953.00

Expected year of completion for this phase: 2026

ROW

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$1,300,000.00
		<hr/>
		\$1,300,000.00

Expected year of completion for this phase: 2026

Construction

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Unsecured	\$5,000,000.00
Local	Reasonably Expected	\$6,509,000.00
		<hr/>
		\$11,509,000.00

Expected year of completion for this phase: 2029

Summary

- Are you requesting funds for ONLY a planning study or preliminary engineering?**
No
- What is the actual or estimated start date for preliminary engineering/design?**
2009
- Is preliminary engineering complete?**
No
- What was the date of completion (month and year)?**
N/A
- Have preliminary plans been submitted to WSDOT for approval?**
No
- 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.**
Preliminary Engineering is currently greater than 60% complete.
- When are preliminary plans expected to be complete?**
December 2026

Project Readiness: NEPA

1. Documents

2024-03_SnoCo2024Financial_NorthCreekTrailPh2.pdf, 2024-03_SnoCo2024-2029AdoptedTIP_NorthCreekTrailPh2.pdf

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The draft update will be submitted to the Snohomish County Council in August/September for approval, and the TIP will be adopted in November/December 2024.

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?

2013

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

April 2020

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

All parcel needed for Phase 2 has been acquired and certified. Since the project is constructed in phases, approximately 10 temporary easements will be required to construct Phase 2 of the trail. The temporary easements will be acquired closer to the construction, and right of way will be recertified prior to obligating construction funds.

5. What is the zoning in the project area?

TBD

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

Temporary easements typically do not require condemnation. However, if required, the county has internal expertise and experience, and would hire consultative support as needed.

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.

True Cost Estimates (TCEs) necessary to construct Phase 2 have not been added on to the approved ROW plan. Once these are identified through design work, the county estimates approximately nine months to complete revisions to the existing ROW plan. Once the ROW Plan is revised, ROW can complete the TCEs.

Appraisals and acquisition can be completed within one year. The Certification audit of ROW, relocation, and concurrence are estimated to be complete four months after acquisition is complete.

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
Documented Categorical Exclusion (DCE)
2. **Has the NEPA documentation been approved?**
Yes
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
July 2013

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?**
2013
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
April 2020
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
All parcel needed for Phase 2 has been acquired and certified. Since the project is constructed in phases, approximately 10 temporary easements will be required to construct Phase 2 of the trail. The temporary easements will be acquired closer to the construction, and right of way will be recertified prior to obligating construction funds.
5. **What is the zoning in the project area?**
TBD
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
Temporary easements typically do not require condemnation. However, if required, the county has internal expertise and experience, and would hire consultative support as needed.
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.**
True Cost Estimates (TCEs) necessary to construct Phase 2 have not been added on to the approved ROW plan. Once these are identified through design work, the county estimates approximately nine months to complete revisions to the existing ROW plan. Once the ROW Plan is revised, ROW can complete the TCEs.

Appraisals and acquisition can be completed within one year. The Certification audit of ROW, relocation, and concurrence are estimated to be complete four months after acquisition is complete.

Project Readiness: Construction

1. **Are funds being requested for construction?**
Yes
2. **Do you have an engineer's estimate?**
Yes
3. **Engineers estimate document**

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

We have Corps of Engineer's permit and have plans to renew. No other permits are required.

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).**

December 2026

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

December 2027

Exhibit A Snohomish County 2024-2029 Six-Year Transportation Improvement Program (TIP)

Adopted 11/8/2023

Grand Totals		2024 - 2029	2024	2025	2026	2027	2028	2029	All projections are in \$1,000's
		239,776	52,086	46,297	51,561	35,144	29,201	25,487	
A. Miscellaneous Engineering and Studies									
Group Totals		2024 - 2029	2024	2025	2026	2027	2028	2029	
		1,482	1,107	75	75	75	75	75	
A.01 1660	Preliminary Engineering: General		TSA N/A	Cncl Dist All	Type 07	LFC All	FFC All	Mgr SG	Preliminary engineering for unanticipated projects.
2024 - 2029		2024	PE	2025	PE	2026	PE	2027	PE
County		180	30	30	30	30	30	30	30
		180	30	30	30	30	30	30	30
A.02 XA02	Right of Way: General		TSA N/A	Cncl Dist All	Type N/A	LFC All	FFC All	Mgr MRP	General right of way activities.
2024 - 2029		2024	RW	2025	RW	2026	RW	2027	RW
County		60	10	10	10	10	10	10	10
		60	10	10	10	10	10	10	10
A.03 1212	Project Close Out and Funding Audit		TSA N/A	Cncl Dist All	Type N/A	LFC N/A	FFC N/A	Mgr BJT	Minor expenses associated with project close-out or audits.
2024 - 2029		2024	CE	2025	CE	2026	CE	2027	CE
County		90	15	15	15	15	15	15	15
		90	15	15	15	15	15	15	15
A.13 XA13	Contribution to WSDOT Projects		TSA N/A	Cncl Dist All	Type N/A	LFC SR	FFC SR	Mgr MAO	Contributions to and coordination with WSDOT for countywide projects.
2024 - 2029		2024	PE	2025	PE	2026	PE	2027	PE
County		90	15	15	15	15	15	15	15
		90	15	15	15	15	15	15	15
A.13.08 1777	SR 524 Widening at Yew Way: Paradise Lake Rd to SR 524		TSA N/A	Cncl Dist 5	Type 05	LFC SR	FFC 07	Mgr SG	Widen SR 524 between Yew Way and Paradise Lake Road from the existing 2 lane section to a 3 lane section with 1' shoulders on both sides
2024 - 2029		2024	CE CN	2025		2026		2027	
County		7	7						
		7	7						

C.42.01 1776	North Creek Trail Phase 1: SR 524 to Sprague Dr	TSA N/A	Cncl Dist 4	Type 32	LFC N/A	FFC N/A	Mgr DL	Construct a 10-12 foot wide trail from SR 524 to Sprague Drive and construct the trail mitigation site.		
	2024 - 2029	2024 CE CN	2025			2026		2027	2028	2029
	County 8 8	8 8								
C.42.02 XC4202	North Creek Trail Phase 2: Waxen Rd to 183 St SE	TSA N/A	Cncl Dist 4	Type 32	LFC N/A	FFC N/A	Mgr DL	Construct the north phase of NCT between Waxen Rd and 183 St SE.		
	2024 - 2029	2024 PE	2025 PE			2026 PE		2027 PE	2028 PE	2029 PE
	County 30 30	5 5	5 5			5 5		5 5	5 5	5 5
C.42.03 XC4203	North Creek Trail Phase 3: Sprague Dr to Waxen Rd	TSA N/A	Cncl Dist 4	Type 32	LFC N/A	FFC N/A	Mgr DL	Construct an elevated structure to connect NCT between Sprague Dr and Waxen Rd.		
	2024 - 2029	2024	2025			2026		2027 PE	2028	2029
	County 10 10							10 10		
C.44 XC44	128 St SW: 8 Ave W to Interurban Trail Multimodal Improvements	TSA D	Cncl Dist 3,4	Type 06	LFC 14	FFC 14	Mgr TBA	128 St SW Vicinity: Install bicycle facilities between 8 Ave W and Interurban Trail.		
	2024 - 2029	2024 PE	2025 PE			2026 PE		2027 PE RW	2028 CE CN	2029 CE CN
	County 356									356
	PED/BIKE SAFETY 900	275	200			250		175		
	PED/BIKE SAFETY? 1,000									1,000
	TIF-D 957 3,213	275	200			250		175	957 957	1,356
C.45 XC45	S Lk Stevens Rd: 123 Ave SE to S Machias Rd Non-Motorized Improvements	TSA N/A	Cncl Dist 5	Type 06	LFC 07	FFC 17	Mgr TBA	Design non-motorized improvements to maintain continuity of pathways planned by the City of Lake Stevens.		
	2024 - 2029	2024	2025			2026 PE		2027	2028	2029
	County 50 50					50 50				

GL787

BVA - Road Fund by DAC

Report Format 501

As of December 31, 2024

Transaction status 1

100% of year completed

Rounding to Whole Dollars

		2024 Detail	2024 Detail			Encumbrance	Unencumbered	Percen
		Original Bud	Modified Bud	Current Mth	YTD	Amount	Balance	Obliga
Revenues								
County Road								
Public Works								
Taxes								
Real & Personal Prop								
102	3064441110	Real & Personal Prop	74,500,000-	74,500,000-	1,144,242-	1,144,242-	73,355,758-	1.5
Forest Excise Tax								
102	3064441210	Private Harvest Tax	150,000-	150,000-			150,000-	
102	301064441210	Private Harvest Tax	175,000-	175,000-			175,000-	
Leasehold Excise Tax								
102	3064441720	Leasehold Excise Tax	375,000-	375,000-	855-	855-	374,145-	.2
102	301064441720	Leasehold Excise Tax	175,000-	175,000-			175,000-	

Obj 310	Taxes		75,375,000-	75,375,000-	1,145,097-	1,145,097-	74,229,903-	1.5
Intergovernmental Revenue								
Federal Forest - Title I								
102	3064441068	Fed Forest Title I Roads/Scho	275,000-	275,000-			275,000-	
Recreation & Conservation Offc								
102	3064441438	Recreation & Conservation Off	14,000-	14,000-			14,000-	
Fed DOT - HES								
102	3064442022	Fed DOT-Nat Hwy Perf Program			10,501-	10,501-	10,501	
Fed DOT - BRIDGE								
102	3064442023	Fed DOT - BRIDGE	5,821,000-	5,821,000-	36,544-	36,544-	5,784,456-	.6
Fed SURFACE TRANS. (STP)								
102	3064442025	Fed SURFACE TRANS. (STP)	2,256,000-	2,256,000-	224,411-	224,411-	2,031,589-	10.0
DOT - SPS								
102	3064442027	WSDOT ??? HWY Safety Imp prgm	12,757,000-	12,757,000-	1,008-	1,008-	12,755,992-	
Fed DOT - EMER RELIEF								
102	3064442029	Fed DOT - EMER RELIEF	2,689,000-	2,689,000-	6,864-	6,864-	2,682,136-	.3

GL787 BVA - Road Fund by DAC Report Format 501

As of December 31, 2024 Transaction status 1
100% of year completed Rounding to Whole Dollars

		2024 Detail		2024 Detail		Encumbrance	Unencumbered	Percen
		Original Bud	Modified Bud	Current Mth	YTD	Amount	Balance	Obliga
Revenues								
County Road								
Public Works								
Intergovernmental Revenue								
FEMA Indirect								
102	3064443383	Federal Disaster Relief		9,584-	9,584-		9,584	
Road Constr Engineering								
102	3064443895	Governmental Agencies	7,041,418-	7,041,418-	17,777-	17,777-	7,023,641-	.3

	Obj 330	Intergovernmental Revenue	30,853,418-	30,853,418-	306,689-	306,689-	30,546,729-	1.0
Charges For Services								
Sales Of Maps & Publications								
102	3064444150	Sales Of Maps & Publications	1,000-	1,000-			1,000-	
Code Enforcement - Cd								
102	3064444241	Code Enforcement - Cd	150,000-	150,000-	1,547-	1,547-	148,453-	1.0
Misc. Permit Fees								
102	3064444321	Misc. Permit Fees	65,000-	65,000-	12,640-	12,640-	52,360-	19.5
Road/Street Maintenance								
102	3064444410	Private Agencies	45,000-	45,000-			45,000-	
Interfund Services								
102	3064444901	Interfund Prof Svcs-SolidWast	1,500-	1,500-			1,500-	
I/F Professional Svcs-SWM								
102	3064444905	Interfund SWM In-Kind Svcs	6,704,982-	6,704,982-			6,704,982-	
Interfund Roads/Engineering								
102	3064444995	Interfund Roads/Engineering	4,500,000-	4,500,000-	145,913-	145,913-	4,354,087-	3.2

	Obj 340	Charges For Services	11,467,482-	11,467,482-	160,099-	160,099-	11,307,383-	1.4

GL787

BVA - Road Fund by DAC

Report Format

501

100% of year completed

As of December 31, 2024

Transaction status 1

Rounding to Whole Dollars

		2024 Detail		2024 Detail		YTD	Encumbrance		Unencumbered		Percentage Obligated	
		Original Bud	Modified Bud	Current Mth			Amount		Balance			
Revenues												
County Road												
Public Works												
Miscellaneous Revenues												
Investment Interest												
102	3064446111	Investment Interest	100,000-	100,000-	38,050-	38,050-			61,950-	38.1		
102	301064446111	Investment Interest			4,373-	4,373-			4,373			
Interest On Contracts,Notes,Ar												
102	3064446140	Other Interest			701-	701-			701			
DNR Other												
102	3064446211	I DNR Other	70,000-	70,000-					70,000-			
Housing Rental & Leases												
102	3064446260	Housing Rental & Leases	600-	600-					600-			
Interfund Rents & Concessions												
102	30650116620	Interfund Rents & Leases	103,270-	103,270-					103,270-			
Interfund Miscellaneous Rev												
102	3064446690	Interfund Facilities Mgt. Fee	96,921-	96,921-					96,921-			
Interfund Administrative Fees												
102	3064446692	Interfund Administrative Fees	722,180-	722,180-					722,180-			
Other Miscellaneous Revenue												
102	3064446990	Other Miscellaneous Revenue	50,000-	50,000-					50,000-			

Obj 360	Miscellaneous Revenues		1,142,971-	1,142,971-	43,124-	43,124-			1,099,847-	3.8		
Proceeds From Long Term Debt												
L-T Intergov'tl Loan-Doe												
102	3064449181	PwTrustFundLoan-Revenue	2,530,000-	2,530,000-					2,530,000-			

Obj 391	Proceeds From Long Term Debt		2,530,000-	2,530,000-					2,530,000-			

GL787

BVA - Road Fund by DAC

Report Format

501

As of December 31, 2024

Transaction status 1

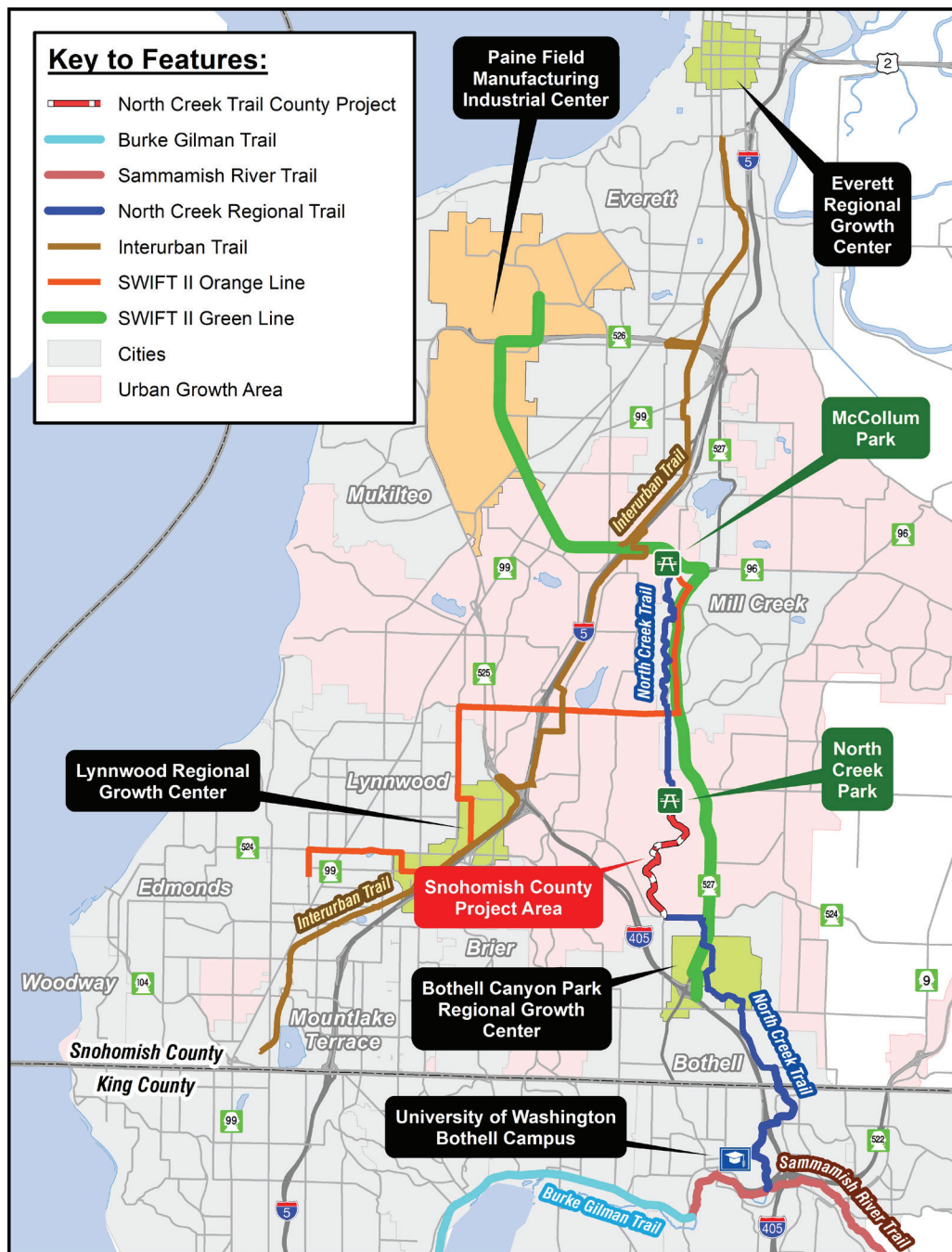
100% of year completed

Rounding to Whole Dollars

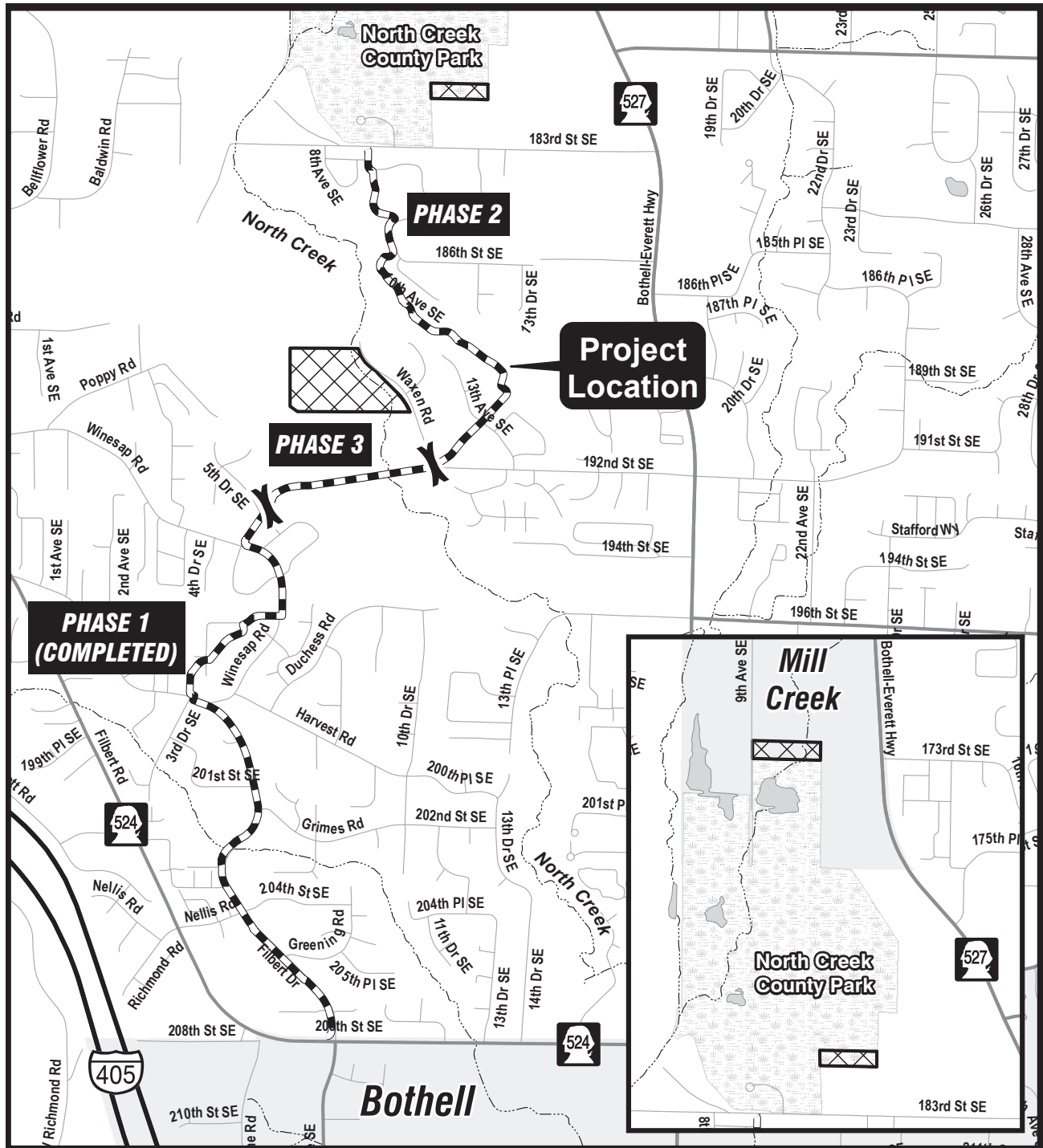
			2024 Detail	2024 Detail			Encumbrance	Unencumbered	Percen
			Original Bud	Modified Bud	Current Mth	YTD	Amount	Balance	Obliga
Revenues									
County Road									
Public Works									
Disposition Of Fixed Assets									
Sales Of Fixed Assets									
102	3064449510	Sales Of Fixed Assets	10,000,000-	10,000,000-	330,120-	330,120-		9,669,880-	3.3

	Obj 395	Disposition Of Fixed Assets	10,000,000-	10,000,000-	330,120-	330,120-		9,669,880-	3.3
Operating Transfers In									
OpT-									
102	3064449701	OpT-Road Projects-REET 2	538,000-	538,000-				538,000-	
OpT-									
102	3064449702	OpT-Fund 188	3,000,000-	3,000,000-				3,000,000-	
Transport Mitigation TSA A									
102	3064449750	Transport Mitigation TSA A	601,000-	601,000-				601,000-	
Transport Mitigation TSA D									
102	3064449753	Transport Mitigation TSA D	3,247,000-	3,247,000-				3,247,000-	
Transport Mitigation TSA E									
102	3064449754	Transport Mitigation TSA E	220,000-	220,000-				220,000-	
Transport Mitigation TSA F									
102	3064449755	Transport Mitigation TSA F	2,146,000-	2,146,000-				2,146,000-	
Transport Demand Mgt TSA D									
102	3064449763	TDM TSA/D	230,000-	230,000-				230,000-	
Transport Demand Mgt TSA E									
102	3064449764	TDM TSA/E	8,000-	8,000-				8,000-	
Transport Demand Mgt TSA F									
102	3064449765	TDM TSA/F	14,000-	14,000-				14,000-	

North Creek Trail Phase 2: Waxen Rd to I 83 St SE

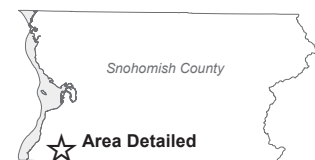
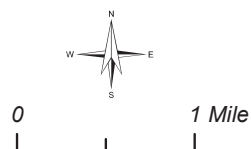


North Creek Trail Phase 2: Waxen Rd to 183 St SE



Key to Features:

- | | | | |
|--|------------------|--|----------------------|
| | Project Location | | Mitigation Site |
| | Arterial Roads | | Project Phase Limits |
| | Freeways | | Local Roads |
| | Waterbodies | | Streams |
| | Cities | | |



Item No.	Spec. Section	Std Item #	Item Description	Unit	Quantity	Unit Price	Amount
			PREPARATION				
1	1-09	0001	Mobilization	LS	1	LS	\$ 517,000.00
2	2-01	0035	Clearing and Grubbing	LS	1	LS	\$ 128,000.00
3	2-02	Special	Removal of Structures and Obstructions	LS	1	LS	\$ 32,000.00
4	8-22	0187	Removing Paint Line	LF	50	\$ 20.00	\$ 1,000.00
			GRADING				
5	2-03	0310	Roadway Excavation Incl. Haul	CY	2,000	\$ 40.00	\$ 80,000.00
6	2-03	0350	Unsuitable Foundation Excavation Incl. Haul	CY	1,600	\$ 50.00	\$ 80,000.00
7	2-03	0421	Gravel Borrow Incl. Haul	CY	2,700	\$ 32.00	\$ 86,400.00
8	2-03	0470	Embankment Compaction	CY	400	\$ 15.00	\$ 6,000.00
			DRAINAGE				
9	8-15	1085	Quarry Spalls	CY	10	\$ 150.00	\$ 1,500.00
10	7-01	1160	Underdrain Pipe 6 In. Diam.	LF	400	\$ 40.00	\$ 16,000.00
11	7-01	7014	Gravel Backfill for Drain	CY	20	\$ 85.00	\$ 1,700.00
			STORM SEWER				
12	7-05	3091	Catch Basin Type 1	EA	18	\$ 2,000.00	\$ 36,000.00
13	7-05	3105	Catch Basin Type 2 48 In. Diam.	EA	4	\$ 4,500.00	\$ 18,000.00
14	7-05	3109	Catch Basin Type 2 60 In. Diam.	EA	1	\$ 8,000.00	\$ 8,000.00
15	7-04	Special	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam.	LF	1,270	\$ 70.00	\$ 88,900.00
			STRUCTURES				
16	6-01	Special	Work Access For Structures	LS	1	\$ 60,000.00	\$ 60,000.00
17	6-02	Special	Prefabricated Steel Truss - Bridge Over Stream D	LS	1	LS	\$ 200,000.00
18	6-02	Special	Precast Concrete Deck Panels - Bridge Over Stream D	SF	1,330	\$ 100.00	\$ 133,000.00
19	6-02	Special	Precast Concrete Deck Panels - Boardwalk	SF	5,600	\$ 100.00	\$ 560,000.00
20	6-02	4202	Conc. Class 4000 for Boardwalk	CY	100	\$ 1,200.00	\$ 120,000.00
21	6-02	4149	St. Reinf. Bar for Boardwalks	LB	10,000	\$ 2.00	\$ 20,000.00
22	6-03	Special	Structural Carbon Steel - Boardwalk	LS	1	LS	\$ 643,000.00
23	6-04	Special	Structural Glued Laminated Timber	LF	2,900	\$	-
24	6-05	Special	Micropile - Boardwalk	EA	94	\$ 5,500.00	\$ 517,000.00
25	6-05	Special	Micropile Verification Load Testing - Boardwalk	EA	3	\$ 3,000.00	\$ 9,000.00
26	6-05	Special	Micropile Proof Load Testing - Boardwalk	EA	6	\$ 3,000.00	\$ 18,000.00
27	6-02	Special	Gravel Backfill for Wall Cl. A - Concrete Retaining Wall	CY	240	\$ 45.00	\$ 10,800.00
28	6-02	Special	Gravel Backfill for Wall Cl. A - Rock Retaining Wall	CY	570	\$ 45.00	\$ 25,650.00
29	2-09	4013	Shoring or Extra Excavation Cl. A - Concrete Retaining Wall	LS	1	LS	\$ 47,000.00
30	6-11	4139	Conc. Class 4000 for Retaining Wall	CY	210	\$ 1,200.00	\$ 252,000.00
31	6-13	7169	Structural Earth Wall	SF	13,500	\$ 45.00	\$ 607,500.00
32	6-13	7567	Gravel Borrow for Structural Earth Wall incl. Haul	CY	5,500	\$ 40.00	\$ 220,000.00
33	6-02	4150	St. Reinf. Bar for Retaining Wall	LB	24,000	\$ 2.25	\$ 54,000.00
34	2-09	Special	Structure Excavation Cl. A Incl. Haul - Boardwalk	CY	200	\$ 50.00	\$ 10,000.00
35	2-09	Special	Structure Excavation Cl. A Incl. Haul - Concrete Retaining Wall	CY	3,780	\$ 50.00	\$ 189,000.00
36	2-09	Special	Structure Excavation Cl. B Incl. Haul - Rock Retaining Wall	CY	75	\$ 40.00	\$ 3,000.00
37	2-09	4013	Shoring or Extra Excavation Cl. A - Boardwalk	LS	1	LS	\$ 22,000.00
38	2-09	4013	Shoring or Extra Excavation Cl. A - Infiltration Chamber Gallery	LS	1	LS	\$ 46,000.00
39	2-09	Special	Shoring or Extra Excavation Class B - Rock Retaining Wall	SF	120	\$ 12.00	\$ 1,440.00
40	8-24	Special	Rock for Rock Wall	SF	120	\$ 35.00	\$ 4,200.00
			SURFACING				
41	4-04	5040	Permeable Ballast	TN	400	\$ 50.00	\$ 20,000.00
42	4-04	5100	Crushed Surfacing Base Course	TN	1,600	\$ 40.00	\$ 64,000.00
43	4-04	5120	Crushed Surfacing Top Course	TN	300	\$ 50.00	\$ 15,000.00
44	4-04	Special	Crushed Surfacing Reservoir Course	TN	40	\$ 60.00	\$ 2,400.00
			HOT MIX ASPHALT				
45	5-04	Special	HMA Cl. 1/2 In. PG 58H-22	TN	1,000	\$ 130.00	\$ 130,000.00
46	5-04	6510	Soil Residual Herbicide	SY	5,800	\$ 1.00	\$ 5,800.00
47	5-04	Special	PHMA Cl. 1/2 In. PG 70-22ER	TN	120	\$ 150.00	\$ 18,000.00
48	5-04	Special	Job Mix Compliance Credit	CALC	5,000	\$ 1.00	\$ 5,000.00
49	5-04	Special	Compaction Compliance Credit	CALC	5,000	\$ 1.00	\$ 5,000.00
50	5-04	Special	Asphalt Cost Price Adjustment	CALC	5,000	\$ 1.00	\$ 5,000.00
			EROSION CONTROL AND ROADSIDE PLANTING				
51	8-01	6403	ESC Lead	LS	1	LS	\$ 25,000.00
52	8-01	6471	Inlet Protection	EA	20	\$ 100.00	\$ 2,000.00
53	8-01	6463	Check Dam	LF	610	\$ 12.00	\$ 7,320.00
54	8-01	6468	Stabilized Construction Entrance	SY	880	\$ 35.00	\$ 30,800.00
55	8-01	6470	Street Cleaning	HR	120	\$ 200.00	\$ 24,000.00
56	8-01	6502	Coir Log	LF	3,300	\$ 8.00	\$ 26,400.00
57	8-01	6490	Erosion/ Water Pollution Control	LS	1	LS	\$ 42,000.00
58	8-02	6414	Seeding, Fertilizing and Mulching	ACRE	3	\$ 7,000.00	\$ 21,000.00
59	8-02	6552	PSIPE - Purple Osier Willow, 5 Gal.	EA	5	\$ 30.00	\$ 150.00
60	8-02	6552	PSIPE - Red Osier Dogwood, 2 Gal.	EA	4	\$ 25.00	\$ 100.00
61	8-02	6552	PSIPE - Sedge Plug	EA	220	\$ 6.00	\$ 1,320.00
62	8-02	6552	PSIPE - Slender Rush Plug	EA	250	\$ 6.00	\$ 1,500.00
63	8-02	6552	PSIPE - Dwarf Red Osier Dogwood	EA	150	\$ 20.00	\$ 3,000.00

64	8-02	6480	Fine Compost	ACRE	3	\$ 12,000.00	\$ 36,000.00
65	8-01	6630	High Visibility Fence	LF	5,700	\$ 4.00	\$ 22,800.00
66	8-01	6635	High Visibility Silt Fence	LF	4,650	\$ 6.00	\$ 27,900.00
67	8-02	Special	Arborist Wood Chip Mulch	CY	10	\$ 100.00	\$ 1,000.00
68	8-02	Special	Topsoil Type B	SY	150	\$ 20.00	\$ 3,000.00
69	7-01	Special	French Drain	LF	1,180	\$ 40.00	\$ 47,200.00
70	7-05	Special	Control Structure Type 72 In. Diam. With Baffle	EA	2	\$ 16,000.00	\$ 32,000.00
71	7-04	Special	Dispersion Tee	EA	1	\$ 1,600.00	\$ 1,600.00
72	7-06	Special	Infiltration Trench	CY	370	\$ 85.00	\$ 31,450.00
Item No.	Spec. Section	Std Item #	Item Description	Unit	Quantity	Unit Price	Amount
73	7-06	Special	Grass Swale	LF	460	\$ 10.00	\$ 4,600.00
			TRAFFIC				
74	8-04	6700	Cement Conc. Traffic Curb and Gutter	LF	1,080	\$ 30.00	\$ 32,400.00
75	8-22	6806	Paint Line	LF	1,690	\$ 1.00	\$ 1,690.00
76	8-22	6857	Plastic Crosswalk Line	SF	720	\$ 8.00	\$ 5,760.00
77	8-22	6859	Plastic Stop Line	LF	15	\$ 20.00	\$ 300.00
78	8-21	Special	Permanent Signing	LS	1	LS	\$ 10,000.00
79	1-10	Special	Portable Changeable Message Sign	EA	2	\$ 25,000.00	\$ 50,000.00
80	1-10	6971	Project Temporary Traffic Control	LS	1	LS	\$ 40,000.00
81	1-10	6980	Flaggers	HR	4,200	\$ 65.00	\$ 273,000.00
82	1-10	Special	Uniformed Officer Traffic Control	HR	50	\$ 150.00	\$ 7,500.00
83	1-10	6982	Construction Signs Class A	SF	150	\$ 40.00	\$ 6,000.00
84	8-14	Special	Modified 12-Ft Cement Conc. Curb Ramp Type Perpendicular A	EA	5	\$ 4,500.00	\$ 22,500.00
85	8-04	Special	Cement Conc. Valley Gutter	LF	410	\$ 45.00	\$ 18,450.00
86	8-04	Special	Curb and Gutter to Valley Gutter Transition	EA	4	\$ 100.00	\$ 400.00
87	5-06	Special	Porous Cement Concrete Sidewalk	SY	410	\$ 100.00	\$ 41,000.00
			OTHER ITEMS				
88	2-09	7008	Shoring or Extra Excavation Class B	SF	4,500	\$ 1.00	\$ 4,500.00
89	7-01	Special	Additional Excavation for Drainage Structure	EST	10,000	\$ 1.00	\$ 10,000.00
90	8-14	7055	Cement Conc. Sidewalk	SY	520	\$ 60.00	\$ 31,200.00
91	8-06	7059	Cement Conc. Driveway Entrance Type 3	SY	20	\$ 100.00	\$ 2,000.00
92	8-14	7058	Cement Conc. Curb Ramp Type Perpendicular A	EA	2	\$ 2,000.00	\$ 4,000.00
93	8-14	7058	Cement Conc. Curb Ramp Type Parallel A	EA	2	\$ 2,500.00	\$ 5,000.00
94	7-05	Special	Connection to Drainage Structure	EA	4	\$ 1,000.00	\$ 4,000.00
95	7-05	3100	Adjust Catch Basin	EA	10	\$ 1,000.00	\$ 10,000.00
96	1-07	7400	Training	HR	100	\$ 75.00	\$ 7,500.00
97	1-07	7736	SPCC Plan	LS	1	LS	\$ 5,000.00
98	8-29	Special	Field Office Building	LS	1	LS	\$ 25,000.00
99	2-12	7530	Construction Geotextile for Separation	SY	800	\$ 4.00	\$ 3,200.00
100	2-12	7550	Construction Geotextile for Underground Drainage	SY	330	\$ 4.00	\$ 1,320.00
101	1-08	7003	Type B Progress Schedule (Minimum Bid \$5000)	LS	1	LS	\$ 5,000.00
102	1-07	Special	Resolution of Utility Conflicts	EST	20,000	\$ 1.00	\$ 20,000.00
103	8-28	Special	Fixed Bollard	EA	14	\$ 1,000.00	\$ 14,000.00
104	8-28	Special	Removable Bollard	EA	5	\$ 1,500.00	\$ 7,500.00
105	8-12	Special	Coated Chain Link Fence Type 4	LF	280	\$ 45.00	\$ 12,600.00
106	8-12	Special	Wood Fence	LF	50	\$ 100.00	\$ 5,000.00
107	7-05	Special	Adjust Water Valve Box	EA	1	\$ 500.00	\$ 500.00
108	8-02	Special	Property Restoration	EST	50,000	\$ 1.00	\$ 50,000.00
109	2-11	7490	Trimming and Cleanup	LS	1	LS	\$ 15,000.00
110	1-04	Special	Unexpected Site Changes	EST	50,000	\$ 1.00	\$ 50,000.00
110	6-06	Special	Pedestrian Railing Type 1 - Boardwalk	LF	900	\$ 450.00	\$ 405,000.00
111	6-06	Special	Pedestrian Railing Type 3 - Retaining Wall	LF	1,610	\$ 200.00	\$ 322,000.00
112		Special	Infiltration Chamber Gallery 1	LS	1	LS	\$ 20,000.00
113		Special	Infiltration Chamber Gallery 2	LS	1	LS	\$ 20,000.00
114	7-10	Special	Bioretention Raingarden 4	LS	1	LS	\$ 10,000.00
116	1-05	Special	Roadway Surveying	LS	1	LS	\$ 148,000.00
117	1-05	Special	Structure Surveying	LS	1	LS	\$ 74,000.00
118	1-05	Special	ADA Features Surveying	LS	1	LS	\$ 37,000.00
119	3-04	Special	Aggregate Compliance Credit	CALC	5,000	\$ 1.00	\$ 5,000.00
Subtotal Construction Cost						\$ 7,377,800.00	
Sales Tax (10.5%)						\$ 774,669.00	
Subtotal						\$ 8,152,469.00	
Construction Contingency (10%)						\$ 815,247.00	
Total Construction Cost						\$ 8,967,716.00	

Total Construction Cost (2023)						\$ 8,967,716.00	
Inflation to 2028 Cost (11.6%)						\$ 1,040,255	
Subtotal						\$ 10,008,000	
Construction Engineering (15%)						\$ 1,501,000	
Total Construction Cost (2028)						\$ 11,509,000	