

PSRC's 2021 Transportation Alternatives Program Application

NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.

A. Application Type

A1. TAP Project Category

Bicycle and Pedestrian Projects

B. General Project Information

B1. Project Title

North Creek Trail Section 4 Phase 3

B2. RTP ID#

N/A

B3. Sponsor

Bothell

B4. Co-Sponsor

B5. Certification Acceptance?

Yes

B6. CA Sponsor

C. Project Contact Information

C1. Name

Eddie Low

C2. Phone

4254719985

C3. Email

eddie.low@bothellwa.gov

D. Project Description

D1. Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

North Creek Trail Section 4 is being constructed in 3 phases due to funding constraints. This request will provide the amount of funding needed to construct the final phase 3 of the project. It is the last piece of Section 4 and a missing portion of the 12-mile regional trail starting at McCollum Park in City of Everett that connects to the 42-mile Sammamish River/Burke Gilman regional trail system near University of Washington/Cascadia College Campus in Bothell.

This project consists of constructing a separated 10-foot shared use paved trail, planting strip, retaining walls, and relocating utilities. The trail will separate bicycle traffic from higher speed roadway to provide a safe and long-term sustainable improvement for both bicyclists and drivers commuting from various employment centers and residential communities. It will also provide access to the nearby Community Transit's Bus Rapid Transit which will connect the Boeing/Paine Field aerospace manufacturing area in Everett with the Canyon Park technology center in Bothell and to the Bus Rapid Transit stations (Sound Transit and King County Metro) in Downtown Bothell.

D2. Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

Construction of this project will help fulfill the primary goal of the Regional Bicycle network identified in the T2040, Active Transportation Plan, and support the planned growth consistent with Vision 2050 and Transportation 2050 Puget Sound Regional Council Plans.

Sidewalks and bicycle lanes are provided along the SR 524. However, due to high vehicular volume (over 21,000 daily trips) and high speed (operating speed @ 85 percentile = ± 45 mph; posted speed = 35 mph) of traffic along SR 524, the facility is relatively unsafe and subsequently experiences limited use by bicyclists. In addition, the traffic on adjacent roadway corridors is expected to increase by 84% (SR 524) and 27% (SR 527) by year 2035 making it more difficult to encourage the public to use alternative forms of transportation in this corridor.

The trail is located in a high-density populated area and seeks to promote a healthy transportation choice on a local and regional level by encouraging walking or bicycling to work, shopping, or recreation areas. It is also intended to reduce single occupancy vehicles trips, fuel consumption, and air pollution in conjunction with connections to existing Community Transit services.

This project also desires to support the planned regional and local economic and population growth by providing a facility for bicyclists, pedestrians, transit commuters, and a diverse population who may not rely on vehicular modes of transportation.

E. Project Location

E1. Location

208th Street SE (SR 524), North Creek Trail

E2. County/Counties

Snohomish

E3a. Beginning Landmark

Filbert Drive

E3b. Ending Landmark

SR 527

E4. Map and Graphics

[NCT4 Ph 3 Project Map.pdf \(2.14 MB\)](#)

[NCT4 Ph3 Vicinity Map.pdf \(1.67 MB\)](#)

F. Plan Consistency

F1. Is the project specifically identified in a local comprehensive plan?

Yes

F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

(1) Plan Name: City of Bothell Comprehensive Plan (Imagine Bothell...Comprehensive Plan) (2) Relevant Section: Transportation

(3) Page Number: TR-6, TR32~33, TR-46, Figure TR-9 (Existing and Proposed Bicycle Facilities)

F3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

G. Federal Functional Classification

G1. Federal Func. Class.

Urban Functional Classification (Over 5,000 population)

G2. Rural Func.

G3. Urban Func.

16 Minor Arterial

H. Support for Centers

H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?

This project will help directly support three (3) main centers including the Bothell Canyon Park Regional Growth Center, Bothell Downtown (Local Economic Center), Safeway Center (Local Designated Business/Activity Centers), and North Creek Business Park (Local Business Center).

This project is a portion of the North Creek Trail located within Canyon Park Regional Growth Center. The entire trail corridor itself bisects the City from its northern limits to its southern limits, and joins each of these centers along the way.

H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.

This project will support the planned economic and population growth of many Local and Regional Growth Centers including:

Bothell Canyon Park Regional Growth Center - Canyon Park Regional Growth Center is an area that includes a distinct Life Sciences/Global Health industry, with a significant proportion of the employment in the research, medical apparatus manufacturing and devices clusters. By 2050, the center will need to provide infrastructure and housing to support an expected growth of 19,508 to 23,397 in jobs and up to 5193 housing units to meet Puget Sound Regional Council Vision 2050 goals. The North Creek Trail bisects this regional growth center.

Bothell Downtown (Local Economic Center) - The Downtown Bothell Local Growth Center is where a lively and synergistic mix of ground floor shops, restaurants, cafes, entertainment venues, and personal services are clustered, continuously lining and activating key roadways. It is also a pedestrian haven with comfortable, well-lit sidewalks along small blocks that combine to create a compact and walkable core area. Above the ground floor are offices and residences to support the pedestrian-oriented businesses and enliven the area. By 2035, the center will need to provide infrastructure and housing to support an expected growth of 2,500 to 3,900 in jobs and from 7,800 to 11,400 in residential population. The North Creek Trail bisects the downtown through the UWB/CC campus.

Safeway Center (Local Designated Business/Activity Centers) - The Safeway Center activity center was also rezoned in the last Comprehensive Plan update to allow for an increase of 370 households/dwelling units with a projected population increase of 700 residents and just under 300 new jobs. All the data above was from City of Bothell Comprehensive Plan. This center is located just south of Canyon Park Regional Growth Center.

North Creek Business Park (Local Business Center) - The North Creek Business Park is projected to increase by 790 households (127% over existing) with a population increase of 1,770 residents (117% increase) within the next 20 years. Employment in the North Creek Business Park will also increase by 35% with the addition of 2,740 jobs in that same time period. The North Creek Trail bisects this local business center.

H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.

This project is consistent with several policies within Imagine Bothell Comprehensive Plan including:

Parks & Recreation - A34: Complete the missing links of North Creek Trail including working with Snohomish County to link to North Creek Park and McCollum Park in Mill Creek.

Transportation - P34: Complete the missing links of the North Creek Trail Corridor from the Sammamish River Trail to the south end of the North Creek Trail in unincorporated Snohomish County.

Transportation - P37: Encourage Active Transportation Plan goals by supporting actions to increase the number and frequency of people choosing active transportation in the region.

Transportation - P38: Encourage Active Transportation Plan goals by improving safety and comfort for active transportation users with an emphasis on elderly, youth, and low-income populations that may rely more on alternative transportation modes other than a motorized vehicle.

Transportation - P30: Bicycle access to activity centers such as Canyon Park and Downtown Bothell should be encouraged.

Transportation - P61: Pursue funding for completing the missing links on the North Creek Trail.

This project is also identified on the City of Bothell 2022-2027 Six Year Transportation Improvement Plan as project number #1.

NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).

I. Category-Specific Criteria: Bicycle and Pedestrian Projects

I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

The North Creek Regional Trail system connects the 12-mile Snohomish County Regional Interurban Trail at McCollum Park in Everett and the 42-mile King County Regional Sammamish River Trail/Burke-Gilman Trail at the UW/Cascadia College in Bothell spanning three cities (Everett, Mill creek and Bothell). When completed, this system will consist of a designated paved path that makes it way along North Creek with periodic departures at roadways or residential areas with points to transportation connections and Canyon Park Regional Growth Center. To date, the system in Bothell has a paved trail from the UW/Cascadia College up to the north end of the city with one remaining section to complete. Section 4 is the last remaining section of trail to complete in the City of Bothell that will connect to the Snohomish County part of the trail north of the city to McCollum Park.

Section 4 was divided into three (3) phases of construction due to funding constraints. Phase 1 is currently under construction and phase 2 is scheduled to go to bid in April 2022. The proposed Phase 3 project is the last missing segment of North Creek Trail Section 4 and needs additional funding to proceed to construction. Upon finishing its construction, the City of Bothell will have a completed paved trail system within its city limits for users to connect to over 300 miles of trail inventory in the King County Regional Trail system, and over 34 miles of trail in the Snohomish County Regional Trail System.

I2. Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

Currently, bicycle traffic, whether commuter or recreational, are required to travel in the roadway in 5-foot wide striped bike lanes alongside higher speed vehicular traffic. As traffic increases with development and

growth, this condition has become less desirable for those on bicycles to connect to the North Creek Regional Trail south of State Route 524 to travel to Canyon Park Regional Center, downtown Bothell, the UW/Cascadia College, or to destinations to the north into Mill Creek and Everett. Construction of this section of missing section of trail will remove the barrier of incomplete trail and provide the enhanced safety of a trail separated from vehicular traffic. With this barrier removed, it is also anticipated trail use will increase in light of its easy connection with transit (SWIFT Green Line BRT and the Canyon Park Park-n-Ride), and help support Puget Sound Regional Centers planned economic and population growth.

13. Describe how the project addresses safety and security.

Sidewalks and bicycle lanes are provided along the SR 524. However, due to high vehicular volume (over 21,000 daily trips) and high speed (operating speed @ 85 percentile = ± 45 mph; posted speed = 35 mph) of traffic along SR 524, the facility is relatively unsafe and subsequently unused by bicyclists. In addition, the traffic on adjacent roadway corridors is expected to increase by 84% (SR 524) and 27% (SR 527) by year 2035 making it more difficult to encourage the public to use alternative forms of transportation in this corridor. By separating the bike trail away from vehicular, the potential for conflicts will be reduced significantly or eliminated.

It is anticipated that the bulk of the use will come from local residents to and from Centennial Park and Canyon Park shopping center and business park. Users will have the safety and security of a well-lit, open and protected pathway to and from destinations. The pathway was also designed per City of Bothell and Washington State Department of Transportation standards, and provides for safety railings and shoulders to accommodate space requirements.

14. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.

The City has coordinated with the Snohomish County, City of Mill Creek, Community Transit, and WSDOT to ensure that the configuration of the North Creek Trail is Transportation System Management (TSM) supportive. The location of the trail is ideal in considerations to connections with existing Community Transit services, Canyon Park N Ride, and the Swift II Green Line BRT which is a 12.5-mile long bus rapid transit line with 15 stations connecting northern Bothell (Canyon Park & Ride) to Mill Creek and the Paine Field industrial area in Everett.

Further connections are anticipated with the expansion of the Community Transit SWIFT BRT to downtown Bothell by 2030. Upon completion, bicyclists and pedestrians will be able to connect to Sound Transit and King County Metro systems in downtown Bothell, including:

- Sound Transit "Stride" (Route 522, 535)
- King County Metro (SR 522) "Rapid Ride" to Downtown/UW Bothell/Cascadia Campus
- Sound Transit Link Light Rail @ I-5/NE145th St Station
- King County Metro Route 230, 239, 312, 342, 372

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

This project serves a critical link between the Snohomish County Regional Interurban Trail in Everett and the King County Regional Sammamish River Trail/Burke-Gilman Trail in Bothell. A complete North Creek Trail system in conjunction with the Community Transit's Swift II Green Line BRT will significantly (1) reduce single occupant vehicle (SOV) commute trips, (2) provide alternative options of transportation, and (3) sustain a long-term improvement to safety. The North Creek Regional Trail has a large audience in its immediate vicinity as it connects the City local growth areas with the three significant Regional Growth Centers of Bothell Canyon Park, Lynnwood, and Everett and the Manufacturing Industrial Center of Paine Field Boeing Everett.

This trail system is a long-term sustainable improvement to the Regional Bicycle Network consistent with

T2040 Active Transportation Plan (ATP) guidelines for all user groups (commuters, residents including transportation disadvantaged population, students, recreation users) commuting from the various residential communities to the employment centers, and will maintain existing pedestrian access to local destinations. This project will provide a safe and comfortable facility for active transportation users with an emphasis on populations that may rely more on alternative transportation modes other than a motorized vehicle. Currently, this section of roadway has limited transportation alternatives for the public posing a significant problem with bicyclists riding on narrow bike lanes on an otherwise high-volume roadway. By filling the existing gap in the trail system, a continuous paved active transportation network will become available for a variety of user groups in the City of Bothell and neighboring communities to shopping, educational institutions, parks, and business centers.

16. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

As for the approximate number of populations that would be benefiting from these improvements within a 1-mile radius, the following percentage of groups include 41% persons of color, 9% seniors, 9% persons with disabilities, 21% low income population, and 14% Limited English Population (LEP) according to the Environmental Justice website. In addition, the student population at UW Bothell/Cascadia Campus is expected to grow up to 14,000 full/part time students. It is estimated that 35% of the student population (generally low-income /minority) relies on transit, and many others rely on bike facilities.

These trail improvements will also address community job opportunities. Nearest the project, the trail will have a direct connection to Canyon Park Regional Growth Center. By 2050, the center will need to provide infrastructure and housing to support an expected growth of 19,508 to 23,397 in jobs and up to 5193 housing units to meet Puget Sound Regional Council Vision 2050 goals. For opportunities outside the project area, the trail will also connect with other local centers via the existing trail system or to transit services including: 1) the Downtown Bothell Local Growth Center where the North Creek Trail which, by 2035, will need to provide infrastructure and housing to support an expected to growth of 2,500 to 3,900 in jobs and from 7,800 to 11,400 in residential population; 2) the North Creek Business Park which is projected to increase by 790 households (127% over existing) with a population increase of 1,770 residents (117% increase) within the next 20 years, and increase in employment by 35% with the addition of 2,740 jobs in that same time period; 3) the Safeway Center activity center which was rezoned in the last Comprehensive Plan update to allow for an increase of 370 households/dwelling units with a projected population increase of 700 residents and just under 300 new jobs; and 4) University of Washington (UW) Bothell & Cascadia College which has a combined student, faculty, and staff population is over 9,700 and expecting to increase its enrollment to 140%.

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

If the project is not funded at this time, the City would be delayed in providing the opportunity to keep pace with projected planned economic and population growth of the Canyon Park Regional Growth Center and other regional improvements. User groups and planned Canyon Park developments would not be able to benefit from the improvements associated with its use until at least 2025 when the next funding opportunity would become available.

I. Category-Specific Criteria: Historic Resources Projects

I1. Describe the current or former transportation use of the facility.

I2. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.

I3. Describe the planned use of the facility and the project's relationship to the transportation system.

I4. Describe how the project is part of a larger historic preservation plan.

I5. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I6. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I7. Describe the long-term preservation and/or maintenance plans for the facility.

I8. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

I. Category-Specific Criteria: Environmental Projects

I1. Describe the relationship of the project to the transportation system.

I2. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I3. Describe how well the project goes over and above what is normally required.

I4. Describe the long-term maintenance plans for the project.

I5. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I6. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

J. PSRC Funding Request

J1. Has this project received PSRC funds previously?

Yes

J2. Please provide the project's PSRC TIP ID.

BOTH-46, BOTH-55, BOTH-60

K. PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2022	\$950000
		\$
		\$

Total PSRC Funding Request:

\$950000

Total Estimated Project Cost and Schedule

L. Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost:

\$0

Expected year of completion for this phase:

M. Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	CMAQ	Secured	\$183750
Local		Secured	\$28750

			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost:

\$212500

Expected year of completion for this phase:

2022

N. Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	STP	Secured	\$8650
State		Secured	\$1350
			\$
			\$
			\$

Total Right of Way Phase Cost:

\$10000

Expected year of completion for this phase:

2021

O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$950000
Local		Secured	\$620000
			\$
			\$
			\$

Total Construction Phase Cost:

\$1570000

Expected year of completion for this phase:

2022

P. Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Other Phase Cost:

\$0

Expected year of completion for this phase:

Q. Project Summary

Total Estimated Project Cost:

\$1792500

Estimated Project Completion Date (month and year):

12/2022

R. Financial Documentation

R1. Please enter a description of your financial documentation in the text box below.

The funds identified as secured for the construction phase will come from Real Estate Excise Taxes collected for the Capital Improvement Program.

R2. Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[CFP 2021-2027 NCT 4 Ph3.pdf \(110 KB\)](#)

Project Readiness

S. Preliminary Engineering/Design

S1. Are you requesting funds for ONLY a planning study or preliminary engineering?

No

S2. What is the actual or estimated start date for preliminary engineering/design?

01/01/2018

S3. Is preliminary engineering/design complete?

No

S3a. What was the date of completion (month and year)?

S4. Have preliminary plans been submitted to WSDOT for approval?

No

S3b. 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.

S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

February 2022

T. Environmental Documentation

T1. What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Categorical Exclusion (CE)

T2. Has NEPA documentation been approved?

Yes

T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

January 2019

U. Right of Way

U1. Will Right of Way be required for this project?

Yes

U2. What is the actual or estimated start date for right of way (month and year)?

April 2019

U3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

March 2019

U4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

One (1) fee acquisition (327 sq ft)

One (1) Temporary Construction Easement (6,766 sq ft)

U5. What is the zoning in the project area?

This project involves multiple zoning classifications:

(1) R-AC: Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)

(2) OP: Office-Professional (3)CB: Community Business

(4) MVSO: Motor Vehicle Sales Overlay

(5) R 5,400a: Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (6)R 9,600:

Residential 9,600 sq. ft. minimum lot size

U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

The right of way acquisition has been completed. No further action is required.

U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

Yes

U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

U8. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

Right of Way Certificate, August 2021

V. Construction

V1. Are funds being requested for construction?

Yes

V2. Do you have an engineer's estimate?

Yes

V3. Please attach the engineer's estimate.

[Ph 3 CostEstimate.pdf \(72 KB\)](#)

V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.

1. NEPA – Rec'd January 2019
2. Shoreline Management Conditional Use and Shoreline Management Substantial Development Permits - July 2021
3. HPA – Rec'd Sept 2020
4. ACOE – Rec'd Feb 2021

V5. Are Plans, Specifications & Estimates (PS&E) approved?

No

V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

February 2022

V7. When is the project scheduled to go to ad (month and year)?

April 2022

W. Other Considerations

W1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

N/A

W2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

This project has coordinated with various stakeholders through the project development process, including the public, businesses, Snohomish County, regulatory agencies, tribal communities, and City departments and City Council. A summary of involvement is described below:

- Project Kick Off meeting
- 30%, 60% and 90% plan reviews
- One Open House Meeting
- Project information listed on City website
- City Council project approvals
- Public Notices during environmental process to notify public of the project
- Consultation with Tribal Communities during cultural review
- Advertising notices during permitting process, including a public hearing

W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Kim Pearson at kpearson@psrc.org to have it returned to you.

NORTH CREEK TRAIL SECTION 4 PHASE 3

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2020	Budgeted		Estimated					Estimated Spending 2021 - 2027	Total Estimated Project Costs Thru 2027
		2021	2022	2023	2024	2025	2026	2027		
Design	143	50	20						70	213
ROW Acquisition	10								0	10
Construction			1,570						1,570	1,570
TOTAL ESTIMATED COSTS	\$153	\$50	\$1,590	\$0	\$0	\$0	\$0	\$0	\$1,640	\$1,793

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2020	Budgeted		Estimated					Estimated Funding 2021 - 2027	Total Estimated Project Funding Thru 2027
		2021	2022	2023	2024	2025	2026	2027		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax 2 Qtr)	20	7	623						630	650
Grant Awarded (CMAQ)	124	43	17						60	184
Grant Awarded (STP)	9								0	9
TOTAL SECURED FUNDING	\$153	\$50	\$640	\$0	\$0	\$0	\$0	\$0	\$690	\$843
UNSECURED FUNDING										
Grant Funding TAP (PSRC)			950						950	950
									0	0
TOTAL UNSECURED FUNDING	\$0	\$0	\$950	\$0	\$0	\$0	\$0	\$0	\$950	\$950

TOTAL ESTIMATED FUNDING	\$153	\$50	\$1,590	\$0	\$0	\$0	\$0	\$0	\$1,640	\$1,793
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PROJECT VARIANCES	Projected Funding Thru 2020	Budgeted		Estimated					Project Variances 2021 - 2027	Total Project Funding Thru 2027
		2021	2022	2023	2024	2025	2026	2027		
Secured Funding	153	50	640	0	0	0	0	0	690	843
Unsecured Funding	0	0	950	0	0	0	0	0	950	950
Estimated Project Cost	153	50	1,590	0	0	0	0	0	1,640	1,793
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

PHASE 3 CONSTRUCTION ESTIMATE							
Item #	WSDOT Std Item #	SPEC SECTION	DESCRIPTION OF ITEM	UNIT	QTY	UNIT PRICE	Total Price
PREPARATION							
1	0001	1-09	Mobilization	L.S.	1	\$144,231.00	\$144,231
2	-	1-09	Unanticipated Changes	F.A.	1	\$50,000.00	\$50,000
3	0025	2-01	Clearing and Grubbing	ACRE	0.20	\$25,000.00	\$5,000
6	0050	2-02	Removal of Structure and Obstruction	L.S.	1	\$4,000.00	\$4,000.00
7	0100	2-02	Removing Cement Conc. Sidewalk	S.Y.	328	\$50.00	\$16,400.00
8	0108	2-02	Removing Cement Conc. Curb and Gutter	L.F.	55	\$25.00	\$1,375.00
9	0120	2-02	Removing Asphalt Conc. Pavement	S.Y.	34	\$15.00	\$503.33
10	0220	2-02	Removing Chain Link Fence	L.F.	528	\$10.00	\$5,280.00
GRADING							
11	0310	2-03	Roadway Excavation Incl. Haul	C.Y.	50	\$50.00	\$2,500
12	0408	2-03	Select Borrow Incl. Haul	TON	10	\$50.00	\$500
13	0470	2-03	Embankment Compaction	C.Y.	10	\$4.00	\$40
14	-	2-03	Unsuitable Foundation Excavation, Incl. Haul and Backfilling	C.Y.	120	\$100.00	\$12,000
STORM SEWER							
19	3100	7-05	Adjust Catch Basin	EACH	4	\$1,000.00	\$4,000
20	-	7-05	Circular Frame (Ring) and Cover Type 2	EACH	4	\$1,500.00	\$6,000
21	-	7-05	Stormwater Vault Lid Replacement	EACH	1	\$20,000.00	\$20,000
22	-	7-08	Connection to Existing Pipe	EACH	9	\$4,000.00	\$9
WATER LINES							
23	3850	7-09	Resetting Existing Hydrants	EACH	1	\$1,000.00	\$1,000
24	-	7-09	Adjust and Replace Water Meter Box	EACH	1	\$1,500.00	\$1,500
25	-	8-03	Irrigation Protection, Restoration, and Modification	F.A.	1	\$10,000.00	\$10,000
STRUCTURE							
26	4006	2-09	Structure Excavation Class A Incl. Haul	C.Y.	470	\$60.00	\$28,200
27	4013	2-09	Shoring or Extra Excavation Class A	L.S.	1	\$70,000.00	\$70,000
28	4025	6-02	Gravel Backfill For Wall	C.Y.	730	\$50.00	\$36,500
29	7164	8-24	Gravity Block Wall	S.F.	5020	\$75.00	\$376,500
36	-	8-24	Box Culvert Moment Slab Widening - Filbert Creek	L.S.	0	\$34,904.10	\$0
37	-	8-25	Prefabricated Steel Bridge	L.S.	0	\$165,000.00	\$0
38	-	6-02	Substructure	L.S.	0	\$318,000.00	\$0
SURFACING							
39	5120	4-04	Crushed Surfacing Top Course	TON	200	\$50.00	\$10,000
HOT MIX ASPHALT							
40	5766	5-04	HMA CL 3/8" PG 64-22	TON	210	\$150.00	\$31,500
41	5767	5-04	HMA CL 1/2" PG 64-22	TON	20	\$200.00	\$4,000
EROSION CONTROL AND PLANTING							
42	6403	8-01	ESC Lead	DAY	15	\$180.00	\$2,700
43	6490	8-01	Erosion/Water Pollution Control	EST	1.0	\$15,000.00	\$15,000
44	6470	8-01	Street Cleaning	HR	47.5	\$200.00	\$9,500
45	6471	8-01	Inlet Protection	EA	11	\$100.00	\$1,100
46	6373	8-01	Silt Fence	LF	74	\$6.00	\$444
47	6635	8-01	High Visibility Silt Fence	LF	495	\$6.00	\$2,970
48	6414	8-01	Seeding, Fertilizing, and Mulching	ACRE	0.1	\$7,000.00	\$700
49	6405	8-01	Topsoil Type A	CY	70	\$60.00	\$4,200
TRAFFIC AND SIGNAGE							
80	6971	1-10	Project Temporary Traffic Control	L.S.	1	\$27,550	\$27,550
81	6974	1-10	Traffic Control Supervisor	L.S.	1	\$9,363	\$9,363
82	6980	1-10	Flaggers	H.R.	760	\$65.00	\$49,400
83	6700	8-04	Cement Conc. Traffic Curb and Gutter	L.F.	55	\$75.00	\$4,125
84	6727	8-04	Extruded Curb Type 6	L.F.	264	\$25.00	\$6,600
85	6890	8-21	Permanent Signing	L.S.	1	\$1,000.00	\$1,000
89	69004	8-20	Illumination System Modification, Complete	L.S.	1	\$47,333.33	\$47,333
OTHER ITEMS							
90	7003	1-02	Type B Progress Schedule	L.S.	1	\$5,000.00	\$5,000
91	7038	1-05	Roadway Surveying	L.S.	1	\$3,350.00	\$3,350
92	7037	1-05	Structure Surveying	L.S.	1	\$9,000.00	\$9,000
93	-	1-05	Record Drawings	L.S.	1	\$1,500.00	\$1,500
94	7055	8-14	Cement Conc. Sidewalk	S.Y.	10	\$200.00	\$2,000
95	7059	8-06	Cement Conc. Driveway Entrance Type 3	S.Y.	90	\$60.00	\$5,400
96	7089	8-12	4-Foot Coated Chain Link Fence Type 6	L.F.	520	\$25.00	\$13,003
100	-	1-07	SPCC Plan	L.S.	1.0	\$1,500.00	\$1,500
101	-	-	Miscellaneous Item Design Allowance (10%)	L.S.	1	\$92,000.00	\$92,000
						Total	\$1,155,767

10% Construction Contingency \$ 115,577

Subtotal from above \$ 1,271,343

20% Construction Management \$ 254,269

WSDOT Review \$ 10,000

Plant Establishment \$ 23,000

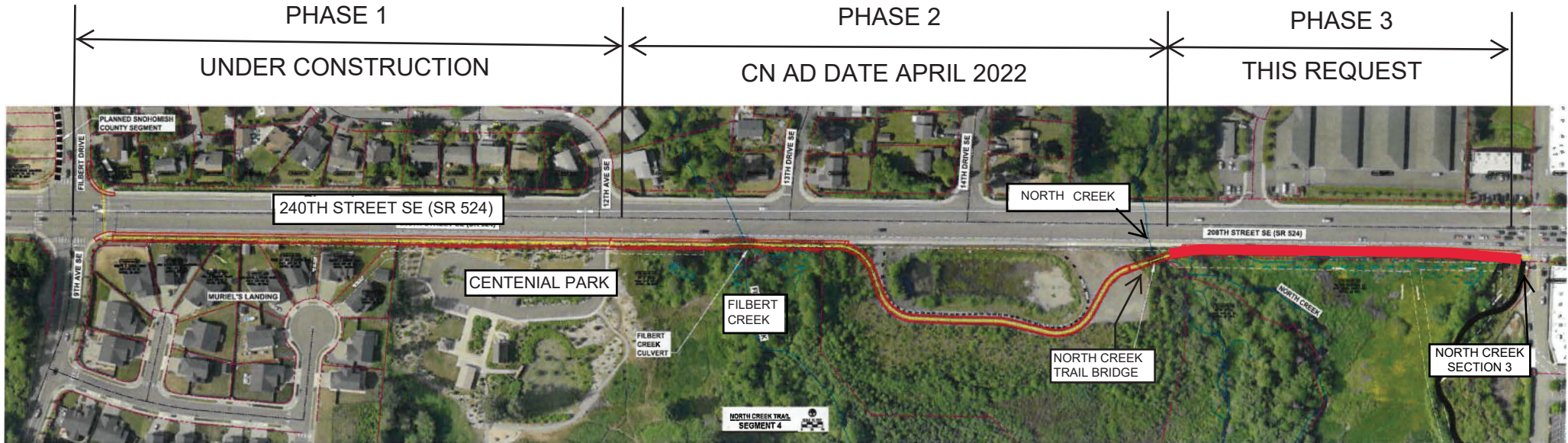
1% Arts Requirement \$ 11,558

GRAND TOTAL \$ 1,570,000



**NORTH CREEK REGIONAL TRAIL SECTION 4 PHASE 3
VICINITY MAP**

PHASE 3 OF NORTH CREEK TRAIL SECTION 4



PROJECT DESCRIPTION

Phase 3 of this project is located between just west of the North Creek Trail Bridge and the end of North Creek Trail Section 3. The project elements include a 10 foot shared use asphalt trail, a planting strip, retaining walls, relocating utilities and wetland mitigation.

TOTAL CONSTRUCTION COST = \$1,570,000

TAP CN FUNDING REQUEST = \$950,000

LOCAL MATCH = \$620,000

OBLIGATION YEAR: 2022

