

## Appendix F: Facility Reports

*Parking Garages*

*Transit Stops*

*Transit Centers and Park and Ride Locations*

**King County**  
**ADA Self-Evaluation and Transition Plan Update**  
**Facility Cost Projection Summary**  
**August 2023**

<b>GPS ID</b>	<b>Facility Name</b>	<b>Cost Projection</b>
1	Burien PnR Garage (KC)	\$ 152,100.00
2	Eastgate PnR Garage (KC)	\$ 151,300.00
3	Issaquah Highlands Garage (KC)	\$ 75,600.00
4	Overlake Garage (KC)	\$ 36,400.00
5	Redmond TC Garage (KC)	\$ 25,800.00
6	South Kirkland PnR Garage (KC)	\$ 31,000.00
<b>TOTAL</b>		<b>\$ 472,200.00</b>

# Site Accessibility Evaluation



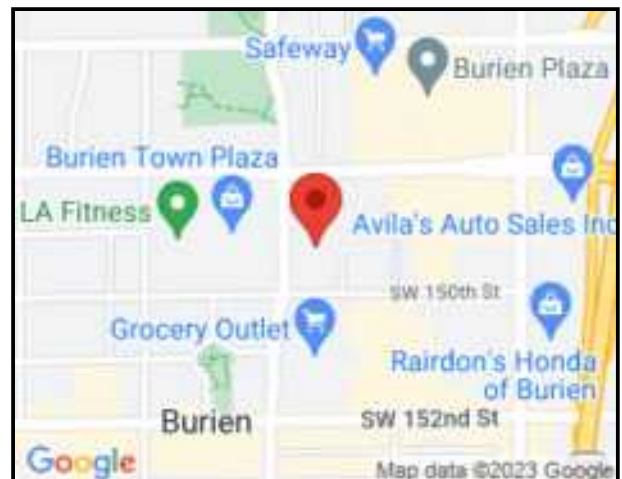
**Burien PnR Garage (KC)**  
**14900 4th Ave SW**  
**Burien, WA 98166**  
**Accessibility Evaluation**  
**Inspection Date: 07/11/2023**  
**Evaluators: Kalia Klein**

Prepared By



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## Self-Evaluation and Transition Plan

### *Prioritization Schedule*

#### Priority Criteria

<b>Level 1 (HIGH)</b>	Complaint or imminent danger
<b>Level 2 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
<b>Level 3 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; NOT near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
<b>Level 4 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance
<b>Level 5 (MEDIUM)</b>	Access to goods and services issues (DOJ Level 2) - severely out of compliance
<b>Level 6 (MEDIUM)</b>	Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) – severely out of compliance
<b>Level 7 (MEDIUM)</b>	Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) – moderately out of compliance Drinking fountains and public phones (DOJ Level 4 & 5) - severely out of compliance
<b>Level 8 (MEDIUM)</b>	Drinking fountains and public phones (DOJ Level 4 & 5) - moderately out of compliance
<b>Level 9 (LOW)</b>	Restrooms (DOJ Level 3) – minimally out of compliance
<b>Level 10 (LOW)</b>	Drinking fountains and public phones (DOJ Level 4 & 5) - minimally out of compliance
<b>Level 11 (LOW)</b>	De minimis barrier; program modification required, or employee requests accommodation
<b>Level 12 (LOW)</b>	Element in compliance with previous standards (safe-harbor) but must comply with current standards if altered

## **Path of Travel From Public Way: Path Of Travel From Public Way**

### **Barrier: 1**

The walk is missing directional signage that identifies the location/direction of the accessible route of travel to the accessible building entrance.

Signs that identify, direct to or give information about accessible elements and features of a building or site shall have a non-glare finish, contrast with their background, be selected from fonts where the width of the uppercase letter "O" is 60 percent minimum and 110 percent maximum of the height of the uppercase letter "I" Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 20 percent maximum of the height of the character and be sized according to the viewing distance.

#### **Citation:**

2010 ADAS Section: 216.3

2009 ANSI A117.1 Section: 703.1.2

#### **Budget Cost:**

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

Total Cost: \$600.00

### **Possible Solutions:**

Install compliant directional signage that identifies the location/direction of the accessible route of travel to the accessible building entrance.

### **Barrier Priority:**

Medium (Level 7): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



**Barrier #1 Additional Barrier Photos**



**Barrier #1 Additional Barrier Photos**



## **Path of Travel From Public Way: Path Of Travel From Public Way**

### **Barrier: 2**

The accessible path of travel between the building and the public way on the site has cross slopes greater than 2 for approximately 20 feet.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).

#### **Citation:**

2010 ADAS Section: 403.3

2009 ANSI A117.1 Section: 403.3

#### **Budget Cost:**

Base Cost: \$1,600.00

Contingency Cost: \$300.00

Design Cost: \$200.00

Total Cost: \$2,100.00

### **Possible Solutions:**

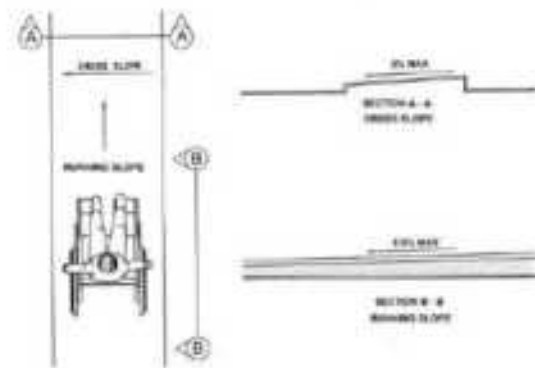
Alter or replace the sidewalk to ensure the cross slope is no more than 2 percent for the entire distance in front of the parking spaces.

### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance





**Barrier #2 Additional Barrier Photos**



**Barrier #2 Additional Barrier Photos**



## **Path of Travel From Public Way: Path Of Travel From Public Way**

### **Barrier: 3**

There is a cross slope along the accessible route that goes up to 3.9 percent for a distance of about 20 feet.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).

#### **Citation:**

2010 ADAS Section: 403.3

2009 ANSI A117.1 Section: 403.3

#### **Budget Cost:**

Base Cost: \$2,300.00

Contingency Cost: \$500.00

Design Cost: \$300.00

Total Cost: \$3,100.00

### **Possible Solutions:**

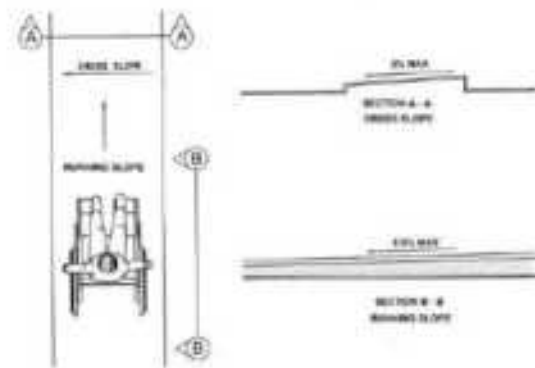
Alter or replace the sidewalk to ensure the cross slope is no more than 2 percent for the entire distance of the path of travel.

### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance





**Barrier #3 Additional Barrier Photos**



### Barrier #3 Additional Barrier Photos



## **Path of Travel From Public Way: Path Of Travel From Public Way**

### **Barrier: 4**

The curb ramp side flares exceed maximum slope allowances.

The sides of curb ramps (curb ramp flares) where provided, shall not be steeper than 1:10.

#### **Citation:**

2010 ADAS Section: 406.3

2009 ANSI A117.1 Section: 406.1

#### **Budget Cost:**

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

Total Cost: \$6,100.00

#### **Possible Solutions:**

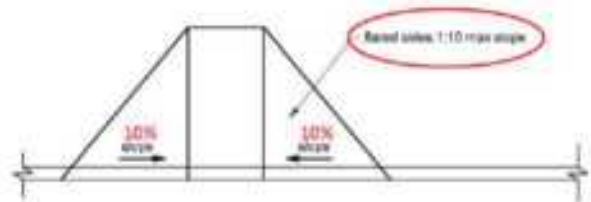
Alter the curb ramp so the side flares are no steeper than 10 percent.

#### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



**Barrier #4 Additional Barrier Photos**



## **Path of Travel From Public Way: Path Of Travel From Public Way**

### **Barrier: 5**

There is a cross slope along the accessible route that goes up to 3.1 percent for a distance of about 10 feet.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).

#### **Citation:**

2010 ADAS Section: 403.3

2009 ANSI A117.1 Section: 403.3

#### **Budget Cost:**

Base Cost: \$800.00

Contingency Cost: \$200.00

Design Cost: \$100.00

Total Cost: \$1,100.00

### **Possible Solutions:**

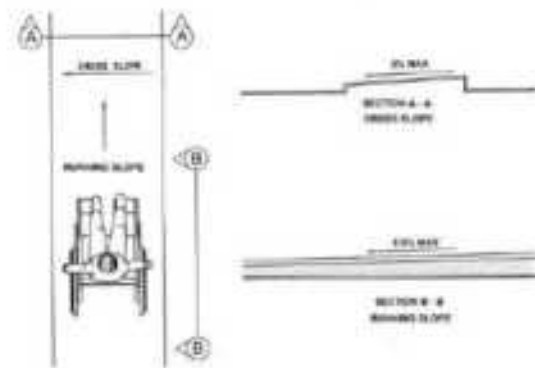
Alter or replace the sidewalk to ensure the cross slope is no more than 2 percent for the entire path of travel.

### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance





**Barrier #5 Additional Barrier Photos**



## **Path of Travel From Public Way: Path Of Travel From Public Way**

### **Barrier: 6**

There is a cross slope along the accessible route that goes up to 2.9 percent for a distance of about 10 feet.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).

#### **Citation:**

2010 ADAS Section: 403.3

2009 ANSI A117.1 Section: 403.3

#### **Budget Cost:**

Base Cost: \$800.00

Contingency Cost: \$200.00

Design Cost: \$100.00

Total Cost: \$1,100.00

### **Possible Solutions:**

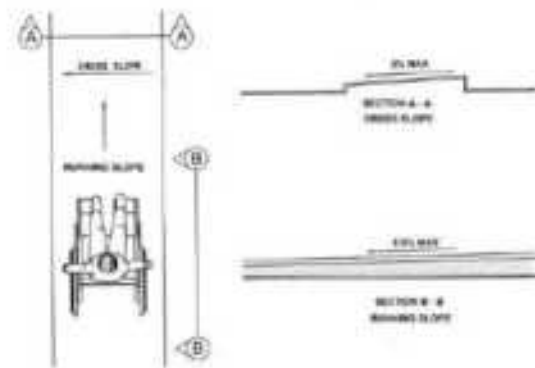
Alter or replace the sidewalk to ensure the cross slope is no more than 2 percent for the entire path of travel

### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



**Barrier #6 Additional Barrier Photos**





## **Path of Travel From Public Way: Path Of Travel From Public Way**

### **Barrier: 7**

The grate openings are greater than 1/2 inch and are parallel to the direction of travel.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

#### **Citation:**

2010 ADAS Section: 302.3

2009 ANSI A117.1 Section: 302.3

#### **Budget Cost:**

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

Total Cost: \$600.00

### **Possible Solutions:**

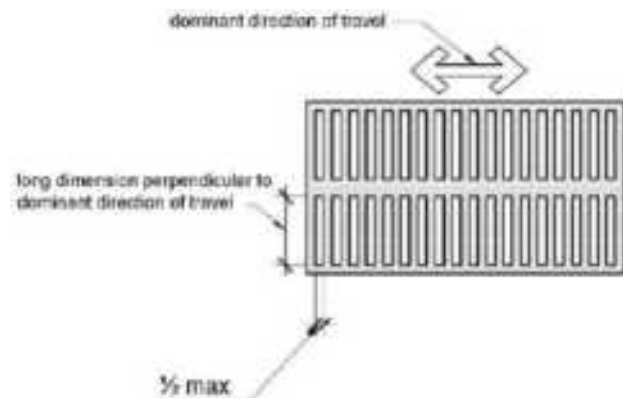
Replace or alter grating to achieve smooth transitions over the entire path of travel.

### **Barrier Priority:**

Medium (Level 7): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



## Barrier #7 Additional Barrier Photos



## Barrier #7 Additional Barrier Photos





## Barrier #7 Additional Barrier Photos



## **Parking : General**

### **Barrier: 8**

The vertical clearance is less than 98 inches, and there are no signs provided.

Signs provided at entrances to parking facilities informing drivers of clearances and the location of van-accessible parking spaces can provide useful customer assistance.

Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches minimum.

#### **Citation:**

2010 ADAS Section: 502.5

2009 ANSI A117.1 Section: 502.6

#### **Budget Cost:**

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

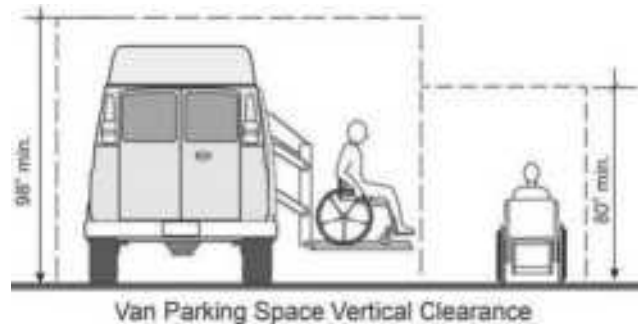
Total Cost: \$2,000.00

### **Possible Solutions:**

Provide signs at all parking facility entrances indicating the vertical height and the location of van accessible parking stalls.

### **Barrier Priority:**

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance



## Barrier #8 Additional Barrier Photos



## Parking : General

### Barrier: 9

There are not enough accessible stalls within the garage.

There are (458) total parking stalls in the parking garage. Floors 3, 2, and 1 have standard accessible parking stalls with no van stalls provided.

**Advisory 208.2 Minimum Number.** The term "parking facility" is used in Section 208.2 instead of the term "parking lot" so that it is clear that both parking lots and parking structures are required to comply with this section. The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site.

#### Citation:

2010 ADAS Section: 208.2

#### Budget Cost:

Base Cost: \$24,000.00  
Contingency Cost: \$4,800.00  
Design Cost: \$3,600.00  
Total Cost: \$32,400.00

#### Possible Solutions:

Provide a minimum of (9) accessible parking stalls, including a minimum of (2) van-accessible stalls.

#### Barrier Priority:

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 75	2
76 to 150	3
151 to 300	4
301 to 450	5
451 to 600	6
601 to 900	7
901 to 1200	8
1201 to 1500	9
1501 to 2000	10
2001 to 3000	12
3001 to 4000	15
4001 to 6000	20
6001 to 10000	25
10001 and over	30

## **Parking : Level 1**

### **Barrier: 10**

There are (9) electric vehicle (EV) charging spaces with no accessible spaces provided.

Although these may be eligible for safe harbor and there are specific standards adopted at this time, it is recommended that the agency follow The U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.

The U.S. Access Board has released Design Recommendations for Accessible Electric Vehicle Charging Stations, a technical assistance document that reviews existing requirements and new recommendations for making electric vehicle (EV) charging stations accessible.

The Board's technical assistance document covers the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) accessibility requirements applicable to EV charging stations, such as technical provisions for operable parts and accessible routes. It also clarifies the differences between EV charging spaces and parking spaces. Accessible communication features are included under Section 508 requirements which are applicable to any EV charging stations procured or used by federal agencies.

The Board intends to publish a notice of proposed rulemaking on accessibility guidelines for EV charging stations. These guidelines will supplement the Board's Accessibility Guidelines under the ADA and ABA with scoping and technical requirements specific to EV charging stations.

#### **Citation:**

Other Section: Advisory

#### **Budget Cost:**

Base Cost: \$2,500.00  
Contingency Cost: \$500.00  
Design Cost: \$400.00  
Total Cost: \$3,400.00

### **Possible Solutions:**

Provide a minimum of 1 accessible EV charging station adjacent to 1 accessible EV space that meets the design requirements set forth by the US Access Board. Provide directional signage that helps identify the location of the accessible EV charging station unless there will be an accessible EV charging space and station on every level/serving the same area/s.

### **Barrier Priority:**

Low (Level 12): Element is in compliance with previous standards (safe-harbor) but must comply with current standards if altered



**Barrier #10 Continued**



## Barrier #10 Additional Barrier Photos



## **Barrier #10 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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*Last Updated: 8/11/2022*

### **Design Recommendations for Accessible Electric Vehicle Charging Stations**



The U.S. Access Board, an independent federal agency that issues accessibility guidelines under the [Americans with Disabilities Act \(ADA\)](#), [Architectural Barriers Act \(ABA\)](#), [Rehabilitation Act of 1973](#), and other laws, is providing a technical assistance document to assist in the design and construction of electric vehicle (EV) charging stations that are accessible to and usable by people with disabilities.

The ADA covers entities including state and local governments (Title II) and places of public accommodation and commercial facilities (Title III). Under the ADA, the Access Board issues minimum scoping and technical requirements. Other federal agencies with enforcement responsibility under the ADA, such as the Department of Transportation (DOT) and the Department of Justice (DOJ), adopt enforceable standards that must provide at least the same level of accessibility as the guidelines issued by the Access Board. Additional requirements under Section 504 of the Rehabilitation Act and [ADA regulations issued by DOJ](#) and [ADA regulations issued by DOT](#) may be applicable, such as requirements for nondiscrimination in services, programs, and activities. For more information, visit the Access Board's [About the ADA page](#).

The ABA requires that buildings or facilities that were designed, built, or altered with federal dollars or leased by federal agencies be accessible. The ABA covers a wide range of facilities, including U.S. post offices, Veterans Affairs medical facilities, national parks, Social Security Administration offices, federal office buildings, U.S. courthouses, and federal prisons. It also applies to certain non-government facilities constructed with federal funds, such as funds made available under the National Electric Vehicle Infrastructure Program. For more information, visit the Access Board's [About the ABA page](#).

## **Barrier #10 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### **Accessible communication features**

All EV chargers should have accessible communication features and operable parts. This enables EV chargers to be used by people who are deaf or hard of hearing, little people, and other people with disabilities who do not need accessible mobility features (like access aisles) to use an EV charger.

All EV chargers containing ICT that are developed, procured, maintained, or used by the federal government must comply with the Section 508 Standards and have accessible ICT, including accessible hardware, software, and operable parts.

### **Accessible Mobility Features**

EV chargers designed to serve people who use mobility devices must be located on an accessible route and should provide:

- a vehicle charging space at least 11 feet wide and 20 feet long
- adjoining access aisle at least 5 feet wide
- clear floor or ground space at the same level as the vehicle charging space and positioned for an unobstructed side reach
- accessible operable parts, including on the charger and connector

These mobility features allow sufficient space for a person who uses a mobility device to exit and maneuver around the vehicle, retrieve the EV connector, and plug the connector into the electric vehicle charging inlet. Since EVs do not have a uniform vehicle charging inlet location, a larger vehicle charging space is needed to maneuver around all sides of the electric vehicle.

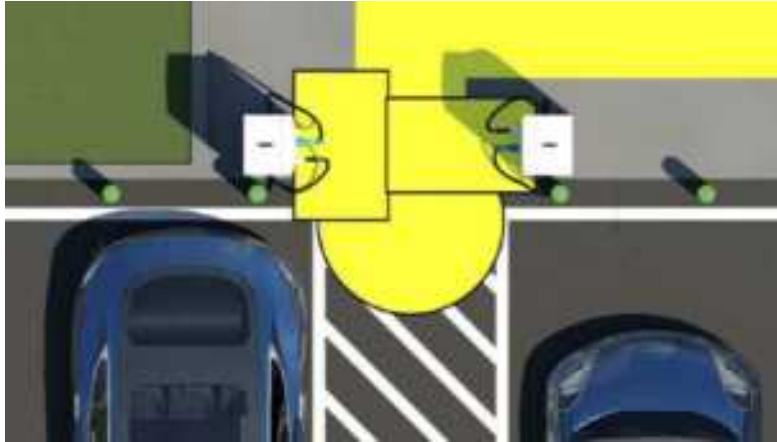


## **Barrier #10 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### **Operable Parts within Reach Range**

At a charging station, a reasonable number of EV chargers must comply with [§205 Operable Parts](#), including technical requirements for clear floor or ground space ([§305](#)), reach ranges& ([§308](#)), and operation ([§309](#)). We recommend EV chargers be designed with parts that are operable by the widest range of users with disabilities, including people with limited or no hand dexterity, limb differences, or upper extremity amputations.

Operable parts on EV chargers include, but are not limited to, the connector, card readers, electronic user interfaces, and switches and buttons, including the emergency start/stop button.

### **Unobstructed side reach**

All operable parts should meet the requirements for an unobstructed side reach ([§308.3.1](#)) and be no higher than 48 inches above the clear floor or ground space and no farther than 10 inches away. The exception for fuel dispensers should not be used (See: fuel dispensers). Placing operable parts higher than the 15 inch minimum is recommended.



## **Barrier #10 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### **“Use Last” Approach to EV chargers with accessible mobility features**

Traditionally, accessible parking spaces are identified with the International Symbol of Accessibility (ISA) and reserved for use only by a person with a disability placard or license plate. Use of the ISA at EV charging spaces causes confusion about whether people without a disability placard can use accessible EV charging spaces. Since EV charging stations usually have only a few chargers, reserving a charging space only for use by a person with a disability placard may result in underutilized chargers.

The “use last” model would require more EV charging spaces be designed with accessible mobility features, but would not require that the charging spaces be reserved exclusively for people with disability placards. People without disability placards could use accessible EV charging spaces when all others are occupied, resulting in greater use of available chargers. This would allow mobility device users to have more options to find a charging space with the ideal design for their EV, and alternative charging spaces to use if a charger is broken or obscured. Having alternatives is extremely important, especially if the next accessible charging station is very far away.

A “use last” sign would indicate an EV charging space is accessible, but also direct people to use this space only when other charging spaces are occupied or accessibility features are needed.

At the time of this guidance, neither Manual on Uniform Traffic Control Devices (MUTCD) nor any other code-setting organization has a standard for “use last” signs, but the Access Board has designed several examples.





## **Parking : Level 1**

### **Barrier: 11**

The curb ramp side flares are 12.0 percent and exceed maximum slope allowances.

The sides of curb ramps (curb ramp flares) where provided, shall not be steeper than 1:10.

#### **Citation:**

2010 ADAS Section: 406.3

2009 ANSI A117.1 Section: 406.1

#### **Budget Cost:**

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

Total Cost: \$6,100.00

#### **Possible Solutions:**

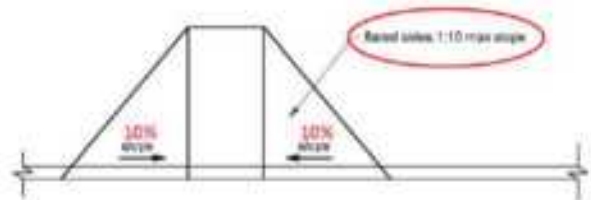
Modify the current curb ramp side flares so they do not exceed a 10 percent slope.

#### **Barrier Priority:**

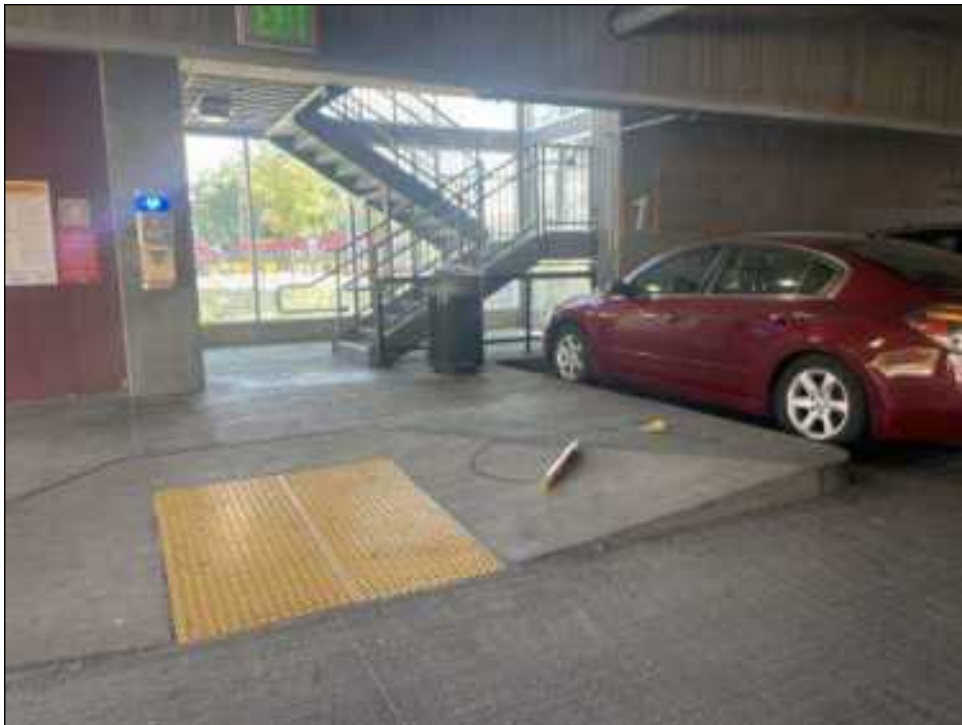
Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



**Barrier #11 Additional Barrier Photos**





**Barrier #11 Additional Barrier Photos**



## **Parking : Level 2**

### **Barrier: 12**

The EXIT Stairway sign is not tactile and does not contain the required raised characters and Braille.

Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters, flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters, and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.

Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors, the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.

#### **Citation:**

2010 ADAS Section: 216.4.1

2009 ANSI A117.1 Section: 703.1.1

#### **Budget Cost:**

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

Total Cost: \$600.00

#### **Possible Solutions:**

Install the required tactile sign/s with raised characters and Braille.

#### **Barrier Priority:**

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance



## **Parking : Level 2**

### **Barrier: 13**

5.3 percent the entire width of the stall. The running slope of the access aisle (long dimension) exceeds 2 percent.

The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.

#### **Citation:**

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### **Budget Cost:**

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

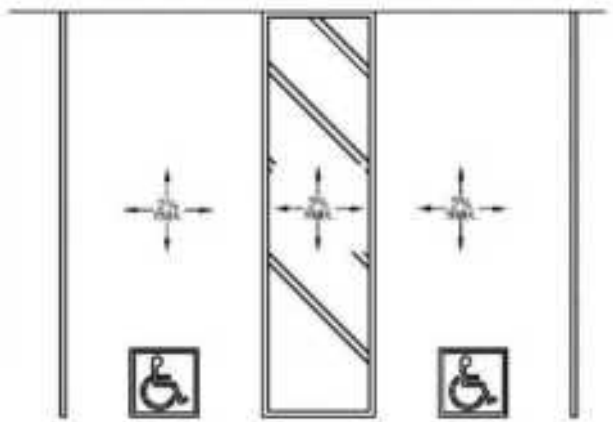
Total Cost: \$6,100.00

#### **Possible Solutions:**

Raise the existing accessible access aisle to comply with the 2 percent maximum requirement.

#### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



## **Parking : Level 2**

### **Barrier: 14**

The running slope of the stall reads at 3.2 percent to 7.0 percent at the top part of stall.

The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.

#### **Citation:**

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### **Budget Cost:**

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

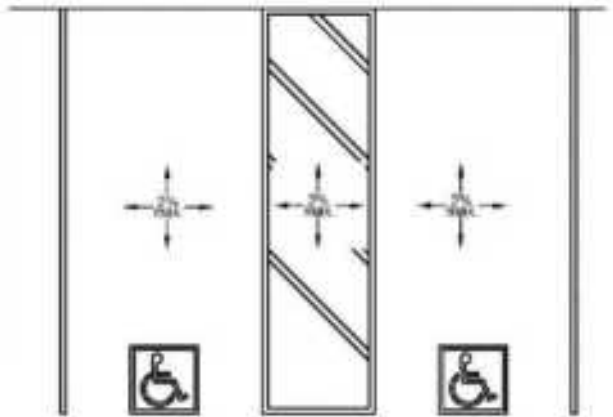
Total Cost: \$6,100.00

#### **Possible Solutions:**

Raise the existing accessible parking stall to comply with the 2 percent maximum requirement.

#### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



## **Parking : Level 3**

### **Barrier: 15**

The EXIT STAIR sign is not tactile and does not contain the required raised characters and Braille.

Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters, flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters, and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.

Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors, the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.

#### **Citation:**

2010 ADAS Section: 216.4.1

2009 ANSI A117.1 Section: 703.1.1

#### **Budget Cost:**

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

Total Cost: \$600.00

#### **Possible Solutions:**

Install the required tactile sign/s with raised characters and Braille.

#### **Barrier Priority:**

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance





## **Parking : Level 3**

### **Barrier: 16**

The access aisle is not a minimum 5 feet wide and the striping is incorrect.

An accessible parking stall's access aisle must be a minimum of 5 feet wide measured from centerline to centerline.

Where the access aisle is not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the access aisle.

#### **Citation:**

2010 ADAS Section: 502.3.1

2009 ANSI A117.1 Section: 502.4.2

#### **Budget Cost:**

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

Total Cost: \$2,000.00

#### **Possible Solutions:**

Alter the access aisle so it is a minimum of 5 feet wide with compliant striping.

#### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



## Barrier #16 Additional Barrier Photos



## **Parking : Level 3**

### **Barrier: 17**

The running slope of the accessible parking stall is measured at 4.0 percent.

The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.

#### **Citation:**

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### **Budget Cost:**

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

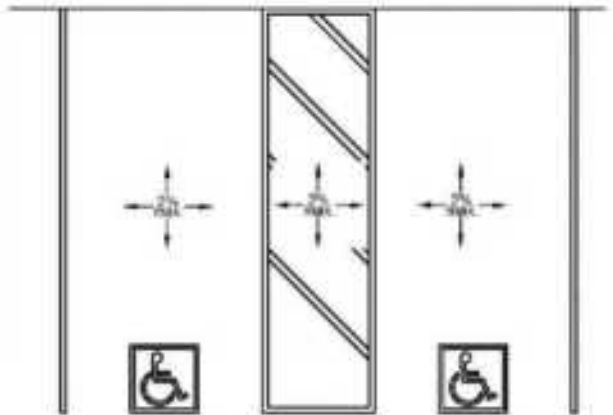
Total Cost: \$6,100.00

#### **Possible Solutions:**

Raise the existing accessible parking stall to comply with the 2 percent maximum requirement.

#### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



## Barrier #17 Additional Barrier Photos



## **Parking : Level 4**

### **Barrier: 18**

The EXIT STAIR sign is not tactile and does not contain the required raised characters and Braille.

Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters, flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters, and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.

Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors, the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.

### **Citation:**

2010 ADAS Section: 216.4.1

2009 ANSI A117.1 Section: 703.1.1

### **Budget Cost:**

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

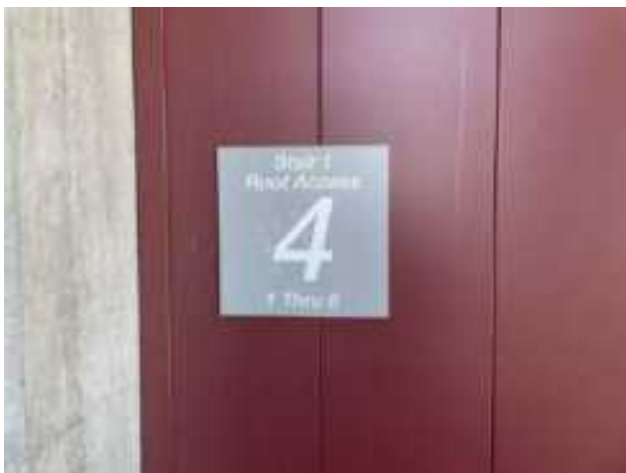
Total Cost: \$600.00

### **Possible Solutions:**

Install the required tactile sign/s with raised characters and Braille.

### **Barrier Priority:**

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance





## **Parking : Level 5**

### **Barrier: 19**

The tactile EXIT sign is missing at the door.

Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters; flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.

Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.

#### **Citation:**

2010 ADAS Section: 216.4.1

2009 ANSI A117.1 Section: 703.1.1

#### **Budget Cost:**

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

Total Cost: \$600.00

#### **Possible Solutions:**

Install a compliant exit sign so that the characters are no more than 60 inches maximum from the floor.

#### **Barrier Priority:**

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance



## **Parking : Level 5**

### **Barrier: 20**

The EXIT STAIR sign is not tactile and does not contain the required raised characters and Braille.

Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters, flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters, and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.

Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors, the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.

### **Citation:**

2010 ADAS Section: 216.4.1

2009 ANSI A117.1 Section: 703.1.1

### **Budget Cost:**

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

Total Cost: \$600.00

### **Possible Solutions:**

Install the required tactile sign/s with raised characters and Braille.

### **Barrier Priority:**

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance



## **Parking : Open Parking South**

### **Barrier: 21**

There are no accessible parking stalls in the south parking lot/facility.

There are a total of (100) parking stalls in the parking lot that could be reasonably associated with this facility. There should be a minimum of (4) accessible stalls with a minimum of (1) being designed as van accessible.

**Advisory 208.2 Minimum Number.** The term "parking facility" is used in Section 208.2 instead of the term "parking lot" so that it is clear that both parking lots and parking structures are required to comply with this section. The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site.

### **Citation:**

2010 ADAS Section: 208.2

### **Budget Cost:**

Base Cost: \$4,500.00  
Contingency Cost: \$900.00  
Design Cost: \$700.00  
Total Cost: \$6,100.00

### **Possible Solutions:**

Provide 4 compliant accessible parking spaces, with 1 of them being designated as van accessible.

### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 75	2
76 to 150	3
151 to 300	4
301 to 450	5
451 to 600	6
601 to 900	8
901 to 1000	10
1001 and over	2 percent of total
	200 plus 1 for each 100, or fraction thereof, over 1000

**Barrier #21 Additional Barrier Photos**



## **Parking : Open Parking North**

### **Barrier: 22**

All of the accessible parking signs are mounted too low.

Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

#### **Citation:**

2010 ADAS Section: 502.6

2009 ANSI A117.1 Section: 502.7

#### **Budget Cost:**

Base Cost: \$3,600.00

Contingency Cost: \$700.00

Design Cost: \$500.00

Total Cost: \$4,800.00

#### **Possible Solutions:**

Alter the accessible parking signs so they are a minimum of 60 inches from the ground.

#### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance





## Barrier #22 Additional Barrier Photos



## Barrier #22 Additional Barrier Photos



## **Parking : Open Parking North**

### **Barrier: 23**

The stripe is missing at the right side of the right parking stall which identifies its border.

Vehicle spaces shall be marked to define the width, and shall have an adjacent access aisle.

#### **Citation:**

2010 ADAS Section: 502.2

2009 ANSI A117.1 Section: 502.2

#### **Budget Cost:**

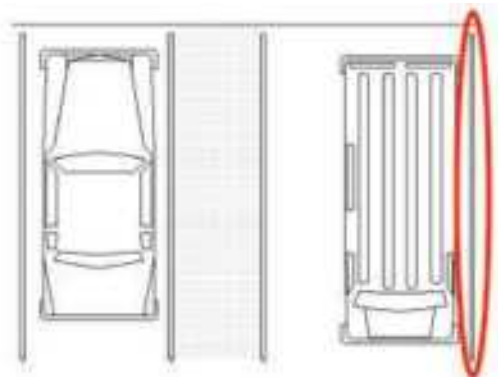
Base Cost: \$400.00  
Contingency Cost: \$100.00  
Design Cost: \$100.00  
Total Cost: \$600.00

#### **Possible Solutions:**

Repaint the stall so the right stripe is visible.

#### **Barrier Priority:**

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance



## **Parking : Open Parking North**

### **Barrier: 24**

Five of the curb ramps have side flares that exceed the 10 percent maximum slope allowance.

The sides of curb ramps (curb ramp flares) where provided, shall not be steeper than 1:10.

#### **Citation:**

2010 ADAS Section: 406.3

2009 ANSI A117.1 Section: 406.1

#### **Budget Cost:**

Base Cost: \$22,500.00  
Contingency Cost: \$4,500.00  
Design Cost: \$3,400.00  
Total Cost: \$30,400.00

#### **Possible Solutions:**

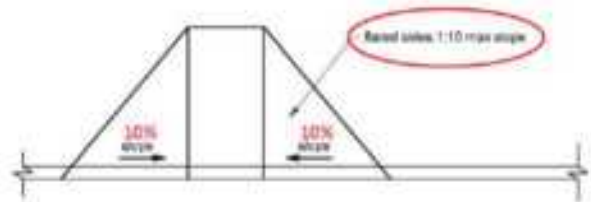
Alter the five curb ramps so the side flares do not exceed 10 percent.

#### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance





## Barrier #24 Additional Barrier Photos





**Barrier #24 Additional Barrier Photos**



## **Parking : Open Parking North**

### **Barrier: 25**

The running slope (long dimension) for 9 of the accessible parking stalls exceeds 2 percent.

The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.

#### **Citation:**

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### **Budget Cost:**

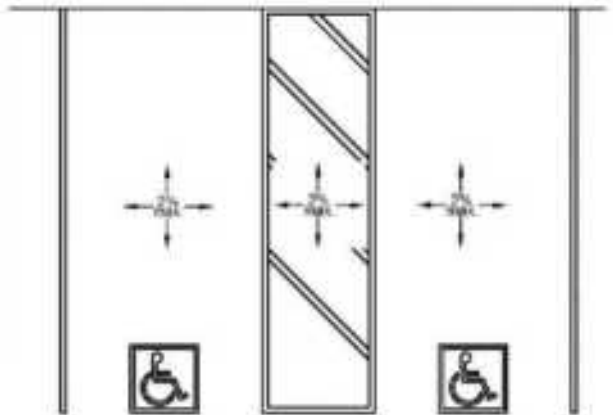
Base Cost: \$13,500.00  
Contingency Cost: \$2,700.00  
Design Cost: \$2,000.00  
Total Cost: \$18,200.00

#### **Possible Solutions:**

Raise the existing 9 accessible parking stalls to comply with the 2 percent maximum requirement.

#### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



**Barrier #25 Additional Barrier Photos**



**Barrier #25 Additional Barrier Photos**





**Barrier #25 Additional Barrier Photos**





## **Parking : Open Parking North**

### **Barrier: 26**

The running slope of 5 of the access aisles (long dimension) exceeds 2 percent.

The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.

#### **Citation:**

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### **Budget Cost:**

Base Cost: \$7,500.00

Contingency Cost: \$1,500.00

Design Cost: \$1,100.00

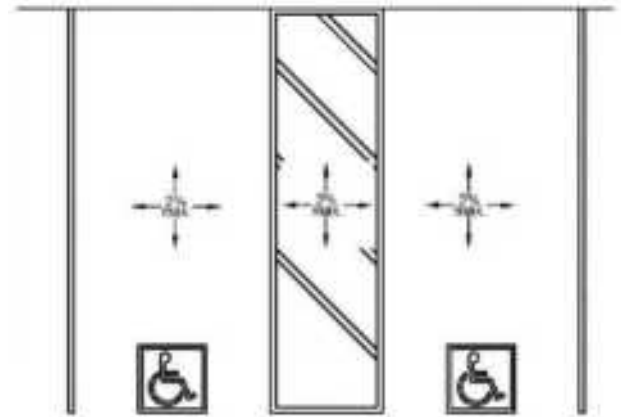
Total Cost: \$10,100.00

#### **Possible Solutions:**

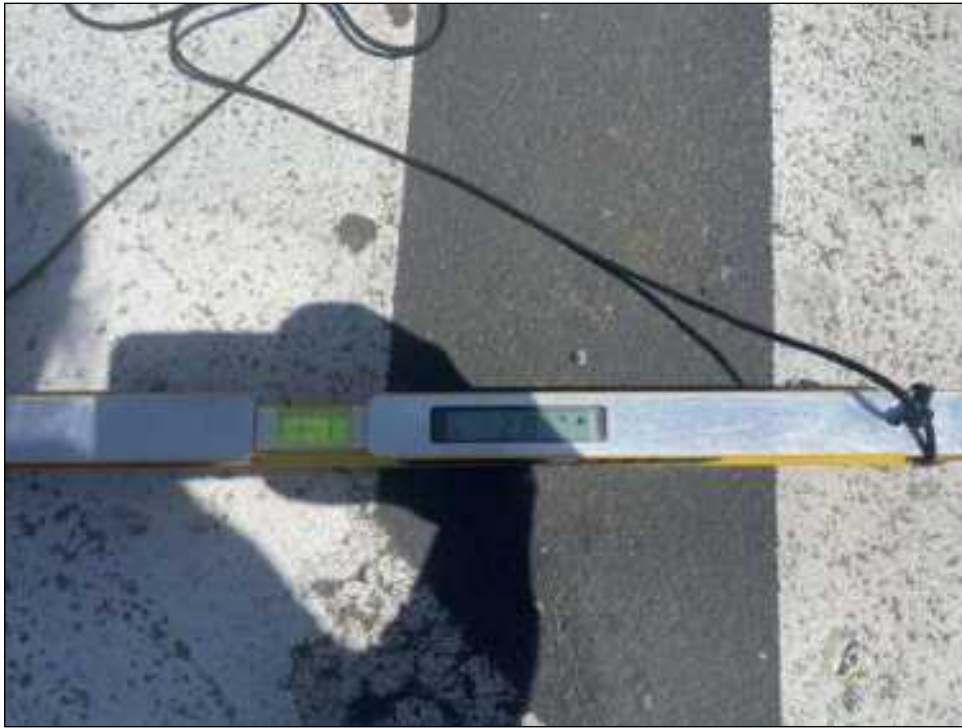
Raise the existing 5 accessible access aisles to comply with the 2 percent maximum requirement.

#### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



**Barrier #26 Additional Barrier Photos**



**Barrier #26 Additional Barrier Photos**



## Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	8	\$87,100.00
Level 1	0	\$0.00
Level 2	0	\$0.00
Level 3	0	\$0.00
Level 4	8	\$87,100.00
Medium Priority	10	\$56,000.00
Level 5	0	\$0.00
Level 6	8	\$54,800.00
Level 7	2	\$1,200.00
Level 8	0	\$0.00
Low Priority	8	\$9,000.00
Level 9	7	\$5,600.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	1	\$3,400.00
<b>Priority Total</b>	<b>26</b>	<b>\$152,100.00</b>

# Site Accessibility Evaluation



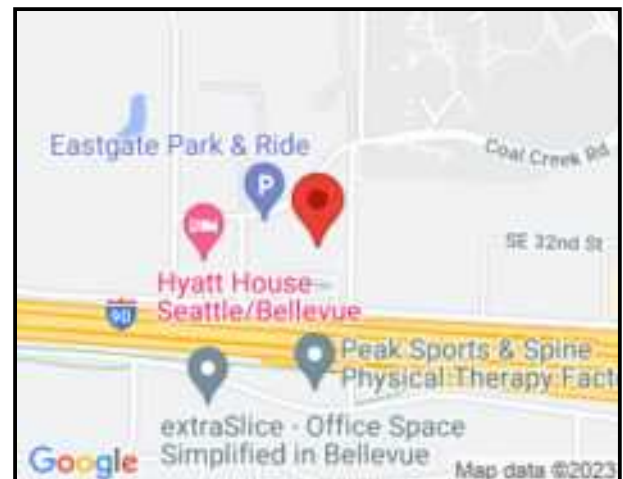
**Eastgate PnR Garage (KC)**  
**14200 SE Eastgate Way**  
**Bellevue, WA 98007**  
**Accessibility Evaluation**  
**Inspection Date: 07/11/2023**  
**Evaluators: Kalia Klein**

Prepared By



(972) 434 - 0068

[www.accessology.com](http://www.accessology.com)





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## Self-Evaluation and Transition Plan

### *Prioritization Schedule*

#### Priority Criteria

<b>Level 1 (HIGH)</b>	Complaint or imminent danger
<b>Level 2 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
<b>Level 3 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; NOT near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
<b>Level 4 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance
<b>Level 5 (MEDIUM)</b>	Access to goods and services issues (DOJ Level 2) - severely out of compliance
<b>Level 6 (MEDIUM)</b>	Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) – severely out of compliance
<b>Level 7 (MEDIUM)</b>	Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) – moderately out of compliance Drinking fountains and public phones (DOJ Level 4 & 5) - severely out of compliance
<b>Level 8 (MEDIUM)</b>	Drinking fountains and public phones (DOJ Level 4 & 5) - moderately out of compliance
<b>Level 9 (LOW)</b>	Restrooms (DOJ Level 3) – minimally out of compliance
<b>Level 10 (LOW)</b>	Drinking fountains and public phones (DOJ Level 4 & 5) - minimally out of compliance
<b>Level 11 (LOW)</b>	De minimis barrier; program modification required, or employee requests accommodation
<b>Level 12 (LOW)</b>	Element in compliance with previous standards (safe-harbor) but must comply with current standards if altered

## **Path of Travel From Public Way: Path of Travel Eastgate (North West)**

### **Barrier: 1**

The walkway is missing directional signage that identifies the location/direction of the accessible route of travel to the accessible building entrance.

Signs that identify, direct to or give information about accessible elements and features of a building or site shall have a non-glare finish, contrast with their background, be selected from fonts where the width of the uppercase letter "O" is 60 percent minimum and 110 percent maximum of the height of the uppercase letter "I" Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 20 percent maximum of the height of the character and be sized according to the viewing distance.

### **Citation:**

2010 ADAS Section: 216.3

2009 ANSI A117.1 Section: 703.1.2

### **Budget Cost:**

Base Cost: \$400.00  
Contingency Cost: \$100.00  
Design Cost: \$100.00  
Total Cost: \$600.00

### **Possible Solutions:**

Install compliant directional signage that identifies the location/direction of the accessible route of travel to the accessible building entrance.

### **Barrier Priority:**

Medium (Level 7): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



**Barrier #1 Additional Barrier Photos**



## **Path of Travel From Public Way: Path of Travel Eastgate (North West)**

### **Barrier: 2**

The concrete expansion joint is spaced greater than 1/2 inch for 490 square feet (roughly 6 expansion joints).

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

### **Citation:**

2010 ADAS Section: 302.3

2009 ANSI A117.1 Section: 302.3

### **Budget Cost:**

Base Cost: \$2,400.00

Contingency Cost: \$500.00

Design Cost: \$400.00

Total Cost: \$3,300.00

### **Possible Solutions:**

Replace caulk or other material in the expansion joint to achieve smooth transactions over the entire path of travel.

### **Barrier Priority:**

Medium (Level 7): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance





**Barrier #2 Additional Barrier Photos**



**Barrier #2 Additional Barrier Photos**



## **Path of Travel From Public Way: Path of Travel Eastgate (North West)**

### **Barrier: 3**

There is a cross slope along the accessible route that goes up to 2.5 percent for a distance of about 20 feet at 6 feet wide.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).

### **Citation:**

2010 ADAS Section: 403.3

2009 ANSI A117.1 Section: 403.3

### **Budget Cost:**

Base Cost: \$2,200.00

Contingency Cost: \$400.00

Design Cost: \$300.00

Total Cost: \$2,900.00

### **Possible Solutions:**

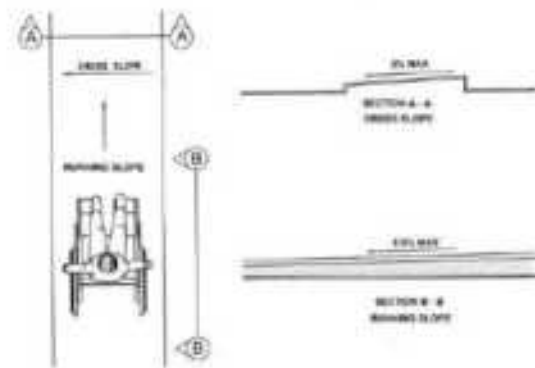
Alter or replace the sidewalk to ensure the cross slope is no more than 2 percent for the entire path of travel.

### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



**Barrier #3 Additional Barrier Photos**



## **Path of Travel From Public Way: Path of Travel Eastgate (North West)**

### **Barrier: 4**

The curb ramp on the accessible route has cross slopes greater than 2 percent.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).

### **Citation:**

2010 ADAS Section: 405.3, 406.1

2009 ANSI A117.1 Section: 405.3, 406.1

### **Budget Cost:**

Base Cost: \$4,000.00

Contingency Cost: \$800.00

Design Cost: \$600.00

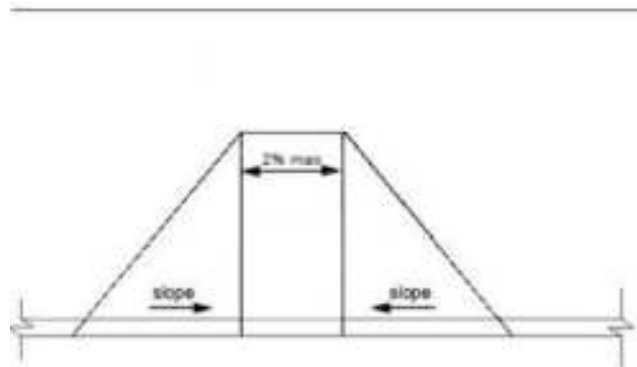
Total Cost: \$5,400.00

### **Possible Solutions:**

Modify or replace the curb ramp to provide a cross slope of no more than 2 percent and a run slope no more than 8.33 percent.

### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance





**Barrier #4 Additional Barrier Photos**



## **Path of Travel From Public Way: Path of Travel Eastgate (North West)**

### **Barrier: 5**

The curb ramp side flares exceed maximum slope of 10 percent.

The sides of curb ramps (curb ramp flares) where provided, shall not be steeper than 1:10.

### **Citation:**

2010 ADAS Section: 406.3

2009 ANSI A117.1 Section: 406.1

### **Budget Cost:**

Base Cost: \$4,000.00

Contingency Cost: \$800.00

Design Cost: \$600.00

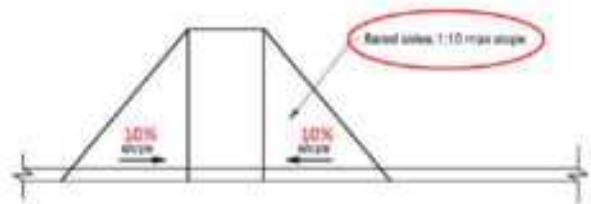
Total Cost: \$5,400.00

### **Possible Solutions:**

N/A - Refer to Barrier

### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



## Parking : General

### Barrier: 6

There are not enough accessible stalls within the parking garage.

There are (1289) total parking stalls in the parking garage, including (6) accessible parking stalls on the 4th floor (no van) and 11 accessible parking stalls on the 1st floor (no van). Vertical height on the first floor is > 98”.

There should be a minimum of (23) accessible parking stalls, including a minimum of (4) van-accessible stalls.

**Advisory 208.2 Minimum Number.** The term "parking facility" is used in Section 208.2 instead of the term "parking lot" so that it is clear that both parking lots and parking structures are required to comply with this section. The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site.

#### Citation:

2010 ADAS Section: 208.2

#### Budget Cost:

Base Cost: \$9,000.00  
Contingency Cost: \$1,800.00  
Design Cost: \$1,400.00  
Total Cost: \$12,200.00

### Possible Solutions:

Provide a total of (23) accessible parking stalls, including a minimum of (4) van-accessible stalls.

### Barrier Priority:

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 75	2
76 to 150	3
151 to 300	4
301 to 450	5
451 to 600	6
601 to 900	8
901 to 1000	2 percent of total
1001 and over	20 plus 1 for each 100, or fraction thereof, over 1000

**Barrier #6 Additional Barrier Photos**



## **Parking : General**

### **Barrier: 7**

There are electric vehicle (EV) charging spaces with no accessible spaces provided.

Although these may be eligible for safe harbor and there are specific standards adopted at this time, it is recommended that the agency follow The U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.

The U.S. Access Board has released Design Recommendations for Accessible Electric Vehicle Charging Stations, a technical assistance document that reviews existing requirements and new recommendations for making electric vehicle (EV) charging stations accessible.

The Board's technical assistance document covers the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) accessibility requirements applicable to EV charging stations, such as technical provisions for operable parts and accessible routes. It also clarifies the differences between EV charging spaces and parking spaces. Accessible communication features are included under Section 508 requirements which are applicable to any EV charging stations procured or used by federal agencies.

The Board intends to publish a notice of proposed rulemaking on accessibility guidelines for EV charging stations. These guidelines will supplement the Board's Accessibility Guidelines under the ADA and ABA with scoping and technical requirements specific to EV charging stations.

#### **Citation:**

Other Section: Advisory

#### **Budget Cost:**

Base Cost: \$2,500.00  
Contingency Cost: \$500.00  
Design Cost: \$400.00  
Total Cost: \$3,400.00

### **Possible Solutions:**

Provide a minimum of 1 accessible EV charging station adjacent to 1 accessible EV space that meets the design requirements set forth by the US Access Board. Provide directional signage that helps identify the location of the accessible EV charging station unless there will be an accessible EV charging space and station on every level/serving the same area/s.

### **Barrier Priority:**

Low (Level 12): Element is in compliance with previous standards (safe-harbor) but must comply with current standards if altered



**Barrier #7 Continued**



**Barrier #7 Additional Barrier Photos**



## **Barrier #7 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

page 1

*Last Updated: 8/11/2022*

### **Design Recommendations for Accessible Electric Vehicle Charging Stations**



The U.S. Access Board, an independent federal agency that issues accessibility guidelines under the [Americans with Disabilities Act \(ADA\)](#), [Architectural Barriers Act \(ABA\)](#), [Rehabilitation Act of 1973](#), and other laws, is providing a technical assistance document to assist in the design and construction of electric vehicle (EV) charging stations that are accessible to and usable by people with disabilities.

The ADA covers entities including state and local governments (Title II) and places of public accommodation and commercial facilities (Title III). Under the ADA, the Access Board issues minimum scoping and technical requirements. Other federal agencies with enforcement responsibility under the ADA, such as the Department of Transportation (DOT) and the Department of Justice (DOJ), adopt enforceable standards that must provide at least the same level of accessibility as the guidelines issued by the Access Board. Additional requirements under Section 504 of the Rehabilitation Act and [ADA regulations issued by DOJ](#) and [ADA regulations issued by DOT](#) may be applicable, such as requirements for nondiscrimination in services, programs, and activities. For more information, visit the Access Board's [About the ADA page](#).

The ABA requires that buildings or facilities that were designed, built, or altered with federal dollars or leased by federal agencies be accessible. The ABA covers a wide range of facilities, including U.S. post offices, Veterans Affairs medical facilities, national parks, Social Security Administration offices, federal office buildings, U.S. courthouses, and federal prisons. It also applies to certain non-government facilities constructed with federal funds, such as funds made available under the National Electric Vehicle Infrastructure Program. For more information, visit the Access Board's [About the ABA page](#).

## **Barrier #7 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

page 7

### **Accessible communication features**

All EV chargers should have accessible communication features and operable parts. This enables EV chargers to be used by people who are deaf or hard of hearing, little people, and other people with disabilities who do not need accessible mobility features (like access aisles) to use an EV charger.

All EV chargers containing ICT that are developed, procured, maintained, or used by the federal government must comply with the Section 508 Standards and have accessible ICT, including accessible hardware, software, and operable parts.

### **Accessible Mobility Features**

EV chargers designed to serve people who use mobility devices must be located on an accessible route and should provide:

- a vehicle charging space at least 11 feet wide and 20 feet long
- adjoining access aisle at least 5 feet wide
- clear floor or ground space at the same level as the vehicle charging space and positioned for an unobstructed side reach
- accessible operable parts, including on the charger and connector

These mobility features allow sufficient space for a person who uses a mobility device to exit and maneuver around the vehicle, retrieve the EV connector, and plug the connector into the electric vehicle charging inlet. Since EVs do not have a uniform vehicle charging inlet location, a larger vehicle charging space is needed to maneuver around all sides of the electric vehicle.

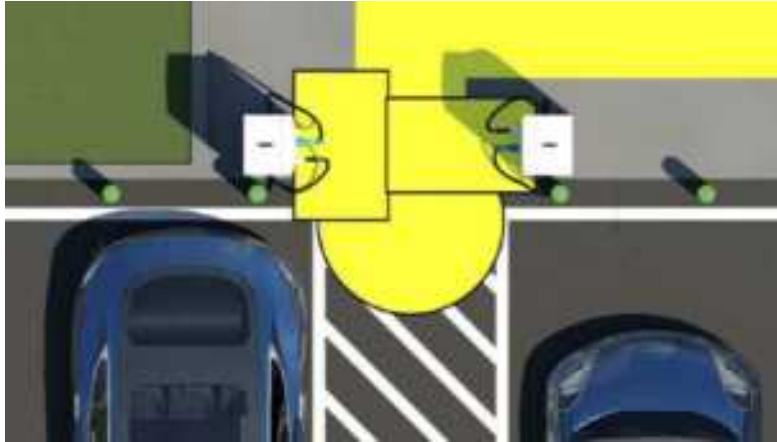


## **Barrier #7 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### **Operable Parts within Reach Range**

At a charging station, a reasonable number of EV chargers must comply with [§205 Operable Parts](#), including technical requirements for clear floor or ground space ([§305](#)), reach ranges& ([§308](#)), and operation ([§309](#)). We recommend EV chargers be designed with parts that are operable by the widest range of users with disabilities, including people with limited or no hand dexterity, limb differences, or upper extremity amputations.

Operable parts on EV chargers include, but are not limited to, the connector, card readers, electronic user interfaces, and switches and buttons, including the emergency start/stop button.

### **Unobstructed side reach**

All operable parts should meet the requirements for an unobstructed side reach ([§308.3.1](#)) and be no higher than 48 inches above the clear floor or ground space and no farther than 10 inches away. The exception for fuel dispensers should not be used (See: fuel dispensers). Placing operable parts higher than the 15 inch minimum is recommended.





## **Barrier #7 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### **“Use Last” Approach to EV chargers with accessible mobility features**

Traditionally, accessible parking spaces are identified with the International Symbol of Accessibility (ISA) and reserved for use only by a person with a disability placard or license plate. Use of the ISA at EV charging spaces causes confusion about whether people without a disability placard can use accessible EV charging spaces. Since EV charging stations usually have only a few chargers, reserving a charging space only for use by a person with a disability placard may result in underutilized chargers.

The “use last” model would require more EV charging spaces be designed with accessible mobility features, but would not require that the charging spaces be reserved exclusively for people with disability placards. People without disability placards could use accessible EV charging spaces when all others are occupied, resulting in greater use of available chargers. This would allow mobility device users to have more options to find a charging space with the ideal design for their EV, and alternative charging spaces to use if a charger is broken or obscured. Having alternatives is extremely important, especially if the next accessible charging station is very far away.

A “use last” sign would indicate an EV charging space is accessible, but also direct people to use this space only when other charging spaces are occupied or accessibility features are needed.

At the time of this guidance, neither Manual on Uniform Traffic Control Devices (MUTCD) nor any other code-setting organization has a standard for “use last” signs, but the Access Board has designed several examples.



## **Parking : General**

### **Barrier: 8**

The vertical clearance is less than 98 inches, and there are no signs provided.

Signs provided at entrances to parking facilities informing drivers of clearances and the location of van-accessible parking spaces can provide useful customer assistance.

Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches minimum.

#### **Citation:**

2010 ADAS Section: 502.5

2009 ANSI A117.1 Section: 502.6

#### **Budget Cost:**

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

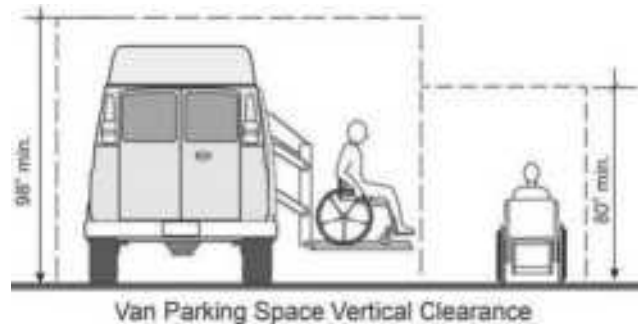
Total Cost: \$2,000.00

### **Possible Solutions:**

Provide signs at all parking facility entrances indicating the vertical height and the location of van accessible parking stalls.

### **Barrier Priority:**

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance



**Barrier #8 Additional Barrier Photos**



**Barrier #8 Additional Barrier Photos**



**Barrier #8 Additional Barrier Photos**





## **Parking : Level 1**

### **Barrier: 9**

The cross slope (narrow dimension) of one parking stall exceeds 2 percent.

The running and cross slope in an accessible parking stall and the access aisle must not exceed 2%.

#### **Citation:**

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### **Budget Cost:**

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

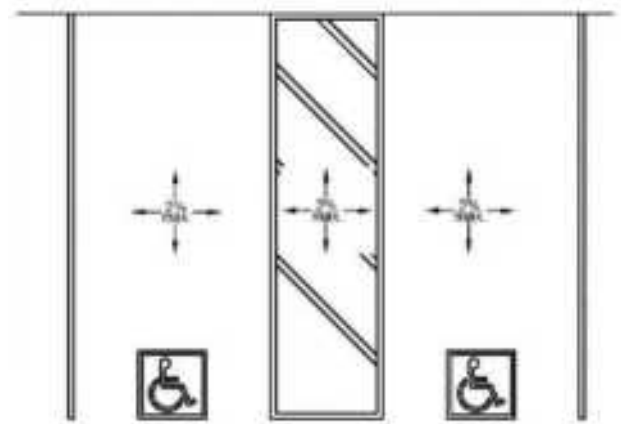
Total Cost: \$6,100.00

### **Possible Solutions:**

Alter or replace the existing accessible parking space to ensure the slope is no more than 2.08 percent as required.

### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



**Barrier #9 Additional Barrier Photos**



## **Parking : Level 1**

### **Barrier: 10**

The cross slope of the accessible parking stall is measured at 3.0 percent.

The cross slope in an accessible parking stall and the access aisle must not exceed 2%.

#### **Citation:**

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### **Budget Cost:**

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

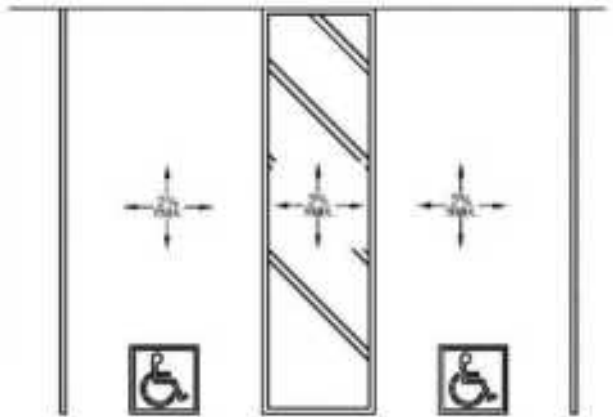
Total Cost: \$6,100.00

#### **Possible Solutions:**

Alter or replace the existing access aisle to ensure the slope is no more than 2.08 percent as required.

#### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



**Barrier #10 Additional Barrier Photos**



**Barrier #10 Additional Barrier Photos**





## **Parking : Level 1**

### **Barrier: 11**

The maneuvering clearance at both sides of the door is 4.9 percent to 5.5 percent.

Maneuvering clearance must be generally flat with a 2 percent maximum slope in any direction over the entire clearance surface. The maneuvering clearance must be clear of obstructions.

#### **Citation:**

2010 ADAS Section: 404.2.4.4, 404.2.4.4 Exception 1

2009 ANSI A117.1 Section: 404.2.3.1

#### **Budget Cost:**

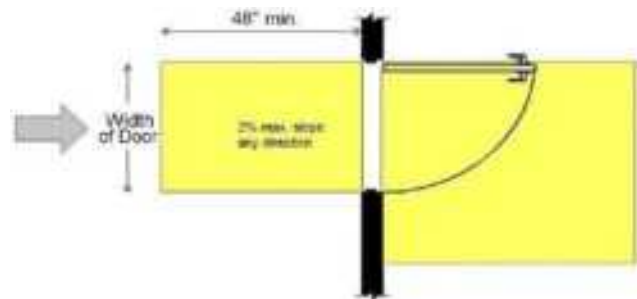
Base Cost: \$5,000.00  
Contingency Cost: \$1,000.00  
Design Cost: \$800.00  
Total Cost: \$6,800.00

#### **Possible Solutions:**

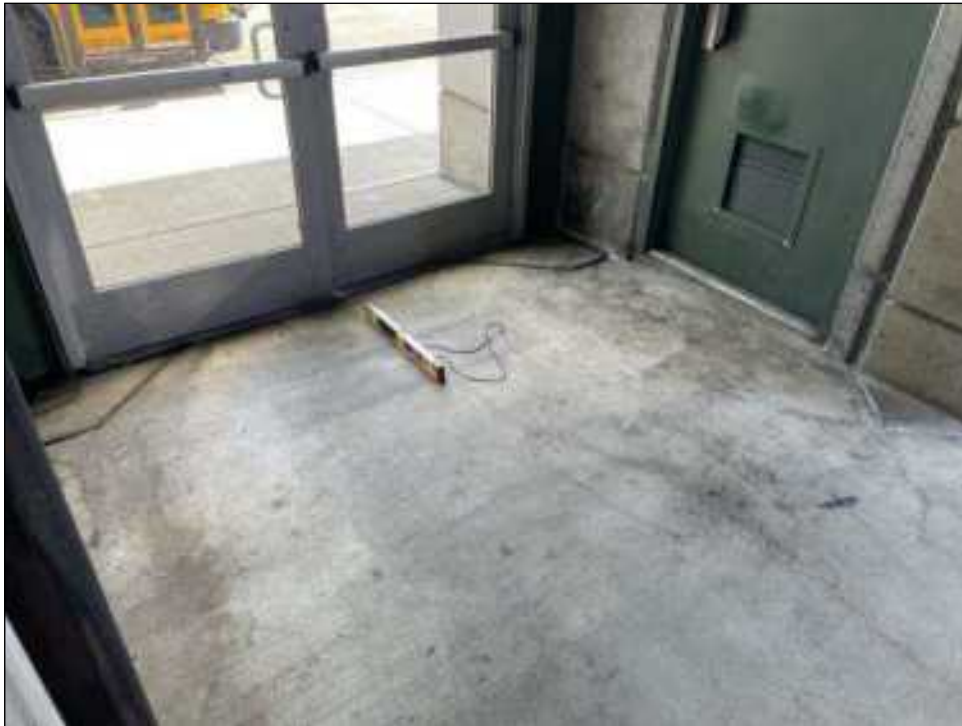
Alter or replace the door landing to ensure the clear floor space slope does exceed 2.08 percent.

#### **Barrier Priority:**

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance



**Barrier #11 Additional Barrier Photos**



**Barrier #11 Additional Barrier Photos**



**Barrier #11 Additional Barrier Photos**





**Barrier #11 Additional Barrier Photos**





## **Parking : Level 4**

### **Barrier: 12**

The 6 parking spaces provided contain multiple barriers to access.

The parking spaces and access aisles are incorrect widths; the striping is dilapidated and in need of repair and/or maintenance. The access aisles are not on an accessible route/obstructed required clear widths, signage is incorrect, and/or installed at incorrect heights. There are no Van stalls, even though marked van.

#### **Citation:**

2010 ADAS Section: 502.1, 502.1 Exception

2009 ANSI A117.1 Section: 502.1

#### **Budget Cost:**

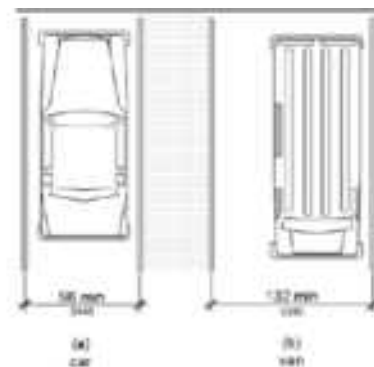
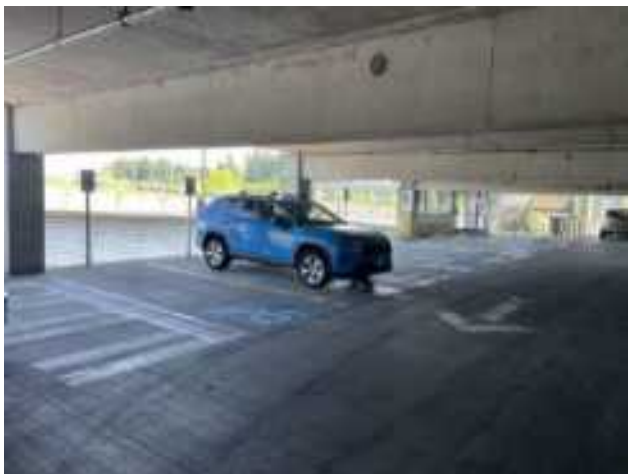
Base Cost: \$9,000.00  
Contingency Cost: \$1,800.00  
Design Cost: \$1,400.00  
Total Cost: \$12,200.00

#### **Possible Solutions:**

Accessible parking needs to be updated and/or altered to compliant dimensions, markings, and signage.

#### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



**Barrier #12 Additional Barrier Photos**



**Barrier #12 Additional Barrier Photos**



**Barrier #12 Additional Barrier Photos**





## Parking : Open Parking Lot West

### Barrier: 13

There are no accessible parking stalls in the west parking lot/facility.

There are a total of (131) parking stalls in the parking lot that could be reasonably associated with this facility. There should be a minimum of (5) accessible stalls with a minimum of (1) being designed as van accessible.

**Advisory 208.2 Minimum Number.** The term "parking facility" is used in Section 208.2 instead of the term "parking lot" so that it is clear that both parking lots and parking structures are required to comply with this section. The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site.

### Citation:

2010 ADAS Section: 208.2

### Budget Cost:

Base Cost: \$7,500.00  
Contingency Cost: \$1,500.00  
Design Cost: \$1,100.00  
Total Cost: \$10,100.00

### Possible Solutions:

Provide 5 compliant accessible parking spaces, with 1 of them being designated as van accessible.

### Barrier Priority:

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	8
301 to 400	10
401 to 600	15
601 to 900	20
901 to 1000	25
1001 and over	20 plus 1 for each 100, or fraction thereof, over 1000



**Barrier #13 Additional Barrier Photos**



## **Elevators: Elevator**

### **Barrier: 14**

The elevator audible car indicator signal is not loud enough.

The verbal annunciator shall be 10 decibels minimum above ambient but shall not exceed 80 dB, measured at the annunciator, and shall have a frequency of 300 Hz minimum to 3000 Hz maximum.

#### **Citation:**

2010 ADAS Section: 407.4.8

2009 ANSI A117.1 Section: 407.4.8, 407.4.9

#### **Budget Cost:**

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

Total Cost: \$600.00

#### **Possible Solutions:**

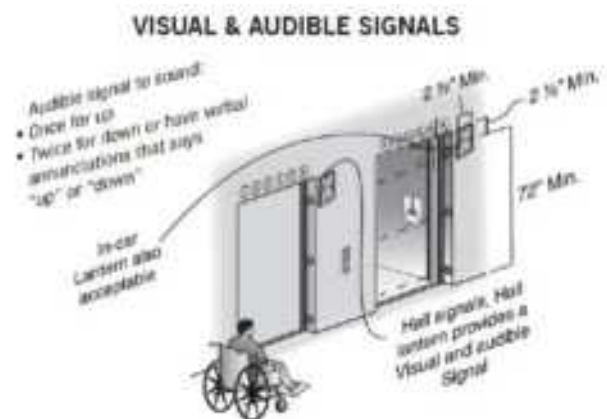
Alter or replace the audible call system to meet the compliant requirements.

#### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



## Miscellaneous : Emergency Call Boxes

### Barrier: 15

The emergency call boxes on floors 1-5 are positioned too high for either a side or front approach.

Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches maximum and the low side reach shall be 15 inches minimum above the finish floor or ground.

Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.

### Citation:

2010 ADAS Section: 308.1

2009 ANSI A117.1 Section: 308.1

### Budget Cost:

Base Cost: \$17,500.00  
Contingency Cost: \$3,500.00  
Design Cost: \$2,600.00  
Total Cost: \$23,600.00

### Possible Solutions:

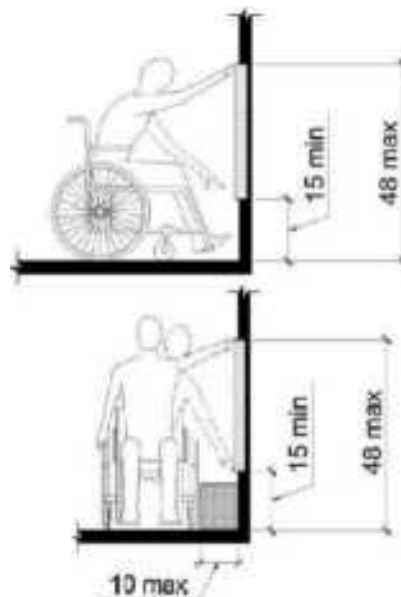
Alter the call boxes so all operable parts do not exceed 48 inches above the ground.

### Barrier Priority:

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



**Barrier #15 Additional Barrier Photos**



## **Miscellaneous : Emergency Call Boxes**

### **Barrier: 16**

The emergency call boxes on floors 1-5 have clear floor spaces that exceed (2 percent or 1:48 maximum slope).

Changes in level are not permitted at required clear floor or ground space except that slopes not steeper than 1:48 shall be permitted.

#### **Citation:**

2010 ADAS Section: 305.2

2009 ANSI A117.1 Section: 305.2

#### **Budget Cost:**

Base Cost: \$37,500.00  
Contingency Cost: \$7,500.00  
Design Cost: \$5,600.00  
Total Cost: \$50,600.00

### **Possible Solutions:**

Provide a clear floor space measured 30 inches by 48 inches that is no more than 2.08 percent in all directions.

### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance





## Barrier #16 Additional Barrier Photos



**Barrier #16 Additional Barrier Photos**



## Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	7	\$57,500.00
Level 1	0	\$0.00
Level 2	0	\$0.00
Level 3	0	\$0.00
Level 4	7	\$57,500.00
Medium Priority	7	\$88,400.00
Level 5	1	\$6,800.00
Level 6	4	\$77,700.00
Level 7	2	\$3,900.00
Level 8	0	\$0.00
Low Priority	2	\$5,400.00
Level 9	1	\$2,000.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	1	\$3,400.00
<b>Priority Total</b>	<b>16</b>	<b>\$151,300.00</b>

# Site Accessibility Evaluation



## **Issaquah Highlands Garage (KC)**

**1755 Highlands Dr NE**

**Issaquah, WA 98027**

**Accessibility Evaluation**

**Inspection Date: 07/11/2023**

**Evaluators: Kalia Klein**

**Prepared By**



**(972) 434 - 0068**

**[www.accessology.com](http://www.accessology.com)**



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## Self-Evaluation and Transition Plan

### *Prioritization Schedule*

#### Priority Criteria

<b>Level 1 (HIGH)</b>	Complaint or imminent danger
<b>Level 2 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
<b>Level 3 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; NOT near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
<b>Level 4 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance
<b>Level 5 (MEDIUM)</b>	Access to goods and services issues (DOJ Level 2) - severely out of compliance
<b>Level 6 (MEDIUM)</b>	Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) – severely out of compliance
<b>Level 7 (MEDIUM)</b>	Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) – moderately out of compliance Drinking fountains and public phones (DOJ Level 4 & 5) - severely out of compliance
<b>Level 8 (MEDIUM)</b>	Drinking fountains and public phones (DOJ Level 4 & 5) - moderately out of compliance
<b>Level 9 (LOW)</b>	Restrooms (DOJ Level 3) – minimally out of compliance
<b>Level 10 (LOW)</b>	Drinking fountains and public phones (DOJ Level 4 & 5) - minimally out of compliance
<b>Level 11 (LOW)</b>	De minimis barrier; program modification required, or employee requests accommodation
<b>Level 12 (LOW)</b>	Element in compliance with previous standards (safe-harbor) but must comply with current standards if altered

## **Parking : General**

### **Barrier: 1**

There are no van-accessible parking stalls.

1 in every 6, minimum of one, required accessible stalls must be a van-accessible stall. Vertical height on the first floor is > 98”.

There are a total of (1045) parking stalls in the parking garage.

There should be a minimum of (21) accessible stalls with a minimum of (4) being designed as van accessible.

### **Citation:**

2010 ADAS Section: 208.2, 208.2.4

### **Budget Cost:**

Base Cost: \$6,000.00  
Contingency Cost: \$1,200.00  
Design Cost: \$900.00  
Total Cost: \$8,100.00

### **Possible Solutions:**

Provide 4 van-accessible parking stalls on the 1st floor.

### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	8
301 to 400	10
401 to 600	15
601 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

## **Parking : General**

### **Barrier: 2**

There are no signs provided indicating the location of the van-accessible parking stalls.

Signs provided at entrances to parking facilities informing drivers of clearances and the location of van-accessible parking spaces can provide useful customer assistance.

Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches minimum.

#### **Citation:**

2010 ADAS Section: 502.5

2009 ANSI A117.1 Section: 502.6

#### **Budget Cost:**

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

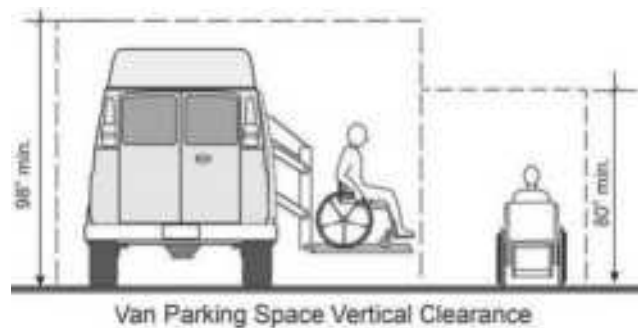
Total Cost: \$2,000.00

### **Possible Solutions:**

Provide signs at all parking facility entrances indicating the location of van-accessible parking stalls.

### **Barrier Priority:**

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance



## **Barrier #2 Additional Barrier Photos**



**Barrier #2 Additional Barrier Photos**





## **Parking : General**

### **Barrier: 3**

The EXIT STAIR signs are not tactile and do not contain the required raised characters and Braille.

Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters, flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters, and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.

Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors, the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.

#### **Citation:**

2010 ADAS Section: 216.4.1

2009 ANSI A117.1 Section: 703.1.1

#### **Budget Cost:**

Base Cost: \$4,000.00

Contingency Cost: \$800.00

Design Cost: \$600.00

Total Cost: \$5,400.00

#### **Possible Solutions:**

Install the required tactile sign/s with raised characters and Braille.

#### **Barrier Priority:**

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance



**Barrier #3 Additional Barrier Photos**



**Barrier #3 Additional Barrier Photos**



## **Parking : Level 1**

### **Barrier: 4**

There are 5 accessible parking stalls that are not wide enough.

Each parking space must be at least 8 feet wide and shall be marked to define the width.

Alternatively, the stall can be 11 feet wide minimum with a 5 foot wide minimum access aisle.

The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space.

### **Citation:**

2010 ADAS Section: 502.2

2009 ANSI A117.1 Section: 502.2

### **Budget Cost:**

Base Cost: \$7,500.00  
Contingency Cost: \$1,500.00  
Design Cost: \$1,100.00  
Total Cost: \$10,100.00

### **Possible Solutions:**

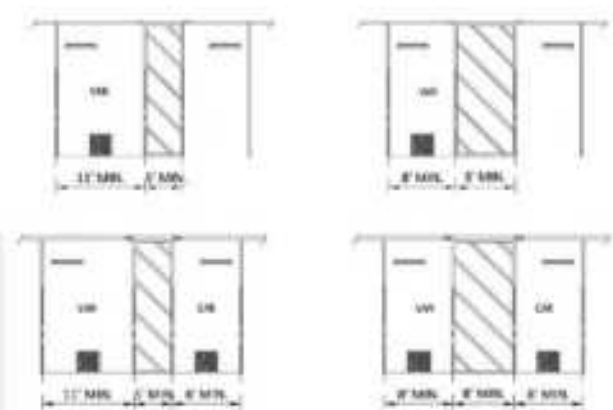
Alter the 5 accessible parking stalls so that they are a minimum 8 feet wide measured white centerline to white centerline.

### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



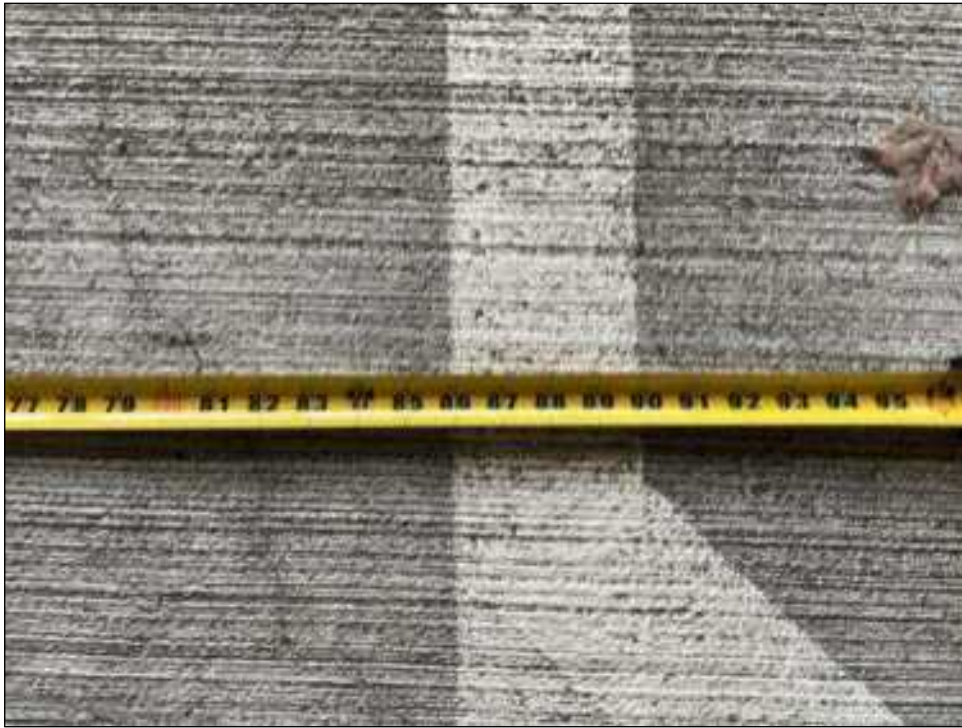


**Barrier #4 Additional Barrier Photos**





**Barrier #4 Additional Barrier Photos**



## **Parking : Level 1**

### **Barrier: 5**

There is 1 access aisle that is not a minimum 5 feet wide.

An accessible parking stall's access aisle must be a minimum of 5 feet wide measured from centerline to centerline.

Where the access aisle is not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the access aisle.

#### **Citation:**

2010 ADAS Section: 502.3.1

2009 ANSI A117.1 Section: 502.4.2

#### **Budget Cost:**

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

Total Cost: \$2,000.00

### **Possible Solutions:**

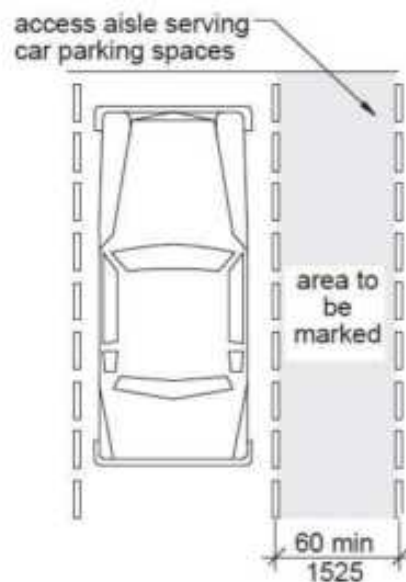
Alter the access aisle so that it is a minimum of 5 feet wide measured white centerline to white centerline.

### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



**Barrier #5 Additional Barrier Photos**



## **Parking : Level 1**

### **Barrier: 6**

There are (11) electric vehicle (EV) charging spaces with no accessible spaces provided.

Although these may be eligible for safe harbor and there are specific standards adopted at this time, it is recommended that the agency follow The U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.

The U.S. Access Board has released Design Recommendations for Accessible Electric Vehicle Charging Stations, a technical assistance document that reviews existing requirements and new recommendations for making electric vehicle (EV) charging stations accessible.

The Board's technical assistance document covers the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) accessibility requirements applicable to EV charging stations, such as technical provisions for operable parts and accessible routes. It also clarifies the differences between EV charging spaces and parking spaces. Accessible communication features are included under Section 508 requirements which are applicable to any EV charging stations procured or used by federal agencies.

The Board intends to publish a notice of proposed rulemaking on accessibility guidelines for EV charging stations. These guidelines will supplement the Board's Accessibility Guidelines under the ADA and ABA with scoping and technical requirements specific to EV charging stations.

#### **Citation:**

Other Section: Advisory

#### **Budget Cost:**

Base Cost: \$2,500.00  
Contingency Cost: \$500.00  
Design Cost: \$400.00  
Total Cost: \$3,400.00

### **Possible Solutions:**

Provide a minimum of 1 accessible EV charging station adjacent to 1 accessible EV space that meets the design requirements set forth by the US Access Board. Provide directional signage that helps identify the location of the accessible EV charging station unless there will be an accessible EV charging space and station on every level/serving the same area/s.

### **Barrier Priority:**

Low (Level 12): Element is in compliance with previous standards (safe-harbor) but must comply with current standards if altered

**Barrier #6 Continued**





**Barrier #6 Additional Barrier Photos**



## **Barrier #6 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

page 1

*Last Updated: 8/11/2022*

### **Design Recommendations for Accessible Electric Vehicle Charging Stations**



The U.S. Access Board, an independent federal agency that issues accessibility guidelines under the [Americans with Disabilities Act \(ADA\)](#), [Architectural Barriers Act \(ABA\)](#), [Rehabilitation Act of 1973](#), and other laws, is providing a technical assistance document to assist in the design and construction of electric vehicle (EV) charging stations that are accessible to and usable by people with disabilities.

The ADA covers entities including state and local governments (Title II) and places of public accommodation and commercial facilities (Title III). Under the ADA, the Access Board issues minimum scoping and technical requirements. Other federal agencies with enforcement responsibility under the ADA, such as the Department of Transportation (DOT) and the Department of Justice (DOJ), adopt enforceable standards that must provide at least the same level of accessibility as the guidelines issued by the Access Board. Additional requirements under Section 504 of the Rehabilitation Act and [ADA regulations issued by DOJ](#) and [ADA regulations issued by DOT](#) may be applicable, such as requirements for nondiscrimination in services, programs, and activities. For more information, visit the Access Board's [About the ADA page](#).

The ABA requires that buildings or facilities that were designed, built, or altered with federal dollars or leased by federal agencies be accessible. The ABA covers a wide range of facilities, including U.S. post offices, Veterans Affairs medical facilities, national parks, Social Security Administration offices, federal office buildings, U.S. courthouses, and federal prisons. It also applies to certain non-government facilities constructed with federal funds, such as funds made available under the National Electric Vehicle Infrastructure Program. For more information, visit the Access Board's [About the ABA page](#).

## **Barrier #6 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

page 7

### **Accessible communication features**

All EV chargers should have accessible communication features and operable parts. This enables EV chargers to be used by people who are deaf or hard of hearing, little people, and other people with disabilities who do not need accessible mobility features (like access aisles) to use an EV charger.

All EV chargers containing ICT that are developed, procured, maintained, or used by the federal government must comply with the Section 508 Standards and have accessible ICT, including accessible hardware, software, and operable parts.

### **Accessible Mobility Features**

EV chargers designed to serve people who use mobility devices must be located on an accessible route and should provide:

- a vehicle charging space at least 11 feet wide and 20 feet long
- adjoining access aisle at least 5 feet wide
- clear floor or ground space at the same level as the vehicle charging space and positioned for an unobstructed side reach
- accessible operable parts, including on the charger and connector

These mobility features allow sufficient space for a person who uses a mobility device to exit and maneuver around the vehicle, retrieve the EV connector, and plug the connector into the electric vehicle charging inlet. Since EVs do not have a uniform vehicle charging inlet location, a larger vehicle charging space is needed to maneuver around all sides of the electric vehicle.

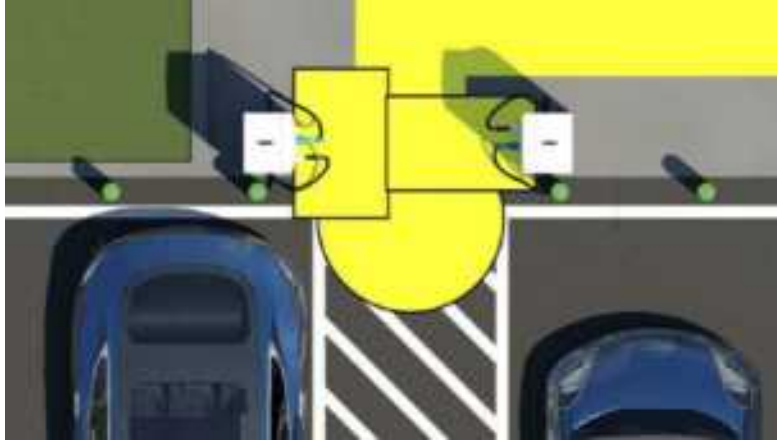


## **Barrier #6 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

page 20



### **Operable Parts within Reach Range**

At a charging station, a reasonable number of EV chargers must comply with [§205 Operable Parts](#), including technical requirements for clear floor or ground space ([§305](#)), reach ranges& ([§308](#)), and operation ([§309](#)). We recommend EV chargers be designed with parts that are operable by the widest range of users with disabilities, including people with limited or no hand dexterity, limb differences, or upper extremity amputations.

Operable parts on EV chargers include, but are not limited to, the connector, card readers, electronic user interfaces, and switches and buttons, including the emergency start/stop button.

### **Unobstructed side reach**

All operable parts should meet the requirements for an unobstructed side reach ([§308.3.1](#)) and be no higher than 48 inches above the clear floor or ground space and no farther than 10 inches away. The exception for fuel dispensers should not be used (See: fuel dispensers). Placing operable parts higher than the 15 inch minimum is recommended.



## **Barrier #6 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### **“Use Last” Approach to EV chargers with accessible mobility features**

Traditionally, accessible parking spaces are identified with the International Symbol of Accessibility (ISA) and reserved for use only by a person with a disability placard or license plate. Use of the ISA at EV charging spaces causes confusion about whether people without a disability placard can use accessible EV charging spaces. Since EV charging stations usually have only a few chargers, reserving a charging space only for use by a person with a disability placard may result in underutilized chargers.

The “use last” model would require more EV charging spaces be designed with accessible mobility features, but would not require that the charging spaces be reserved exclusively for people with disability placards. People without disability placards could use accessible EV charging spaces when all others are occupied, resulting in greater use of available chargers. This would allow mobility device users to have more options to find a charging space with the ideal design for their EV, and alternative charging spaces to use if a charger is broken or obscured. Having alternatives is extremely important, especially if the next accessible charging station is very far away.

A “use last” sign would indicate an EV charging space is accessible, but also direct people to use this space only when other charging spaces are occupied or accessibility features are needed.

At the time of this guidance, neither Manual on Uniform Traffic Control Devices (MUTCD) nor any other code-setting organization has a standard for “use last” signs, but the Access Board has designed several examples.





## **Parking : Level 2**

### **Barrier: 7**

6 of the accessible parking stalls are not wide enough.

Each parking space must be at least 8 feet wide and shall be marked to define the width.

Alternatively, the stall can be 11 feet wide minimum with a 5 foot wide minimum access aisle.

The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space.

#### **Citation:**

2010 ADAS Section: 502.2

2009 ANSI A117.1 Section: 502.2

#### **Budget Cost:**

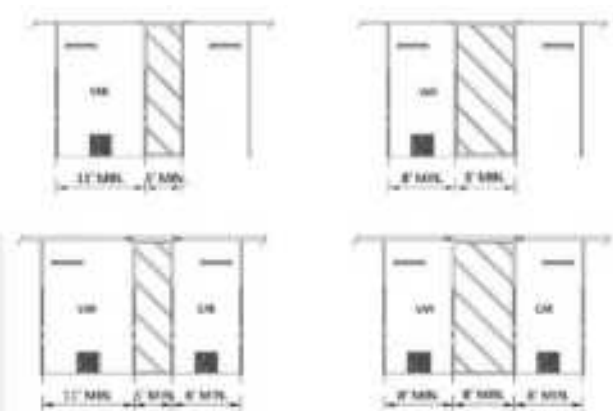
Base Cost: \$6,000.00  
Contingency Cost: \$1,200.00  
Design Cost: \$900.00  
Total Cost: \$8,100.00

### **Possible Solutions:**

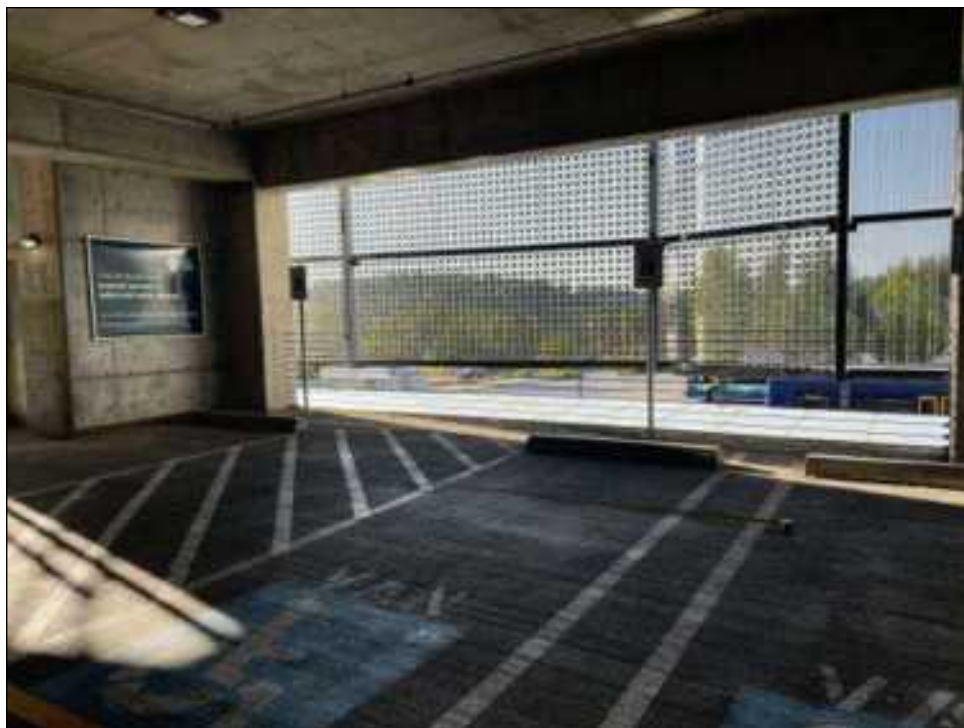
The 6 accessible parking spaces will require modification to achieve the required size. Either an 11 feet wide space and 5 feet wide aisle can be provided or an 8 feet wide space and 8 feet wide aisle can be provided.

### **Barrier Priority:**

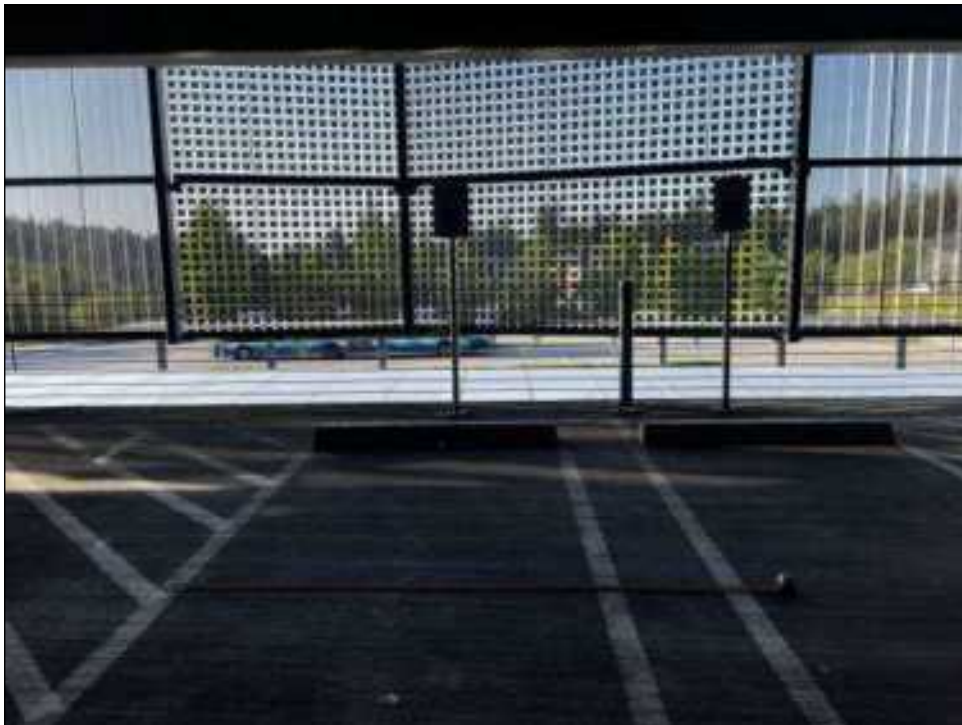
Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance



**Barrier #7 Additional Barrier Photos**

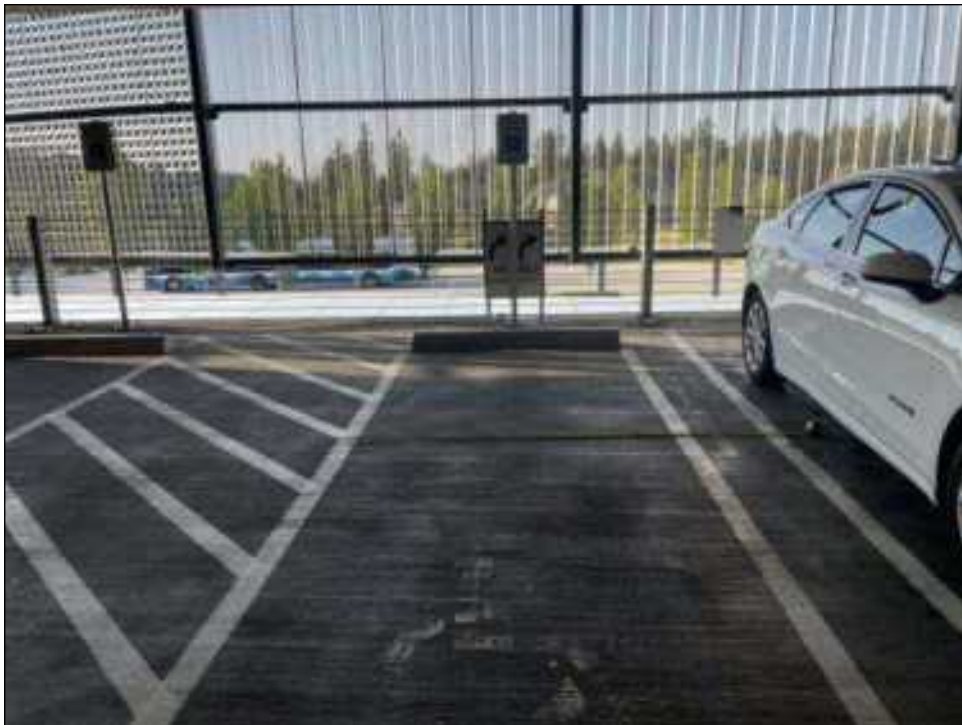


**Barrier #7 Additional Barrier Photos**





**Barrier #7 Additional Barrier Photos**



**Barrier #7 Additional Barrier Photos**





## **Parking : Level 2**

### **Barrier: 8**

The running slope (long dimension) of one of the accessible parking stalls exceeds 2 percent.

The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.

#### **Citation:**

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### **Budget Cost:**

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

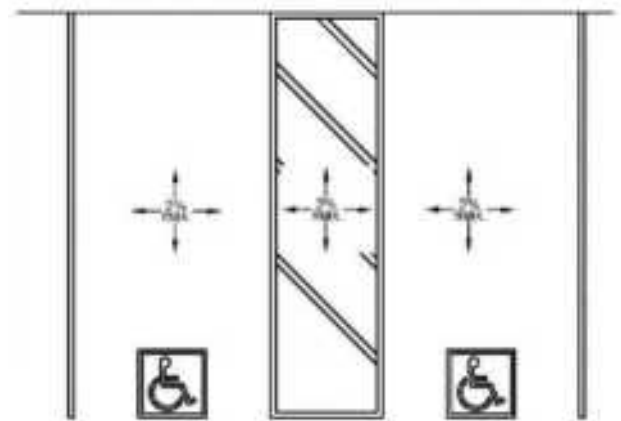
Total Cost: \$6,100.00

#### **Possible Solutions:**

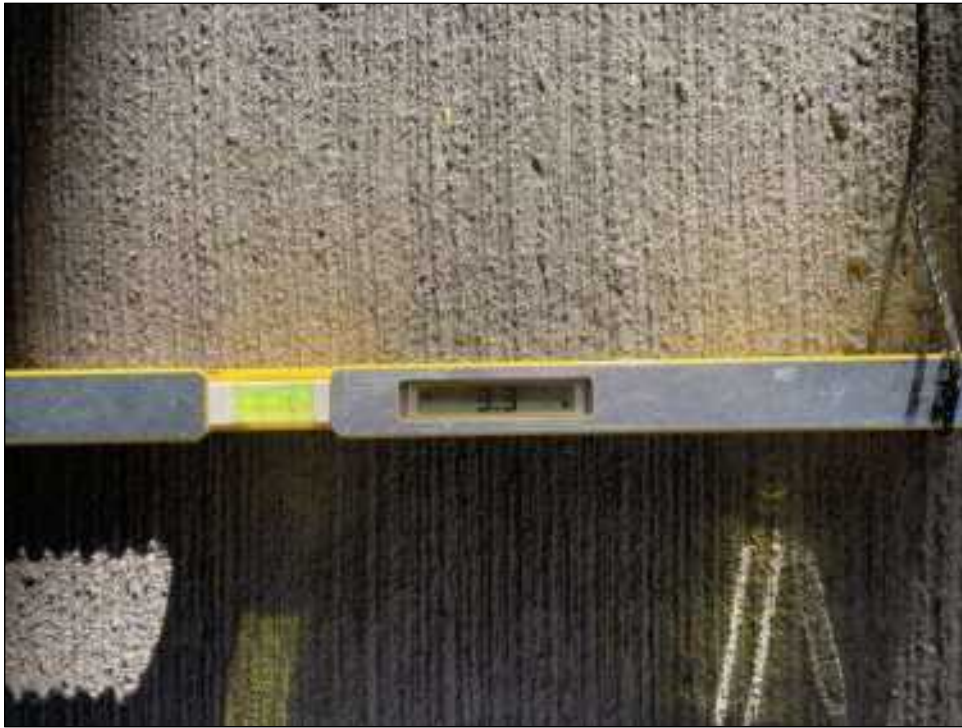
Raise the accessible parking stall to comply with the 2 percent maximum requirement.

#### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



**Barrier #8 Additional Barrier Photos**



## **Parking : Level 3**

### **Barrier: 9**

The running slope (long dimension) of one of the accessible parking stalls exceeds 2 percent.

The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.

#### **Citation:**

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### **Budget Cost:**

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

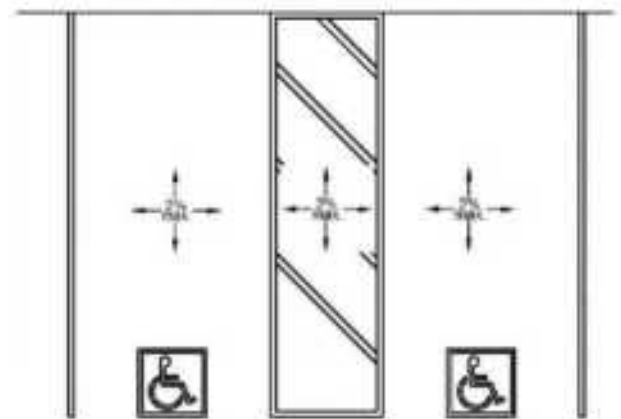
Total Cost: \$6,100.00

#### **Possible Solutions:**

Raise the accessible parking stall to comply with the 2 percent maximum requirement.

#### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



**Barrier #9 Additional Barrier Photos**



## **Parking : Level 3**

### **Barrier: 10**

The accessible parking stall is not wide enough.

Each parking space must be at least 8 feet wide and shall be marked to define the width.

Alternatively, the stall can be 11 feet wide minimum with a 5 foot wide minimum access aisle.

The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space.

#### **Citation:**

2010 ADAS Section: 502.2

2009 ANSI A117.1 Section: 502.2

#### **Budget Cost:**

Base Cost: \$1,000.00

Contingency Cost: \$200.00

Design Cost: \$200.00

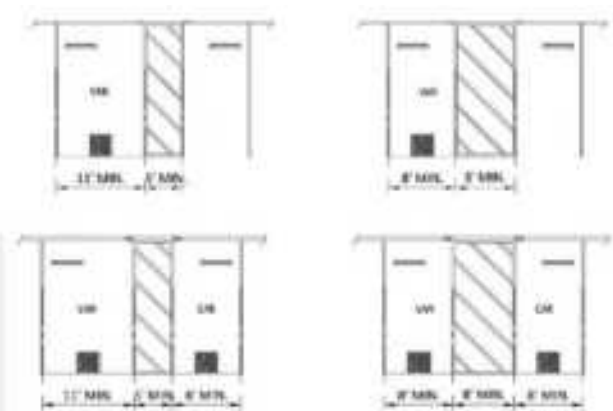
Total Cost: \$1,400.00

#### **Possible Solutions:**

The accessible parking space will require modification to achieve the required size. Either an 11 feet wide space and 5 feet wide aisle can be provided or an 8 feet wide space and 8 feet wide aisle can be provided.

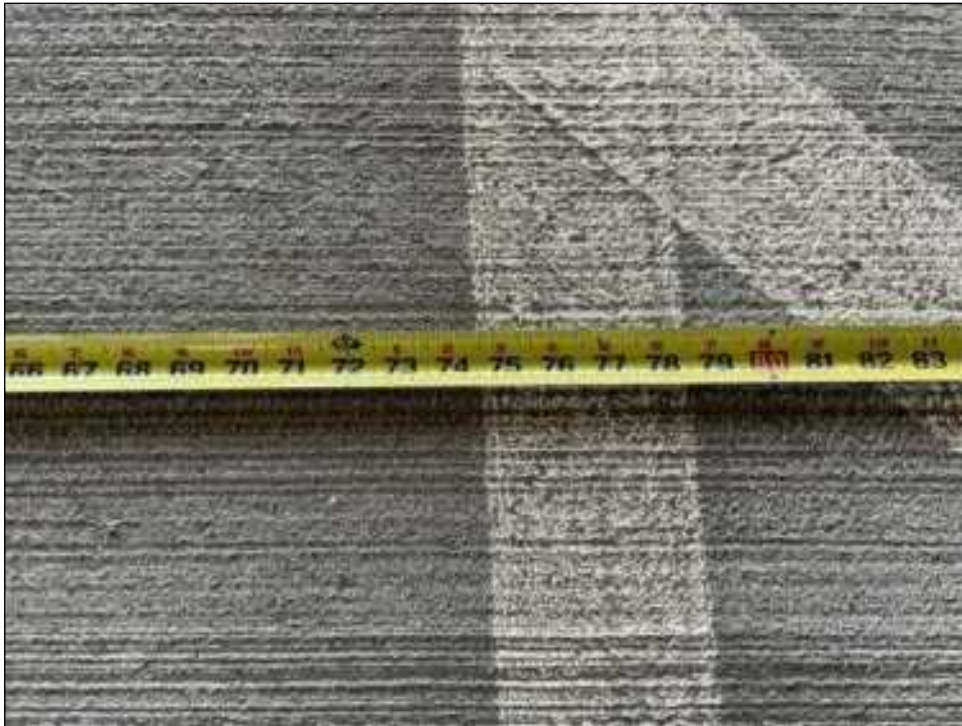
#### **Barrier Priority:**

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance





**Barrier #10 Additional Barrier Photos**



**Barrier #10 Additional Barrier Photos**



## **Parking : Level 3**

### **Barrier: 11**

Three of the access aisles are not a minimum 8 feet to the centerline of the stripe.

The accessible parking stall access aisle must be a minimum of 8 feet wide measured from centerline to centerline.

Where parking spaces or access aisles are not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle. Alternatively, the stall can be 11 feet wide and the access aisle may be 5 feet wide.

#### **Citation:**

2010 ADAS Section: 502.2 Exception

2009 ANSI A117.1 Section: 502.2 Exception

#### **Budget Cost:**

Base Cost: \$3,000.00

Contingency Cost: \$600.00

Design Cost: \$500.00

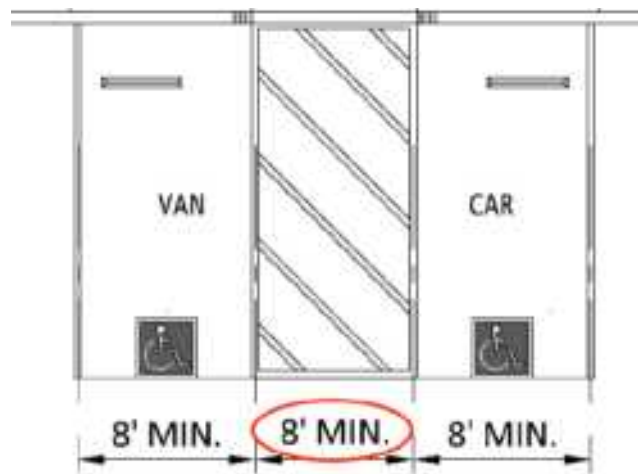
Total Cost: \$4,100.00

### **Possible Solutions:**

The required accessible parking aisle markings will require modification to achieve the required size. Either an 11 feet wide space and 5 feet wide aisle can be provided or an 8 feet wide space and 8 feet wide aisle can be provided.

### **Barrier Priority:**

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance





**Barrier #11 Additional Barrier Photos**



**Barrier #11 Additional Barrier Photos**





## Parking : Level 4

### Barrier: 12

One access aisle is not a minimum 5 feet wide.

An accessible parking stall's access aisle must be a minimum of 5 feet wide measured from centerline to centerline.

Where the access aisle is not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the access aisle.

#### Citation:

2010 ADAS Section: 502.3.1

2009 ANSI A117.1 Section: 502.4.2

#### Budget Cost:

Base Cost: \$1,000.00

Contingency Cost: \$200.00

Design Cost: \$200.00

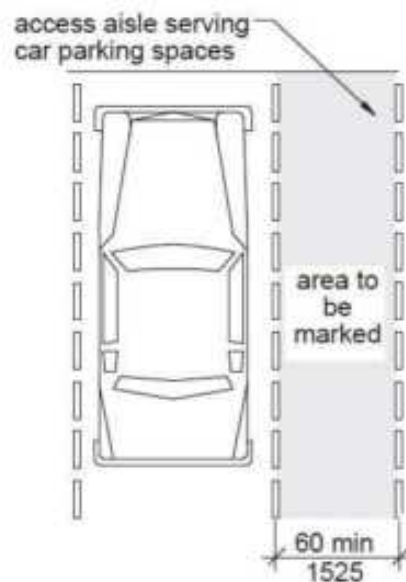
Total Cost: \$1,400.00

### Possible Solutions:

The required accessible parking aisle will require modification to achieve the required size. Either an 11 feet wide space and 5 feet wide aisle can be provided or an 8 feet wide space and 8 feet wide aisle can be provided. The access aisle serving the space is to be shared with another accessible parking space, the access aisle must be a minimum of 5 feet wide.

### Barrier Priority:

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance



**Barrier #12 Additional Barrier Photos**



**Barrier #12 Additional Barrier Photos**



## **Parking : Level 5**

### **Barrier: 13**

The striping and markings for the accessible parking stalls and loading/unloading access aisle are dilapidated and in need of repair and/or maintenance.

#### **Citation:**

2010 ADAS Section: 502.3.3

2009 ANSI A117.1 Section: 502.3

#### **Budget Cost:**

Base Cost: \$4,000.00

Contingency Cost: \$800.00

Design Cost: \$600.00

Total Cost: \$5,400.00

#### **Possible Solutions:**

Alter and/or repair the markings for the accessible parking stalls and loading/unloading access aisle.

#### **Barrier Priority:**

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance





**Barrier #13 Additional Barrier Photos**





## **Parking : Level 5**

### **Barrier: 14**

All of the top-floor accessible parking stalls are not wide enough.

Each parking space must be at least 8 feet wide and shall be marked to define the width.

Alternatively, the stall can be 11 feet wide minimum with a 5 foot wide minimum access aisle.

The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space.

#### **Citation:**

2010 ADAS Section: 502.2

2009 ANSI A117.1 Section: 502.2

#### **Budget Cost:**

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

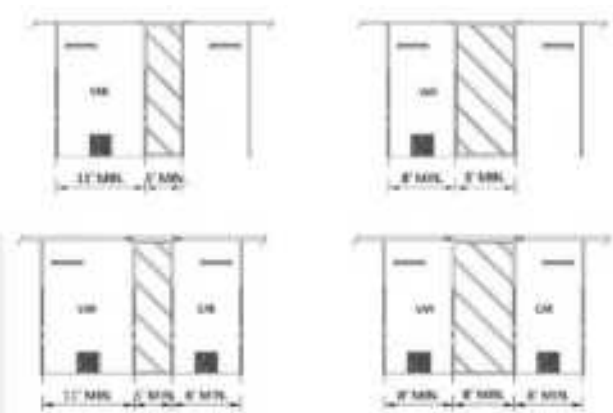
Total Cost: \$6,100.00

#### **Possible Solutions:**

The required accessible parking stalls will require modification to achieve the required size. Either an 11 feet wide space and 5 feet wide aisle can be provided or an 8 feet wide space and 8 feet wide aisle can be provided.

#### **Barrier Priority:**

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance



**Barrier #14 Additional Barrier Photos**



**Barrier #14 Additional Barrier Photos**



## Parking : Level 5

### Barrier: 15

The van access aisle is not a minimum 8 feet to the centerline of the stripe.

The accessible parking stall access aisle must be a minimum of 8 feet wide measured from centerline to centerline. Where parking spaces or access aisles are not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle.

Alternatively, the stall can be 11 feet wide and the access aisle may be 5 feet wide.

#### Citation:

2010 ADAS Section: 502.2 Exception

2009 ANSI A117.1 Section: 502.2 Exception

#### Budget Cost:

Base Cost: \$1,000.00

Contingency Cost: \$200.00

Design Cost: \$200.00

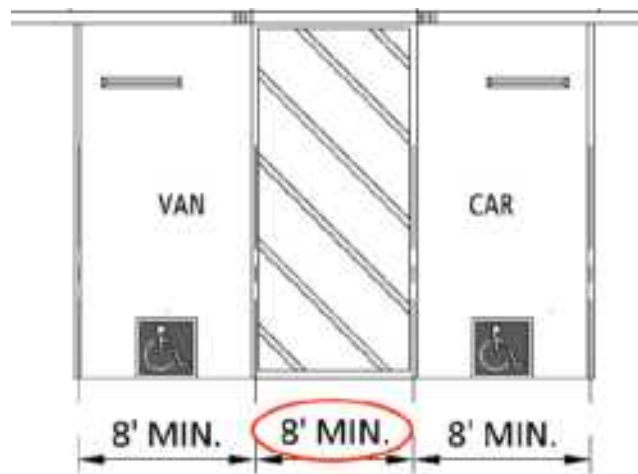
Total Cost: \$1,400.00

### Possible Solutions:

The required van-accessible access aisle markings will require modification to achieve the required size. Either an 11 feet wide space and 5 feet wide aisle can be provided or an 8 feet wide space and 8 feet wide aisle can be provided.

### Barrier Priority:

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance



**Barrier #15 Additional Barrier Photos**





## Stairways and Ramps : Stairway

### Barrier: 16

The handrail projects less than 12 inches beyond the landing at the top of the stairs parallel to the floor or ground.

At the top of a stair flight, handrails shall extend horizontally above the landing for 12 inches minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

#### Citation:

2010 ADAS Section: 505.10.2

2009 ANSI A117.1 Section: 505.10.2

#### Budget Cost:

Base Cost: \$1,800.00

Contingency Cost: \$400.00

Design Cost: \$300.00

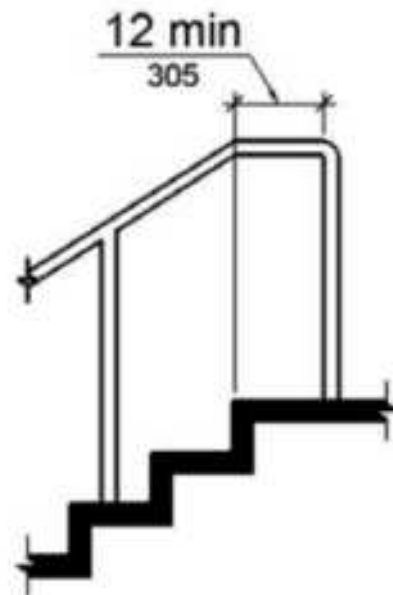
Total Cost: \$2,500.00

#### Possible Solutions:

Alter or replace the handrails to ensure they have the required extensions as detailed in the figure on this page.

#### Barrier Priority:

Medium (Level 8): Drinking fountains and public phones (DOJ Level 4 & 5) – moderately out of compliance



**Barrier #16 Additional Barrier Photos**



## **Miscellaneous : Emergency Call Boxes**

### **Barrier: 17**

The emergency call box has a clear floor space that exceed (2 percent or 1:48 maximum slope).

Changes in level are not permitted at required clear floor or ground space except that slopes not steeper than 1:48 shall be permitted.

#### **Citation:**

2010 ADAS Section: 305.2

2009 ANSI A117.1 Section: 305.2

#### **Budget Cost:**

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

Total Cost: \$2,000.00

#### **Possible Solutions:**

Provide a clear floor space measured 30 inches by 48 inches that is no more than 2.08 percent in all directions.

#### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



**Barrier #17 Additional Barrier Photos**



## Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	3	\$20,300.00
Level 1	0	\$0.00
Level 2	0	\$0.00
Level 3	0	\$0.00
Level 4	3	\$20,300.00
Medium Priority	11	\$44,500.00
Level 5	7	\$27,900.00
Level 6	3	\$14,100.00
Level 7	0	\$0.00
Level 8	1	\$2,500.00
Low Priority	3	\$10,800.00
Level 9	2	\$7,400.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	1	\$3,400.00
<b>Priority Total</b>	<b>17</b>	<b>\$75,600.00</b>



# Site Accessibility Evaluation



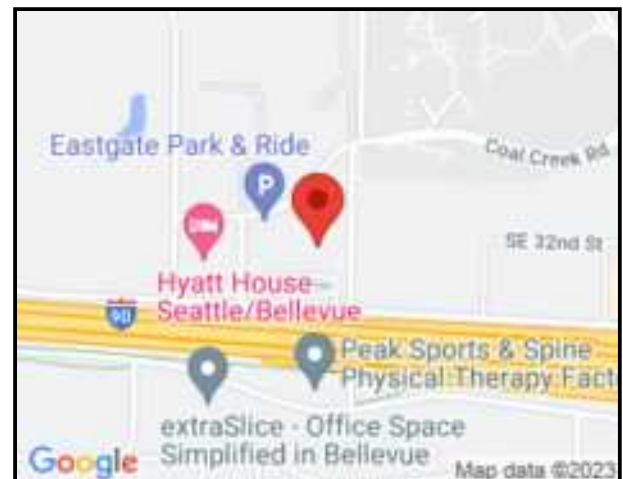
**Overlake Garage (KC)**  
**2578 152ND AVE NE**  
**Redmond, WA 98052**  
**Accessibility Evaluation**  
**Inspection Date: 07/12/2023**  
**Evaluators: Paul Klein**

Prepared By



(972) 434 - 0068

[www.accessology.com](http://www.accessology.com)



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## Self-Evaluation and Transition Plan

### *Prioritization Schedule*

#### Priority Criteria

<b>Level 1 (HIGH)</b>	Complaint or imminent danger
<b>Level 2 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
<b>Level 3 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; NOT near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
<b>Level 4 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance
<b>Level 5 (MEDIUM)</b>	Access to goods and services issues (DOJ Level 2) - severely out of compliance
<b>Level 6 (MEDIUM)</b>	Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) – severely out of compliance
<b>Level 7 (MEDIUM)</b>	Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) – moderately out of compliance Drinking fountains and public phones (DOJ Level 4 & 5) - severely out of compliance
<b>Level 8 (MEDIUM)</b>	Drinking fountains and public phones (DOJ Level 4 & 5) - moderately out of compliance
<b>Level 9 (LOW)</b>	Restrooms (DOJ Level 3) – minimally out of compliance
<b>Level 10 (LOW)</b>	Drinking fountains and public phones (DOJ Level 4 & 5) - minimally out of compliance
<b>Level 11 (LOW)</b>	De minimis barrier; program modification required, or employee requests accommodation
<b>Level 12 (LOW)</b>	Element in compliance with previous standards (safe-harbor) but must comply with current standards if altered

## Parking : General

### Barrier: 1

The van stalls are missing a sign identifying it as a van-accessible stall.

256 total parking stalls with 10 accessible parking stalls. All stalls are big enough to be van, although none are designated as van.

Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible."

#### Citation:

2010 ADAS Section: 502.6

2009 ANSI A117.1 Section: 502.7

#### Budget Cost:

Base Cost: \$400.00  
Contingency Cost: \$100.00  
Design Cost: \$100.00  
Total Cost: \$600.00

#### Possible Solutions:

Provide a minimum of 2 van stall signs.

#### Barrier Priority:

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance



## Barrier #1 Additional Barrier Photos





## Parking : Level 1

### Barrier: 2

All of the provided accessible parking signs are mounted too low.

Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

#### Citation:

2010 ADAS Section: 502.6

2009 ANSI A117.1 Section: 502.7

#### Budget Cost:

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

Total Cost: \$2,000.00

#### Possible Solutions:

Raise the signage so that the bottom of the sign is a minimum of 60 inches above the ground.

#### Barrier Priority:

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



## Barrier #2 Additional Barrier Photos



## Barrier #2 Additional Barrier Photos



## Barrier #2 Additional Barrier Photos



## Parking : Level 1

### Barrier: 3

The stripe is missing on the left parking stall which identifies its border.

Vehicle spaces shall be marked to define the width, and shall have an adjacent access aisle.

#### Citation:

2010 ADAS Section: 502.2

2009 ANSI A117.1 Section: 502.2

#### Budget Cost:

Base Cost: \$400.00  
Contingency Cost: \$100.00  
Design Cost: \$100.00  
Total Cost: \$600.00

#### Possible Solutions:

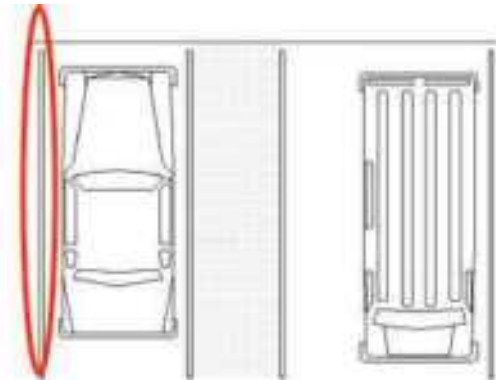
Paint an additional white stripe to have the compliant markings.

#### Barrier Priority:

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance





## Parking : Level 1

### Barrier: 4

The accessible parking space is missing the required markings.

Vehicle spaces shall be marked to define the width, and shall have an adjacent access aisle.

#### Citation:

2010 ADAS Section: 502.2

2009 ANSI A117.1 Section: 502.2

#### Budget Cost:

Base Cost: \$1,000.00

Contingency Cost: \$200.00

Design Cost: \$200.00

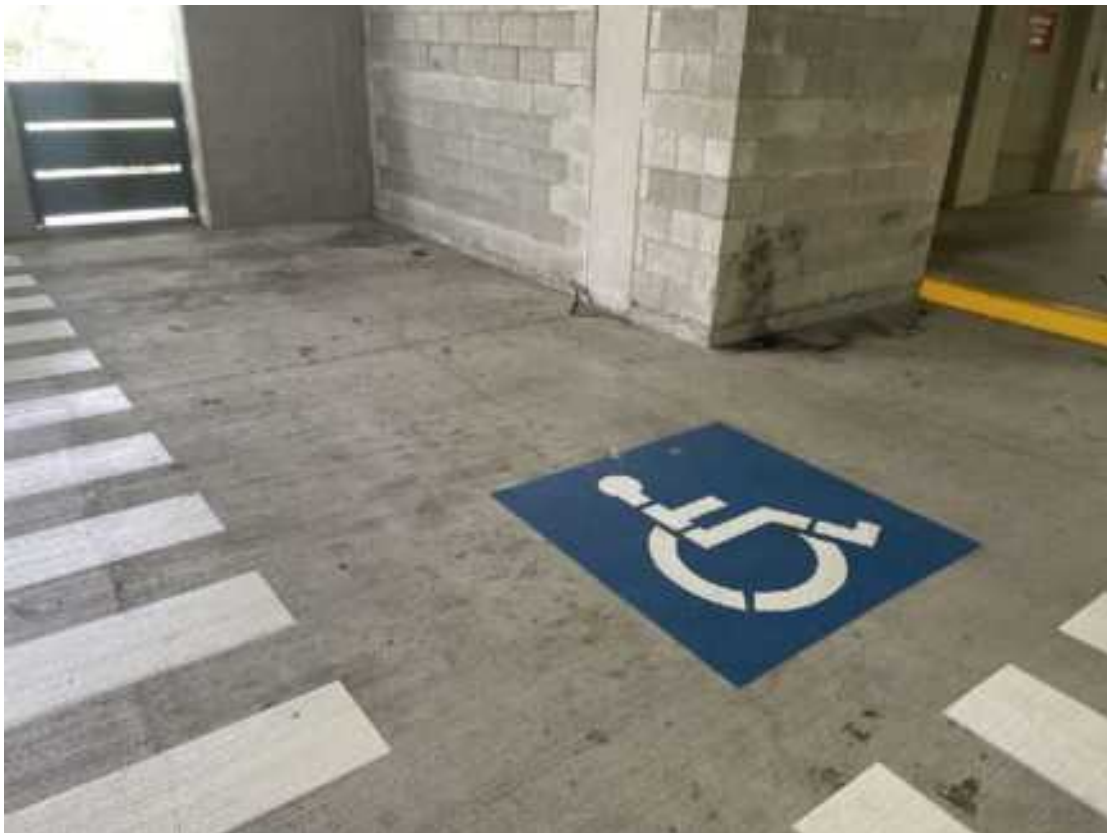
Total Cost: \$1,400.00

### Possible Solutions:

Alter the stall markings so it is a minimum of 8 feet wide measured from white centerline to centerline.

### Barrier Priority:

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance



**Barrier #4 Additional Barrier Photos**



## Parking : Level 1

### Barrier: 5

The cross slopes (narrow dimension) of all the accessible parking stalls exceed 2 percent.

The running and cross slope in an accessible parking stall and the access aisle must not exceed 2 percent.

#### Citation:

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### Budget Cost:

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

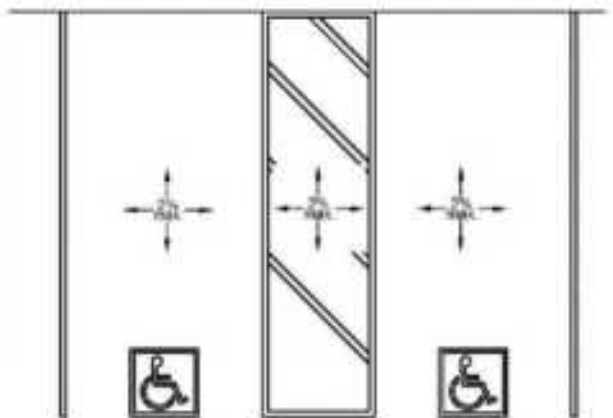
Total Cost: \$6,100.00

### Possible Solutions:

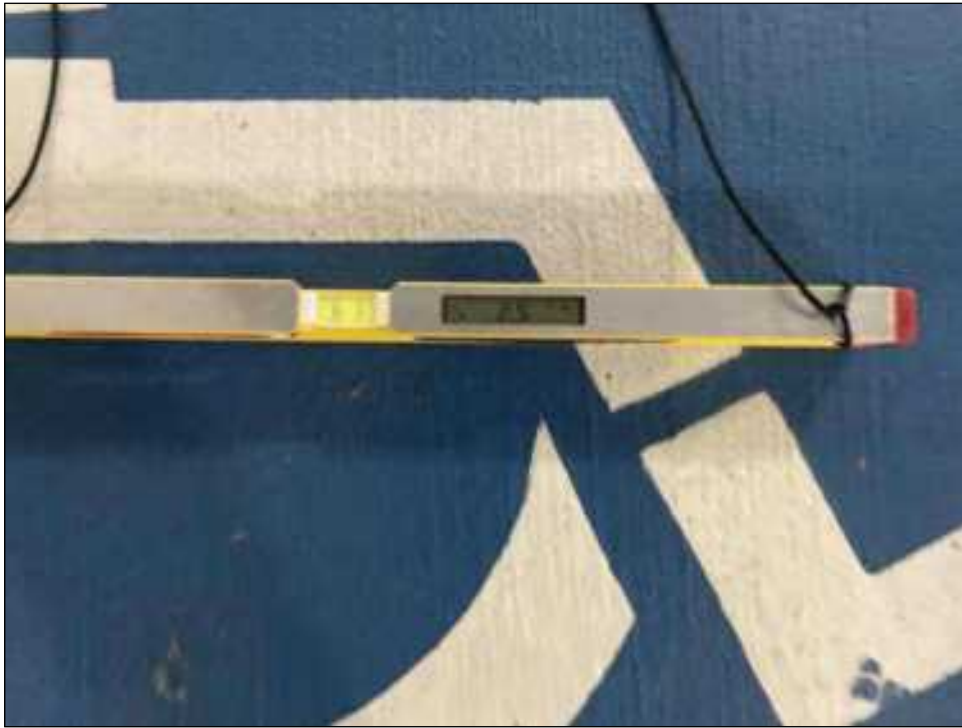
Alter or replace the existing accessible parking space to ensure the slope is no more than 2.08 percent as required.

### Barrier Priority:

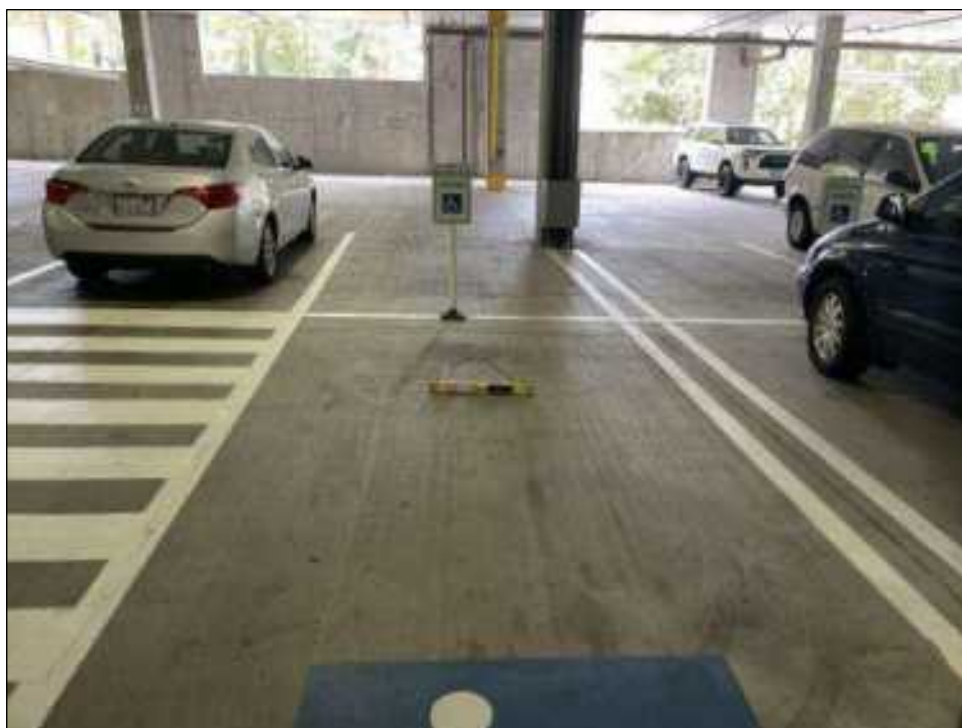
High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



## Barrier #5 Additional Barrier Photos

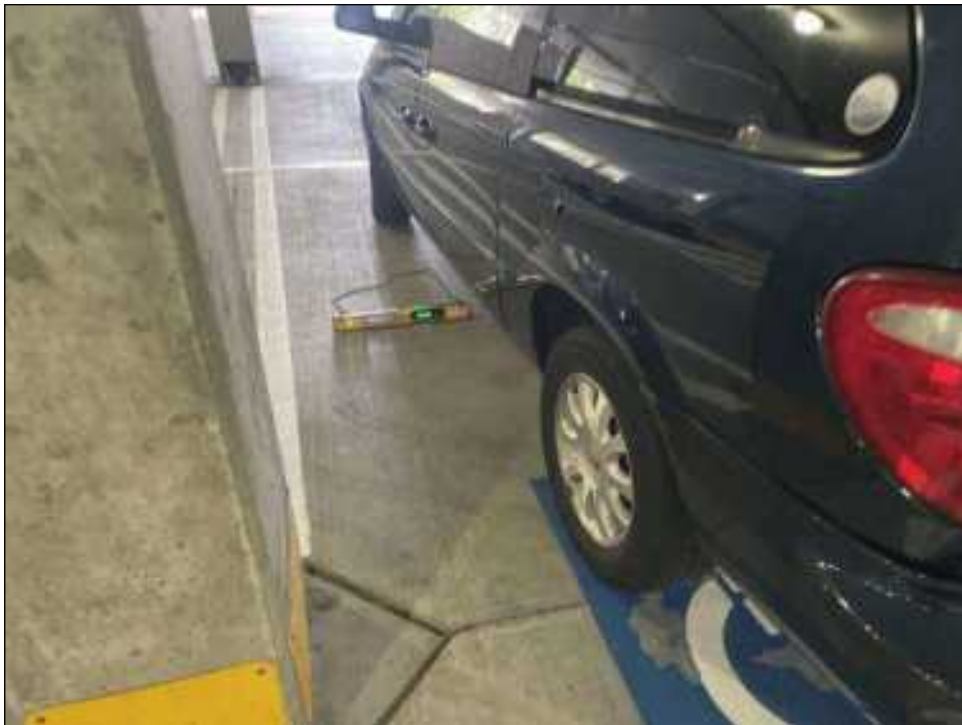


## Barrier #5 Additional Barrier Photos

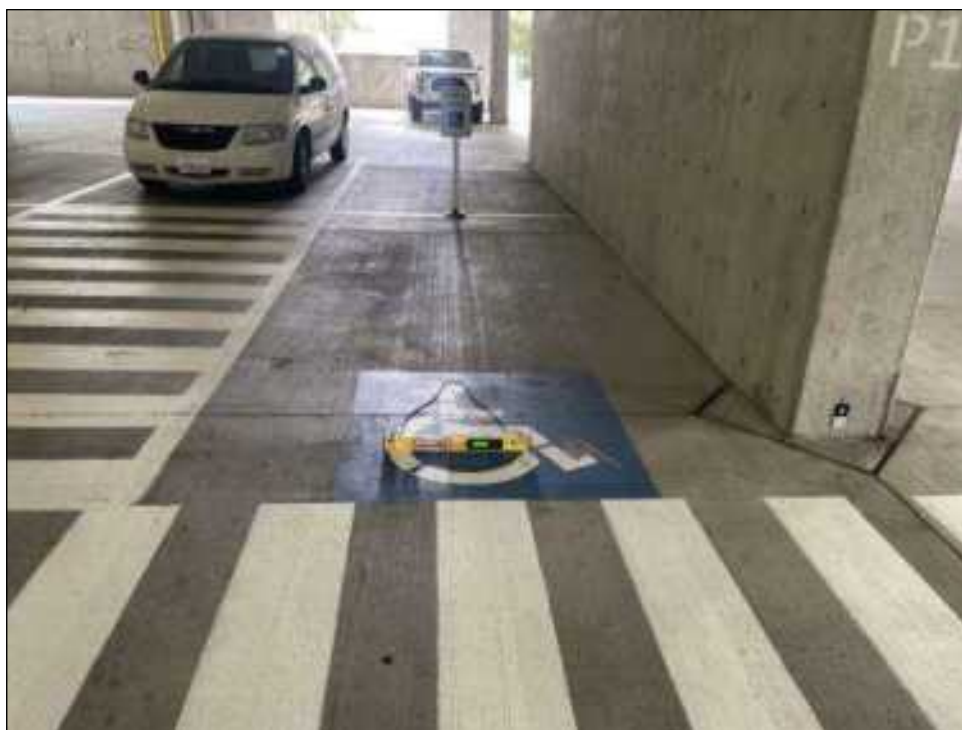




## Barrier #5 Additional Barrier Photos



## Barrier #5 Additional Barrier Photos



## Barrier #5 Additional Barrier Photos



## Parking : Level 1

### Barrier: 6

The cross slope (short dimension) of all provided access aisles exceed 2 percent.

The cross slope in an accessible parking stall and the access aisle must not exceed 2 percent.

#### Citation:

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### Budget Cost:

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

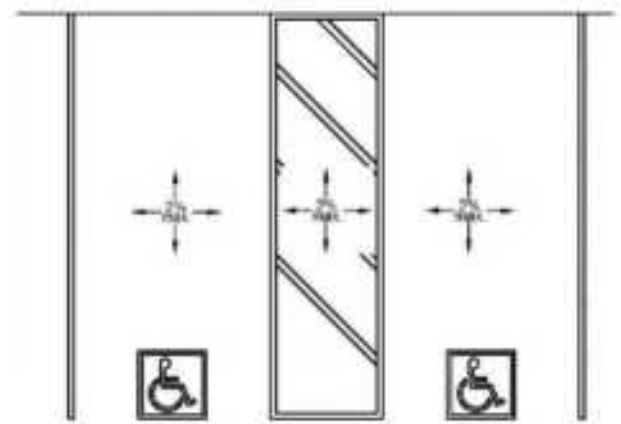
Total Cost: \$6,100.00

### Possible Solutions:

Alter or replace the existing accessible aisle to ensure the slope is no more than 2.08 percent as required.

### Barrier Priority:

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance





## Barrier #6 Additional Barrier Photos

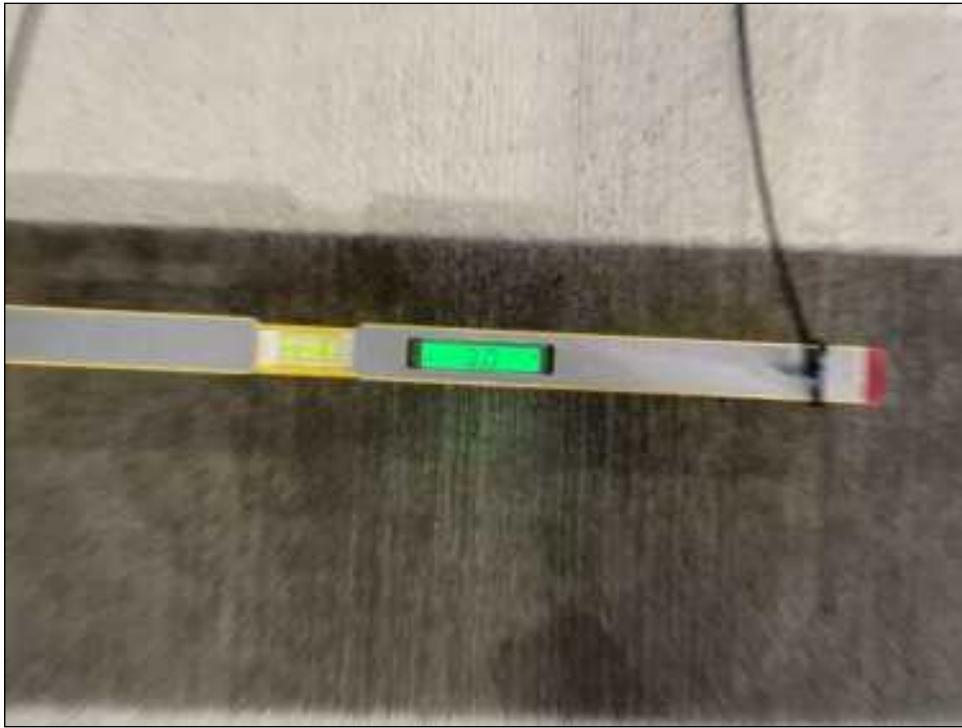




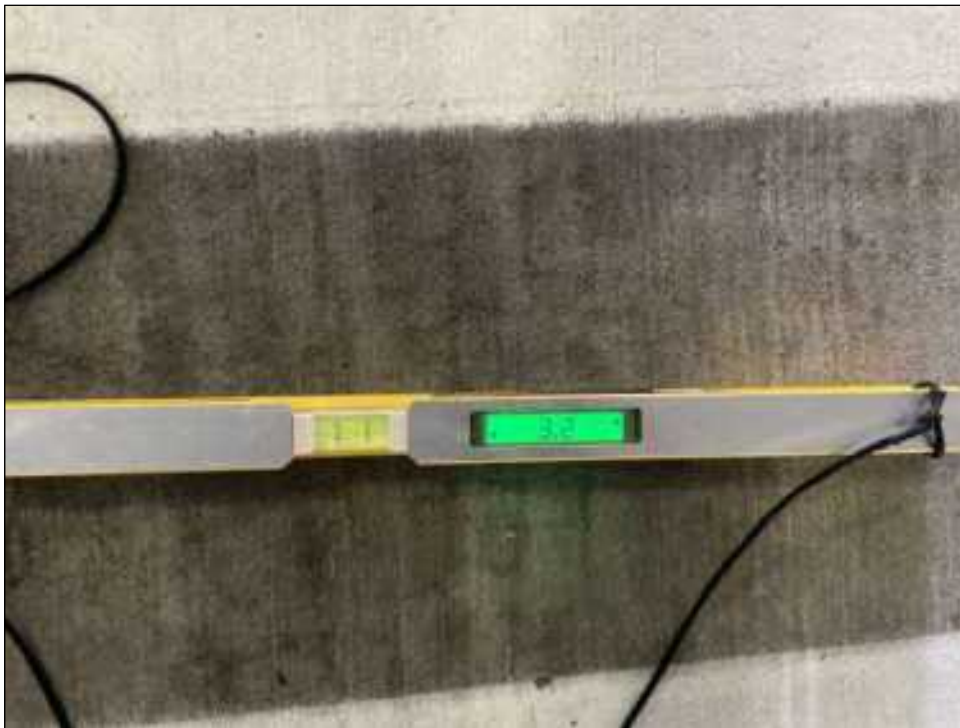
## Barrier #6 Additional Barrier Photos



## Barrier #6 Additional Barrier Photos



## Barrier #6 Additional Barrier Photos



## **Parking : Level 1**

### **Barrier: 7**

There are (2) electric vehicle (EV) charging spaces with no accessible spaces provided.

Although these may be eligible for safe harbor and there are specific standards adopted at this time, it is recommended that the agency follow The U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.

The U.S. Access Board has released Design Recommendations for Accessible Electric Vehicle Charging Stations, a technical assistance document that reviews existing requirements and new recommendations for making electric vehicle (EV) charging stations accessible.

The Board's technical assistance document covers the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) accessibility requirements applicable to EV charging stations, such as technical provisions for operable parts and accessible routes. It also clarifies the differences between EV charging spaces and parking spaces. Accessible communication features are included under Section 508 requirements which are applicable to any EV charging stations procured or used by federal agencies.

The Board intends to publish a notice of proposed rulemaking on accessibility guidelines for EV charging stations. These guidelines will supplement the Board's Accessibility Guidelines under the ADA and ABA with scoping and technical requirements specific to EV charging stations.

#### **Citation:**

Other Section: Advisory

#### **Budget Cost:**

Base Cost: \$2,500.00  
Contingency Cost: \$500.00  
Design Cost: \$400.00  
Total Cost: \$3,400.00

### **Possible Solutions:**

Provide a minimum of 1 accessible EV charging station adjacent to 1 accessible EV space that meets the design requirements set forth by the US Access Board. Provide directional signage that helps identify the location of the accessible EV charging station unless there will be an accessible EV charging space and station on every level/serving the same area/s.

### **Barrier Priority:**

Low (Level 12): Element is in compliance with previous standards (safe-harbor) but must comply with current standards if altered

## Barrier #7 Continued





**Barrier #7 Additional Barrier Photos**



## **Barrier #7 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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*Last Updated: 8/11/2022*

### **Design Recommendations for Accessible Electric Vehicle Charging Stations**



The U.S. Access Board, an independent federal agency that issues accessibility guidelines under the [Americans with Disabilities Act \(ADA\)](#), [Architectural Barriers Act \(ABA\)](#), [Rehabilitation Act of 1973](#), and other laws, is providing a technical assistance document to assist in the design and construction of electric vehicle (EV) charging stations that are accessible to and usable by people with disabilities.

The ADA covers entities including state and local governments (Title II) and places of public accommodation and commercial facilities (Title III). Under the ADA, the Access Board issues minimum scoping and technical requirements. Other federal agencies with enforcement responsibility under the ADA, such as the Department of Transportation (DOT) and the Department of Justice (DOJ), adopt enforceable standards that must provide at least the same level of accessibility as the guidelines issued by the Access Board. Additional requirements under Section 504 of the Rehabilitation Act and [ADA regulations issued by DOJ](#) and [ADA regulations issued by DOT](#) may be applicable, such as requirements for nondiscrimination in services, programs, and activities. For more information, visit the Access Board's [About the ADA page](#).

The ABA requires that buildings or facilities that were designed, built, or altered with federal dollars or leased by federal agencies be accessible. The ABA covers a wide range of facilities, including U.S. post offices, Veterans Affairs medical facilities, national parks, Social Security Administration offices, federal office buildings, U.S. courthouses, and federal prisons. It also applies to certain non-government facilities constructed with federal funds, such as funds made available under the National Electric Vehicle Infrastructure Program. For more information, visit the Access Board's [About the ABA page](#).

## **Barrier #7 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### **Accessible communication features**

All EV chargers should have accessible communication features and operable parts. This enables EV chargers to be used by people who are deaf or hard of hearing, little people, and other people with disabilities who do not need accessible mobility features (like access aisles) to use an EV charger.

All EV chargers containing ICT that are developed, procured, maintained, or used by the federal government must comply with the Section 508 Standards and have accessible ICT, including accessible hardware, software, and operable parts.

### **Accessible Mobility Features**

EV chargers designed to serve people who use mobility devices must be located on an accessible route and should provide:

- a vehicle charging space at least 11 feet wide and 20 feet long
- adjoining access aisle at least 5 feet wide
- clear floor or ground space at the same level as the vehicle charging space and positioned for an unobstructed side reach
- accessible operable parts, including on the charger and connector

These mobility features allow sufficient space for a person who uses a mobility device to exit and maneuver around the vehicle, retrieve the EV connector, and plug the connector into the electric vehicle charging inlet. Since EVs do not have a uniform vehicle charging inlet location, a larger vehicle charging space is needed to maneuver around all sides of the electric vehicle.

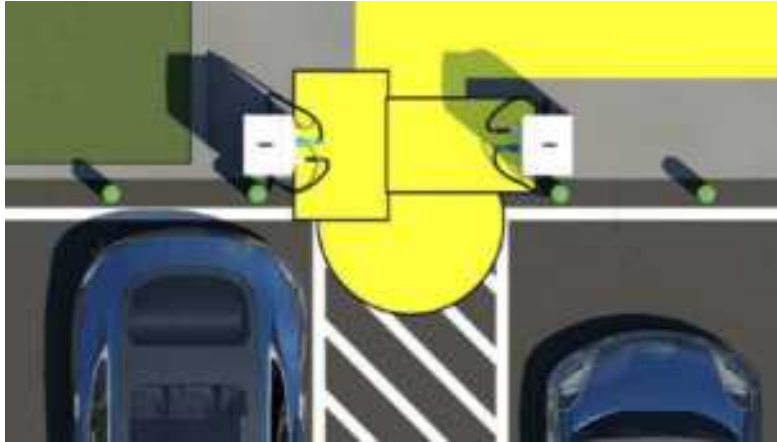


## **Barrier #7 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

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### **Operable Parts within Reach Range**

At a charging station, a reasonable number of EV chargers must comply with [§205 Operable Parts](#), including technical requirements for clear floor or ground space ([§305](#)), reach ranges& ([§308](#)), and operation ([§309](#)). We recommend EV chargers be designed with parts that are operable by the widest range of users with disabilities, including people with limited or no hand dexterity, limb differences, or upper extremity amputations.

Operable parts on EV chargers include, but are not limited to, the connector, card readers, electronic user interfaces, and switches and buttons, including the emergency start/stop button.

### **Unobstructed side reach**

All operable parts should meet the requirements for an unobstructed side reach ([§308.3.1](#)) and be no higher than 48 inches above the clear floor or ground space and no farther than 10 inches away. The exception for fuel dispensers should not be used (See: fuel dispensers). Placing operable parts higher than the 15 inch minimum is recommended.



## Barrier #7 - Attached Document - Accessible Design For EVCS

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### “Use Last” Approach to EV chargers with accessible mobility features

Traditionally, accessible parking spaces are identified with the International Symbol of Accessibility (ISA) and reserved for use only by a person with a disability placard or license plate. Use of the ISA at EV charging spaces causes confusion about whether people without a disability placard can use accessible EV charging spaces. Since EV charging stations usually have only a few chargers, reserving a charging space only for use by a person with a disability placard may result in underutilized chargers.

The “use last” model would require more EV charging spaces be designed with accessible mobility features, but would not require that the charging spaces be reserved exclusively for people with disability placards. People without disability placards could use accessible EV charging spaces when all others are occupied, resulting in greater use of available chargers. This would allow mobility device users to have more options to find a charging space with the ideal design for their EV, and alternative charging spaces to use if a charger is broken or obscured. Having alternatives is extremely important, especially if the next accessible charging station is very far away.

A “use last” sign would indicate an EV charging space is accessible, but also direct people to use this space only when other charging spaces are occupied or accessibility features are needed.

At the time of this guidance, neither Manual on Uniform Traffic Control Devices (MUTCD) nor any other code-setting organization has a standard for “use last” signs, but the Access Board has designed several examples.





## Stairways and Ramps : Pedestrian Ramp

### Barrier: 8

The ramp exceeds the maximum running slope of 8.8 percent at 63 inches wide for 50 feet.

Ramps should have the least possible slope but in no case more than 8.3% (1:12).

### Citation:

2010 ADAS Section: 405.2

2009 ANSI A117.1 Section: 405.2

### Budget Cost:

Base Cost: \$4,000.00

Contingency Cost: \$800.00

Design Cost: \$600.00

Total Cost: \$5,400.00

### Possible Solutions:

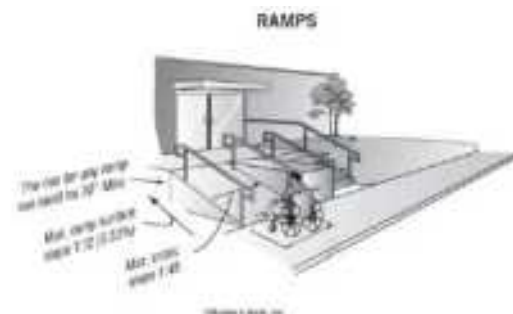
Modify the ramp to provide a running slope no greater than 8.33 percent.

### Barrier Priority:

Medium (Level 7): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



## Barrier #8 Additional Barrier Photos



## Barrier #8 Additional Barrier Photos



## Stairways and Ramps : Pedestrian Ramp

### Barrier: 9

The handrail does not extend past the ramp on level ground.

Handrails must be between 34 inches and 38 inches above the ramp surface and must extend beyond the top and bottom of the ramp run 12 inches horizontally. The 12 inches horizontal extensions must not include the radius at the top end of round handrails. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run.

#### Citation:

2010 ADAS Section: 505.10.1

2009 ANSI A117.1 Section: 505.10.1, 505.10.2

#### Budget Cost:

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

Total Cost: \$2,000.00

#### Possible Solutions:

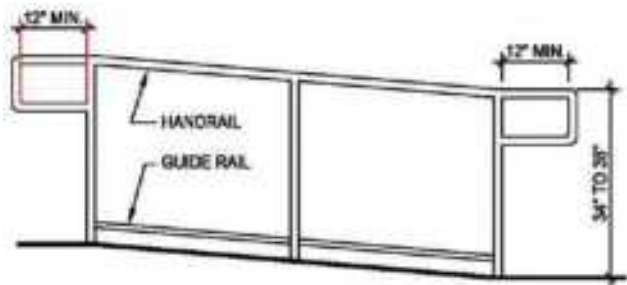
Modify the handrail extension to provide 12 inches past the landing with a slop of no more than 2.0 percent in all directions.

#### Barrier Priority:

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance





## Barrier #9 Additional Barrier Photos





## Stairways and Ramps : Pedestrian Ramp

### Barrier: 10

There is no edge protection provided on one side of the ramp.

The floor or ground surface of the ramp run or landing shall extend 12 inches minimum beyond the inside face of a handrail or a curb or barrier shall be provided that prevents the passage of a 4 inch diameter sphere, where any portion of the sphere is within 4 inches of the finish floor or ground surface.

#### Citation:

2010 ADAS Section: 405.9.1, 405.9.2

2009 ANSI A117.1 Section: 405.9.1, 405.9.2

#### Budget Cost:

Base Cost: \$2,500.00

Contingency Cost: \$500.00

Design Cost: \$400.00

Total Cost: \$3,400.00

#### Possible Solutions:

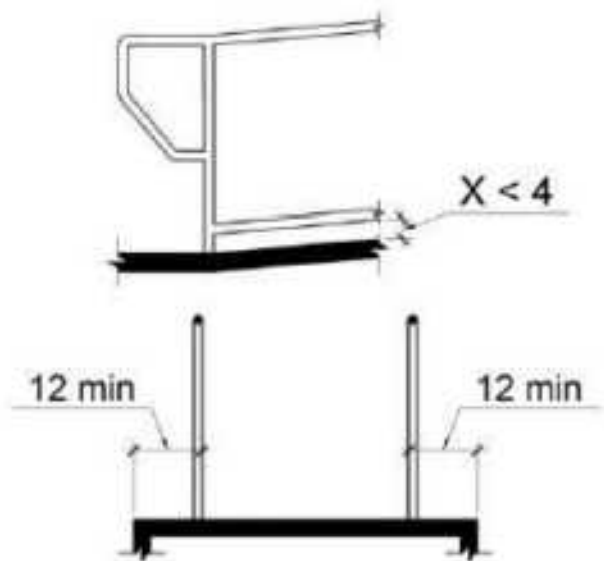
Install compliant edge protection (wheel guides) on the inner side of the ramp.

#### Barrier Priority:

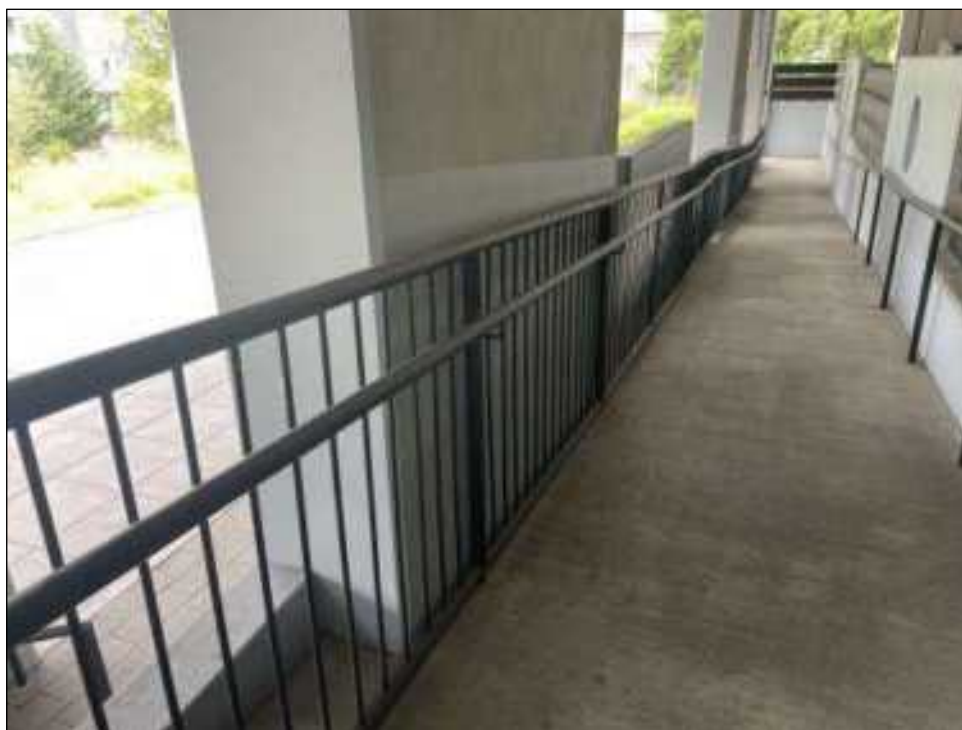
Medium (Level 7): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



**Barrier #10 Additional Barrier Photos**



## Miscellaneous : Curb Ramp

### Barrier: 11

The curb ramp on the accessible route has cross slopes greater than 2 percent.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).

#### Citation:

2010 ADAS Section: 405.3, 406.1

2009 ANSI A117.1 Section: 405.3, 406.1

#### Budget Cost:

Base Cost: \$4,000.00

Contingency Cost: \$800.00

Design Cost: \$600.00

Total Cost: \$5,400.00

#### Possible Solutions:

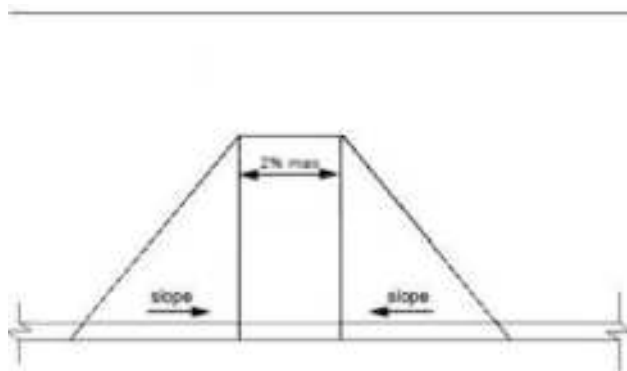
Modify the ramp to provide a cross slope not greater than 2 percent.

#### Barrier Priority:

Medium (Level 7): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



**Barrier #11 Additional Barrier Photos**



## Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	2	\$12,200.00
Level 1	0	\$0.00
Level 2	0	\$0.00
Level 3	0	\$0.00
Level 4	2	\$12,200.00
Medium Priority	7	\$20,200.00
Level 5	1	\$1,400.00
Level 6	3	\$4,600.00
Level 7	3	\$14,200.00
Level 8	0	\$0.00
Low Priority	2	\$4,000.00
Level 9	1	\$600.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	1	\$3,400.00
<b>Priority Total</b>	<b>11</b>	<b>\$36,400.00</b>



# Site Accessibility Evaluation



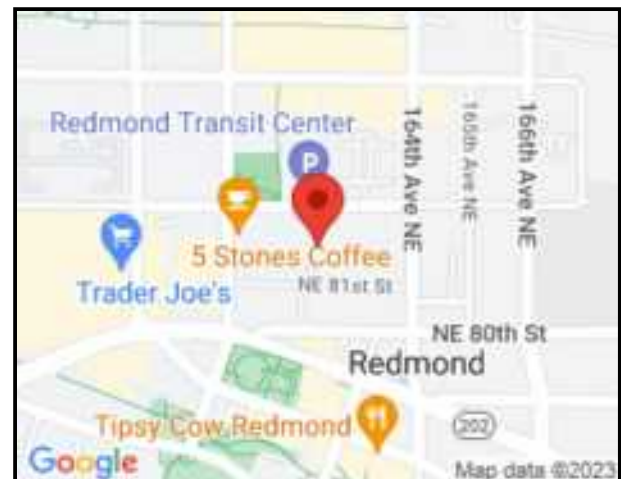
**Redmond TC Garage (KC)**  
**16201 NE 83rd St**  
**Redmond, WA 98052**  
**Accessibility Evaluation**  
**Inspection Date: 07/12/2023**  
**Evaluators: Paul Klein**

Prepared By



(972) 434 - 0068

[www.accessology.com](http://www.accessology.com)



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## Self-Evaluation and Transition Plan

### *Prioritization Schedule*

#### Priority Criteria

<b>Level 1 (HIGH)</b>	Complaint or imminent danger
<b>Level 2 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
<b>Level 3 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; NOT near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
<b>Level 4 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance
<b>Level 5 (MEDIUM)</b>	Access to goods and services issues (DOJ Level 2) - severely out of compliance
<b>Level 6 (MEDIUM)</b>	Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) – severely out of compliance
<b>Level 7 (MEDIUM)</b>	Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) – moderately out of compliance Drinking fountains and public phones (DOJ Level 4 & 5) - severely out of compliance
<b>Level 8 (MEDIUM)</b>	Drinking fountains and public phones (DOJ Level 4 & 5) - moderately out of compliance
<b>Level 9 (LOW)</b>	Restrooms (DOJ Level 3) – minimally out of compliance
<b>Level 10 (LOW)</b>	Drinking fountains and public phones (DOJ Level 4 & 5) - minimally out of compliance
<b>Level 11 (LOW)</b>	De minimis barrier; program modification required, or employee requests accommodation
<b>Level 12 (LOW)</b>	Element in compliance with previous standards (safe-harbor) but must comply with current standards if altered

## Path of Travel From Public Way: Path Of Travel From Public Way

### Barrier: 1

The walkway is missing directional signage that identifies the location/direction of the accessible route of travel to the accessible building entrance.

Signs that identify, direct to or give information about accessible elements and features of a building or site shall have a non-glare finish, contrast with their background, be selected from fonts where the width of the uppercase letter "O" is 60 percent minimum and 110 percent maximum of the height of the uppercase letter "I" Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 20 percent maximum of the height of the character and be sized according to the viewing distance.

### Citation:

2010 ADAS Section: 216.3

2009 ANSI A117.1 Section: 703.1.2

### Budget Cost:

Base Cost: \$400.00  
Contingency Cost: \$100.00  
Design Cost: \$100.00  
Total Cost: \$600.00

### Possible Solutions:

Install compliant directional signage that identifies the location/direction of the accessible route of travel to the accessible building entrance.

### Barrier Priority:

Medium (Level 7): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



## Parking : General

### Barrier: 2

There are no signs provided indicating the location of the van-accessible parking stalls.

Signs provided at entrances to parking facilities informing drivers of clearances and the location of van-accessible parking spaces can provide useful customer assistance.

Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches minimum.

### Citation:

2010 ADAS Section: 502.5

2009 ANSI A117.1 Section: 502.6

### Budget Cost:

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

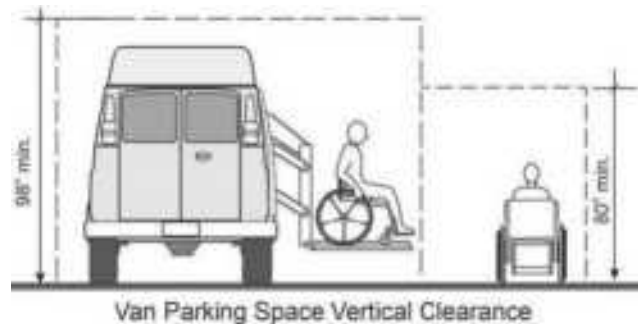
Total Cost: \$2,000.00

### Possible Solutions:

Provide signs at all parking facility entrances indicating the vertical height and the location of van accessible parking stalls.

### Barrier Priority:

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance





**Barrier #2 Additional Barrier Photos**



## **Parking : General**

### **Barrier: 3**

There are (13) electric vehicle (EV) charging spaces with no accessible spaces provided.

Although these may be eligible for safe harbor and there are specific standards adopted at this time, it is recommended that the agency follow The U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.

The U.S. Access Board has released Design Recommendations for Accessible Electric Vehicle Charging Stations, a technical assistance document that reviews existing requirements and new recommendations for making electric vehicle (EV) charging stations accessible.

The Board's technical assistance document covers the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) accessibility requirements applicable to EV charging stations, such as technical provisions for operable parts and accessible routes. It also clarifies the differences between EV charging spaces and parking spaces. Accessible communication features are included under Section 508 requirements which are applicable to any EV charging stations procured or used by federal agencies.

The Board intends to publish a notice of proposed rulemaking on accessibility guidelines for EV charging stations. These guidelines will supplement the Board's Accessibility Guidelines under the ADA and ABA with scoping and technical requirements specific to EV charging stations.

#### **Citation:**

Other Section: Advisory

#### **Budget Cost:**

Base Cost: \$2,500.00  
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Design Cost: \$400.00  
Total Cost: \$3,400.00

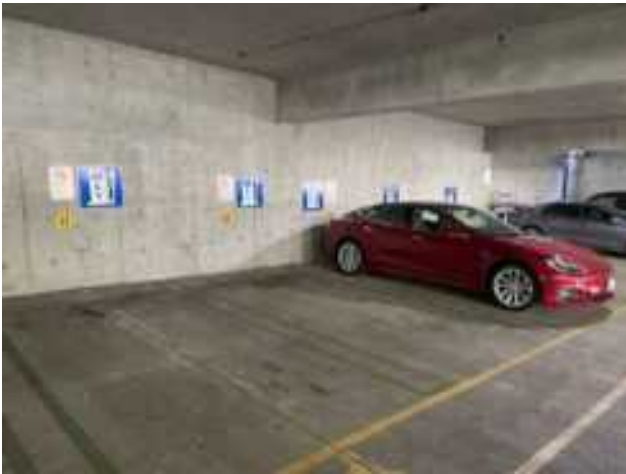
### **Possible Solutions:**

Provide a minimum of 1 accessible EV charging station adjacent to 1 accessible EV space that meets the design requirements set forth by the US Access Board. Provide directional signage that helps identify the location of the accessible EV charging station unless there will be an accessible EV charging space and station on every level/serving the same area/s.

### **Barrier Priority:**

Low (Level 12): Element is in compliance with previous standards (safe-harbor) but must comply with current standards if altered

## **Barrier #3 Continued**



**Barrier #3 Additional Barrier Photos**



## **Barrier #3 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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*Last Updated: 8/11/2022*

### **Design Recommendations for Accessible Electric Vehicle Charging Stations**



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## **Barrier #3 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### **Accessible communication features**

All EV chargers should have accessible communication features and operable parts. This enables EV chargers to be used by people who are deaf or hard of hearing, little people, and other people with disabilities who do not need accessible mobility features (like access aisles) to use an EV charger.

All EV chargers containing ICT that are developed, procured, maintained, or used by the federal government must comply with the Section 508 Standards and have accessible ICT, including accessible hardware, software, and operable parts.

### **Accessible Mobility Features**

EV chargers designed to serve people who use mobility devices must be located on an accessible route and should provide:

- a vehicle charging space at least 11 feet wide and 20 feet long
- adjoining access aisle at least 5 feet wide
- clear floor or ground space at the same level as the vehicle charging space and positioned for an unobstructed side reach
- accessible operable parts, including on the charger and connector

These mobility features allow sufficient space for a person who uses a mobility device to exit and maneuver around the vehicle, retrieve the EV connector, and plug the connector into the electric vehicle charging inlet. Since EVs do not have a uniform vehicle charging inlet location, a larger vehicle charging space is needed to maneuver around all sides of the electric vehicle.

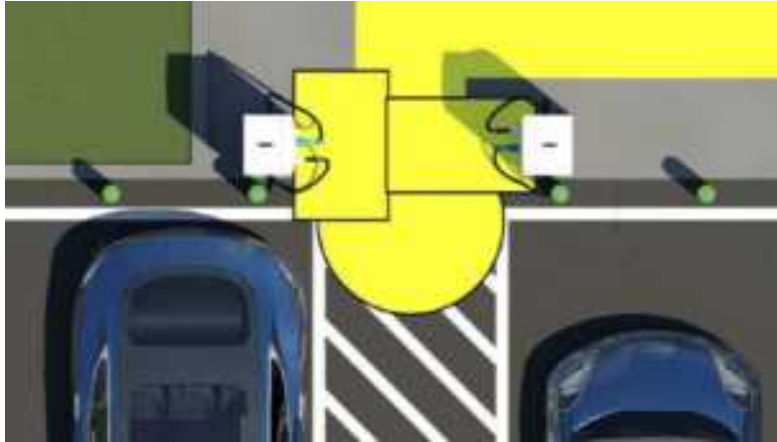


## Barrier #3 - Attached Document - Accessible Design For EVCS

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### Operable Parts within Reach Range

At a charging station, a reasonable number of EV chargers must comply with [§205 Operable Parts](#), including technical requirements for clear floor or ground space ([§305](#)), reach ranges& ([§308](#)), and operation ([§309](#)). We recommend EV chargers be designed with parts that are operable by the widest range of users with disabilities, including people with limited or no hand dexterity, limb differences, or upper extremity amputations.

Operable parts on EV chargers include, but are not limited to, the connector, card readers, electronic user interfaces, and switches and buttons, including the emergency start/stop button.

### Unobstructed side reach

All operable parts should meet the requirements for an unobstructed side reach ([§308.3.1](#)) and be no higher than 48 inches above the clear floor or ground space and no farther than 10 inches away. The exception for fuel dispensers should not be used (See: fuel dispensers). Placing operable parts higher than the 15 inch minimum is recommended.



## Barrier #3 - Attached Document - Accessible Design For EVCS

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### “Use Last” Approach to EV chargers with accessible mobility features

Traditionally, accessible parking spaces are identified with the International Symbol of Accessibility (ISA) and reserved for use only by a person with a disability placard or license plate. Use of the ISA at EV charging spaces causes confusion about whether people without a disability placard can use accessible EV charging spaces. Since EV charging stations usually have only a few chargers, reserving a charging space only for use by a person with a disability placard may result in underutilized chargers.

The “use last” model would require more EV charging spaces be designed with accessible mobility features, but would not require that the charging spaces be reserved exclusively for people with disability placards. People without disability placards could use accessible EV charging spaces when all others are occupied, resulting in greater use of available chargers. This would allow mobility device users to have more options to find a charging space with the ideal design for their EV, and alternative charging spaces to use if a charger is broken or obscured. Having alternatives is extremely important, especially if the next accessible charging station is very far away.

A “use last” sign would indicate an EV charging space is accessible, but also direct people to use this space only when other charging spaces are occupied or accessibility features are needed.

At the time of this guidance, neither Manual on Uniform Traffic Control Devices (MUTCD) nor any other code-setting organization has a standard for “use last” signs, but the Access Board has designed several examples.



## Parking : Parking Garage

### Barrier: 4

The maneuvering clearance at the entrance door exceeds 2 percent slope.

Exterior doors with a front approach must have a landing on the pull side that is a minimum of 60 inches in depth perpendicular to the door in a close position by a minimum width dimension of 18 inches plus the door width. The additional 18 inches must extend past the door on the latch side. The entire maneuvering clearance must be free of obstructions and must be flat (2% max. slope is considered flat in any direction).

#### Citation:

2010 ADAS Section: 404.2.4.4

2009 ANSI A117.1 Section: 404.2.3.1

#### Budget Cost:

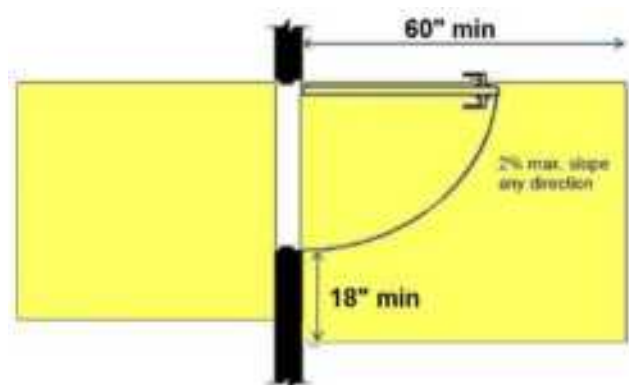
Base Cost: \$5,000.00  
Contingency Cost: \$1,000.00  
Design Cost: \$800.00  
Total Cost: \$6,800.00

#### Possible Solutions:

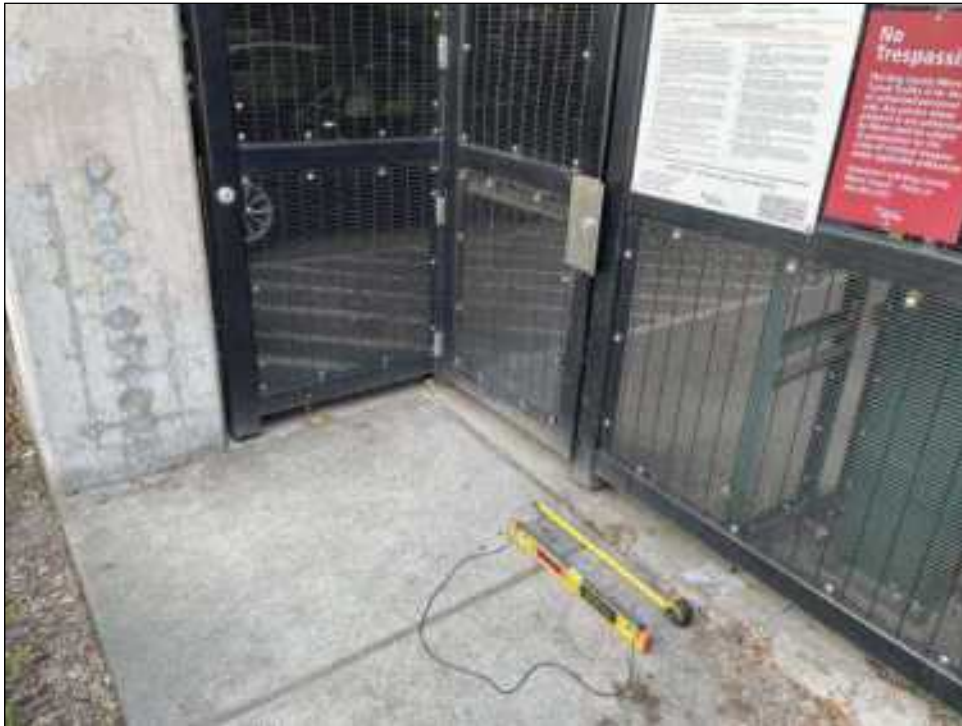
Alter the area in front of the door to ensure no more than 2.08 percent slope is provided.

#### Barrier Priority:

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance



## Barrier #4 Additional Barrier Photos





## Parking : Parking Garage

### Barrier: 5

The door must have a smooth surface within 10 inches of the floor on the push side.

Swinging door surfaces within 10 inches of the finish floor or ground measured vertically must have a smooth surface on the push side extending the full width of the door. Parts creating horizontal or vertical joints in these surfaces shall be within 1/16 inch of the same plane as the other. All gates, including ticket gates, shall meet all applicable specifications for doors.

#### Citation:

2010 ADAS Section: 404.2.10

2009 ANSI A117.1 Section: 404.2.9

#### Budget Cost:

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

Total Cost: \$600.00

#### Possible Solutions:

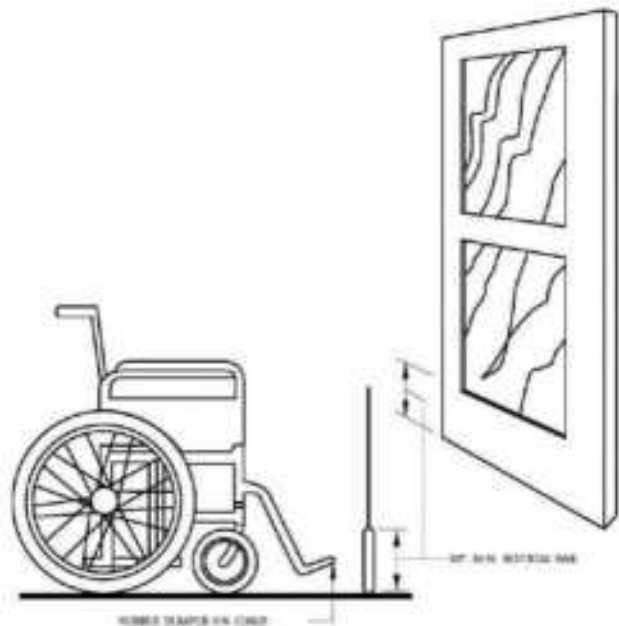
Install a door that has a compliant 10 inch of smooth surface.

#### Barrier Priority:

Medium (Level 7): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



## Barrier #5 Additional Barrier Photos



**Barrier #5 Additional Barrier Photos**



## Parking : Parking Garage

### Barrier: 6

The door exceeds the maximum allowable opening force and requires tight grasping to open.

Interior doors shall have a maximum opening force of 5 pounds.

These forces do not apply to the force required to retract latch bolts or disengage other devices that hold the door or gate in a closed position.

#### Citation:

2013 WSBC Section: 1101.2.3

2010 ADAS Section: 404.2.9

2009 ANSI A117.1 Section: 404.2.8

#### Budget Cost:

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

Total Cost: \$600.00

### Possible Solutions:

Alter the door so it's opening mechanism requires no tight grasping and requires no more than 5 pounds of force to open.

### Barrier Priority:

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance





## Barrier #6 Additional Barrier Photos





## Parking : Parking Garage

### Barrier: 7

The two parking signs are mounted too low.

Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

#### Citation:

2010 ADAS Section: 502.6

2009 ANSI A117.1 Section: 502.7

#### Budget Cost:

Base Cost: \$800.00

Contingency Cost: \$200.00

Design Cost: \$100.00

Total Cost: \$1,100.00

### Possible Solutions:

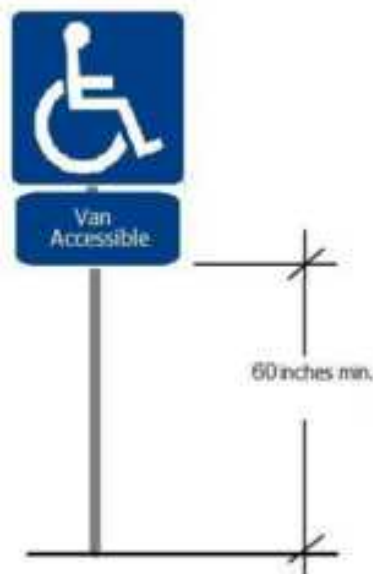
Alter the accessible parking signage so that they are a minimum of 60 inches from the ground to visible characters.

### Barrier Priority:

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



## Barrier #7 Additional Barrier Photos



## Parking : Parking Garage

### Barrier: 8

The accessible parking stall is not wide enough.

Each parking space must be at least 8 feet wide and shall be marked to define the width.

Alternatively, the stall can be 11 feet wide minimum with a 5 foot wide minimum access aisle.

The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space.

### Citation:

2010 ADAS Section: 502.2

2009 ANSI A117.1 Section: 502.2

### Budget Cost:

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

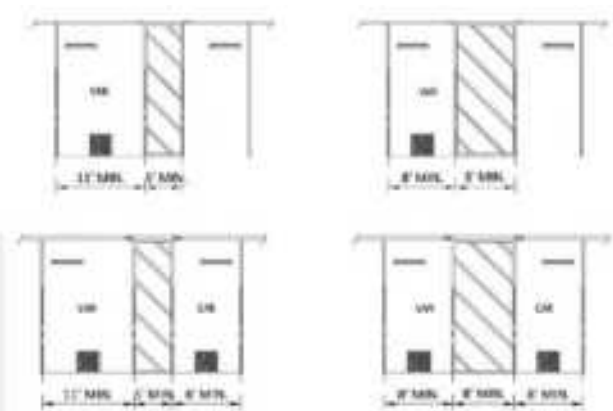
Total Cost: \$6,100.00

### Possible Solutions:

Alter the stall(s) so that they are a minimum of 8 ft measured white centerline to white centerline.

### Barrier Priority:

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance



## Barrier #8 Additional Barrier Photos



## Stairways and Ramps : Stairways

### Barrier: 9

The handrail projects less than 12 inches beyond the landing at the top of the stairs parallel to the floor or ground.

At the top of a stair flight, handrails shall extend horizontally above the landing for 12 inches minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

#### Citation:

2010 ADAS Section: 505.10.2

2009 ANSI A117.1 Section: 505.10.2

#### Budget Cost:

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

Total Cost: \$2,000.00

#### Possible Solutions:

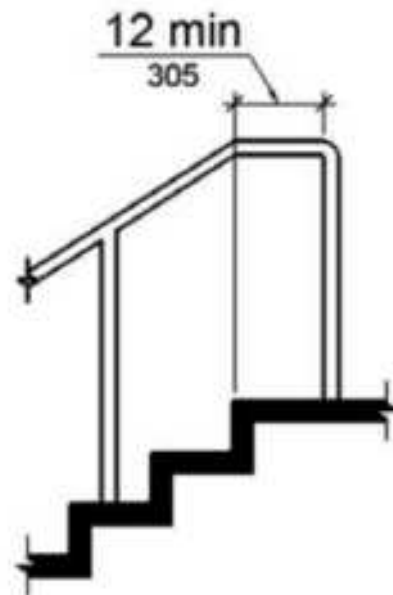
Modify the handrail extension to provide 12 inches.

#### Barrier Priority:

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance

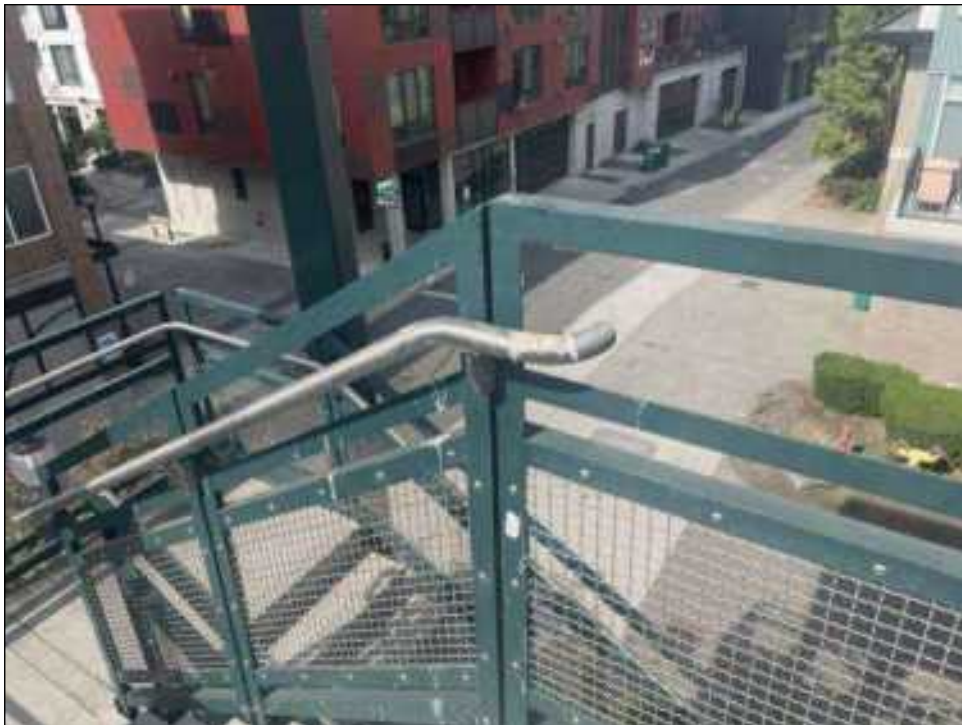




## Barrier #9 Additional Barrier Photos



**Barrier #9 Additional Barrier Photos**



## Barrier #9 Additional Barrier Photos





## Miscellaneous : Floor Signage

### Barrier: 10

The EXIT STAIR sign is not tactile and does not contain the required raised characters and Braille.

Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters, flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters, and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.

Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors, the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.

#### Citation:

2010 ADAS Section: 216.4.1

2009 ANSI A117.1 Section: 703.1.1

#### Budget Cost:

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

Total Cost: \$600.00

#### Possible Solutions:

Install the required tactile sign/s with raised characters and Braille.

#### Barrier Priority:

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance



## Barrier #10 Additional Barrier Photos





## Barrier #10 Additional Barrier Photos



## Miscellaneous : Emergency Call Boxes

### Barrier: 11

The clear floor space required at 1 emergency call box is not flat (2 percent or 1:48 maximum slope) in all directions.

Changes in level are not permitted at required clear floor or ground space except that slopes not steeper than 1:48 shall be permitted.

#### Citation:

2010 ADAS Section: 305.2

2009 ANSI A117.1 Section: 305.2

#### Budget Cost:

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

Total Cost: \$2,000.00

### Possible Solutions:

Provide a clear floor space measured 30 inches by 48 inches that is no more than 2.08 percent in all directions.

### Barrier Priority:

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



## Barrier #11 Additional Barrier Photos



## Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	0	\$0.00
Level 1	0	\$0.00
Level 2	0	\$0.00
Level 3	0	\$0.00
Level 4	0	\$0.00
Medium Priority	8	\$19,800.00
Level 5	2	\$12,900.00
Level 6	4	\$5,700.00
Level 7	2	\$1,200.00
Level 8	0	\$0.00
Low Priority	3	\$6,000.00
Level 9	2	\$2,600.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	1	\$3,400.00
<b>Priority Total</b>	<b>11</b>	<b>\$25,800.00</b>

# Site Accessibility Evaluation



**South Kirkland PnR Garage (KC)**

**10610 NE 38th PI**

**Kirkland, WA 98033**

**Accessibility Evaluation**

**Inspection Date: 07/12/2023**

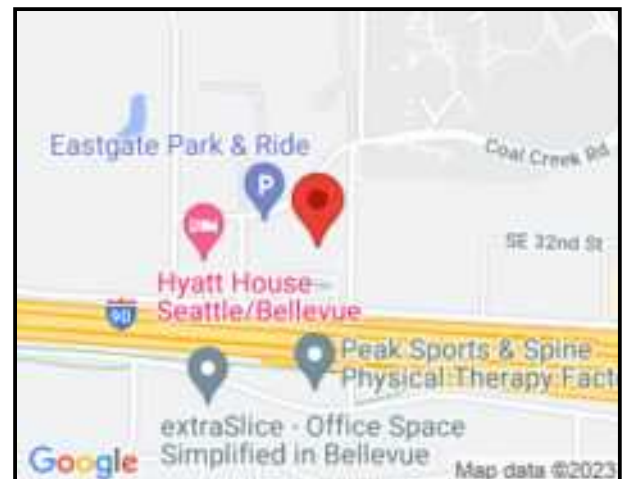
**Evaluators: Paul Klein**

**Prepared By**



**(972) 434 - 0068**

**[www.accessology.com](http://www.accessology.com)**





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## Self-Evaluation and Transition Plan

### *Prioritization Schedule*

#### Priority Criteria

<b>Level 1 (HIGH)</b>	Complaint or imminent danger
<b>Level 2 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
<b>Level 3 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; NOT near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
<b>Level 4 (HIGH)</b>	Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance
<b>Level 5 (MEDIUM)</b>	Access to goods and services issues (DOJ Level 2) - severely out of compliance
<b>Level 6 (MEDIUM)</b>	Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) – severely out of compliance
<b>Level 7 (MEDIUM)</b>	Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) – moderately out of compliance Drinking fountains and public phones (DOJ Level 4 & 5) - severely out of compliance
<b>Level 8 (MEDIUM)</b>	Drinking fountains and public phones (DOJ Level 4 & 5) - moderately out of compliance
<b>Level 9 (LOW)</b>	Restrooms (DOJ Level 3) – minimally out of compliance
<b>Level 10 (LOW)</b>	Drinking fountains and public phones (DOJ Level 4 & 5) - minimally out of compliance
<b>Level 11 (LOW)</b>	De minimis barrier; program modification required, or employee requests accommodation
<b>Level 12 (LOW)</b>	Element in compliance with previous standards (safe-harbor) but must comply with current standards if altered

## Path of Travel From Public Way: Path Of Travel From Public Way

### Barrier: 1

The walkway is missing directional signage that identifies the location/direction of the accessible route of travel to the accessible building entrance.

Signs that identify, direct to, or give information about accessible elements and features of a building or site shall have a non-glare finish, contrast with their background, be selected from fonts where the width of the uppercase letter "O" is 60 percent minimum and 110 percent maximum of the height of the uppercase letter "I" Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 20 percent maximum of the height of the character and be sized according to the viewing distance.

### Citation:

2010 ADAS Section: 216.3

2009 ANSI A117.1 Section: 703.1.2

### Budget Cost:

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

Total Cost: \$600.00

### Possible Solutions:

Provide directional signage that identifies the location/direction of the accessible route of travel to the accessible building entrance

### Barrier Priority:

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



**Barrier #1 Additional Barrier Photos**



## Path of Travel From Public Way: Path Of Travel From Public Way

### Barrier: 2

The walking surface is obstructed by the over grown foliage. A 36 inch wide minimum walking surface is required.

#### Citation:

2010 ADAS Section: 403.5.1

2009 ANSI A117.1 Section: 403.5

#### Budget Cost:

Base Cost: \$1,000.00

Contingency Cost: \$200.00

Design Cost: \$200.00

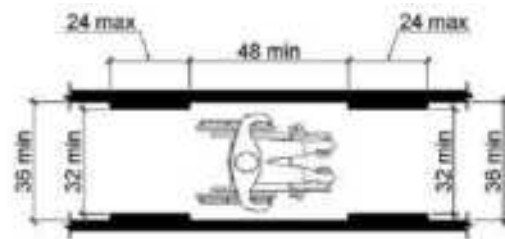
Total Cost: \$1,400.00

### Possible Solutions:

Vegetation along the accessible route from the public way obstructs headroom in maneuvering, clear floor, spaces, maintenance and trimming are recommended.

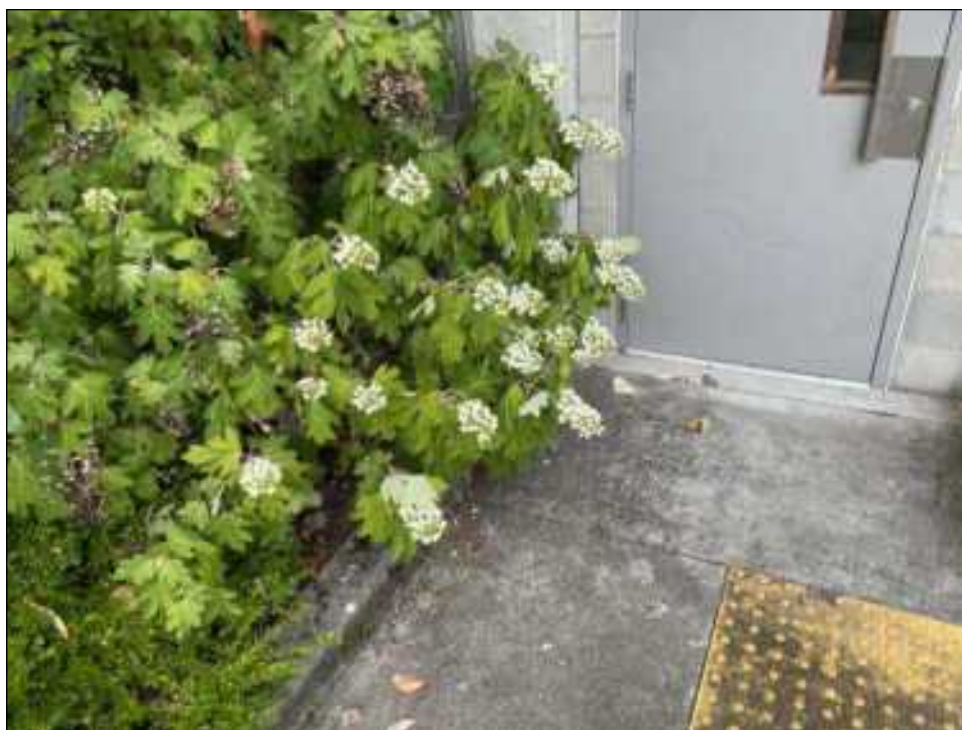
### Barrier Priority:

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance





**Barrier #2 Additional Barrier Photos**



## **Parking : General**

### **Barrier: 3**

The vertical clearance is less than 98 inches, and there are no signs provided.

Signs provided at entrances to parking facilities informing drivers of clearances and the location of van-accessible parking spaces can provide useful customer assistance.

Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches minimum.

#### **Citation:**

2010 ADAS Section: 502.5

2009 ANSI A117.1 Section: 502.6

#### **Budget Cost:**

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

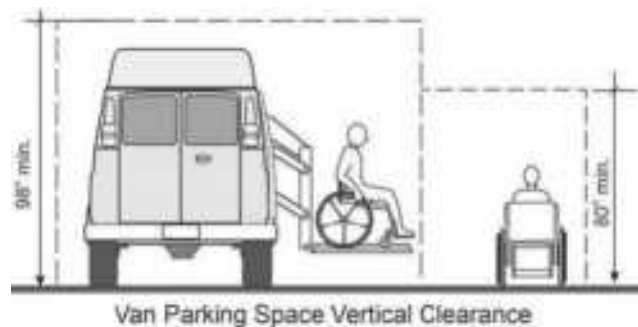
Total Cost: \$2,000.00

### **Possible Solutions:**

Provide signs at all parking facility entrances indicating the vertical height and the location of van accessible parking stalls.

### **Barrier Priority:**

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance



## **Barrier #3 Additional Barrier Photos**



**Barrier #3 Additional Barrier Photos**





Parking : General

Barrier: 4

There are not enough accessible stalls.

There are (562) total parking stalls in the parking garage, Including (7) accessible parking stalls on the 1st floor with 4 van stalls. Vertical height on the first floor is > 98”.

There should be a minimum of (12) accessible parking stalls, including a minimum of (2) van-accessible stalls.

Citation:

2010 ADAS Section: 208.2

Budget Cost:

Base Cost: \$1,500.00  
Contingency Cost: \$300.00  
Design Cost: \$200.00  
Total Cost: \$2,000.00

Possible Solutions:

Provide a total of (12) accessible parking stalls, including a minimum of (2) van-accessible stalls on the first floor.

Barrier Priority:

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	8
301 to 400	9
401 to 500	9
501 to 1000	2 percent of total
1001 and over	2% plus 1 for each 100, or fraction thereof, over 1000



**Barrier #4 Additional Barrier Photos**



## **Parking : General**

### **Barrier: 5**

There are (5) electric vehicle (EV) charging spaces with no accessible spaces provided.

Although these may be eligible for safe harbor and there are specific standards adopted at this time, it is recommended that the agency follow The U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.

The U.S. Access Board has released Design Recommendations for Accessible Electric Vehicle Charging Stations, a technical assistance document that reviews existing requirements and new recommendations for making electric vehicle (EV) charging stations accessible.

The Board's technical assistance document covers the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) accessibility requirements applicable to EV charging stations, such as technical provisions for operable parts and accessible routes. It also clarifies the differences between EV charging spaces and parking spaces. Accessible communication features are included under Section 508 requirements which are applicable to any EV charging stations procured or used by federal agencies.

The Board intends to publish a notice of proposed rulemaking on accessibility guidelines for EV charging stations. These guidelines will supplement the Board's Accessibility Guidelines under the ADA and ABA with scoping and technical requirements specific to EV charging stations.

#### **Citation:**

Other Section: Advisory

#### **Budget Cost:**

Base Cost: \$2,500.00  
Contingency Cost: \$500.00  
Design Cost: \$400.00  
Total Cost: \$3,400.00

### **Possible Solutions:**

Provide a minimum of 1 accessible EV charging station adjacent to 1 accessible EV space that meets the design requirements set forth by the US Access Board. Provide directional signage that helps identify the location of the accessible EV charging station unless there will be an accessible EV charging space and station on every level/serving the same area/s.

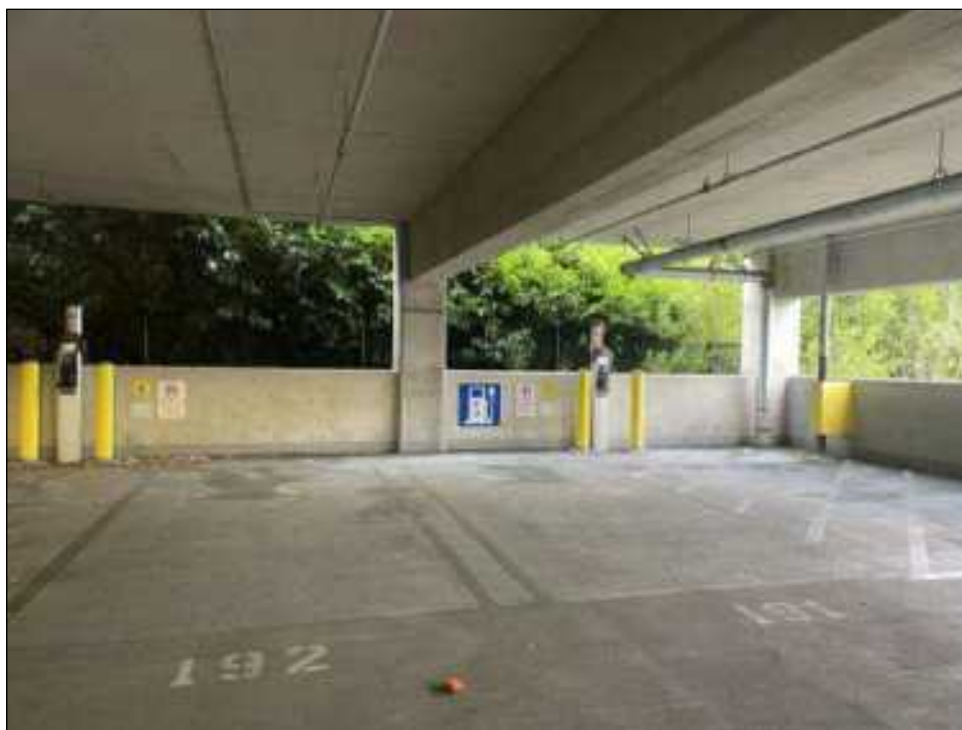
### **Barrier Priority:**

Low (Level 12): Element is in compliance with previous standards (safe-harbor) but must comply with current standards if altered

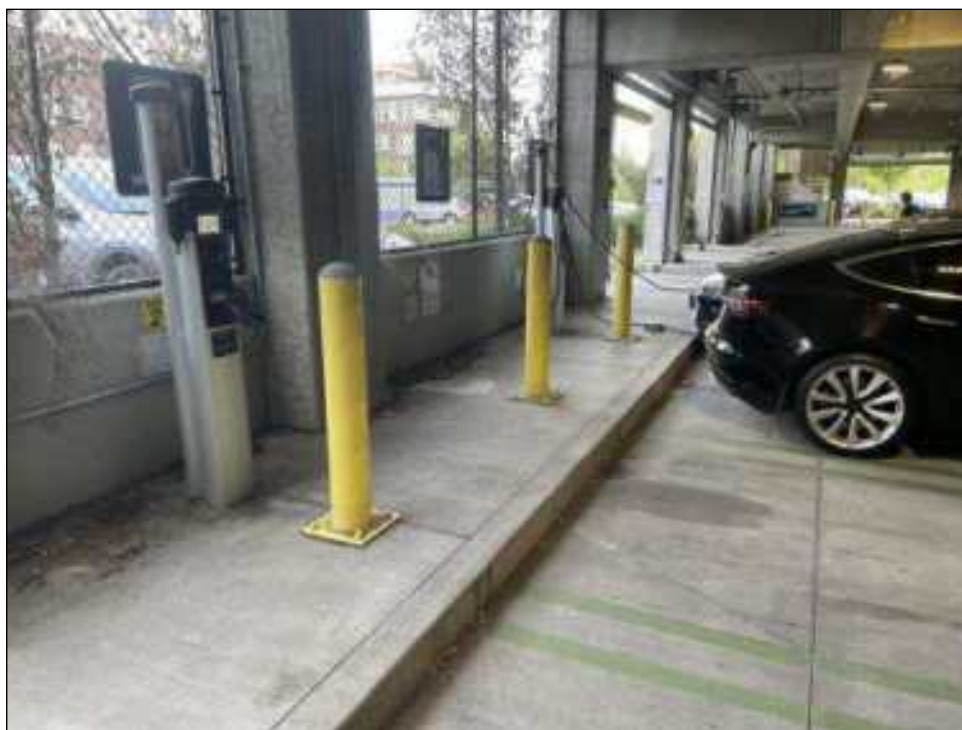
## **Barrier #5 Continued**



## Barrier #5 Additional Barrier Photos



**Barrier #5 Additional Barrier Photos**





## **Barrier #5 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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*Last Updated: 8/11/2022*

### **Design Recommendations for Accessible Electric Vehicle Charging Stations**



The U.S. Access Board, an independent federal agency that issues accessibility guidelines under the [Americans with Disabilities Act \(ADA\)](#), [Architectural Barriers Act \(ABA\)](#), [Rehabilitation Act of 1973](#), and other laws, is providing a technical assistance document to assist in the design and construction of electric vehicle (EV) charging stations that are accessible to and usable by people with disabilities.

The ADA covers entities including state and local governments (Title II) and places of public accommodation and commercial facilities (Title III). Under the ADA, the Access Board issues minimum scoping and technical requirements. Other federal agencies with enforcement responsibility under the ADA, such as the Department of Transportation (DOT) and the Department of Justice (DOJ), adopt enforceable standards that must provide at least the same level of accessibility as the guidelines issued by the Access Board. Additional requirements under Section 504 of the Rehabilitation Act and [ADA regulations issued by DOJ](#) and [ADA regulations issued by DOT](#) may be applicable, such as requirements for nondiscrimination in services, programs, and activities. For more information, visit the Access Board's [About the ADA page](#).

The ABA requires that buildings or facilities that were designed, built, or altered with federal dollars or leased by federal agencies be accessible. The ABA covers a wide range of facilities, including U.S. post offices, Veterans Affairs medical facilities, national parks, Social Security Administration offices, federal office buildings, U.S. courthouses, and federal prisons. It also applies to certain non-government facilities constructed with federal funds, such as funds made available under the National Electric Vehicle Infrastructure Program. For more information, visit the Access Board's [About the ABA page](#).

## **Barrier #5 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### **Accessible communication features**

All EV chargers should have accessible communication features and operable parts. This enables EV chargers to be used by people who are deaf or hard of hearing, little people, and other people with disabilities who do not need accessible mobility features (like access aisles) to use an EV charger.

All EV chargers containing ICT that are developed, procured, maintained, or used by the federal government must comply with the Section 508 Standards and have accessible ICT, including accessible hardware, software, and operable parts.

### **Accessible Mobility Features**

EV chargers designed to serve people who use mobility devices must be located on an accessible route and should provide:

- a vehicle charging space at least 11 feet wide and 20 feet long
- adjoining access aisle at least 5 feet wide
- clear floor or ground space at the same level as the vehicle charging space and positioned for an unobstructed side reach
- accessible operable parts, including on the charger and connector

These mobility features allow sufficient space for a person who uses a mobility device to exit and maneuver around the vehicle, retrieve the EV connector, and plug the connector into the electric vehicle charging inlet. Since EVs do not have a uniform vehicle charging inlet location, a larger vehicle charging space is needed to maneuver around all sides of the electric vehicle.

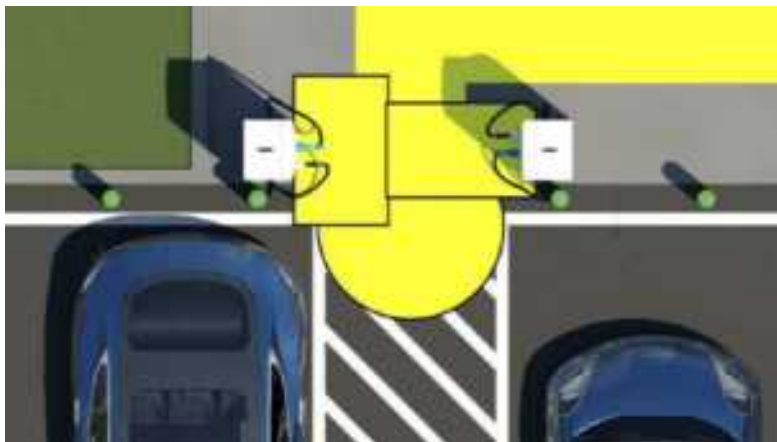


## **Barrier #5 - Attached Document - Accessible Design For EVCS**

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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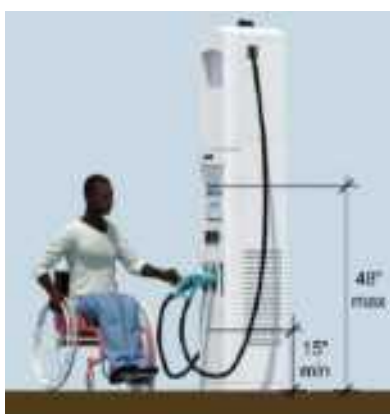
### **Operable Parts within Reach Range**

At a charging station, a reasonable number of EV chargers must comply with [§205 Operable Parts](#), including technical requirements for clear floor or ground space ([§305](#)), reach ranges & ([§308](#)), and operation ([§309](#)). We recommend EV chargers be designed with parts that are operable by the widest range of users with disabilities, including people with limited or no hand dexterity, limb differences, or upper extremity amputations.

Operable parts on EV chargers include, but are not limited to, the connector, card readers, electronic user interfaces, and switches and buttons, including the emergency start/stop button.

### **Unobstructed side reach**

All operable parts should meet the requirements for an unobstructed side reach ([§308.3.1](#)) and be no higher than 48 inches above the clear floor or ground space and no farther than 10 inches away. The exception for fuel dispensers should not be used (See: fuel dispensers). Placing operable parts higher than the 15 inch minimum is recommended.



## Barrier #5 - Attached Document - Accessible Design For EVCS

U.S. Access Board

<https://www.access-board.gov/files/usab-evse-guide.pdf>

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### “Use Last” Approach to EV chargers with accessible mobility features

Traditionally, accessible parking spaces are identified with the International Symbol of Accessibility (ISA) and reserved for use only by a person with a disability placard or license plate. Use of the ISA at EV charging spaces causes confusion about whether people without a disability placard can use accessible EV charging spaces. Since EV charging stations usually have only a few chargers, reserving a charging space only for use by a person with a disability placard may result in underutilized chargers.

The “use last” model would require more EV charging spaces be designed with accessible mobility features, but would not require that the charging spaces be reserved exclusively for people with disability placards. People without disability placards could use accessible EV charging spaces when all others are occupied, resulting in greater use of available chargers. This would allow mobility device users to have more options to find a charging space with the ideal design for their EV, and alternative charging spaces to use if a charger is broken or obscured. Having alternatives is extremely important, especially if the next accessible charging station is very far away.

A “use last” sign would indicate an EV charging space is accessible, but also direct people to use this space only when other charging spaces are occupied or accessibility features are needed.

At the time of this guidance, neither Manual on Uniform Traffic Control Devices (MUTCD) nor any other code-setting organization has a standard for “use last” signs, but the Access Board has designed several examples.



## **Parking : Level 1**

### **Barrier: 6**

The running slope (long dimension) of the accessible parking stall exceeds 2 percent.

The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.

#### **Citation:**

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### **Budget Cost:**

Base Cost: \$4,500.00

Contingency Cost: \$900.00

Design Cost: \$700.00

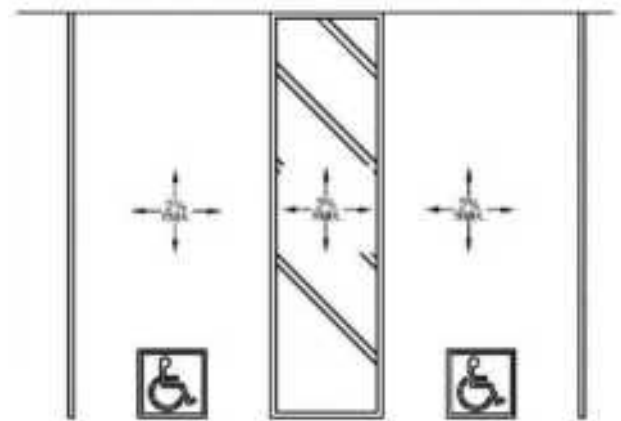
Total Cost: \$6,100.00

#### **Possible Solutions:**

Raise the existing accessible access aisle to comply with the 2 percent maximum requirement.

#### **Barrier Priority:**

High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance





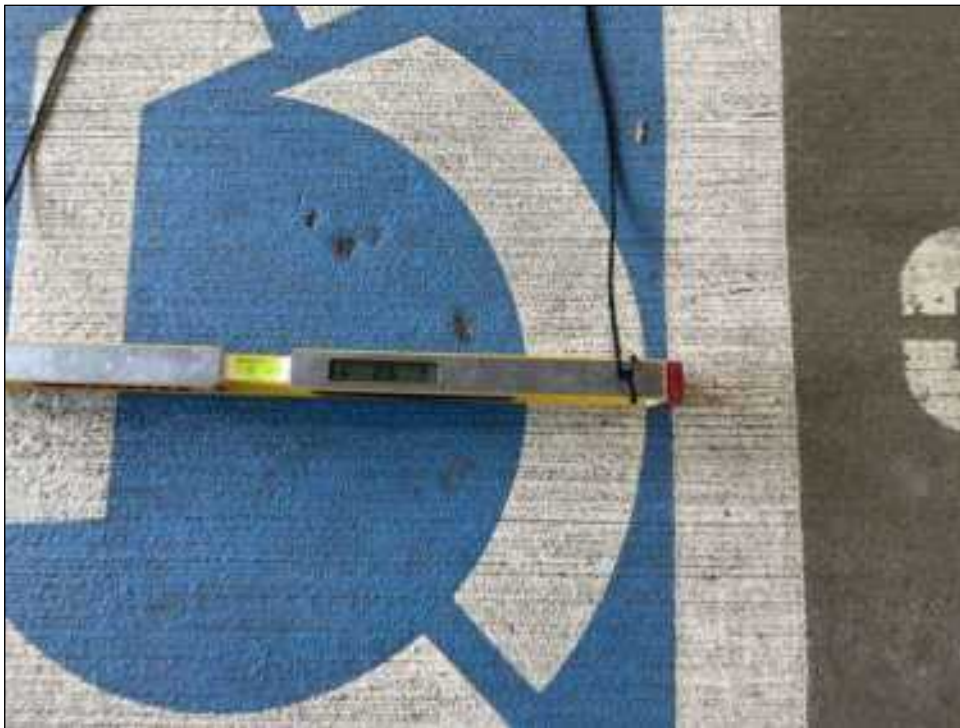
## Barrier #6 Additional Barrier Photos



## Barrier #6 Additional Barrier Photos



**Barrier #6 Additional Barrier Photos**



## Parking : Level 1

### Barrier: 7

All of the accessible parking stalls on the first floor are not wide enough.

Each parking space must be at least 8 feet wide and shall be marked to define the width.

Alternatively, the stall can be 11 feet wide minimum with a 5 foot wide minimum access aisle.

The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space.

### Citation:

2010 ADAS Section: 502.2

2009 ANSI A117.1 Section: 502.2

### Budget Cost:

Base Cost: \$5,000.00

Contingency Cost: \$1,000.00

Design Cost: \$800.00

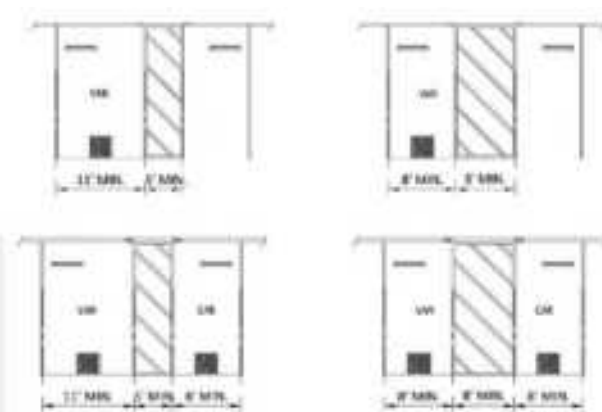
Total Cost: \$6,800.00

### Possible Solutions:

The required accessible stalls will require modification to achieve the required size. Either an 11 feet wide space and 5 feet wide aisle can be provided or an 8 feet minimum wide space and 8 feet wide aisle can be provided. The access aisle serving the space is to be shared with another accessible parking space, the access aisle must be a minimum of 5 feet wide.

### Barrier Priority:

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance





## Barrier #7 Additional Barrier Photos





## Barrier #7 Additional Barrier Photos



## Barrier #7 Additional Barrier Photos



## Parking : Level 1

### Barrier: 8

The parking stall contains abrupt edges and surface irregularities due to the unsecured wheel stop.

Parking spaces and access aisles serving them shall be stable, firm, and slip resistant. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted and shall not be sloped steeper than 2 percent in any direction.

#### Citation:

2010 ADAS Section: 502.4

2009 ANSI A117.1 Section: 502.5

#### Budget Cost:

Base Cost: \$500.00

Contingency Cost: \$100.00

Design Cost: \$100.00

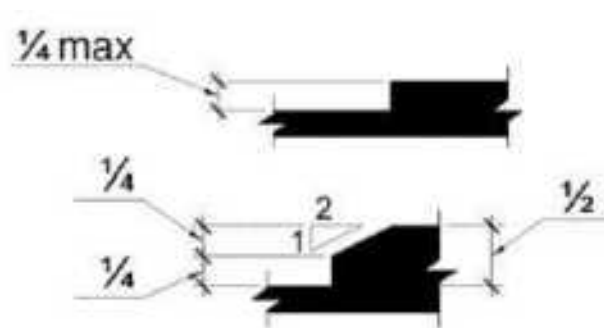
Total Cost: \$700.00

#### Possible Solutions:

The wheel stop is unsecured from the parking stall, maintenance and repair are needed.

#### Barrier Priority:

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance



**Barrier #8 Additional Barrier Photos**



## Parking : Level 1

### Barrier: 9

Compliant room identification signs are missing.

Sign shall be located alongside the door at the latch side. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall. Signs containing tactile characters shall be located so that a clear floor space of 18 inches minimum by 18 inches minimum, centered on the tactile characters, is provided beyond the arc of any door swing between the closed position and 45 degree open position.

Wall signs identifying permanent rooms and spaces of a building shall be in a horizontal format and the characters raised 1/32 inch minimum and shall be sans serif uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Contracted Grade 2 Braille shall be in a horizontal format and shall be placed a minimum of 3/8 inch and a maximum of 1/2 inch directly below the tactile characters; flush left or centered. Dots shall be 1/10 inch on center in each cell with 2/10-inch space between cells, measured from the second column of dots in the first cell to the first column of dots in the second cell. Dots shall be raised a minimum of 1/40 inch above the background. Braille dots shall be domed or rounded. Signs with raised characters or Braille shall be located 48 inches minimum above the finish floor or ground surface, measured from the baseline of the lowest tactile character and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile character.

#### Citation:

2010 ADAS Section: 216.2, 703.4.2

2009 ANSI A117.1 Section: 703.1.1, 703.3.11

#### Budget Cost:

Base Cost: \$400.00

Contingency Cost: \$100.00

Design Cost: \$100.00

Total Cost: \$600.00

#### Possible Solutions:

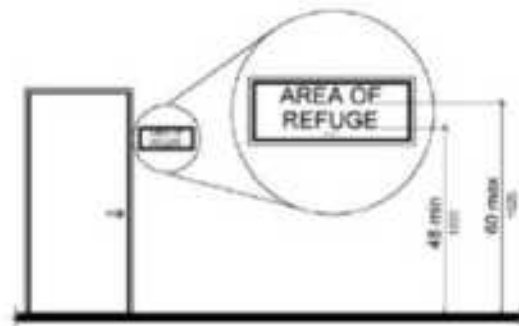
Install a compliant wall sign latch side to the door with a 60 inch maximum from the floor.

#### Barrier Priority:

Low (Level 9): Restrooms (DOJ Level 3) – minimally out of compliance



## Barrier #9 Continued



## Parking : Level 1

### Barrier: 10

The maneuvering clearance on the pull side of the door does not extend a minimum of 18 inches on the latch side.

Doors with a front approach must have a landing on the pull side that is a minimum of 60 inches in depth perpendicular to the door in a close position by a minimum width dimension of 18 inches plus the door width. The additional 18 inches must extend past the door on the latch side. The entire landing must be free of obstructions and must be flat (2 percent max. slope is considered flat in any direction).

#### Citation:

2010 ADAS Section: 404.2.4.1

2009 ANSI A117.1 Section: 404.2.3.3, 404.2.3.2

#### Budget Cost:

Base Cost: \$2,500.00

Contingency Cost: \$500.00

Design Cost: \$400.00

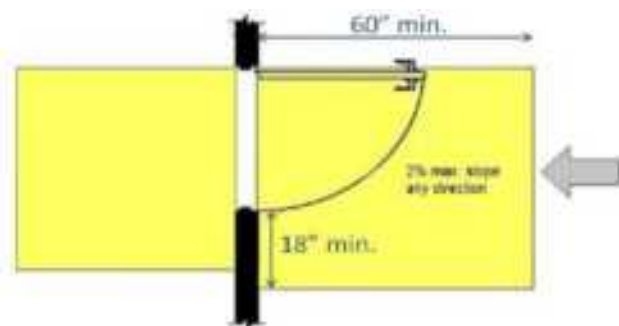
Total Cost: \$3,400.00

#### Possible Solutions:

Modify the door to provide 18 inches minimum clearance.

#### Barrier Priority:

Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance



## Barrier #10 Additional Barrier Photos



## Stairways and Ramps : Stairways

### Barrier: 11

The handrail does not extend for the correct distance and/or direction at the bottom of the stairway.

At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

#### Citation:

2010 ADAS Section: 505.10.3

2009 ANSI A117.1 Section: 505.10.3, 505.10.2

#### Budget Cost:

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

Total Cost: \$2,000.00

#### Possible Solutions:

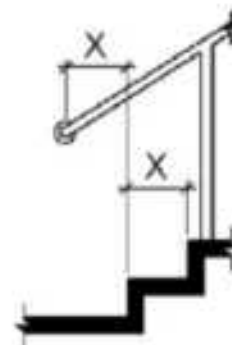
N/A - Refer to Barrier

#### Barrier Priority:

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Note: X = tread depth

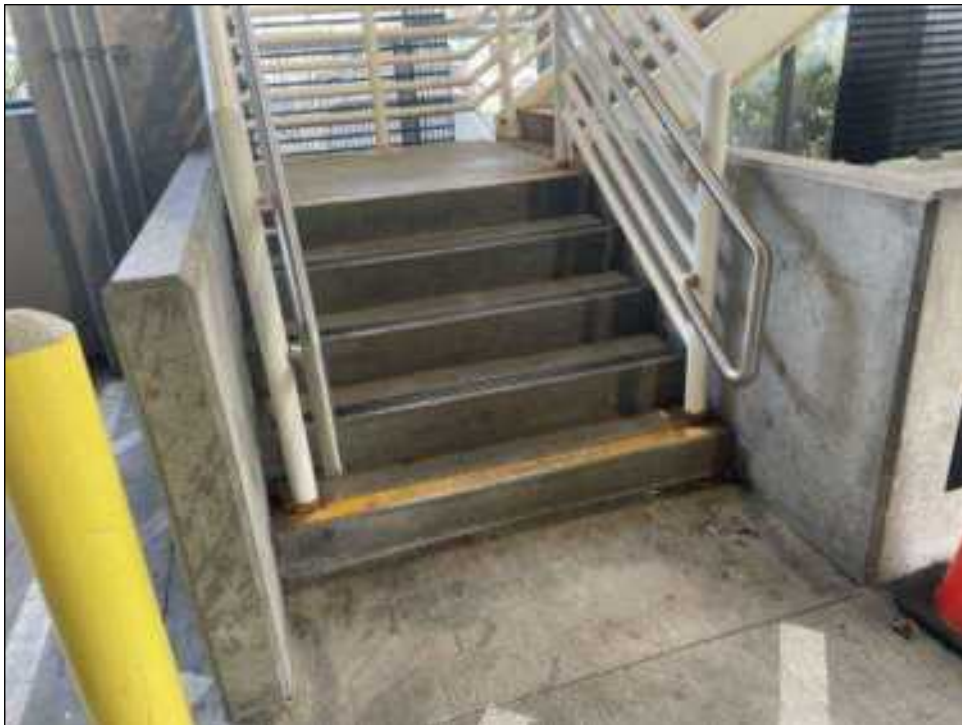
Figure 505.10.3 Bottom Handrail Extension at Stairs

## Barrier #11 Additional Barrier Photos





## Barrier #11 Additional Barrier Photos



**Barrier #11 Additional Barrier Photos**



## **Miscellaneous : Emergency Call Boxes**

### **Barrier: 12**

The emergency call boxes (2) have clear floor spaces that exceed (2 percent or 1:48 maximum slope).

Changes in level are not permitted at the required clear floor or ground space except that slopes not steeper than 1:48 shall be permitted.

#### **Citation:**

2010 ADAS Section: 305.2

2009 ANSI A117.1 Section: 305.2

#### **Budget Cost:**

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$200.00

Total Cost: \$2,000.00

### **Possible Solutions:**

Provide a clear floor space measured 30 inches by 48 inches that is no more than 2.08 percent in all directions.

### **Barrier Priority:**

Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance

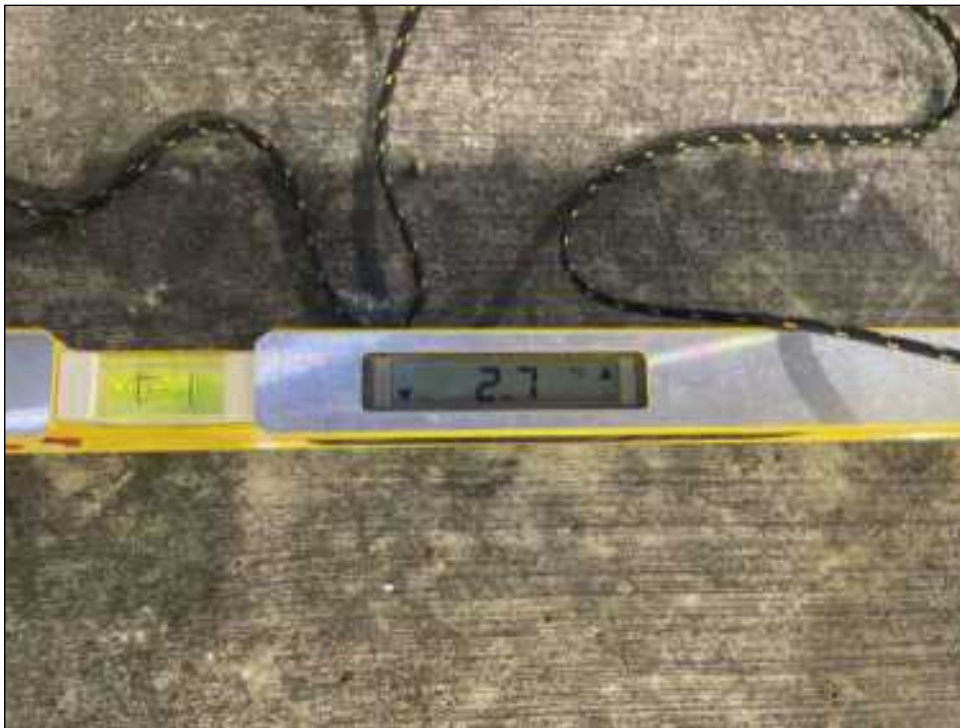


## Barrier #12 Additional Barrier Photos





## Barrier #12 Additional Barrier Photos



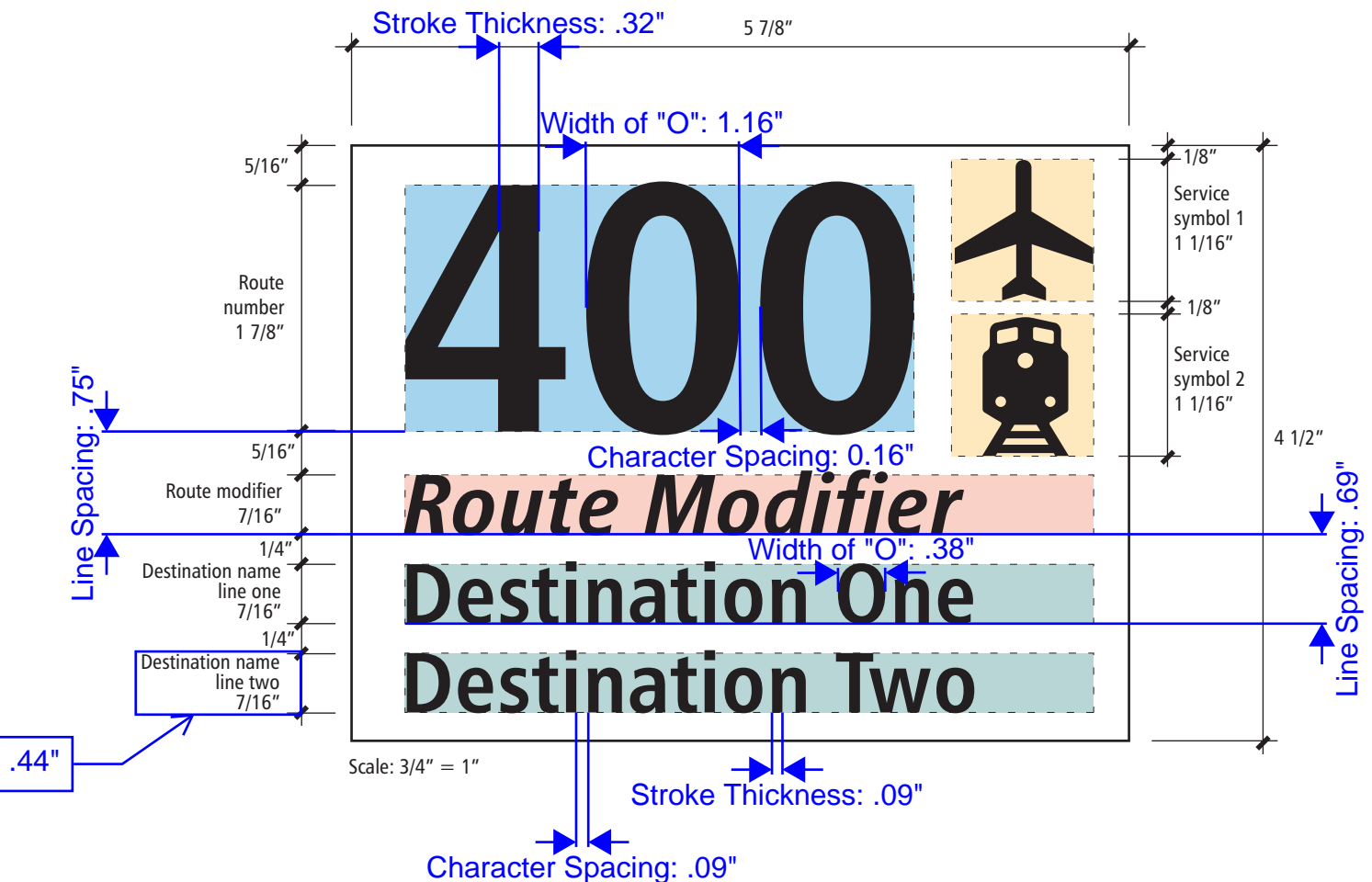


## Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	3	\$9,500.00
Level 1	0	\$0.00
Level 2	0	\$0.00
Level 3	0	\$0.00
Level 4	3	\$9,500.00
Medium Priority	6	\$15,500.00
Level 5	3	\$10,900.00
Level 6	3	\$4,600.00
Level 7	0	\$0.00
Level 8	0	\$0.00
Low Priority	3	\$6,000.00
Level 9	2	\$2,600.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	1	\$3,400.00
<b>Priority Total</b>	<b>12</b>	<b>\$31,000.00</b>

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Transit Stop Cost Projection Summary**  
9/13/2023

GPS ID	Project Name	Cost Projection	Priority
1530	Disability Rights WA	\$ 1,100	1
3770	14th Ave S @ S Holgate St (SB/FS)	\$ 3,700	1
11990	S Jackson St at 20th Ave S (EB/FS)	\$ 1,000	1
12373	DeafBlind Services Center	\$ 5,300	2
12496	Lighthouse for the Blind	\$ 600	4
12820	Disability Empowerment Center (WB)	\$ 3,300	2
12960	Disability Empowerment Center (EB)	\$ 300	4
45440	87th Ave S @ S 115th Pl (NB/NS)	\$ 2,200	1
47809	1st Ave S @ S 128th St (NB/NS)	\$ 6,500	2
48398	1st Ave S at SW 128th St (SB/NS)	\$ 3,700	2
49500	Military Rd S @ S 125th Pl (NB/FS)	\$ 4,900	1
49571	SW 116th St @ 1st Ave S (EB/NS)	\$ 3,900	1
50760	Multicultural Families	\$ 3,000	2
54150	NE 4th St @ Union Ave NE (WB/FS)	\$ 3,700	2
57528	124th Ave SE @ SE 312th St (SB/FS)	\$ 3,000	2
58393	17th St SE @ H St SE (EB/FS)	\$ 1,000	4
60469	SE Kent-Kangley Rd @ 108th Ave SE (WB/FS)	\$ 600	4
70390	National Federation of the Blind (North Side (SB))	\$ 1,100	1
70410	National Federation of the Blind (South Side (SB))	\$ 600	4
70420	National Federation of the Blind (South Side (NB))	\$ 1,100	1
70440	National Federation of the Blind (North Side (NB))	\$ 300	4
73813	Central Way @ 3rd St (EB/FS)	\$ 3,300	2
77630	15th Ave NE @ NE 155th St (SB/FS)	\$ 5,200	1
79590	SW Sunset Blvd at Oakesdale Ave SW (EB/FS)	\$ 1,300	1
80400	Factoria Blvd SE @ SE 40th Pl (NB/FS)	\$ 3,100	2
80590	W James St @ 4th Ave N (EB/NS)	\$ 400	4
80666	The Arc of King County - Planter Strip Spot (South Side (NB))	\$ 1,300	1
80763	The Arc of King County (SB)	\$ 3,800	2
80764	The Arc of King County - Planter Strip Spot (South Side (SB))	\$ 1,400	1
80765	The Arc of King County (NB)	\$ 3,800	2
1673030	Central Ave N @ E James St (NB/FS)	\$ 3,700	2
<b>TOTAL</b>		<b>\$ 78,200</b>	



The "Route Block" is the key building block of the sign system and determines the overall sign face size for all sign types. A Route Block's height and width does not change for any sign type. Each Route Block contains a bus's route number, a bus's destination name, and it's route modifier description. When a bus route intersects with another mode of transportation, such as an airports or train station, then the appropriate service symbol is placed adjacent to the route number. See route database for service symbol usage.

## Content:

Route blocks are able to display 1, 2 or 3 digit route numbers.  
Route modifier and destination names are able to display maximum 17 characters per line.  
Up to 2 service symbols may be displayed.

## Typefaces:

Humanist 777 Condensed Bold:  
Route numbers and destination names

Transit Bold Italic:  
Route modifier

## Colors:

Background is white and text is black.  
Colors shown behind information above indicates maximum text area and is not included on actual signs. See page 6.8 for layout templates.

King County Metro Transit Stop Signage Review: Measurement and Compliance Summary

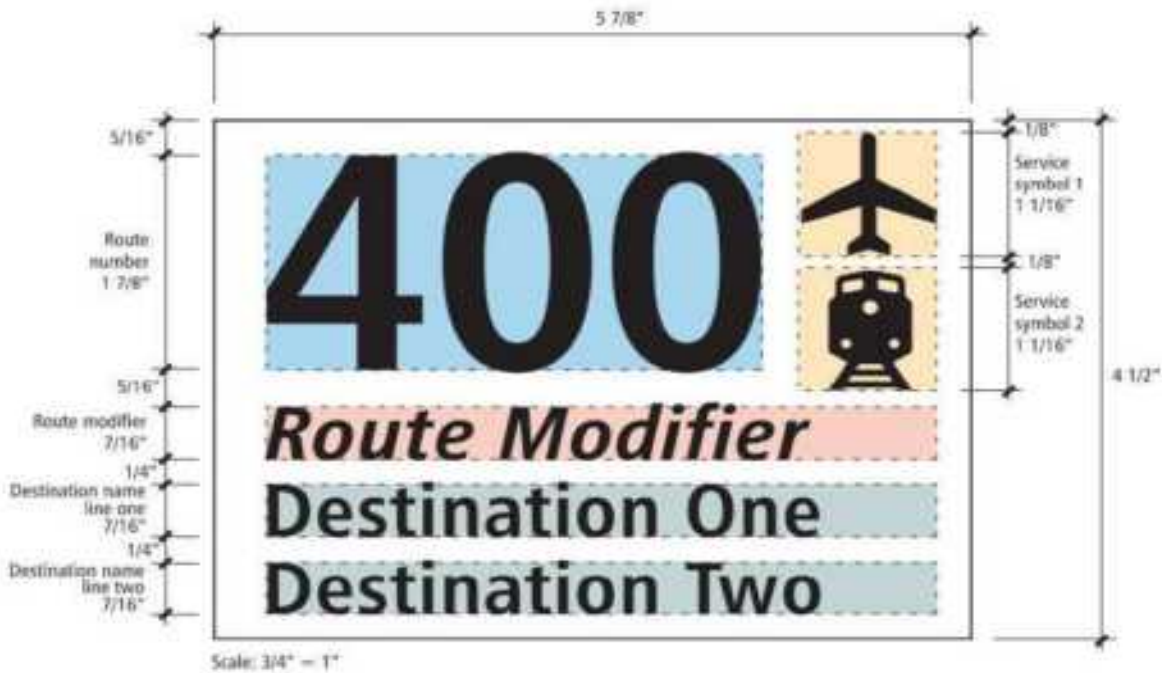
	Sign	Text	Height Range to Finish Surface (ft)	Horizontal Viewing Distance (ft)	Minimum Character Height (in)	Height of I or T	55% to 110% of Height	10% to 30% of Height	10% to 35% of Height	135% to 175% of Height
ID							Width of O	Stroke Thickness	Character Spacing	Line Spacing
1	Transit Stop Sign 1	400	(5.8', 10']	(0, 6')	2	1.88	1.16	0.32	0.16	0.75
2		Route Modifier	(5.8', 10']	(0, 6')	2	0.44	0.38	0.09	0.09	0.69
3		Destination One	(5.8', 10']	(0, 6')	2	0.44	0.38	0.09	0.09	0.69
4		Destination Two	(5.8', 10']	(0, 6')	2	0.44	0.38	0.09	0.09	0.69

ID 1	Sign	Text
	Transit Stop Sign 1	400
	Sign Element (measurement in inches)	
	Height of I	1.88
	Width of O	1.16
	Stroke thickness	0.32
	Character spacing	0.16
	Line spacing	0.75
ID 2	Sign	Text
	Transit Stop Sign 1	Route Modifier
	Sign Element (measurement in inches)	
	Height of I	0.44
	Width of O	0.38
	Stroke thickness	0.09
	Character spacing	0.09
	Line spacing	0.69
ID 3	Sign	Text
	Transit Stop Sign 1	Destination One
	Sign Element (measurement in inches)	
	Height of I	0.44
	Width of O	0.38
	Stroke thickness	0.09
	Character spacing	0.09
	Line spacing	0.69
ID 4	Sign	Text
	Transit Stop Sign 1	Destination Two
	Sign Element (measurement in inches)	
	Height of I	0.44
	Width of O	0.38
	Stroke thickness	0.09
	Character spacing	0.09
	Line spacing	0.69

The diagram illustrates a rectangular Transit Stop Sign with a white background and a black border. The sign features the following elements and dimensions:

- Route number:** "400" in large black numerals on a light blue background. Dimensions: 5 7/8" wide, 5 1/16" high.
- Route modifier:** "Route Modifier" in black italicized text on a light red background. Dimensions: 7 1/16" wide, 1 1/4" high.
- Destination One:** "Destination One" in black text on a light blue background. Dimensions: 7 1/16" wide, 1 1/4" high.
- Destination Two:** "Destination Two" in black text on a light blue background. Dimensions: 7 1/16" wide, 1 1/4" high.
- Service symbols:** Two symbols in a yellow box on the right: an airplane (top) and a train (bottom). Dimensions: 1 1/8" wide, 1 1/16" high for each symbol.

Overall dimensions: 5 7/8" wide, 4 1/2" high. Scale: 3/4" = 1".



King County Metro Transit Stop Signage Review: Requirement and Compliance Summary

PROWAG Requirement Section	Requirement			ADA Transition Plan "Sign 1" Compliance Status	ADA Transition Plan "Sign 1" Compliance Notes
<a href="#">R410.2 Finish and Contrast</a>	Characters and their background shall have a non-glare finish. Characters shall contrast with their background with either light characters on a dark background or dark characters on a light background.			Compliant	
<a href="#">R410.3 Case</a>	Characters shall be uppercase or lowercase or a combination of both.			Compliant	
<a href="#">R410.4 Style</a>	Characters shall be conventional in form. Characters shall not be italic, oblique, script, highly decorative, or of other unusual forms.			Compliant	
<a href="#">R410.5 Character Proportions</a>	Characters shall be selected from fonts where the width of the uppercase letter "O" is 55 percent minimum and 110 percent maximum of the height of the uppercase letter "I".			Compliant	
<a href="#">R410.6 Character Height</a>	Minimum character height shall comply with Table R410.6. Viewing distance shall be measured as the horizontal distance between the character and an obstruction preventing further approach towards the sign. Character height shall be based on the uppercase letter "I".			Non-compliant	Observed signs were typically 6'-8' from ground to bottom of sign
<a href="#">R410.6 Visual Character Height</a>	Height to Finish Surface from Baseline of Character	Horizontal Viewing Distance	Minimum Character Height		
	40 inches (1015 mm) to less than or equal to 70 inches (1780 mm)	Less than 72 inches (1830 mm)	5/8 inch (16 mm)		
	40 inches (1015 mm) to less than or equal to 70 inches (1780 mm)	72 inches (1830 mm) and greater	5/8 inch (16 mm), plus 1/8 inch (3.2 mm) per foot (305 mm) of viewing distance above 72 inches (1830 mm)		
	Greater than 70 inches (1780 mm) to less than or equal to 120 inches (3050 mm)	Less than 180 inches (4570 mm)	2 inches (51 mm)		
	Greater than 70 inches (1780 mm) to less than or equal to 120 inches (3050 mm)	180 inches (4570 mm) and greater	2 inches (51 mm), plus 1/8 inch (3.2 mm) per foot (305 mm) of viewing distance above 180 inches (4570 mm)		
	Greater than 120 inches (3050 mm)	Less than 21 feet (6400 mm)	3 inches (75 mm)		
	Greater than 120 inches (3050 mm)	21 feet (6400 mm) and greater	3 inches (75 mm), plus 1/8 inch (3.2 mm) per foot (305 mm) of viewing distance above 21 feet (6400 mm)		
<a href="#">R410.7 Stroke Thickness</a>	Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 30 percent maximum of the height of the character.			Compliant	
<a href="#">R410.8 Character Spacing</a>	Character spacing shall be measured between the two closest points of adjacent characters, excluding word spaces. Spacing between individual characters shall be 10 percent minimum and 35 percent maximum of character height.			Non-compliant	
<a href="#">R410.9 Line Spacing</a>	Spacing between the baselines of separate lines of characters within a message shall be 135 percent minimum and 170 percent maximum of the character height.			Non-compliant	
<a href="#">R410.10 Height from Ground Surface</a>	Visual characters shall be 40 inches (1015 mm) minimum above the ground surface.			Compliant	



Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	1; 7; 13; 49; 62; 70	GPS ID: 1530
Project Name:	Disability Rights WA	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 760.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 145.71
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 194.29
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 1,100.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	Remove and replace boarding area
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 1530 Disability Rights WA

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	36; 60	GPS ID: 3770
Project Name:	14th Ave S @ S Holgate St (SB/FS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	4	SY	\$ 25.00	\$ 100.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 2,735.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 413.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 551.43
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 3,700.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	
Ponding present in the boarding area	X	
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 3770 14th Ave S @ S Holgate St (SB/FS)

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	14	GPS ID: 11990
Project Name:	S Jackson St at 20th Ave S (EB/FS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	4	SY	\$ 25.00	\$ 100.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 735.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 113.57
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 151.43
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 1,000.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 11990 S Jackson St at 20th Ave S (EB/FS)

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	11; 12	GPS ID: 12373
Project Name:	DeafBlind Services Center	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	6	SY	\$ 25.00	\$ 150.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,000.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 3,870.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 612.86
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 817.14
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 5,300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area	X	Remove obstruction
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%	X	Remove and replace clear space
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Stand-Alone Bench/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 12373 DeafBlind Services Center

Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	4	GPS ID: 12496
Project Name:	Lighthouse for the Blind	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00	\$ 170.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	2	SY	\$ 25.00	\$ 50.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 430.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 72.86
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 97.14
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 600.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	Remove and replace clear space
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 12496 Lighthouse for the Blind



Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	3; 4	GPS ID: 12820
Project Name:	Disability Empowerment Center (WB)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00	\$ 170.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	2	SY	\$ 25.00	\$ 50.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 2,430.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 372.86
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 497.14
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 3,300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	Remove and replace clear space
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 12820 Disability Empowerment Center (WB)

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 3; 4 Project Name: Disability Empowerment Center (EB) City: King County	GPS ID: 12960
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Stand-Alone Bench/Clear Space



Transit Stop Signage

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 12960 Disability Empowerment Center (EB)

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	107	GPS ID: 45440
Project Name:	87th Ave S @ S 115th Pl (NB/NS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	16	SY	\$ 85.00	\$ 1,360.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

#### Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	1,570.00
Engineering: (% +/-)	15%	\$ 270.00
Contingency: (% +/-)	20%	\$ 360.00
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>2,200.00</b>

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist	X	Install boarding area
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network	X	Install connection
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 45440 87th Ave S @ S 115th PI (NB/NS)

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	131	GPS ID: 47809
Project Name:	1st Ave S @ S 128th St (NB/NS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	1	LS	\$ 2,000.00	\$ 2,000.00
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 4,760.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 745.71
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 994.29
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 6,500.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	
Boarding area cross slope is greater than adjacent street grade		Remove and replace boarding area
Heaving/Sinking/Cracking present in the boarding area	X	
Ponding present in the boarding area	X	Remove obstruction
Permanent obstruction (>0.25") in boarding area	X	
Temporary obstruction (>0.25") in boarding area	X	Fix connection transition
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 47809 1st Ave S @ S 128th St (NB/NS)

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	131	GPS ID: 48398
Project Name:	1st Ave S at SW 128th St (SB/NS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	3	SY	\$ 25.00	\$ 75.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 2,710.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 424.29
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 565.71
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 3,700.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 48398 1st Ave S at SW 128th St (SB/NS)
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Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	128; 132	GPS ID: 49500
Project Name:	Military Rd S @ S 125th PI (NB/FS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	40	SY	\$ 85.00	\$ 3,400.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 3,610.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 552.86
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 737.14
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 4,900.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist	X	Install boarding area
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network	X	Install connection
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

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End of Project Description for Project 49500 Military Rd S @ S 125th PI (NB/FS)

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	128	GPS ID: 49571
Project Name:	SW 116th St @ 1st Ave S (EB/NS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	4	SY	\$ 25.00	\$ 100.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 2,820.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 462.86
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 617.14
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 3,900.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	
Ponding present in the boarding area	X	
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench	X	Install clear space adjacent to bench
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Stand-Alone Bench/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

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End of Project Description for Project 49571 SW 116th St @ 1st Ave S (EB/NS)

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	162; 183	GPS ID: 50760
Project Name:	Multicultural Families	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 2,210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 338.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 451.43
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 3,000.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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**Project Location Map Sources:**

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End of Project Description for Project 50760 Multicultural Families

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	105; 111	GPS ID: 54150
Project Name:	NE 4th St @ Union Ave NE (WB/FS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	4	SY	\$ 25.00	\$ 100.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal:	\$ 2,735.00
<input checked="" type="checkbox"/> No Design Completed		Engineering: (% +/-)	15% \$ 413.57
<input type="checkbox"/> Preliminary Design		Contingency: (% +/-)	20% \$ 551.43
<input type="checkbox"/> Final Design		Estimated Project Cost:	\$ 3,700.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area	X	
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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End of Project Description for Project 54150 NE 4th St @ Union Ave NE (WB/FS)

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	165	GPS ID: 57528
Project Name:	124th Ave SE @ SE 312th St (SB/FS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 2,210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 338.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 451.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 3,000.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 57528 124th Ave SE @ SE 312th St (SB/FS)



Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	184	GPS ID: 58393
Project Name:	17th St SE @ H St SE (EB/FS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	3	SY	\$ 25.00	\$ 75.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 710.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 124.29
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 165.71
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 1,000.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 58393 17th St SE @ H St SE (EB/FS)

Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	162; 168	GPS ID: 60469
Project Name:	SE Kent-Kangley Rd @ 108th Ave SE (WB/FS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00	\$ 170.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 380.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 94.29
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 125.71
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 600.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	Increase boarding area size
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 60469 SE Kent-Kangley Rd @ 108th Ave SE (WB/FS)

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	255	GPS ID: 70390
Project Name:	National Federation of the Blind (North Side (SB))	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 760.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 145.71
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 194.29
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 1,100.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	Remove and replace boarding area
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 70390 National Federation of the Blind (North Side (SB))

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 255 Project Name: National Federation of the Blind (South Side (SB)) City: King County	GPS ID: 70410
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00	\$ 170.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	2	SY	\$ 25.00	\$ 50.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 430.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 72.86
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 97.14
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 600.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%	X	Remove and replace clear space
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Stand-Alone Bench/Clear Space



Transit Stop Signage

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 70410 National Federation of the Blind (South Side (SB))

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	255	GPS ID: 70420
Project Name:	National Federation of the Blind (South Side (NB))	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 760.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 145.71
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 194.29
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 1,100.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 70420 National Federation of the Blind (South Side (NB))



Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 255 Project Name: National Federation of the Blind (North Side (NB)) City: King County	GPS ID: 70440
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 70440 National Federation of the Blind (North Side (NB))

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	230; 231	GPS ID: 73813
Project Name:	Central Way @ 3rd St (EB/FS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00	\$ 170.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 2,380.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 394.29
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 525.71
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 3,300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	Increase boarding area size
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 73813 Central Way @ 3rd St (EB/FS)

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	330; 348	GPS ID: 77630
Project Name:	15th Ave NE @ NE 155th St (SB/FS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	4	SY	\$ 25.00	\$ 100.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,000.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 3,820.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 591.43
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 788.57
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 5,200.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area	X	Remove obstruction
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench	X	Install clear space adjacent to bench
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Stand-Alone Bench/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

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End of Project Description for Project 77630 15th Ave NE @ NE 155th St (SB/FS)

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	101; 102	GPS ID: 79590
Project Name:	SW Sunset Blvd at Oakesdale Ave SW (EB/FS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	8	SY	\$ 85.00	\$ 680.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 890.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 175.71
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 234.29
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 1,300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist	X	Install boarding area
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network	X	Install connection
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Transit Stop Signage

**Comment:**  
Unsafe

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**Project Location Map Sources:**

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End of Project Description for Project 79590 SW Sunset Blvd at Oakesdale Ave SW (EB/FS)

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	240; 241; 245; 246	GPS ID: 80400
Project Name:	Factoria Blvd SE @ SE 40th PI (NB/FS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	1	SY	\$ 85.00	\$ 85.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 2,295.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 345.00
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 460.00
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 3,100.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	Increase boarding area size
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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End of Project Description for Project 80400 Factoria Blvd SE @ SE 40th PI (NB/FS)



Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 150; 162; 183 Project Name: W James St @ 4th Ave N (EB/NS) City: King County	GPS ID: 80590
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	1	SY	\$ 85.00	\$ 85.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 295.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 45.00
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 60.00
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 400.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	Increase boarding area size
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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End of Project Description for Project 80590 W James St @ 4th Ave N (EB/NS)

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	153	GPS ID: 80666
Project Name:	The Arc of King County - Planter Strip Spot (South Side (NB))	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	8	SY	\$ 85.00	\$ 680.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 890.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 175.71
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 234.29
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 1,300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist	X	Install boarding area
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network	X	Install connection
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 80666 The Arc of King County - Planter Strip Spot (South Side (NB))

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	153	GPS ID: 80763
Project Name:	The Arc of King County (SB)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 2,760.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 445.71
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 594.29
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 3,800.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 80763 The Arc of King County (SB)

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	153	GPS ID: 80764
Project Name:	The Arc of King County - Planter Strip Spot (South Side (SB))	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	9	SY	\$ 85.00	\$ 765.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal:	\$ 975.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-)	15%	\$ 182.14
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-)	20%	\$ 242.86
<input type="checkbox"/> Final Design	Estimated Project Cost:		\$ 1,400.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist	X	Install boarding area
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network	X	Install connection
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 80764 The Arc of King County - Planter Strip Spot (South Side (SB))

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	153	GPS ID: 80765
Project Name:	The Arc of King County (NB)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 2,760.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 445.71
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 594.29
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 3,800.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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End of Project Description for Project 80765 The Arc of King County (NB)



Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	153; 161	GPS ID: 1673030
Project Name:	Central Ave N @ E James St (NB/FS)	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	4	SY	\$ 25.00	\$ 100.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 2,735.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 413.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 551.43
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 3,700.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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End of Project Description for Project 1673030 Central Ave N @ E James St (NB/FS)

**12/19/2023**

<b>TOTAL</b>	<b>\$1,487,800</b>
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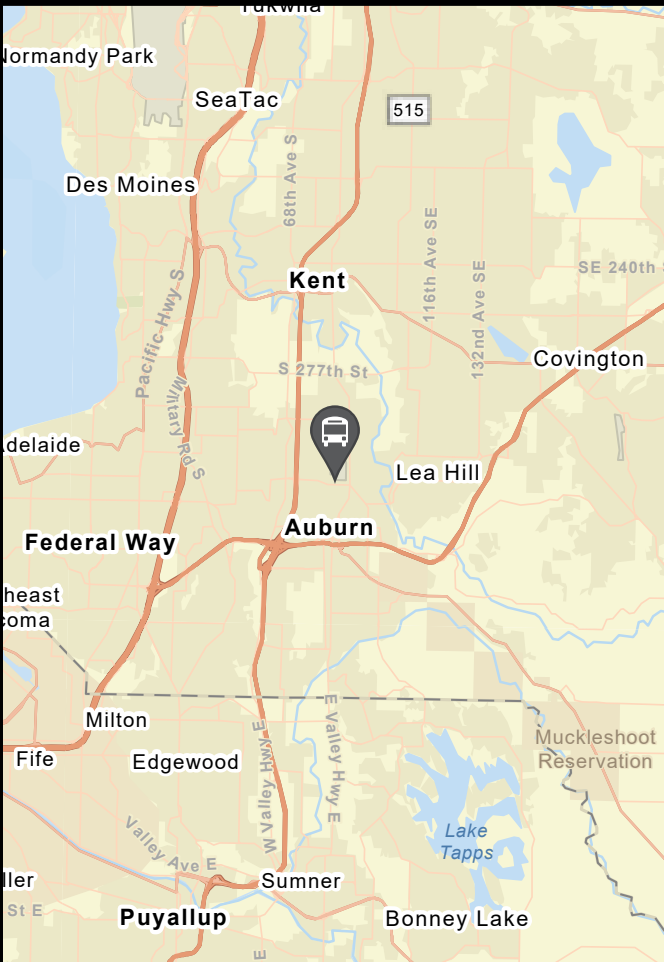
# Auburn Park and Ride

## Facility Overview and Cost Summary



### Legend

- Intersections and ID
- Curb Ramp
- Path of Travel
- Accessible Parking Sign
- Accessible Parking
- Access Aisle
- Transit Stop and ID
- Ramp
- Building



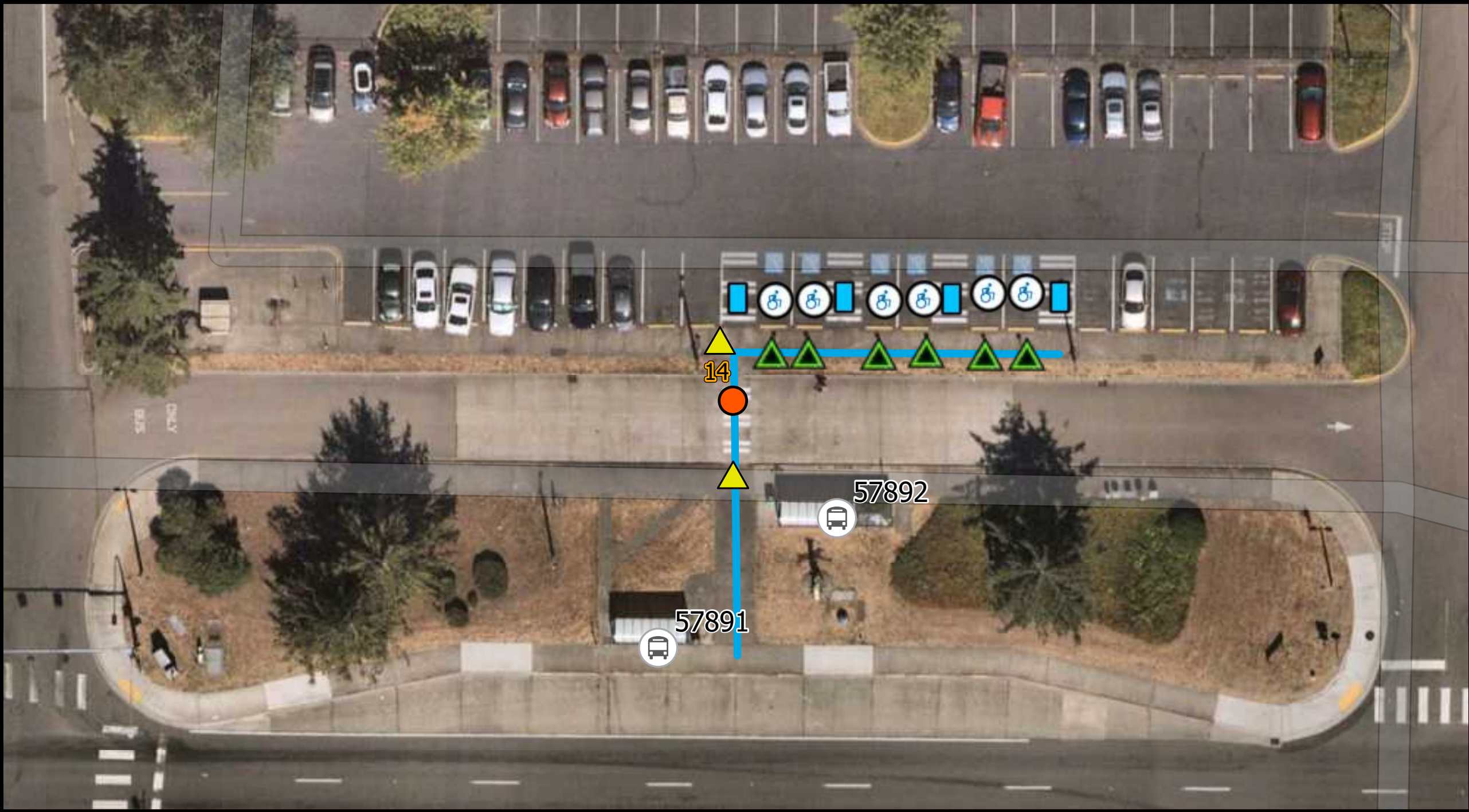
September 2023

Kimley»Horn

ACCESSOLOGY

N

0 25 50 Feet



### Facility Quantity Summary of Evaluated Elements

	Feet
Path of Travel	<b>143</b>
	Quantity
Intersections with Curb Ramps	<b>1</b>
Ramps	<b>0</b>
Transit Stops	<b>2</b>
Accessible Parking Spaces	<b>6</b>

### Facility Estimated Cost of Improvements

Path of Travel	<b>\$11,600.00</b>
Intersections with Curb Ramps	<b>\$12,600.00</b>
Ramps	<b>\$0.00</b>
Transit Stops	<b>\$4,500.00</b>
Accessible Parking Spaces	<b>\$72,700.00</b>
<b>Total Estimated Cost of Improvements</b>	<b>\$101,400.00</b>

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
3035	Sidewalk at Auburn Park and Ride	\$ 11,600
TOTAL		\$ 11,600



**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at Auburn Park and Ride **Corridor ID:** 3035  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	78	SY	\$ 85.00	\$ 8,895.72
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	78	SY	\$ 25.00	\$ 2,616.39
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:		\$	11,512.11
<b>Estimated Project Cost:</b>		<b>\$</b>	<b>11,600.00</b>
Engineering: (% +/-)	15%	\$	1,279.12
Contingency: (% +/-)	20%	\$	1,705.50

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**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	0	\$ -
Medium	35	\$ 4,052.01
Low	47	\$ 7,460.10
Compliant	60	
Not Prioritized	0	
Subtotal		\$ 11,512.11
<b>Sidewalk Total</b>	<b>142</b>	<b>\$ 11,600.00</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 11,600.00
Unsignalized Intersection Total	\$ 12,600.00
<b>Corridor Total</b>	<b>\$ 24,200.00</b>

**End of Project Description for Project 3035 Sidewalk at Auburn Park and Ride**

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Unsignalized Intersection Cost Projection Summary**  
9/13/2023

GPS ID	Project Name	Cost Projection	Priority
14	Ramps at Auburn Park and Ride	\$ 12,600	2
	TOTAL	\$ 12,600	

Kimley-Horn and Associates, Inc. Priority: 2  
 Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
 Program: ADA Self-Evaluation and Transition Plan  
 KHA No.: 061334100

Corridor: Auburn Park and Ride GPS ID: 14  
 Project Name: Ramps at Auburn Park and Ride  
 County: King County

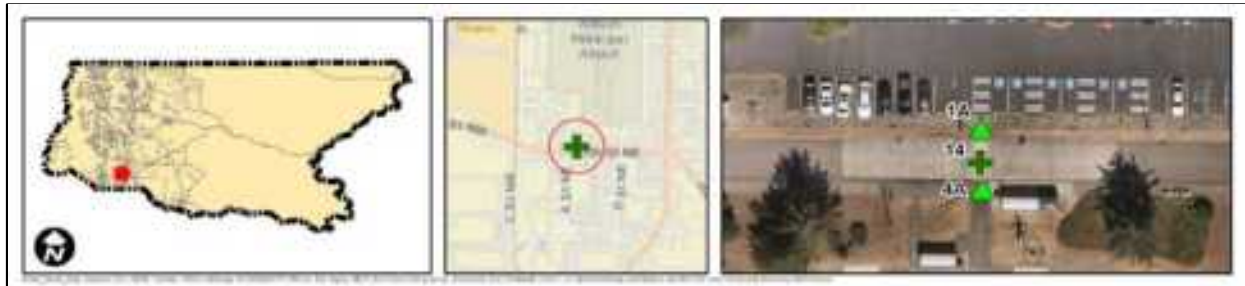
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2318	Curb Ramps (Corner)	2	EA	\$ 3,400.00	\$ 6,800.00
---	Retrofit Det Warr Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	21	SY	\$ 25.00	\$ 525.00
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	0	SF	\$ 4.50	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 9,325.00  
 Engineering: (% +/-) 15% \$ 1,403.57  
 Contingency: (% +/-) 20% \$ 1,871.43  
**Estimated Project Cost: \$ 12,600.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	N/A	N/A	N/A	Good	

Issues	Point ID		Possible Solutions
	1A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface		X	
Flare cross slope is greater than 10%		X	
Curb ramp running slope is greater than 8.3%		X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	Remove and replace curb ramp / corner sidewalk
Cut-thru ramp width is less than 60"		X	
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%		X	
Turning space cross slope greater than 2%			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
Non-compliant detectable warning surface (DWS)			
No detectable warning surface (DWS)			
Transition onto roadway is greater than 0.25"		X	Fix transition to roadway
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Transit Stop Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
57891	Transit stop at Auburn Park and Ride	\$ 3,300	2
57892	Transit stop at Auburn Park and Ride	\$ 1,200	1
<b>TOTAL</b>		<b>\$ 4,500</b>	

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 1
---	-------------

Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 566 Project Name: Transit stop at Auburn Park and Ride City: King County	GPS ID: 57892
---	---------------

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	6	SY	\$ 25.00	\$ 150.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 870.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 141.43
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 188.57
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 1,200.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		Remove and replace clear space
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 57892 Transit stop at Auburn Park and Ride

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	952	GPS ID: 57891
Project Name:	Transit stop at Auburn Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00	\$ 170.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	2	SY	\$ 25.00	\$ 50.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 2,430.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 372.86
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 497.14
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 3,300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	Remove and replace clear space
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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End of Project Description for Project 57891 Transit stop at Auburn Park and Ride



Ramp 1A



Ramp 4A

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End of Project Description for Project 14 Ramps at Auburn Park and Ride

**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at Auburn Park and Ride	\$ 72,700
<b>TOTAL</b>	<b>\$ 72,700</b>



# Kimley-Horn and Associates, Inc.

## Project Description for Accessible Parking

Client: King County  
Program: Parking Accessibility Study  
KHA No.: 061334100

Date: 12/14/23

Parking Facility: Auburn Park and Ride

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	0	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	SF	254	\$ 4.50	\$ 1,143.00
---	Install International Symbol Of Accessibility Striping	EA	7	\$ 250.00	\$ 1,750.00
---	Accessible Parking Sign	EA	1	\$ 900.00	\$ 900.00
---	Repave Parking Space Or Access Aisle	EA	10	\$ 5,000.00	\$ 50,000.00
Basis for Cost Projection				Subtotal:	\$ 53,793.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 8,103.00
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 10,804.00
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 72,700.00</b>

## Project Location



## Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

Repave for 1 additional van space(s)

Parking Space Issue	Parking Space ID						Possible Solutions
	P1	P2	P3	P4	P5	P6	
Parking space not marked as accessible							
Parking space width is less than 96"			x		x		Remove and replace pavement markings
Parking space does not have an adjacent access aisle							
Car parking space access aisle width is less than 60"							
Van parking space access aisle width is less than 96"						x	Remove and replace pavement markings
Access aisle does not extend the full length of the parking space it serves							
Access aisle is not marked to discourage parking in the aisle						x	Install access aisle hatch pavement markings
Access aisle overlaps the vehicular way							
Access aisle does not adjoin an accessible route							
Constrained width where the access aisle adjoins the accessible route is less than 48"							
Access aisle has change in level > 0.25"		x		x		x	
Access aisle has horizontal openings > 0.5"						x	
Access aisle running slope is > 2%						x	Repave and restripe access aisle or relocate access aisle
Access aisle cross slope is > 2%							
Parking space has change in level > 0.25"	x	x	x	x	x		
Parking space horizontal openings > 0.5"	x		x				
Parking space running slope is > 2%					x	x	Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%							
Parking space vertical clearance is < 98"							
Parking space identification sign is missing or incorrect							



Parking Space ID 1



Parking Space ID 2



Parking Space ID 3



Parking Space ID 4



Parking Space ID 5



Parking Space ID 6

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**Project Location Map Sources:**  
Esri, NearMap, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description

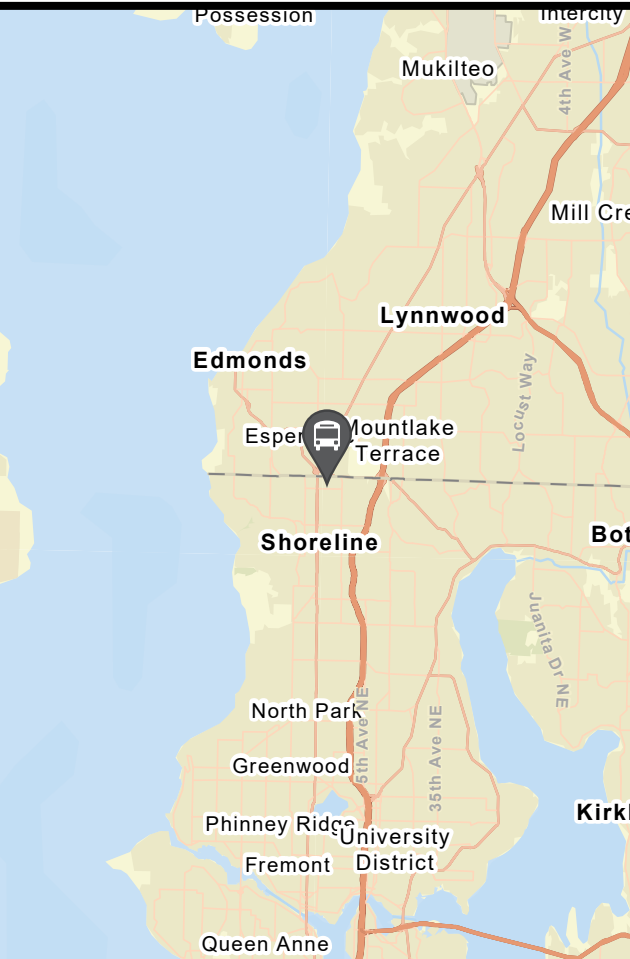


# Aurora Village TC Park and Ride Facility Overview and Cost Summary



## Legend

- Intersections and ID
- Curb Ramp
- Path of Travel
- Accessible Parking Sign
- Accessible Parking
- Access Aisle
- Transit Stop and ID
- Ramp
- Building



September 2023

Kimley»Horn

ACCESSOLOGY

0 25 50 Feet

N



Facility Quantity Summary of Evaluated Elements	
	Feet
Path of Travel	1265
	Quantity
Intersections with Curb Ramps	6
Ramps	0
Transit Stops	13
Accessible Parking Spaces	7

Facility Estimated Cost of Improvements	
Path of Travel	\$65,500.00
Intersections with Curb Ramps	\$110,400.00
Ramps	\$0.00
Transit Stops	\$8,700.00
Accessible Parking Spaces	\$68,300.00
Total Estimated Cost of Improvements	\$252,900.00

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
19161	Sidewalk at Aurora Village TC Park and Ride	\$ 65,500
TOTAL		\$ 65,500

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at Aurora Village TC Park and Ride **Corridor ID:** 19161  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	441	SY	\$ 85.00	\$ 50,588.19
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	441	SY	\$ 25.00	\$ 14,878.88
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	65,467.07
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>65,500.00</b>
Engineering: (% +/-)	15%	\$ 7,274.12
Contingency: (% +/-)	20%	\$ 9,698.82

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**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	92	\$ 14,273.65
Medium	269	\$ 51,193.42
Low	150	\$ -
Compliant	742	\$ -
Not Prioritized	0	\$ -
Subtotal		\$ 65,467.07
<b>Sidewalk Total</b>	<b>1,253</b>	<b>\$ 65,500.00</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 65,500.00
Unsignalized Intersection Total	\$ 110,400.00
<b>Corridor Total</b>	<b>\$ 175,900.00</b>

**End of Project Description for Project 19161 Sidewalk at Aurora Village TC Park and Ride**



**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Unsignalized Intersection Cost Projection Summary  
9/13/2023**

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
1	Ramps at Aurora Village TC Park and Ride	\$ 19,900	2
2	Ramps at Aurora Village TC Park and Ride	\$ 19,700	2
3	Ramps at Aurora Village TC Park and Ride	\$ 15,700	2
4	Ramps at Aurora Village TC Park and Ride	\$ 22,400	2
5	Ramps at Aurora Village TC Park and Ride	\$ 13,000	2
6	Ramps at Aurora Village TC Park and Ride	\$ 19,700	2
<b>TOTAL</b>		<b>\$ 110,400</b>	

Kimley-Horn and Associates, Inc. Priority: 2  
 Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
 Program: ADA Self-Evaluation and Transition Plan  
 KHA No.: 061334100

Corridor: Aurora Village TC Park and Ride GPS ID: 1  
 Project Name: Ramps at Aurora Village TC Park and Ride  
 County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2315	Curb Ramps (Corner)	2	EA	\$ 3,400.00	\$ 6,800.00
---	Retrofit Det Warn Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	21	SY	\$ 25.00	\$ 525.00
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	80	SF	\$ 4.50	\$ 360.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 14,685.00  
 Engineering: (% +/-) 15% \$ 2,235.00  
 Contingency: (% +/-) 20% \$ 2,980.00  
**Estimated Project Cost: \$ 19,900.00**

#### Project Location



#### Field Observations

Intersection Issues	N	E	S	W	Possible Solutions
Path of travel pavement condition	N/A	N/A	N/A	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	N/A	N/A	N/A	Worn	Remove and replace crosswalk pavement markings

Issues	1A	4A	Point ID	Possible Solutions
Curb ramp does not exist and is needed				
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curbed side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.3%		X		
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%	X			
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				Remove and replace curb ramp / corner sidewalk
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				
Turning space does not exist and is needed				
Turning space length is less than 4' (or 5' when constrained)				
Turning space width is less than 4' (or 5' when constrained)				
Turning space running slope is greater than 2%				
Turning space cross slope greater than 2%	X	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares				
Non-compliant detectable warning surface (DWS)				
No detectable warning surface (DWS)				
Transition onto roadway is greater than 0.25"		X		Fix transition to roadway
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				
Ponding occurs at base of curb ramp				



Ramp 1A



Ramp 4A

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End of Project Description for Project 1 Ramps at Aurora Village TC Park and Ride
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Kimley-Horn and Associates, Inc. Priority: 2  
 Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
 Program: ADA Self-Evaluation and Transition Plan  
 KHA No.: 061334100

Corridor: Aurora Village TC Park and Ride GPS ID: 2  
 Project Name: Ramps at Aurora Village TC Park and Ride  
 County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2318	Curb Ramps (Corner)	2	EA	\$ 3,400.00	\$ 6,800.00
---	Retrofit Det Warr Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	21	SY	\$ 25.00	\$ 525.00
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	52	SF	\$ 4.50	\$ 234.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 14,559.00  
 Engineering: (% +/-) 15% \$ 2,203.29  
 Contingency: (% +/-) 20% \$ 2,937.71  
**Estimated Project Cost: \$ 19,700.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	N/A	N/A	N/A	Worn	Remove and replace crosswalk pavement markings

Issues	Point ID		Possible Solutions
	1A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X		
Turning space cross slope greater than 2%	X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares	X		
Non-compliant detectable warning surface (DWS)			
No detectable warning surface (DWS)			
Transition onto roadway is greater than 0.25"	X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp / corner sidewalk

Fix transition to roadway



Ramp 1A



Ramp 4A

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 2 Ramps at Aurora Village TC Park and Ride



Kimley-Horn and Associates, Inc. Priority: 2  
 Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
 Program: ADA Self-Evaluation and Transition Plan  
 KHA No.: 061334100

Corridor: Aurora Village TC Park and Ride GPS ID: 3  
 Project Name: Ramps at Aurora Village TC Park and Ride  
 County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2315	Curb Ramps (Corner)	2	EA	\$ 3,400.00	\$ 6,800.00
---	Retrofit Det Warn Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	21	SY	\$ 25.00	\$ 525.00
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	52	SF	\$ 4.50	\$ 234.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	2	LS	\$ 2,000.00	\$ 4,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 11,559.00  
 Engineering: (% +/-) 15% \$ 1,774.71  
 Contingency: (% +/-) 20% \$ 2,366.29  
**Estimated Project Cost: \$ 15,700.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	N/A	N/A	N/A	Worn	Remove and replace crosswalk pavement markings

Issues	Point ID		Possible Solutions
	1A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%	X		
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X	
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%		X	
Turning space cross slope greater than 2%	X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
Non-compliant detectable warning surface (DWS)			
No detectable warning surface (DWS)			
Transition onto roadway is greater than 0.25"	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp / corner sidewalk

Fix transition to roadway



Ramp 1A



Ramp 4A

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 3 Ramps at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc. Priority: 2  
 Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
 Program: ADA Self-Evaluation and Transition Plan  
 KHA No.: 061334100

Corridor: Aurora Village TC Park and Ride GPS ID: 4  
 Project Name: Ramps at Aurora Village TC Park and Ride  
 County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2318	Curb Ramps (Corner)	2	EA	\$ 3,400.00	\$ 6,800.00
---	Retrofit Det Warn Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	21	SY	\$ 25.00	\$ 525.00
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	52	SF	\$ 4.50	\$ 234.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 16,559.00  
 Engineering: (% +/-) 15% \$ 2,503.29  
 Contingency: (% +/-) 20% \$ 3,337.71  
**Estimated Project Cost: \$ 22,400.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Poor	Repace roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	X	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Remove and replace crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	N/A	Worn	

Issues	Point ID		Possible Solutions
	1A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp / corner sidewalk
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface		X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%		X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			Fix transition to roadway
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
Non-compliant detectable warning surface (DWS)			
No detectable warning surface (DWS)			Fix curb ramp counter slope
Transition onto roadway is greater than 0.25"		X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X	
Ponding occurs at base of curb ramp			



Ramp 1A



Ramp 4A

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 4 Ramps at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc. Priority: 2  
 Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
 Program: ADA Self-Evaluation and Transition Plan  
 KHA No.: 061334100

Corridor: Aurora Village TC Park and Ride GPS ID: 5  
 Project Name: Ramps at Aurora Village TC Park and Ride  
 County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2318	Curb Ramps (Corner)	2	EA	\$ 3,400.00	\$ 6,800.00
---	Retrofit Det Warn Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	21	SY	\$ 25.00	\$ 525.00
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	52	SF	\$ 4.50	\$ 234.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 9,559.00  
 Engineering: (% +/-) 15% \$ 1,474.71  
 Contingency: (% +/-) 20% \$ 1,966.29  
**Estimated Project Cost: \$ 13,000.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	N/A	N/A	N/A	Worn	Remove and replace crosswalk pavement markings

Issues	Point ID		Possible Solutions
	1A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface		X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X		
Turning space cross slope greater than 2%	X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares	X		
Non-compliant detectable warning surface (DWS)			
No detectable warning surface (DWS)			
Transition onto roadway is greater than 0.25"		X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp / corner sidewalk

Fix transition to roadway





Ramp 1A



Ramp 4A

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 5 Ramps at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc. Priority: 2  
 Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
 Program: ADA Self-Evaluation and Transition Plan  
 KHA No.: 061334100

Corridor: Aurora Village TC Park and Ride GPS ID: 6  
 Project Name: Ramps at Aurora Village TC Park and Ride  
 County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2315	Curb Ramps (Corner)	2	EA	\$ 3,400.00	\$ 6,800.00
---	Retrofit Det Warn Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	21	SY	\$ 25.00	\$ 525.00
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	52	SF	\$ 4.50	\$ 234.00
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 14,559.00  
 Engineering: (% +/-) 15% \$ 2,203.29  
 Contingency: (% +/-) 20% \$ 2,937.71  
**Estimated Project Cost: \$ 19,700.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	N/A	N/A	N/A	Worn	Remove and replace crosswalk pavement markings

Issues	Point ID		Possible Solutions
	1A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%		X	
Curb ramp running slope is greater than 8.3%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
Non-compliant detectable warning surface (DWS)			
No detectable warning surface (DWS)			
Transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding



Ramp 1A



Ramp 4A

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 6 Ramps at Aurora Village TC Park and Ride

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Transit Stop Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
10105	Transit Stop at Aurora Village TC Park and Ride	\$ 300	4
16100	Transit Stop at Aurora Village TC Park and Ride	\$ 300	4
16101	Transit Stop at Aurora Village TC Park and Ride	\$ 300	4
16102	Transit Stop at Aurora Village TC Park and Ride	\$ 600	4
16103	Transit Stop at Aurora Village TC Park and Ride	\$ 300	4
16104	Transit Stop at Aurora Village TC Park and Ride	\$ 300	4
16106	Transit Stop at Aurora Village TC Park and Ride	\$ 300	4
16107	Transit Stop at Aurora Village TC Park and Ride	\$ 300	4
16111	Transit Stop at Aurora Village TC Park and Ride	\$ 1,200	4
16112	Transit Stop at Aurora Village TC Park and Ride	\$ 300	4
16149	Transit Stop at Aurora Village TC Park and Ride	\$ 3,000	2
161070	Transit Stop at Aurora Village TC Park and Ride	\$ 1,200	4
173109	Transit Stop at Aurora Village TC Park and Ride	\$ 300	4
<b>TOTAL</b>		<b>\$ 8,700</b>	

Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	GPS ID: 161070
Project Name:	Transit Stop at Aurora Village TC Park and Ride
City:	King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	6	SY	\$ 25.00	\$ 150.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 870.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 141.43
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 188.57
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 1,200.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage	X	Install transit stop signage
Transit stop signage is non-compliant		
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"	X	Remove and replace clear space
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Comment:**  
16107 Additional Shelter

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 161070 Transit Stop at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 101 Project Name: Transit Stop at Aurora Village TC Park and Ride City: King County	GPS ID: 173109
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 173109 Transit Stop at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	115; 130	GPS ID: 10105
Project Name:	Transit Stop at Aurora Village TC Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 210.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 38.57
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 51.43
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 10105 Transit Stop at Aurora Village TC Park and Ride



Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	RapidRide Downtown Seattle	GPS ID: 16100
Project Name:	Transit Stop at Aurora Village TC Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 16100 Transit Stop at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 346 Project Name: Transit Stop at Aurora Village TC Park and Ride City: King County	GPS ID: 16101
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 16101 Transit Stop at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 301 Project Name: Transit Stop at Aurora Village TC Park and Ride City: King County	GPS ID: 16102
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00	\$ 170.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	2	SY	\$ 25.00	\$ 50.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 430.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 72.86
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 97.14
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 600.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	Remove and replace clear space
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 16102 Transit Stop at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 302; 303 Project Name: Transit Stop at Aurora Village TC Park and Ride City: King County	GPS ID: 16103
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 16103 Transit Stop at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	GPS ID: 16104
Project Name:	Transit Stop at Aurora Village TC Park and Ride
City:	King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 16104 Transit Stop at Aurora Village TC Park and Ride



Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 331; 342 Project Name: Transit Stop at Aurora Village TC Park and Ride City: King County	GPS ID: 16106
---	---------------

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 16106 Transit Stop at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	101	GPS ID: 16107
Project Name:	Transit Stop at Aurora Village TC Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 210.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 38.57
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 51.43
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Comment:**

King County provided ID does not match the sign ID.

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 16107 Transit Stop at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: _____ Project Name: Transit Stop at Aurora Village TC Park and Ride City: King County	GPS ID: 16111
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	6	SY	\$ 25.00	\$ 150.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 870.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 141.43
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 188.57
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 1,200.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	Remove and replace clear space
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 16111 Transit Stop at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 302; 331; 342 Project Name: Transit Stop at Aurora Village TC Park and Ride City: King County	GPS ID: 16112
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 16112 Transit Stop at Aurora Village TC Park and Ride

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	Swift blue line	GPS ID: 16149
Project Name:	Transit Stop at Aurora Village TC Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 2,210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 338.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 451.43
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 3,000.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 16149 Transit Stop at Aurora Village TC Park and Ride



**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at Aurora Village TC Park and Ride	\$ 68,300
<b>TOTAL</b>	<b>\$ 68,300</b>

# Kimley-Horn and Associates, Inc.

## Project Description for Accessible Parking

Client: King County  
Program: Parking Accessibility Study  
KHA No.: 061334100

Date: 12/14/23

Parking Facility: Aurora Village TC Park and Ride

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	0	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	SF	238	\$ 4.50	\$ 1,071.00
---	Install International Symbol Of Accessibility Striping	EA	7	\$ 250.00	\$ 1,750.00
---	Accessible Parking Sign	EA	3	\$ 900.00	\$ 2,700.00
---	Repave Parking Space Or Access Aisle	EA	9	\$ 5,000.00	\$ 45,000.00
Basis for Cost Projection				Subtotal:	\$ 50,521.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 7,619.57
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 10,159.43
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 68,300.00</b>

## Project Location



## Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

Repave for 1 additional van space(s)

Parking Space Issue	Parking Space ID							Possible Solutions
	P1	P2	P3	P4	P5	P6	P7	
Parking space not marked as accessible		x	x					
Parking space width is less than 96"								
Parking space does not have an adjacent access aisle								
Car parking space access aisle width is less than 60"								
Van parking space access aisle width is less than 96"	x							Remove and replace pavement markings
Access aisle does not extend the full length of the parking space it serves								Install access aisle hatch pavement markings
Access aisle is not marked to discourage parking in the aisle	x							
Access aisle overlaps the vehicular way								
Access aisle does not adjoin an accessible route								
Constrained width where the access aisle adjoins the accessible route is less than 48"								
Access aisle has change in level > 0.25"	x							
Access aisle has horizontal openings > 0.5"								Repave and restripe access aisle or relocate access aisle
Access aisle running slope is > 2%								
Access aisle cross slope is > 2%	x							
Parking space has change in level > 0.25"	x			x				
Parking space horizontal openings > 0.5"				x				
Parking space running slope is > 2%		x	x	x	x	x	x	Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%				x				
Parking space vertical clearance is < 98"								
Parking space identification sign is missing or incorrect	x	x	x					Install accessible parking sign



Parking Space ID 1



Parking Space ID 2



Parking Space ID 3



Parking Space ID 4



Parking Space ID 5



Parking Space ID 6



Parking Space ID 7

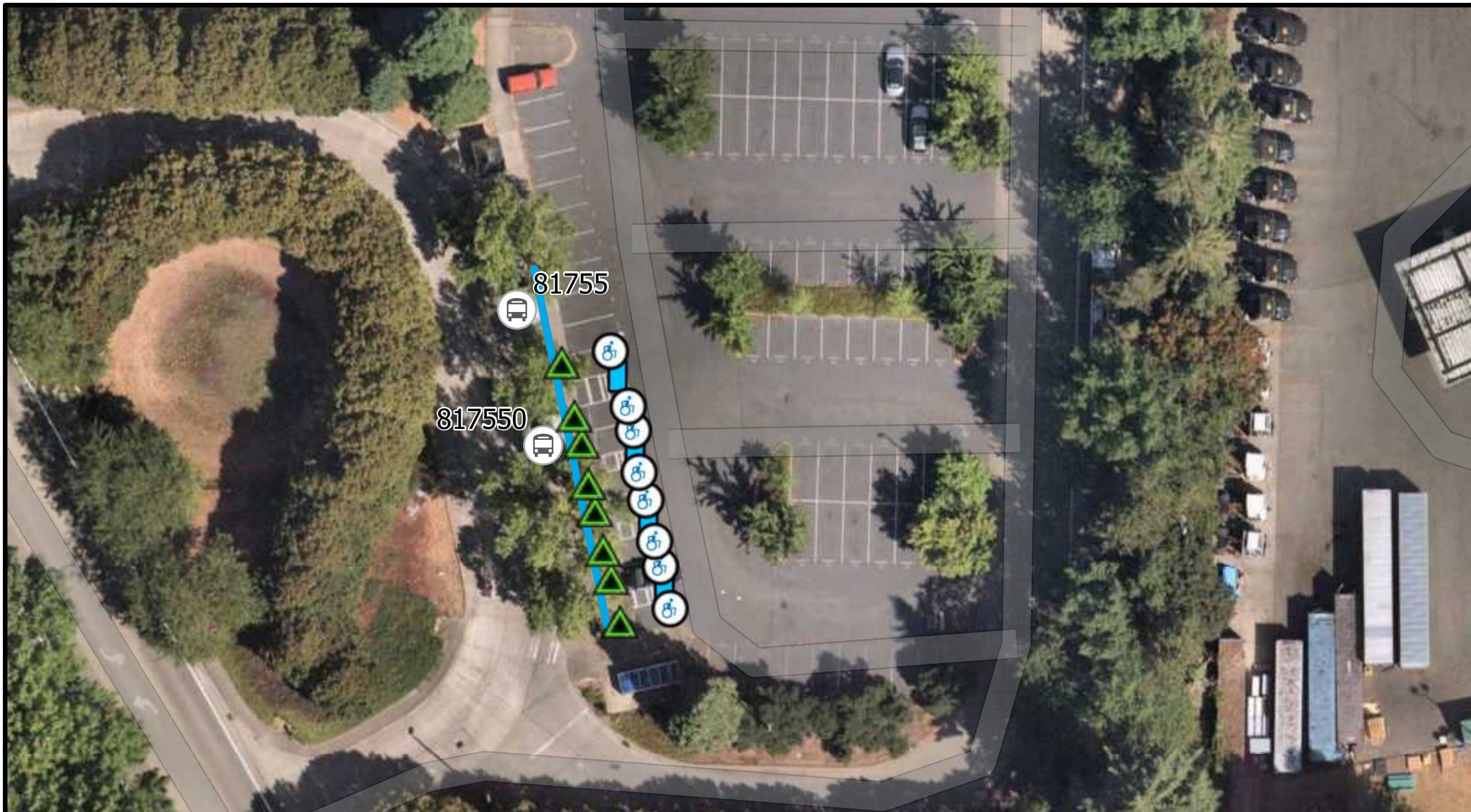
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**Project Location Map Sources:**  
Esri, NearMap, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description



# Bear Creek Park and Ride Facility Overview and Cost Summary



- ### Legend
- Intersections and ID
  - Curb Ramp
  - Path of Travel
  - Accessible Parking Sign
  - Accessible Parking
  - Access Aisle
  - Transit Stop and ID
  - Ramp
  - Building



Facility Quantity Summary of Evaluated Elements	
	Feet
Path of Travel	<b>111</b>
	Quantity
Intersections with Curb Ramps	<b>0</b>
Ramps	<b>0</b>
Transit Stops	<b>2</b>
Accessible Parking Spaces	<b>8</b>

Facility Estimated Cost of Improvements	
Path of Travel	<b>\$26,000.00</b>
Intersections with Curb Ramps	<b>\$0.00</b>
Ramps	<b>\$0.00</b>
Transit Stops	<b>\$5,100.00</b>
Accessible Parking Spaces	<b>\$78,400.00</b>
<b>Total Estimated Cost of Improvements</b>	<b>\$109,500.00</b>

September 2023

**Kimley»Horn**

**ACCESSOLOGY**

0 25 50 Feet

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**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
3023	Sidewalk at Bear Creek Park and Ride	\$ 26,000
TOTAL		\$ 26,000



**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at Bear Creek Park and Ride **Corridor ID:** 3023  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	175	SY	\$ 85.00	\$ 20,065.69
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	175	SY	\$ 25.00	\$ 5,901.67
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	25,967.37
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>26,000.00</b>
Engineering: (% +/-)	15%	\$ 2,885.26
Contingency: (% +/-)	20%	\$ 3,847.02

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**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	110	\$ 25,967.37
Medium	0	\$ -
Low	0	\$ -
Compliant	0	\$ -
Not Prioritized	0	\$ -
Subtotal		\$ 25,967.37
<b>Sidewalk Total</b>	<b>110</b>	<b>\$ 26,000.00</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 26,000.00
Unsignalized Intersection Total	\$ -
<b>Corridor Total</b>	<b>\$ 26,000.00</b>

**End of Project Description for Project 3023 Sidewalk at Bear Creek Park and Ride**

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Transit Stop Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
81755	Transit Stop at Bear Creek Park and Ride	\$ 3,900	1
817550	Transit Stop at Bear Creek Park and Ride	\$ 1,200	4
<b>TOTAL</b>		<b>\$ 5,100</b>	

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	216; 250; 268; 269; 545	GPS ID: 81755
Project Name:	Transit Stop at Bear Creek Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	6	SY	\$ 25.00	\$ 150.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 2,870.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 441.43
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 588.57
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 3,900.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	Remove and replace clear space
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

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End of Project Description for Project 81755 Transit Stop at Bear Creek Park and Ride

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
---	---------------

Route: 249; 250; 255; 544 Project Name: Transit Stop at South Kirkland Park and Ride City: King County	GPS ID: 755551
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 760.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 145.71
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 194.29
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 1,100.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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**Project Location Map Sources:**

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End of Project Description for Project 755551 Transit Stop at South Kirkland Park and Ride

**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at Bear Creek Park and Ride	\$ 78,400
<b>TOTAL</b>	<b>\$ 78,400</b>

**Kimley-Horn and Associates, Inc.**

**Project Description for Accessible Parking**

**Client:** King County  
**Program:** Parking Accessibility Study  
**KHA No.:** 061334100

**Date:** 12/14/23

**Parking Facility:** Bear Creek Park and Ride

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	0	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	SF	292	\$ 4.50	\$ 1,314.00
---	Install International Symbol Of Accessibility Striping	EA	7	\$ 250.00	\$ 1,750.00
---	Accessible Parking Sign	EA	0	\$ 900.00	\$ -
---	Repave Parking Space Or Access Aisle	EA	11	\$ 5,000.00	\$ 55,000.00
Basis for Cost Projection				Subtotal:	\$ 58,064.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 8,715.43
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 11,620.57
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 78,400.00</b>

**Project Location**



**Field Observations**

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

No additional spaces required

Parking Space Issue	Parking Space ID								Possible Solutions
	P1	P2	P3	P4	P5	P6	P7	P8	
Parking space not marked as accessible		X	X	X	X	X			
Parking space width is less than 96"									
Parking space does not have an adjacent access aisle									
Car parking space access aisle width is less than 60"									
Van parking space access aisle width is less than 96"									
Access aisle does not extend the full length of the parking space it serves									
Access aisle is not marked to discourage parking in the aisle	X		X		X				Install access aisle hatch pavement markings
Access aisle overlaps the vehicular way									
Access aisle does not adjoin an accessible route									
Constrained width where the access aisle adjoins the accessible route is less than 48"									
Access aisle has change in level > 0.25"	X				X				
Access aisle has horizontal openings > 0.5"	X		X		X				Repave and restripe access aisle or relocate access aisle
Access aisle running slope is > 2%	X		X		X		X		
Access aisle cross slope is > 2%					X				
Parking space has change in level > 0.25"									
Parking space horizontal openings > 0.5"			X			X			
Parking space running slope is > 2%	X	X	X	X	X	X	X		Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%	X								
Parking space vertical clearance is < 98"									
Parking space identification sign is missing or incorrect									



Parking Space ID 1



Parking Space ID 2



Parking Space ID 3



Parking Space ID 4



Parking Space ID 5



Parking Space ID 6



Parking Space ID 7



Parking Space ID 8

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End of Project Description



# Bothell Park and Ride Facility Overview and Cost Summary



**Legend**

Intersections and ID

Curb Ramp

Path of Travel

Accessible Parking Sign

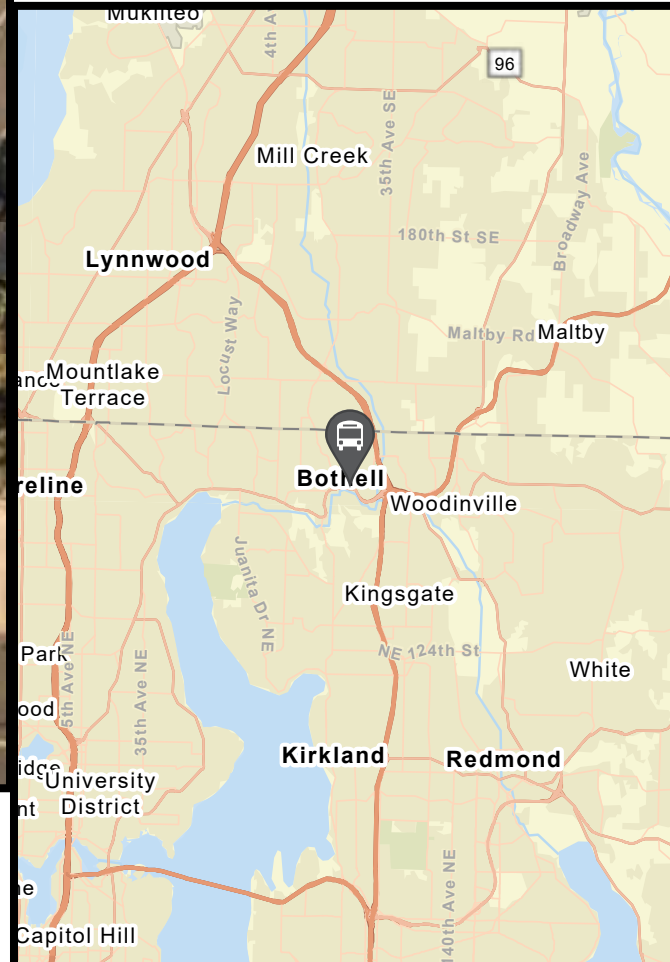
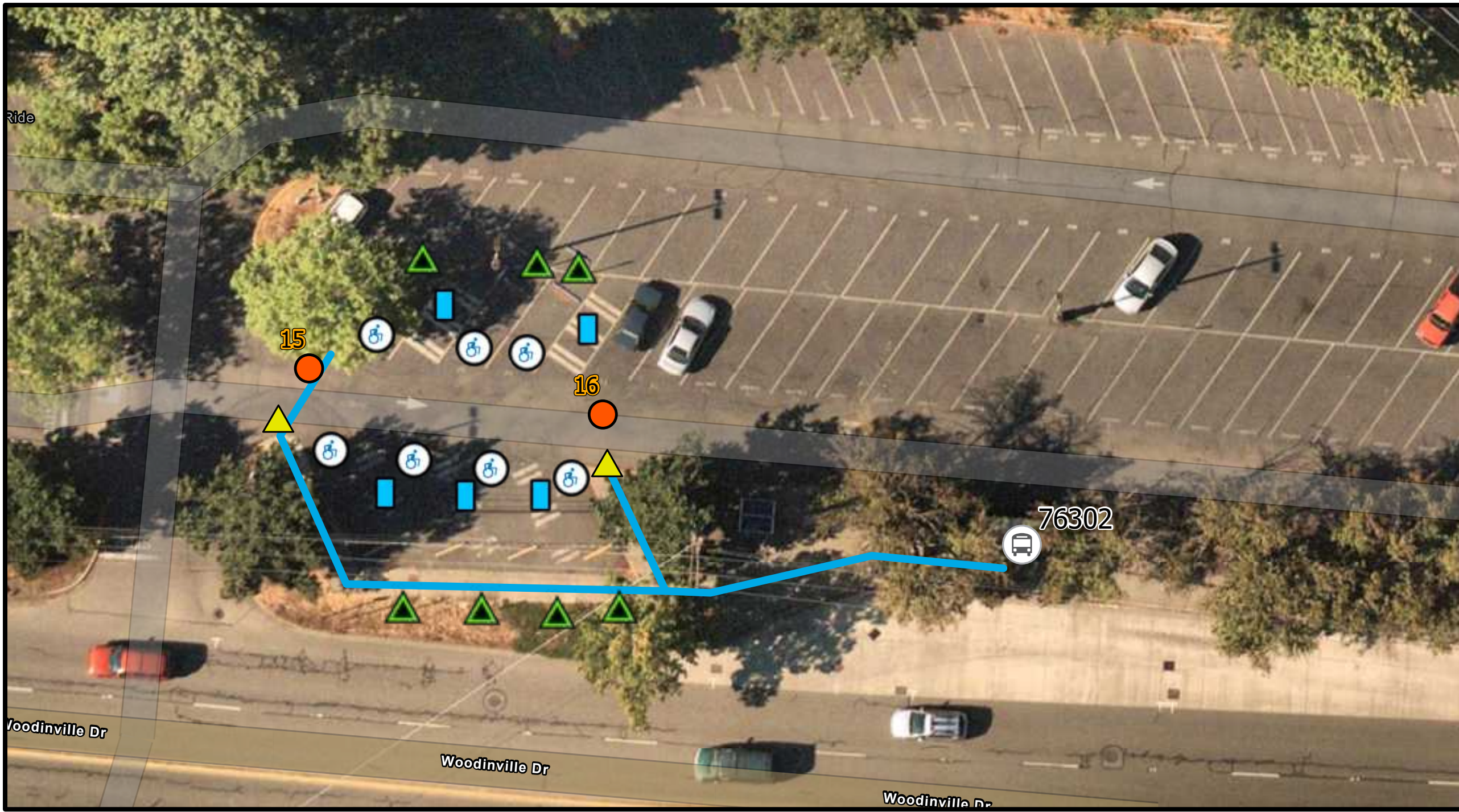
Accessible Parking

Access Aisle

Transit Stop and ID

Ramp

Building



September 2023

Facility Quantity Summary of Evaluated Elements	
	Feet
Path of Travel	<b>202</b>
	Quantity
Intersections with Curb Ramps	<b>2</b>
Ramps	<b>0</b>
Transit Stops	<b>1</b>
Accessible Parking Spaces	<b>7</b>

Facility Estimated Cost of Improvements	
Path of Travel	<b>\$11,900.00</b>
Intersections with Curb Ramps	<b>\$5,300.00</b>
Ramps	<b>\$0.00</b>
Transit Stops	<b>\$1,100.00</b>
Accessible Parking Spaces	<b>\$57,900.00</b>
<b>Total Estimated Cost of Improvements</b>	<b>\$76,200.00</b>



**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
3014	Sidewalk at Bothell Park and Ride	\$ 11,900
TOTAL		\$ 11,900

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at Bothell Park and Ride **Corridor ID:** 3014  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	80	SY	\$ 85.00	\$ 9,187.88
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	80	SY	\$ 25.00	\$ 2,702.32
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:		\$	11,890.19
<b>Estimated Project Cost:</b>		\$	<b>11,900.00</b>
Engineering: (% +/-)	15%	\$	1,321.13
Contingency: (% +/-)	20%	\$	1,761.51

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**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	47	\$ 6,049.94
Medium	48	\$ 5,840.26
Low	0	\$ -
Compliant	107	
Not Prioritized	0	
Subtotal		\$ 11,890.19
<b>Sidewalk Total</b>	<b>202</b>	<b>\$ 11,900.00</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 11,900.00
Unsignalized Intersection Total	\$ 5,300.00
<b>Corridor Total</b>	<b>\$ 17,200.00</b>

**End of Project Description for Project 3014 Sidewalk at Bothell Park and Ride**

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Unsignalized Intersection Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
15	Ramps at Bothell Park and Ride	\$ 700	13
16	Ramps at Bothell Park and Ride	\$ 4,600	3
<b>TOTAL</b>		<b>\$ 5,300</b>	

Kimley-Horn and Associates, Inc. Priority: 13  
Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061334100

Corridor: Bothell Park and Ride GPS ID: 15  
Project Name: Ramps at Bothell Park and Ride  
County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2318	Curb Ramps (Corner)	0	EA	\$ 3,400.00	\$ -
---	Retrofit Det Warn Surf (Cast in Place)	10	SF	\$ 45.00	\$ 450.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	0	SF	\$ 4.50	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 450.00  
Engineering: (% +/-) 15% \$ 107.14  
Contingency: (% +/-) 20% \$ 142.86  
**Estimated Project Cost: \$ 700.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
Path of travel running slope is greater than 5%		
Path of travel cross slope is greater than 2% for stop control approaches		
Path of travel cross slope is greater than 5% for free-flow approaches		
Crosswalk width is less than 6'		
Crosswalk striping condition		

Issues	Point ID	Possible Solutions
	4z	
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curbed side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.3%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Turning space does not exist and is needed		
Turning space length is less than 4' (or 5' when constrained)		
Turning space width is less than 4' (or 5' when constrained)		
Turning space running slope is greater than 2%		
Turning space cross slope greater than 2%		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
Non-compliant detectable warning surface (DWS)		
No detectable warning surface (DWS)	X	Install DWS
Transition onto roadway is greater than 0.25'		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Corner 4 No Ramp (4z)

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 15 Ramps at Bothell Park and Ride



Kimley-Horn and Associates, Inc. Priority: 3  
Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061334100

Corridor: Bothell Park and Ride GPS ID: 16  
Project Name: Ramps at Bothell Park and Ride  
County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2318	Curb Ramps (Corner)	1	EA	\$ 3,400.00	\$ 3,400.00
---	Retrofit Det Warn Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	0	SF	\$ 4.50	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 3,400.00  
Engineering: (% +/-) 15% \$ 514.29  
Contingency: (% +/-) 20% \$ 685.71  
**Estimated Project Cost: \$ 4,600.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
Path of travel running slope is greater than 5%		
Path of travel cross slope is greater than 2% for stop control approaches		
Path of travel cross slope is greater than 5% for free-flow approaches		
Crosswalk width is less than 6'		
Crosswalk striping condition		

Issues	Point ID	Possible Solutions
	4z	
Curb ramp does not exist and is needed	X	Install curb ramp / corner sidewalk; if median improvement, see shapefile
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curbed side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.3%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25') in curb ramp/landing/flares		
Turning space does not exist and is needed		
Turning space length is less than 4' (or 5' when constrained)		
Turning space width is less than 4' (or 5' when constrained)		
Turning space running slope is greater than 2%		
Turning space cross slope greater than 2%		
Temporary obstruction (>0.25') in curb ramp/landing/flares		
Non-compliant detectable warning surface (DWS)		
No detectable warning surface (DWS)		
Transition onto roadway is greater than 0.25'		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Corner 4 No Ramp (4z)

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 16 Ramps at Bothell Park and Ride

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Transit Stop Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
76302	Transit Stop at Bothell Park and Ride	\$ 1,100	4
<b>TOTAL</b>		<b>\$ 1,100</b>	

Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	342; 372; 522	GPS ID: 76302
Project Name:	Transit Stop at Bothell Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 760.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 145.71
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 194.29
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 1,100.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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**Project Location Map Sources:**

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End of Project Description for Project 76302 Transit Stop at Bothell Park and Ride



**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at Bothell Park and Ride	\$ 57,900
<b>TOTAL</b>	<b>\$ 57,900</b>

# Kimley-Horn and Associates, Inc.

## Project Description for Accessible Parking

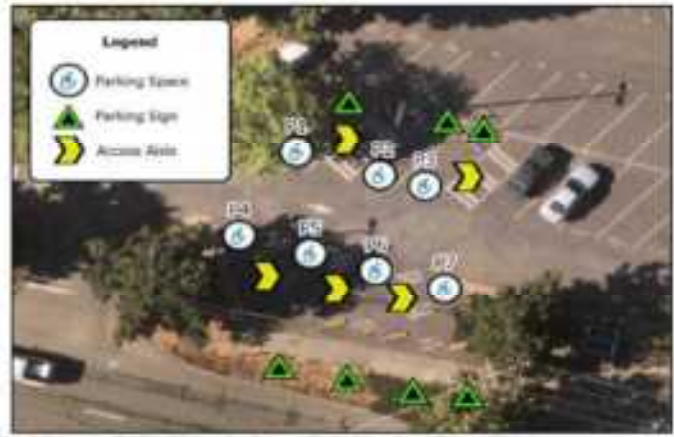
Client: King County  
Program: Parking Accessibility Study  
KHA No.: 061334100

Date: 12/14/23

### Parking Facility: Bothell Park and Ride

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	80	\$ 2.00	\$ 160.00
WSDOT 6856-2119	Painted Crosswalk Line	SF	318	\$ 4.50	\$ 1,431.00
---	Install International Symbol Of Accessibility Striping	EA	5	\$ 250.00	\$ 1,250.00
---	Accessible Parking Sign	EA	0	\$ 900.00	\$ -
---	Repave Parking Space Or Access Aisle	EA	8	\$ 5,000.00	\$ 40,000.00
Basis for Cost Projection				Subtotal:	\$ 42,841.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 6,453.86
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 8,605.14
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 57,900.00</b>

### Project Location



### Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

No additional spaces required

Parking Space Issue	Parking Space ID							Possible Solutions
	P1	P2	P3	P4	P5	P6	P7	
Parking space not marked as accessible		X		X	X	X	X	
Parking space width is less than 96"				X		X	X	Remove and replace pavement markings
Parking space does not have an adjacent access aisle								
Car parking space access aisle width is less than 60"				X	X			
Van parking space access aisle width is less than 96"			X					Remove and replace pavement markings
Access aisle does not extend the full length of the parking space it serves								
Access aisle is not marked to discourage parking in the aisle	X			X	X	X		Install access aisle hatch pavement markings
Access aisle overlaps the vehicular way								
Access aisle does not adjoin an accessible route								
Constrained width where the access aisle adjoins the accessible route is less than 48"								
Access aisle has change in level > 0.25"								
Access aisle has horizontal openings > 0.5"						X		
Access aisle running slope is > 2%				X	X	X		Repave and restripe access aisle or relocate access aisle
Access aisle cross slope is > 2%								
Parking space has change in level > 0.25"								
Parking space horizontal openings > 0.5"		X						
Parking space running slope is > 2%				X	X	X	X	Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%				X				
Parking space vertical clearance is < 98"								
Parking space identification sign is missing or incorrect								



Parking Space ID 1



Parking Space ID 2



Parking Space ID 3



Parking Space ID 4



Parking Space ID 5



Parking Space ID 6



Parking Space ID 7

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**Project Location Map Sources:**  
Esri, NearMap, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description

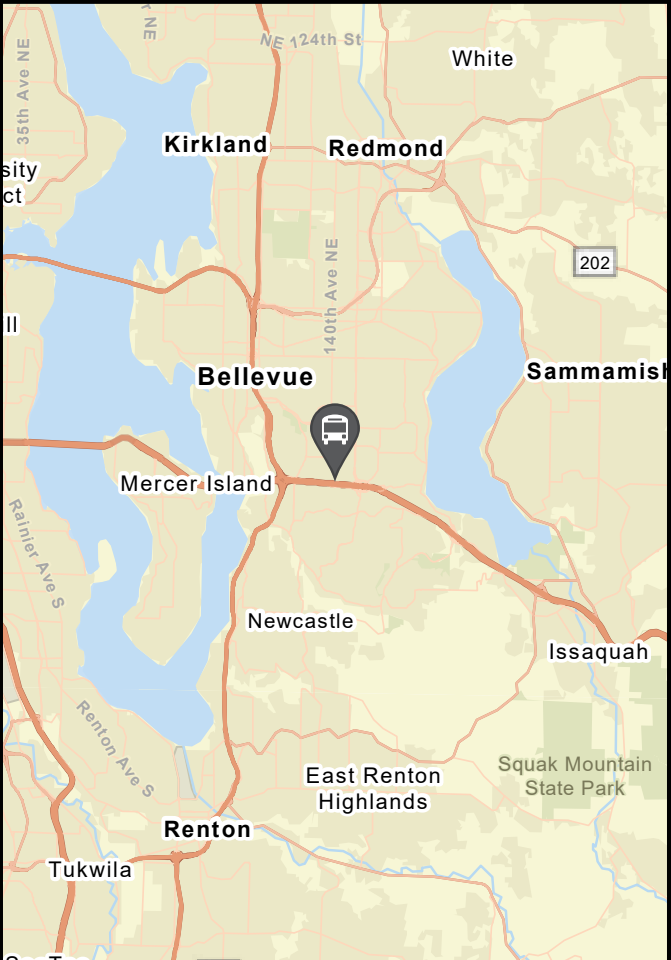


# Eastgate Transit Center Facility Overview and Cost Summary



## Legend

- Intersections and ID
- Curb Ramp
- Path of Travel
- Accessible Parking Sign
- Accessible Parking
- Access Aisle
- Transit Stop and ID
- Ramp
- Building



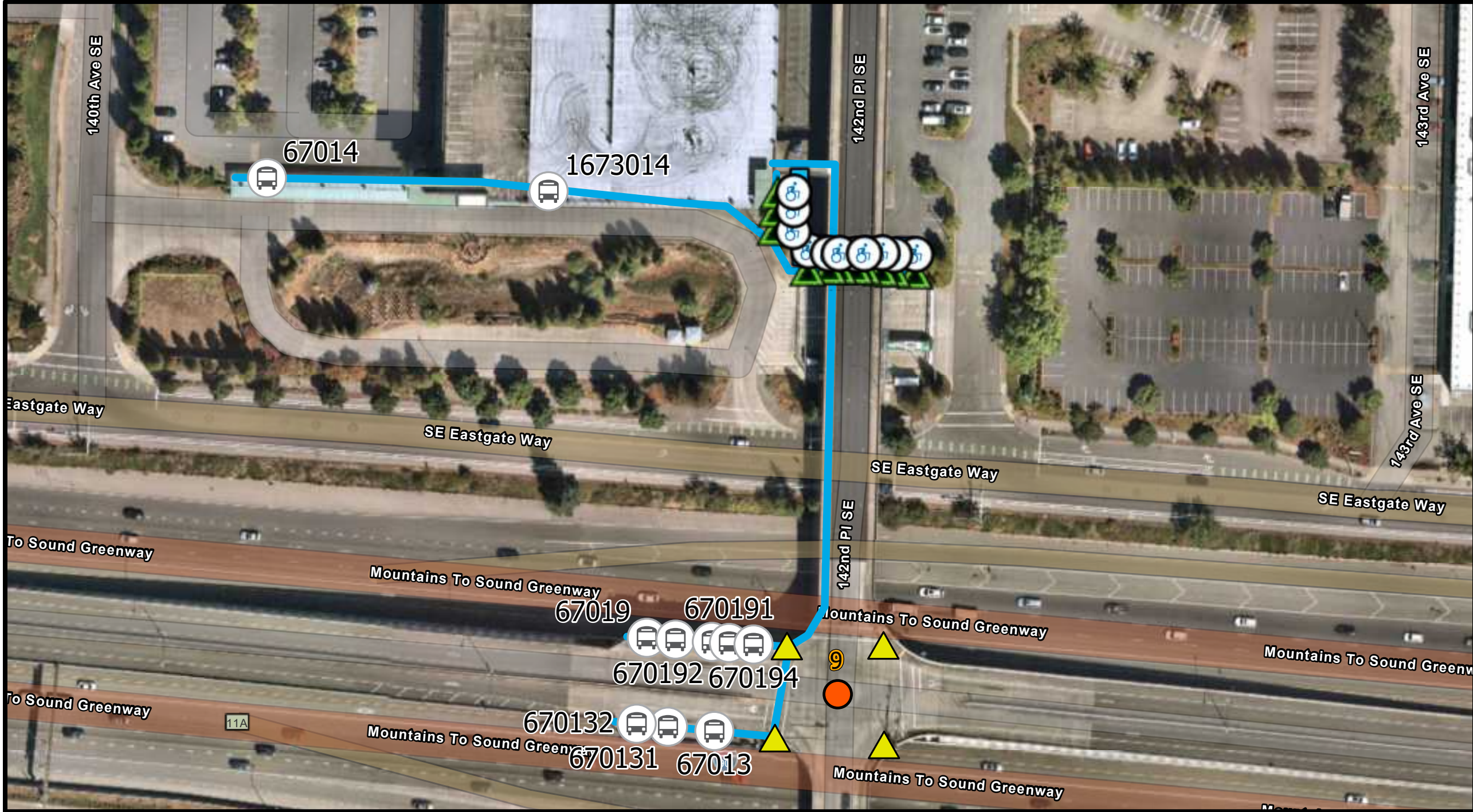
September 2023

Kimley»Horn

ACCESSOLOGY

0 25 50  
Feet

N



Facility Quantity Summary of  
Evaluated Elements

	Feet
Path of Travel	1322
	Quantity
Intersections with Curb Ramps	1
Ramps	0
Transit Stops	10
Accessible Parking Spaces	11

Facility Estimated  
Cost of Improvements

Path of Travel	\$46,700.00
Intersections with Curb Ramps	\$18,400.00
Ramps	\$0.00
Transit Stops	\$7,500.00
Accessible Parking Spaces	\$129,200.00
<b>Total Estimated Cost of Improvements</b>	<b>\$201,800.00</b>



**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
19760	Sidewalk at Eastgate Transit Center	\$ 46,700
TOTAL		\$ 46,700



**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at Eastgate Transit Center **Corridor ID:** 19760  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	270	SY	\$ 85.00	\$ 30,951.34
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	264	SY	\$ 25.00	\$ 8,926.15
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Obstruction	4	LS	\$ 1,000.00	\$ 5,400.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$			46,627.48
<b>Estimated Project Cost: \$</b>			<b>46,700.00</b>
Engineering: (% +/-)	15%	\$	5,180.83
Contingency: (% +/-)	20%	\$	6,907.78

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**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	67	\$ 11,717.72
Medium	260	\$ 34,909.76
Low	0	\$ -
Compliant	993	
Not Prioritized	0	
Subtotal		\$ 46,627.48
<b>Sidewalk Total</b>	<b>1,320</b>	<b>\$ 46,700.00</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 46,700.00
Unsignalized Intersection Total	\$ -
<b>Corridor Total</b>	<b>\$ 46,700.00</b>

**End of Project Description for Project 19760 Sidewalk at Eastgate Transit Center**

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Signalized Intersection Cost Projection Summary**  
9/13/2023

GPS ID	Project Name	Cost Projection	Priority
9	Ramps at Eastgate Transit Center	\$ 18,400	2
TOTAL		\$ 18,400	

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Signalized Intersection	

Client:	King County Metro Transportation Agency	Date: 9/13/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Corridor :	Sidewalk at Eastgate Transit Center	GPS ID: 9
Project Name:	Ramps at Eastgate Transit Center	
County:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	22	SY	\$ 85.00	\$ 1,870.00
WSDOT 7058-2315	Curb Ramps (Corner)	2	EA	\$ 3,400.00	\$ 6,800.00
---	Retrofit Det Warn Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	42	SY	\$ 25.00	\$ 1,050.00
---	Pedestrian Push Button Pole	0	EA	\$ 3,000.00	\$ -
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	200	SF	\$ 4.50	\$ 900.00
---	Ped Detect Push Button (Aps)	0	EA	\$ 950.00	\$ -
---	Removal Of Pedestrian Push Buttons	0	EA	\$ 85.00	\$ -
---	Relocate Pedestrian Push Buttons	2	EA	\$ 300.00	\$ 600.00
---	Ped Sig Sec (Led) (Countdown)	0	EA	\$ 725.00	\$ -
---	Pedestrian Push Button Sign	2	EA	\$ 150.00	\$ 300.00
---	Remove Pedestrian Push Button Sign	2	EA	\$ 50.00	\$ 100.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -
				Subtotal:	\$ 13,620.00
				Engineering: (% +/-)	15% \$ 2,048.57
				Contingency: (% +/-)	20% \$ 2,731.43
				<b>Estimated Project Cost:</b>	<b>\$ 18,400.00</b>

Basis for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 5%	N/A	N/A	N/A		
Crosswalk width is less than 8'	N/A	N/A	N/A		
Crosswalk striping condition	N/A	N/A	N/A	Worn	Remove and replace crosswalk pavement markings

Issues	PointID				Possible Solutions
	1A	2z	3z	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X			X	
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%	X				
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X				
Turning space cross slope greater than 2%	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares					
Non-compliant detectable warning surface (DWS)					
No detectable warning surface (DWS)					
Missing or no pedestrian push buttons					
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk	X			X	Relocate pedestrian push buttons
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved	X			X	Remove and replace pedestrian push button sign
Push button reach range > 10"					
Clear space is less than 30" x 48"					
Clear space cross slope is greater than 2%	X				Remove and replace clear space
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"		X			Fix transition to roadway
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 9 Ramps at Eastgate Transit Center

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Transit Stop Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
67013	Transit Stop at Eastgate Transit Center	\$ 300	4
67014	Transit stop at Eastgate Transit Center	\$ 300	4
67019	Transit Stop at Eastgate Transit Center	\$ 300	4
670131	Transit Stop at Eastgate Transit Center	\$ 300	4
670132	Transit Stop at Eastgate Transit Center	\$ 3,000	2
670191	Transit Stop at Eastgate Transit Center	\$ 300	4
670192	Transit Stop at Eastgate Transit Center	\$ 600	2
670193	Transit Stop at Eastgate Transit Center	\$ 1,200	4
670194	Transit Stop at Eastgate Transit Center	\$ 600	2
1673014	Transit Stop at Eastgate Transit Center	\$ 600	4
	<b>TOTAL</b>	<b>\$ 7,500</b>	



Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 212; 216; 218; 554; 556 Project Name: Transit Stop at Eastgate Transit Center City: King County	GPS ID: 670193
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	6	SY	\$ 25.00	\$ 150.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 870.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 141.43
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 188.57
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 1,200.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	Remove and replace clear space
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 670193 Transit Stop at Eastgate Transit Center

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 2
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 212; 216; 218; 554; 556 Project Name: Transit Stop at Eastgate Transit Center City: King County	GPS ID: 670194
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00	\$ 170.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 380.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 94.29
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 125.71
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 600.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"	X	Install clear space under shelter and adjacent to bench, if possible
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 670194 Transit Stop at Eastgate Transit Center

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 217; 221; 240; 245; 271 Project Name: Transit Stop at Eastgate Transit Center City: King County	GPS ID: 1673014
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00	\$ 170.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	2	SY	\$ 25.00	\$ 50.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 430.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 72.86
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 97.14
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 600.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"	X	Remove and replace clear space
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 1673014 Transit Stop at Eastgate Transit Center

Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	212; 216; 218; 554; 556	GPS ID: 67013
Project Name:	Transit Stop at Eastgate Transit Center	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 210.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 38.57
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 51.43
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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**Project Location Map Sources:**

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End of Project Description for Project 67013 Transit Stop at Eastgate Transit Center

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 212; 217; 226; 240; 241; 245; 246; 271; 555 Project Name: Transit stop at Eastgate Transit Center City: King County	GPS ID: 67014
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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**Project Location Map Sources:**

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End of Project Description for Project 67014 Transit stop at Eastgate Transit Center



Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 212; 216; 218; 554; 556 Project Name: Transit Stop at Eastgate Transit Center City: King County	GPS ID: 67019
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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**Project Location Map Sources:**

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End of Project Description for Project 67019 Transit Stop at Eastgate Transit Center

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 212; 216; 218; 554; 556 Project Name: Transit Stop at Eastgate Transit Center City: King County	GPS ID: 670131
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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End of Project Description for Project 670131 Transit Stop at Eastgate Transit Center

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	212; 216; 218; 554; 556	GPS ID: 670132
Project Name:	Transit Stop at Eastgate Transit Center	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 2,210.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 338.57
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 451.43
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 3,000.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

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End of Project Description for Project 670132 Transit Stop at Eastgate Transit Center

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 212; 216; 218; 554; 556 Project Name: Transit Stop at Eastgate Transit Center City: King County	GPS ID: 670191
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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End of Project Description for Project 670191 Transit Stop at Eastgate Transit Center

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 2
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 212; 216; 218; 554; 556 Project Name: Transit Stop at Eastgate Transit Center City: King County	GPS ID: 670192
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00	\$ 170.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 380.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 94.29
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 125.71
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 600.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter	X	Install clear space under shelter and adjacent to bench, if possible
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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End of Project Description for Project 670192 Transit Stop at Eastgate Transit Center



**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at Eastgate Transit Center	\$ 129,200
<b>TOTAL</b>	<b>\$ 129,200</b>

Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

Client: King County  
Program: Parking Accessibility Study  
KHA No.: 061334100

Date: 12/14/23

Parking Facility: Eastgate Transit Center

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	0	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	SF	504	\$ 4.50	\$ 2,268.00
---	Install International Symbol Of Accessibility Striping	EA	10	\$ 250.00	\$ 2,500.00
---	Accessible Parking Sign	EA	1	\$ 900.00	\$ 900.00
---	Repave Parking Space Or Access Aisle	EA	18	\$ 5,000.00	\$ 90,000.00
Basis for Cost Projection				Subtotal:	\$ 95,668.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 14,370.86
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 19,161.14
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 129,200.00</b>

Project Location



Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

No additional spaces required

Parking Space Issue	Parking Space ID											Possible Solutions
	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	
Parking space not marked as accessible	x											Remove and replace pavement markings
Parking space width is less than 96"												
Parking space does not have an adjacent access aisle												
Car parking space access aisle width is less than 60"												Remove and replace pavement markings
Van parking space access aisle width is less than 96"									x	x		
Access aisle does not extend the full length of the parking space it serves												
Access aisle is not marked to discourage parking in the aisle	x						x	x				Install access aisle hatch pavement markings
Access aisle overlaps the vehicular way												
Access aisle does not adjoin an accessible route											x	
Constrained width where the access aisle adjoins the accessible route is less than 48"							x			x		Relocate/restripe accessible parking space to ensure > 48" width where aisle adjoins
Access aisle has change in level > 0.25"	x											
Access aisle has horizontal openings > 0.5"							x					
Access aisle running slope is > 2%	x						x	x			x	Repave and restripe access aisle or relocate access aisle
Access aisle cross slope is > 2%	x		x		x		x	x	x	x	x	
Parking space has change in level > 0.25"	x											
Parking space horizontal openings > 0.5"												Repave and restripe accessible parking space or relocate accessible parking space
Parking space running slope is > 2%	x	x	x		x	x	x	x				
Parking space cross slope is > 2%	x	x	x	x	x	x	x	x		x	x	
Parking space vertical clearance is < 98"												Install accessible parking sign
Parking space identification sign is missing or incorrect											x	



Parking Space ID 1



Parking Space ID 2



Parking Space ID 3



Parking Space ID 4



Parking Space ID 5



Parking Space ID 6



Parking Space ID 7



Parking Space ID 8



Parking Space ID 9



Parking Space ID 10



Parking Space ID 11

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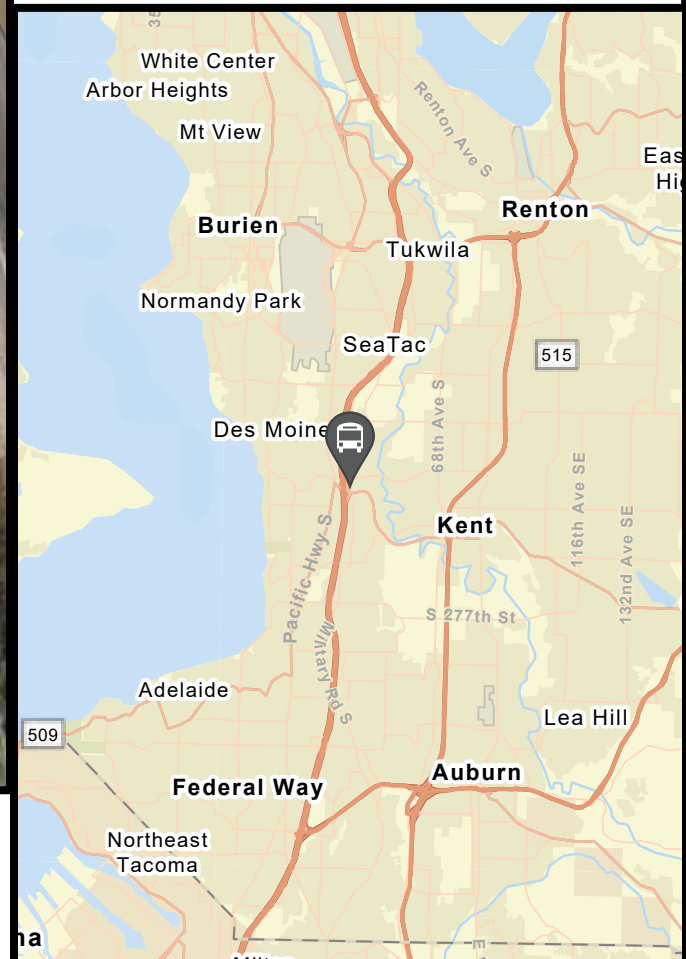
End of Project Description



# Kent/Des Moines Park and Ride Facility Overview and Cost Summary

## Legend

-  Intersections and ID
-  Curb Ramp
-  Path of Travel
-  Accessible Parking Sign
-  Accessible Parking
-  Access Aisle
-  Transit Stop and ID
-  Ramp
-  Building



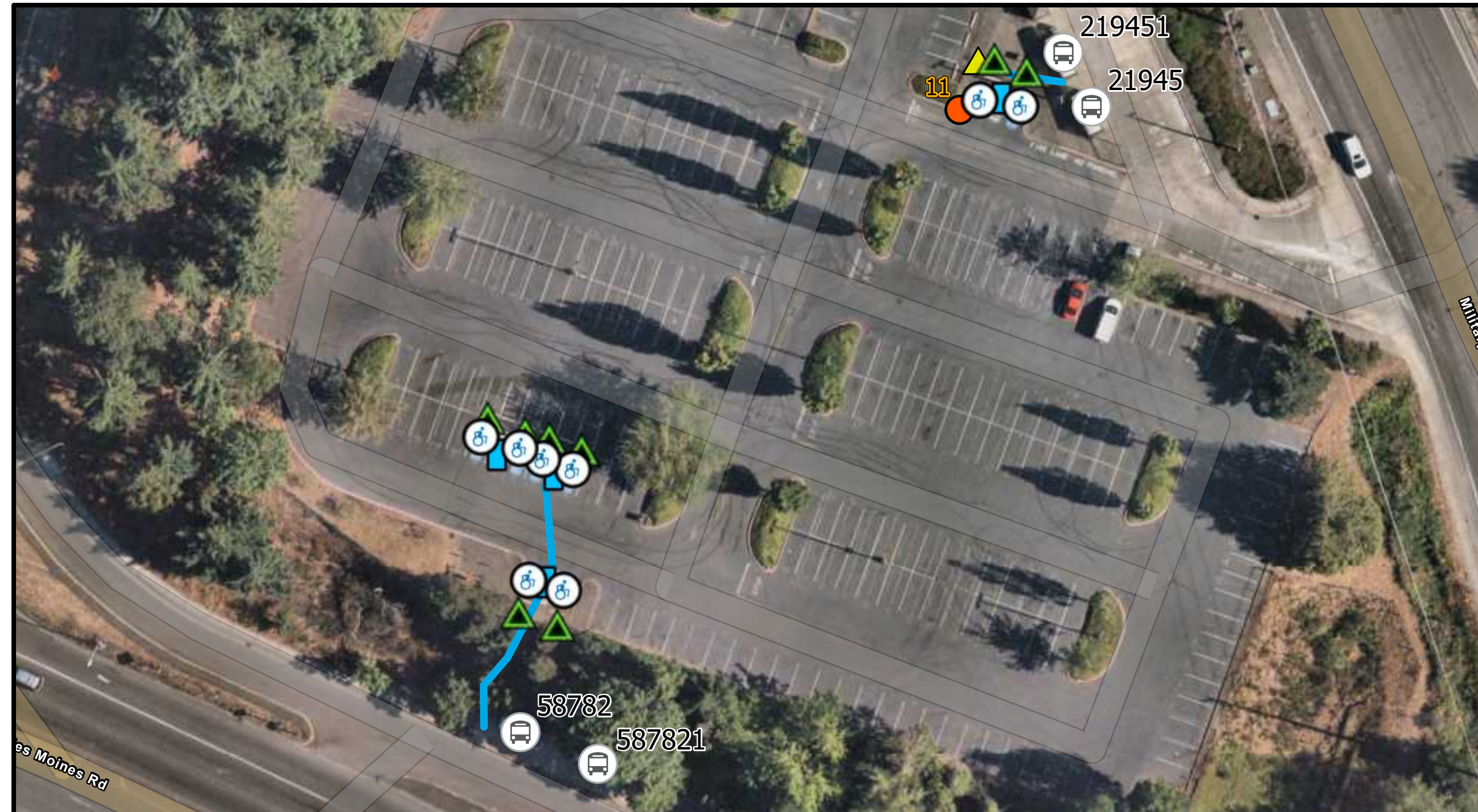
September 2023

Kimley»Horn

ACCESSOLOGY

0 25 50 Feet

N



## Facility Quantity Summary of Evaluated Elements

	Feet
Path of Travel	<b>120</b>
	Quantity
Intersections with Curb Ramps	<b>1</b>
Ramps	<b>0</b>
Transit Stops	<b>4</b>
Accessible Parking Spaces	<b>8</b>

## Facility Estimated Cost of Improvements

Path of Travel	<b>\$15,200.00</b>
Intersections with Curb Ramps	<b>\$5,000.00</b>
Ramps	<b>\$0.00</b>
Transit Stops	<b>\$11,300.00</b>
Accessible Parking Spaces	<b>\$95,200.00</b>
<b>Total Estimated Cost of Improvements</b>	<b>\$126,700.00</b>



**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
3040	Sidewalk at Kent/Des Moines Park and Ride	\$ 15,200
TOTAL		\$ 15,200



**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at Kent/Des Moines Park and Ride **Corridor ID:** 3040  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	72	SY	\$ 85.00	\$ 8,225.63
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	72	SY	\$ 25.00	\$ 2,419.30
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	34	SY	\$ 85.00	\$ 3,948.12
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	34	SY	\$ 12.00	\$ 557.38
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:		\$	15,150.44
<b>Estimated Project Cost:</b>		\$	<b>15,200.00</b>
Engineering: (% +/-)	15%	\$	1,683.38
Contingency: (% +/-)	20%	\$	2,244.51

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**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	98	\$ 12,459.04
Medium	20	\$ 2,691.40
Low	0	\$ -
Compliant	0	
Not Prioritized	0	
Subtotal		\$ 15,150.44
<b>Sidewalk Total</b>	<b>118</b>	<b>\$ 15,200.00</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 15,200.00
Unsignalized Intersection Total	\$ 5,000.00
<b>Corridor Total</b>	<b>\$ 20,200.00</b>

**End of Project Description for Project 3040 Sidewalk at Kent/Des Moines Park and Ride**

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Unsignalized Intersection Cost Projection Summary**  
9/13/2023

GPS ID	Project Name	Cost Projection	Priority
11	Ramps at Kent/Des Moines Park and Ride	\$ 5,000	9
TOTAL		\$ 5,000	

Kimley-Horn and Associates, Inc. Priority: 9  
Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061334100

Corridor: Kent/Des Moines Park and Ride GPS ID: 11  
Project Name: Ramps at Kent/Des Moines Park and Ride  
County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2318	Curb Ramps (Corner)	1	EA	\$ 3,400.00	\$ 3,400.00
---	Retrofit Det Warn Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	11	SY	\$ 25.00	\$ 275.00
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	0	SF	\$ 4.50	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 3,675.00  
Engineering: (% +/-) 15% \$ 567.86  
Contingency: (% +/-) 20% \$ 757.14  
**Estimated Project Cost: \$ 5,000.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
Path of travel running slope is greater than 5%		
Path of travel cross slope is greater than 2% for stop control approaches		
Path of travel cross slope is greater than 5% for free-flow approaches		
Crosswalk width is less than 6'		
Crosswalk striping condition		

Issues	Point ID	Possible Solutions
	2A	
Curb ramp does not exist and is needed		Remove and replace curb ramp / corner sidewalk
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curbed side is not 90° or has traversable adjacent surface	X	
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.3%	X	
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%	X	
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25") in curb ramp/landing/flares		
Turning space does not exist and is needed		
Turning space length is less than 4' (or 5' when constrained)		
Turning space width is less than 4' (or 5' when constrained)		
Turning space running slope is greater than 2%	X	
Turning space cross slope greater than 2%	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares	X	
Non-compliant detectable warning surface (DWS)		
No detectable warning surface (DWS)		
Transition onto roadway is greater than 0.25"		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Ramp 2A

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**Project Location Map Sources:**

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End of Project Description for Project 11 Ramps at Kent/Des Moines Park and Ride
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**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Transit Stop Cost Projection Summary  
9/13/2023**

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
21945	Transit Stop at Kent/Des Moines Park and Ride	\$ 1,200	3
58782	Transit Stop at Kent/Des Moines Park and Ride	\$ 3,800	1
219451	Transit Stop at Kent/Des Moines Park and Ride	\$ 1,200	1
587821	Transit Stop at Kent/Des Moines Park and Ride	\$ 5,100	2
<b>TOTAL</b>		<b>\$ 11,300</b>	



Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	165	GPS ID: 219451
Project Name:	Transit Stop at Kent/Des Moines Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	6	SY	\$ 25.00	\$ 150.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 870.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 141.43
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 188.57
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 1,200.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		Remove and replace clear space
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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End of Project Description for Project 219451 Transit Stop at Kent/Des Moines Park and Ride

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	162; 190; 193; 574	GPS ID: 587821
Project Name:	Transit Stop at Kent/Des Moines Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,000.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 3,760.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 574.29
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 765.71
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 5,100.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area	X	Remove obstruction
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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End of Project Description for Project 587821 Transit Stop at Kent/Des Moines Park and Ride

Kimley-Horn and Associates, Inc.	Priority: 3
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	165	GPS ID: 21945
Project Name:	Transit Stop at Kent/Des Moines Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	6	SY	\$ 25.00	\$ 150.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection		Subtotal: \$ 870.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15%	\$ 141.43
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20%	\$ 188.57
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 1,200.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		Remove and replace clear space
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	
Shelter opening clear width is less than 32"		





Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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End of Project Description for Project 21945 Transit Stop at Kent/Des Moines Park and Ride

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	162; 190; 193; 574	GPS ID: 58782
Project Name:	Transit Stop at Kent/Des Moines Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 2,760.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 445.71
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 594.29
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 3,800.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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End of Project Description for Project 58782 Transit Stop at Kent/Des Moines Park and Ride

**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at Kent/Des Moines Park and Ride	\$ 95,200
<b>TOTAL</b>	<b>\$ 95,200</b>

# Kimley-Horn and Associates, Inc.

## Project Description for Accessible Parking

Client: King County  
Program: Parking Accessibility Study  
KHA No.: 061334100

Date: 12/14/23

Parking Facility: Kent/Des Moines Park and Ride

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	0	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	SF	312	\$ 4.50	\$ 1,404.00
---	Install International Symbol Of Accessibility Striping	EA	9	\$ 250.00	\$ 2,250.00
---	Accessible Parking Sign	EA	2	\$ 900.00	\$ 1,800.00
---	Repave Parking Space Or Access Aisle	EA	13	\$ 5,000.00	\$ 65,000.00
Basis for Cost Projection				Subtotal:	\$ 70,454.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 10,605.43
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 14,140.57
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 95,200.00</b>

## Project Location



## Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

Repave for 1 additional space(s)

Parking Space Issue	Parking Space ID								Possible Solutions
	P1	P2	P3	P4	P5	P6	P7	P8	
Parking space not marked as accessible	x	x	x	x					
Parking space width is less than 96"									
Parking space does not have an adjacent access aisle									
Car parking space access aisle width is less than 60"	x		x				x		
Van parking space access aisle width is less than 96"									Remove and replace pavement markings
Access aisle does not extend the full length of the parking space it serves									Install access aisle hatch pavement markings
Access aisle is not marked to discourage parking in the aisle							x		
Access aisle overlaps the vehicular way									
Access aisle does not adjoin an accessible route									
Constrained width where the access aisle adjoins the accessible route is less than 48"									
Access aisle has change in level > 0.25"	x						x		
Access aisle has horizontal openings > 0.5"									Repave and restripe access aisle or relocate access aisle
Access aisle running slope is > 2%							x		
Access aisle cross slope is > 2%	x		x		x		x		
Parking space has change in level > 0.25"		x						x	
Parking space horizontal openings > 0.5"									
Parking space running slope is > 2%	x		x			x	x		Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%	x	x	x	x	x	x	x	x	
Parking space vertical clearance is < 98"									
Parking space identification sign is missing or incorrect	x								Install accessible parking sign





Parking Space ID 1



Parking Space ID 2



Parking Space ID 3



Parking Space ID 4



Parking Space ID 5



Parking Space ID 6



Parking Space ID 7



Parking Space ID 8

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**Project Location Map Sources:**  
Esri, NearMap, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description

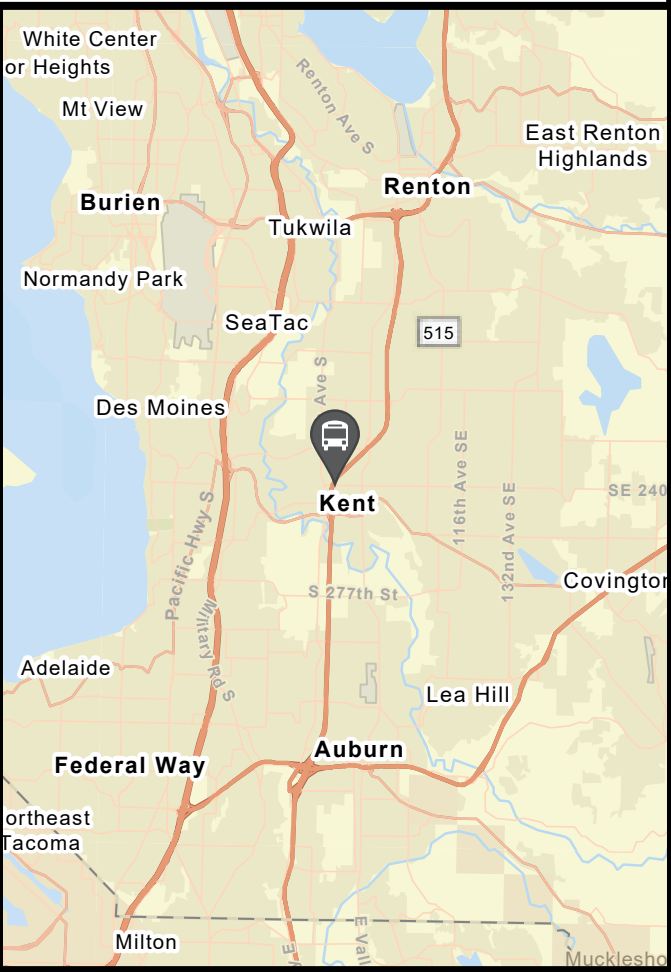
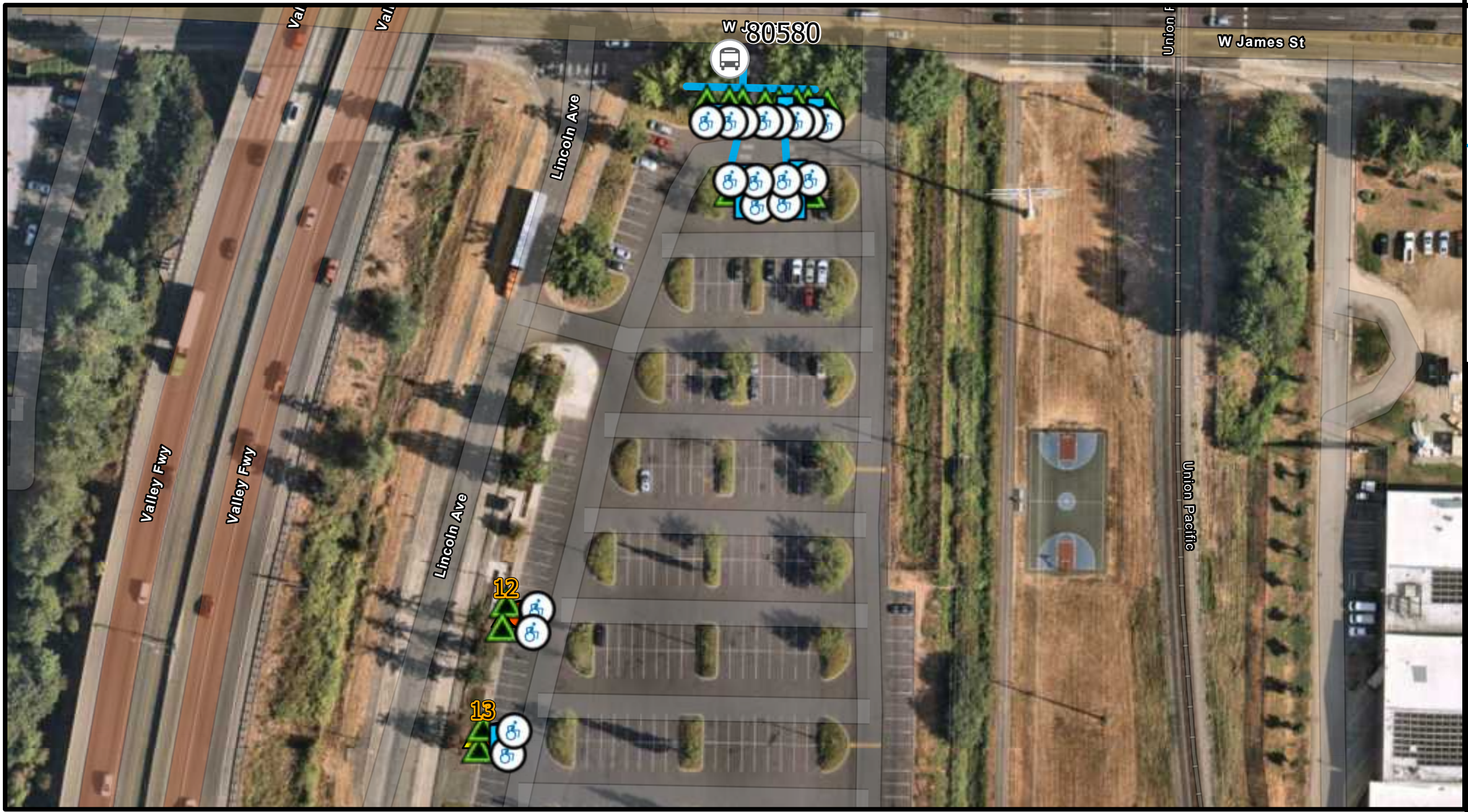


# Kent/James Street Park and Ride Facility Overview and Cost Summary



## Legend

- Intersections and ID
- Curb Ramp
- Path of Travel
- Accessible Parking Sign
- Accessible Parking
- Access Aisle
- Transit Stop and ID
- Ramp
- Building



Facility Quantity Summary of Evaluated Elements	
	Feet
Path of Travel	211
	Quantity
Intersections with Curb Ramps	2
Ramps	0
Transit Stops	1
Accessible Parking Spaces	18

Facility Estimated Cost of Improvements	
Path of Travel	\$0.00
Intersections with Curb Ramps	\$5,400.00
Ramps	\$0.00
Transit Stops	\$1,200.00
Accessible Parking Spaces	\$116,400.00
Total Estimated Cost of Improvements	\$123,000.00

September 2023

Kimley»Horn

ACCESSOLOGY

0 25 50 Feet

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**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
3039	Sidewalk at Kent/James Street Park and Ride	\$ -
TOTAL		\$ -

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at Kent/James Street Park and Ride **Corridor ID:** 3039  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	-
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>-</b>
Engineering: (% +/-)	15%	\$ -
Contingency: (% +/-)	20%	\$ -

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**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	0	\$ -
Medium	0	\$ -
Low	0	\$ -
Compliant	210	\$ -
Not Prioritized	0	\$ -
Subtotal	210	\$ -
<b>Sidewalk Total</b>	<b>210</b>	<b>\$ -</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ -
Unsignalized Intersection Total	\$ 5,400.00
<b>Corridor Total</b>	<b>\$ 5,400.00</b>

**End of Project Description for Project 3039 Sidewalk at Kent/James Street Park and Ride**

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Unsignalized Intersection Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
12	Ramps at Kent/James Street Park and Ride	\$ 2,700	2
13	Ramps at Kent/James Street Park and Ride	\$ 2,700	2
<b>TOTAL</b>		<b>\$ 5,400</b>	



Kimley-Horn and Associates, Inc. Priority: 2  
Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061334100

Corridor: Kent/James Street Park and Ride GPS ID: 13  
Project Name: Ramps at Kent/James Street Park and Ride  
County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2318	Curb Ramps (Corner)	0	EA	\$ 3,400.00	\$ -
---	Retrofit Det Worn Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	0	SF	\$ 4.50	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 2,000.00  
Engineering: (% +/-) 15% \$ 300.00  
Contingency: (% +/-) 20% \$ 400.00  
**Estimated Project Cost: \$ 2,700.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
Path of travel running slope is greater than 5%		
Path of travel cross slope is greater than 2% for stop control approaches		
Path of travel cross slope is greater than 5% for free-flow approaches		
Crosswalk width is less than 6'		
Crosswalk striping condition		

Issues	Point ID	Possible Solutions
	1A	
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curbed side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.3%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25") in curb ramp/landing/flares		
Turning space does not exist and is needed		
Turning space length is less than 4' (or 5' when constrained)		
Turning space width is less than 4' (or 5' when constrained)		
Turning space running slope is greater than 2%		
Turning space cross slope greater than 2%		
Temporary obstruction (>0.25") in curb ramp/landing/flares		
Non-compliant detectable warning surface (DWS)		
No detectable warning surface (DWS)		
Transition onto roadway is greater than 0.25"	X	Fix transition to roadway
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Ramp 1A

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 13 Ramps at Kent/James Street Park and Ride
--

Kimley-Horn and Associates, Inc. Priority: 2  
Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061334100

Corridor: Kent/James Street Park and Ride GPS ID: 12  
Project Name: Ramps at Kent/James Street Park and Ride  
County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2318	Curb Ramps (Corner)	0	EA	\$ 3,400.00	\$ -
---	Retrofit Det Warn Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	0	SF	\$ 4.50	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 2,000.00  
Engineering: (% +/-) 15% \$ 300.00  
Contingency: (% +/-) 20% \$ 400.00  
**Estimated Project Cost: \$ 2,700.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
Path of travel running slope is greater than 5%		
Path of travel cross slope is greater than 2% for stop control approaches		
Path of travel cross slope is greater than 5% for free-flow approaches		
Crosswalk width is less than 6'		
Crosswalk striping condition		

Issues	Point ID	Possible Solutions
	1A	
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curbed side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.3%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%		
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25") in curb ramp/landing/flares		
Turning space does not exist and is needed		
Turning space length is less than 4' (or 5' when constrained)		
Turning space width is less than 4' (or 5' when constrained)		
Turning space running slope is greater than 2%		
Turning space cross slope greater than 2%		
Temporary obstruction (>0.25") in curb ramp/landing/flares		
Non-compliant detectable warning surface (DWS)		
No detectable warning surface (DWS)		
Transition onto roadway is greater than 0.25"	X	Fix transition to roadway
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp		



Ramp 1A

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**Project Location Map Sources:**

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End of Project Description for Project 12 Ramps at Kent/James Street Park and Ride
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**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Transit Stop Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
80580	Transit Stop at Kent/James Street Park and Ride	\$ 1,200	1
<b>TOTAL</b>		<b>\$ 1,200</b>	



Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	150; 162; 183	GPS ID: 80580
Project Name:	Transit Stop at Kent/James Street Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	6	SY	\$ 25.00	\$ 150.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 870.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 141.43
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 188.57
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 1,200.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		Remove and replace clear space
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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End of Project Description for Project 80580 Transit Stop at Kent/James Street Park and Ride

**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at Kent/James Street Park and Ride	\$ 116,400
<b>TOTAL</b>	<b>\$ 116,400</b>

# Kimley-Horn and Associates, Inc.

## Project Description for Accessible Parking

Client: King County  
Program: Parking Accessibility Study  
KHA No.: 061334100

Date: 12/14/23

## Parking Facility: Kent/James Street Park and Ride

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	0	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	SF	408	\$ 4.50	\$ 1,836.00
---	Install International Symbol Of Accessibility Striping	EA	6	\$ 250.00	\$ 1,500.00
---	Accessible Parking Sign	EA	1	\$ 900.00	\$ 900.00
---	Repave Parking Space Or Access Aisle	EA	12	\$ 5,000.00	\$ 60,000.00
Basis for Cost Projection				Subtotal:	\$ 64,236.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 9,670.29
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 12,893.71
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 86,800.00</b>

## Project Location



## Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

Restripe for (1) additional van space(s)

Parking Space Issue	Parking Space ID														Possible Solutions
	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	
Parking space not marked as accessible							X								Remove and replace pavement markings
Parking space width is less than 96"															
Parking space does not have an adjacent access aisle															
Car parking space access aisle width is less than 60"															
Van parking space access aisle width is less than 96"													X		
Access aisle does not extend the full length of the parking space it serves															
Access aisle is not marked to discourage parking in the aisle															
Access aisle overlaps the vehicular way															
Access aisle does not adjoin an accessible route															
Constrained width where the access aisle adjoins the accessible route is less than 48"															
Access aisle has change in level > 0.25"					X		X		X						Repave and restripe access aisle or relocate access aisle
Access aisle has horizontal openings > 0.5"							X								
Access aisle running slope is > 2%					X		X								
Access aisle cross slope is > 2%	X	X	X		X										
Parking space has change in level > 0.25"													X		
Parking space horizontal openings > 0.5"												X			
Parking space running slope is > 2%													X	X	
Parking space cross slope is > 2%	X		X	X	X		X								
Parking space vertical clearance is < 98"															
Parking space identification sign is missing or incorrect															



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End of Project Description



**Kimley-Horn and Associates, Inc.**  
**Project Description for Accessible Parking**

**Client:** King County  
**Program:** Parking Accessibility Study  
**KHA No.:** 061334100  
**Date:** 12/14/23

**Parking Facility:** Kent/James Street Park and Ride

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	0	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	SF	116	\$ 4.50	\$ 522.00
---	Install International Symbol Of Accessibility Striping	EA	2	\$ 250.00	\$ 500.00
---	Accessible Parking Sign	EA	1	\$ 900.00	\$ 900.00
---	Repave Parking Space Or Access Aisle	EA	4	\$ 5,000.00	\$ 20,000.00
Basis for Cost Projection				Subtotal:	\$ 21,922.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 3,290.57
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 4,387.43
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 29,600.00</b>

**Project Location**



**Field Observations**

Repave or restripe spaces to meet the required number of accessible car/van parking spaces: No additional spaces required

Parking Space Issue	P15 P16 P17 P18				Parking Space ID	Possible Solutions
Parking space not marked as accessible						
Parking space width is less than 96"						
Parking space does not have an adjacent access aisle						
Car parking space access aisle width is less than 60"						
Van parking space access aisle width is less than 96"						
Access aisle does not extend the full length of the parking space it serves						
Access aisle is not marked to discourage parking in the aisle			X			Install access aisle hatch pavement markings
Access aisle overlaps the vehicular way						
Access aisle does not adjoin an accessible route						
Constrained width where the access aisle adjoins the accessible route is less than 48"						
Access aisle has change in level > 0.25"	X		X			
Access aisle has horizontal openings > 0.5"			X			Repave and restripe access aisle or relocate access aisle
Access aisle running slope is > 2%						
Access aisle cross slope is > 2%						
Parking space has change in level > 0.25"		X		X		
Parking space horizontal openings > 0.5"						
Parking space running slope is > 2%						Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%		X				
Parking space vertical clearance is < 98"						
Parking space identification sign is missing or incorrect				X		Install accessible parking sign



Parking Space ID 15



Parking Space ID 16



Parking Space ID 17



Parking Space ID 18

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**Project Location Map Sources:**  
Esri, NearMap, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description



# Ober Park Park and Ride Facility Overview and Cost Summary



## Legend

- Intersections and ID
- Curb Ramp
- Path of Travel
- Accessible Parking Sign
- Accessible Parking
- Access Aisle
- Transit Stop and ID
- Ramp
- Building



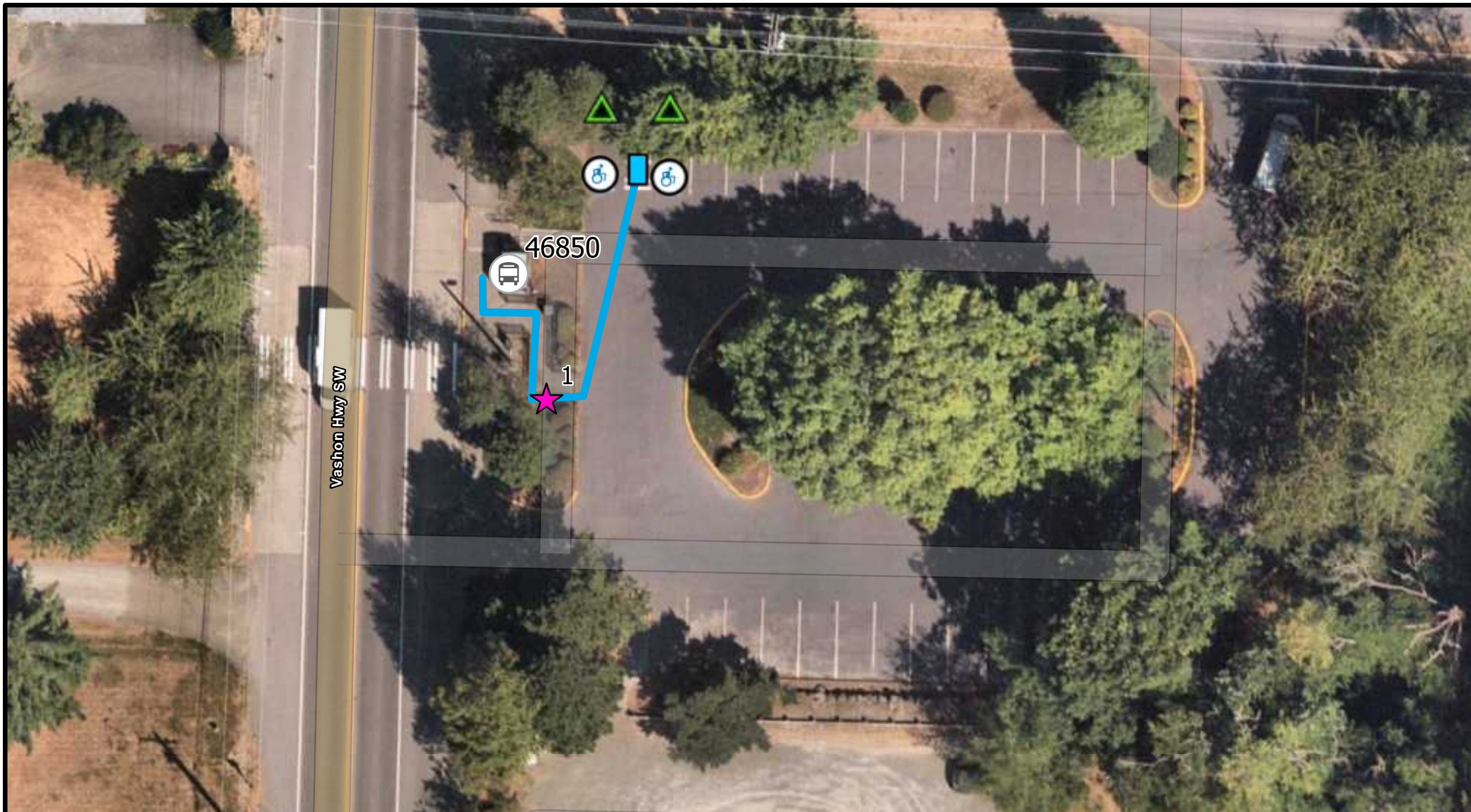
September 2023

Kimley»Horn

ACCESSOLOGY

0 25 50 Feet

N



Facility Quantity Summary of Evaluated Elements	
	Feet
Path of Travel	101
	Quantity
Intersections with Curb Ramps	0
Ramps	1
Transit Stops	1
Accessible Parking Spaces	2

Facility Estimated Cost of Improvements	
Path of Travel	\$8,200.00
Intersections with Curb Ramps	\$0.00
Ramps	\$21,000.00
Transit Stops	\$300.00
Accessible Parking Spaces	\$21,400.00
Total Estimated Cost of Improvements	\$50,900.00

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
3042	Sidewalk at Ober Park Park and Ride	\$ 8,200
TOTAL		\$ 8,200



**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at Ober Park Park and Ride **Corridor ID:** 3042  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	7	SY	\$ 85.00	\$ 795.84
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	7	SY	\$ 25.00	\$ 234.07
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	55	SY	\$ 85.00	\$ 6,262.87
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	55	SY	\$ 12.00	\$ 884.17
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:		\$	8,176.94
<b>Estimated Project Cost:</b>		\$	<b>8,200.00</b>
Engineering: (% +/-)	15%	\$	908.55
Contingency: (% +/-)	20%	\$	1,211.40

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**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	8	\$ 1,029.90
Medium	0	\$ -
Low	49	\$ 7,147.03
Compliant	42	
Not Prioritized	0	
Subtotal		\$ 8,176.94
<b>Sidewalk Total</b>	<b>99</b>	<b>\$ 8,200.00</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 8,200.00
Unsignalized Intersection Total	\$ -
<b>Corridor Total</b>	<b>\$ 8,200.00</b>

**End of Project Description for Project 3042 Sidewalk at Ober Park Park and Ride**



**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Transit Stop Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
46850	Transit Stop at Ober Park Park and Ride	\$ 300	4
<b>TOTAL</b>		<b>\$ 300</b>	

Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	118; 119	GPS ID: 46850
Project Name:	Transit Stop at Ober Park Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 210.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 38.57
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 51.43
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

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End of Project Description for Project 46850 Transit Stop at Ober Park Park and Ride

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Ramp Cost Projection Summary**

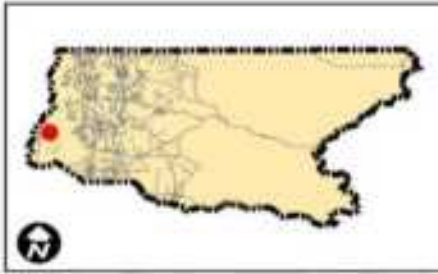
9/13/2023

Project Name	Cost Projection
Ramp at Ober Park and Ride	\$ 21,000
<b>TOTAL</b>	<b>\$ 21,000</b>

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
---	Remove Pedestrian Handrail	52	LF	\$ 50.00	\$ 2,600.00
WSDOT 1945	Pedestrian Handrail	52	LF	\$ 170.00	\$ 8,840.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	24	SY	\$ 25.00	\$ 600.00
WSDOT 7055-2312	Cement Conc. Sidewalk	24	SY	\$ 85.00	\$ 2,040.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Ramp Transition	0	SY	\$ 2,000.00	\$ -

Basis for Cost Projection				Subtotal:	\$ 14,080.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 2,306.67
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	30% \$ 4,613.33
<input type="checkbox"/>	Final Design			<b>Estimated Project Cost:</b>	<b>\$ 21,000.00</b>

<b>Project Location</b>
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<b>Field Observations</b>
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Ramp Issues	Ramp ID	Possible Solutions
Running slope of the ramp is greater than 8.3%	X	
Cross slope of the ramp is greater than 2.0%		
Clear width of the ramp between handrails is less than 36 inches		Remove and replace ramp
The rise of the ramp run is greater than 30 inches		
Permanent obstruction (>0.25") on ramp or landings	X	
Ponding occurs on the ramp or landings	X	Fix ponding
The landing space at the bottom of the ramp does not exist and is needed		
The landing space at the bottom of the ramp is less than 60 inches by 36 inches		
The landing space at the bottom of the ramp has a run slope greater than 2.0%	X	Remove and replace bottom landing
The landing space at the bottom of the ramp has a cross slope greater than 2.0%		
The landing space at the top of the ramp does not exist and is needed		
The landing space at the top of the ramp is less than 60 inches by 36 inches		
The landing space at the top of the ramp has a run slope greater than 2.0%		Remove and replace top landing
The landing space at the top of the ramp has a cross slope greater than 2.0%	X	

Handrail Issues		Possible Solutions
Handrails are not provided where the running slope is greater than 5% and rise is greater than 6 inches		
The surface of the ramp does not extend at least 1' foot beyond the inside face of the handrail OR a barrier is not provided that prevents the passage of a 4 inch diameter sphere, where any portion of the sphere is within 4 inches of the finish surface	X	
Handrail is not provided on both sides of the ramp		
Handrail is not provided along the full length of the ramp		
The top of the gripping surface of handrail is less than 34 inches or greater than 38 inches above walking surface	X	
Clearance between handrail gripping surface and adjacent surface is less than 1.5 inches		
Handrail gripping surface is not continuous along length		Remove and replace handrail
Handrail gripping surface is obstructed along top, side, or greater than 20% of bottom		
Where provided, horizontal projection is less than 1.5 inches below the bottom of the handrail gripping surface		
Handrail gripping surfaces with a circular cross section have an outside diameter less than 1.25 inches or greater than 2 inches		
Handrail gripping surfaces with a non-circular cross section have perimeter dimension of less than 4 inches or greater than 6.25 inches or cross-section dimension greater than 2.25 inches	X	
Handrail gripping surface or adjacent surface has sharp or abrasive elements or non-rounded edges		
Handrail rotates within their fittings		
Handrails extend less than 12 inches in the direction of travel at the bottom and top of the ramp	X	





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**Project Location Map Sources:**

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End of Project Description for Project Ramp at Ober Park and Ride

**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at Ober Park Park and Ride	\$ 21,400
<b>TOTAL</b>	<b>\$ 21,400</b>

# Kimley-Horn and Associates, Inc.

## Project Description for Accessible Parking

Client: King County  
Program: Parking Accessibility Study  
KHA No.: 061334100

Date: 12/14/23

## Parking Facility: Ober Park Park and Ride

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	0	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	SF	78	\$ 4.50	\$ 351.00
---	Install International Symbol Of Accessibility Striping	EA	2	\$ 250.00	\$ 500.00
---	Accessible Parking Sign	EA	0	\$ 900.00	\$ -
---	Repave Parking Space Or Access Aisle	EA	3	\$ 5,000.00	\$ 15,000.00
Basis for Cost Projection				Subtotal:	\$ 15,851.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 2,378.14
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 3,170.86
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 21,400.00</b>

## Project Location



## Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

No additional spaces required

Parking Space Issue	P1	P2	Parking Space ID	Possible Solutions
Parking space not marked as accessible				
Parking space width is less than 96"				
Parking space does not have an adjacent access aisle				
Car parking space access aisle width is less than 60"				
Van parking space access aisle width is less than 96"	x			Remove and replace pavement markings
Access aisle does not extend the full length of the parking space it serves				Install access aisle hatch pavement markings
Access aisle is not marked to discourage parking in the aisle	x			
Access aisle overlaps the vehicular way				
Access aisle does not adjoin an accessible route				
Constrained width where the access aisle adjoins the accessible route is less than 48"				
Access aisle has change in level > 0.25"	x			
Access aisle has horizontal openings > 0.5"	x			Repave and restripe access aisle or relocate access aisle
Access aisle running slope is > 2%	x			
Access aisle cross slope is > 2%	x			
Parking space has change in level > 0.25"	x	x		
Parking space horizontal openings > 0.5"		x		
Parking space running slope is > 2%	x	x		Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%	x	x		
Parking space vertical clearance is < 98"				
Parking space identification sign is missing or incorrect				



Parking Space ID 1



Parking Space ID 2

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End of Project Description



# Olson/Meyers Park and Ride Facility Overview and Cost Summary



## Legend

- Intersections and ID
- Curb Ramp
- Path of Travel
- Accessible Parking Sign
- Accessible Parking
- Access Aisle
- Transit Stop and ID
- Ramp
- Building



September 2023

Kimley»Horn



0 25 50 Feet

N

## Facility Quantity Summary of Evaluated Elements

	Feet
Path of Travel	<b>198</b>
	Quantity
Intersections with Curb Ramps	<b>0</b>
Ramps	<b>0</b>
Transit Stops	<b>2</b>
Accessible Parking Spaces	<b>5</b>

## Facility Estimated Cost of Improvements

Path of Travel	<b>\$6,100.00</b>
Intersections with Curb Ramps	<b>\$0.00</b>
Ramps	<b>\$0.00</b>
Transit Stops	<b>\$600.00</b>
Accessible Parking Spaces	<b>\$51,300.00</b>
<b>Total Estimated Cost of Improvements</b>	<b>\$58,000.00</b>



**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
3043	Sidewalk at Olson/Meyers Park and Ride	\$ 6,100
TOTAL		\$ 6,100

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at Olson/Meyers Park and Ride **Corridor ID:** 3043  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	41	SY	\$ 85.00	\$ 4,707.46
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	41	SY	\$ 25.00	\$ 1,384.55
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection				Subtotal: \$	6,092.00
<input checked="" type="checkbox"/> No Design Completed <input type="checkbox"/> Preliminary Design <input type="checkbox"/> Final Design				<b>Estimated Project Cost: \$</b>	<b>6,100.00</b>
				Engineering: (% +/-) 15% \$	676.89
				Contingency: (% +/-) 20% \$	902.52

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**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	49	\$ 4,597.30
Medium	15	\$ 1,494.70
Low	0	\$ -
Compliant	131	
Not Prioritized	0	
Subtotal		\$ 6,092.00
<b>Sidewalk Total</b>	<b>195</b>	<b>\$ 6,100.00</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 6,100.00
Unsignalized Intersection Total	\$ -
<b>Corridor Total</b>	<b>\$ 6,100.00</b>

**End of Project Description for Project 3043 Sidewalk at Olson/Meyers Park and Ride**

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Transit Stop Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
21141	Transit Stop at Olson/Meyers Park and Ride	\$ 300	4
211412	Transit Stop at Olson/Meyers Park and Ride	\$ 300	4
<b>TOTAL</b>		<b>\$ 600</b>	

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
---	-------------

Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
---	---------------

Route: 60; 113 Project Name: Transit Stop at Olson/Meyers Park and Ride City: King County	GPS ID: 211412
---	----------------

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 211412 Transit Stop at Olson/Meyers Park and Ride



Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
---	---------------

Route: 60; 113 Project Name: Transit Stop at Olson/Meyers Park and Ride City: King County	GPS ID: 21141
---	---------------

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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End of Project Description for Project 21141 Transit Stop at Olson/Meyers Park and Ride

**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at Olson/Meyers Park and Ride	\$ 51,300
<b>TOTAL</b>	<b>\$ 51,300</b>

# Kimley-Horn and Associates, Inc.

## Project Description for Accessible Parking

Client: King County  
Program: Parking Accessibility Study  
KHA No.: 061334100

Date: 12/14/23

Parking Facility: Olson/Meyers Park and Ride

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	0	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	SF	176	\$ 4.50	\$ 792.00
---	Install International Symbol Of Accessibility Striping	EA	5	\$ 250.00	\$ 1,250.00
---	Accessible Parking Sign	EA	1	\$ 900.00	\$ 900.00
---	Repave Parking Space Or Access Aisle	EA	7	\$ 5,000.00	\$ 35,000.00
Basis for Cost Projection				Subtotal:	\$ 37,942.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 5,724.86
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 7,633.14
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 51,300.00</b>

## Project Location



## Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

Restripe for (1) additional van space(s)

Parking Space Issue	Parking Space ID					Possible Solutions
	P1	P2	P3	P4	P5	
Parking space not marked as accessible						
Parking space width is less than 96"						
Parking space does not have an adjacent access aisle						
Car parking space access aisle width is less than 60"						
Van parking space access aisle width is less than 96"						
Access aisle does not extend the full length of the parking space it serves						
Access aisle is not marked to discourage parking in the aisle						
Access aisle overlaps the vehicular way						
Access aisle does not adjoin an accessible route						
Constrained width where the access aisle adjoins the accessible route is less than 48"						
Access aisle has change in level > 0.25"						
Access aisle has horizontal openings > 0.5"						
Access aisle running slope is > 2%			x		x	Repave and restripe access aisle or relocate access aisle
Access aisle cross slope is > 2%						
Parking space has change in level > 0.25"		x				
Parking space horizontal openings > 0.5"						
Parking space running slope is > 2%	x	x	x	x	x	Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%						
Parking space vertical clearance is < 98"						
Parking space identification sign is missing or incorrect						



Parking Space ID 1



Parking Space ID 2



Parking Space ID 3



Parking Space ID 4



Parking Space ID 5

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**Project Location Map Sources:**  
Esri, NearMap, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description



# Overlake Garage

## Facility Overview and Cost Summary



### Legend

- Intersections and ID
- Curb Ramp
- Path of Travel
- Accessible Parking Sign
- Accessible Parking
- Access Aisle
- Transit Stop and ID
- Ramp
- Building



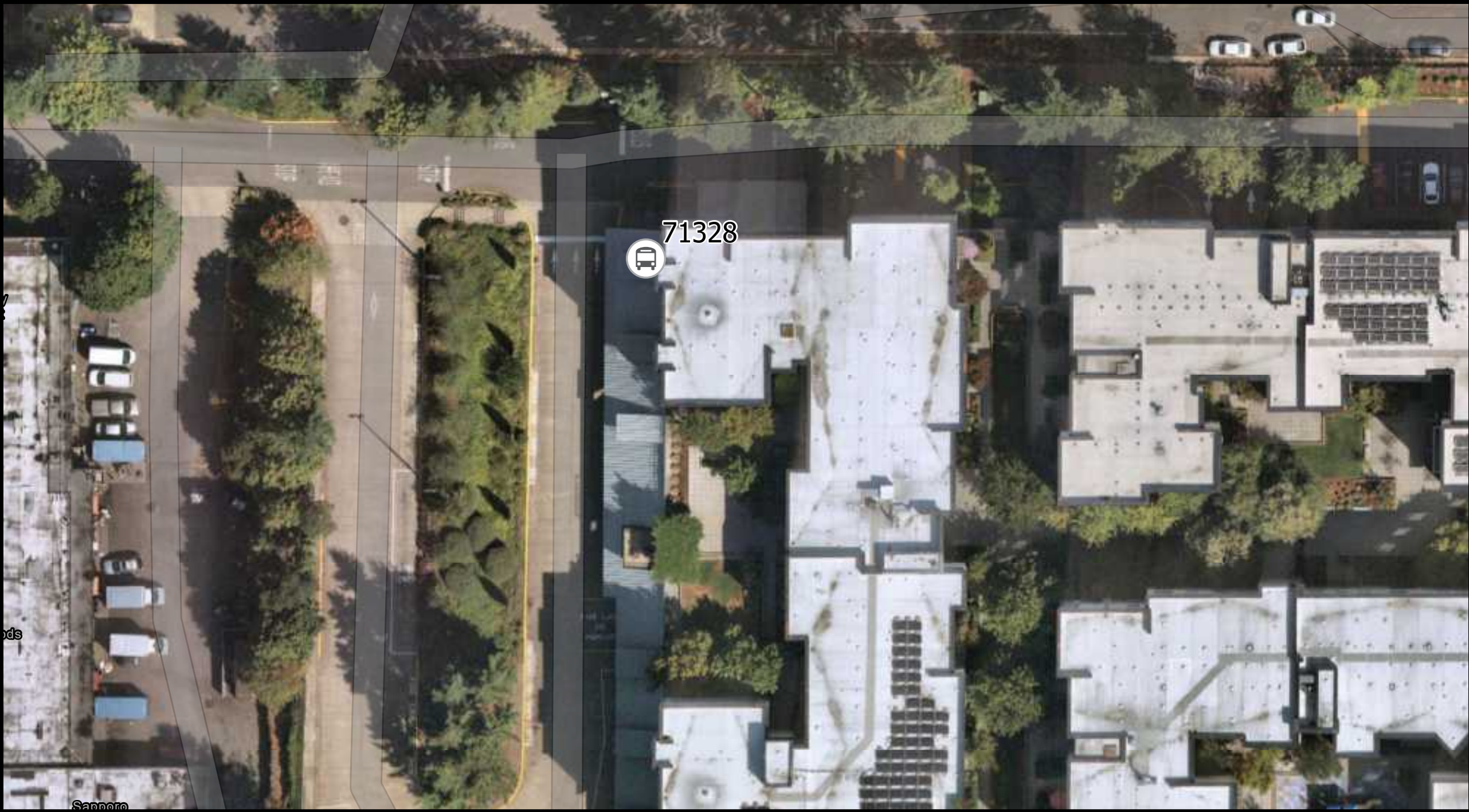
September 2023

Kimley»Horn

ACCESSOLOGY

0 25 50 Feet

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Facility Quantity Summary of Evaluated Elements	
	Feet
Path of Travel	0
	Quantity
Intersections with Curb Ramps	0
Ramps	0
Transit Stops	1
Accessible Parking Spaces	0

Facility Estimated Cost of Improvements	
Path of Travel	\$0.00
Intersections with Curb Ramps	\$0.00
Ramps	\$0.00
Transit Stops	\$1,100.00
Accessible Parking Spaces	\$0.00
Total Estimated Cost of Improvements	\$1,100.00

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Transit Stop Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
71328	Transit Stop at Overlake Garage	\$ 1,100	4
<b>TOTAL</b>		<b>\$ 1,100</b>	



Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	249; 269; 541; 544	GPS ID: 71328
Project Name:	Transit Stop at Overlake Garage	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 760.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 145.71
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 194.29
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 1,100.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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**Project Location Map Sources:**

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End of Project Description for Project 71328 Transit Stop at Overlake Garage

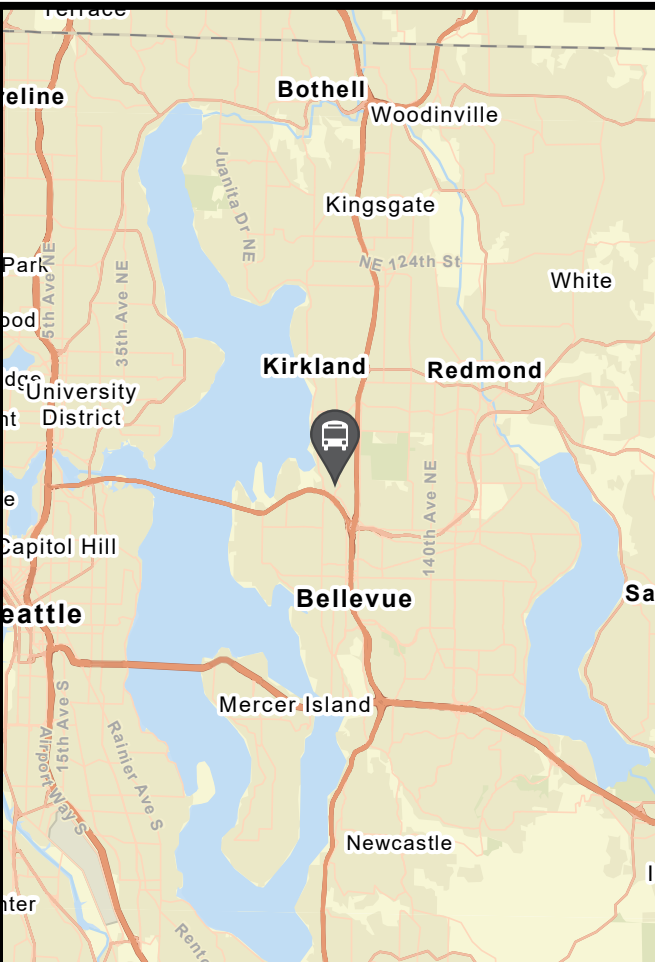
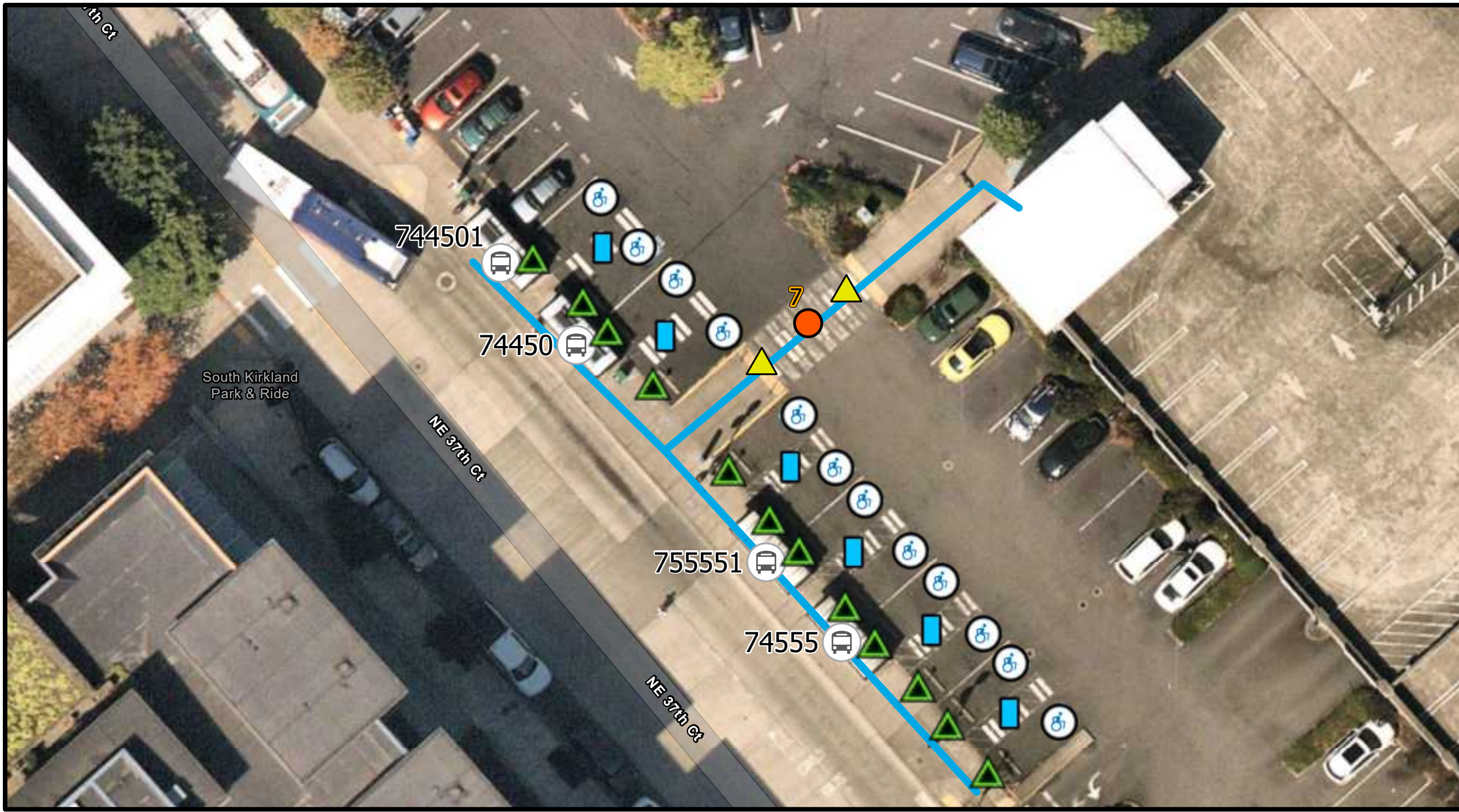


# South Kirkland Park and Ride Surface Lot Facility Overview and Cost Summary



## Legend

- Intersections and ID
- Curb Ramp
- Path of Travel
- Accessible Parking Sign
- Accessible Parking
- Access Aisle
- Transit Stop and ID
- Ramp
- Building



Facility Quantity Summary of Evaluated Elements	
	Feet
Path of Travel	227
	Quantity
Intersections with Curb Ramps	1
Ramps	0
Transit Stops	4
Accessible Parking Spaces	12

Facility Estimated Cost of Improvements	
Path of Travel	\$8,700.00
Intersections with Curb Ramps	\$10,900.00
Ramps	\$0.00
Transit Stops	\$3,700.00
Accessible Parking Spaces	\$111,300.00
Total Estimated Cost of Improvements	\$134,600.00

September 2023

Kimley»Horn

ACCESSOLOGY

0 25 50 Feet

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**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
3033	Sidewalk at South Kirkland Park and Ride Surface Lot	\$ 8,700
TOTAL		\$ 8,700

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at South Kirkland Park and Ride Surface Lot **Corridor ID:** 3033  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	58	SY	\$ 85.00	\$ 6,664.47
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	58	SY	\$ 25.00	\$ 1,960.14
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection				Subtotal: \$	8,624.61
; No Design Completed				<b>Estimated Project Cost: \$</b>	<b>8,700.00</b>
› Preliminary Design				Engineering: (% +/-)	15% \$ 958.29
› Final Design				Contingency: (% +/-)	20% \$ 1,277.72

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**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	0	\$ -
Medium	47	\$ 8,624.61
Low	22	\$ -
Compliant	159	\$ -
Not Prioritized	0	\$ -
Subtotal		\$ 8,624.61
<b>Sidewalk Total</b>	<b>228</b>	<b>\$ 8,700.00</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 8,700.00
Unsignalized Intersection Total	\$ 10,900.00
<b>Corridor Total</b>	<b>\$ 19,600.00</b>

**End of Project Description for Project 3033 Sidewalk at South Kirkland Park and Ride Surface Lot**

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Unsignalized Intersection Cost Projection Summary**  
9/13/2023

GPS ID	Project Name	Cost Projection	Priority
7	Ramps at South Kirkland Park and Ride Surface Lot	\$ 10,900	2
TOTAL		\$ 10,900	

Kimley-Horn and Associates, Inc. Priority: 2  
 Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
 Program: ADA Self-Evaluation and Transition Plan  
 KHA No.: 061334100

Corridor: South Kirkland Park and Ride Surface Lot GPS ID: 7  
 Project Name: Ramps at South Kirkland Park and Ride Surface Lot  
 County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 7058-2318	Curb Ramps (Corner)	2	EA	\$ 3,400.00	\$ 6,800.00
---	Retrofit Det Worn Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	21	SY	\$ 25.00	\$ 525.00
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	48	SF	\$ 4.50	\$ 216.00
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	0	LS	\$ 2,000.00	\$ -
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 8,041.00  
 Engineering: (% +/-) 15% \$ 1,225.29  
 Contingency: (% +/-) 20% \$ 1,633.71  
**Estimated Project Cost: \$ 10,900.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
Path of travel running slope is greater than 5%	N/A	N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	N/A	N/A	N/A	Worn	Remove and replace crosswalk pavement markings

Issues	Point ID		Possible Solutions
	1A	2A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X		
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%		X	
Turning space cross slope greater than 2%	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares	X		
Non-compliant detectable warning surface (DWS)			
No detectable warning surface (DWS)			
Transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp / corner sidewalk

Remove temporary obstruction



Ramp 1A



Ramp 2A

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End of Project Description for Project 7 Ramps at South Kirkland Park and Ride Surface Lot



**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Transit Stop Cost Projection Summary  
9/13/2023**

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
74450	Transit Stop at South Kirkland Park and Ride	\$ 1,100	4
74555	Transit Stop at South Kirkland Park and Ride	\$ 1,200	4
744501	Transit Stop at South Kirkland Park and Ride	\$ 300	4
755551	Transit Stop at South Kirkland Park and Ride	\$ 1,100	4
<b>TOTAL</b>		<b>\$ 3,700</b>	

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
---	-------------

Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
---	---------------

Route: 249; 250; 251; 544 Project Name: Transit Stop at South Kirkland Park and Ride City: King County	GPS ID: 744501
--	----------------

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 210.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 38.57
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 51.43
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 300.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 744501 Transit Stop at South Kirkland Park and Ride

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 249; 250; 255; 544 Project Name: Transit Stop at South Kirkland Park and Ride City: King County	GPS ID: 755551
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 760.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 145.71
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 194.29
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 1,100.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 755551 Transit Stop at South Kirkland Park and Ride



Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	249; 250; 255; 544	GPS ID: 74450
Project Name:	Transit Stop at South Kirkland Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 760.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 145.71
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 194.29
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 1,100.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 74450 Transit Stop at South Kirkland Park and Ride

Kimley-Horn and Associates, Inc. Project Description for Transit Stops	Priority: 4
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Client: King County Metro Transportation Agency Program: ADA Self-Evaluation and Transition Plan KHA No.: 061334100	Date: 9/12/23
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Route: 249; 250; 255; 544 Project Name: Transit Stop at South Kirkland Park and Ride City: King County	GPS ID: 74555
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Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	6	SY	\$ 25.00	\$ 150.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	0	LS	\$ 2,000.00	\$ -
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 870.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 141.43
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 188.57
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 1,200.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%	X	Remove and replace clear space
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 74555 Transit Stop at South Kirkland Park and Ride

**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at South Kirkland Park and Ride Surface Lot	\$ 111,300
<b>TOTAL</b>	<b>\$ 111,300</b>



# Kimley-Horn and Associates, Inc.

## Project Description for Accessible Parking

Client: King County  
Program: Parking Accessibility Study  
KHA No.: 061334100

Date: 12/14/23

Parking Facility: South Kirkland Park and Ride Surface Lot

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	25	\$ 2.00	\$ 50.00
WSDOT 6856-2119	Painted Crosswalk Line	SF	430	\$ 4.50	\$ 1,935.00
---	Install International Symbol Of Accessibility Striping	EA	11	\$ 250.00	\$ 2,750.00
---	Accessible Parking Sign	EA	3	\$ 900.00	\$ 2,700.00
---	Repave Parking Space Or Access Aisle	EA	15	\$ 5,000.00	\$ 75,000.00
Basis for Cost Projection				Subtotal:	\$ 82,435.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 12,370.71
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 16,494.29
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 111,300.00</b>

## Project Location



## Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

Restripe for (2) additional van space(s)

Parking Space Issue	Parking Space ID												Possible Solutions
	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	
Parking space not marked as accessible		x	x	x			x						Install access aisle hatch pavement markings
Parking space width is less than 96"													
Parking space does not have an adjacent access aisle													
Car parking space access aisle width is less than 60"													
Van parking space access aisle width is less than 96"													
Access aisle does not extend the full length of the parking space it serves													
Access aisle is not marked to discourage parking in the aisle	x		x		x		x						
Access aisle overlaps the vehicular way													
Access aisle does not adjoin an accessible route													
Constrained width where the access aisle adjoins the accessible route is less than 48"													
Access aisle has change in level > 0.25"													Repave and restripe access aisle or relocate access aisle
Access aisle has horizontal openings > 0.5"													
Access aisle running slope is > 2%			x										
Access aisle cross slope is > 2%	x		x		x		x				x		
Parking space has change in level > 0.25"													Repave and restripe accessible parking space or relocate accessible parking space
Parking space horizontal openings > 0.5"		x											
Parking space running slope is > 2%	x	x							x	x		x	
Parking space cross slope is > 2%			x			x	x	x	x	x	x	x	
Parking space vertical clearance is < 98"													Install accessible parking sign
Parking space identification sign is missing or incorrect							x						



Parking Space ID 1



Parking Space ID 2



Parking Space ID 3



Parking Space ID 4



Parking Space ID 5



Parking Space ID 6



Parking Space ID 7



Parking Space ID 8



Parking Space ID 9



Parking Space ID 10



Parking Space ID 11



Parking Space ID 12

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**Project Location Map Sources:**  
Esri, NearMap, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

**End of Project Description**

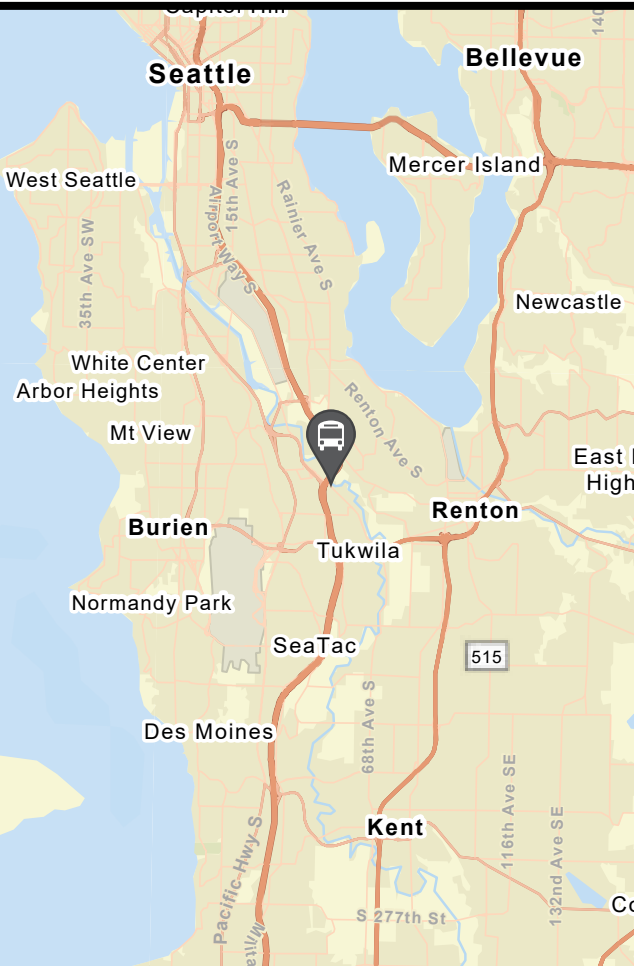


# Tukwila Park and Ride Facility Overview and Cost Summary



## Legend

- Intersections and ID
- Curb Ramp
- Path of Travel
- Accessible Parking Sign
- Accessible Parking
- Access Aisle
- Transit Stop and ID
- Ramp
- Building



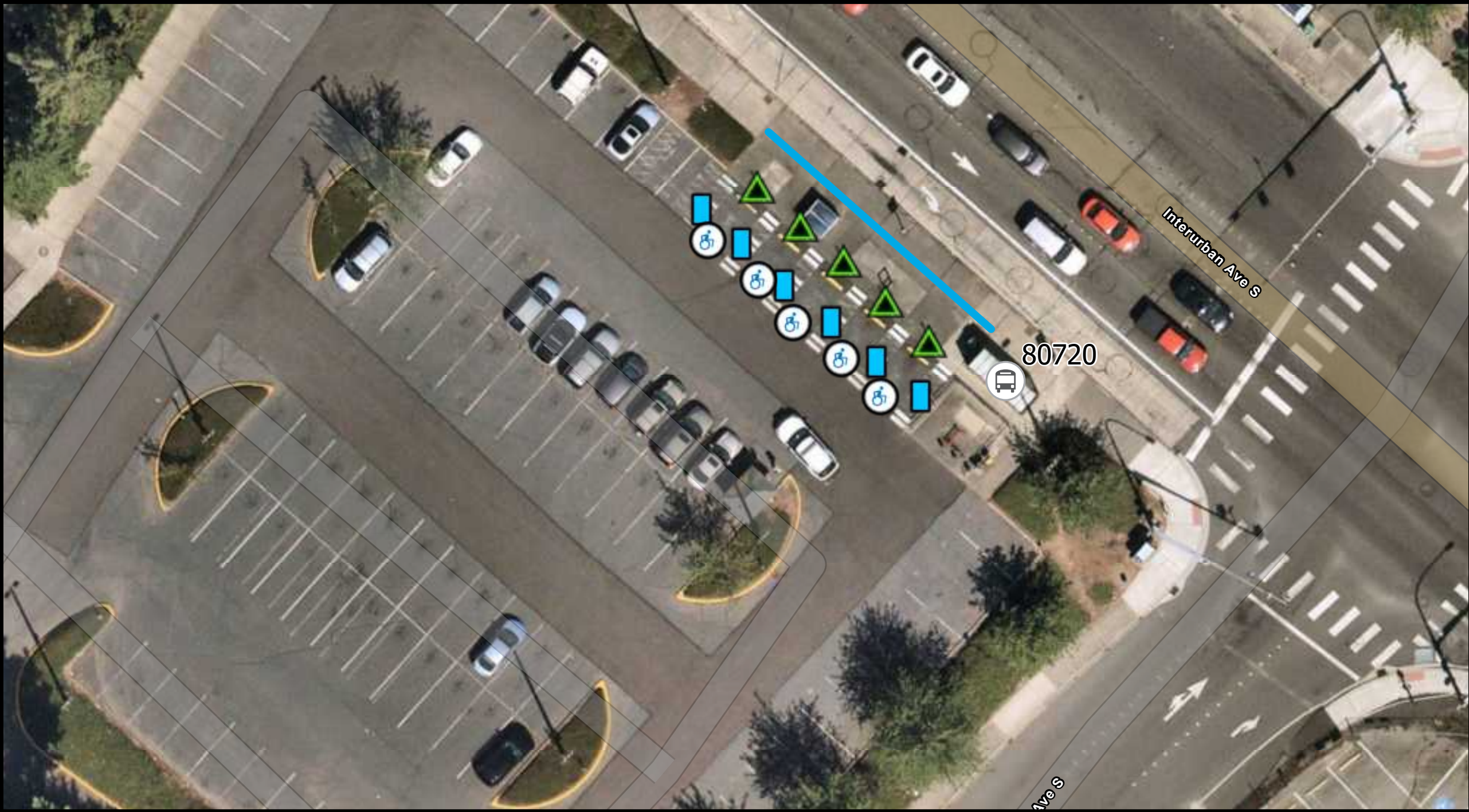
September 2023

Kimley»Horn

ACCESSOLOGY

0 25 50 Feet

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Facility Quantity Summary of Evaluated Elements	
	Feet
Path of Travel	68
	Quantity
Intersections with Curb Ramps	0
Ramps	0
Transit Stops	1
Accessible Parking Spaces	5

Facility Estimated Cost of Improvements	
Path of Travel	\$15,200.00
Intersections with Curb Ramps	\$0.00
Ramps	\$0.00
Transit Stops	\$3,000.00
Accessible Parking Spaces	\$68,100.00
Total Estimated Cost of Improvements	\$86,300.00

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
3050	Sidewalk at Tukwila Park and Ride	\$ 15,200
TOTAL		\$ 15,200

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at Tukwila Park and Ride **Corridor ID:** 3050  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	93	SY	\$ 85.00	\$ 10,644.68
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	93	SY	\$ 25.00	\$ 3,130.79
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,350.00
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:		\$	15,125.47
<b>Estimated Project Cost:</b>		\$	<b>15,200.00</b>
Engineering: (% +/-)	15%	\$	1,680.61
Contingency: (% +/-)	20%	\$	2,240.81

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**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	46	\$ 8,120.82
Medium	22	\$ 7,004.65
Low	0	\$ -
Compliant	0	\$ -
Not Prioritized	0	\$ -
Subtotal		\$ 15,125.47
<b>Sidewalk Total</b>	<b>68</b>	<b>\$ 15,200.00</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 15,200.00
Unsignalized Intersection Total	\$ -
<b>Corridor Total</b>	<b>\$ 15,200.00</b>

**End of Project Description for Project 3050 Sidewalk at Tukwila Park and Ride**



**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Transit Stop Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
80720	Transit Stop at Tukwila Park and Ride	\$ 3,000	2
<b>TOTAL</b>		<b>\$ 3,000</b>	

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	150; 154	GPS ID: 80720
Project Name:	Transit Stop at Tukwila Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	0	SY	\$ 85.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection				Subtotal:	\$ 2,210.00
<input checked="" type="checkbox"/>	No Design Completed			Engineering: (% +/-)	15% \$ 338.57
<input type="checkbox"/>	Preliminary Design			Contingency: (% +/-)	20% \$ 451.43
<input type="checkbox"/>	Final Design			Estimated Project Cost:	\$ 3,000.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Shelter/Clear Space



Transit Stop Signage

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 80720 Transit Stop at Tukwila Park and Ride

**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at Tukwila Park and Ride	\$ 68,100
<b>TOTAL</b>	<b>\$ 68,100</b>

# Kimley-Horn and Associates, Inc.

## Project Description for Accessible Parking

Client: King County  
Program: Parking Accessibility Study  
KHA No.: 061334100

Date: 12/14/23

Parking Facility: Tukwila Park and Ride

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	80	\$ 2.00	\$ 160.00
WSDOT 6856-2119	Painted Crosswalk Line	SF	370	\$ 4.50	\$ 1,665.00
---	Install International Symbol Of Accessibility Striping	EA	7	\$ 250.00	\$ 1,750.00
---	Accessible Parking Sign	EA	2	\$ 900.00	\$ 1,800.00
---	Repave Parking Space Or Access Aisle	EA	9	\$ 5,000.00	\$ 45,000.00
Basis for Cost Projection				Subtotal:	\$ 50,375.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 7,596.43
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 10,128.57
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 68,100.00</b>

## Project Location



## Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

Repave for (2) additional van space(s)

Parking Space Issue	Parking Space ID					Possible Solutions
	P1	P2	P3	P4	P5*	
Parking space not marked as accessible						
Parking space width is less than 96"						
Parking space does not have an adjacent access aisle						
Car parking space access aisle width is less than 60"	x	x	x	x	x	
Van parking space access aisle width is less than 96"						Remove and replace pavement markings
Access aisle does not extend the full length of the parking space it serves						
Access aisle is not marked to discourage parking in the aisle	x	x	x	x	x	Install access aisle hatch pavement markings
Access aisle overlaps the vehicular way						
Access aisle does not adjoin an accessible route						
Constrained width where the access aisle adjoins the accessible route is less than 48"						
Access aisle has change in level > 0.25"	x	x	x	x	x	
Access aisle has horizontal openings > 0.5"	x					Repave and restripe access aisle or relocate access aisle
Access aisle running slope is > 2%	x	x	x	x	x	
Access aisle cross slope is > 2%						
Parking space has change in level > 0.25"	x					
Parking space horizontal openings > 0.5"						
Parking space running slope is > 2%	x	x	x	x	x	Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%					x	
Parking space vertical clearance is < 98"						
Parking space identification sign is missing or incorrect						





Parking Space ID 1



Parking Space ID 2



Parking Space ID 3



Parking Space ID 4



Parking Space ID 5

Note\* : Parking space #5 is bounded by two access aisles. While both aisles have deficient striping, only one is recommended to be re-striped.

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End of Project Description

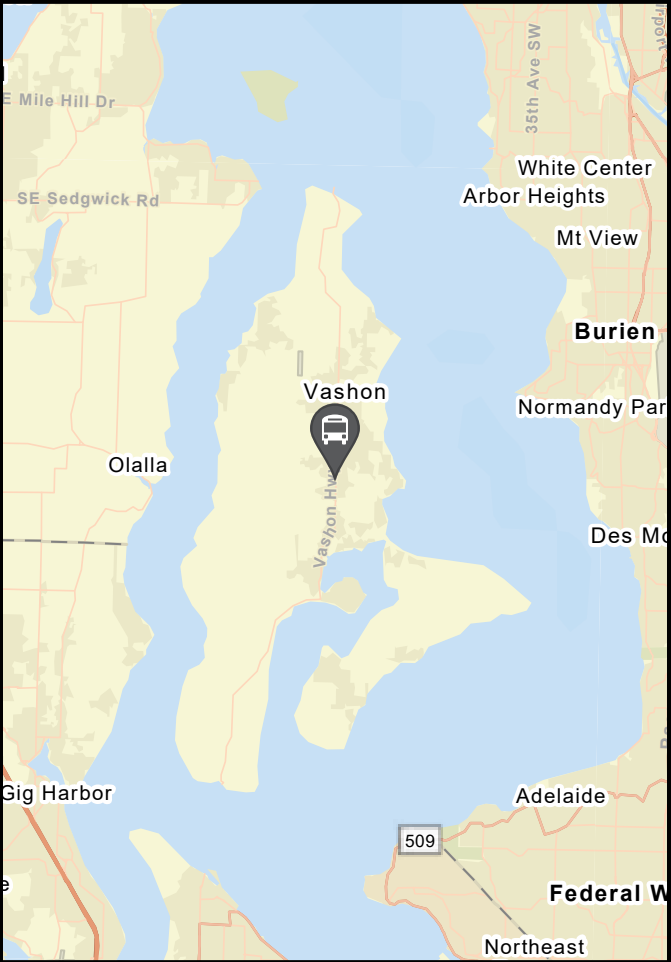


# Valley Center Park and Ride Facility Overview and Cost Summary



## Legend

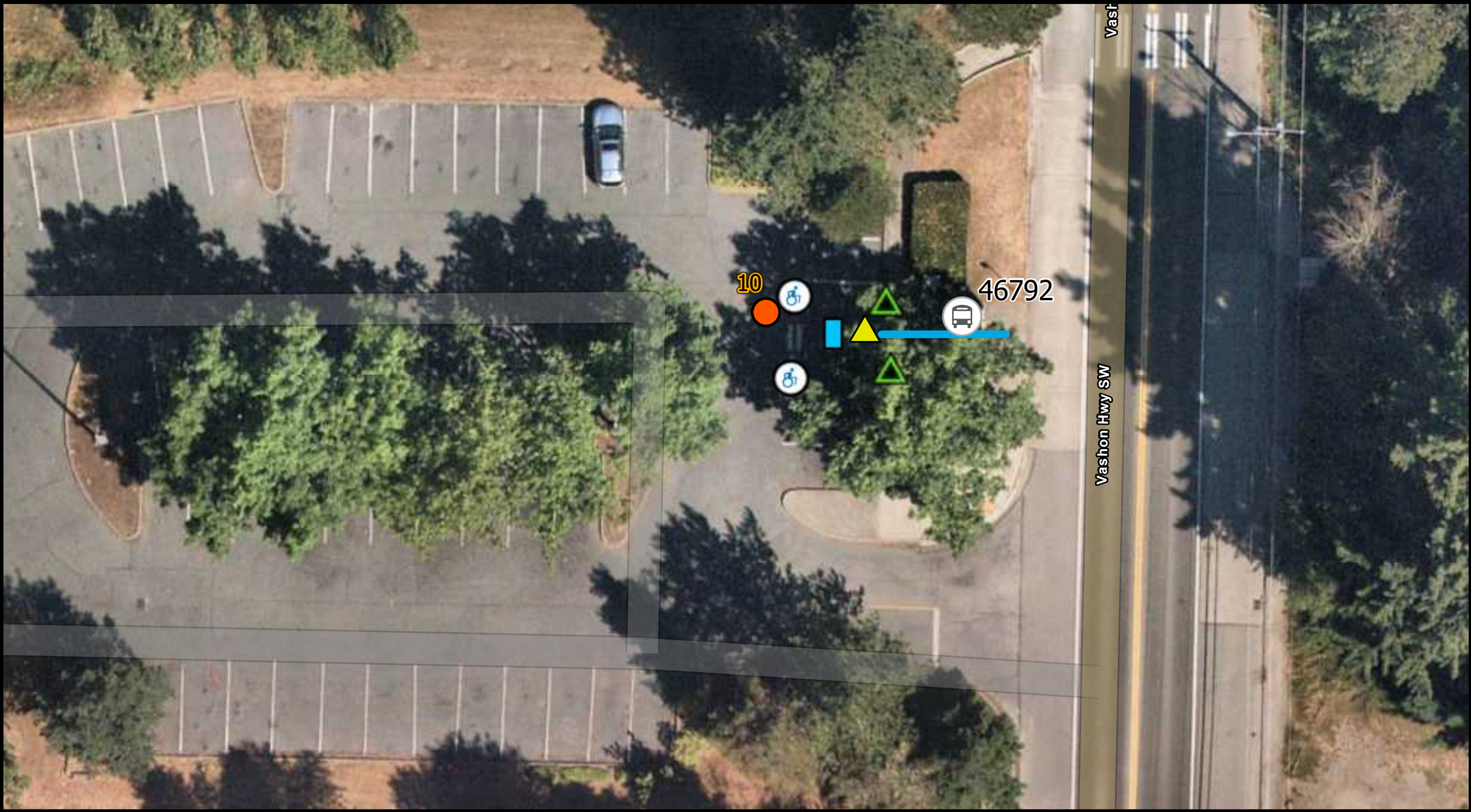
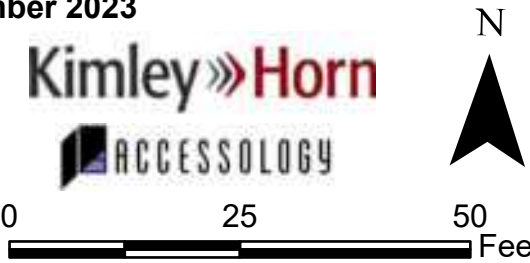
- Intersections and ID
- Curb Ramp
- Path of Travel
- Accessible Parking Sign
- Accessible Parking
- Access Aisle
- Transit Stop and ID
- Ramp
- Building



September 2023

Kimley»Horn

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### Facility Quantity Summary of Evaluated Elements

	Feet
Path of Travel	24
	Quantity
Intersections with Curb Ramps	1
Ramps	0
Transit Stops	1
Accessible Parking Spaces	2

### Facility Estimated Cost of Improvements

Path of Travel	\$3,000.00
Intersections with Curb Ramps	\$11,200.00
Ramps	\$0.00
Transit Stops	\$3,800.00
Accessible Parking Spaces	\$36,700.00
<b>Total Estimated Cost of Improvements</b>	<b>\$54,700.00</b>

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
3051	Sidewalk at Valley Center Park and Ride	\$ 3,000
TOTAL		\$ 3,000

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at Valley Center Park and Ride **Corridor ID:** 3051  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	20	SY	\$ 85.00	\$ 2,292.20
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	20	SY	\$ 25.00	\$ 674.18
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$			2,966.37
<b>Estimated Project Cost: \$</b>			<b>3,000.00</b>
Engineering: (% +/-)	15%	\$	329.60
Contingency: (% +/-)	20%	\$	439.46

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**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	12	\$ 2,966.37
Medium	0	\$ -
Low	0	\$ -
Compliant	12	
Not Prioritized	0	
Subtotal		\$ 2,966.37
<b>Sidewalk Total</b>	<b>24</b>	<b>\$ 3,000.00</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 3,000.00
Unsignalized Intersection Total	\$ 11,200.00
<b>Corridor Total</b>	<b>\$ 14,200.00</b>

**End of Project Description for Project 3051 Sidewalk at Valley Center Park and Ride**

**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Unsignalized Intersection Cost Projection Summary**  
9/13/2023

GPS ID	Project Name	Cost Projection	Priority
10	Ramps at Valley Center Park and Ride	\$ 11,200	2
TOTAL		\$ 11,200	



Kimley-Horn and Associates, Inc. Priority: 2  
Project Description for Unsignalized Intersection

Client: King County Metro Transportation Agency Date: 9/13/23  
Program: ADA Self-Evaluation and Transition Plan  
KHA No.: 061334100

Corridor: Valley Center Park and Ride GPS ID: 10  
Project Name: Ramps at Valley Center Park and Ride  
County: King County

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61	Roadway Excavation	0	CY	\$ 25.00	\$ -
WSDOT 6701-2033	Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00	\$ 510.00
WSDOT 7058-2318	Curb Ramps (Corner)	1	EA	\$ 3,400.00	\$ 3,400.00
---	Retrofit Det Warn Surf (Cast in Place)	0	SF	\$ 45.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	15	SY	\$ 25.00	\$ 375.00
WSDOT 0187-41	Removing Paint Line	0	LF	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	0	SF	\$ 4.50	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 2,000.00
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal: \$ 8,285.00  
Engineering: (% +/-) 15% \$ 1,249.29  
Contingency: (% +/-) 20% \$ 1,665.71  
**Estimated Project Cost: \$ 11,200.00**

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
Path of travel running slope is greater than 5%		
Path of travel cross slope is greater than 2% for stop control approaches		
Path of travel cross slope is greater than 5% for free-flow approaches		
Crosswalk width is less than 6'		
Crosswalk striping condition		

Issues	Point ID	Possible Solutions
	4A	
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curbed side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%	X	
Curb ramp running slope is greater than 8.3%		
Blended transition running slope is greater than 5%		
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%	X	
Cut-thru ramp cross slope is greater than 2%		
Curb ramp width is less than 48"		
Cut-thru ramp width is less than 60"		
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	
Turning space does not exist and is needed		
Turning space length is less than 4' (or 5' when constrained)		
Turning space width is less than 4' (or 5' when constrained)		
Turning space running slope is greater than 2%	X	
Turning space cross slope greater than 2%	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares	X	
Non-compliant detectable warning surface (DWS)		
No detectable warning surface (DWS)		
Transition onto roadway is greater than 0.25"	X	Fix transition to roadway
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		
Ponding occurs at base of curb ramp	X	Fix ponding



Ramp 4A

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**Project Location Map Sources:**

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End of Project Description for Project 10 Ramps at Valley Center Park and Ride
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**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Transit Stop Cost Projection Summary**  
9/13/2023

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
46792	Transit Stop at Valley Center Park and Ride	\$ 3,800	1
<b>TOTAL</b>		<b>\$ 3,800</b>	

Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	118; 119	GPS ID: 46792
Project Name:	Transit Stop at Valley Center Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00	\$ 425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00	\$ 125.00
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Fix Connection Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Aluminum Signs (Ty A)	6	SF	\$ 35.00	\$ 210.00
---	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	\$ -
					\$ -
					\$ -

Basis for Cost Projection	Subtotal: \$ 2,760.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-) 15% \$ 445.71
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-) 20% \$ 594.29
<input type="checkbox"/> Final Design	Estimated Project Cost: \$ 3,800.00

#### Project Location



#### Field Observations

Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	X	Remove and replace boarding area
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area	X	
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"	X	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		



Boarding/Alighting Area



Adjacent Sidewalk Network



Transit Stop Signage

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End of Project Description for Project 46792 Transit Stop at Valley Center Park and Ride



**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at Valley Center Park and Ride	\$ 36,700
<b>TOTAL</b>	<b>\$ 36,700</b>

# Kimley-Horn and Associates, Inc.

## Project Description for Accessible Parking

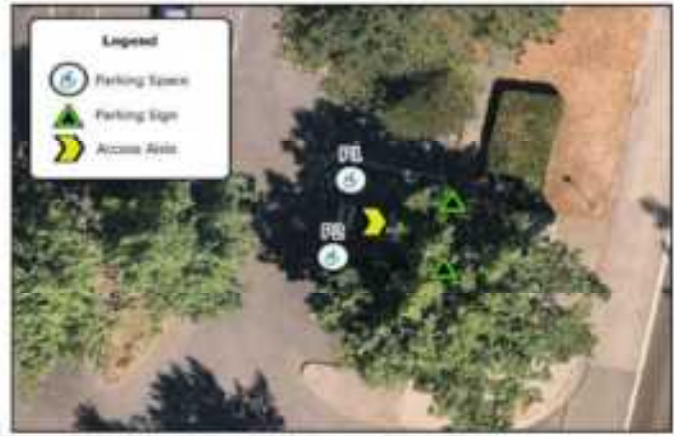
Client: King County  
Program: Parking Accessibility Study  
KHA No.: 061334100

Date: 12/14/23

Parking Facility: Valley Center Park and Ride

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	0	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	SF	116	\$ 4.50	\$ 522.00
---	Install International Symbol Of Accessibility Striping	EA	3	\$ 250.00	\$ 750.00
---	Accessible Parking Sign	EA	1	\$ 900.00	\$ 900.00
---	Repave Parking Space Or Access Aisle	EA	5	\$ 5,000.00	\$ 25,000.00
Basis for Cost Projection				Subtotal:	\$ 27,172.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 4,083.43
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 5,444.57
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 36,700.00</b>

## Project Location



## Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces Repave for (1) additional van space(s)

Parking Space Issue	P1	P2	Parking Space ID	Possible Solutions
Parking space not marked as accessible	x	x		
Parking space width is less than 96"				
Parking space does not have an adjacent access aisle				
Car parking space access aisle width is less than 60"				
Van parking space access aisle width is less than 96"				
Access aisle does not extend the full length of the parking space it serves				
Access aisle is not marked to discourage parking in the aisle	x			Install access aisle hatch pavement markings
Access aisle overlaps the vehicular way				
Access aisle does not adjoin an accessible route				
Constrained width where the access aisle adjoins the accessible route is less than 48"				
Access aisle has change in level > 0.25"	x			
Access aisle has horizontal openings > 0.5"	x			Repave and restripe access aisle or relocate access aisle
Access aisle running slope is > 2%	x			
Access aisle cross slope is > 2%				
Parking space has change in level > 0.25"	x	x		
Parking space horizontal openings > 0.5"	x	x		
Parking space running slope is > 2%	x	x		Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%				
Parking space vertical clearance is < 98"				
Parking space identification sign is missing or incorrect				



Parking Space ID 1



Parking Space ID 2

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End of Project Description



# Vashon North End Park and Ride Facility Overview and Cost Summary



## Legend

- Intersections and ID
- Curb Ramp
- Path of Travel
- Accessible Parking Sign
- Accessible Parking
- Access Aisle
- Transit Stop and ID
- Ramp
- Building



September 2023

Kimley»Horn

ACCESSOLOGY

0 25 50 Feet

N



Facility Quantity Summary of Evaluated Elements	
	Feet
Path of Travel	560
	Quantity
Intersections with Curb Ramps	0
Ramps	0
Transit Stops	0
Accessible Parking Spaces	6

Facility Estimated Cost of Improvements	
Path of Travel	\$35,700.00
Intersections with Curb Ramps	\$0.00
Ramps	\$0.00
Transit Stops	\$0.00
Accessible Parking Spaces	\$75,000.00
Total Estimated Cost of Improvements	\$110,700.00



**King County Metro Transportation Agency**  
**ADA Self-Evaluation and Transition Plan**  
**Sidewalk Cost Projection Summary**  
9/13/2023

Corridor ID	Project Name	Cost Projection
19157	Sidewalk at Vashon North End Park and Ride	\$ 35,700
TOTAL		\$ 35,700



**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** King County Metro Transportation Agency **Date:** 09/13/23  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061334100

**Corridor:** Sidewalk at Vashon North End Park and Ride **Corridor ID:** 19157  
**County:** King County

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-2312	Cement Conc. Sidewalk	311	SY	\$ 85.00	\$ 35,670.33
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00	\$ -
---	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
---	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:		\$	35,670.33
<b>Estimated Project Cost:</b>		<b>\$</b>	<b>35,700.00</b>
Engineering: (% +/-)	15%	\$	3,963.37
Contingency: (% +/-)	20%	\$	5,284.49

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Sidewalk Summary**

Priority	Length (LF)*	Cost
High	560	\$ 35,670.33
Medium	0	\$ -
Low	0	\$ -
Compliant	0	\$ -
Not Prioritized	0	\$ -
Subtotal	560	\$ 35,670.33
<b>Sidewalk Total</b>		<b>\$ 35,700.00</b>

\* Totals rounded for simplification

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 35,700.00
Unsignalized Intersection Total	\$ -
<b>Corridor Total</b>	<b>\$ 35,700.00</b>

**End of Project Description for Project 19157 Sidewalk at Vashon North End Park and Ride**

**King County Metro Transportation Agency  
ADA Self-Evaluation and Transition Plan  
Accessible Parking Cost Projection Summary**

<b>Project Name</b>	<b>Cost Projection</b>
Accessible Parking at Vashon North End Park and Ride	\$ 75,000
<b>TOTAL</b>	<b>\$ 75,000</b>

**Kimley-Horn and Associates, Inc.**

**Project Description for Accessible Parking**

**Client:** King County  
**Program:** Parking Accessibility Study  
**KHA No.:** 061334100

**Date:** 12/14/23

**Parking Facility:** Vashon North End Park and Ride

Item No.	Item Description	Unit	Quantity	Unit Price	Item Cost
WSDOT 0187-41	Removing Paint Line	LF	0	\$ 2.00	\$ -
WSDOT 6856-2119	Painted Crosswalk Line	SF	288	\$ 4.50	\$ 1,296.00
---	Install International Symbol Of Accessibility Striping	EA	6	\$ 250.00	\$ 1,500.00
---	Accessible Parking Sign	EA	3	\$ 900.00	\$ 2,700.00
---	Repave Parking Space Or Access Aisle	EA	10	\$ 5,000.00	\$ 50,000.00
Basis for Cost Projection				Subtotal:	\$ 55,496.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-) 15%	\$ 8,358.86
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-) 20%	\$ 11,145.14
<input type="checkbox"/> Final Design				<b>Estimated Project Cost:</b>	<b>\$ 75,000.00</b>

**Project Location**



**Field Observations**

Repave or restripe spaces to meet the required number of accessible car/van parking spaces Restripe for 1 additional van space(s)

Parking Space Issue	Parking Space ID						Possible Solutions
	P1	P2	P3	P4	P5	P6	
Parking space not marked as accessible		x	x	x	x	x	Install International Symbol of Accessibility Striping
Parking space width is less than 96"							
Parking space does not have an adjacent access aisle					x	x	Install access aisle pavement markings
Car parking space access aisle width is less than 60"							
Van parking space access aisle width is less than 96"							
Access aisle does not extend the full length of the parking space it serves							
Access aisle is not marked to discourage parking in the aisle				x			Install access aisle hatch pavement markings
Access aisle overlaps the vehicular way							
Access aisle does not adjoin an accessible route	x	x		x			Remove and replace pavement markings
Constrained width where the access aisle adjoins the accessible route is less than 48"							
Access aisle has change in level > 0.25"							
Access aisle has horizontal openings > 0.5"							
Access aisle running slope is > 2%	x	x	x	x			Repave and restripe access aisle or relocate access aisle
Access aisle cross slope is > 2%	x	x	x				
Parking space has change in level > 0.25"			x				
Parking space horizontal openings > 0.5"							
Parking space running slope is > 2%	x	x	x	x	x	x	Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%	x	x	x	x	x	x	
Parking space vertical clearance is < 98"							
Parking space identification sign is missing or incorrect					x	x	Install accessible parking sign



Parking Space ID 1



Parking Space ID 2



Parking Space ID 3



Parking Space ID 4



Parking Space ID 5



Parking Space ID 6

**Opinion of Probable Construction Cost Disclaimer:**  
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**Project Location Map Sources:**  
Esri, NearMap, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description