

# **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

GPS ID	Facility Name	Cost Projection	
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
	TOTAL	\$	472,200.00

# **Site Accessibility Evaluation**



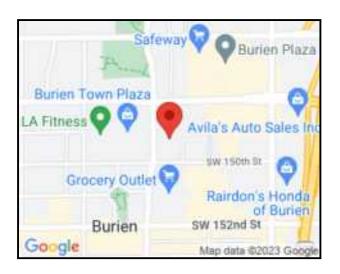
Burien PnR Garage (KC) 14900 4th Ave SW Burien, WA 98166 Accessibility Evaluation

Inspection Date: 07/11/2023

**Evaluators: Kalia Klein** 



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# **Self-Evaluation and Transition Plan**

# Prioritization Schedule

# **Priority Criteria**

Level 1 (HIGH)	Complaint or imminent danger			
Level 2 (HIGH)	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor			
Level 3 (HIGH)	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			
Level 4 (HIGH)	Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance			
Level 5 (MEDIUM)	Access to goods and services issues (DOJ Level 2) - severely out of compliance			
Level 6 (MEDIUM)	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			
Level 7 (MEDIUM)	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			
Level 8 (MEDIUM)	Drinking fountains and public phones (DOJ Level 4 & 5) - moderately out of compliance			
Level 9 (LOW)	Restrooms (DOJ Level 3) – minimally out of compliance			
Level 10 (LOW)	Drinking fountains and public phones (DOJ Level 4 & 5) - minimally out of compliance			
Level 11 (LOW)	De minimis barrier; program modification required, or employee requests accommodation			
Level 12 (LOW)	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: Budget Cost:

2010 ADAS Section: 216.3 Base Cost: \$400.00

2009 ANSI A117.1 Section: 703.1.2 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

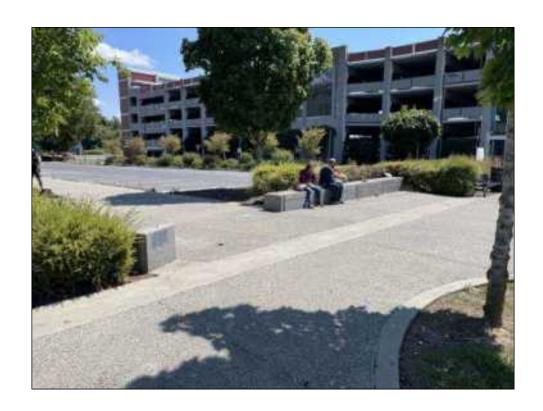




International Symbol of Accessibility

# **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:

Budget Cost:

2010 ADAS Section: 403.3

Base Cost: \$1,600.00 Contingency Cost: \$300.00 Design Cost: \$200.00

2009 ANSI A117.1 Section: 403.3

Total Cost: \$2,100.00

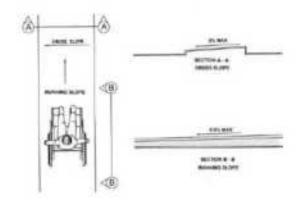
#### **Possible Solutions:**

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

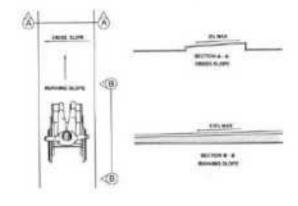
#### **Possible Solutions:**

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.

**Budget Cost:** 

Citation:

2010 ADAS Section: 406.3 Base Cost: \$4,500.00

2009 ANSI A117.1 Section: 406.1 Contingency Cost: \$900.00
Design Cost: \$700.00
Total Cost: \$6,100.00

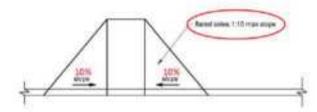
#### **Possible Solutions:**

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:

Budget Cost:

2010 ADAS Section: 403.3

Base Cost: \$800.00 Contingency Cost: \$200.00 Design Cost: \$100.00

2009 ANSI A117.1 Section: 403.3

Total Cost: \$1,100.00

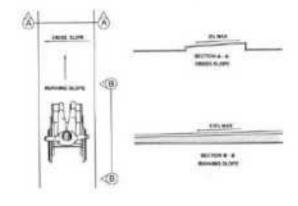
#### **Possible Solutions:**

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**



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# 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

Base Cost: \$800.00 Contingency Cost: \$200.00 Design Cost: \$100.00 Total Cost: \$1,100.00

**Budget Cost:** 

2009 ANSI A117.1 Section: 403.3

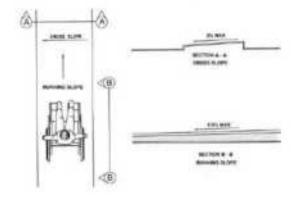
### **Possible Solutions:**

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

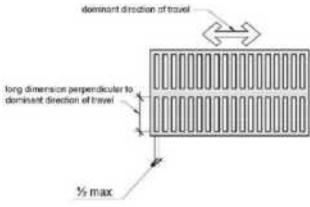
#### **Possible Solutions:**

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



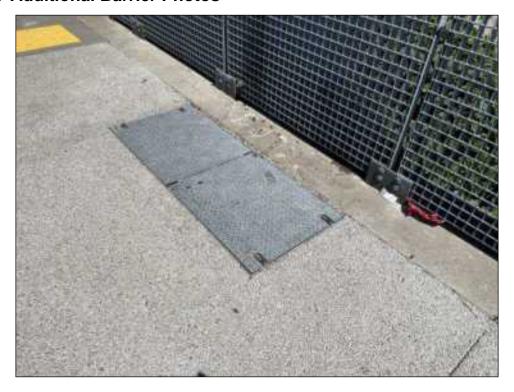


# **Barrier #7 Additional Barrier Photos**





# **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 vanaccessible 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





Van Parking Space Vertical Clearance

# **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:

**Budget Cost:** 

2010 ADAS Section: 208.2

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 Humber of Parking Spanish Provided to Farting Facility	Minimum Humber of Reserved Accessible Farring Species
110.28	1
34 = 10	T T
0 = 2	1
700 to 1000.	
101 to 160	1
651 to 2000	
301 ± 300	7
361 to 400	1
401 91 900	
501 to 1000	2 percent of total
1001 and over	20 plant for each SIG or hadion Remedicine 1000

#### 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: Budget Cost:

Other Section: Advisory

Base Cost: \$2,500.00
Contingency Cost: \$500

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

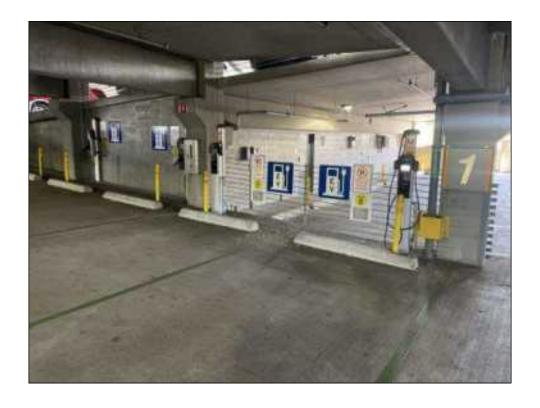
# **Barrier #10 Continued**





# **Barrier #10 Additional Barrier Photos**





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 <u>Americans with Disabilities Act</u> (ADA), <u>Architectural Barriers Act</u> (ABA), <u>Rehabilitation Act of 1973</u>, 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.

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

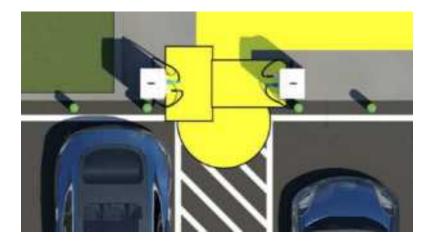
These mobility features allow sufficient space for a person who uses a mobility device to exit and maneuver around the vehicle, retrieve the EV connector, and plug the connector into the electric vehicle charging inlet. Since EVs do not have a uniform vehicle charging inlet location, a larger vehicle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



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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.



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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:

Budget Cost:

2010 ADAS Section: 406.3

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

2009 ANSI A117.1 Section: 406.1

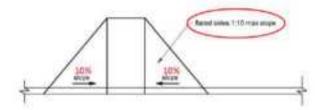
#### **Possible Solutions:**

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

#### **Barrier Priority:**

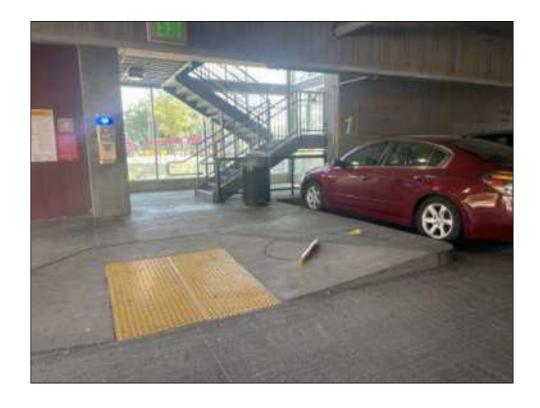
Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance Access to goods and services (DOJ Level 2) – moderately out of compliance Restrooms (DOJ Level 3) – severely out of compliance





# **Barrier #11 Additional Barrier Photos**





## **Barrier #11 Additional Barrier Photos**



**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:**





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

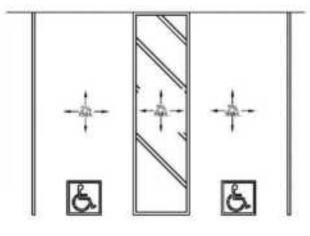
#### **Possible Solutions:**

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





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: Budget Cost:

2010 ADAS Section: 502.4 Base Cost: \$4,500.00

2009 ANSI A117.1 Section: 502.5 Contingency Cost: \$900.00
Design Cost: \$700.00
Total Cost: \$6,100.00

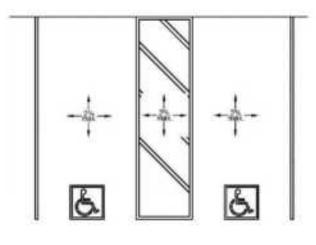
#### **Possible Solutions:**

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: 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





A48

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

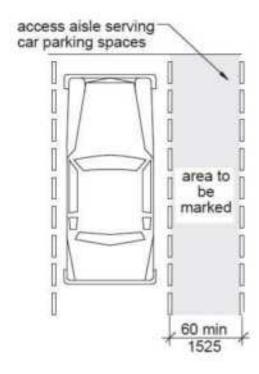
#### **Possible Solutions:**

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**





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: Budget Cost:

2010 ADAS Section: 502.4 Base Cost: \$4,500.00

2009 ANSI A117.1 Section: 502.5 Contingency Cost: \$900.00
Design Cost: \$700.00
Total Cost: \$6,100.00

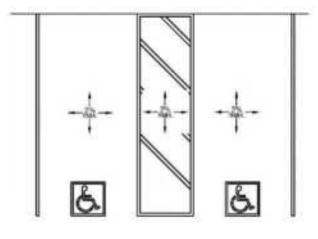
#### **Possible Solutions:**

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**





**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:**





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:**





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:**

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## **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 Spanns Provided to Farting Facility	Minimum Number of Feauth of Accession Farring Operes
1928	, T
36 = 10	Y
6 = 7	1
700 to 1000.	
301.fe 350	1
611 to 200	
301 ≈ 300	7
361 to 400	
401 to 900	1
501 to 1000	2 percent of lets
1001 and over	25 plant for each 100 or hadon freed, 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: Budget Cost:

2010 ADAS Section: 502.6 Base Cost: \$3,600.00

2009 ANSI A117.1 Section: 502.7 Contingency Cost: \$700.00
Design Cost: \$500.00
Total Cost: \$4,800.00

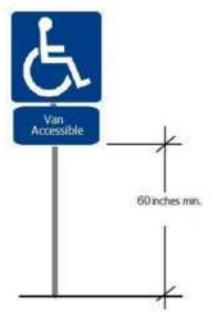
#### **Possible Solutions:**

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:** 

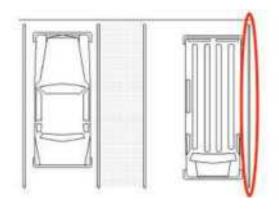
Base Cost: \$400.00 Contingency Cost: \$100.00 Design Cost: \$100.00 Total Cost: \$600.00

## **Possible Solutions:**

Repaint the stall so the right stripe is visible.

## **Barrier Priority:**





## **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

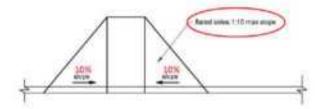
## **Possible Solutions:**

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

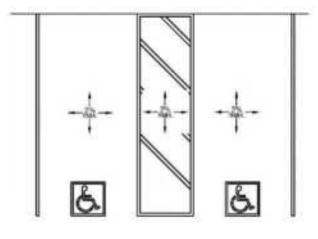
#### **Possible Solutions:**

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:

Budget Cost:

2010 ADAS Section: 502.4

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

2009 ANSI A117.1 Section: 502.5

Design Cost: \$1,100.00 Total Cost: \$10,100.00

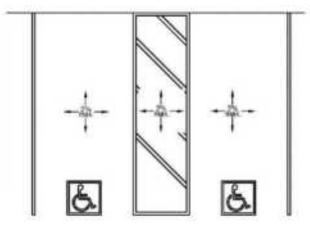
#### **Possible Solutions:**

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**





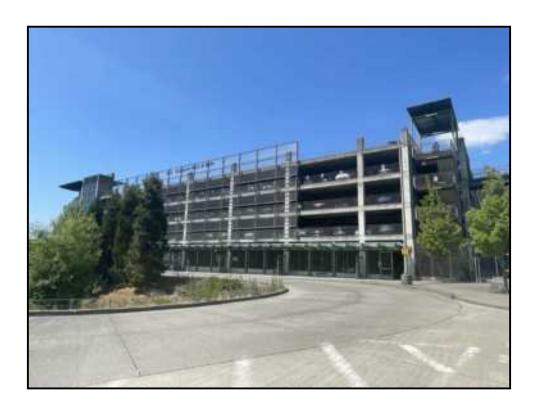
## **Barrier #26 Additional Barrier Photos**



# **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
Priority Total	26	\$152,100.00

# **Site Accessibility Evaluation**



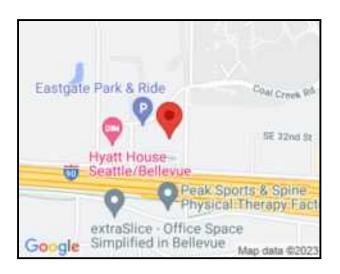
Eastgate PnR Garage (KC)
14200 SE Eastgate Way
Bellevue, WA 98007
Accessibility Evaluation

Inspection Date: 07/11/2023
Evaluators: Kalia Klein

Prepared By

ACCESSOLOGY

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# **Self-Evaluation and Transition Plan**

# Prioritization Schedule

# **Priority Criteria**

Level 1 (HIGH)	Complaint or imminent danger
Level 2 (HIGH)	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
Level 3 (HIGH)	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
Level 4 (HIGH)	Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance
Level 5 (MEDIUM)	Access to goods and services issues (DOJ Level 2) - severely out of compliance
Level 6 (MEDIUM)	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
Level 7 (MEDIUM)	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
Level 8 (MEDIUM)	Drinking fountains and public phones (DOJ Level 4 & 5) - moderately out of compliance
Level 9 (LOW)	Restrooms (DOJ Level 3) – minimally out of compliance
Level 10 (LOW)	Drinking fountains and public phones (DOJ Level 4 & 5) - minimally out of compliance
Level 11 (LOW)	De minimis barrier; program modification required, or employee requests accommodation
Level 12 (LOW)	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





International Symbol of Accessibility

## **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**







### 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: Budget Cost:

2010 ADAS Section: 403.3 Base Cost: \$2,200.00

2009 ANSI A117.1 Section: 403.3 Contingency Cost: \$400.00
Design Cost: \$300.00
Total Cost: \$2,900.00

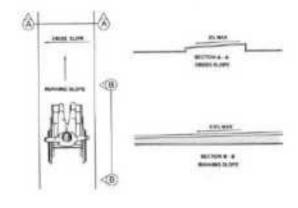
#### **Possible Solutions:**

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







### 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

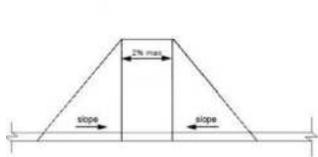
#### **Possible Solutions:**

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







### 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

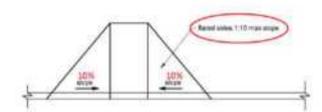
### **Possible Solutions:**

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: Budget Cost:

2010 ADAS Section: 208.2 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 Spanns Provided to Farning Facility	Minimum Hammer of Fessional Accessed Farring Species
19/28	1
38 = 10	T T
6+7	1
700 to 1000.	
1001 No 160	1
651 to 200	
301 to 1000	7
361 to 400	
401 to 600	
501 to 1000	2 persent of total
1001 and over	. 25 plant for each 100, or hadron freed, over 1000





### **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: Budget Cost:

Other Section: Advisory

Base Cost: \$2,500.00
Contingency Cost: \$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**







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 <u>Americans with Disabilities Act</u> (ADA), <u>Architectural Barriers Act</u> (ABA), <u>Rehabilitation Act of 1973</u>, 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.

U.S. Access Board

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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

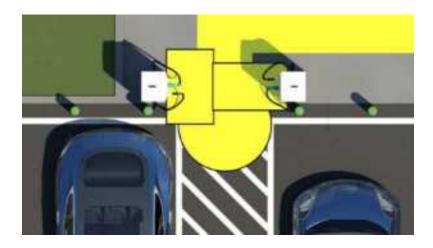
These mobility features allow sufficient space for a person who uses a mobility device to exit and maneuver around the vehicle, retrieve the EV connector, and plug the connector into the electric vehicle charging inlet. Since EVs do not have a uniform vehicle charging inlet location, a larger vehicle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



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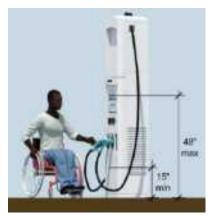
#### **Operable Parts within Reach Range**

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.



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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.











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### **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 vanaccessible 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

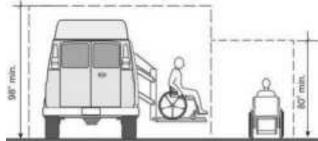
#### **Possible Solutions:**

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

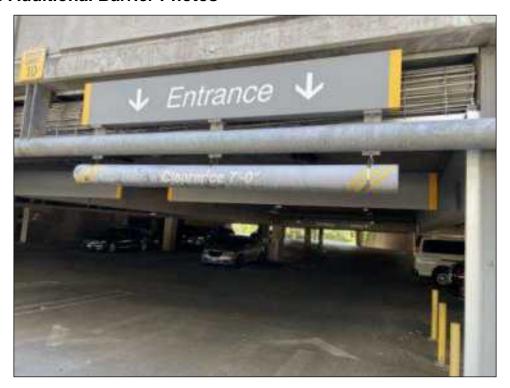
#### **Barrier Priority:**

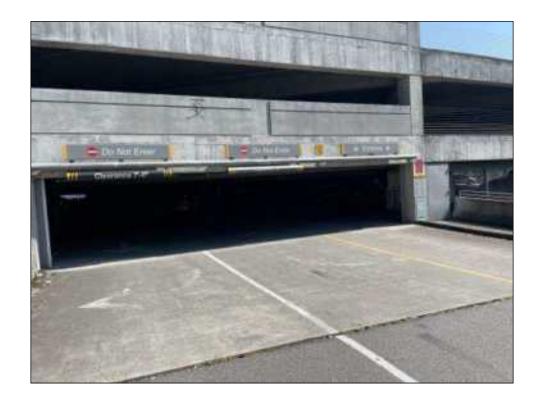
Low (Level 9): Restrooms (DOJ Level 3) - minimally out of compliance





Van Parking Space Vertical Clearance











### 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: Budget Cost:

2010 ADAS Section: 502.4 Base Cost: \$4,500.00

2009 ANSI A117.1 Section: 502.5 Contingency Cost: \$900.00
Design Cost: \$700.00
Total Cost: \$6,100.00

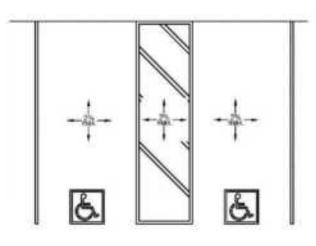
#### **Possible Solutions:**

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







A100

## 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

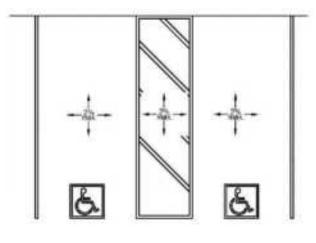
#### **Possible Solutions:**

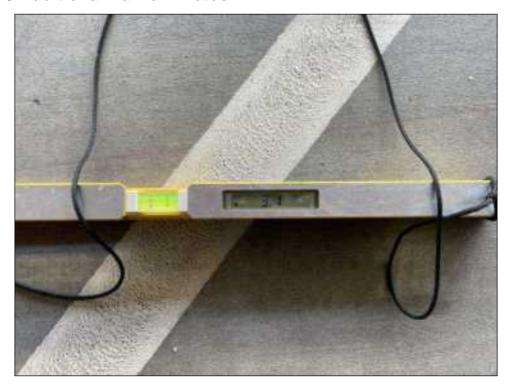
Alter or replace the existing access aisle to ensure the slope is no more than 2.08 percent as required.

### **Barrier Priority:**

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











# 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:

**Budget Cost:** 

2010 ADAS Section: 404.2.4.4, 404.2.4.4 Exception

Base Cost: \$5,000.00

1

Contingency Cost: \$1,000.00 Design Cost: \$800.00

2009 ANSI A117.1 Section: 404.2.3.1

Total Cost: \$6,800.00

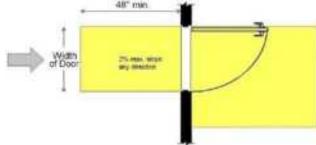
#### **Possible Solutions:**

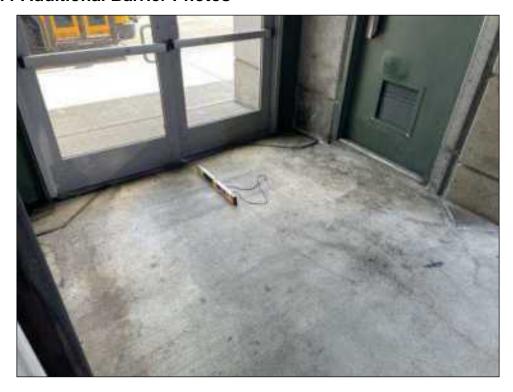
Alter or replace the door landing to ensure the clear floor space slope does exceed 2.08 percent.

#### **Barrier Priority:**

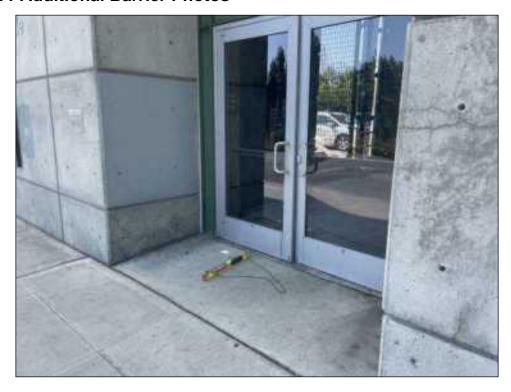
Medium (Level 5): Access to goods and services issues (DOJ Level 2) – severely out of compliance



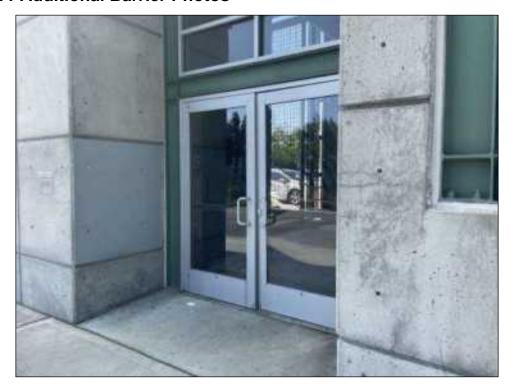
















### Parking: Level 4

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

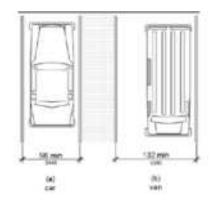
#### **Possible Solutions:**

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















### **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 Spannis Provided to Parking Facility	Minimum Humber of Ferninest Accessible Farring Speces
19/28	1
36 = 10	· · · · · · · · · · · · · · · · · · ·
0 = 7	1
700 to: 1000.	
101 to 160	1.0
651 to 200	
201 to 1000	7
301 to 400	
401 91 900	1
561 to 1000	2 persent of total
1001 and over	25 plant for each 100, or hadion freed, over 1000



**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

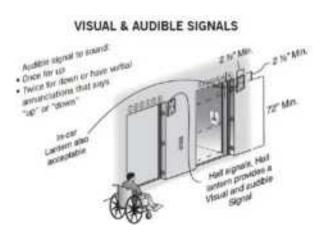
#### **Possible Solutions:**

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

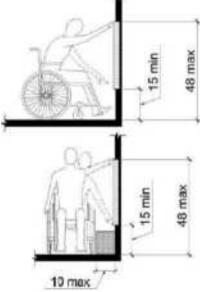
#### **Possible Solutions:**

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







### **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: Budget Cost:

2010 ADAS Section: 305.2 Base Cost: \$37,500.00

2009 ANSI A117.1 Section: 305.2 Contingency Cost: \$7,500.00
Design Cost: \$5,600.00
Total Cost: \$50,600.00

#### **Possible Solutions:**

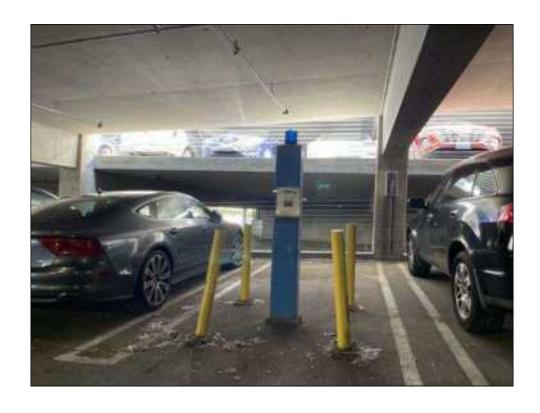
Provide a clear floor space measured 30 inches by 48 inches that is no more than 2.08 percent in all directions.

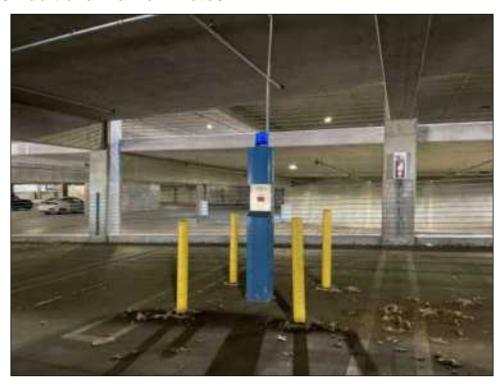
#### **Barrier Priority:**

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









# **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
Priority Total	16	\$151,300.00

# **Site Accessibility Evaluation**



Issaquah Highlands Garage (KC)
1755 Highlands Dr NE
Issaquah, WA 98027
Accessibility Evaluation

Inspection Date: 07/11/2023

**Evaluators: Kalia Klein** 



www.accessology.com



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Coot Summony

# **Self-Evaluation and Transition Plan**

### Prioritization Schedule

### **Priority Criteria**

Level 1 (HIGH)	Complaint or imminent danger	
Level 2 (HIGH)	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor	
Level 3 (HIGH)	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	
Level 4 (HIGH)	Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance	
Level 5 (MEDIUM)	Access to goods and services issues (DOJ Level 2) - severely out of compliance	
Level 6 (MEDIUM)	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	
Level 7 (MEDIUM)	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	
Level 8 (MEDIUM)	Drinking fountains and public phones (DOJ Level 4 & 5) - moderately out of compliance	
Level 9 (LOW)	Restrooms (DOJ Level 3) – minimally out of compliance	
Level 10 (LOW)	Drinking fountains and public phones (DOJ Level 4 & 5) - minimally out of compliance	
Level 11 (LOW)	De minimis barrier; program modification required, or employee requests accommodation	
Level 12 (LOW)	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: Budget Cost:

2010 ADAS Section: 208.2, 208.2.4 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 Spannin Provided to Parking Facility	Minimum Hamilton of Required Accordant Farring Species
19/28	1
36 = 10	T T
6127	1
76 to 100.	
101 to 160	1
181 to 200	
301 to 300	1
301 to 400	
40.5000	1
881 to 1000	2 percent of total
1001 and over	20 plus 1 for each 100, or hadion thread, 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 vanaccessible 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

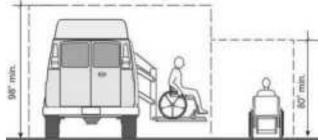
#### **Possible Solutions:**

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





Van Parking Space Vertical Clearance







#### **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













#### 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

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

**Budget Cost:** 

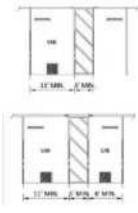
#### **Possible Solutions:**

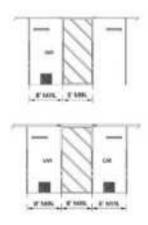
Alter the 5 accessible parking stalls so that they are a minimum 8 feet wide measured white centerline to white centerline.

#### **Barrier Priority:**

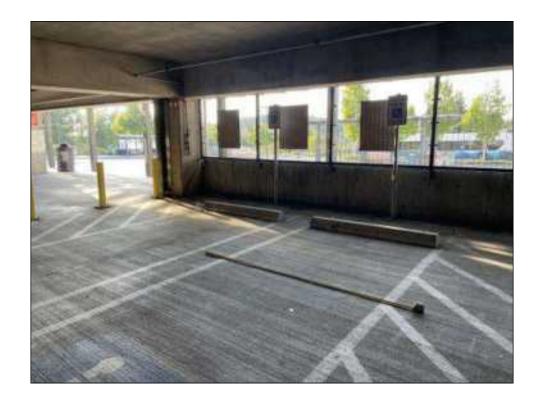
Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance Access to goods and services (DOJ Level 2) – moderately out of compliance Restrooms (DOJ Level 3) – severely out of compliance













#### 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: **Budget Cost:** 

2010 ADAS Section: 502.3.1 Base Cost: \$1,500.00 Contingency Cost: \$300.00

2009 ANSI A117.1 Section: 502.4.2 Design Cost: \$200.00 Total Cost: \$2,000.00

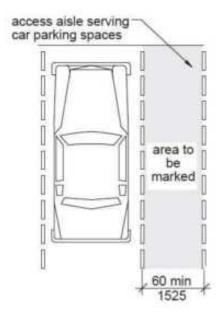
#### **Possible Solutions:**

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





Accessology



#### 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: Budget Cost:

Other Section: Advisory

Base Cost: \$2,500.00
Contingency Cost: \$5

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

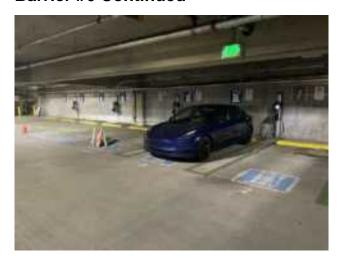
#### Possible Solutions:

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.

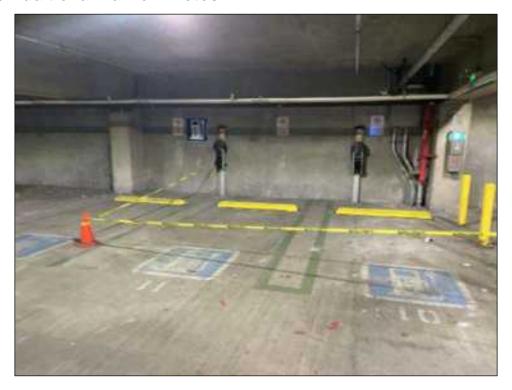
#### **Barrier Priority:**

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

### **Barrier #6 Continued**









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 <a href="Mericans with Disabilities Act">Act</a> (ADA), <a href="Architectural Barriers Act</a> (ABA), <a href="Rehabilitation Act of 1973">Rehabilitation Act of 1973</a>, 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 DOJ 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.

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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

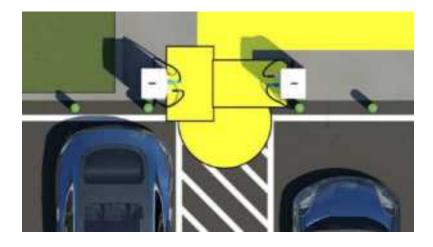
These mobility features allow sufficient space for a person who uses a mobility device to exit and maneuver around the vehicle, retrieve the EV connector, and plug the connector into the electric vehicle charging inlet. Since EVs do not have a uniform vehicle charging inlet location, a larger vehicle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



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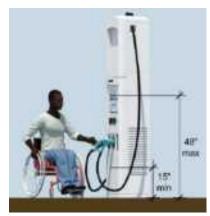
#### **Operable Parts within Reach Range**

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.



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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:

**Budget Cost:** 

2010 ADAS Section: 502.2

Base Cost: \$6,000.00 Contingency Cost: \$1,200.00

2009 ANSI A117.1 Section: 502.2

Design Cost: \$900.00 Total Cost: \$8,100.00

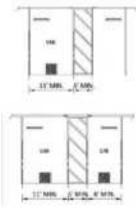
#### **Possible Solutions:**

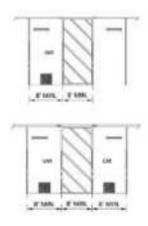
The 6 accessible parking spaces will require modification to achieve the required size. Either an 11 feet wide space and 5 feet wide aisle can be provided or an 8 feet wide space and 8 feet wide aisle can be provided.

#### **Barrier Priority:**

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



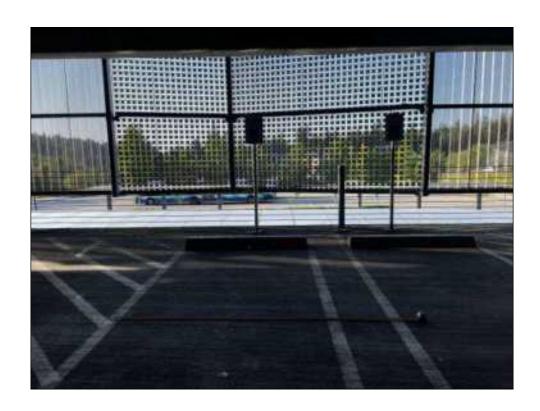


















### Parking: Level 2

**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:

**Budget Cost:** 

2010 ADAS Section: 502.4

Base Cost: \$4,500.00 Contingency Cost: \$900.00

2009 ANSI A117.1 Section: 502.5

Design Cost: \$700.00 Total Cost: \$6,100.00

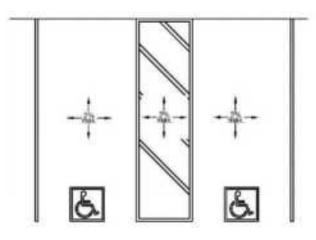
#### **Possible Solutions:**

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







### 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:

**Budget Cost:** 

2010 ADAS Section: 502.4

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

2009 ANSI A117.1 Section: 502.5

Design Cost: \$700.00 Total Cost: \$6,100.00

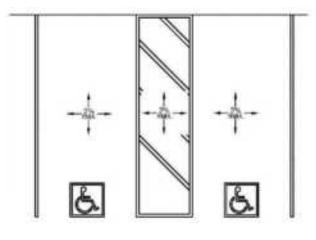
#### **Possible Solutions:**

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**



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:** 

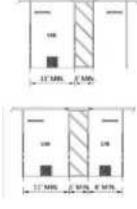
Base Cost: \$1,000.00 Contingency Cost: \$200.00 Design Cost: \$200.00 Total Cost: \$1,400.00

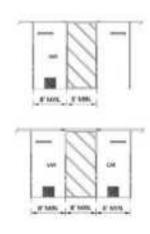
#### **Possible Solutions:**

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.

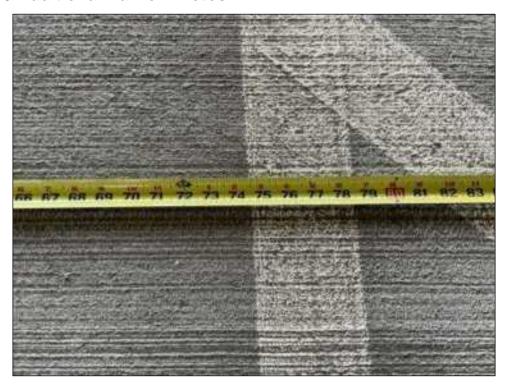
#### **Barrier Priority:**







# **Barrier #10 Additional Barrier Photos**





# **Barrier #10 Additional Barrier Photos**



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:**

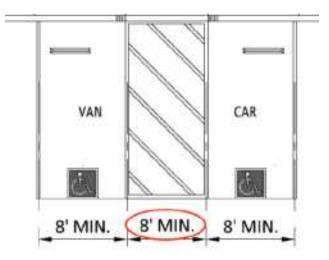
Base Cost: \$3,000.00 Contingency Cost: \$600.00 Design Cost: \$500.00 Total Cost: \$4,100.00

#### **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:**





# **Barrier #11 Additional Barrier Photos**





# **Barrier #11 Additional Barrier Photos**



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: Budget Cost:

2010 ADAS Section: 502.3.1 Base Cost: \$1,000.00 Contingency Cost: \$200.00

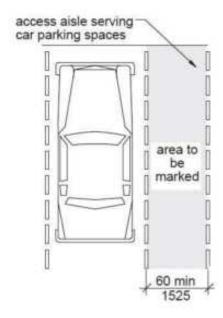
2009 ANSI A117.1 Section: 502.4.2 Design Cost: \$200.00 Total Cost: \$1,400.00

#### **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:**





# **Barrier #12 Additional Barrier Photos**





# **Barrier #12 Additional Barrier Photos**



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: Budget Cost:

2010 ADAS Section: 502.3.3 Base Cost: \$4,000.00 Contingency Cost: \$800.00

2009 ANSI A117.1 Section: 502.3 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:**



# **Barrier #13 Additional Barrier Photos**





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:

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

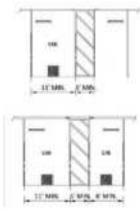
#### **Possible Solutions:**

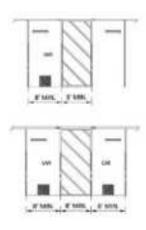
2010 ADAS Section: 502.2

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:**







**Barrier #14 Additional Barrier Photos** 





# **Barrier #14 Additional Barrier Photos**



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: Budget Cost:

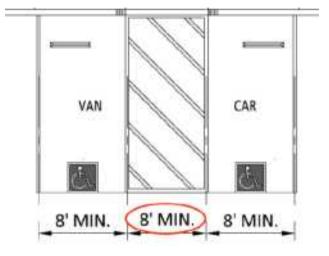
2010 ADAS Section: 502.2 Exception Base Cost: \$1,000.00

#### **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:**





# **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

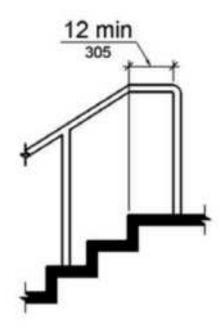
#### **Possible Solutions:**

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: Budget Cost:

2010 ADAS Section: 305.2 Base Cost: \$1,500.00

2009 ANSI A117.1 Section: 305.2 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
Priority Total	17	\$75,600.00

# **Site Accessibility Evaluation**



Overlake Garage (KC) 2578 152ND AVE NE Redmond, WA 98052

Accessibility Evaluation Inspection Date: 07/12/2023

**Evaluators: Paul Klein** 



(972) 434 - 0068 www.accessology.com



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# **Self-Evaluation and Transition Plan**

# Prioritization Schedule

# **Priority Criteria**

Level 1 (HIGH)	Complaint or imminent danger
Level 2 (HIGH)	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
Level 3 (HIGH)	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
Level 4 (HIGH)	Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance
Level 5 (MEDIUM)	Access to goods and services issues (DOJ Level 2) - severely out of compliance
Level 6 (MEDIUM)	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
Level 7 (MEDIUM)	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
Level 8 (MEDIUM)	Drinking fountains and public phones (DOJ Level 4 & 5) - moderately out of compliance
Level 9 (LOW)	Restrooms (DOJ Level 3) – minimally out of compliance
Level 10 (LOW)	Drinking fountains and public phones (DOJ Level 4 & 5) - minimally out of compliance
Level 11 (LOW)	De minimis barrier; program modification required, or employee requests accommodation
Level 12 (LOW)	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.

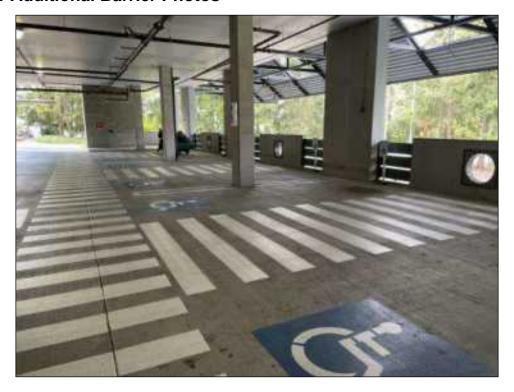
## **Barrier Priority:**

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





# **Barrier #1 Additional Barrier Photos**





**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

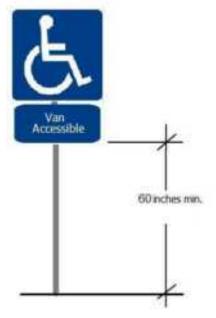
#### **Possible Solutions:**

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





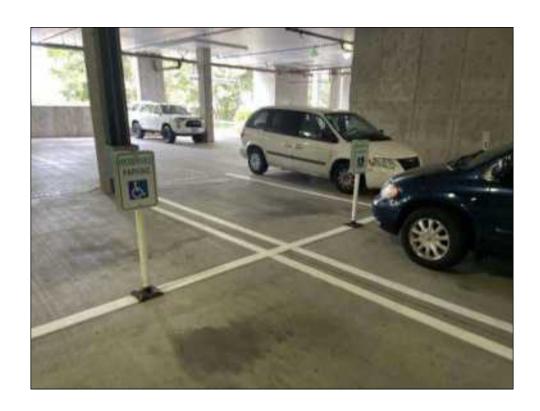
# **Barrier #2 Additional Barrier Photos**





# **Barrier #2 Additional Barrier Photos**





# **Barrier #2 Additional Barrier Photos**



**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

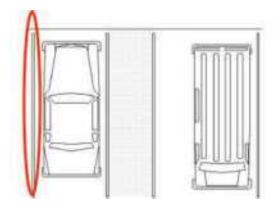
#### **Possible Solutions:**

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





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:

**Budget Cost:** 

2010 ADAS Section: 502.2

Base Cost: \$1,000.00 Contingency Cost: \$200.00 Design Cost: \$200.00

2009 ANSI A117.1 Section: 502.2

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:**



# **Barrier #4 Additional Barrier Photos**



**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

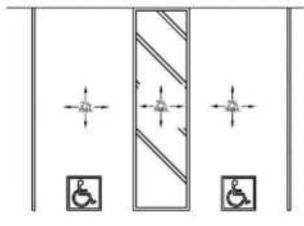
#### **Possible Solutions:**

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

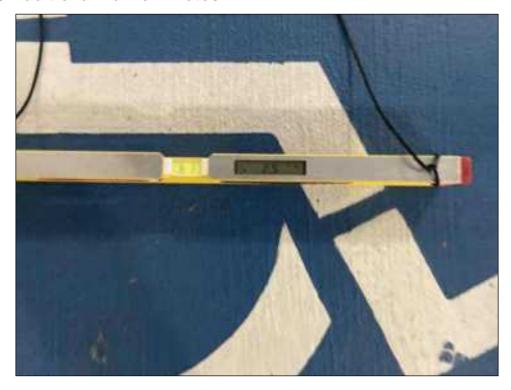
#### **Barrier Priority:**

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

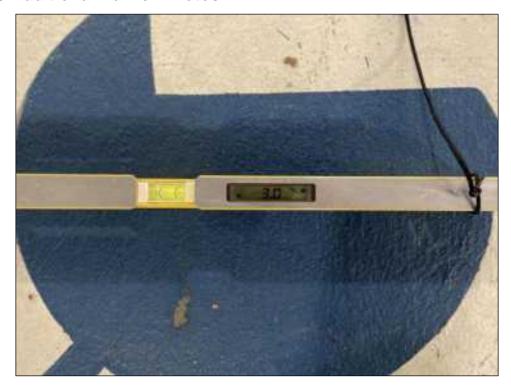




# **Barrier #5 Additional Barrier Photos**

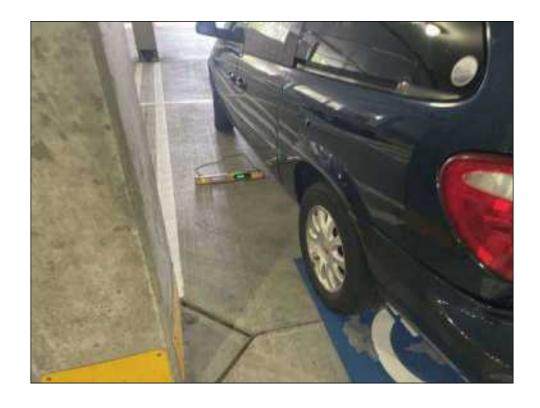




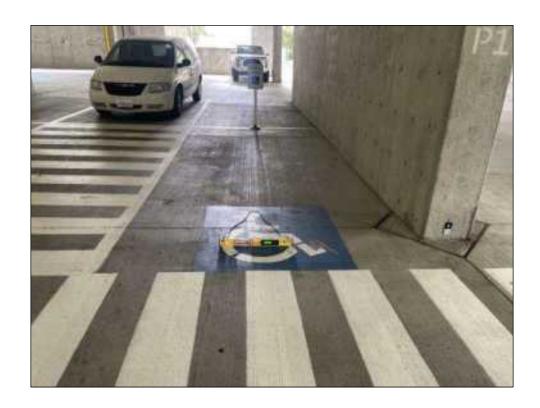














#### Parking: Level 1

**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:

**Budget Cost:** 

2010 ADAS Section: 502.4

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

2009 ANSI A117.1 Section: 502.5

Design Cost: \$700.00 Total Cost: \$6,100.00

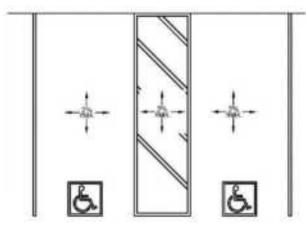
#### **Possible Solutions:**

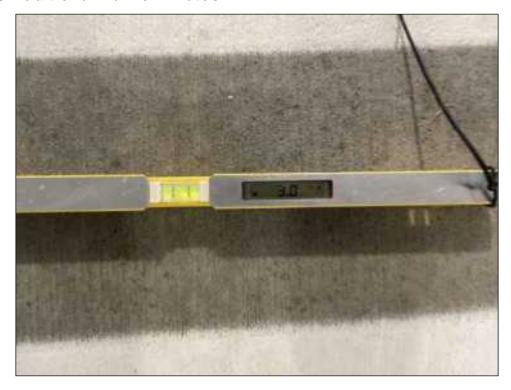
Alter or replace the existing accessible aisle to ensure the slope is no more than 2.08 percent as required.

#### **Barrier Priority:**

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



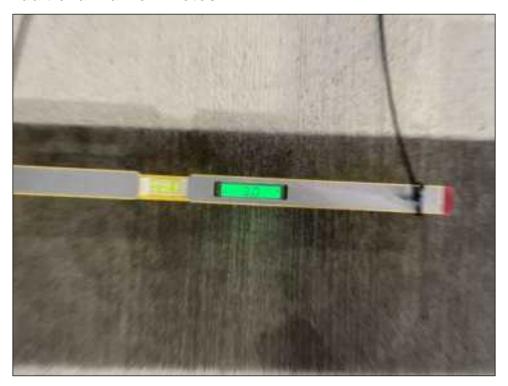
















#### Parking: Level 1

**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: Budget Cost:

Other Section: Advisory

Base Cost: \$2,500.00
Contingency Cost: \$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**







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 <u>Americans with Disabilities Act</u> (ADA), <u>Architectural Barriers Act</u> (ABA), <u>Rehabilitation Act of 1973</u>, 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 DOJ 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.

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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

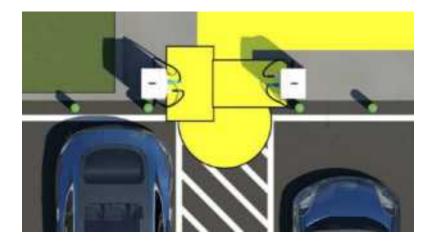
These mobility features allow sufficient space for a person who uses a mobility device to exit and maneuver around the vehicle, retrieve the EV connector, and plug the connector into the electric vehicle charging inlet. Since EVs do not have a uniform vehicle charging inlet location, a larger vehicle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



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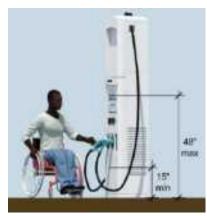
#### **Operable Parts within Reach Range**

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.



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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.











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#### **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: Budget Cost:

2010 ADAS Section: 405.2 Base Cost: \$4,000.00

2009 ANSI A117.1 Section: 405.2 Contingency Cost: \$800.00
Design Cost: \$600.00
Total Cost: \$5,400.00

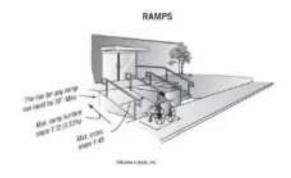
#### **Possible Solutions:**

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

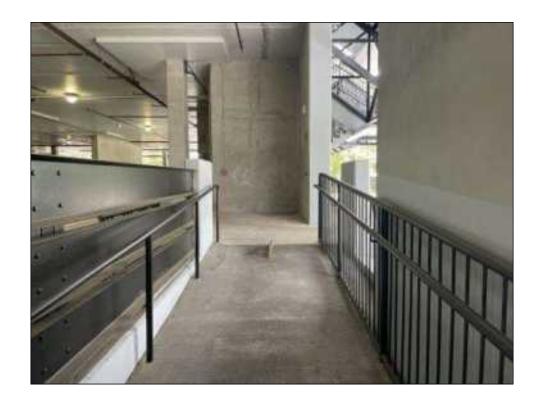
#### **Barrier Priority:**

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













#### **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

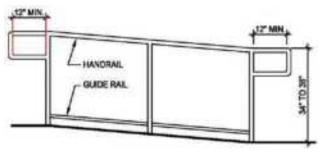
#### **Possible Solutions:**

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









#### **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: Budget Cost:

2010 ADAS Section: 405.9.1, 405.9.2

2009 ANSI A117.1 Section: 405.9.1, 405.9.2

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

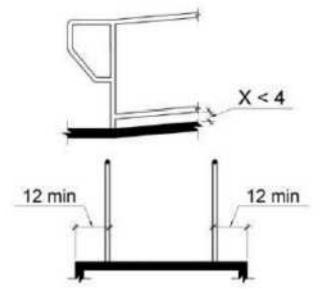
#### **Possible Solutions:**

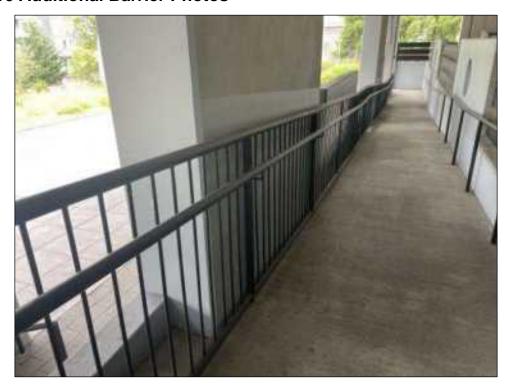
Install compliant edge protection (wheel guides) on the inner side of the ramp.

#### **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









#### **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: Budget Cost:

2010 ADAS Section: 405.3, 406.1 Base Cost: \$4,000.00

2009 ANSI A117.1 Section: 405.3, 406.1 Contingency Cost: \$800.00
Design Cost: \$600.00
Total Cost: \$5,400.00

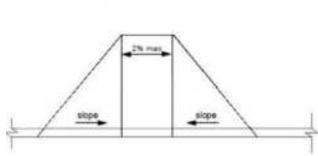
#### **Possible Solutions:**

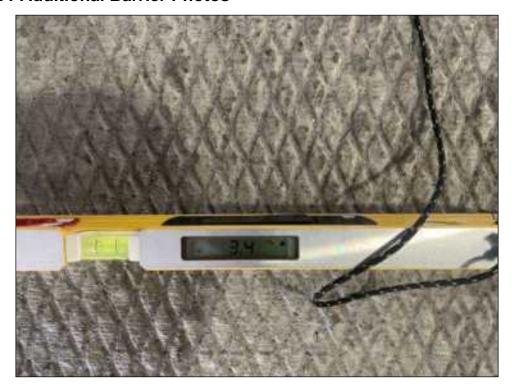
Modify the ramp to provide a cross slope not greater than 2 percent.

#### **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







# **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
Priority Total	11	\$36,400.00

# **Site Accessibility Evaluation**

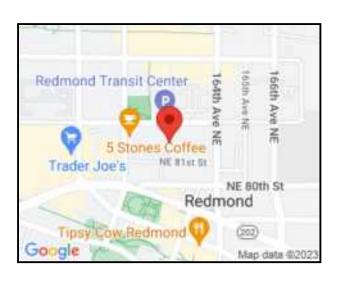


Redmond TC Garage (KC) 16201 NE 83rd St Redmond, WA 98052 Accessibility Evaluation Inspection Date: 07/12/2023

**Evaluators: Paul Klein** 



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Emergency Call Boxes
Coot Summany

# **Self-Evaluation and Transition Plan**

# Prioritization Schedule

# **Priority Criteria**

Level 1 (HIGH)	Complaint or imminent danger
Level 2 (HIGH)	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
Level 3 (HIGH)	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
Level 4 (HIGH)	Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance
Level 5 (MEDIUM)	Access to goods and services issues (DOJ Level 2) - severely out of compliance
Level 6 (MEDIUM)	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
Level 7 (MEDIUM)	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
Level 8 (MEDIUM)	Drinking fountains and public phones (DOJ Level 4 & 5) - moderately out of compliance
Level 9 (LOW)	Restrooms (DOJ Level 3) – minimally out of compliance
Level 10 (LOW)	Drinking fountains and public phones (DOJ Level 4 & 5) - minimally out of compliance
Level 11 (LOW)	De minimis barrier; program modification required, or employee requests accommodation
Level 12 (LOW)	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

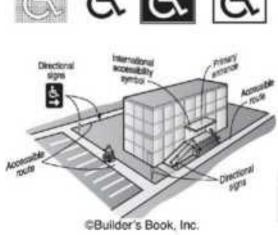
#### **Possible Solutions:**

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





International Symbol of Accessibility

#### **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 vanaccessible 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

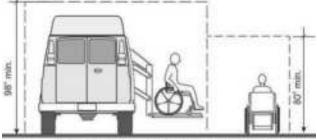
#### **Possible Solutions:**

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

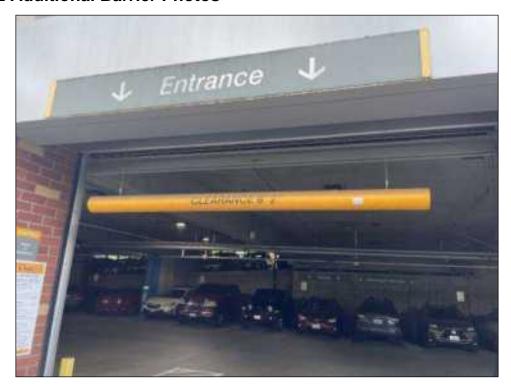
#### **Barrier Priority:**

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





Van Parking Space Vertical Clearance



#### **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: Budget Cost:

Other Section: Advisory

Base Cost: \$2,500.00

Contingency Cost: \$50

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

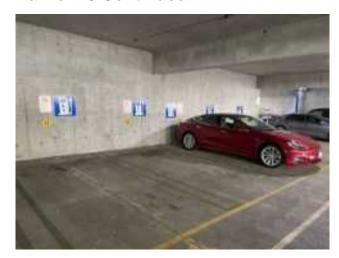
#### **Possible Solutions:**

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.

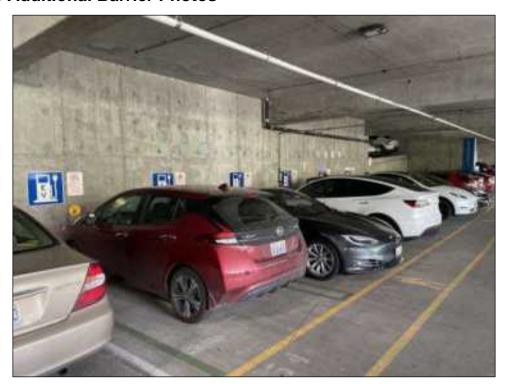
#### Barrier Priority:

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

## **Barrier #3 Continued**







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 <a href="Mericans with Disabilities Act">Act</a> (ADA), <a href="Architectural Barriers Act</a> (ABA), <a href="Rehabilitation Act of 1973">Rehabilitation Act of 1973</a>, 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 DOJ 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 #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.

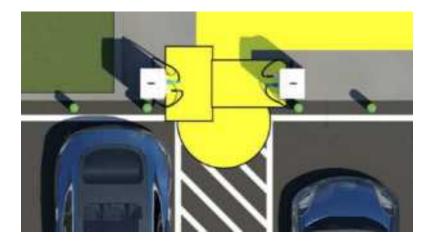


# Barrier #3 - Attached Document - Accessible Design For EVCS

U.S. Access Board

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

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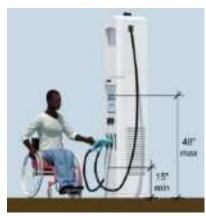
#### **Operable Parts within Reach Range**

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

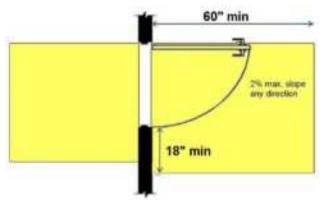
## **Possible Solutions:**

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

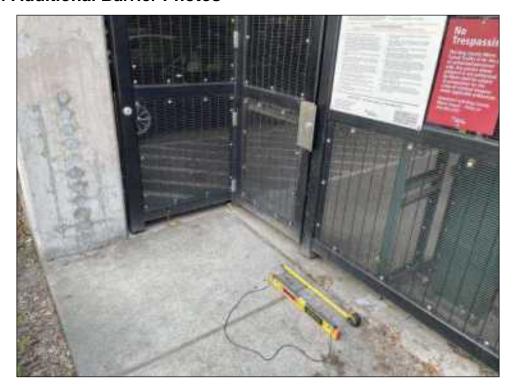
# **Barrier Priority:**

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.

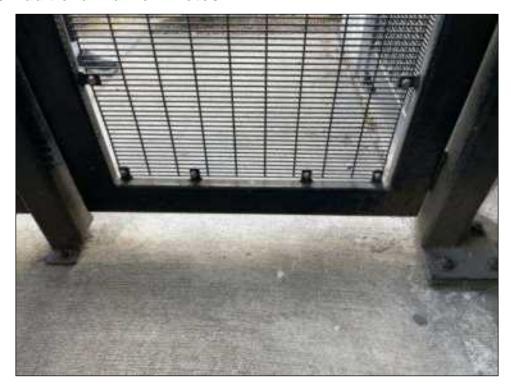
# **Barrier Priority:**

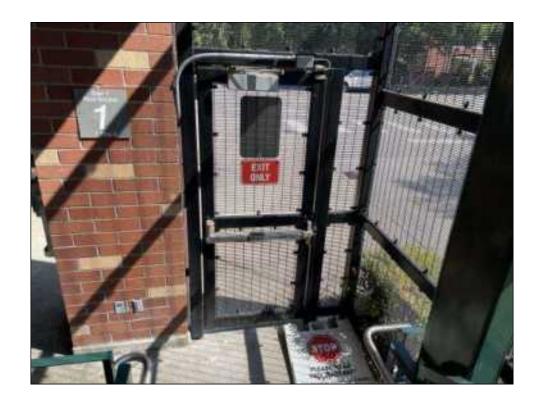
Medium (Level 7): Access to goods and services (DOJ Level 2) – minimally out of compliance Restrooms (DOJ Level 3) – moderately out of compliance Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



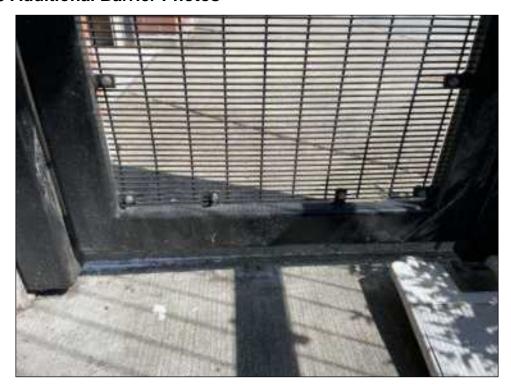


# **Barrier #5 Additional Barrier Photos**





# **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:

on: Budget Cost:

2013 WSBC Section: 1101.2.3

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

2010 ADAS Section: 404.2.9

2009 ANSI A117.1 Section: 404.2.8

#### **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: Budget Cost:

2010 ADAS Section: 502.6 Base Cost: \$800.00

2009 ANSI A117.1 Section: 502.7 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:

Budget Cost:

2010 ADAS Section: 502.2

Base Cost: \$4,500.00 Contingency Cost: \$900.00

2009 ANSI A117.1 Section: 502.2

Design Cost: \$700.00 Total Cost: \$6,100.00

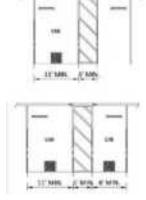
#### **Possible Solutions:**

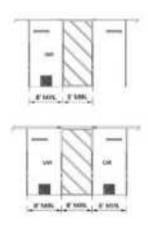
Alter the stall(s) so that they are a minimum of 8 ft measured white centerline to white centerline.

### **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

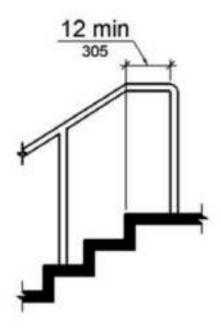
#### **Possible Solutions:**

Modify the handrail extension to provide 12 inches.

# **Barrier Priority:**

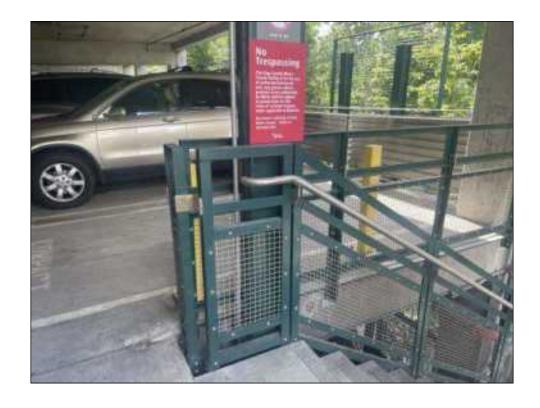
Medium (Level 6): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance Access to goods and services (DOJ Level 2) – moderately out of compliance Restrooms (DOJ Level 3) – severely out of compliance



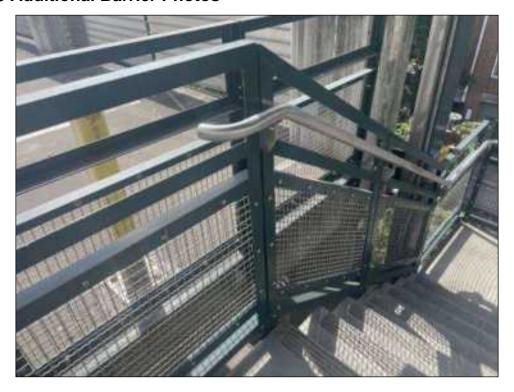


# **Barrier #9 Additional Barrier Photos**





# **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:**

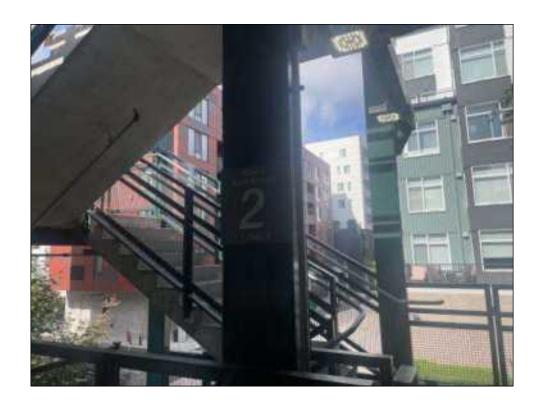
Low (Level 9): Restrooms (DOJ Level 3) - minimally out of compliance



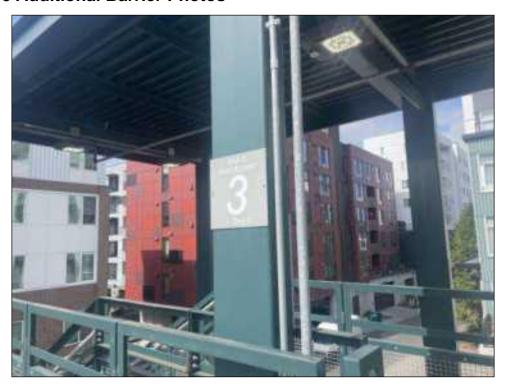


# **Barrier #10 Additional Barrier Photos**





# **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: Budget Cost:

2010 ADAS Section: 305.2 Base Cost: \$1,500.00

2009 ANSI A117.1 Section: 305.2 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
Priority Total	11	\$25,800.00

# **Site Accessibility Evaluation**



South Kirkland PnR Garage (KC)
10610 NE 38th Pl
Kirkland, WA 98033
Accessibility Evaluation

Inspection Date: 07/12/2023
Evaluators: Paul Klein

Prepared By

ACCESSOLOGY

(972) 434 - 0068 www.accessology.com



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# **Self-Evaluation and Transition Plan**

# Prioritization Schedule

# **Priority Criteria**

Level 1 (HIGH)	Complaint or imminent danger
Level 2 (HIGH)	Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor
Level 3 (HIGH)	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
Level 4 (HIGH)	Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance
Level 5 (MEDIUM)	Access to goods and services issues (DOJ Level 2) - severely out of compliance
Level 6 (MEDIUM)	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
Level 7 (MEDIUM)	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
Level 8 (MEDIUM)	Drinking fountains and public phones (DOJ Level 4 & 5) - moderately out of compliance
Level 9 (LOW)	Restrooms (DOJ Level 3) – minimally out of compliance
Level 10 (LOW)	Drinking fountains and public phones (DOJ Level 4 & 5) - minimally out of compliance
Level 11 (LOW)	De minimis barrier; program modification required, or employee requests accommodation
Level 12 (LOW)	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





International Symbol of Accessibility

# **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: Budget Cost:

2010 ADAS Section: 403.5.1 Base Cost: \$1,000.00 Contingency Cost: \$200.00

2009 ANSI A117.1 Section: 403.5 Design Cost: \$200.00 Total Cost: \$1,400.00

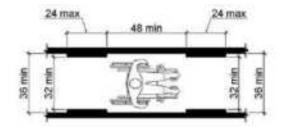
#### **Possible Solutions:**

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

## **Barrier Priority:**

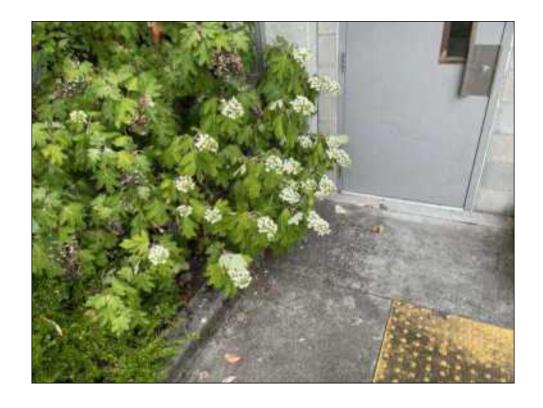
High (Level 4): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance





# **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 vanaccessible 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

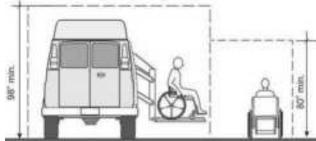
#### **Possible Solutions:**

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

### **Barrier Priority:**

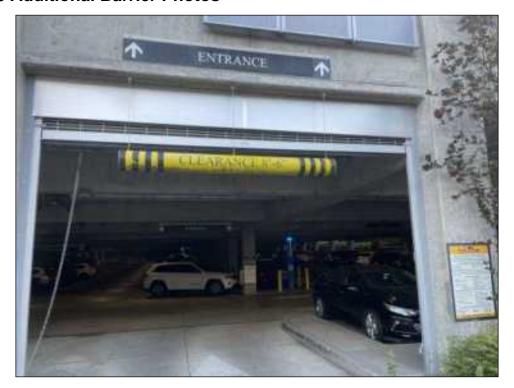
Low (Level 9): Restrooms (DOJ Level 3) - minimally out of compliance





Van Parking Space Vertical Clearance

# **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: Budget Cost:

2010 ADAS Section: 208.2 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



Minimum Number of Ferented Assessment Farring Species	
1	
Y	
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1	
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1	
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25 plant for each 100, or hadine freed, 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: Budget Cost:

Other Section: Advisory

Base Cost: \$2,500.00

Contingency Cost: \$50

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

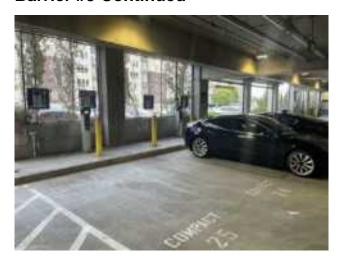
#### **Possible Solutions:**

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**



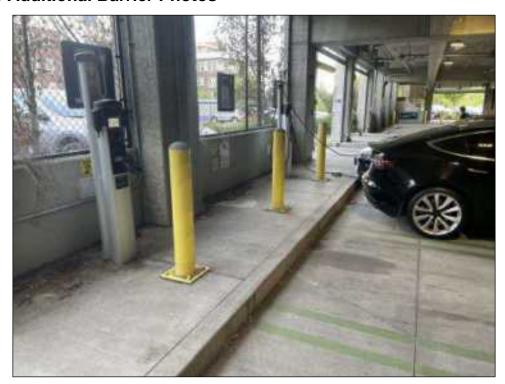


## **Barrier #5 Additional Barrier Photos**





## **Barrier #5 Additional Barrier Photos**



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 <u>Americans with Disabilities Act</u> (ADA), <u>Architectural Barriers Act</u> (ABA), <u>Rehabilitation Act of 1973</u>, 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.

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

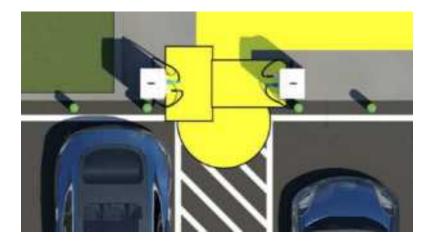
These mobility features allow sufficient space for a person who uses a mobility device to exit and maneuver around the vehicle, retrieve the EV connector, and plug the connector into the electric vehicle charging inlet. Since EVs do not have a uniform vehicle charging inlet location, a larger vehicle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



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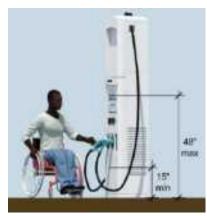
#### **Operable Parts within Reach Range**

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.



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

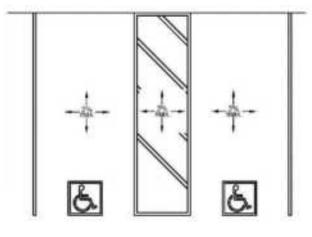
## **Possible Solutions:**

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

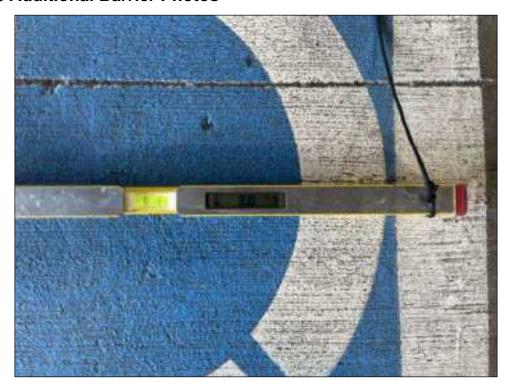
## **Barrier Priority:**

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



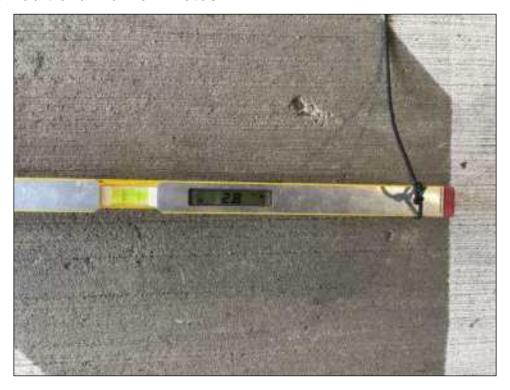


## **Barrier #6 Additional Barrier Photos**





## **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:

**Budget Cost:** 

2010 ADAS Section: 502.2

Base Cost: \$5,000.00 Contingency Cost: \$1,000.00

2009 ANSI A117.1 Section: 502.2

Design Cost: \$800.00 Total Cost: \$6,800.00

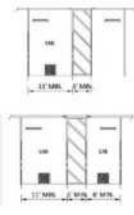
#### **Possible Solutions:**

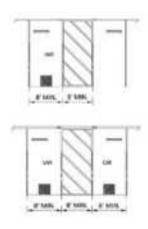
The required accessible stalls will require modification to achieve the required size. Either an 11 feet wide space and 5 feet wide aisle can be provided or an 8 feet minimum wide space and 8 feet wide aisle can be provided. The access aisle serving the space is to be shared with another accessible parking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

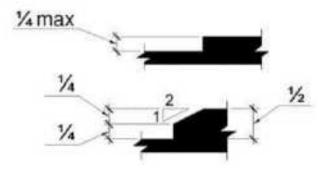
### **Possible Solutions:**

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

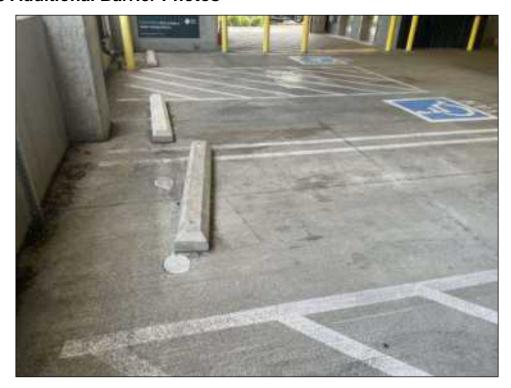
#### **Barrier Priority:**

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: Budget Cost:

2010 ADAS Section: 216.2, 703.4.2 Base Cost: \$400.00

#### Possible Solutions:

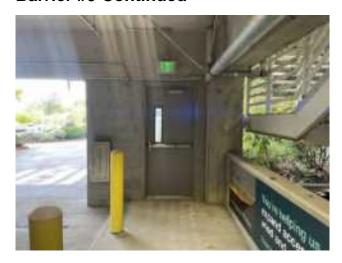
Install a compliant wall sign latch side to the door with a 60 inch maximum from the floor.

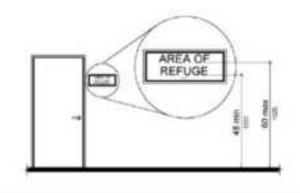
#### **Barrier Priority:**

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

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## **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:** 

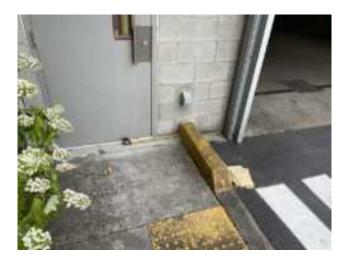
Base Cost: \$2,500.00 Contingency Cost: \$500.00 Design Cost: \$400.00 Total Cost: \$3,400.00

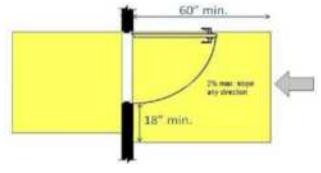
#### **Possible Solutions:**

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

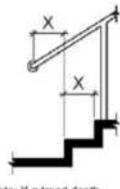
### **Possible Solutions:**

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



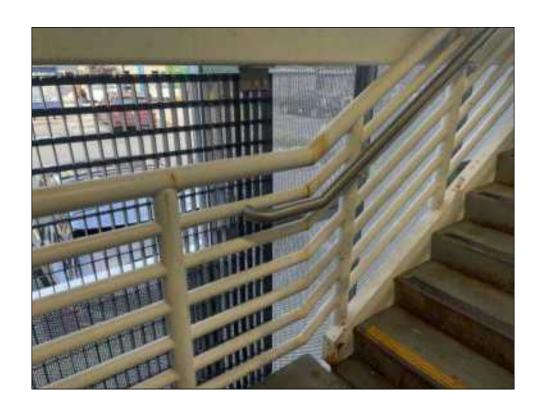


Note: X = tread depth

Figure 505.10.3 Bottom Handrail Extension at Stairs

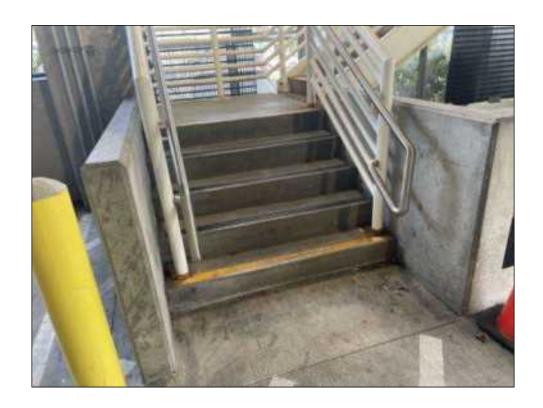
## **Barrier #11 Additional Barrier Photos**



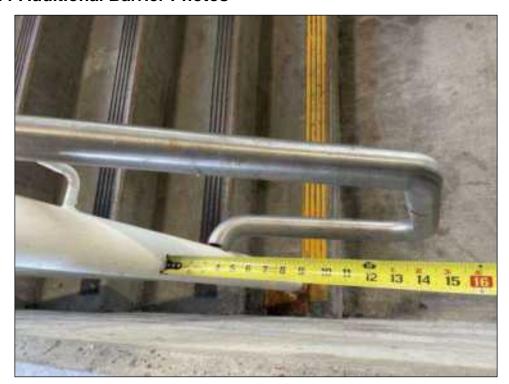


## **Barrier #11 Additional Barrier Photos**





## **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: Budget Cost:

2010 ADAS Section: 305.2 Base Cost: \$1,500.00

2009 ANSI A117.1 Section: 305.2 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
Priority Total	12	\$31,000.00

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

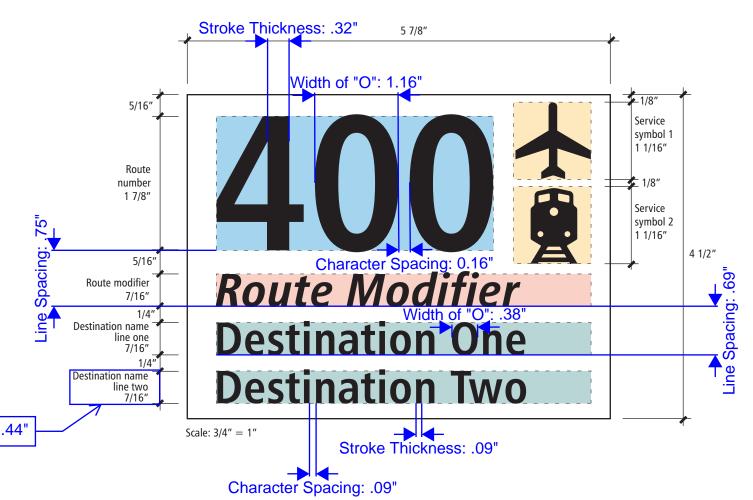
GPS ID	Project Name	Cost Projection	Priority
1530	Disability Rights WA	\$ 1,100	1
3770	14th Ave S @ S Holgate St (SB/FS)	\$ 3,700	1
11990	S Jackson St at 20th Ave S (EB/FS)	\$ 1,000	1
12373	DeafBlind Services Center	\$ 5,300	2
12496	Lighthouse for the Blind	\$ 600	4
12820	Disability Empowerment Center (WB)	\$ 3,300	2
12960	Disability Empowerment Center (EB)	\$ 300	4
45440	87th Ave S @ S 115th PI (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 PI (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 PI (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
	TOTAL	\$ 78,200	

## **Signing Standards Manual**

Volume 1 July 1, 2008 Section 6:

Bus Stop Signs Graphic Standards Route Block





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

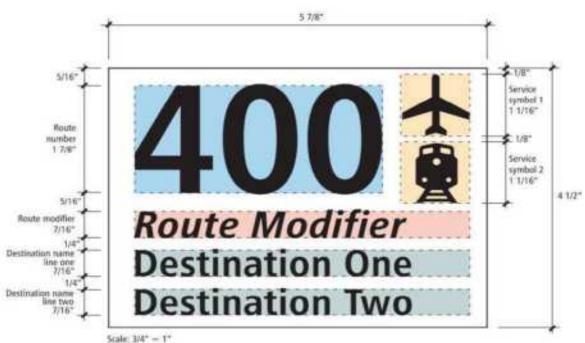
#### **Colors:**

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

	ID Sign Text I	Toyt Height Dange to Finish Surface (ft)	e (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		Height Range to Finish Surface (11)		Willimum Character Height (iii)	Height of For F	Width of O	Stroke Thickness	Character Spacing	Line Spacing	
1		400	(5.8', 10']	(0, 6')	2	1.88	1.16	0.32	0.16	0.75
2	Transit Stop Sign 1	Route Modifier	(5.8', 10']	(0, 6')	2	0.44	0.38	0.09	0.09	0.69
3	Transit Stop Sigit 1	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
				-			•		•	

3	' "	Destination One	
4		Destination Two	
	•	•	
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	
		(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	
		(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



# 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	
R410.2 Finish and Contrast	Characters and their background shall have characters on a dark background or dark ch	•	st with their background with either light	Compliant	
R410.3 Case	Characters shall be uppercase or lowercase	or a combination of both.		Compliant	
<u>R410.4 Style</u>	Characters shall be conventional in form. Ch	naracters shall not be italic, oblique, script,	highly decorative, or of other unusual forms.	Compliant	
R410.5 Character Proportions	Characters shall be selected from fonts whe maximum of the height of the uppercase let	··	55 percent minimum and 110 percent	Compliant	
R410.6 Character Height	9 1 3	•	neasured as the horizontal distance between acter height shall be based on the uppercase	Non-compliant	Observed signs were typically 6'-8' from ground to bottom of sign
	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)		
R410.6 Visual Character Height	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)		
R410.7 Stroke Thickness	Stroke thickness of the uppercase letter "I"	shall be 10 percent minimum and 30 percent	Compliant		
R410.8 Character Spacing	Character spacing shall be measured betwee individual characters shall be 10 percent mi	nimum and 35 percent maximum of chara	Non-compliant		
R410.9 Line Spacing	Spacing between the baselines of separate I maximum of the character height.	lines of characters within a message shall b	Non-compliant		
R410.10 Height from Ground Surface	Visual characters shall be 40 inches (1015 m	nm) minimum above the ground surface.		Compliant	

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

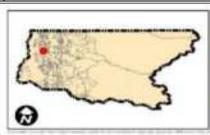
Client: Program: KHA No.: King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Date: 9/12/23

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 Proje					Subtotal: \$	760.00
	☑ No Design Completed			Engineering:	(% +/-) 15% \$	145.71
	□ Preliminary Design			Contingency:	(% +/-) 20% \$	194.29
	☐ Final Design			Estima	ted Project Cost: \$	1,100.00

(	Subtotal:	\$ 760.00
Engineering: (% +/-)	15%	\$ 145.71
Contingency: (% +/-)	20%	\$ 194.29
Estimated Project Cost:		\$ 1,100.00









#### Field Observations

<b>5</b>	Innua Estata	Describle October
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		Remove and replace boarding area
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"		
January State Stat		<del>i</del>
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"		
Transition at commission to diagram network to greater than 6120	<u> </u>	<u> </u>
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage	ISSUE EXISTS	1 GSSIDIC CONTROLS
Transit stop signage Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench	^	Remove and replace transit stop signage
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space length is less than 46 Stand-alone bench clear space width is less than 30"		
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 width is less than 30 Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		
Cherce opening ordal width is less than 32		

Kimley-Horn and Associates, Inc. Photographs Disability Rights WA GPS ID: 1530 GPS ID:





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. Project Description for Transit Stops Priority: 1

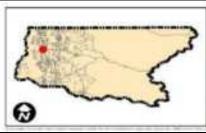
Client: Program: KHA No.: King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Date: 9/12/23

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

Item No.	Item Description	Quantity	Unit	Ur	nit Price	Item Cost
WSDOT 7055-231	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 Pro					Subtotal: \$	2,735.00
	✓ No Design Completed		Engii	neering: (% +	/-) 15% \$	413.57
	<ul> <li>Preliminary Design</li> </ul>		Conti	ngency: (% +	/-) 20% \$	551.43
	☐ Final Design			Estimated I	Project Cost: \$	3,700.00

	Subtotal:	\$ 2,735.00
Engineering: (% +/-)	15%	\$ 413.57
Contingency: (% +/-)	20%	\$ 551.43
Estimated Pro	\$ 3,700.00	

Project Location







Field Observations		
Boarding Area Issues	Issue Exists	Possible Solutions
Boarding Area issues Boarding area does not exist	ISSUE EXISTS	FUSSIDIE QUIULIUIIS
Boarding area does not exist  Boarding area length is less than 96"	X	
	Χ	
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	X	
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	<u> </u>	
	S. January Professor	Describb Ochstern
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
Transit Stop Amenity Issues No transit stop signage		
Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant	Issue Exists	Possible Solutions  Remove and replace transit stop signage
Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench		
Transit Stop Amenity Issues No 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"		
Transit Stop Amenity Issues  No 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"		
Transit Stop Amenity Issues No 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%		
Transit Stop Amenity Issues  No 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		
Transit Stop Amenity Issues  No transit stop signage 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"		
Transit Stop Amenity Issues  No transit stop signage 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" Shelter clear space width is less than 30"		
Transit Stop Amenity Issues  No transit stop signage 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"		

Kimley-Horn and Associates, Inc. Photographs 14th Ave S @ S Holgate St (SB/FS) GPS ID: 3770





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	

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

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 Proje	ection	·		 Subtotal: \$	735.00

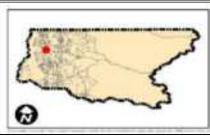
- ection

  No Design Completed
  Preliminary Design
  Final Design

ш	Final	Desigi

Estimated Project	ct Cost: \$	1,000.00
Contingency: (% +/-)	20% \$	151.43
Engineering: (% +/-)	15% \$	113.57
	Subiolai: \$	735.00









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		g
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	<u> </u>	
		D #1 0 1 #
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%	<u> </u>	
Shelter opening clear width is less than 32"		

Kimley-Horn and Associates, Inc. Photographs S Jackson St at 20th Ave S (EB/FS) 11990 GPS ID:





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 11990 S Jackson St at 20th Ave S (EB/FS)

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

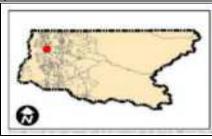
Client: Program: KHA No.: King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Date: 9/12/23

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

Item No.	Item Description	Quantity	Unit	l	Jnit 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 Proj	ection				Subtotal: \$	3,870.00
	☑ No Design Completed		Engi	neering: (%	+/-) 15% \$	612.86
	□ Preliminary Design		Cont	ingency: (%	+/-) 20% \$	817.14
	☐ Final Design			Estimated	Project Cost: \$	5,300.00

	Subtotal:	\$ 3,870.00
Engineering: (% +/-)	15%	\$ 612.86
Contingency: (% +/-)	20%	\$ 817.14
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	
Boarding area cross slope is greater than adjacent street grade		Remove and replace boarding area
Heaving/Sinking/Cracking present in the boarding area		Remove and replace 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		
	Inches Products	Describb Orbeits
Adjacent Sidewalk Network Issues Sidewalk network width is less than 48"	Issue Exists	Possible Solutions
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"		
	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues	ISSUE EXISIS	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	<u> </u>	
Transition at connection to sidewalk network is greater than 0.25"	ļ	
Transition at connection to sidewark network is greater triair 0.25	<u> </u>	
Transit Ston Amenity Issues	Issue Exists	Possible Solutions
Transit Stop Amenity Issues No transit stop signage	Issue Exists	Possible Solutions
No transit stop signage		
No transit stop signage Transit stop signage is non-compliant	Issue Exists X	Possible Solutions  Remove and replace transit stop signage
No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench		
No 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"		Remove and replace transit stop signage
No 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"		
No 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 unning slope is greater than 2%	x	Remove and replace transit stop signage
No 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 in 48"	x	Remove and replace transit stop signage
No 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 unning slope is greater than 2%	x	Remove and replace transit stop signage
No 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 in 48"	x	Remove and replace transit stop signage

DeafBlind Services Center GPS ID: 12373 Kimley-Horn and Associates, Inc. Photographs





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. Project Description for Transit Stops	Priority: 4

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

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

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
NSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00 \$	170.00
	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 \$	-
	•			\$	-
				\$	-
asis for Cost Proi	ection		-	 Subtotal: \$	430.00

ection

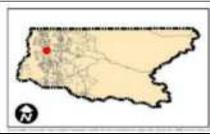
✓ No Design Completed

→ Preliminary Design

→ Final Design

		Ψ	-
	Subtotal:	\$	430.00
Engineering: (% +/-)	15%	\$	72.86
Contingency: (% +/-)	20%	\$	97.14
Estimated Project Cost:		\$	600.00









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	<u> </u>	
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		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"		
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
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant	Issue Exists	Possible Solutions  Remove and replace transit stop signage
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage Transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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"		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench Stand-alone bench clear space width is less than 48" Stand-alone bench clear space width is less than 30"		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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 vidit is less than 20"		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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 width is less than 30" Stand-alone bench clear space unding slope is greater than 2% No clear space under shelter		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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 vidit is less than 20"		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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 width is less than 30" Stand-alone bench clear space width is less than 20" No clear space under shelter No clear space under shelter Shelter clear space length is less than 48"		Remove and replace transit stop signage

Kimley-Horn and Associates, Inc Photographs Lighthouse for the Blind GPS ID: 12496





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	

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

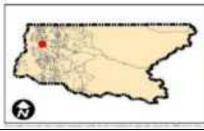
Route: Project Name: City: 3; 4 Disability Empowerment Center (WB) King County GPS ID: 12820

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	
	Aluminum Signs (Ty A)	6	SF	\$	35.00	
	Fix Transit Shelter Opening	0	EA	\$	1,000.00	\$ -
						\$ -
						\$ -
Basis for Cost Proje					Subtotal:	\$ 2,430.00
	☑ No Design Completed			Engineering:	(% +/-) 15%	\$ 372.86
	□ Preliminary Design			Contingency:	(% +/-) 20% 3	\$ 497.14
	☐ Final Design			Estima	ted Project Cost:	\$ 3,300.00

Basis for Cost Projection

No Design Completed
Preliminary Design
Final Design | Subtotal | Subtotal









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"		
		<u>.                                      </u>
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		i i i i i i i i i i i i i i i i i i i
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"		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"	X	Remove and replace clear space

Kimley-Horn and Associates, Inc. Photographs Disability Empowerment Center (WB)

GPS ID: 12820





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

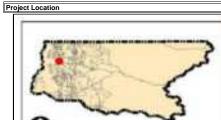
End of Project Description for Project 12820 Disability Empowerment Center (WB)

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

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

Route: Project Name: City: 3; 4 Disability Empowerment Center (EB) King County GPS ID: 12960

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 Proje					Subtotal: \$	210.00
	✓ No Design Completed			Engineering: (	% +/-) 15% \$	38.57
	□ Preliminary Design			Contingency: (	% +/-) 20% \$	51.43
	☐ Final Design			Estima	ed Project Cost: \$	300.00







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"		

Kimley-Horn and Associates, Inc. Photographs Disability Empowerment Center (EB)

GPS ID: 12960





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 12960 Disability Empowerment Center (EB)

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

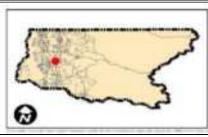
Route: Project Name: City: GPS ID: 45440 87th Ave S @ S 115th PI (NB/NS) King County

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 Proje	ection				Subtotal: \$	1,570.00
	✓ No Design Completed			Engineering: (%	+/-) 15% \$	270.00
	□ Preliminary Design			Contingency: (%	+/-) 20% \$	360.00
	☐ Final Design			Estimate	d Project Cost: \$	2.200.00

	Design

1,570.00 270.00 360.00 **2,200.00** | Subtotal | Subtotal









<u> </u>		
Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist	V	Install boarding area
Boarding area length is less than 96"	^	mistali boarding area
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	Х	Install connection
	Janua Foliata	Describle Ordering
Adjacent Sidewalk Network Issues Sidewalk network width is less than 48"	Issue Exists	Possible Solutions
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"		

Kimley-Horn and Associates, Inc. Photographs 87th Ave S @ S 115th PI (NB/NS)

GPS ID: 45440





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 45440 87th Ave S @ S 115th PI (NB/NS)

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

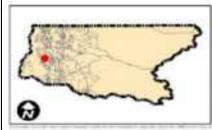
Route: Project Name: City: GPS ID: 47809 131 1st Ave S @ S 128th St (NB/NS) King County

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

No Design Completed
Preliminary Design
Final Design | Subtotal: | S | Engineering: (% +/-) | 15% | \$ | Contingency: (% +/-) | 20% | \$ | Estimated Project Cost: | \$ 4,760.00 745.71 994.29 **6,500.00** 









i leid 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		Tremove and replace boarding area
Ponding present in the boarding area	X	
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	<u> </u>	
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%		
Stand-alone bench clear space running slope is greater than 2% No clear space under shelter		_
Stand-alone bench clear space running slope is greater than 2% No clear space under shelter Shelter clear space length is less than 48"		
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*		
Stand-alone bench clear space running slope is greater than 2% No clear space under shelter Shelter clear space length is less than 48°		

Kimley-Horn and Associates, Inc. Photographs 1st Ave S @ S 128th St (NB/NS) GPS ID: 47809





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

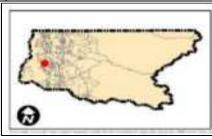
End of Project Description for Project 47809 1st Ave S @ S 128th St (NB/NS)

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

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 7055-231	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	\$ -
						\$ -
						\$ -
asis for Cost Pro	jection				Subtotal:	\$ 2,710.00
	✓ No Design Completed			Engineering:	(% +/-) 15%	\$ 424.29
	□ Preliminary Design			Contingency:	(% +/-) 20%	\$ 565.71
	☐ Final Design			Estima	ted Project Cost:	\$ 3,700.00









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		Remove and replace boarding area
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"		

Kimley-Horn and Associates, Inc. Photographs 1st Ave S at SW 128th St (SB/NS) GPS ID: 48398





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

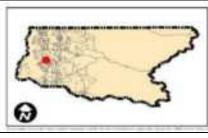
End of Project Description for Project 48398 1st Ave S at SW 128th St (SB/NS)

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

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

Item No.	Item Description	Quantity Unit Unit Price	Item Cost
WSDOT 7055-231	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 Pro		Subtotal:	\$ 3,610.00
	☑ No Design Completed	Engineering: (% +/-) 15%	\$ 552.86
	□ Preliminary Design	Contingency: (% +/-) 20%	\$ 737.14
	☐ Final Design	Estimated Project Cost:	\$ 4,900.00









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	Χ	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		numi
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"		

Kimley-Horn and Associates, Inc. Photographs Military Rd S @ S 125th PI (NB/FS) 49500 GPS ID:





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 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	

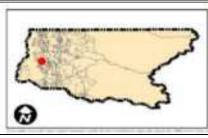
Route:	128	GPS ID: 49571
Project Name:	SW 116th St @ 1st Ave S (EB/NS)	
City:	King County	

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 Proj	ection				Subtotal:	\$ 2,820.00
	☑ No Design Completed		Engin	eering: (9	6 +/-) 15%	\$ 462.86
	□ Preliminary Design		Contir	gency: (9	6 +/-) 20%	\$ 617.14
	D. Flori Donley			F-41		

 r reliminary Design
Final Design

	\$ -
Subtotal:	\$ 2,820.00
Engineering: (% +/-) 15%	\$ 462.86
Contingency: (% +/-) 20%	\$ 617.14
Estimated Project Cost:	\$ 3.900.00

Project Location







i leid Obsei valions		
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		Remove and replace boarding area
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	<u> </u>	
	Laura Foliata	Bearthle Orbition
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		
No transit stop signage Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench		
No 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*	X	Remove and replace transit stop signage
No 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"	X	Remove and replace transit stop signage
No 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 unning slope is greater than 2%	X	Remove and replace transit stop signage
No 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 46" 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	Remove and replace transit stop signage
No 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 with is less than 20° Stand-alone bench clear space unning slope is greater than 2% No clear space under shelter Shelter clear space length is less than 48*	X	Remove and replace transit stop signage
No 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" Shelter clear space dength is less than 48" Shelter clear space width is less than 30"	X	Remove and replace transit stop signage
No 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 with is less than 20° Stand-alone bench clear space unning slope is greater than 2% No clear space under shelter Shelter clear space length is less than 48*	X	Remove and replace transit stop signage

Kimley-Horn and Associates, Inc. Photographs SW 116th St @ 1st Ave S (EB/NS) GPS ID: 49571





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 49571 SW 116th St @ 1st Ave S (EB/NS)

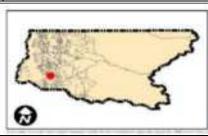
Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

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

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	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 \$	2,000.0
	Aluminum Signs (Ty A)	6	SF	\$	35.00 \$	210.0
	Fix Transit Shelter Opening	0	EA	\$	1,000.00 \$	-
					\$	-
					\$	-
Basis for Cost Pro	jection				Subtotal: \$	2,210.0
	✓ No Design Completed			Engineering: (	% +/-) 15% \$	338.5
	□ Preliminary Design			Contingency: (		451.4
	☐ Final Design				ed Project Cost: \$	3 000 00

	. Ψ	
Subtotal:	\$	2,210.00
Engineering: (% +/-) 15%	\$	338.57
Contingency: (% +/-) 20%	\$	451.43
Estimated Project Cost:	\$	3,000.00

Project Location







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
	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues Transit stop sidewalk cross slope is greater than 2% Heaving/Sinking/Cracking present in the transit stop sidewalk	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues 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	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues 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	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues 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	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues 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	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues 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 Sidewalk Issues  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  Possible Solutions
Transit Stop Sidewalk Issues 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 (>0.257) in transit stop sidewalk Temporary obstruction (>0.257) in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues  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  No transit stop signage is non-compliant		
Transit Stop Sidewalk Issues  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  No transit stop signage  Transit stop signage  Transit stop signage is non-compliant  No clear space adjacent to stand-alone bench	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues 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 No transit stop signage Transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-allone bench Stand-allone bench clear space length is less than 48°	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues  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  No transit stop signage  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°	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues  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 (>0.257) in transit stop sidewalk  Temporary obstruction (>0.257) in transit stop sidewalk  Transition at connection to sidewalk network is greater than 0.25*  Transit Stop Amenity Issues  No 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 width is less than 30*  Stand-alone bench clear space width is less transit than 2%	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues  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  Transit stop attention to sidewalk network is greater than 0.25°  Transit Stop Amenity Issues  No 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 width is less than 30°  Stand-alone bench clear space width is less than 2%  No clear space under shelter	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues  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 No 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 width is less than 2% No clear space under shelter Shelter clear space length is less than 2% No clear space under shelter Shelter clear space length is less than 48° Shelter clear space length is less than 48°	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues  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  No transit stop signage  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 under space under space space than 2%  No clear space under shelter  Shelter clear space length is less than 48°  Shelter clear space length is less than 30°	Issue Exists	Possible Solutions
Transit Stop Sidewalk Issues  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 No 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 width is less than 2% No clear space under shelter Shelter clear space length is less than 2% No clear space under shelter Shelter clear space length is less than 48° Shelter clear space length is less than 48°	Issue Exists	Possible Solutions

Kimley-Horn and Associates, Inc. Photographs Multicultural Families 50760 GPS ID:





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 50760 Multicultural Families

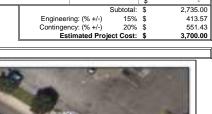
Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

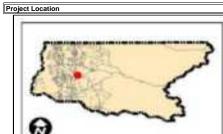
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

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 Proj	ection				Subtotal: \$	2,735.00
	☑ No Design Completed			Engineering: (%	5 +/-) 15% \$	413.57
	□ Preliminary Design		(	Contingency: (%	5 +/-) 20% \$	551.43
	☐ Final Design			Estimate	d Project Cost: \$	3.700.00

L	I Fina	Desigr









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		Nemove and replace boarding area
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	<u> </u>	
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	!	····
	1	
Transition at connection to sidewalk network is greater than 0.25"		
Transition at connection to sidewalk network is greater than 0.25"		
Transition at connection to sidewalk network is greater than 0.25*  Transit Stop Amenity Issues	Issue Exists	Possible Solutions
	Issue Exists	Possible Solutions
Transit Stop Amenity Issues	Issue Exists	Possible Solutions  Remove and replace transit stop signage
Transit Stop Amenity Issues No transit stop signage		
Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant		
Transit Stop Amenity Issues  No 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"		
Transit Stop Amenity Issues No 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%		
Transit Stop Amenity Issues  No 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 width is less than 30" Stand-alone bench clear space width is less than 30" No clear space under shelter		
Transit Stop Amenity Issues  No 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 width is less than 30" Stand-alone bench clear space width is less than 2% No clear space under shelter Shelter clear space lendth is less than 48"		
Transit Stop Amenity Issues  No 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° Shelter clear space width is less than 48° Shelter clear space width is less than 30°	1	
Transit Stop Amenity Issues  No 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 width is less than 30" Stand-alone bench clear space width is less than 2% No clear space under shelter Shelter clear space lendth is less than 48"	1	

NE 4th St @ Union Ave NE (WB/FS)

GPS ID: 54150 Kimley-Horn and Associates, Inc. Photographs





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

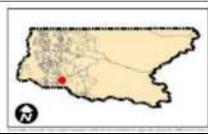
End of Project Description for Project 54150 NE 4th St @ Union Ave NE (WB/FS)

	Kimley-Horn and Associates, Inc. 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)	
Citv:	King County	

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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 Pro	pjection				Subtotal: \$	2,210.00
	☑ No Design Completed			Engineering: (	% +/-) 15% \$	338.57
	□ Preliminary Design			Contingency: (6	% +/-) 20% \$	451.43
	☐ Final Design			Estimat	ed Project Cost: \$	3,000.00









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"		

124th Ave SE @ SE 312th St (SB/FS) GPS ID: 57528 Kimley-Horn and Associates, Inc. Photographs





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	

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

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
NSDOT 7055-2312	Cement Conc. Sidewalk	5	SY	\$ 85.00 \$	425.00
	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 \$	210.0
	Fix Transit Shelter Opening	0	EA	\$ 1,000.00 \$	-
	-			\$	-
				\$	-
asis for Cost Proi	ection			 Subtotal: \$	710.0

ection

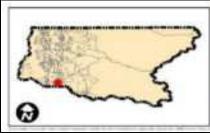
✓ No Design Completed

→ Preliminary Design

→ Final Design

| Subtotal: \$
| Engineering: (% +/-) | 15% | \$
| Contingency: (% +/-) | 20% | \$
| Estimated Project Cost: \$ 124.29 165.71 **1,000.00** 









Field Observations		
Poording Area locuse	Issue Exists	Possible Solutions
Boarding Area Issues Boarding area does not exist	ISSUE EXIS(S	Possible Solutions
Boarding area length is less than 96"	X	
	Χ	
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%	Χ	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"	<del> </del>	
Boarding area is missing a connection to the street or sidewalk network		
Dogramy area is missing a connection to the street of Sidewalk netWOIK	<u> </u>	
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"	1	********
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	<u> </u>	
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	ļ	
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 width is less than 30" Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter	<u> </u>	
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"		
	:	1

Kimley-Horn and Associates, Inc. Photographs 17th St SE @ H St SE (EB/FS) GPS ID: 58393





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 58393 17th St SE @ H St SE (EB/FS)

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

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

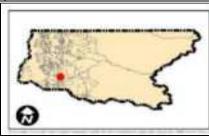
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00 \$	170.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00 \$	-
	Relocate Fire Hydrant	0	LS	\$ 2,000.00 \$	-
	Adjust Utility Elevation	0	LS	\$ 1,000.00 \$	-
	Remove Obstruction	0	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 Proje	ection			Subtotal: \$	380.00

- ection

  No Design Completed
  Preliminary Design
  Final Design

	Subtotal:	\$ 380.00
Engineering: (% +/-)	15%	\$ 94.29
Contingency: (% +/-)	20%	\$ 125.71
Estimated Proj	ect Cost:	\$ 600.00

Project Location







Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist	ISSUE LAISIS	1 OSSISIE SOLUTIONS
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		
A discout Cidewall, Natural, Isoura	Issue Exists	Possible Solutions
Adjacent Sidewalk Network Issues Sidewalk network width is less than 48"	ISSUE EXISIS	Possible Solutions
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"	1	





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 60469 SE Kent-Kangley Rd @ 108th Ave SE (WB/FS)

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

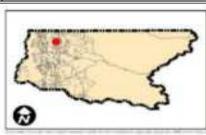
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

Route: Project Name: City: 255 National Federation of the Blind (North Side (SB)) King County GPS ID: 70390

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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 Pro					Subtotal: \$	760.00
	☑ No Design Completed			Engineering: (	% +/-) 15% \$	145.71
	□ Preliminary Design			Contingency: (	% +/-) 20% \$	194.29
	☐ Final Design			Estimat	ed Project Cost: \$	1,100.00

	Subtotal:	\$ 760.00
Engineering: (% +/-)	15%	\$ 145.71
Contingency: (% +/-)	20%	\$ 194.29
Estimated Proj	\$ 1,100.00	









		B #1.01#
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		Remove and replace boarding area
Heaving/Sinking/Cracking present in the boarding area	X	Nemove 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	<u> </u>	
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		L. J. W.
Stand-alone bench clear space length is less than 48"	İ	
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	İ	
INO clear space under stieller		
Shelter clear space length is less than 48"	İ	
Shelter clear space length is less than 48"		



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 70390 National Federation of the Blind (North Side (SB))

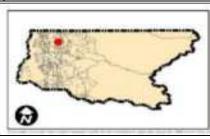
Kimley-Horn and Associates, Inc. Project Description for Transit Stops Priority: 4

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

Route: Project Name: City: GPS ID: 70410 National Federation of the Blind (South Side (SB)) King County

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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 Pro					Subtotal:	\$ 430.00
	✓ No Design Completed			Engineering: (	% +/-) 15% <sup>1</sup>	\$ 72.86
	□ Preliminary Design			Contingency: (	% +/-) 20%	\$ 97.14
	☐ Final Design			Estimat	ed Project Cost:	\$ 600.00









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

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"		Remove and replace clear space
Stand-alone bench clear space running slope is greater than 2%	X	
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 70410 National Federation of the Blind (South Side (SB))

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

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

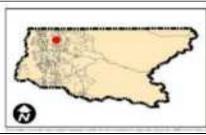
Route:	255	GPS ID: 70420
Project Name:	National Federation of the Blind (South Side (NB))	
City:	King County	

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	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 \$	210.0
	Fix Transit Shelter Opening	0	EA	\$	1,000.00 \$	-
					\$	-
					\$	-
Basis for Cost Pro	jection				Subtotal: \$	760.0
	✓ No Design Completed		E	Engineering: (9	% +/-) 15% \$	145.7
	□ Preliminary Design			contingency: (9		194.2
	☐ Final Design			Estimate	ed Project Cost: \$	1 100 00

Final Desig	r
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	;	Ψ	
	Subtotal:	\$	760.00
Engineering: (% +/-)	15%	\$	145.71
Contingency: (% +/-)	20%	\$	194.29
Estimated Project Cost:		\$	1,100.00









I leid Obsel vations		
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	Remove and replace boarding area
Ponding present in the boarding area		10000
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 width is less than 30" Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		
Sheller 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 70420 National Federation of the Blind (South Side (NB))

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

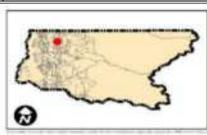
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

Route: Project Name: City: 255 National Federation of the Blind (North Side (NB)) King County GPS ID: 70440

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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 Pro	jection				Subtotal:	\$ 210.00
	✓ No Design Completed			Engineering: (	% +/-) 15%	\$ 38.57
	□ Preliminary Design			Contingency: (	% +/-) 20%	\$ 51.43
	☐ Final Design			Estimat	ed Project Cost:	\$ 300.00

	Subtotal:	\$ 210.00
Engineering: (% +/-)	15%	\$ 38.57
Contingency: (% +/-)	20%	\$ 51.43
Estimated Proj	ect Cost:	\$ 300.00









Possible Solutions
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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))

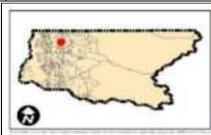
Kimley-Horn and Associates, Inc. Project Description for Transit Stops Priority: 2

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

Route: Project Name: City: 230; 231 Central Way @ 3rd St (EB/FS) King County GPS ID: 73813

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	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 Pro					Subtotal: \$	2,380.00
	☑ No Design Completed			Engineering: (9	6 +/-) 15% \$	394.29
	<ul> <li>Preliminary Design</li> </ul>		(	Contingency: (9	6 +/-) 20% \$	525.71
	☐ Final Design			Estimate	d Project Cost: \$	3,300.00









rieid 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"		inclease boarding area size
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"		

 
 Central Way @ 3rd St (EB/FS)

 GPS ID:
 73813
 Kimley-Horn and Associates, Inc. Photographs





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 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	

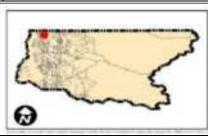
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	6	SY	\$ 85.00 \$	510.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	4	SY	\$ 25.00 \$	100.00
	Relocate Fire Hydrant	0	LS	\$ 2,000.00 \$	-
	Adjust Utility Elevation	0	LS	\$ 1,000.00 \$	-
	Remove Obstruction	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 Proje	ection			Subtotal: \$	3,820.00

- ection

  No Design Completed
  Preliminary Design
  Final Design

Estimated Froject Cost. \$ 3,200.00				
Estimated Project Cost:		\$	5,200.00	
Contingency: (% +/-)	20%	\$	788.57	
Engineering: (% +/-)	15%	\$	591.43	
3	Subtotal:	Ъ	3,820.00	









i leid Obsei valions		
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		Tremove and replace boarding area
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		
	i bass Fairl	Describts Outsidence
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		1000
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"		
		B #1 0 1 d
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
Ctond alone banck along anone langth in lang than 40"		
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 width is less than 30" Stand-alone bench clear space running slope is greater than 2%		
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		
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"		
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°		
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"		

15th Ave NE @ NE 155th St (SB/FS)

GPS ID: 77630 Kimley-Horn and Associates, Inc. Photographs





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 77630 15th Ave NE @ NE 155th St (SB/FS)

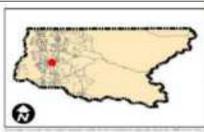
Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stone	

Route:	101; 102	GPS ID: 79590
Project Name:	SW Sunset Blvd at Oakesdale Ave SW (EB/FS)	
Citv:	Kina County	

Item No.	Item Description	Quantity	Unit	U	Init Price	Item Cost
WSDOT 7055-2312	2 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 Proj	ection				Subtotal: \$	890.00
	☑ No Design Completed		En	gineering: (% +	⊦/-) 15% \$	175.71
	□ Preliminary Design		Co	ntingency: (% +	⊦/-) 20% \$	234.29
	☐ Final Design			Estimated	Project Cost: \$	1,300.00

	;	Ψ	
	Subtotal:	\$	890.00
Engineering: (% +/-)	15%	\$	175.71
Contingency: (% +/-)	20%	\$	234.29
Estimated Pro	ject Cost:	\$	1,300.00

Project Location







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		nool
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		1000
Ponding present in the sidewalk network		nool
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		100
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"		

Kimley-Horn and Associates, Inc. Photographs SW Sunset Blvd at Oakesdale Ave SW (EB/FS)

GPS ID: 79590





Boarding/Alighting Area Transit Stop Signage

# Comment: Unsafe

## 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 79590 SW Sunset Blvd at Oakesdale Ave SW (EB/FS)

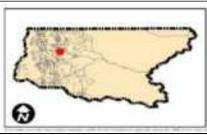
Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Route: Project Name: City: 240; 241; 245; 246 Factoria Blvd SE @ SE 40th PI (NB/FS) King County GPS ID: 80400

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-231	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	\$ -
					\$ -
					\$ -
asis for Cost Pro	jection			Subtotal: S	2,295.00
	✓ No Design Completed		Engi	neering: (% +/-) 15% S	345.00
	□ Preliminary Design			ngency: (% +/-) 20% 5	460.00
	☐ Final Design			Estimated Project Cost: 5	

Engineering: (% +/-) Contingency: (% +/-) Estimated Proje	15% \$ 20% \$ ct Cost: \$	345.00 460.00 <b>3,100.00</b>	
			1
19 9			









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"		Increase boarding area size
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	<u> </u>	
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		
<u> </u>		·
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"		

Kimley-Horn and Associates, Inc. Photographs Factoria Blvd SE @ SE 40th PI (NB/FS) GPS ID: 80400





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 80400 Factoria Blvd SE @ SE 40th PI (NB/FS)

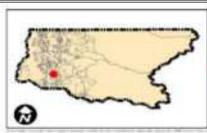
Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Transit Stops	

Route: Project Name: City: 150; 162; 183 W James St @ 4th Ave N (EB/NS) King County GPS ID: 80590

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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 Pro	jection				Subtotal:	\$ 295.00
	✓ No Design Completed			Engineering:	(% +/-) 15%	\$ 45.00
	□ Preliminary Design			Contingency:	(% +/-) 20%	\$ 60.00
	☐ Final Design			Estima	ted Project Cost:	\$ 400.00

<u> </u>		Ψ	-
	Subtotal:	\$	295.00
Engineering: (% +/-)	15%	\$	45.00
Contingency: (% +/-)	20%	\$	60.00
Estimated Pro	ject Cost:	\$	400.00









rield Observations		
Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"	X	lancana kanadina araa sira
Boarding area width is less than 60"		Increase boarding area size
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	<u> </u>	
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 width is less than 30" Shelter clear space running slope is greater than 2%	-	
Shelter clear space running slope is greater than 2% Shelter opening clear width is less than 32"		

Kimley-Horn and Associates, Inc. Photographs W James St @ 4th Ave N (EB/NS)
GPS ID: 80590 80590





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 80590 W James St @ 4th Ave N (EB/NS)

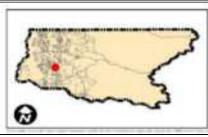
Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Dauta	452	GPS ID: 80666
Route:	153	GP3 ID: 00000
Project Name:	The Arc of King County - Planter Strip Spot (South Side (NB))	
Citv:	Kina County	

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	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 Pro					Subtotal:	\$ 890.00
	☑ No Design Completed			Engineering: (	% +/-) 15%	\$ 175.71
	□ Preliminary Design			Contingency: (	% +/-) 20%	\$ 234.29
	☐ Final Design			Estima	ed Project Cost:	\$ 1,300.00

l l	1	Ф	-	
	Subtotal:	\$	890.00	
Engineering: (% +/-)	15%	\$	175.71	
Contingency: (% +/-)	20%	\$	234.29	
Estimated Project Cost:		\$	1,300.00	

Project Location







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 No clear space adjacent to stand-alone bench	X	Remove and replace transit stop signage
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 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 width is less than 30 Shelter clear space running slope is greater than 2%		••••
Shelter opening clear width is less than 32"		
Choice opening deal matrix loss than oz		i e e e e e e e e e e e e e e e e e e e





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 80666 The Arc of King County - Planter Strip Spot (South Side (NB))

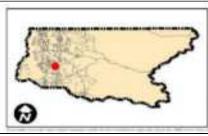
Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Transit Stops	

Route: Project Name: City: GPS ID: 80763 The Arc of King County (SB)
King County

Item No.	Item Description	Quantity	Unit	Unit Price		Item Cost
WSDOT 7055-231	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 \$	-
					\$	-
					\$	-
asis for Cost Pro	jection			Subto	otal: \$	2,760.00
	☑ No Design Completed		Engi	ineering: (% +/-)	5% \$	445.71
	□ Preliminary Design				20% \$	594.29
	☐ Final Design			Estimated Project C	ost: \$	3,800.00

Engineering: (% +/-)	15%	•	445.71
		φ	445.71
Contingency: (% +/-)	20%	\$	594.29
Estimated Proje	ct Cost:	\$	3,800.00
_	_		
			Estimated Project Cost: \$

Project Location







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		
Heaving/Sinking/Cracking present in the boarding area		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"	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"		<u>'</u>

Kimley-Horn and Associates, Inc. Photographs The Arc of King County (SB)

GPS ID: 80763





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)

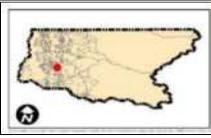
Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

Route: Project Name: City: GPS ID: 80764 The Arc of King County - Planter Strip Spot (South Side (SB))
King County

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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 Pro					Subtotal:	\$ 975.00
	✓ No Design Completed			Engineering:	(% +/-) 15%	\$ 182.14
	□ Preliminary Design			Contingency:	(% +/-) 20%	\$ 242.86
	☐ Final Design			Estima	ted Project Cost:	\$ 1,400.00

	;	Ψ	
	Subtotal:	\$	975.00
Engineering: (% +/-)	15%	\$	182.14
Contingency: (% +/-)	20%	\$	242.86
Estimated Pro	ject Cost:	\$	1,400.00









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%	<u> </u>	
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"		
		B 211 0 1 2
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 length is less than 48 Shelter clear space width is less than 30"		
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"		
oneiter opening clear with its less than 32		<u>i</u>





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

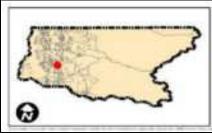
End of Project Description for Project 80764 The Arc of King County - Planter Strip Spot (South Side (SB))

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

Route: Project Name: City: GPS ID: 80765 The Arc of King County (NB)
King County

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	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 Pro	jection				Subtotal:	\$ 2,760.00
	✓ No Design Completed			Engineering: (	% +/-) 15%	\$ 445.71
	□ Preliminary Design			Contingency: (	% +/-) 20%	\$ 594.29
	☐ Final Design			Estimat	ed Project Cost:	\$ 3,800.00









	In case Plates	Describle October
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		D
Heaving/Sinking/Cracking present in the boarding area		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"	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"		
	<del>i</del>	<u> </u>
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"		
- v		
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		Torrow and representation copy organized
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"		

The Arc of King County (NB)
GPS ID: 80765 Kimley-Horn and Associates, Inc. Photographs





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

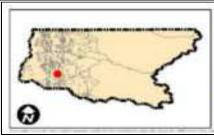
End of Project Description for Project 80765 The Arc of King County (NB)

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

Route: Project Name: City: 153; 161 Central Ave N @ E James St (NB/FS) King County GPS ID: 1673030

Item No.	Item Description	Quantity	Unit	Ur	nit 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 Proje	ection				Subtotal: \$	2,735.00
	✓ No Design Completed		Eng	ineering: (% +	/-) 15% \$	413.57
	□ Preliminary Design		Cont	ingency: (% +	/-) 20% \$	551.43
☐ Final Design Estimated Project Cost: \$					Project Cost: \$	3,700.00

Project Location







	Inches Products	Davids Orbits
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		Tromove and replace boarding area
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%	İ	
Heaving/Sinking/Cracking present in the transit stop sidewalk	<u> </u>	
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk	<u> </u>	
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	i	
Transit stop signage is non-compliant	\ X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench	<u> </u>	
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	<u> </u>	
Shelter clear space length is less than 48"	İ	
Shelter clear space width is less than 30"		
	<del>.</del>	네
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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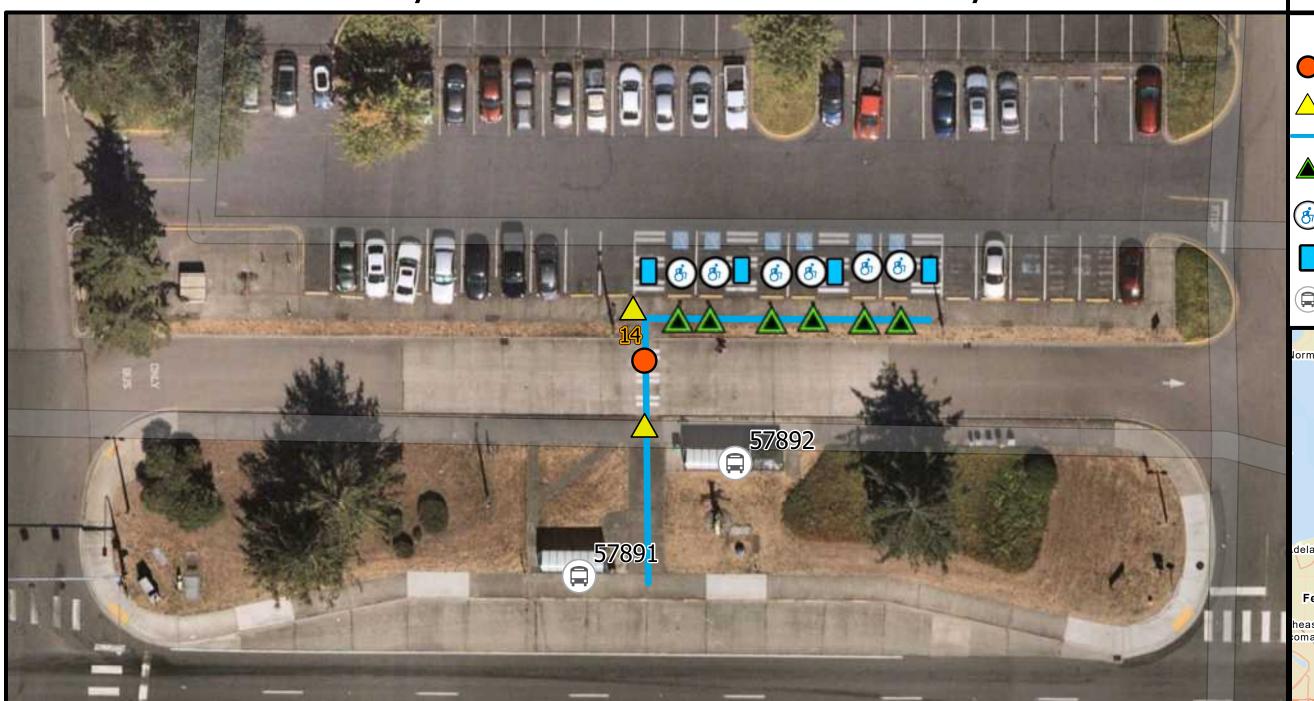
Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 1673030 Central Ave N @ E James St (NB/FS)

# King County Metro ADA Self-Evaluation and Transition Plan Transit Centers Cost Projection Summary 12/19/2023

Project Name	Accessible Route	Cu	ırb Ramps	Ramps	Tra	nsit Stops	Signalized Crossin	g	Accessible Parking	Т	otal Cost
Auburn Park and Ride	\$ 11,600	\$	12,600	\$ -	\$	4,500	\$	-	\$ 72,700	\$	101,400
Aurora Park and Ride	\$ 65,500	\$	110,400	\$ -	\$	8,700	\$	-	\$ 68,300	\$	252,900
Bear Creek Park and Ride	\$ 26,000	\$	-	\$ -	\$	5,100	\$	-	\$ 78,400	\$	109,500
Bothell Park and Ride	\$ 11,900	\$	5,300	\$ -	\$	1,100	\$	-	\$ 57,900	\$	76,200
East Gate Transit Center	\$ 46,700	\$	ı	\$ -	\$	7,500	\$ 18,40	00	\$ 129,200	\$	201,800
Kent/Des Moines Park and Ride	\$ 15,200	\$	5,000	\$ -	\$	11,300	\$	-	\$ 95,200	\$	126,700
Kent/James Street Park and Ride	\$	\$	5,400	\$ -	\$	1,200	\$	-	\$ 116,400	\$	123,000
Ober Park Park and Ride	\$ 8,200	\$	ı	\$ 21,000	\$	300	\$	-	\$ 21,400	\$	50,900
Olson/Meyers Park and Ride	\$ 6,100	\$	ı	\$ -	\$	600	\$	-	\$ 51,300	\$	58,000
Overlake Garage	\$	\$	ı	\$ -	\$	1,100	\$	-	\$ -	\$	1,100
South Kirkland Park and Ride	\$ 8,700	\$	10,900	\$ -	\$	3,700	\$	-	\$ 111,300	\$	134,600
Tukwila Park and Ride	\$ 15,200	\$		\$ -	\$	3,000	\$	-	\$ 68,100	\$	86,300
Valley Center Park and Ride	\$ 3,000	\$	11,200	\$ -	\$	3,800	\$	-	\$ 36,700	\$	54,700
Vashon North End Park and Ride	\$ 35,700	\$	-	\$ -	\$	-	\$	-	\$ 75,000	\$	110,700
	_		•			•	·		·		
	_		•			•	·		TOTAL	,	1,487,800

# Auburn Park and Ride Facility Overview and Cost Summary



Facility Quantity Summary of Evaluated Elements					
	Feet				
Path of Travel	143				
	Quantity				
Intersections with Curb Ramps	1				
Ramps	0				
Transit Stops	2				
Accessible Parking Spaces	6				

Facility Estimated Cost of Improvements					
Path of Travel	\$11,600.00				
Intersections with Curb Ramps	\$12,600.00				
Ramps	\$0.00				
Transit Stops	\$4,500.00				
Accessible Parking Spaces	\$72,700.00				
<b>Total Estimated Cost of Improvements</b>	\$101,400.00				



# Legend



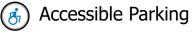


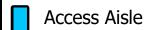


Path of Travel

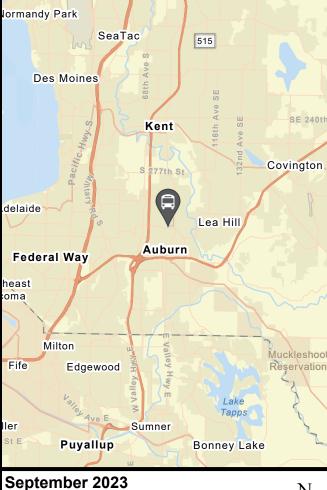


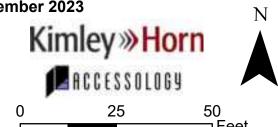
Accessible Parking Sign





Transit Stop and ID





# 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	\$ -
			\$ 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	^	LS	\$ 2,000.00	\$ -
Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
Remove Obstruction		10	\$ 1,000.00	\$ -
Remove Temporary Obstruction	0	LS	\$ 500.00	
Railroad Company Flagger Remove Concrete Railroad Panel	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:	\$ 11,512.11
✓ No Design Completed		Es	stimated Project Cost:	\$ 11,600.00
☐ Preliminary Design		Eı	ngineering: (% +/-) 15%	\$ 1,279.12
D Final Design		_		

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1,705.50

Contingency: (% +/-)

20% \$

# Sidewalk Summary

☐ Final Design

Priority	Length (LF)*	Cost
High	0	\$ -
Medium	35	\$ 4,052.01
Low	47	\$ 7,460.10
Compliant	60	
Not Prioritized	0	
Subtotal	142	\$ 11,512.11
Sidewalk Total	142	\$ 11,600.00

<sup>\*</sup> Totals rounded for simplification

# **Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 11,600.00
Unsignalized Intersection Total	\$ 12,600.00
Corridor Total	\$ 24,200.00

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	GPS ID Project Name		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 7058-2315 Curb Ramps (Corner)	2	EA	\$	3,400.00 \$	
Retrofit Det Warn Surf (Cast In Place)	0	; SF	; \$	45.00 : \$	
WSDOT 0100-27: Removing Cement Conc. Sidewalk	21	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	<u>.                                      </u>	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				Subtotal: \$	9,325.00
✓ No Design Completed			Engineering: (%		1,403.57
Preliminary Design			Contingency: (%		1,871.43
☐ Final Design			Estimate	d Project Cost: \$	12,600.00

# Project Location



Interposition Income	Crosswalk				Possible Solutions	
Intersection Issues	N	E	S	W	Possible Solutions	
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	<u>;                                    </u>		
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	j		
Crosswalk striping condition	N/A	N/A	N/A	Good		

Issues		Point ID 1A 4A		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	:	X				
Flare cross slope is greater than 10% Curb ramp running slope is greater than 8.3% Blended transition running slope is greater than 5%						
Curb ramp running slope is greater than 8.3%	I	X				
Blended transition running slope is greater than 5%	1	<u>:</u>				
ICut-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°	<u>:</u>	X				
Cut-thru ramp cross slope is greater than 2%	<u>;</u>	<u>;</u>				
Curb ramp width is less than 48"	X	X	j	Remove and replace curb ramp / corner sidewalk		
Cut-thru ramp width is less than 60"	<u>:</u>	<u>:</u>				
Permanent obstruction (>0.25") in curb ramp/landing/flares	<u> </u>	X	;			
Turning space does not exist and is needed	<u>:</u>	<u>:</u>				
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)	<u>;</u>	<u>;</u>				
Turning space running slope is greater than 2%	<u>:</u>	X	;			
Il urning space cross slope greater than 2%	<u> </u>	<u> ;</u>				
Temporary obstruction (>0.25") in curb ramp/landing/flares	ļ					
Non-compliant detectable warning surface (DWS)	<u></u>		į			
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	<u>:</u>	<u>:</u>				
ransition onto roadway is greater than 0.25"	<u> </u>	<u> X</u>		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	<u>.</u>	<u> </u>				

# 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
57891	Transit stop at Auburn Park and Ride	\$ 3,300	2
57892	392 Transit stop at Auburn Park and Ride		1
	TOTAL	\$ 4,500	

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

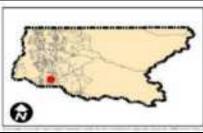
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

Route:	566	GPS ID: 57892
Project Name:	Transit stop at Auburn Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-231	2 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 \$	5 -
	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 \$	
	Fix Transit Shelter Opening	0	EA	\$ 1,000.00	
					5 -
					\$ -
Basis for Cost Pro				Subtotal: \$	870.00
	☑ No Design Completed		Engi	neering: (% +/-) 15% \$	141.43
	□ Preliminary Design		Conti	ngency: (% +/-) 20% \$	188.57
	☐ Final Design		Estimated Project Cost: \$	1,200.00	

S	Subtotal: \$	5	870.00
Engineering: (% +/-)	15% \$	6	141.43
Contingency: (% +/-)	20% \$	5	188.57
Estimated Project Cost:		\$	1,200.00









I leid 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	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"		Remove and replace clear space
Shelter clear space running slope is greater than 2% Shelter opening clear width is less than 32*	X	

Kimley-Horn and Associates, Inc. Photographs Transit stop at Auburn Park and Ride GPS ID: 57892





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. Project Description for Transit Stops	Priority: 2

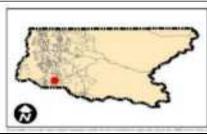
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

Route: Project Name: City: 952 Transit stop at Auburn Park and Ride King County GPS ID: 57891

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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 Pro					Subtotal: \$	2,430.00
	✓ No Design Completed			Engineering: (%	6 +/-) 15% \$	372.86
	□ Preliminary Design			Contingency: (%	6 +/-) 20% \$	497.14
	☐ Final Design			Estimate	d Project Cost: \$	3,300.00

	Subtotal:	\$ 2,430.00
Engineering: (% +/-)	15%	\$ 372.86
Contingency: (% +/-)	20%	\$ 497.14
Estimated Project Cost:		\$ 3,300.00









Beauting Assatisation	Janua Evieta	Dessible Calutions
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		
	Laure Foliate	Describbs Orderings
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		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"		
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
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant	Issue Exists	Possible Solutions  Remove and replace transit stop signage
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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"		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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 vidit is less than 20"		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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 vidth is less than 30" No clear space under shelter		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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 width is less than 30" Stand-alone bench clear space width is less than 20" No clear space under shelter Shelter clear space length is less than 48"		Remove and replace transit stop signage
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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 vidth is less than 30" No clear space under shelter		

Kimley-Horn and Associates, Inc. Photographs Transit stop at Auburn Park and Ride GPS ID: 57891





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 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

Project Name		Co	st Projection
Accessible Parking at Auburn Park and Ride		\$	72,700
	TOTAL	\$	72,700

## Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

King County Client: Date: 12/14/23 Parking Accessibility Study 061334100

Program: KHA No.:

### 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 Proje	ction				Subtotal: \$	53,793.00
	✓ No Design Completed		Eng	ineeri	ng: (% +/-) 15% \$	8,103.00
	□ Preliminary Design		Conf	tingen	icy: (% +/-) 20% \$	10,804.00
	☐ Final Design		Es	timate	ed Project Cost: \$	72,700.00

## **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			Park				rking Space ID Possible Solutions
r arking opace issue	P1	P2	P3	P4	P5	P6	6
Parking space not marked as accessible							
Parking space width is less than 96"			Х		х		Remove and replace pavement markin
Parking space does not have an adjacent access aisle							
Car parking space access aisle width is less than 60"							
an parking space access aisle width is less than 96"						х	Remove and replace pavement markin
ccess aisle does not extend the full length of the parking space it erves							
ccess aisle is not marked to discourage parking in the aisle						Х	Install access aisle hatch pavement markings
ccess aisle overlaps the vehicular way							
ccess aisle does not adjoin an accessible route							
onstrained width where the access aisle adjoins the accessible bute is less than 48"				3			
ccess aisle has change in level > 0.25"		Х		Х		Х	x
ccess aisle has horizontal openings > 0.5"						Х	Repave and restripe access alsie or
ccess aisle running slope is > 2%						Х	relocate access aisle
ccess aisle cross slope is > 2%							
arking space has change in level > 0.25"	Х	Х	Х	Х	Х		
arking space horizontal openings > 0.5"	Х		Х				
arking space running slope is > 2%					Х	Х	Repave and restripe accessible parking space or relocate accessible parking s
arking space cross slope is > 2%							
arking space vertical clearance is < 98"				h			
arking space identification sign is missing or incorrect							







Parking Space ID

Parking Space ID

Parking Space ID

3







Parking Space ID

4

Parking Space ID

5

2

Parking Space ID

6

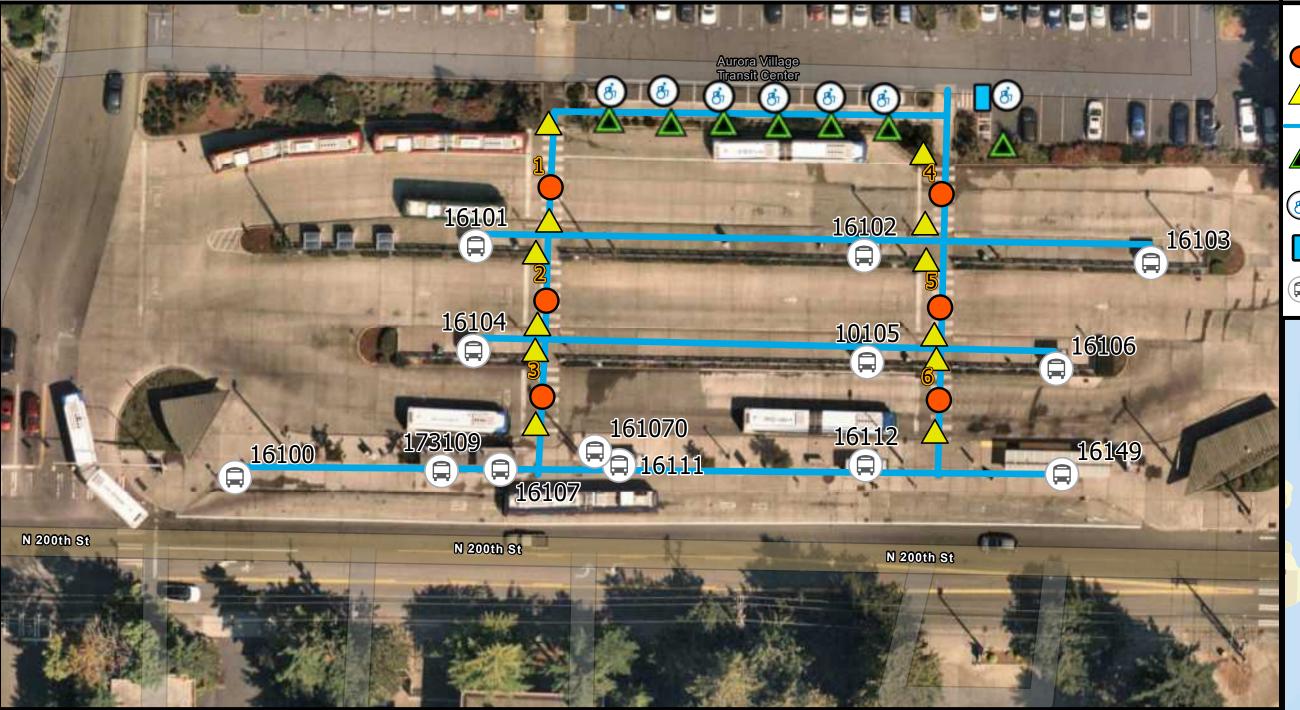
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End of Project Description

# Aurora Village TC Park and Ride Facility Overview and Cost Summary



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				
<b>Total Estimated Cost of Improvements</b>	\$252,900.00				



# Legend

Intersections and ID

Curb Ramp 🙀 Ramp

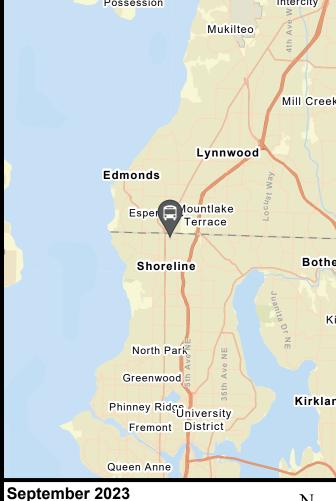
Path of Travel (m) Building

Accessible Parking Sign

Accessible Parking

Access Aisle

Transit Stop and ID





## King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan Sidewalk Cost Projection Summary 9/13/2023

Corridor ID	Project Name		Co	st 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 - 242°	1-Pedestrian Handrail	0	LF	\$ 200.00	\$ -
	Cement Conc. Sidewalk	441	SY	\$ 85.00	\$ 50,588.19
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	441	SY SF	\$ 25.00	\$ 14,878.88
	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$ 45.00	
	Concrete Railroad Panel	U	LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
	Welded Steel Grate		FΔ	\$ 1,300.00	\$ -
	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
	- IVELLIONE ODSILIUCIION		LO	\$ 1,000.00	\$ -
	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
	Railroad Company Flagger Remove Concrete Railroad Panel	0	Day(s)	\$ 1,000.00	\$ -
	Remove Concrete Railroad Panel	0		\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -
Basis for Cost Proje	ection			Subtotal:	\$ 65,467.07
	☑ No Design Completed		E	stimated Project Cost:	\$ 65,500.00
	☐ Preliminary Design		E	ngineering: (% +/-) 15%	\$ 7,274.12

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9,698.82

Contingency: (% +/-)

20% \$

## Sidewalk Summary

☐ Final Design

Priority	Length (LF)*	Cost
High	92	\$ 14,273.65
Medium	269	\$ 51,193.42
Low	150	\$ -
Compliant	742	
Not Prioritized	0	
Subtotal	1 252	\$ 65,467.07
Sidewalk Total	1,253	\$ 65,500.00

<sup>\*</sup> Totals rounded for simplification

## **Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 65,500.00
Unsignalized Intersection Total	\$ 110,400.00
Corridor Total	\$ 175,900.00

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

GPS ID	Project Name	Cos	t Projection	Priority
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
	TOTAL	\$	110,400	

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	

E N E B : c				11.7.5.	
Item No. Item Description	Quantity	Uni	t	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				Subtotal: \$	14,685.00
✓ No Design Completed			Engineering: (9		2,235.00
Preliminary Design			Contingency: (9		2,980.00
☐ Final Design			Estimat	ed Project Cost: \$	19,900.00

## Project Location



Interception Leaves		Cros	swalk		Possible Solutions
Intersection Issues	N E S W		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	;	Romaya and raplace areasyally navement markings
Crosswalk striping condition	N/A	N/A	N/A	Worn	Remove and replace crosswalk pavement markings

Issues	1.0	4.0	Point ID	Possible Solutions
Courb rown does not spirit and in seeded	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	:			
Curbed side is not 90° or has traversable adjacent surface	:			
Flare cross slope is greater than 10%	<u>.</u>			
Flare cross slope is greater than 10% Curb ramp running slope is greater than 8.3% Blended transition running slope is greater than 5%	Ţ	Х		
Blended transition running slope is greater than 5%	<u></u>	<u> </u>		
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%	X	! 		
Cut-thru ramp cross slope is greater than 2%	<u>;</u>			
Curb ramp width is less than 48"	<u>:</u>			Remove and replace curb ramp / corner sidewalk
Cut-thru ramp width is less than 60"	<u>:</u>			
Permanent obstruction (>0.25") in curb ramp/landing/flares	<u>;</u>			
Turning space does not exist and is needed	<u>:</u>			
Turning space does not exist and is needed  Turning space length is less than 4' (or 5' when constrained)	<u>.</u>			
I urning space width is less than 4' (or 5' when constrained)	<u>:</u>			
Turning space running slope is greater than 2% Turning space cross slope greater than 2% Temporary obstruction (>0.25") in curb ramp/landing/flares	<u>:</u>	: 		
Turning space cross slope greater than 2%	X	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares	<u>.</u>			
Non-compliant detectable warning surface (DWS)				
No detectable warning surface (DWS)	<u> </u>			
Transition onto roadway is greater than 0.25" Counter slope of the gutter or street at the foot of the curb ramp is	<u> </u>	X		Fix transition to roadway
Counter slope of the gutter of street at the foot of the curb ramp is				
greater than 5% Ponding occurs at base of curb ramp	<del></del>			







Ramp 4A

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 1 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: 2
Project Name:	Ramps at Aurora Village TC Park and Ride	
County:	Kina County	

Item No. Item Description	Quantity	Uni	t	Unit Price	Item Cost
WSDOT 0300-61 :Roadway Excavation	0	CY	: \$	25.00 : 9	-
WSDOT 6701-2033 Cement Conc. Traffic Curb	0	LF	\$	75.00 : 3	-
WSDOT 7055-2312 Cement Conc. Sidewalk	0	SY	: \$	85.00 : 3	-
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 : 3	-
WSDOT 0100-27: Removing Cement Conc. Sidewalk	21	SY	\$	25.00	525.00
WSDOT 0187-41 Removing Paint Line	0	LF.	: \$	2.00 : 3	
WSDOT 6856-2119 Painted Crosswalk Line	52	; SF	: \$	4.50 ; \$	
Repave Roadway	1	LS	: \$	5,000.00	
Fix Ponding	0	LS	. \$	2,000.00	
Fix Curb Ramp Transition	. 1	LS	\$	2,000.00	
Median Nose Modification	0	LS	\$	5,000.00	
Remove Temporary Obstruction	0	: LS	. \$	500.00 : 9	
Fix Curb Ramp Counter Slope	0	LS	: \$	2,000.00	-
Basis for Cost Projection				Subtotal: \$	
✓ No Design Completed			Engineering		
Preliminary Design			Contingency		
Final Design			Estir	nated Project Cost: \$	19,700.00

## Project Location



Intersection Issues		Cros	swalk		Possible Solutions
intersection issues	N	E	S	W	Fussible Solutions
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	N/A	N/A	N/A	N/A	
approaches	14// (				:
Path of travel cross slope is greater than 5% for free-flow	N/A	N/A	N/A		
approaches				<u>;</u>	:
Crosswalk width is less than 6'	N/A	N/A	N/A	<u>;                                    </u>	Remove and replace crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	Worn	Remove and replace crosswark 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	<del>.</del>	·		:
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% Cut-thru ramp cross slope is greater than 2% Curb ramp width is less than 48	X	<u>:</u>		
Cut-thru ramp cross slope is greater than 2%	<u>:</u>	<u>;</u>		
	<u>:</u>	<u>;</u>		Remove and replace curb ramp / corner sidewalk
Cut-thru ramp width is less than 60"		<u>:</u>		
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	<u>.</u>		
Turning space does not exist and is needed	<u>.</u>	<u>.</u>		
Turning space does not exist and is needed  Turning space length is less than 4' (or 5' when constrained)	i	<u>;</u>		
Turning space width is less than 4 (or 5 when constrained) Turning space running slope is greater than 2%	: <u>.</u>	<u>:</u>		
Turning space running slope is greater than 2%	<u>X</u>	ļ <u>.</u>		
Turning space cross slope greater than 2%	X	<u>;Х</u>		
Temporary obstruction (>0.25") in curb ramp/landing/flares   Non-compliant detectable warning surface (DWS)	<u></u>	÷		
ivon-compliant detectable warning surface (DWO)	<u> </u>	<u>.</u>		
No detectable warning surface (LWS) Transition onto roadway is greater than 0.25" Counter slope of the gutter or street at the foot of the curb ramp is		÷		Fix transition to roadway
Counter slone of the gutter or street at the foot of the curb ramp is	^	÷		I IA II AI I SIII OI I I U I U I U I U I U I U I U I U
greater than 5%	:	:		
Ponding occurs at base of curb ramp	<u> </u>	<u>†</u>		







Ramp 4A

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	Uni	t	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 : 9	-
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 : 9	-
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 ; 9	
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				Subtotal: \$	
✓ No Design Completed			Engineering		
Preliminary Design			Contingency		
Final Design		L	Estir	nated Project Cost: \$	15,700.00

## Project Location



Interposition Income		Cros	swalk		Possible Solutions
Intersection Issues	N	E	S	W	Possible Solutions
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	N/A	N/A	N/A	N/A	
approaches			! !	<u>;                                    </u>	; 
Path of travel cross slope is greater than 5% for free-flow	N/A	N/A	N/A		
approaches				<u>;</u>	!
Crosswalk width is less than 6'	N/A	N/A	N/A	;	Remove and replace crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	Worn	Remove and replace crosswark pavement markings

Issues	1A	4A	Point ID	Possible Solutions
Curb ramp does not exist and is needed	: 1/	+//		
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% Cut-thru ramp cross slope is greater than 2%	X	X		
Cut-thru ramp cross slope is greater than 2%	<u>:</u>	<u>;</u>		
	<u>:</u>	<u>:</u>		Remove and replace curb ramp / corner sidewalk
Cut-thru ramp width is less than 60"	:	<u>:</u>		
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)	į	<u>.</u>		
Turning space width is less than 4 (or 5 when constrained) Turning space running slope is greater than 2%	<u>:</u>	<u>:</u>		
Turning space running slope is greater than 2%	<u>:</u>	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares		<u>.</u>		
Non-compliant detectable warning surface (DWS)	i	<u>.</u>		<u></u>
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	<u>:</u>	<u>:</u> ,		<u> </u>
I ransition onto roadway is greater than 0.25"	<u> </u>	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 4A

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	Quantity	: CY	\$ 25.00 : \$	
	<u>;</u>	<u> </u>		
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 3	-
WSDOT 0100-27: Removing Cement Conc. Sidewalk	21	SY	\$ 25.00	
WSDOT 0187-41 Removing Paint Line	0	LF	\$ 2.00 [ \$	-
WSDOT 6856-2119 Painted Crosswalk Line	52	; SF	\$ 4.50	
Repave Roadway	1	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	1	LS	\$ 2,000.00	\$ 2,000.00
Basis for Cost Projection	·		Subtotal: \$	
✓ No Design Completed			Engineering: (% +/-) 15% \$	2,503.29
Preliminary Design			Contingency: (% +/-) 20% \$	
☐ Final Design			Estimated Project Cost: \$	22,400.00

## Project Location



Intersection Issues		Cros	swalk		Possible Solutions	
intersection issues	N	E	S	W	Fossible Solutions	
Path of travel pavement condition	N/A	N/A	N/A	Poor		
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	Х	Repave roadway and install crosswalk pavement markings	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	;	Remove and replace crosswalk pavement markings	
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' v 4' clear space at base of curb ramp	÷			
Curbed side is not 90° or has traversable adjacent surface	<del></del>	Х		
Flare cross slope is greater than 10%	÷			
Curb ramp running slope is greater than 8.3%	7	X		
Blended transition running slope is greater than 5%	Ĭ			
Cut-thru ramp running slope is greater than 5%	<u>:</u>	<u>:</u>		
Curb ramp cross slope is greater than 2%	<u> </u>	<u>.</u>		
Cut-thru ramp cross slope is greater than 2% Cut-thru ramp cross slope is greater than 2%	<u>.</u>	ļ		
Curb ramp widin is less than 46	<u></u>	<u>;</u> ;		Remove and replace curb ramp / corner sidewalk
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares	<del>.</del>	ļ		
Turning space does not exist and is needed Turning space length is less than 4' (or 5' when constrained)	÷	į		
Turning space width is less than 4' (or 5' when constrained)	÷	ļ		
T :				
Turning space running slope is greater than 2% Turning space cross slope greater than 2%	· · · · · ·	Y		
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"	Ξ	X		Fix transition to roadway
Counter slope of the gutter or street at the foot of the curb ramp is	:	Х		Fix curb ramp counter slope
greater than 5%	<u>:</u>	^		i ix cuib fairip counter slope
Ponding occurs at base of curb ramp	:	: ""		



Ramp 1A



Ramp 4A

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	Overstitus	Un	:4	Unit Price	Item Cost
	Quantity	Un	II.		item Cost
WSDOT 0300-61: Roadway Excavation	: 0	C)	′ : \$	25.00 : \$	-
WSDOT 6701-2033 Cement Conc. Traffic Curb	0	LF	\$	75.00 \$	
WSDOT 7055-2312 Cement Conc. Sidewalk	: 0	: S\	′ : \$	85.00 : \$	-
WSDOT 7058-2315 Curb Ramps (Corner)	2	E/	١ \$	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	S\	/ \$	25.00 \$	525.00
WSDOT 0187-41 Removing Paint Line	0	LF	\$	2.00 : \$	-
WSDOT 6856-2119 Painted Crosswalk Line	52	: SI	: \$	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				Subtotal: \$	9,559.00
✓ No Design Completed			Engineering		1,474.71
□ Preliminary Design			Contingency		1,966.29
☐ Final Design			Esti	nated Project Cost: \$	13,000.00

## Project Location



		Cros	swalk			
Intersection Issues	N	E	S	W	Possible Solutions	
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	;	Pamaya and raplace arecayally navement markings	
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	1/4	4/		
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	Ī	Χ		
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% Cut-thru ramp cross slope is greater than 2%	7	/		
Curb ramp widin is less than 40	Ĵ			Remove and replace curb ramp / corner sidewalk
Cut-thru ramp width is less than 60"	Ĭ			
Permanent obstruction (>0.25") in curb ramp/landing/flares	<u> </u>			
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%	Х			
Turning space cross slope greater than 2%	X	Χ		
Temporary obstruction (>0.25") in curb ramp/landing/flares	Ţ			
Non-compliant detectable warning surface (DWS)	j			
No detectable warning surface (DWS) Transition onto roadway is greater than 0.25"	÷	<sub>v</sub>		Fix transition to roadway
Counter slope of the gutter or street at the foot of the curb ramp is	÷	^		i ix transition to roadway
greater than 5%	; ;	1		
Ponding occurs at base of curb ramp				







Ramp 4A

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. I	Item Description	Quantity	Un	it	Unit Price	Item Cost
WSDOT 0300-61 :F	Roadway Excavation	0	CY	′ : \$	25.00 : \$	-
	Cement Conc. Traffic Curb	0	LF	\$	75.00 \$	-
	Cement Conc. Sidewalk	0	S	′	85.00 : \$	-
	Curb Ramps (Corner)	2	E/	. \$	3,400.00 \$	6,800.00
	Retrofit Det Warn Surf (Cast In Place)	0	SF	: \$	45.00 \$	-
WSDOT 0100-27 F	Removing Cement Conc. Sidewalk	21	S۱	′	25.00 \$	525.00
WSDOT 0187-41   F	Removing Paint Line	0	LF.		2.00   \$	-
	Painted Crosswalk Line	52	SF	: \$	4.50 \$	
	Repave Roadway	1	LS	\$	5,000.00 \$	
F	Fix Ponding	1	LS	\$	2,000.00 \$	2,000.00
F	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 Project	ction				Subtotal: \$	14,559.00
	✓ No Design Completed			Engineering		2,203.29
Į.	□ Preliminary Design			Contingend		2,937.71
	☐ Final Design			Esti	mated Project Cost: \$	19,700.00

## Project Location



Intersection Issues		Cros	swalk		Possible Solutions		
intersection issues	N	E	S	W	Fussible Solutions		
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	N/A	N/A	N/A	N/A			
approaches	14// (				:		
Path of travel cross slope is greater than 5% for free-flow	N/A	N/A	N/A				
approaches				<u>;</u>	:		
Crosswalk width is less than 6'	N/A	N/A	N/A	<u>;                                    </u>	Remove and replace crosswalk pavement markings		
Crosswalk striping condition	N/A	N/A	N/A	Worn	Remove and replace crosswark 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	7	:		!
Curbed side is not 90° or has traversable adjacent surface				:
Flare cross slope is greater than 10%	:	Χ		
Flare cross slope is greater than 10% Curb ramp running slope is greater than 8.3% Blooded transition surplies along its greater than 56%	Χ	X		
Cut-thru ramp running slope is greater than 5%	<u>:</u>	<u>:</u>		
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% Cut-thru ramp cross slope is greater than 2%	X	X		
Cut-thru ramp cross slope is greater than 2%	<u></u>	; ;	-	
Curb ramp width is less than 48" Cut-thru ramp width is less than 60" Permanent obstruction (s0 25") in curb ramp/landing/flares	<u> </u>	<u>:</u>		Remove and replace curb ramp / corner sidewalk
Cut-thru ramp width is less than 60"	<u>:</u>	<u>:</u>		•
	<u>.</u>	X		
Turning space does not exist and is needed		<u>.</u>		
Turning space does not exist and is needed Turning space length is less than 4' (or 5' when constrained)	<u></u>	<u>;                                    </u>	<u>.</u> j	<u> </u>
I urning 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	<u>.</u>	:		
Turning space cross slope greater than 2%	X	X_		
l emporary obstruction (>0.25°) in curb ramp/landing/flares				ļ
Non-compliant detectable warning surface (DWS)	<u></u>	ļ		
No detectable warning surface (DWS)	<del>-</del>	<del>:</del>		
Transition onto roadway is greater than 0.25"  Counter slope of the gutter or street at the foot of the curb ramp is	÷	÷		<u>}</u>
		:		
greater than 5% Ponding occurs at base of curb ramp	X	<del></del>		Fix ponding







Ramp 4A

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

GPS ID	Project Name	Cost Projection	Priority
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
	TOTAL	\$ 8,700	

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

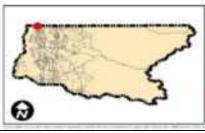
Client: Program: KHA No.: King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Date: 9/12/23

Route: Project Name: City: GPS ID: 161070 Transit Stop at Aurora Village TC Park and Ride King County

Item No.	Item Description	Quantity	Unit	U	nit 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 \$	-
					\$	-
					\$	-
asis for Cost Proje	ection				Subtotal: \$	870.00
•	✓ No Design Completed		End	ineering: (% -	·/-) 15% \$	141.43
	☐ Preliminary Design			tingency: (% -		188.57
	☐ Final Design				Project Cost: \$	1,200.00

	Subtotal:	\$ 870.00
Engineering: (% +/-)	15%	\$ 141.43
Contingency: (% +/-)	20%	\$ 188.57
Estimated Proj	ect Cost:	\$ 1,200.00









Field Observations		
Decading Area Income	Issue Exists	Possible Solutions
Boarding Area Issues Boarding area does not exist	ISSUE EXISIS	Possible Solutions
Boarding area does not exist Boarding area length is less than 96"	<u> </u>	
	<u> </u>	
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		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area		
Temporary obstruction (>0.25") in boarding area	ļ	
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network	<u> </u>	
	town Friday	Describbs Octobers
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"	<u> </u>	
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"		
		B "11 0 1 d
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%	<u> </u>	
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"	<u> </u>	
	Issue Exists	Possible Solutions
Transit Stop Amenity Issues  No transit stop signage	ISSUE EXISTS X	
	,	Install transit stop signage
Transit stop signage is non-compliant No clear space adjacent to stand-alone bench	<u> </u>	
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	
Shelter clear space length is less than 48" Shelter clear space width is less than 30"	Α	Domain and analogo alogo and
Shelter clear space width is less than 30" Shelter clear space running slope is greater than 2%	X	Remove and replace clear space
ii Sheker clear space running siode is greater than 2%		
Shelter opening clear width is less than 32"	ļ	





Boarding/Alighting Area

Adjacent Sidewalk Network





Shelter/Clear Space

Transit Stop Signage

16107 Additional Shelter

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 161070 Transit Stop at Aurora Village TC Park and Ride

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

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

Route: Project Name: City: 101 Transit Stop at Aurora Village TC Park and Ride King County GPS ID: 173109

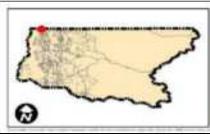
Item No.	Item Description	Quantity	Unit	l	Jnit Price	Item Cost
WSDOT 7055-231	Cement Conc. Sidewalk	0	SY	\$	85.00 \$	-
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$	25.00 \$	-
	Relocate Fire Hydrant	0	LS	\$	2,000.00 \$	-
	Adjust Utility Elevation	0	LS	\$	1,000.00 \$	-
	Remove Obstruction	0	LS	\$	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 \$	210.0
	Fix Transit Shelter Opening	0	EA	\$	1,000.00 \$	-
					\$	-
					\$	-
acic for Cost Pro	inction				Subtotal: ¢	210.0

sis for Cost Projection

No Design Completed
Preliminary Design
Final Design

	Subtotal:	\$	210.00
Engineering: (% +/-)	15%	\$	38.57
Contingency: (% +/-)	20%	\$	51.43
Estimated Pro	Estimated Project Cost:		300.00









Possible Solutions
Possible Solutions
Possible Solutions
Possible Solutions
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Possible Solutions
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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 173109 Transit Stop at Aurora Village TC Park and Ride

Kimley-Horn and A Project Description	Associates, Inc. n for Transit Stops					Priority: 4
Oi:	Visco County Mater Transportation Assessment					D-1 0/10/00
Client:	King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan					Date: 9/12/23
Program:						
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
	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 Proje	ection				Subtotal:	\$ 210.00
•	☑ No Design Completed			Engineering:	(% +/-) 15%	\$ 38.57
	☐ Preliminary Design			Contingency:		\$ 51.43
	☐ Final Design				ted Project Cost:	

Project Location







 OL	ations

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:

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 10105 Transit Stop at Aurora Village TC Park and Ride

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

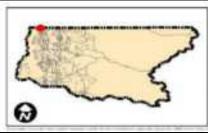
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

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 7055-231	2 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 Pro					Subtotal:	\$ 210.00
	✓ No Design Completed			Engineering:	% +/-) 15%	\$ 38.57
	□ Preliminary Design			Contingency:		
	☐ Final Design			Estima	ed Project Cost:	\$ 300.00

\$ 210.00
\$ 38.57
\$ 51.43
\$ 300.00
\$









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		
Boarding area is missing a connection to the street of sidewark network	i	<u>.                                    </u>
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		
Ponding present in the transit stop sidewalk Permanent obstruction (>0.25") in 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		
Ponding present in the transit stop sidewalk Permanent obstruction (>0.25") in transit stop sidewalk		
Ponding present in the transit stop sidewalk Permanent obstruction (>0.25") in transit stop sidewalk Tremporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"	Inquire Exists	Pensible Schulene
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
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 No transit stop signage		
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 No transit stop signage Transit stop signage is non-compliant	Issue Exists	Possible Solutions  Remove and replace transit stop signage
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 No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench		
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 No 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"		
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 No transit stop signage 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"		
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 No 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 width is less than 30" Stand-alone bench clear space running slope is greater than 2%		
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 No 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		
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 No 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 width is less than 30" Stand-alone bench clear space running slope is greater than 2%		
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 No 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 length is less than 30° Stand-alone bench clear space with is less than 30° Stand-alone bench clear space with is less than 20° Stand-alone space under shelter No clear space under shelter Shelter clear space is non-compliant No clear space under shelter		





Boarding/Alighting Area

Adjacent Sidewalk Network





Shelter/Clear Space

Transit Stop Signage

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

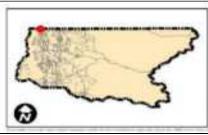
Kimley-Horn and A	ssociates, Inc.				Priority: 4	4
Project Description	n for Transit Stops					
Client:	King County Metro Transportation Agency				Date: 9	9/12/23
Program:	ADA Self-Evaluation and Transition Plan					
KHA No.:	061334100					
Route:	346				GPS ID: 1	16101
Project Name:	Transit Stop at 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	\$	-
	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	\$ 1,000.00	\$	-
	Fix Connection Transition	0	LS	\$ 2,000.00	\$	-
	Aluminum Signs (Ty A)	6	SF	\$ 35.00	5	210.00
	Eiv Transit Chalter Opening		ΕΛ	1 000 00		

- Basis for Cost Projection

  No Design Completed
  Preliminary Design
  Final Design

		φ	-
	Subtotal:	\$	210.00
Engineering: (% +/-)	15%	\$	38.57
Contingency: (% +/-)	20%	\$	51.43
Estimated Pro	ject Cost:	\$	300.00









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*		
Speiter 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 16101 Transit Stop at Aurora Village TC Park and Ride

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

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

Route:	301	GPS ID: 16102
Project Name:	Transit Stop at Aurora Village TC Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
NSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00 \$	170.00
	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 \$	-
	•			\$	-
				\$	-
asis for Cost Proi	ection		-	 Subtotal: \$	430.00

ection

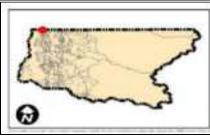
✓ No Design Completed

→ Preliminary Design

→ Final Design

		Ψ	
	Subtotal:	\$	430.00
Engineering: (% +/-)	15%	\$	72.86
Contingency: (% +/-)	20%	\$	97.14
Estimated Pro	ject Cost:	\$	600.00









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%	<u> </u>	
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"	IOGUC EXISTS	1 ossible solutions
Sidewalk network cross slope is greater than 2%	<u> </u>	
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	<del> </del>	
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"	<u> </u>	
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant No clear space adjacent to stand-alone bench	X	Remove and replace transit stop signage
Stand-alone bench clear space length is less than 48"	ļ	
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	<del> </del>	
Shelter clear space length is less than 48"	ł	
Shelter clear space width is less than 30"	-	Remove and replace clear space
Shelter clear space within slope is greater than 2%	X	Tromoto and ropidoo olodi opdoo
Shelter opening clear width is less than 32"	<u> </u>	
Charles opening diede man ie 1000 tran 02	<u> </u>	!





Boarding/Alighting Area

Adjacent Sidewalk Network





Shelter/Clear Space

Transit Stop Signage

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

	and Associates, Inc. ription for Transit Stops	Priority: 4
Client:	King County Metro Transportation Agency	Date: 9/12/23

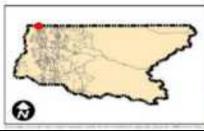
ADA Self-Evaluation and Transition Plan 061334100 Program: KHA No.:

Route:	302; 303	GPS ID: 16103
Project Name:	Transit Stop at Aurora Village TC Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit	Ur	nit 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 Proj	ection				Subtotal: \$	210.00
	☑ No Design Completed		Ei	ngineering: (% +	/-) 15% \$	38.57
	□ Preliminary Design			ontingency: (% +		51.43
	☐ Final Design			Estimated I	Project Cost: \$	300.00

		\$ -
	Subtotal:	\$ 210.00
Engineering: (% +/-)	15%	\$ 38.57
Contingency: (% +/-)	20%	\$ 51.43
Estimated Pro	ject Cost:	\$ 300.00









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		
	Laura Foliai	Describis Octobers
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"		
	Innua Fulata	Possible Solutions
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"		
Transition at connection to sidewark network is greater than 0.25		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
	ISSUE EXISTS	FOSSIBLE SOLUTIONS
No transit stop signage		
No transit stop signage Transit stop signage is non-compliant	X X	Remove and replace transit stop signage
No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench		
No 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*		
No 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"		
No 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 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		
No 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 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 width is less than 30° Stand-alone bench clear space unning slope is greater than 2% No clear space under shelter Shelter clear space length is less than 48°		







Boarding/Alighting Area

Adjacent Sidewalk Network





Shelter/Clear Space

Transit Stop Signage

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

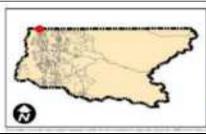
Route:		GPS ID: 16104
Project Name:	Transit Stop at Aurora Village TC Park and Ride	
Citv:	King County	

Item No.	Item Description	Quantity	Unit	Ur	nit 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 Proj	ection				Subtotal: \$	210.00
	☑ No Design Completed		Ei	ngineering: (% +	/-) 15% \$	38.57
	□ Preliminary Design			ontingency: (% +		51.43
	☐ Final Design			Estimated I	Project Cost: \$	300.00

	l Design

Sub	ototal: \$	210.00
Engineering: (% +/-)	15% \$	38.57
Contingency: (% +/-)	20% \$	51.43
Estimated Project	Cost: \$	300.00









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

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 16104 Transit Stop at Aurora Village TC Park and Ride

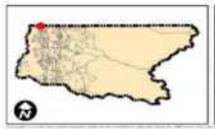
Kimley-Horn and Associates, Inc. Project Description for Transit Stops		
Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	331; 342	GPS ID: 16106
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	

$\checkmark$	No Design Completed	Engineering: (% +/-)	15%	\$ 38.57
	Preliminary Design	Contingency: (% +/-)	20%	\$ 51.43
	Final Design	Estimated Proje	ct 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"	ISSUE EXISTS	. Sociolo Odiditorio
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"		
		B "1 0 1 "
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"		
Transition at connection to sidewalk network is greater than 0.25"		
Transit Stop Amenity Issues	Issue Exists	Possible Solutions
Transit Stop Amenity Issues No transit stop signage	Issue Exists	Possible Solutions
Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant	Issue Exists	Possible Solutions  Remove and replace transit stop signage
Transit Stop Amenity Issues No transit stop signage		
Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alione bench Stand-allone bench clear space length is less than 48"		
Transit Stop Amenity Issues  No 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"		
Transit Stop Amenity Issues No 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"		
Transit Stop Amenity Issues  No 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 width is less than 20" No clear space under shelter		
Transit Stop Amenity Issues  No 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 No clear space length is less than 48"		
Transit Stop Amenity Issues  No 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 width is less than 20" No clear space under shelter		
Transit Stop Amenity Issues  No 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 No clear space length is less than 48"		





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 16106 Transit Stop at Aurora Village TC Park and Ride

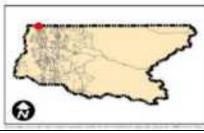
	Kimley-Horn and Associates, Inc. Project Description for Transit Stops		
Client:	King County Metro Transportation Agency	Date: 9/12/23	
Program:	ADA Self-Evaluation and Transition Plan		
KHA No.:	061334100		

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 7055-231	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 \$	-
					\$	-
					\$	<u> </u>
Basis for Cost Pro					Subtotal: \$	210.00
	☑ No Design Completed			Engineering: (	% +/-) 15% \$	38.57
	□ Preliminary Design			Contingency: (	% +/-) 20% \$	51.43
	☐ Final Design			Estimat	ed Project Cost: \$	300.00

Ψ	-
\$	210.00
\$	38.57
\$	51.43
\$	300.00
	\$ \$ \$ <b>\$</b>









## 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

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

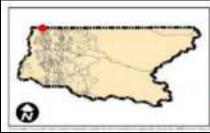
Kimley-Horn and Associates, Inc. Project Description for Transit Stops Priority: 4

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

Route: Project Name: City: GPS ID: 16111 Transit Stop at Aurora Village TC Park and Ride King County

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231:	2 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 Proj					Subtotal: \$	870.00
	☑ No Design Completed		Engi	neering: (%	+/-) 15% \$	141.43
	□ Preliminary Design		Conti	ngency: (%	+/-) 20% \$	188.57
	☐ Final Design			Estimated	Project Cost: \$	1,200.00









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		Tremove 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		
		B 211 0 1 2
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	Χ	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"		Demonstrated transfers also are a
	· · · · · · · · · · · · · · · · · · ·	Remove and replace clear space
Shelter clear space running slope is greater than 2% Shelter opening clear width is less than 32"	Χ	
Sheiter opening clear wigth is less than 32"		1





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 16111 Transit Stop at Aurora Village TC Park and Ride

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

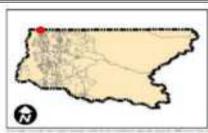
Client: Program: KHA No.: King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Date: 9/12/23

Route: Project Name: City: 302; 331; 342 Transit Stop at Aurora Village TC Park and Ride King County GPS ID: 16112

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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 Pro	pjection				Subtotal: \$	210.00
	☑ No Design Completed			Engineering: (9	6 +/-) 15% \$	38.57
	□ Preliminary Design			Contingency: (9	6 +/-) 20% \$	51.43
	☐ Final Design			Estimate	d Project Cost: \$	300.00

	;	Ψ	
	Subtotal:	\$	210.00
Engineering: (% +/-)	15%	\$	38.57
Contingency: (% +/-)	20%	\$	51.43
Estimated Pro	ect 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 16112 Transit Stop at Aurora Village TC Park and Ride

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

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

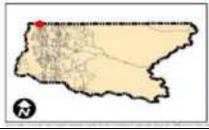
Route: Project Name: City: Swift blue line Transit Stop at Aurora Village TC Park and Ride King County GPS ID: 16149

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

No Design Completed
Preliminary Design
Final Design 2,210.00 338.57 451.43 **3,000.00** | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal | Subtotal

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	<u> </u>	
Additional Oldswell Newschile	Issue Exists	Possible Solutions
Adjacent Sidewalk Network Issues Sidewalk network width is less than 48"	ISSUE EXISTS	Possible Solutions
	<u> </u>	
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"		
Transition at connection to boarding area is greater than 0.25	<u> </u>	
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
	ISSUE LAISIS	i ossible 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	<u> </u>	
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"		
Transition at connection to sidewalk network is greater than 0.25"	Issue Exists	Possible Solutions
Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues	Issue Exists	Possible Solutions
Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage		
Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues	Issue Exists	Possible Solutions  Remove and replace transit stop signage
Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant		
Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench		
Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues  No 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%		
Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues  No 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		
Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage Transit stop signage 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 width is less than 30" Stand-alone bench clear space width is less than 20" No clear space under shelter Shelter clear space length is less than 48"		
Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues  No transit stop signage 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" Shelter clear space length is less than 48"		
Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage Transit stop signage 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 width is less than 30" Stand-alone bench clear space width is less than 20" No clear space under shelter Shelter clear space length is less than 48"		





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

Project Name	Со	st Projection
Accessible Parking at Aurora Village TC Park and Ride	\$	68,300
TOTAL	\$	68,300

## Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

Client: King County Date: 12/14/23 Parking Accessibility Study 061334100

Program: KHA No.:

## 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	EΑ	7	\$	250.00 \$	1,750.00
	Accessible Parking Sign	EΑ	3	\$	900.00 \$	2,700.00
	Repave Parking Space Or Access Aisle	EA	9	\$	5,000.00 \$	45,000.00
Basis for Cost Project	ction				Subtotal: \$	50,521.00
	☑ No Design Completed		Eng	ineerir	ng: (% +/-) 15% \$	7,619.57
	□ Preliminary Design		Cont	ingen	cy: (% +/-) 20% \$	10,159.43
	☐ Final Design		Est	imate	ed Project Cost: \$	68,300.00

## **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							g Space ID Possible Solutions
r arming Opado 100do		P2	. P3	P4	P5	P5 P6	P7	77
Parking space not marked as accessible		Х	Х					
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"	Х							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	х							Install access aisle hatch pavement markings
Access aisle overlaps the vehicular way								M.
Access aisle does not adjoin an accessible route								
Constrained width where the access aisle adjoins the accessible oute is less than 48"								
Access aisle has change in level > 0.25"	х							
Access aisle has horizontal openings > 0.5"								Repave and restripe access aisle or
Access aisle running slope is > 2%					İ			relocate access aisle
Access aisle cross slope is > 2%	Х							
Parking space has change in level > 0.25"	Х			Х				
Parking space horizontal openings > 0.5"				Х				
Parking space running slope is > 2%		Х	Х	Х	Х	Х	Х	Repave and restripe accessible parking space or relocate accessible parking spa
Parking space cross slope is > 2%				Х				
Parking space vertical clearance is < 98"	<b>.</b>		<u> </u>					
Parking space identification sign is missing or incorrect	Х	Х	Х					Install accessible parking sign









Parking Space ID

Parking Space ID

Parking Space ID

Parking Space ID







Parking Space ID

Parking Space ID

Parking Space ID

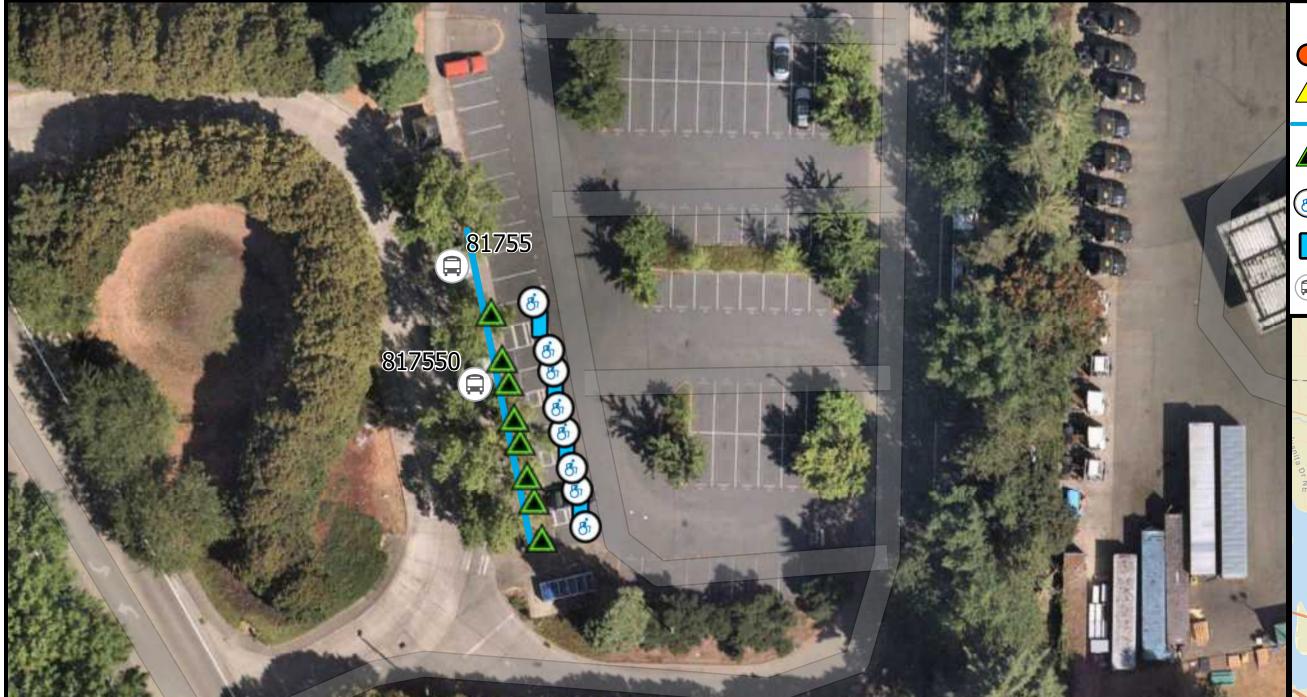
Opinion of Probable Construction Cost Disclaimer:

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End of Project Description

# Bear Creek Park and Ride Facility Overview and Cost Summary



Facility Quantity Summary of Evaluated Elements							
	Feet						
Path of Travel	111						
	Quantity						
Intersections with Curb Ramps	0						
Ramps	0						
Transit Stops 2							
Accessible Parking Spaces	8						

Facility Estimated Cost of Improvements	,
Path of Travel	\$26,000.00
Intersections with Curb Ramps	\$0.00
Ramps	\$0.00
Transit Stops	\$5,100.00
Accessible Parking Spaces	\$78,400.00
<b>Total Estimated Cost of Improvements</b>	\$109,500.00



# Legend



△ Curb Ramp ★ Ramp

Accessible
Parking Sign

Accessible Parking

Access Aisle

Transit Stop and ID



ACCESSOLOGY

# King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan Sidewalk Cost Projection Summary 9/13/2023

Corridor ID	Project Name		st 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	Uı	nit Price	(15	Engineering %) and ency (20%)
WSDOT 1945 - 2421 Pedestrian Handra	il	0	LF	\$	200.00	\$	-
WSDOT 7055-2312 Cement Conc. Side	ewalk	175	SY	\$	85.00	\$	20,065.69
WSDOT 7059-2314 Cement Conc. Driv	eway Entrance Type	0	SY SY	\$	115.00 15.00	\$	-
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 LS	\$	45.00	\$	-
Concrete Railroad	Panel	0		\$	36,000.00	\$	-
WSDOT 7060-2313 Driveways (Asphal	t Conc Pav)	0	SY	\$	85.00	\$	-
Welded Steel Grat	е	0	ΕΛ	\$	1,300.00	\$	-
Relocate Fire Hydr	ant	Λ .	LS	\$	2,000.00	\$	-
Adjust Utility Eleva	tion	0	LS	\$	1,000.00	\$	-
Remove Obstruction	on	0	LS	\$	1,000.00	\$	-
Remove Temporai	y 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. Side	ewalk	0	SY	\$	65.00	\$	-
Basis for Cost Projection					Subtotal:	\$	25,967.37
✓ Mo Design Cor	npleted		Es	stimated F	Project Cost:	\$	26,000.00
☐ Preliminary De	sign		Ei	ngineering: (%	+/-) 15%	\$	2,885.26
	•			5 5 1	,		,

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3.847.02

Contingency: (% +/-)

20% \$

## Sidewalk Summary

☐ Final Design

Priority	Length (LF)*	Cost
High	110	\$ 25,967.37
Medium	0	\$ -
Low	0	\$ -
Compliant	0	
Not Prioritized	0	
Subtotal	110	\$ 25,967.37
Sidewalk Total	110	\$ 26,000.00

<sup>\*</sup> Totals rounded for simplification

## Corridor Summary

Facility		Cost
Sidewalk Total	\$	26,000.00
Unsignalized Intersection Total	\$	-
Corridor Total	\$	26,000.00

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	/1	3	12	O	23	

GPS ID	Project Name	Cost Projection	Priority
81755	Transit Stop at Bear Creek Park and Ride	\$ 3,900	1
817550	Transit Stop at Bear Creek Park and Ride	\$ 1,200	4
	TOTAL	\$ 5,100	

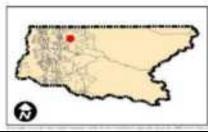
Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

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

Route: Project Name: City: 216; 250; 268; 269; 545 Transit Stop at Bear Creek Park and Ride King County GPS ID: 81755

Item No.	Item Description	Quantity	Unit	l	Init Price	Item Cost
WSDOT 7055-231	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 Pro	jection				Subtotal: \$	2,870.00
	✓ No Design Completed		Engi	neering: (%	+/-) 15% \$	441.43
	□ Preliminary Design		Conti	ngency: (%	+/-) 20% \$	588.57
	☐ Final Design			Estimated	Project Cost: \$	3,900.00









Field Observations		
		B #1 0 1 #
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	Χ	Telliove 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"	Χ	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	Χ	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"		Remove and replace clear space
Shelter clear space running slope is greater than 2% Shelter opening clear width is less than 32"	X	
Shelfer 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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End of Project Description for Project 81755 Transit Stop at Bear Creek Park and Ride

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

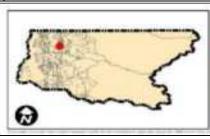
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

Route:	249; 250; 255; 544	GPS ID: 755551
Project Name:	Transit Stop at South Kirkland Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	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 Pro	jection				Subtotal:	\$ 760.00
	✓ No Design Completed			Engineering: (	% +/-) 15%	\$ 145.71
	□ Preliminary Design			Contingency: (	% +/-) 20%	\$ 194.29
	☐ Final Design			Estimat	ed Project Cost:	\$ 1,100.00

Contingency: (% +/-) 20% \$ 194.29		Subtotal:	\$ 760.00
	Engineering: (% +/-)	15%	\$ 145.71
Estimated Project Cost: \$ 1 100 00	Contingency: (% +/-)	20%	\$
	Estimated Pro	ect Cost:	\$ 1,100.00









## Field Observations

i leid 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		Tremove 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		
	Innua Faltara	Provide October
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"		
	<del> </del>	
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

# King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan Accessible Parking Cost Projection Summary

Project Name	Co	st Projection
Accessible Parking at Bear Creek Park and Ride	\$	78,400
TOTAL	. \$	78,400

## Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

King County Client: Date: 12/14/23 Parking Accessibility Study 061334100

Program: KHA No.:

### 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 Proje	ction				Subtotal: \$	58,064.00
	✓ No Design Completed		Eng	ineeri	ng: (% +/-) 15% \$	8,715.43
	☐ Preliminary Design		Cont	tinger	ncy: (% +/-) 20% \$	11,620.57
	☐ Final Design		Est	timat	ed Project Cost: \$	78,400.00

## **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					- 1	Park	ing	Space
i aining Space issue	P1	P2	P3	P4	P5	P6	P7	P8
Parking space not marked as accessible		Х	х	Х	Х	Х		
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"			ļ					
Access aisle does not extend the full length of the parking space is serves	t							
Access aisle is not marked to discourage parking in the aisle	Х		Х		Х	<u> </u>		
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"			3					
Access aisle has change in level > 0.25"	Х				Х			
Access aisle has horizontal openings > 0.5"	Х		х		х			
Access aisle running slope is > 2%	х		х		Х		Х	
Access aisle cross slope is > 2%					Х			
Parking space has change in level > 0.25"								
Parking space horizontal openings > 0.5"			Х			Х		
Parking space running slope is > 2%	Х	Х	Х	Х	Х	Х	Х	
Parking space cross slope is > 2%	Х							
Parking space vertical clearance is < 98"								
Parking space identification sign is missing or incorrect								

## Photographs





2 Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID

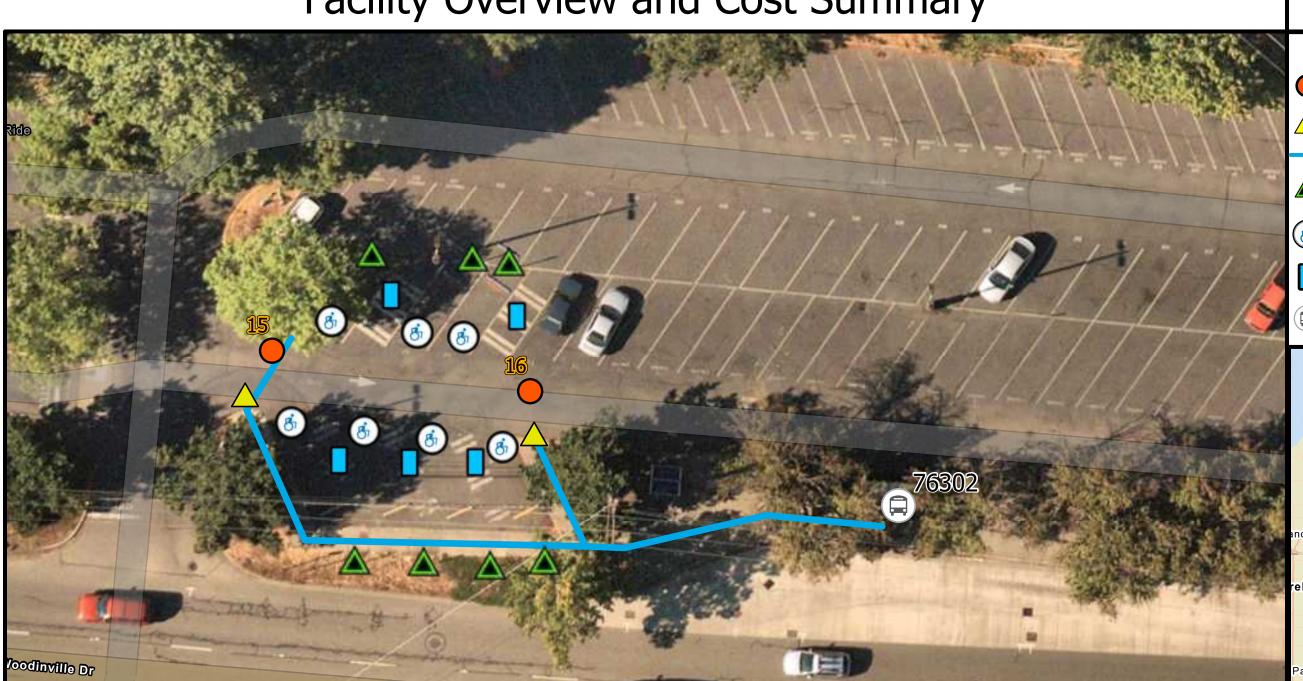
## Opinion of Probable Construction Cost Disclaimer:

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End of Project Description

# Bothell Park and Ride Facility Overview and Cost Summary



Facility Quantity Summary of Evaluated Elements						
	Feet					
Path of Travel	202					
	Quantity					
Intersections with Curb Ramps	2					
Ramps	0					
Transit Stops	1					
Accessible Parking Spaces	7					

Woodinville Dr

Facility Estimated Cost of Improvements	
Path of Travel	\$11,900.00
Intersections with Curb Ramps	\$5,300.00
Ramps	\$0.00
Transit Stops	\$1,100.00
Accessible Parking Spaces	\$57,900.00
Total Estimated Cost of Improvements	\$76,200.00

Woodinville De



# Legend





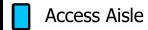


Path of Travel



Accessible Parking Sign





Transit Stop and ID





# King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan Sidewalk Cost Projection Summary 9/13/2023

Corridor ID	Project Name	Co	st 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 Engineerin (15%) and Contingency (20%	
WSDOT 1945 - 242	1.Pedestrian Handrail	0	LF	\$	200.00	\$	-
	Cement Conc. Sidewalk	80	SY SY 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 SF LS	\$	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		FΔ	\$	1,300.00	\$	-
	Relocate Fire Hydrant	0	LS	\$	2,000.00	\$	-
	Adjust Utility Elevation	0	LS	\$	1,000.00	\$	-
	Remove Obstruction		LS	\$	1,000.00	\$	-
	Remove Temporary Obstruction	0	LS	\$	500.00	\$	-
	Railroad Company Flagger Remove Concrete Railroad Panel	0	Day(s)	\$	1,000.00	\$	-
	Remove Concrete Railroad Panel	0	Day(s) LS	\$	2,000.00	\$	-
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$	12.00	\$	-
WSDOT 7060 - 231:	3 Asphalt Conc. Sidewalk	0	SY	\$	65.00	\$	-
Basis for Cost Proje	ection				Subtotal:	\$	11,890.19
•	☑ No Design Completed		E	stimated F	Project Cost:	\$	11,900.00
	☐ Preliminary Design		E	ngineering: (% -	+/-) 15%	\$	1,321.13

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1,761.51

Contingency: (% +/-)

20% \$

## Sidewalk Summary

☐ Final Design

Priority	Length (LF)*	Cost
High	47	\$ 6,049.94
Medium	48	\$ 5,840.26
Low	0	\$ -
Compliant	107	
Not Prioritized	0	
Subtotal	202	\$ 11,890.19
Sidewalk Total	202	\$ 11,900.00

<sup>\*</sup> Totals rounded for simplification

## **Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 11,900.00
Unsignalized Intersection Total	\$ 5,300.00
Corridor Total	\$ 17,200.00

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

GPS ID	Project Name	Cost Projection	Priority
15	Ramps at Bothell Park and Ride	\$ 700	13
16	Ramps at Bothell Park and Ride	\$ 4,600	3
	TOTAL	\$ 5,300	

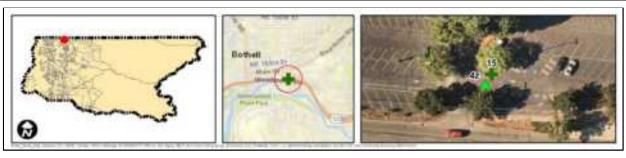
Kimley-Horn and Associates, Inc.	Priority: 13
Project Description for Unsignalized Intersection	

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		tem Cost
WSDOT 0300-61 :Roadway Excavation	0	CY	\$ 2	5.00 \$	-
WSDOT 6701-2033 Cement Conc. Traffic Curb	0	LF	\$ 7	5.00 \$	-
WSDOT 7055-2312 Cement Conc. Sidewalk	0	SY	: \$ 8:	5.00 : \$	-
WSDOT 7058-2315 Curb Ramps (Corner)	0	EA	\$ 3,400	0.00 \$	-
Retrofit Det Warn Surf (Cast In Place)	10	SF	: \$ 4	5.00 : \$	450.00
WSDOT 0100-27: Removing Cement Conc. Sidewalk	0	SY	: \$ 2	5.00 \$	-
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	0.00 \$	-
Fix Ponding	. 0	LS	\$ 2,000	0.00 ; \$	-
Fix Curb Ramp Transition	. 0	LS	\$ 2,000	0.00 : \$	-
Median Nose Modification	0	LS		0.00 \$	-
:Remove Temporary Obstruction	. 0	LS	: \$ 500	0.00 : \$	-
:Fix Curb Ramp Counter Slope	0	LS	\$ 2,000	0.00 ; \$	-
Basis for Cost Projection			Sub	total: \$	450.00
✓ No Design Completed				15% \$	107.14
Preliminary Design				20% \$	142.86
☐ Final Design			Estimated Project C	Cost: \$	700.00

## Project Location



## Field Observations

Intersection Issues	Crosswalk				Possible Solutions
intersection issues	N	E	S	W	Possible Solutions
Path of travel pavement condition					
Path of travel running slope is greater than 5% Path of travel cross slope is greater than 2% for stop control					
approaches	All drive	away nath of tra	avel issues ar	nd nossible solut	ions provided in sidewalk corridor shapefile (TRPEDSWC)
Path of travel cross slope is greater than 5% for free-flow	7 til G1144	oway patir or tit	aver 1550e5 ai	ia possible solut	ions provided in sidewalk comider shapelile (Tri Ebevio)
approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Issues	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%		
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)	Х.	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)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:
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## End of Project Description for Project 15 Ramps at Bothell Park and Ride

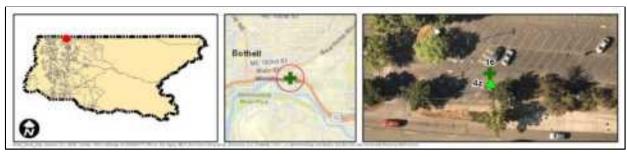
Kimley-Horn and Associates, Inc.	Priority: 3
Project Description for Unsignalized Intersection	-

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	Un	it	Unit Price	Item Cost
WSDOT 0300-0	61 Roadway Excavation	. 0	: C'	/ : \$	25.00 : \$	-
	033 Cement Conc. Traffic Curb	0	LF	\$	75.00 \$	-
	312 Cement Conc. Sidewalk	0	: S\	′ :\$	85.00 : \$	-
WSDOT 7058-23	315 Curb Ramps (Corner)	1	E/	١ \$	3,400.00 \$	3,400.00
	Retrofit Det Warn Surf (Cast In Place)	0	SF	: \$	45.00 : \$	-
WSDOT 0100-2	27 :Removing Cement Conc. Sidewalk	. 0	S\	/ \$	25.00 : \$	-
	41 Removing Paint Line	0	LF	\$	2.00 : \$	-
WSDOT 6856-2	119 Painted Crosswalk Line	. 0	; SI	: \$	4.50 ; \$	-
	Repave Roadway	0	LS	\$ : \$	5,000.00 : \$	-
	Fix Ponding	0	LS	3 ; \$	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	3 : \$	500.00 : \$	-
	Fix Curb Ramp Counter Slope	0	LS	\$ ; \$	2,000.00 ; \$	-
Basis for Cost P	rojection				Subtotal: \$	3,400.00
	✓ No Design Completed			Engineering: (		514.29
	□ Preliminary Design			Contingency: (		685.71
	☐ Final Design			Estima	ted Project Cost: \$	4,600,00

## Project Location



## Field Observations

Interception Income	Crosswalk				Possible Solutions
Intersection Issues	N	E	S	W	Possible Solutions
Path of travel pavement condition					
Path of travel running slope is greater than 5% Path of travel cross slope is greater than 2% for stop control					
approaches	All drive	away nath of tra	aval iccupe an	d nossible solut	ions provided in sidewalk corridor shapefile (TRPEDSWC)
Path of travel cross slope is greater than 5% for free-flow	All ulive	sway patir or tie	aver issues an	ia possible solul	lions provided in sidewalk comdor shapefile (TNI EDSWC)
approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Issues	Point ID	Possible Solutions
Curb ramp does not exist and is needed	Х	Install curb ramp / corner sidewalk; if median improvement, see shapefile
Curb ramp does not land in crosswalk		See Shapelile
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%	<u></u>	
Curb ramp running slope is greater than 8.3%	<del></del>	
Blended transition running slope is greater than 5%	<del></del>	
Cut-thru ramp running slope is greater than 5%		
Curb ramp cross slope is greater than 2%	ļ	
Cut-thru ramp cross slope is greater than 2% Curb ramp width is less than 48"	<del></del>	
Cut-thru ramp width is less than 60"	<del>;</del>	
Permanent obstruction (>0.25") in curb ramp/landing/flares		
Turning space does not exist and is needed	ļ	
Turning space length is less than 4' (or 5' when constrained) Turning space width is less than 4' (or 5' when constrained)	<del></del>	
Turning space running slope is greater than 2%	<del></del>	
Turning space cross slope greater than 2%		
Temporary obstruction (>0.25") in curb ramp/landing/flares	<u></u>	
Non-compliant detectable warning surface (DWS) No detectable warning surface (DWS)	<del></del>	
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		

GPS ID:



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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
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GPS ID	Project Name	Cost Projection	Priority
76302	Transit Stop at Bothell Park and Ride	\$ 1,100	4
	TOTAL	\$ 1,100	

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

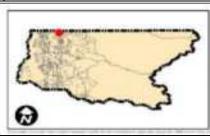
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

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 7055-231	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 \$	-
					\$	=
					\$	760.00
Basis for Cost Pro	Basis for Cost Projection Subtotal:					
	☑ No Design Completed			Engineering: (9	% +/-) 15% \$	145.71
	□ Preliminary Design			Contingency: (9	% +/-) 20% \$	194.29
☐ Final Design Estimated Project Cost:					ed Project Cost: \$	1,100.00

		•	-	
	Subtotal:	\$	760.00	
Engineering: (% +/-)	15%	\$	145.71	
Contingency: (% +/-)	20%	\$	194.29	
Estimated Project Cost:			1,100.00	

Project Location



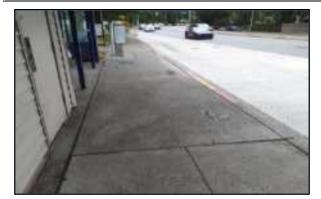




## Field Observations

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	
Boarding area cross slope is greater than adjacent street grade		Remove and replace boarding area
Heaving/Sinking/Cracking present in the boarding area		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"		

Kimley-Horn and Associates, Inc. Photographs Transit Stop at Bothell Park and Ride GPS ID: 76302





Boarding/Alighting Area

Adjacent Sidewalk Network





Shelter/Clear Space

Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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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

Project Name	Cost Projection		
Accessible Parking at Bothell Park and Ride	\$	57,900	
TOTAL	\$	57,900	

### Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

Client: King County Date: 12/14/23
Program: Parking Accessibility Study

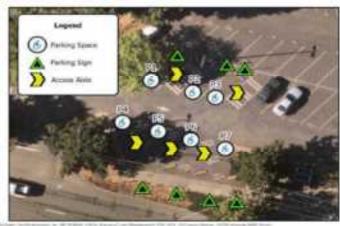
KHA No.: 061334100

### 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 Proje	ction				Subtotal: \$	42,841.00
	☑ No Design Completed		Eng	ineeri	ng: (% +/-) 15% \$	6,453.86
	□ Preliminary Design		Cont	tingen	ncy: (% +/-) 20% \$	8,605.14
	☐ Final Design		Est	timate	ed Project Cost: \$	57,900.00

### **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				F	Park	ing :	g Space ID Possible Solutions
T diffilly Opace loods	P1	P2	P3	P4	P5	P6	P7	77
Parking space not marked as accessible		Х		Х	Х	Х	Х	х
Parking space width is less than 96"				х		Х	Х	X Remove and replace pavement m
Parking space does not have an adjacent access aisle								
Car parking space access aisle width is less than 60"				Х	Х			
Van parking space access aisle width is less than 96"			Х					Remove and replace pavement m
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	х			х	Х	Х		Install access aisle hatch paveme 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"						х		Repave and restripe access aisle
Access aisle running slope is > 2%				Х	Х	Х		relocate access aisle
Access aisle cross slope is > 2%								
Parking space has change in level > 0.25"								
Parking space horizontal openings > 0.5"		х						
Parking space running slope is > 2%				Χ	Х	Х	Х	X Repave and restripe accessible park space or relocate accessible park
Parking space cross slope is > 2%				Х				
Parking space vertical clearance is < 98"					•			
Parking space identification sign is missing or incorrect	]							









Parking Space ID

Parking Space ID

2

Parking Space ID

Parking Space ID







Parking Space ID

Parking Space ID

6

Parking Space ID

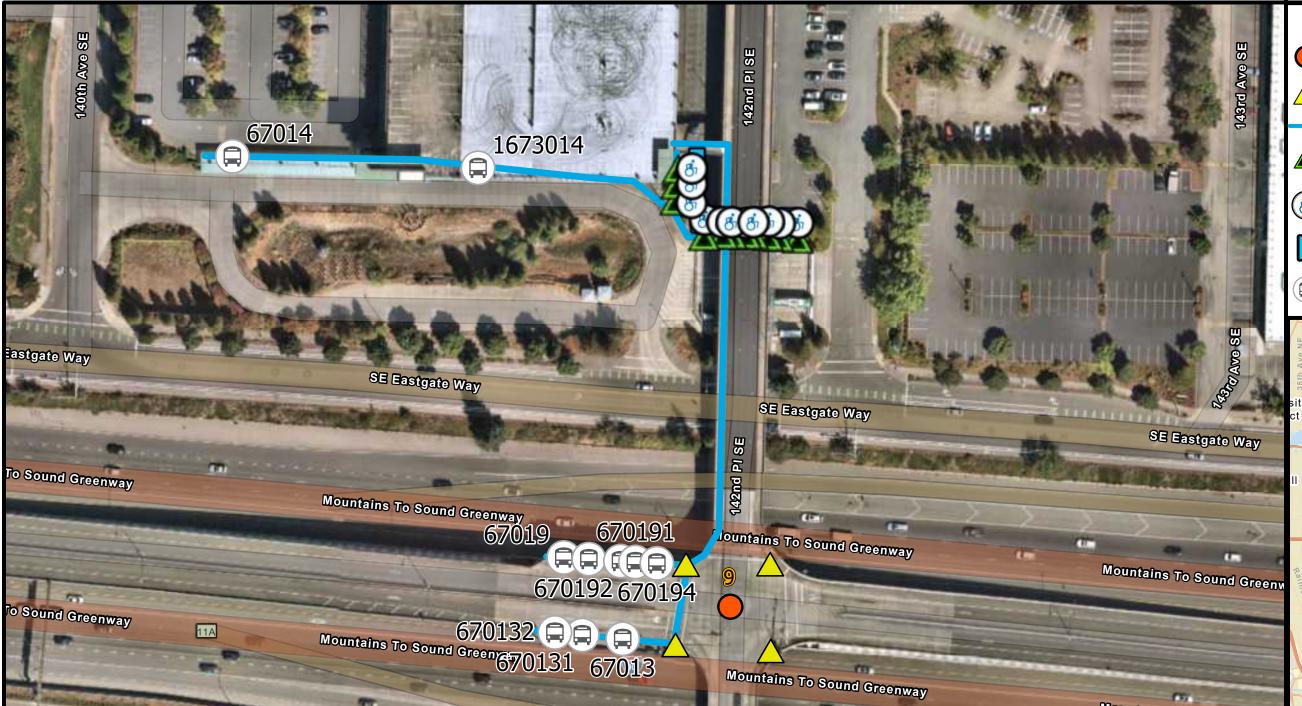
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Project Location Map Sources:
Esri, NearMap, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo,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

End of Project Description

# Eastgate Transit Center Facility Overview and Cost Summary



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>	\$201,800.00				



# Legend

Intersections and ID

Curb Ramp Ramp

Building

Accessible

Path of Travel

Parking Sign

Accessible Parking

Access Aisle

Transit Stop and ID





# 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 - 242 <sup>-</sup>	Pedestrian Handrail	0	LF	\$ 200.00	\$ -
	Cement Conc. Sidewalk	270	SY	\$ 85.00	\$ 30,951.34
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	: 0 :		\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	264	SY SF	\$ 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 :	FΔ	\$ 1,300.00	\$ -
	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,350.00
	- Nemove Obstruction	: 7 :	LO	\$ 1,000.00	\$ 5,400.00
	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
	Railroad Company Flagger Remove Concrete Railroad Panel	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	\$ -
	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -
Basis for Cost Proje	ection			Subtotal:	\$ 46,627.48
·	☑ No Design Completed		6	Estimated Project Cost:	\$ 46,700.00
	☐ Preliminary Design			Engineering: (% +/-) 15%	\$ 5,180.83

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6,907.78

Contingency: (% +/-)

20% \$

### Sidewalk Summary

☐ Final Design

Priority	Length (LF)*	Cost
High	67	\$ 11,717.72
Medium	260	\$ 34,909.76
Low	0	\$ -
Compliant	993	
Not Prioritized	0	
Subtotal	4 220	\$ 46,627.48
Sidewalk Total	1,320	\$ 46,700.00

<sup>\*</sup> Totals rounded for simplification

### **Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 46,700.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 46,700.00

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

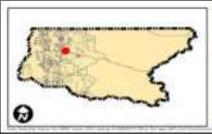
 Corridor:
 Sidewalk at Eastgate Transit Center
 GPS ID: 9

 Project Name:
 Ramps at Eastgate Transit Center

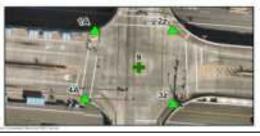
 County:
 King County

Item No. Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 0300-61 Roadway Excavation	0	CY	\$ 25.00	\$ -
/SDOT 6701-2033 Cement Conc. Traffic Curb	0	LF	\$ 75.00	\$ -
/SDOT 7055-2312:Cement Conc. Sidewalk	22	SY	\$ 85.00	\$ 1,870.00
/SDOT 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	\$ -
SDOT 6856-2119 Painted Crosswalk Line	200	SF	\$ 4.50	\$ 900.00
Ped Detect Push Button (Aps)	0	EA	\$ 950.00 \$ 85.00	\$ -
Removal Of Pedestrian Push Buttons	0	EA	\$ 85.00	\$ -
Relocate Pedestrian Push Buttons	2	EA	\$ 300.00	\$ 600.0
Ped Sig Sec (Led) (Countdown)	0	EA	\$ 725.00	\$ -
Pedestrian Push Button Sign	2	EA	\$ 150.00	\$ 300.0
Remove Pedestrian Push Button Sign	2	EA	\$ 50.00	\$ 100.0
Repave Roadway	0	LS	\$ 5,000.00	\$ -
Fix Ponding	0	LS	\$ 2,000.00	\$ -
Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.0
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	\$ -
asis for Cost Projection	·		Subtotal:	\$ 13,620.0
✓ No Design Completed			Engineering: (% +/-) 15%	\$ 2,048.5
☐ Preliminary Design			Contingency: (% +/-) 20%	
☐ Final Design			Estimated Project Cost:	

### Project Location







Internation Income		Cros	swalk	Possible Solutions	
Intersection Issues	N	E	S	W	Possible Solutions
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 6'	N/A	N/A	N/A		Remove and replace crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	N/A	Worn	Remove and replace crosswalk pavement markings

Crosswaik striping condition	: 19/1 :	11/4 : 11/4 :	vvoiii ;
Issues	1A 2z 3z 4A	PointID	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	XXXX		
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"			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%	X		
Turning space cross slope greater than 2%	Χ		
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"			Remove and replace clear space
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			

Kimley-Horn and Associates, Inc. Photographs Ramps at Eastgate Transit Center
GPS ID: 9







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	/1	3	12	O	23	

GPS ID	Project Name	Cost Projection	Priority
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
	TOTAL	\$ 7,500	

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

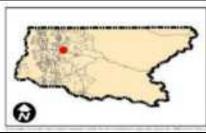
Client: Program: KHA No.: King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Date: 9/12/23

212; 216; 218; 554; 556 Transit Stop at Eastgate Transit Center King County Route: Project Name: City: GPS ID: 670193

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 Proje	ection				Subtotal: \$	870.00
	✓ No Design Completed			Engineering:	(% +/-) 15% \$	141.43
	□ Preliminary Design			Contingency:	(% +/-) 20% \$	188.57
	☐ Final Design			Estima	ted Project Cost: \$	1,200.00

	Subtotal:	\$ 870.00
Engineering: (% +/-)	15%	\$ 141.43
Contingency: (% +/-)	20%	\$ 188.57
Estimated Proje	ect Cost:	\$ 1,200.00









	In the Federal	Describle Oaksilone
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		Nemove 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"		
		1
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space width is less than 30" Stand-alone bench clear space running slope is greater than 2%		
Stand-alone bench clear space running slope is greater than 2% No clear space under shelter		
Stand-alone bench clear space running slope is greater than 2% No clear space under shelter Shelter clear space length is less than 48*		
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°		Remove and replace clear space
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

Transit Stop at Eastgate Transit Center
GPS ID: 670193 Kimley-Horn and Associates, Inc. Photographs





Boarding/Alighting Area

Adjacent Sidewalk Network





Shelter/Clear Space

Transit Stop Signage

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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

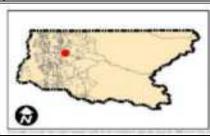
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

212; 216; 218; 554; 556 Transit Stop at Eastgate Transit Center King County Route: Project Name: City: GPS ID: 670194

Item No.	Item Description	Quantity	Unit	l	Init 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 Proje	ction				Subtotal: \$	380.00
	☑ No Design Completed		Engi	neering: (% -	r/-) 15% \$	94.29
	□ Preliminary Design		Conti	ngency: (% -	r/-) 20% \$	125.71
	☐ Final Design			Estimated	Project Cost: \$	600.00

	;	Ψ	
	Subtotal:	\$	380.00
Engineering: (% +/-)	15%	\$	94.29
Contingency: (% +/-)	20%	\$	125.71
Estimated Pro	ject 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		
, and a second s		<del></del>
Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"	.000 =1010	
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"		
Transition at connection to boarding area is greater than 0.25		
	Issue Exists	Possible Solutions
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		
Ponding present in the transit stop sidewalk Permanent obstruction (>0.25") in 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		
Ponding present in the transit stop sidewalk Permanent obstruction (>0.25") in 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"		
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
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 No transit stop signage		
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 No transit stop signage Transit stop signage is non-compliant	Issue Exists X	Possible Solutions  Remove and replace transit stop signage
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 No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench		
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 No transit stop signage 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"		
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 No transit stop signage Transit stop signage Transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench Stand-alone bench clear space width is less than 48" Stand-alone bench clear space width is less than 30"		
Ponding present in the transit stop sidewalk Permanent obstruction (>0.25") in transit stop sidewalk Transit obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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 until stop slope is greater than 2%	X	Remove and replace transit stop signage
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 No transit stop signage 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		
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 No transit stop signage 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 width is less than 20" Stand-alone bench clear space width is less than 20" Stand-alone space under shelter No clear space under shelter Shelter clear space length is less than 48"	X	Remove and replace transit stop signage
Ponding present in the transit stop sidewalk Permanent obstruction (-0.25') in transit stop sidewalk Transit op sidewalk Transition at connection to sidewalk network is greater than 0.25'  Transit Stop Amenity Issues No 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' Shelter clear space length is less than 48' Shelter clear space length is less than 30'	X	Remove and replace transit stop signage
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 No transit stop signage 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 width is less than 30" Stand-alone bench clear space width is less than 50" Stand-alone space length is less than 50" Stand-alone space length is less than 50" Stand-alone space width is less than 50" Stand-alone space length is less than 50" Stand-alone space length is less than 48"	X	Remove and replace transit stop signage

Transit Stop at Eastgate Transit Center
GPS ID: 670194 Kimley-Horn and Associates, Inc. Photographs





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 A Project Descriptio				ı	Priority: 4
Client: Program: KHA No.:	King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100				Date: 9/12/23
Route: Project Name: City:	217; 221; 240; 245; 271 Transit Stop at Eastgate Transit Center King County				GPS ID: 1673014
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 \$	
	Fix Transit Shelter Opening	0	EA	\$ 1,000.00 \$	-
				\$	-

Basis for Cost Projection

No Design Completed
Preliminary Design
Final Design

Project Location

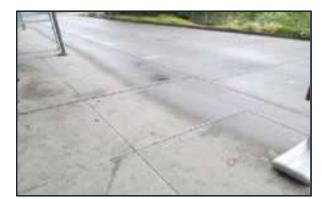


| Subtotal: | S | Engineering: (% +/-) | 15% | \$ | Contingency: (% +/-) | 20% | \$ | Estimated Project Cost: | \$ 430.00 72.86 97.14 **600.00** 

Field Observations		
Field Observations		
Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist	ISSUE EXISTS	1 OSSIDIC OCIULIOTIS
Boarding area length is less than 96"		
Boarding area width is less than 60"		
Boarding area running slope is greater than 2%		mount
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"	X	Description and replace place place and a series of the se
		Remove and replace clear space
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		

Transit Stop at Eastgate Transit Center

GPS ID: 1673014 Kimley-Horn and Associates, Inc. Photographs





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

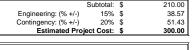
End of Project Description for Project 1673014 Transit Stop at Eastgate Transit Center

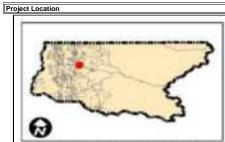
Kimley-Horn a	and Associates, Inc.	Priority: 4
Project Descri	iption for Transit Stops	
Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

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 \$	210.0
	Fix Transit Shelter Opening	0	EA	\$ 1,000.00 \$	-
				9	-
				\$	-
Basis for Cost Proje	ection			Subtotal: \$	210.0
	Ma Danian Completed			 	

- ☑ No Design Completed☑ Preliminary Design









I leid 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"		

Kimley-Horn and Associates, Inc. Photographs Transit Stop at Eastgate Transit Center

GPS ID: 67013





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 67013 Transit Stop at Eastgate Transit Center

Kimley-Horn and A					Prio	ority: 4
Project Descriptio	n for Transit Stops					
Client:	King County Metro Transportation Agency				C	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan					
KHA No.:	061334100					
Route:	212; 217; 226; 240; 241; 245; 246; 271; 555				GPS	S ID: 67014
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 \$	-
•••••••••••••••••••••••••••••••••••••••						············

Item No.	Item Description	Quantity	Unit	Į	Init 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 Proje	ection				Subtotal: \$	210.00

- ection

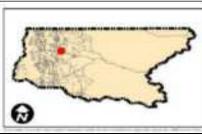
  ✓ No Design Completed

  → Preliminary Design

  → Final Design

Subto	tal: \$	210.00
Engineering: (% +/-) 1	5% \$	38.57
Contingency: (% +/-) 2	0% \$	51.43
Estimated Project Co	st: \$	300.00









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*		
Speiter opening clear width is less than 32"		· ·

Kimley-Horn and Associates, Inc. Photographs Transit stop at Eastgate Transit Center
GPS ID: 67014





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 67014 Transit stop at Eastgate Transit Center

Kimley-Horn	n and Associates, Inc.	Priority: 4		
	Kilmey-norn and Associates, inc. Project Description for Transit Stops			
Client:	King County Metro Transportation Agency	Date: 9/12/23		

King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Program: KHA No.:

Route:	212; 216; 218; 554; 556	GPS ID: 67019
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 Proj	ection			Subtotal: \$	210.00

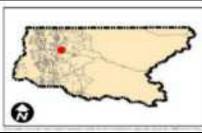
- ection

  No Design Completed
  Preliminary Design

	Final	Design
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		φ	-	
	Subtotal:	\$	210.00	
Engineering: (% +/-)	15%	\$	38.57	
Contingency: (% +/-)	20%	\$	51.43	
Estimated Pro	ject Cost:	\$	300.00	









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		
		B 21 0 1 d
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"		
	Inches Entere	Possible Solutions
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"		
Transition at connection to sidewark network is greater triair 0.25	<u> </u>	<u> </u>
Transit Stan Amerity Issues	Issue Exists	Possible Solutions
Transit Stop Amenity Issues No transit stop signage	issue Exists	i ossible solutions
Transit stop signage Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		Remove and replace transit stop signage
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 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"		
	<del> </del>	<del></del>
Shelter clear space running slope is greater than 2% Shelter opening clear width is less than 32"		

Kimley-Horn and Associates, Inc. Photographs Transit Stop at Eastgate Transit Center

GPS ID: 67019





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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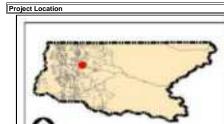
End of Project Description for Project 67019 Transit Stop at Eastgate Transit Center

Kimley-Horn and Project Description	Associates, Inc. on for Transit Stops	Priority: 4
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: 670131
Project Name:	Transit Stop at Eastgate Transit Center	
City:	King County	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-231:	2 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 Pro	jection			Subtotal:	\$ 210.00
	M. Na Dasina Completed			 (0) () (=0)	

$\checkmark$	No Design Completed	Engineering: (% +/-)	15%	\$ 38.57
	Preliminary Design	Contingency: (% +/-)	20%	\$ 51.43
	Final Design	Estimated Proje	ct Cost:	\$ 300.00
	•			







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		
and the state of t		<u>,                                      </u>
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"		
		i
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	i	
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"		

Kimley-Horn and Associates, Inc. Photographs Transit Stop at Eastgate Transit Center

GPS ID: 670131





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 670131 Transit Stop at Eastgate Transit Center

Kimley-Horn Project Desci	and Associates, Inc. cription for Transit Stops	Priority: 2
Client:	King County Metro Transportation Agency	Date: 9/12/23

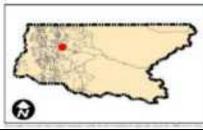
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Program: KHA No.:

212; 216; 218; 554; 556 Transit Stop at Eastgate Transit Center King County Route: Project Name: City: GPS ID: 670132

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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 Pro	jection				Subtotal:	\$ 2,210.00
	☑ No Design Completed			Engineering: (	% +/-) 15%	\$ 338.57
	<ul> <li>Preliminary Design</li> </ul>			Contingency: (	% +/-) 20%	\$ 451.43
	☐ Final Design			Estimat	ed Project Cost:	\$ 3,000.00

	\$ -
Subtotal:	\$ 2,210.00
Engineering: (% +/-) 15%	\$ 338.57
Contingency: (% +/-) 20%	\$ 451.43
Estimated Project Cost:	\$ 3,000.00









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	<del>-</del>	
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		
<u> </u>		
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"		

Kimley-Horn and Associates, Inc. Photographs Transit Stop at Eastgate Transit Center

GPS ID: 670132





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 670132 Transit Stop at Eastgate Transit Center

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

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

212; 216; 218; 554; 556 Transit Stop at Eastgate Transit Center King County Route: Project Name: City: GPS ID: 670191

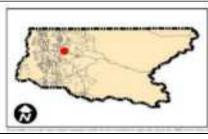
Item No.	Item Description	Quantity	Unit	l	Jnit Price	Item Cost
WSDOT 7055-231	Cement Conc. Sidewalk	0	SY	\$	85.00 \$	-
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$	25.00 \$	-
	Relocate Fire Hydrant	0	LS	\$	2,000.00 \$	-
	Adjust Utility Elevation	0	LS	\$	1,000.00 \$	-
	Remove Obstruction	0	LS	\$	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 \$	210.0
	Fix Transit Shelter Opening	0	EA	\$	1,000.00 \$	-
					\$	-
					\$	-
acic for Cost Pro	inction				Subtotal: ¢	210.0

sis for Cost Projection

No Design Completed
Preliminary Design
Final Design

		Ψ	
	Subtotal:	\$	210.00
Engineering: (% +/-)	15%	\$	38.57
Contingency: (% +/-)	20%	\$	51.43
Estimated Pro	\$	300.00	

Project Location







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"		

Kimley-Horn and Associates, Inc. Photographs Transit Stop at Eastgate Transit Center

GPS ID: 670191





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.	Priority: 2
Project Description for Transit Stops	

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

212; 216; 218; 554; 556 Transit Stop at Eastgate Transit Center King County Route: Project Name: City: GPS ID: 670192

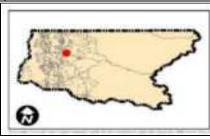
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-2312	Cement Conc. Sidewalk	2	SY	\$ 85.00 \$	170.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	0	SY	\$ 25.00 \$	-
	Relocate Fire Hydrant	0	LS	\$ 2,000.00 \$	-
	Adjust Utility Elevation	0	LS	\$ 1,000.00 \$	-
	Remove Obstruction	0	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 \$	-
				\$	-
				\$	-
asis for Cost Proj	ection			Subtotal: \$	380.00

sis for Cost Projection

Mo Design Completed
Preliminary Design
Final Design

380.00 94.29 125.71 **600.00** | Subtotal: \$
| Engineering: (% +/-) | 15% | \$
| Contingency: (% +/-) | 20% | \$
| Estimated Project Cost: \$









Issue Exists	Possible Solutions
<u> </u>	
<u> </u>	
Issue Exists	Possible Solutions
	B "11 0 1 d
Issue Exists	Possible Solutions
<u> </u>	
<u> </u>	
Jeoue Eviete	Possible Solutions
ISSUE EXISTS	Fossible Solutions
<del> </del>	Remove and replace transit stop signage
	Remove and replace transit stop signage
-	
<u> </u>	
<u> </u>	Install clear space under shelter and adjacent to bench, if possible
<u> </u>	
<u> </u>	
	Issue Exists  Issue Exists  Issue Exists  X  X

Kimley-Horn and Associates, Inc. Photographs Transit Stop at Eastgate Transit Center

GPS ID: 670192





Boarding/Alighting Area

Adjacent Sidewalk Network





Shelter/Clear Space

Transit Stop Signage

Opinion of Probable Construction Cost Disclaimer:

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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

Project Name	Co	st Projection
Accessible Parking at Eastgate Transit Center	\$	129,200
TOTAL	\$	129,200

### Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

Client: King County Date: 12/14/23

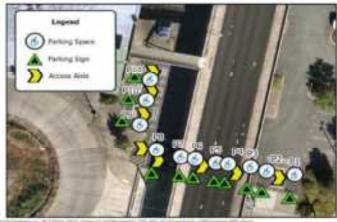
Program: Parking Accessibility Study KHA No.: 061334100

### 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 Project	etion				Subtotal: \$	95,668.00
	☑ No Design Completed		Eng	ineeri	ng: (% +/-) 15% \$	14,370.86
	□ Preliminary Design		Con	tingen	cy: (% +/-) 20% \$	19,161.14
	☐ Final Design		Es	timate	ed Project Cost: \$	129,200.00

### **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					F	Park	ing :	Spa	ce II	Possible Solutions		
1 arking opace issue	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	1 OSSIDIC COIGIIONS
Parking space not marked as accessible	х											
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"									Х	Х		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	х						х	Х				Install access aisle hatch pavement markings
Access aisle overlaps the vehicular way												
Access aisle does not adjoin an accessible route											х	Remove and replace pavement markings
Constrained width where the access aisle adjoins the accessible route is less than 48"								х		х		Relocate/restripe accessible parking space to ensure > 48" width where aisle adjoins
Access aisle has change in level > 0.25"	х											
Access aisle has horizontal openings > 0.5"								Х				Repave and restripe access aisle or
Access aisle running slope is > 2%	Х						Х	Х			Х	relocate access aisle
Access aisle cross slope is > 2%	Х		х		Х		Х	Х	Х	Х	х	
Parking space has change in level > 0.25"	Х											
Parking space horizontal openings > 0.5"												
Parking space running slope is > 2%	Х	Х	Х		Х	Х	Х	Х				Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%	Х	Х	Х	Х	Х	Х	Х	Х		Х	Х	, 31
Parking space vertical clearance is < 98"												
Parking space identification sign is missing or incorrect											Х	Install accessible parking sign







Parking Space ID

4

7

Parking Space ID

2

5

8

11

Parking Space ID

3

6

9







Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID

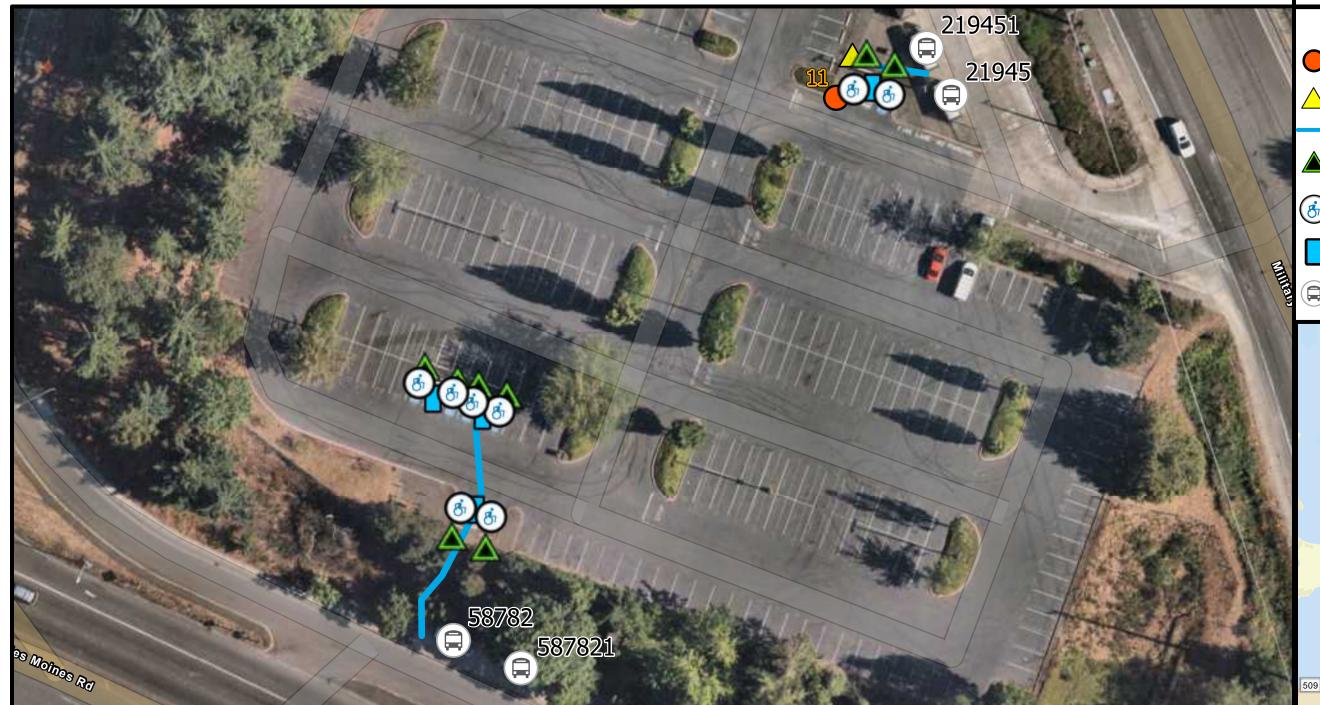
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End of Project Description

# Kent/Des Moines Park and Ride Facility Overview and Cost Summary



Facility Quantity Summary of Evaluated Elements					
	Feet				
Path of Travel	120				
	Quantity				
Intersections with Curb Ramps	1				
Ramps	0				
Transit Stops	4				
Accessible Parking Spaces	8				

Facility Estimated Cost of Improvements					
Path of Travel	\$15,200.00				
Intersections with Curb Ramps	\$5,000.00				
Ramps	\$0.00				
Transit Stops	\$11,300.00				
Accessible Parking Spaces	\$95,200.00				
<b>Total Estimated Cost of Improvements</b>	\$126,700.00				



# Legend

Intersections and ID

Curb Ramp



Path of Travel

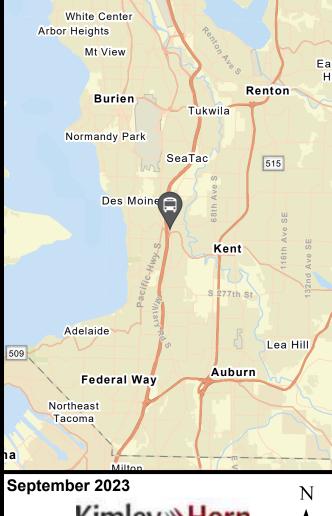


Accessible
Parking Sign





Transit Stop and ID





# 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	(15%	ingineering b) and ncy (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 Typ WSDOT 0090-26 Removing Cement Conc. Pavement WSDOT 0100-27 Removing Cement Conc. Sidewalk	e 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	\$		Φ	-
Concrete Railroad Panel WSDOT 7060-2313 Driveways (Asphalt Conc Pav)	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	\$	-
	0	LS	\$	2,000.00	\$	-
	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	\$	-
Railroad Company Flagger Remove Concrete Railroad Panel	0	ĹŚ	\$	2,000.00	\$	-
WSDOT 0120 -31 Removing Asphalt Conc. Pavement	34	SY	\$	12.00	\$	557.38
VSDOT 7060 - 2313 Asphalt Conc. Sidewalk	0	SY	\$	65.00	\$	-
Basis for Cost Projection				Subtotal:	\$	15,150.44
✓ No Design Completed		E	stimate	d Project Cost:	\$	15,200.00
☐ Preliminary Design			ngineering:	(% +/-) 15%	,	1,683.3

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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	118	\$	15,150.44	
Sidewalk Total	110	\$	15,200.00	

<sup>\*</sup> Totals rounded for simplification

### **Corridor Summary**

Facility		Cost		
Sidewalk Total	\$	15,200.00		
Unsignalized Intersection Total		5,000.00		
Corridor Total	\$	20,200.00		

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	

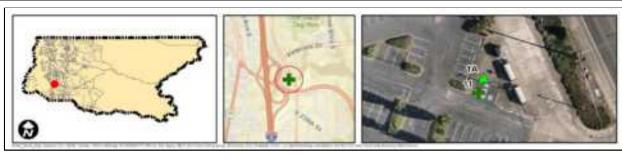
Kimley-Horn and Associates, Inc.	Priority: 9
Project Description for Unsignalized Intersection	

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

[		11.5		
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)	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			Subtotal: \$	3,675.00
✓ No Design Completed		Engir	eering: (% +/-) 15% \$	567.86
Preliminary Design		Conti	ngency: (% +/-) 20% \$	757.14
☐ Final Design			Estimated Project Cost: \$	5,000.00

### Project Location



Intersection Issues	Crosswalk Possible Solutions			Crosswalk				Passible Salutions
intersection issues	N	E	S	W	Possible Solutions			
Path of travel pavement condition								
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	All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)							
approaches								
Crosswalk width is less than 6'								
Crosswalk striping condition								

Issues	2A	Point ID	Possible Solutions
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk	<del></del>		
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%	Λ		
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%	<del></del>		
Curb ramp cross slope is greater than 2% Cut-thru ramp cross slope is greater than 2%			
Curb ramp widin is less than 46	<del></del>		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 does not exist and is needed  Turning space length is less than 4' (or 5' when constrained)	<u> </u>		
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)			
Transition onto roadway is greater than 0.25" Counter slope of the gutter or street at the foot of the curb ramp is	<del></del>		
greater than 5%. Ponding occurs at base of curb ramp			



Ramp 2A

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 11 Ramps at Kent/Des Moines Park and Ride

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

GPS ID	Project Name	Cost P	rojection	Priority
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
	TOTAL	\$	11,300	

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

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

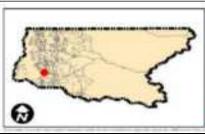
Route:	165	GPS ID: 219451
Project Name:	Transit Stop at Kent/Des Moines Park and Ride	
Citv:	King County	

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 Proje	ection			Subtotal:	\$ 870.00
	✓ No Design Completed		E	Engineering: (% +/-) 15%	\$ 141.43
	□ Preliminary Design		С	ontingency: (% +/-) 20%	\$ 188.57
☐ Final Design Estimated Project Cost: \$					\$ 1,200.00

ш	Final	Desigi

Engineering: (% +/-)	15%	\$ 141.43
Contingency: (% +/-)	20%	\$ 188.57
Estimated Project	ct Cost:	\$ 1,200.00
1000	400	 7 9053









Tield 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	Tromove 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		
A Parama Oldania II. Natura da Irania	Issue Exists	Possible Solutions
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	Х	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"		Remove and replace clear space
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 219451 Transit Stop at Kent/Des Moines Park and Ride

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

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

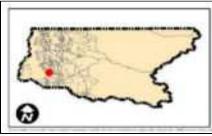
Route:	162; 190; 193; 574	GPS ID: 587821
Project Name:	Transit Stop at Kent/Des Moines Park and Ride	
City:	King County	

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 \$	-
				\$	-
				\$	-
Dania for Cont Drai	a sti a a			 Culatotal. ©	2.700.00

Basis for Cost Projection

No Design Completed
Preliminary Design
Final Design | Subtotal: \$
| Engineering: (% +/-) | 15% \$
| Contingency: (% +/-) | 20% \$
| Estimated Project Cost: \$ 3,760.00 574.29 765.71 **5,100.00** 









	Inches Entert	Describle Octobers
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		Tremove and replace 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		
Temporary 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"	Issue Exists	Possible Solutions
Temporary obstruction (>0.25") in transit stop sidewalk	Issue Exists	Possible Solutions
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  Remove and replace transit stop signage
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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"		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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"		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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 width is less than 30" Stand-alone bench clear space width is less than 20" No clear space under shelter Shelter clear space length is less than 2% No clear space under shelter		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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 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 length is less than 48" Shelter clear space width is less than 30"		
Temporary obstruction (>0.25") in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25"  Transit Stop Amenity Issues No 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 width is less than 30" Stand-alone bench clear space width is less than 20" No clear space under shelter Shelter clear space length is less than 2% No clear space under shelter		





Boarding/Alighting Area

Adjacent Sidewalk Network





Shelter/Clear Space

Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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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	

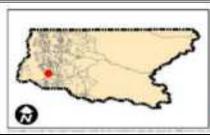
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

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 7055-231	2 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 Pro	pjection				Subtotal: \$	870.00
	☑ No Design Completed			Engineering: (9	% +/-) 15% \$	141.43
	□ Preliminary Design			Contingency: (9	% +/-) 20% \$	188.57
☐ Final Design Estimated Project Cost:					ed Project Cost: \$	1,200.00

	Subtotal:	\$ 870.00
Engineering: (% +/-)	15%	\$ 141.43
Contingency: (% +/-)	20%	\$ 188.57
Estimated Pro	ect Cost:	\$ 1,200.00









		B 21 0 1 2
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		Nemove 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"		
, and the second		
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		Torrior and replace trainer deprograms
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"		Remove and replace clear space
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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End of Project Description for Project 21945 Transit Stop at Kent/Des Moines Park and Ride

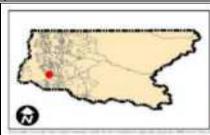
Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

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

Route: Project Name: City: 162; 190; 193; 574 Transit Stop at Kent/Des Moines Park and Ride King County GPS ID: 58782

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231:	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 Pro					Subtotal: \$	2,760.00
	✓ No Design Completed		Engi	neering: (%	+/-) 15% \$	445.71
	□ Preliminary Design		Conti	ngency: (%	+/-) 20% \$	594.29
☐ Final Design Estimated Project Cost:					Project Cost: \$	3,800.00









Field Observations		
Describer Associations	Issue Exists	Possible Solutions
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	Tremove 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"	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 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

Project Name	Co	st Projection
Accessible Parking at Kent/Des Moines Park and Ride		95,200
TOTAL	\$	95,200

Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

King County Client: Date: 12/14/23 Parking Accessibility Study 061334100 Program:

KHA No.:

#### 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 Proje	ction				Subtotal: \$	70,454.00
	☑ No Design Completed		Eng	ineeri	ng: (% +/-) 15% \$	10,605.43
	□ Preliminary Design		Conf	tingen	cy: (% +/-) 20% \$	14,140.57
	☐ Final Design		Est	timate	ed Project Cost: \$	95,200.00

# 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							
raining Space issue	P1	P2	P3	P4	P5	P6	P7	P8
Parking space not marked as accessible	Х	х	Х	х				
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"	Х		Х				Х	
/an parking space access aisle width is less than 96"								
Access aisle does not extend the full length of the parking space is serves	it							
Access aisle is not marked to discourage parking in the aisle							Х	
ccess aisle overlaps the vehicular way								
access aisle does not adjoin an accessible route								
Constrained width where the access aisle adjoins the accessible oute is less than 48"								
Access aisle has change in level > 0.25"	Х						Х	
Access aisle has horizontal openings > 0.5"								
Access aisle running slope is > 2%							Х	
Access aisle cross slope is > 2%	х		Х		Х		Х	
Parking space has change in level > 0.25"		Х						х
Parking space horizontal openings > 0.5"								
Parking space running slope is > 2%	х		Х			Х	Х	
Parking space cross slope is > 2%	Х	Х	Х	Х	Х	Х	Х	Х
Parking space vertical clearance is < 98"								
Parking space identification sign is missing or incorrect	Х						<u> </u>	







Parking Space ID

Parking Space ID

2

Parking Space ID

3







Parking Space ID

Parking Space ID

5

8

Parking Space ID

6





Parking Space ID

Parking Space ID

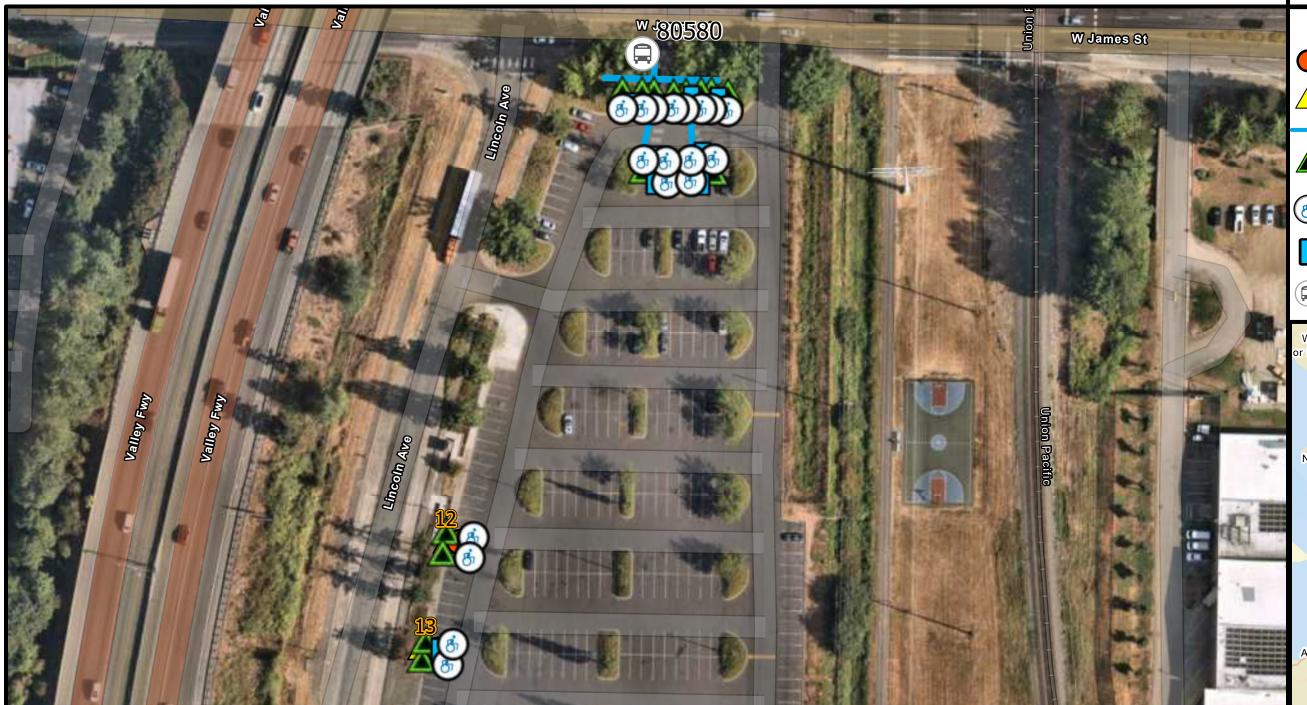
#### Opinion of Probable Construction Cost Disclaimer:

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End of Project Description

# Kent/James Street Park and Ride Facility Overview and Cost Summary



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				
<b>Total Estimated Cost of Improvements</b>	\$123,000.00				



# Legend

Intersections and ID

Curb Ramp

Ramp
Building

Path of Travel

Accessible Parking Sign

Accessible Parking

Access Aisle

Transit Stop and ID





# 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 ADA Self-Evaluation and Transition Plan Program: 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 - 242	1.Pedestrian Handrail	0	LF	\$ 200.00	\$ -
WSDOT 7055-231:	2 Cement Conc. Sidewalk 4 Cement Conc. Driveway Entrance Type Removing Cement Conc. Pavement Removing Cement Conc. Sidewalk Retrofit Det Warn Surf (Cast In Place) Concrete Railroad Panel 3 Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
WSDOT 7059-231-	4: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 7060-231	3 Driveways (Asphalt Conc Pav)	0	SY	\$ 85.00	\$ -
	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
	:Relocate Fire Hydrant	: 0 :		\$ 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	\$ -
	Railroad Company Flagger Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
WSDOT 7060 - 231	3Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -
Basis for Cost Pro	ection			Subtotal:	\$ -
•	☑ No Design Completed		Es	timated Project Cost:	\$ -
	☐ Preliminary Design		En	gineering: (% +/-) 15%	\$ -
	☐ Final Design		Co.	ntingency: (% +/-) 20%	\$ -

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# Sidewalk Summary

Priority	Length (LF)*	Cost	
High	0	\$ -	
Medium	0	\$ -	
Low	0	\$ -	
Compliant	210		
Not Prioritized	0		
Subtotal	210	\$ -	٦
Sidewalk Total	210	\$ -	

<sup>\*</sup> Totals rounded for simplification

## Corridor Summary

Facility	Cost
Sidewalk Total	\$ -
Unsignalized Intersection Total	\$ 5,400.00
Corridor Total	\$ 5,400.00

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

GPS ID	Project Name	Cost Projection	Priority
12	Ramps at Kent/James Street Park and Ride	\$ 2,700	2
13	Ramps at Kent/James Street Park and Ride	\$ 2,700	2
	TOTAL	\$ 5,400	

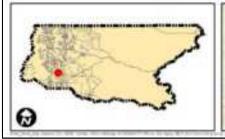
Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	•

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	Uni	t	Unit Price	Item Cost
WSDOT 0300-61 Roadway Excavation	0	CY	: \$	25.00 : 9	-
WSDOT 6701-2033 Cement Conc. Traffic Curb	0	LF	\$	75.00 : 3	-
WSDOT 7055-2312 Cement Conc. Sidewalk	. 0	SY	: \$	85.00 : 3	-
WSDOT 7058-2315 Curb Ramps (Corner)	0	EA	\$	3,400.00	-
Retrofit Det Warn Surf (Cast In Place)	. 0	SF	: \$	45.00 : 3	-
WSDOT 0100-27: Removing Cement Conc. Sidewalk	0	SY	\$	25.00	-
WSDOT 0187-41 Removing Paint Line	0	LF	: \$	2.00 : 3	
WSDOT 6856-2119 Painted Crosswalk Line	0	SF	: \$	4.50 ; 9	
Repave Roadway	0	LS	\$	5,000.00	
Fix Ponding	0	LS	\$	2,000.00	
Fix Curb Ramp Transition		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				Subtotal: \$	
☑ No Design Completed			Engineering		
Preliminary Design			Contingency		
Final Design			Estir	nated Project Cost: \$	2,700.00

### Project Location







Intersection Issues		Cross	swalk		Possible Solutions	
Intersection issues	N	E	S	W	Possible Solutions	
Path of travel pavement condition						
Path of travel running slope is greater than 5% Path of travel cross slope is greater than 2% for stop control						
approaches	All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRP					
Path of travel cross slope is greater than 5% for free-flow	7 111 01114	Sway pattror tre	2 V C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	a possible solut	ions provided in sidewalk comdor shapelile (11th 20010)	
approaches						
Crosswalk width is less than 6'						
Crosswalk striping condition						

Issues	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%		
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	X	Fix transition to roadway
greater than 5% Ponding occurs at base of curb ramp		



Ramp 1A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:
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#### 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. I	tem Description	Quantity	Uni	t	Unit Price	Item Cost
WSDOT 0300-61 :F	Roadway Excavation	0	CY	′ : \$	25.00 : \$	-
WSDOT 6701-2033 (	Cement Conc. Traffic Curb	0	LF	\$	75.00 \$	-
	Cement Conc. Sidewalk	0	SY	\$	85.00 : \$	-
	Curb Ramps (Corner)	0	EA	\$	3,400.00 \$	-
	Retrofit Det Warn Surf (Cast In Place)	0	SF	\$	45.00 \$	-
WSDOT 0100-27 F	Removing Cement Conc. Sidewalk	0	SY	\$	25.00 \$	-
WSDOT 0187-41   F	Removing Paint Line	0	LF	: \$	2.00 \$	
	Painted Crosswalk Line	0	; SF	: \$	4.50 : \$	
	Repave Roadway	0	LS	\$	5,000.00 \$	
F	Fix Ponding	0	LS	\$	2,000.00 \$	-
F	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 \$	-
:F	Fix Curb Ramp Counter Slope	0	LS	\$	2,000.00 \$	-
Basis for Cost Project	ction				Subtotal: \$	2,000.00
	✓ No Design Completed			Engineering:		300.00
Į.	□ Preliminary Design			Contingency		400.00
	☐ Final Design			Estir	nated Project Cost: \$	2,700.00

### Project Location



Intersection Issues		Cros	swalk		Possible Solutions	
intersection issues	N	E	S	W	Possible Solutions	
Path of travel pavement condition						
Path of travel running slope is greater than 5%						
Path of travel cross slope is greater than 2% for stop control	·					
approaches	All deive	unay noth of th	avaliaavaa a	nd naadible adu	utions provided in sidewalk corridor shapefile (TRPEDSWC)	
Path of travel cross slope is greater than 5% for free-flow	All ulive	way patir or ti	avei issues a	nu possible solu	illoris provided in sidewaik corridor shapenie (TKFEDSWO)	
approaches						
Crosswalk width is less than 6'						
Crosswalk striping condition						

Issues 1A	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%		
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)	<del></del>	
No detectable warning surface (DWS)		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

Opinion of Probable Construction Cost Disclaimer:

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End of Project Description for Project 12 Ramps at Kent/James Street Park and Ride

# **King County Metro Transportation Agency** ADA Self-Evaluation and Transition Plan **Transit Stop Cost Projection Summary**

Q	/1	3	12	n	23

GPS ID	Project Name	Cost Projection	Priority
80580	Transit Stop at Kent/James Street Park and Ride	\$ 1,200	1
	TOTAL	\$ 1,200	

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

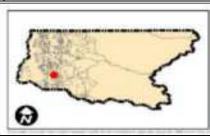
Client: Program: KHA No.: King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Date: 9/12/23

Route:	150; 162; 183	GPS ID: 80580
Project Name:	Transit Stop at Kent/James Street Park and Ride	
City:	Kina County	

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	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 Pro					Subtotal:	\$ 870.00
	☑ No Design Completed			Engineering: (	% +/-) 15%	\$ 141.43
	□ Preliminary Design			Contingency: (	% +/-) 20%	\$ 188.57
	☐ Final Design			Estimat	ed Project Cost:	\$ 1,200.00

	\$	870.00
15%	\$	141.43
20%	\$	188.57
Estimated Project Cost:		
	20%	15% \$ 20% \$ t Cost: \$









	Inches Forbit	Describle Ordering
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	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"		
	<del>:</del>	<del></del> _ <del></del>
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	II July Exists	. III. Jo Osiduono
Transit stop signage  Transit stop signage is non-compliant	×	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench	^	remove and replace transit step signage
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 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"		Remove and replace clear space
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:
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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

Project Name	Cost Projection		
Accessible Parking at Kent/James Street Park and Ride	\$	116,400	
TOTAL	\$	116,400	

Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

Client: King County

Parking Accessibility Study 061334100 Program:

KHA No.:

#### 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 Proje	ection				Subtotal: \$	64,236.00
	✓ No Design Completed		Eng	ineeri	ing: (% +/-) 15% \$	9,670.29
	□ Preliminary Design		Conf	tinger	ncy: (% +/-) 20% \$	12,893.71
☐ Final Design Estimated Project Cost: \$						

# Project Location





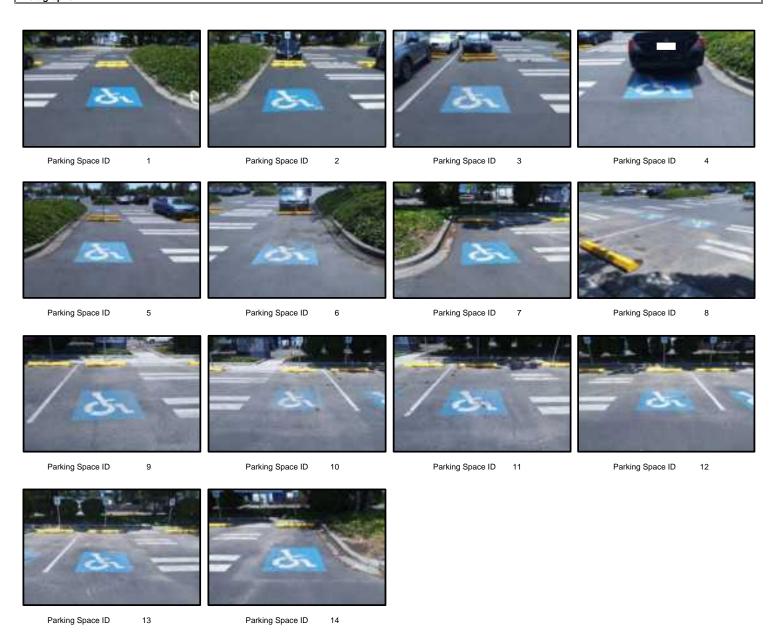
# Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

Restripe for (1) additional van space(s)

Date: 12/14/23

Parking Space Issue Parking Space ID								Possible Solutions								
T driving opace 100de	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14		
Parking space not marked as accessible							х									
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"														Х	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																
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"					Х		х		Х							
Access aisle has horizontal openings > 0.5"							Х								Repave and restripe access aisle or	
Access aisle running slope is > 2%					х		Х								relocate access aisle	
Access aisle cross slope is > 2%	х	х	Х		Х											
Parking space has change in level > 0.25"													Х			
Parking space horizontal openings > 0.5"												Х				
Parking space running slope is > 2%													Х		Repave and restripe accessible parking space or relocate accessible parking space	
Parking space cross slope is > 2%	х		Х	Х	Х		Х									
Parking space vertical clearance is < 98"																
Parking space identification sign is missing or incorrect																



#### Opinion of Probable Construction Cost Disclaimer:

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End of Project Description

### Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

Client: King County Date: 12/14/23

Program: KHA No.: Parking Accessibility Study 061334100

#### 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 Project	etion				Subtotal: \$	21,922.00
	☑ No Design Completed		Eng	jineeri	ng: (% +/-) 15% \$	3,290.57
	□ Preliminary Design		Con	tingen	cy: (% +/-) 20% \$	4,387.43
	☐ Final Design		Es	timate	ed Project Cost: \$	29,600.00

# **Project Location**





# Field Observations

Repave or restripe spaces to meet the required number of accessible car/van parking spaces

No additional spaces required

Darking Chass Issue					Parking Space ID	Possible Solutions
Parking Space Issue	P15	P16	P17	P18	3 -1	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"						
/an 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			Х			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 oute is less than 48"						
Access aisle has change in level > 0.25"	Х		Х			
Access aisle has horizontal openings > 0.5"			Х			Repave and restripe access aisle or
Access aisle running slope is > 2%						relocate access aisle
Access aisle cross slope is > 2%						
Parking space has change in level > 0.25"		Х		Х		
Parking space horizontal openings > 0.5"						
Parking space running slope is > 2%						Repave and restripe accessible parking space or relocate accessible parking
Parking space cross slope is > 2%		Х				
Parking space vertical clearance is < 98"						
Parking space identification sign is missing or incorrect				Х		Install accessible parking sign







16

Parking Space ID



Parking Space ID



Parking Space ID

18

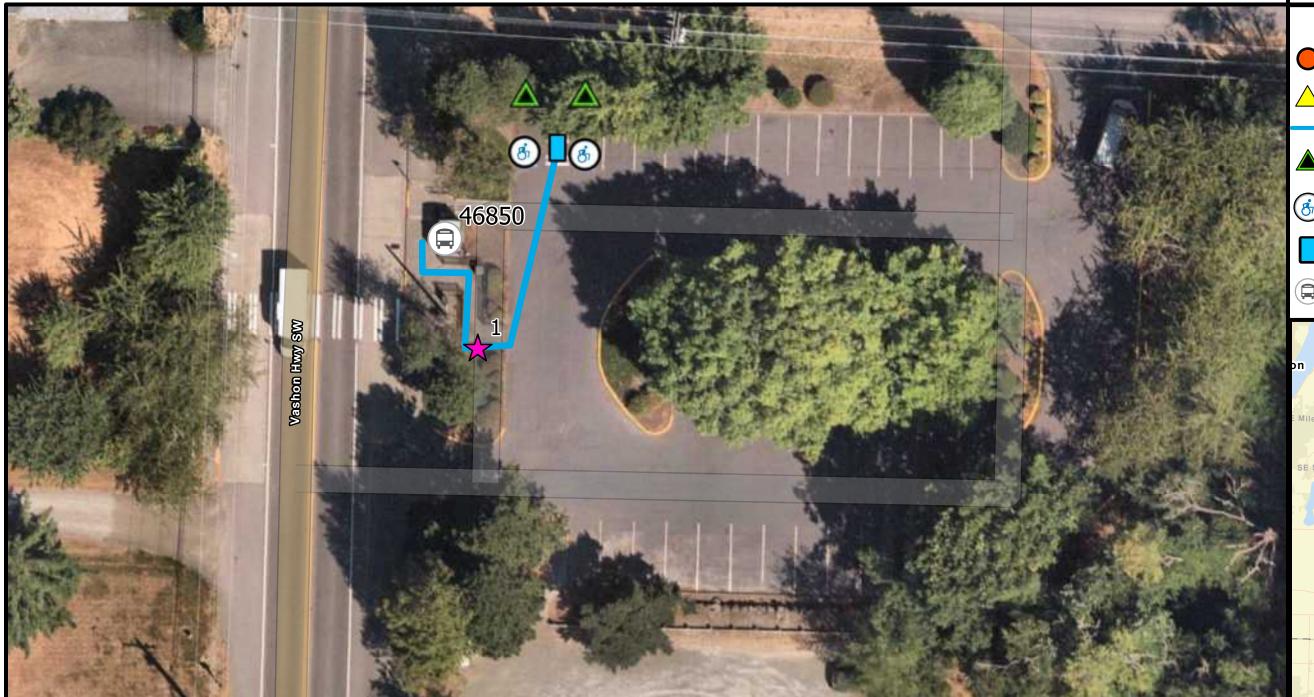
#### Opinion of Probable Construction Cost Disclaimer:

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End of Project Description

# Ober Park Park and Ride Facility Overview and Cost Summary



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	3
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
<b>Total Estimated Cost of Improvements</b>	\$50,900.00



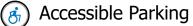


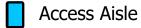




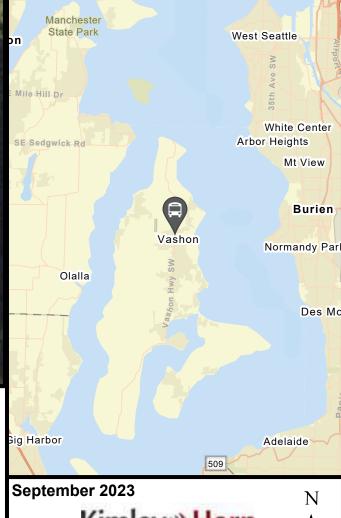








Transit Stop and ID



# 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	\$ -
	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		SY	S 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	7	SY	\$ 25.00	\$ 234.07
	Retrofit Det Warn Surf (Cast In Place)	0	SY SF LS	\$ 45.00	\$ -
	Concrete Railroad Panel		LS	\$ 36,000.00	\$ -
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	55	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	55	SY	\$ 12.00	\$ 884.17
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -
Basis for Cost Proje	ction			Subtotal:	\$ 8,176.94
•	☑ No Design Completed		Est	imated Project Cost:	\$ 8,200.00
	☐ Preliminary Design		Eng	ineering: (% +/-) 15%	\$ 908.55

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Contingency: (% +/-)

1,211.40

#### Sidewalk Summary

☐ Final Design

Priority	Length (LF)*	Cost		
High	8	\$	1,029.90	
Medium	0	\$	-	
Low	49	\$	7,147.03	
Compliant	42			
Not Prioritized	0			
Subtotal	99	\$	8,176.94	
Sidewalk Total	33	\$	8,200.00	

<sup>\*</sup> Totals rounded for simplification

## **Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 8,200.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 8,200.00

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

GPS ID	Project Name	Cost Projection	Priority
46850	Transit Stop at Ober Park Park and Ride	\$ 300	4
	TOTAL	\$ 300	

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

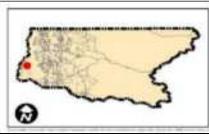
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

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 7055-231	2 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 Pro	pjection				Subtotal: \$	210.00
	☑ No Design Completed			Engineering: (9	6 +/-) 15% \$	38.57
	□ Preliminary Design			Contingency: (9	6 +/-) 20% \$	51.43
	☐ Final Design			Estimate	d Project Cost: \$	300.00

: Ψ	-
total: \$	210.00
15% \$	38.57
20% \$	51.43
Cost: \$	300.00









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"	issue Laists	i ossibie odiulions
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"		
Transition at connection to boarding area is greater than 6.25		
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Fransii stop sidewaik cross stope is greatel tildli 270		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Heaving/Sinking/Cracking present in the transit stop sidewalk Ponding present in the transit stop sidewalk Permanent obstruction (>0.25") in transit stop sidewalk		
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		
Heaving/Sinking/Cracking present in the transit stop sidewalk Ponding present in the transit stop sidewalk Permanent obstruction (>0.25") in transit stop sidewalk		
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°		
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
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 No transit stop signage		
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 No tansit stop signage Transit stop signage is non-compliant	Issue Exists	Possible Solutions  Remove and replace transit stop signage
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 No transit stop signage Transit stop signage Transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench		
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 Temporary obstruction (-0.25°) in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25°  Transit Stop Amenity Issues No 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°		
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 No 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"		
Heaving/Sinking/Cracking present in the transit stop sidewalk Pending present in the transit stop sidewalk Permanent obstruction (-0.25°) in transit stop sidewalk Temporary 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 No 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 unting slope is greater than 29° Stand-alone bench clear space unting slope is greater than 29°		
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 No transit stop signage 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 under shelter No clear space under shelter		
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 Temporary obstruction (>0.25°) in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25°  Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench Stand-alone bench clear space width is less than 48° Stand-alone bench clear space width is less than 30° Stand-alone bench clear space width is less than 30° Stand-alone bench clear space width is less than 20° No clear space under shelter Shelter clear space under shelter Shelter clear space length is less than 48°		
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 No 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		

Kimley-Horn and Associates, Inc. Photographs Transit Stop at Ober Park Park and Ride GPS ID:





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 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

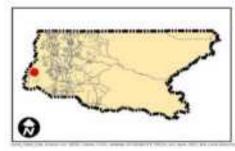
Project Name		Cost Projection
Ramp at Ober Park and Ride	\$	21,000
TOTAL	\$	21,000

Kimley-Horn and Associates, Inc.	Priority: High
Project Description for Ramp at Ober Park and Ride	

Client:	King County Metro	Date: 9/15/23
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: GGP
KHA No.:	061334100	Checked By: CMP

Project Name:	Ramp at Ober Park and Ride		GPS ID: 1			
Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
	Remove Pedestrian Handrail	52	LF	; \$	50.00   \$	2,600.00
	Pedestrian Handrail	52	LF	\$	170.00 : \$	8,840.00
	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	on				Subtotal: \$	14,080.00
	✓ No Design Completed			Engineering: (%	+/-) 15% \$	2,306.67
	□ Preliminary Design			Contingency:(%	+/-) 30% \$	4,613.33
	☐ Final Design			Estimated	d Project Cost: \$	21,000.00

# Project Location







Ramp Issues	Ramp ID	Possible Solutions
Running slope of the ramp is greater than 6.5%	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%		Remove and replace bottom landing
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		Remove and replace top landing
The landing space at the top of the ramp has a run slope greater than 2.0%		remove and replace top randing
The landing space at the top of the ramp has a cross slope greater than 2.0%	X	

Handrail Issues	1	Possible Solutions
Handrails are not provided where the running slope is greater than 5% and rise is greater than 6 inches	1 1	
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	14 X	
inches of the finish surface		
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		
	X	
surface 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 not continuous along length 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 X	
greater than 6.25 inches or cross-section dimension greater than 2.25 inches		
Handrail gripping surface or adjacent surface has sharp or abrasive elements or non-rounded edges Handrail rotates within their fittings		
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	

Kimley-Horn and Associates, Inc. Photographs Ramp at Ober Park and Ride GPS ID: 1







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 Ramp at Ober Park and Ride

# King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan Accessible Parking Cost Projection Summary

Project Name	Co	st Projection	
Accessible Parking at Ober Park Park and Ride		\$	21,400
	TOTAL	\$	21,400

# Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

King County Client: Date: 12/14/23 Parking Accessibility Study 061334100 Program:

KHA No.:

# 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 Project	tion				Subtotal: \$	15,851.00
	☑ No Design Completed				ng: (% +/-) 15% \$	2,378.14
	□ Preliminary Design		Con	tingen	cy: (% +/-) 20% \$	3,170.86
	☐ Final Design		Es	timate	ed Project Cost: \$	21,400.00

# **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		
Parking Space issue	P1	P2		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"						
/an parking space access aisle width is less than 96"	Х			Remove and replace pavement marking		
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	Х			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"	Х					
Access aisle has horizontal openings > 0.5"	х			Repave and restripe access aisle or		
Access aisle running slope is > 2%	Х			relocate access aisle		
Access aisle cross slope is > 2%	Х					
Parking space has change in level > 0.25"	Х	Х				
Parking space horizontal openings > 0.5"		Х				
Parking space running slope is > 2%	Х	Х		Repave and restripe accessible parking space or relocate accessible parking sp.		
Parking space cross slope is > 2%	Х	Х		parting op		
Parking space vertical clearance is < 98"		<u> </u>				
Parking space identification sign is missing or incorrect		Ţ				

Photographs





Parking Space ID

Parking Space ID

Opinion of Probable Construction Cost Disclaimer:

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End of Project Description

# Olson/Meyers Park and Ride Facility Overview and Cost Summary



Facility Quantity Summary of Evaluated Elements						
Feet						
Path of Travel	198					
	Quantity					
Intersections with Curb Ramps	0					
Ramps 0						
Transit Stops	2					
Accessible Parking Spaces 5						

Facility Estimated Cost of Improvements	3
Path of Travel	\$6,100.00
Intersections with Curb Ramps	\$0.00
Ramps	\$0.00
Transit Stops	\$600.00
Accessible Parking Spaces	\$51,300.00
<b>Total Estimated Cost of Improvements</b>	\$58,000.00







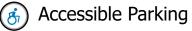
Curb Ramp



Path of Travel



Accessible
Parking Sign





Transit Stop and ID





# King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan Sidewalk Cost Projection Summary 9/13/2023

Corridor ID	Project Name	Cos	st Projection
3043	Sidewalk at Olson/Meyers Park and Ride	\$	6,100
	TOTA	L \$	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 - 242 <sup>-</sup>	1-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 SY	\$ 115.00	\$ -
WSDOT 0090-26	Removing Cement Conc. Pavement	0	SY	\$ 15.00	\$ -
WSDOT 0100-27	Removing Cement Conc. Sidewalk	41	SY SF	\$ 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	: ∩ :		\$ 1,300.00	\$ -
	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
	- INCHIOVE ODSITUCTION		LO	\$ 1,000.00	\$ -
	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
	Railroad Company Flagger Remove Concrete Railroad Panel	0	Day(s)	\$ 1,000.00	\$ -
	Remove Concrete Railroad Panel	0		\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -
Basis for Cost Proje	ection			Subtotal:	\$ 6,092.00
	☑ No Design Completed		E	stimated Project Cost:	\$ 6,100.00
	☐ Preliminary Design			Engineering: (% +/-) 15%	\$ 676.89

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902.52

Contingency: (% +/-)

20% \$

# Sidewalk Summary

☐ Final Design

Priority	Length (LF)*	Cost
High	49	\$ 4,597.30
Medium	15	\$ 1,494.70
Low	0	\$ -
Compliant	131	
Not Prioritized	0	
Subtotal	195	\$ 6,092.00
Sidewalk Total	195	\$ 6,100.00

<sup>\*</sup> Totals rounded for simplification

# **Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 6,100.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 6,100.00

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

GPS ID	Project Name	Cost Projection	Priority
21141	Transit Stop at Olson/Meyers Park and Ride	\$ 300	4
211412	Transit Stop at Olson/Meyers Park and Ride	\$ 300	4
	TOTAL	\$ 600	

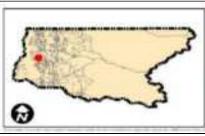
	d Associates, Inc. tion for Transit Stops	Priority: 4
Client:	King County Metro Transportation Agency	Date: 9/12/23
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	061334100	

Route:	60; 113	GPS ID: 211412
Project Name:	Transit Stop at Olson/Meyers Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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 Pro					Subtotal:	\$ 210.00
	☑ No Design Completed			Engineering: (	% +/-) 15%	\$ 38.57
	<ul> <li>Preliminary Design</li> </ul>			Contingency: (	% +/-) 20%	\$ 51.43
	☐ Final Design			Estimat	ed Project Cost:	\$ 300.00

	Subtotal:	\$ 210.00	
Engineering: (% +/-)	15%	\$ 38.57	
Contingency: (% +/-)	20%	\$ 51.43	
Estimated Proje	ct Cost:	\$ 300.00	









rieid 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"	1	





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 211412 Transit Stop at Olson/Meyers Park and Ride

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

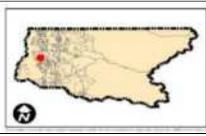
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

Route: Project Name: City: 60; 113 Transit Stop at Olson/Meyers Park and Ride King County GPS ID: 21141

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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 Pro					Subtotal:	\$ 210.00
	✓ No Design Completed			Engineering:	% +/-) 15%	\$ 38.57
	□ Preliminary Design			Contingency:		
	☐ Final Design			Estima	ed Project Cost:	\$ 300.00

	;	Ψ	
	Subtotal:	\$	210.00
Engineering: (% +/-)	15%	\$	38.57
Contingency: (% +/-)	20%	\$	51.43
Estimated Pro	ect Cost:	\$	300.00

Project Location







Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist	ISSUE EXISTS	1 OSSIDIE SOLUTIONS
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		
Adiacant Cidawalli Naturali Icarra	Issue Exists	Possible Solutions
Adjacent Sidewalk Network Issues Sidewalk network width is less than 48"	ISSUE EXISTS	Possible Solutions
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 Stan Sidewall Januar	leeue Eviete	Possible Solutions
Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2% Heaving/Sinking/Cracking present in the transit stop sidewalk	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	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	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	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	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 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  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 No transit stop signage	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 No transit stop signage Transit stop signage is non-compliant		
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 Transit obstruction (>0.25°) in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25°  Transit Stop Amenity Issues No transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench	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 No transit stop signage 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°	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 No transit stop signage Transit stop signage Transit stop signage Transit stop signage Stand-alone bench clear space length is less than 48° Stand-alone bench clear space width is less than 30°	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 No transit stop signage 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 width is less than 30° Stand-alone bench clear space running slope is greater than 2%	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 No transit stop signage Transit stop signage Transit stop signage is non-compliant No clear space adjacent to stand-alone bench Stand-alone bench clear space width is less than 48" Stand-alone bench clear space unding slope is greater than 2% No clear space under shelter	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2% Heaving/Sinking/Cracking present in the transit stop sidewalk Permanent obstruction (>0.25°) in transit stop sidewalk Permanent obstruction (>0.25°) in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25°  Transit Stop Amenity Issues No 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 width is less than 30° Stand-alone bench clear space width is less than 2% No clear space under shelter Shelter clear space length is less than 48°	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2% Heaving/Sinking/Cracking present in the transit stop sidewalk Pornding present in the transit stop sidewalk Permanent obstruction (>0.25°) in transit stop sidewalk Tramporary obstruction (>0.25°) in transit stop sidewalk Transition at connection to sidewalk network is greater than 0.25°  Transit Stop Amenity Issues No transit stop signage Transit stop signage 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 width is less than 2% No clear space under shelter Shelter clear space length is less than 48° Shelter clear space length is less than 48° Shelter clear space length is less than 48° Shelter clear space length is less than 30°	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2% Heaving/Sinking/Cracking present in the transit stop sidewalk Pornding 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 No 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 width is less than 30° Stand-alone bench clear space wining slope is greater than 2% No clear space under shelter Shelter clear space length is less than 48°	Issue Exists	Possible Solutions





Boarding/Alighting Area

Adjacent Sidewalk Network





Shelter/Clear Space

Transit Stop Signage

Opinion of Probable Construction Cost Disclaimer:

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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

Project Name	Со	st Projection
Accessible Parking at Olson/Meyers Park and Ride	\$	51,300
TOTAL	\$	51,300

Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

King County Client:

Parking Accessibility Study 061334100 Program:

KHA No.:

# 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 Project	ction				Subtotal: \$	37,942.00
	☑ No Design Completed		Eng	ineeri	ng: (% +/-) 15% \$	5,724.86
	☐ Preliminary Design Contingency: (% +/-) 20% \$					7,633.14
	☐ Final Design		Est	timate	ed Project Cost: \$	51,300.00

# 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)

Date: 12/14/23

Parking Space Issue	Parking Space ID						Possible Solutions	
i aikiiig Space issue	P1	P2	P3	P4	P5		1 Ossible 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"								
/an parking space access aisle width is less than 96"								
Access aisle does not extend the full length of the parking space is serves		Q						
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 oute is less than 48"				5				
Access aisle has change in level > 0.25"								
Access aisle has horizontal openings > 0.5"							Repave and restripe access aisle or	
Access aisle running slope is > 2%			Х		Х		relocate access aisle	
Access aisle cross slope is > 2%								
Parking space has change in level > 0.25"		х						
Parking space horizontal openings > 0.5"								
Parking space running slope is > 2%	Х	Х	Х	Х	Х		Repave and restripe accessible parking space or relocate accessible parking	
Parking space cross slope is > 2%							Transfer and a second of partiting	
Parking space vertical clearance is < 98"				h				
Parking space identification sign is missing or incorrect								







Parking Space ID

Parking Space ID

Parking Space ID

3





Parking Space ID

Parking Space ID

5

2

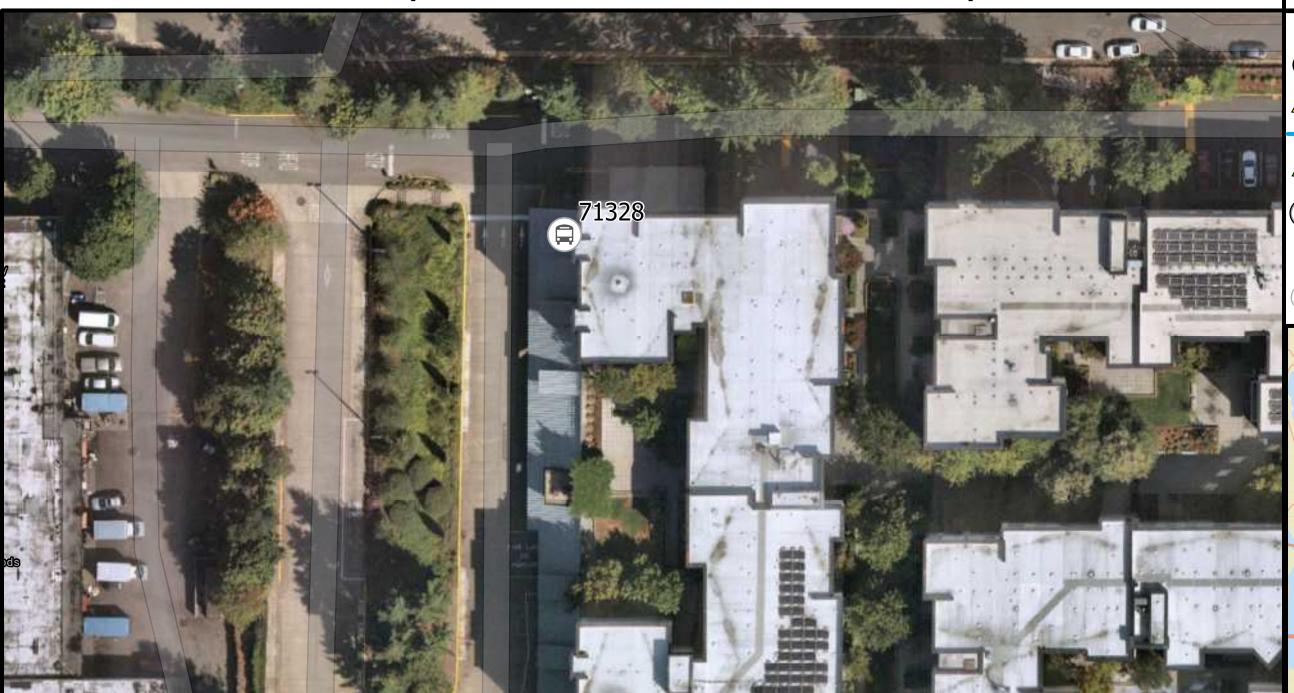
Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:
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End of Project Description

# Overlake Garage Facility Overview and Cost Summary



Facility Quantity Summan Evaluated Elements	ry of
	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	
<b>Total Estimated Cost of Improvements</b>	\$1,100.00	



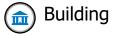
# Legend

Intersections and ID

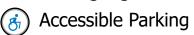
Curb Ramp



Path of Travel



Accessible Parking Sign





( Transit Stop and ID





# **King County Metro Transportation Agency** ADA Self-Evaluation and Transition Plan **Transit Stop Cost Projection Summary**

2023

GPS ID	Project Name	Cost Projection	Priority
71328	Transit Stop at Overlake Garage	\$ 1,100	4
	TOTAL	\$ 1,100	

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

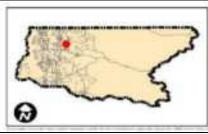
Client: Program: KHA No.: King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Date: 9/12/23

249; 269; 541; 544 Transit Stop at Overlake Garage King County Route: Project Name: City: GPS ID: 71328

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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 Pro					Subtotal: \$	760.00
	☑ No Design Completed			Engineering: (	% +/-) 15% \$	145.71
	□ Preliminary Design			Contingency: (	% +/-) 20% \$	194.29
	☐ Final Design			Estimat	ed Project Cost: \$	1,100.00

tal: \$	760.00
5% \$	145.71
0% \$	194.29
st: \$	1,100.00
	tal: \$ 5% \$ 0% \$ est: \$









	In contract of	Describle October
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		Nomove 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	Daniel and and an investment of the second second
	^	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench	^	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench Stand-alone bench clear space length is less than 48"	^	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"		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%	^	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	^	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 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 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"	^	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 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 transit stop signage

Kimley-Horn and Associates, Inc. Photographs Transit Stop at Overlake Garage GPS ID: 71328





Boarding/Alighting Area

Adjacent Sidewalk Network





Shelter/Clear Space

Transit Stop Signage

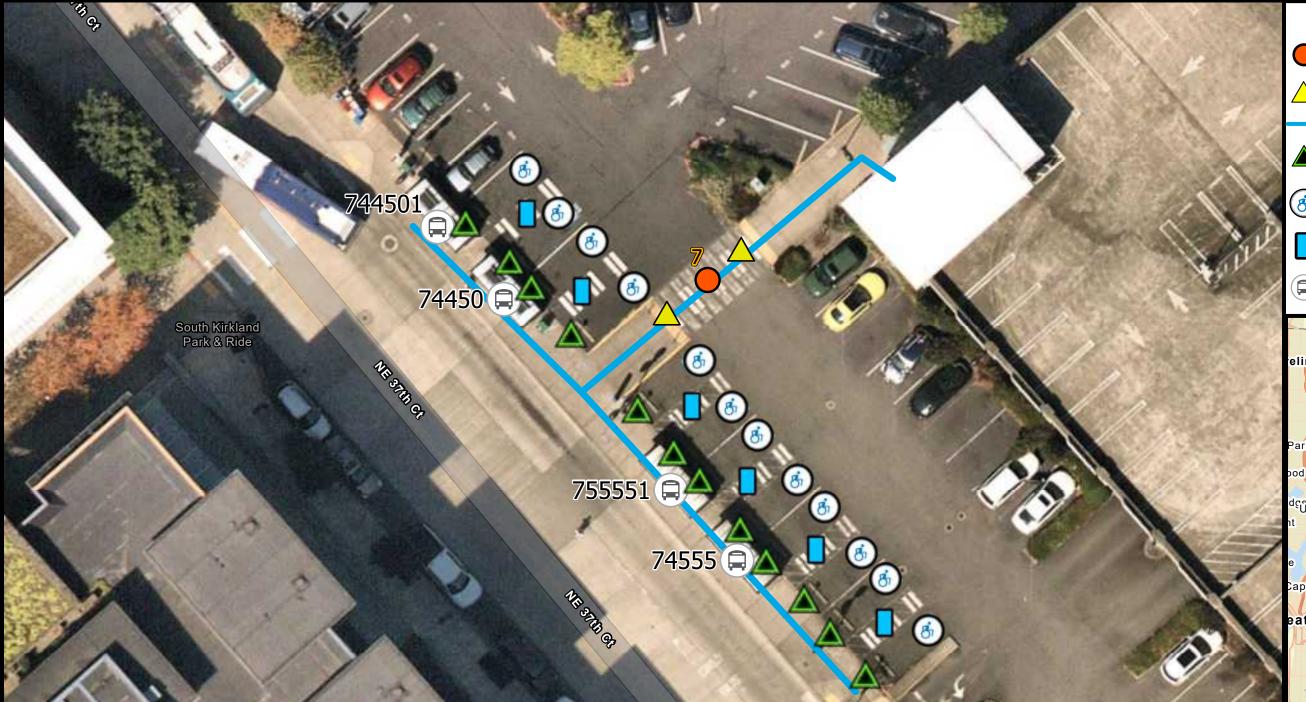
Opinion of Probable Construction Cost Disclaimer:

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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 71328 Transit Stop at Overlake Garage

# South Kirkland Park and Ride Surface Lot Facility Overview and Cost Summary



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			
<b>Total Estimated Cost of Improvements</b>	\$134,600.00			





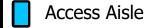




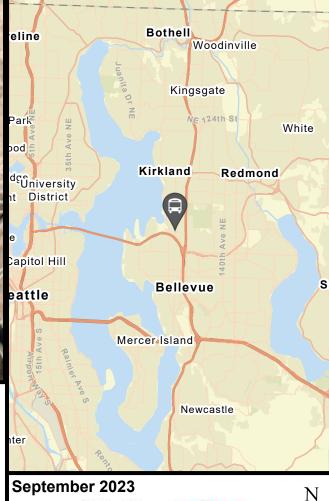








(a) Transit Stop and ID



# 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	(1	s Engineering 5%) and gency (20%)
WSDOT 1945 - 2421	Pedestrian Handrail	0	LF	\$ 200.00	\$	-
	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 Proje	ction			Subtotal:	\$	8,624.61

· No Design

- $; \ \ \text{No Design Completed}$
- > Preliminary Design
- → Final Design

 		-	
Ş	Subtotal:	\$	8,624.61
Estimated Project	ct Cost:	\$	8,700.00
Engineering: (% +/-)	15%	\$	958.29
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	228	\$ 8,624.61
Sidewalk Total	220	\$ 8,700.00

<sup>\*</sup> Totals rounded for simplification

# **Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 8,700.00
Unsignalized Intersection Total	\$ 10,900.00
Corridor Total	\$ 19,600.00

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	GPS ID Project Name		rojection	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 Parn 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	Un	it	Unit Price	Item Cost
WSDOT 0300-61 :Roadway Excavation	0	C,	/ \$	25.00 : \$	-
WSDOT 6701-2033 Cement Conc. Traffic Curb	0	LF	\$	75.00 \$	-
WSDOT 7055-2312 Cement Conc. Sidewalk	. 0	: S`	/ \$	85.00 : \$	-
WSDOT 7058-2315 Curb Ramps (Corner)	2	E/	١ \$	3,400.00 \$	6,800.00
Retrofit Det Warn Surf (Cast In Place)	. 0	SI	\$	45.00 ; \$	-
WSDOT 0100-27 :Removing Cement Conc. Sidewalk	21	S'	/ \$	25.00 \$	525.00
WSDOT 0187-41 Removing Paint Line	0	LF	\$	2.00 : \$	-
WSDOT 6856-2119 Painted Crosswalk Line	48	; SI	- \$	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				Subtotal: \$	8,041.00
✓ No Design Completed			Engineering:		1,225.29
□ Preliminary Design			Contingency		1,633.71
☐ Final Design			Estin	nated Project Cost: \$	10,900.00

# Project Location



Intersection Issues		Cros	swalk		Possible Solutions	
intersection issues	N	E	S	W	Possible Solutions	
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	N/A	N/A	N/A	N/A		
approaches	19/7	. IN/A	11//	11//		
Path of travel cross slope is greater than 5% for free-flow	N/A	N/A	N/A	:		
approaches	IN/A	. 19/7	11/7			
Crosswalk width is less than 6'	N/A	N/A	N/A	;	Remove and replace crosswalk pavement markings	
Crosswalk striping condition	N/A	N/A	N/A	Worn	nemove and replace crosswalk pavement markings	

Issues	1A	2A	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	I			
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.3%				
Blended transition running slope is greater than 5%	<u>:</u>	<u>;</u>		
Cut-thru ramp running slope is greater than 5%	<u>:</u>	<u>:</u>		
Curb ramp cross slope is greater than 2%	X	<u>:</u>		
Cut-thru ramp cross slope is greater than 2%	<u>.</u>	: 		
Curb ramp width is less than 48°	X	<u>;</u>		Remove and replace curb ramp / corner sidewalk
Cut-thru ramp width is less than 60"	<u>:</u>	<u>:</u>		
Permanent obstruction (>0.25") in curb ramp/landing/flares	<u>i</u>	<u>:</u>		
Turning space does not exist and is needed	<u>.</u>	<u>.</u>		
Turning space length is less than 4' (or 5' when constrained)	<u></u>	<u> ;</u>		
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	<u>:</u>	<u>!</u>		
Turning space running slope is greater than 2%		Х.		
Turning space cross slope greater than 2%	X			5
l emporary obstruction (>0.25") in curb ramp/landing/flares	Х			Remove temporary obstruction
Non-compliant detectable warning surface (DWS)	<u>.</u>	<u>.</u>		ļ
No detectable warning surface (DWS)	<del>.</del>	÷		<u> </u>
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	<del></del>	<u> </u>		







Ramp 2A

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 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

GPS ID	Project Name	Cost Projection	Priority
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
	TOTAL	\$ 3,700	

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

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

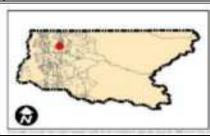
249; 250; 251; 544 Transit Stop at South Kirkland Park and Ride King County Route: Project Name: City: GPS ID: 744501

Item No.	Item Description	Quantity	Unit	Uı	nit Price	Item Cost
WSDOT 7055-2312	2 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 Proj	ection				Subtotal: \$	210.00
	☑ No Design Completed			Engineering: (% +	/-) 15% \$	38.57
	□ Preliminary Design			Contingency: (% +		51.43
	☐ Final Design			Estimated I	Project Cost: \$	300 00

Final Desi	gr
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<u> </u>		Ψ	-
	Subtotal:	\$	210.00
Engineering: (% +/-)	15%	\$	38.57
Contingency: (% +/-)	20%	\$	51.43
Estimated Pro	ject Cost:	\$	300.00









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 744501 Transit Stop at South Kirkland Park and Ride

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

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

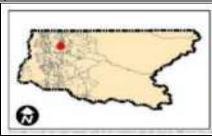
Route:	249; 250; 255; 544	GPS ID: 755551
Project Name:	Transit Stop at South Kirkland Park and Ride	
City:	King County	

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 Proje	ection				Subtotal: \$	760.00
	✓ No Design Completed			Engineering: (9	6 +/-) 15% \$	145.71
	□ Preliminary Design			Contingency: (9	6 +/-) 20% \$	194.29
	☐ Final Design			Estimate	d Project Cost: \$	1.100.00

Final Design
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	: Ψ	
Subtotal:	\$	760.00
Engineering: (% +/-) 15%	\$	145.71
Contingency: (% +/-) 20%	\$	194.29
Estimated Project Cost:	\$	1,100.00

Project Location







	In contract of	Describle October
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		Nomove 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	Daniel and and an investment of the second second
	^	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench	^	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench Stand-alone bench clear space length is less than 48"	^	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"		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%	^	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	^	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 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 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"	^	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 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 transit stop signage





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	

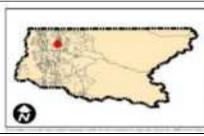
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
WSDOT 7055-231	Cement Conc. Sidewalk	5	SY	\$ 85.00 \$	425.00
WSDOT 0100-27	Removing Cement Conc. Sidewalk	5	SY	\$ 25.00 \$	125.00
	Relocate Fire Hydrant	0	LS	\$ 2,000.00 \$	-
	Adjust Utility Elevation	0	LS	\$ 1,000.00 \$	-
	Remove Obstruction	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 \$	-
				\$	-
				\$	-
tacic for Cost Pro	ection			Subtotal: \$	760.00

- isis for Cost Projection

  No Design Completed
  Preliminary Design
  Final Design

	: Ψ	
Subtotal:	\$	760.00
Engineering: (% +/-) 15%	\$	145.71
Contingency: (% +/-) 20%	\$	194.29
Estimated Project Cost:	\$	1,100.00

Project Location







Pield 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		Nomove 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:

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End of Project Description for Project 74450 Transit Stop at South Kirkland Park and Ride

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

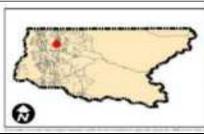
Client: Program: KHA No.: King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Date: 9/12/23

Route:	249; 250; 255; 544	GPS ID: 74555
Project Name:	Transit Stop at South Kirkland Park and Ride	
City:	King County	

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	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 Pro					Subtotal:	\$ 870.00
	☑ No Design Completed			Engineering: (	% +/-) 15%	\$ 141.43
	□ Preliminary Design			Contingency: (	% +/-) 20%	\$ 188.57
	☐ Final Design			Estimat	ed Project Cost:	\$ 1,200.00

	. •	1,200.00
Estimated Project Cost	: \$	1.200.00
Contingency: (% +/-) 20%	\$	188.57
Engineering: (% +/-) 15%	\$	141.43
Subtotal	: \$	870.00









	Inches Foliate	Describle October
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		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	İ	
Shelter clear space length is less than 48"		
Shelter clear space width is less than 30"		Remove and replace clear space
Shelter clear space running slope is greater than 2% Shelter opening clear width is less than 32"	X	





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 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

Project Name	Co	st Projection
Accessible Parking at South Kirkland Park and Ride Surface Lot	\$	111,300
TOTAL	\$	111,300

Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

Client: King County Date: 12/14/23

Program: KHA No.: Parking Accessibility Study 061334100

### 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 Project	ction				Subtotal: \$	82,435.00
	☑ No Design Completed		Eng	ineeri	ng: (% +/-) 15% \$	12,370.71
	□ Preliminary Design		Conf	tingen	cy: (% +/-) 20% \$	16,494.29
	☐ Final Design			timate	ed Project Cost: \$	111,300.00

## **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					F	Park	ing :	Spa	ce II	)			Possible Solutions
1 arking Opace 133de	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	1 OSSIDIE OGIULIONS
Parking space not marked as accessible		Х	Χ	х			Х						
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		g			•								
Access aisle is not marked to discourage parking in the aisle	х		Х		Х		Х						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"		(		3									
Access aisle has change in level > 0.25"													
Access aisle has horizontal openings > 0.5"													Repave and restripe access aisle or
Access aisle running slope is > 2%			Х										relocate access aisle
Access aisle cross slope is > 2%	Х		Х		Х		Х				Х		
Parking space has change in level > 0.25"													
Parking space horizontal openings > 0.5"		Х											
Parking space running slope is > 2%	х	Х							Х	Х		Х	Repave and restripe accessible parking space or relocate accessible parking space
Parking space cross slope is > 2%			Х			Х	Х	Х	Х	Х	Х	Х	
Parking space vertical clearance is < 98"													
Parking space identification sign is missing or incorrect								Х					Install accessible parking sign







Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID



Parking Space ID

10



Parking Space ID 11



Parking Space ID

12

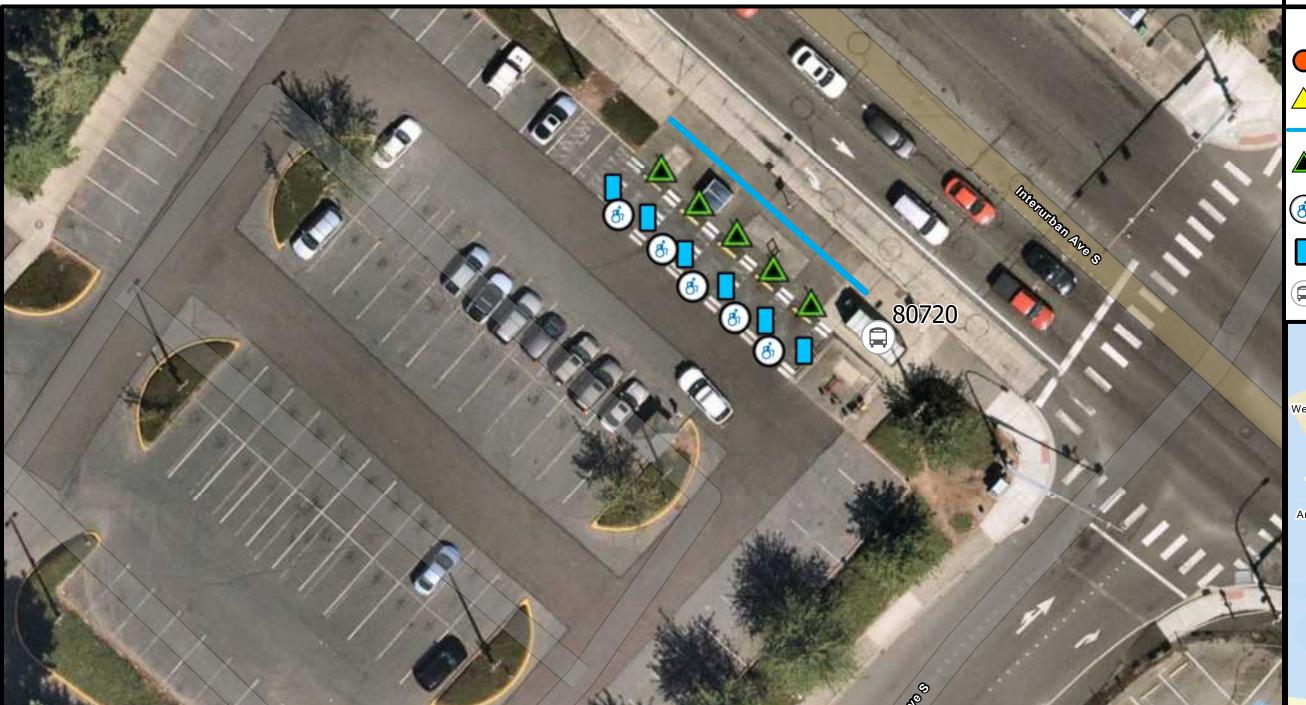
### Opinion of Probable Construction Cost Disclaimer:

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## End of Project Description

# Tukwila Park and Ride Facility Overview and Cost Summary



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	3
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



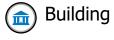




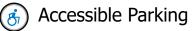
Curb Ramp

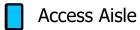


Path of Travel

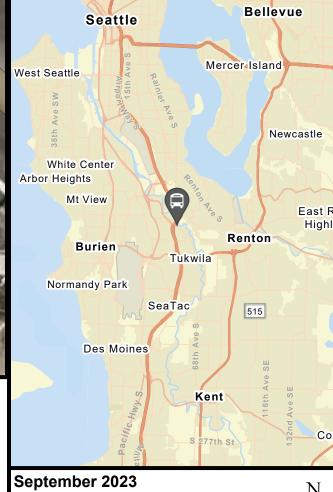


Accessible
Parking Sign





Transit Stop and ID





## King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan Sidewalk Cost Projection Summary 9/13/2023

Corridor ID	Project Name	Cost F	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	\$ -
	Cement Conc. Sidewalk	93	SY	\$ 85.00	
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY	\$ 115.00	
WSDOT 0090-26	Removing Cement Conc. Pavement	Λ	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 LS	\$ 45.00	· ·
	Concrete Railroad Panel	0	LS	\$ 36,000.00	э - \$ -
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	
	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 Proje	ction			Subtotal:	\$ 15,125.47
,	☑ No Design Completed		Est	imated Project Cost:	\$ 15,200.00
	☐ Preliminary Design		Eng	nineering: (% +/-) 15%	\$ 1,680.61

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Contingency: (% +/-)

2,240.81

## Sidewalk Summary

☐ Final Design

Priority	Length (LF)*	Cost
High	46	\$ 8,120.82
Medium	22	\$ 7,004.65
Low	0	\$ -
Compliant	0	
Not Prioritized	0	
Subtotal	68	\$ 15,125.47
Sidewalk Total	00	\$ 15,200.00

<sup>\*</sup> Totals rounded for simplification

## **Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 15,200.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 15,200.00

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

GPS ID	Project Name	Cost Projection	Priority
80720	Transit Stop at Tukwila Park and Ride	\$ 3,000	2
	TOTAL	\$ 3,000	

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

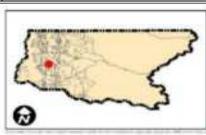
King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan 061334100 Client: Program: KHA No.: Date: 9/12/23

Route: Project Name: City: 150; 154 Transit Stop at Tukwila Park and Ride King County GPS ID: 80720

Item No.	Item Description	Quantity	Unit		Unit Price	Item Cost
WSDOT 7055-231	2 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	\$ -
						\$ -
			1			\$ -
Basis for Cost Pro					Subtotal:	\$ 2,210.00
	☑ No Design Completed			Engineering:	(% +/-) 15%	\$ 338.57
	<ul> <li>Preliminary Design</li> </ul>			Contingency:	(% +/-) 20%	\$ 451.43
	□ Final Design			Estima	ted Project Cost:	\$ 3,000.00

Subtotal:	\$ 2,210.00
Engineering: (% +/-) 15%	\$ 338.57
Contingency: (% +/-) 20%	\$ 451.43
Estimated Project Cost:	\$ 3,000.00









## 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	<del>-</del>	
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		
<u> </u>		
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"		

Kimley-Horn and Associates, Inc. Photographs Transit Stop at Tukwila Park and Ride GPS ID: 80720





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 80720 Transit Stop at Tukwila Park and Ride

## King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan Accessible Parking Cost Projection Summary

Project Name	Cost Projection		
Accessible Parking at Tukwila Park and Ride	\$	68,100	
TOTAL	\$	68,100	

### Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

Client: King County

Program: KHA No.: Parking Accessibility Study 061334100

### 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 Project	etion				Subtotal: \$	50,375.00
	✓ No Design Completed		Eng	ineeri	ing: (% +/-) 15% \$	7,596.43
	□ Preliminary Design		Con	tinger	ncy: (% +/-) 20% \$	10,128.57
	☐ Final Design		Es	timat	ed Project Cost: \$	68,100.00

## **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)

Date: 12/14/23

Parking Space Issue	Parking Space ID					Parking Space ID	Possible Solutions		
1 arking Opace 133de	P1	P2	P3	P4	P5*		Josibic Colutions		
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"	Х	Х	Х	Х	х				
Van parking space access aisle width is less than 96"						Remove and	replace pavement markin		
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	Х	х	Х	Х	х	Install access markings	aisle hatch pavement		
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"	х	х	Х	Х					
Access aisle has horizontal openings > 0.5"	х						estripe access aisle or		
Access aisle running slope is > 2%	Х	Х	Х	Х		relocate acces	ss aisle		
Access aisle cross slope is > 2%									
Parking space has change in level > 0.25"	Х								
Parking space horizontal openings > 0.5"									
Parking space running slope is > 2%	Х	Х	Х	Х	Х		estripe accessible parking cate accessible parking sp		
Parking space cross slope is > 2%					Х				
Parking space vertical clearance is < 98"									
Parking space identification sign is missing or incorrect									







Parking Space ID

Parking Space ID

2

Parking Space ID





Parking Space ID

Parking Space ID

Note\*: Parking space #5 is bounded by two access aisles. While both aisles have deficint striping, only one is recommended to be re-striped.

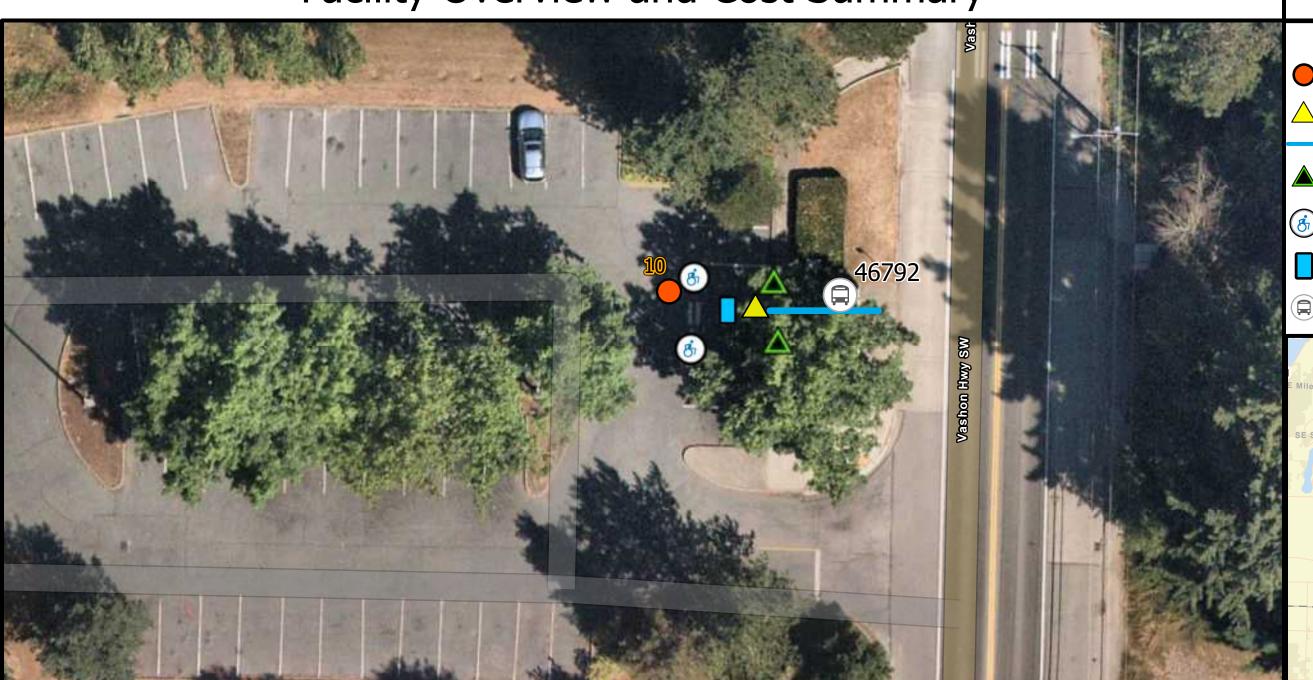
### Opinion of Probable Construction Cost Disclaimer:

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End of Project Description

# Valley Center Park and Ride Facility Overview and Cost Summary



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>	\$54,700.00					



## Legend







Path of Travel



Accessible Parking Sign











## King County Metro Transportation Agency ADA Self-Evaluation and Transition Plan Sidewalk Cost Projection Summary 9/13/2023

Corridor ID	Corridor ID Project Name					
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	Quantity Unit Unit Price		Unit Price	(1	s Engineering 5%) and gency (20%)
	1 Pedestrian Handrail	0	LF	\$	200.00	\$	-
WSDOT 7055-2312	2 Cement Conc. Sidewalk	20	SY	\$	85.00		2,292.20
WSDOT 7059-2314	4 Cement Conc. Driveway Entrance Type Removing Cement Conc. Pavement	0	SY SY	\$	115.00 15.00	\$	-
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	3 Driveways (Asphalt Conc Pav)	0	SY	\$	85.00	\$	-
	Welded Steel Grate	: 0 :	EA	\$	1,300.00	\$	-
	Relocate Fire Hydrant		LS	\$	2,000.00		-
	Adjust Utility Elevation		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 - 231	3 Asphalt Conc. Sidewalk	0	SY	\$	65.00	\$	-
Basis for Cost Proj	ection	·			Subtotal:	\$	2,966.37
	☑ No Design Completed		Es	stimate	d Project Cost:	\$	3,000.00
	☐ Preliminary Design			ngineering:		-	329.60
				J/g.	, ,		220.00

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Contingency: (% +/-)

20% \$

439.46

### Sidewalk Summary

☐ Final Design

Priority	Length (LF)*	Cost
High	12	\$ 2,966.37
Medium	0	\$ -
Low	0	\$ -
Compliant	12	
Not Prioritized	0	
Subtotal	24	\$ 2,966.37
Sidewalk Total	24	\$ 3,000.00

<sup>\*</sup> Totals rounded for simplification

## **Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 3,000.00
Unsignalized Intersection Total	\$ 11,200.00
Corridor Total	\$ 14,200.00

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	Un	it	Unit Price	Item Cost
WSDOT 0300-61 :Roadway Excavation	0	C,	Y : \$	25.00 : \$	-
WSDOT 6701-2033 Cement Conc. Traffic Curb	0	LF	\$	75.00 \$	-
WSDOT 7055-2312 Cement Conc. Sidewalk	. 6	: S`	/            \$	85.00 : \$	510.00
WSDOT 7058-2315 Curb Ramps (Corner)	1	E/	۹ \$	3,400.00 \$	3,400.00
Retrofit Det Warn Surf (Cast In Place)	. 0	SI	: \$	45.00 : \$	-
WSDOT 0100-27 :Removing Cement Conc. Sidewalk	15	S'	′ \$	25.00 \$	375.00
WSDOT 0187-41 Removing Paint Line	0	LF	: \$	2.00 : \$	-
WSDOT 6856-2119 Painted Crosswalk Line	. 0	; SI	: \$	4.50 ; \$	-
:Repave Roadway	0	LS	3 \$	5,000.00:\$	-
Fix Ponding	1	LS	3 : \$	2,000.00 : \$	2,000.00
:Fix Curb Ramp Transition	1	LS	3 : \$	2,000.00:\$	2,000.00
Median Nose Modification	0	LS	\$ \$	5,000.00 \$	-
:Remove Temporary Obstruction	. 0	LS	3 : \$	500.00 : \$	-
:Fix Curb Ramp Counter Slope	0	LS	3 \$	2,000.00 : \$	-
Basis for Cost Projection				Subtotal: \$	8,285.00
✓ No Design Completed			Engineering:		1,249.29
□ Preliminary Design			Contingency		1,665.71
☐ Final Design			Estin	nated Project Cost: \$	11,200.00

### Project Location



### Field Observations

Intersection Issues		Cros	swalk		Possible Solutions	
intersection issues	N	E	S	W	Possible Solutions	
Path of travel pavement condition 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	All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPED				ions provided in sidewalk corridor shapefile (TRPEDSWC)	
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	7		
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slone is greater than 10%	X		
Curb ramp running slope is greater than 8.3%	7		
Blended transition running slope is greater than 5%	I		
Cut-thru ramp running slope is greater than 5%	<u> </u>		
Curb ramp cross slope is greater than 2%	: X		
Curb ramp cross slope is greater than 2% Cut-thru ramp cross slope is greater than 2%	. <u></u>		
Curb ramp width is less than 48"			Remove and replace curb ramp / corner sidewalk
Cut-thru ramp width is less than 60"	<u>.i</u>		
Permanent obstruction (>0.25") in curb ramp/landing/flares	: X		
Turning space does not exist and is needed	<u></u>		
Turning space length is less than 4' (or 5' when constrained)	<u> </u>		
Turning space width is less than 4' (or 5' when constrained)	السييسا		
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	<u> </u>		
Non-compliant detectable warning surface (DWS)			
No detectable warning surface (DWS) Transition onto roadway is greater than 0.25"	<del></del>		Fix transition to use down.
Counter slope of the gutter or street at the foot of the curb ramp is	X		Fix transition to roadway
	1		
greater than 5% Ponding occurs at base of curb ramp	÷		Five and disc
r unumy uccurs at base of curb famp	<u>:                                    </u>		Fix ponding



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## End of Project Description for Project 10 Ramps at Valley Center Park and Ride

## 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
46792	Transit Stop at Valley Center Park and Ride	\$ 3,800	1
	TOTAL	\$ 3,800	

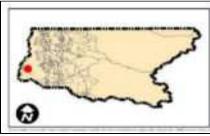
Kimley-Horn and Associates, Inc.	Priority: 1
Project Description for Transit Stops	

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

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 7055-231	2 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	\$ -
						\$ -
						<u> </u>
Basis for Cost Pro					Subtotal:	\$ 2,760.00
	☑ No Design Completed			Engineering: (	% +/-) 15%	\$ 445.71
	□ Preliminary Design			Contingency: (	% +/-) 20%	\$ 594.29
	☐ Final Design			Estimat	ed Project Cost:	\$ 3,800.00









## 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	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"	Х	Fix connection transition
Boarding area is missing a connection to the street or sidewalk network		
	<u> </u>	
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"		
	<del></del>	
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"		
Sheller 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 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

Project Name	C	st Projection
Accessible Parking at Valley Center Park and Ride	\$	36,700
TOTAL	\$	36,700

### Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

King County Client: Date: 12/14/23 Parking Accessibility Study 061334100

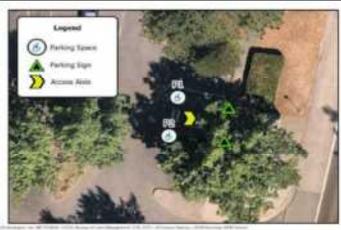
Program: KHA No.:

### 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 Project	etion				Subtotal: \$	27,172.00
	☑ No Design Completed		Enç	gineer	ing: (% +/-) 15% \$	4,083.43
	□ Preliminary Design		Con	itinger	ncy: (% +/-) 20% \$	5,444.57
	☐ Final Design		Es	timat	ed Project Cost: \$	36,700.00

## **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
Parking Space issue	P1	P2		Possible Solutions
Parking space not marked as accessible	Х	х		
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"				
/an 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	Х			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"	Х			
Access aisle has horizontal openings > 0.5"	х			Repave and restripe access aisle or
Access aisle running slope is > 2%	Х			relocate access aisle
Access aisle cross slope is > 2%				
Parking space has change in level > 0.25"	Х	Х		
Parking space horizontal openings > 0.5"	Х	Х		
Parking space running slope is > 2%	Х	Х		Repave and restripe accessible parking space or relocate accessible parking sp
Parking space cross slope is > 2%				
Parking space vertical clearance is < 98"				
Parking space identification sign is missing or incorrect				





Parking Space ID

Parking Space ID

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End of Project Description

# Vashon North End Park and Ride Facility Overview and Cost Summary



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	5
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
<b>Total Estimated Cost of Improvements</b>	\$110,700.00



## Legend

Intersections and ID

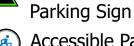
Curb Ramp

\*\* Ramp

Path of Travel



Accessible

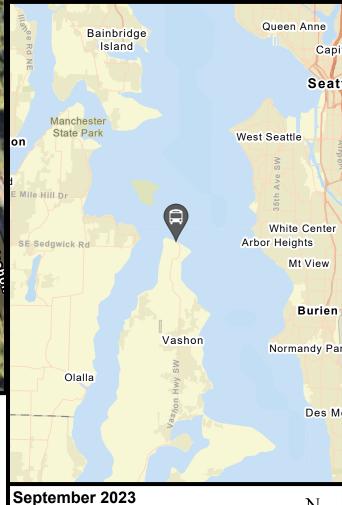


Accessible Parking



Access Aisle

Transit Stop and ID





## 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	\$ -
	Cement Conc. Sidewalk	311	SY	\$ 85.00	\$ 35,670.33
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	0	SY 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)		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		FΔ	\$ 1,300.00	\$ -
	Relocate Fire Hydrant	0	LS	\$ 2,000.00	\$ -
	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
	- INCHIOVE ODSITUCTION	: 0 :	LO	\$ 1,000.00	\$ -
	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
	Railroad Company Flagger Remove Concrete Railroad Panel	0	Day(s)	\$ 1,000.00	\$ -
	Remove Concrete Railroad Panel	0		\$ 2,000.00	\$ -
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	0	SY	\$ 12.00	\$ -
	Asphalt Conc. Sidewalk	0	SY	\$ 65.00	\$ -
Basis for Cost Proje	ction			Subtotal:	\$ 35,670.33
✓ No Design Completed				stimated Project Cost:	\$ 35,700.00
	☐ Preliminary Design		E	Engineering: (% +/-) 15%	\$ 3,963.37

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5,284.49

Contingency: (% +/-)

20% \$

### Sidewalk Summary

☐ Final Design

Priority	Length (LF)*	Cost
High	560	\$ 35,670.33
Medium	0	\$ -
Low	0	\$ -
Compliant	0	\$ -
Not Prioritized	0	\$ -
Subtotal	<b>E60</b>	\$ 35,670.33
Sidewalk Total	560	\$ 35,700.00

<sup>\*</sup> Totals rounded for simplification

## **Corridor Summary**

Facility	Cost		
Sidewalk Total	\$	35,700.00	
Unsignalized Intersection Total	\$	-	
Corridor Total	\$	35,700.00	

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

Project Name	Со	st Projection
Accessible Parking at Vashon North End Park and Ride	\$	75,000
TOTAL	\$	75,000

Kimley-Horn and Associates, Inc.

Project Description for Accessible Parking

Client: King County

Parking Accessibility Study 061334100 Program:

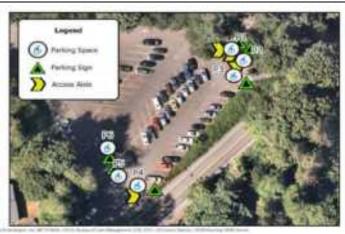
KHA No.:

### 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
	☑ No Design Completed		Eng	ineerii	ng: (% +/-) 15% \$	8,358.86
☐ Preliminary Design				ingen	cy: (% +/-) 20% \$	11,145.14
☐ Final Design					ed Project Cost: \$	75,000.00

## **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)

Date: 12/14/23

Parking Space Issue	D1	D2	D2	P4			king Space ID Possible Solutions	
Parking space not marked as accessible		:		Х	:	:	Install International Symbol of Accessib	ility
Parking space width is less than 96"								
Parking space does not have an adjacent access aisle					х	Х	Install access aisle pavement markings	<b>3</b>
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				х			Install access aisle hatch pavement markings	
Access aisle overlaps the vehicular way								
Access aisle does not adjoin an accessible route	Х	х		Х			Remove and replace pavement marking	gs
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"							Repave and restripe access aisle or	
Access aisle running slope is > 2%	х	х	Х	х			relocate access aisle	
Access aisle cross slope is > 2%	х	х	Х					
Parking space has change in level > 0.25"			Х					
Parking space horizontal openings > 0.5"								
Parking space running slope is > 2%	Х	Х	Х	х	Х	Х	Repave and restripe accessible parking space or relocate accessible parking sp	
Parking space cross slope is > 2%	Х	Х	Х	х	Х	Х		
Parking space vertical clearance is < 98"								
Parking space identification sign is missing or incorrect					Х	Х	Install accessible parking sign	







Parking Space ID

Parking Space ID

2

Parking Space ID







Parking Space ID

Parking Space ID

Parking Space ID

6

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End of Project Description