

	A	B	C	D	E	F	G	H	I	J	K
1	Planning Level Cost Estimates: City Transportation Projects in Addition to Base Impact Fee										
3		Cost Share: Alternative 3	\$63,000	\$71,500	(\$54,000)	\$0	(\$13,500)	\$175,500	\$242,500	2578	\$94.07
4		% Share: Alternative 3	7%	11%	-12%		-3%	13%			Not Applicable
5		Cost Share: Alternative 2	\$54,000	\$58,500	\$0	(\$247,500)	(\$18,000)	\$135,000	(\$18,000)	1965	(\$9.16)
6		% Share: Alternative 2	6%	9%		-15%	-4%	10%			Not Applicable
7		Total Project Estimates:	\$900,000	\$650,000	\$450,000	\$1,650,000	\$450,000	\$1,350,000	Sum	Net New Primary PH	Cost Per Trip
8	Component	Estimated Component Cost	2	1	13	13	18	36			
9											
10	Right Turn Lane	\$ 200,000									
11	Left Turn Lane	\$ 600,000	1			1		1			
12	Add Through Lane	\$ 400,000									
13	Add Receiving Lane	\$ 750,000									
14	Striping	\$ 20,000									
15											
16	New Traffic Signal	\$ 450,000		1	1	1	1	1			
17	Modify Traffic Signal	\$ 250,000									
18											
19	Single Lane Roundabout	\$ 1,500,000									
20	Multi-Lane Roundabout	\$ 2,500,000									
21											
22	Bridge/Culvert Replacement	\$ 1,500,000									
23	Significant Walls	\$ 400,000				1					
24											
25	Minor ROW	\$ 200,000	1	1		1		1			
26	Major ROW	\$ 500,000									
27											
28	Minor Env	\$ 100,000									
29	Major Env	\$ 300,000									
30											
31	Major Utility Relocation	\$ 100,000	1					1			
32											
33											
34											
35	Assumptions:										
36	- This document estimates the cost of each mitigation proposal in Mitigation Measure 35, except for projects that are outside of Covington, and projects already in the traffic impact fee program.										
37	- Estimates are conceptual level and are based upon the descriptions in the exhibit and "Google maps" site review.										
38	- Estimates are based upon recent experience with similar projects by David Evans and Associates, Inc.										
39	- The percent share for each project is shown.										
40	- The cost per trip is in addition to the city's base impact fee.										
41	- SR 516 is identified for improvement in the EIS under No Action conditions. However, Alternative 3 results in a decrease of trips west of 204th which would offset the expected increase in trips east of 204th. Therefore										
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45											

	N	O	P	Q	R	S	T	U
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2	Planning Level Cost Estimates: King County Transportation Projects in Addition to Base Impact Fee							
3			Cost Share: Alternative 3	\$111,000	\$21,000	\$52,500	\$184,500	2578
4			% Share: Alternative 3	6%	7%	7%		Not Applicable
5			Cost Share: Alternative 2	\$74,000	\$18,000	\$45,000	\$137,000	1965
6			% Share: Alternative 2	4%	6%	6%		Not Applicable
7			Total Project Estimates:	\$1,850,000	\$300,000	\$750,000	Sum	Net New Primary PH
8	Component	Estimated Component Cost		51	3	50		Cost Per Trip
9								
10	Right Turn Lane	\$ 200,000						
11	Left Turn Lane	\$ 600,000	2					
12	Add Through Lane	\$ 400,000						
13	Add Receiving Lane	\$ 750,000						
14	Striping	\$ 20,000						
15								
16	New Traffic Signal	\$ 450,000	1		1			
17	Modify Traffic Signal	\$ 250,000						
18								
19	Single Lane Roundabout	\$ 1,500,000						
20	Multi-Lane Roundabout	\$ 2,500,000						
21								
22	Bridge/Culvert Replacement	\$ 1,500,000						
23	Significant Walls	\$ 400,000						
24								
25	Minor ROW	\$ 200,000	1	1	1			
26	Major ROW	\$ 500,000						
27								
28	Minor Env	\$ 100,000			1			
29	Major Env	\$ 300,000						
30								
31	Major Utility Relocation	\$ 100,000		1				
32								
33								
34								
35	Assumptions:							
36	- This document estimates the cost of each mitigation proposal in Mitigation Measure 35, for a few							
37	projects that are outside of Covington.							
38	- Estimates are conceptual level and are based upon the descriptions in the exhibit and "Google							
39	maps" site review.							
40	- Estimates are based upon recent experience with similar projects by David Evans and Associates ,							
41	Inc.							
42	- The percent share for each project is shown.							
43	- The cost per trip is in addition to the base impact fee.							
44	- SR 516 is identified for improvement in the EIS under No Action conditions. However, Alternative							
45	3 results in a decrease of trips west of 204th which would offset the expected increase in trips							
46	east of 204th. Therefore consultants have assumed a zero proportional share (and the project is							

	X	Y	Z	AA	AB	AC	AD
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2	Planning Level Cost Estimates: Kent Transportation Projects in Addition to Base Impact Fee						
3		Cost Share: Alternative 3	\$4,500	\$46,750	\$50,750	2578	\$19.69
4		% Share: Alternative 3	1%	5%			Not Applicable
5		Cost Share: Alternative 2	\$4,500	\$37,000	\$41,500	1965	\$31.12
6		% Share: Alternative 2	1%	4%			Not Applicable
7		Total Project Estimates:	\$450,000	\$925,000	Sum	Net New Primary PH	Cost Per Trip
8	Component	Estimated Component Cost	55	6			
9							
10	Right Turn Lane	\$ 200,000					
11	Left Turn Lane	\$ 600,000		1			
12	Add Through Lane	\$ 400,000					
13	Add Receiving Lane	\$ 750,000					
14	Striping	\$ 20,000					
15							
16	New Traffic Signal	\$ 450,000	1	0.5			
17	Modify Traffic Signal	\$ 250,000					
18							
19	Single Lane Roundabout	\$ 1,500,000					
20	Multi-Lane Roundabout	\$ 2,500,000					
21							
22	Bridge/Culvert Replacement	\$ 1,500,000					
23	Significant Walls	\$ 400,000					
24							
25	Minor ROW	\$ 200,000		0.5			
26	Major ROW	\$ 500,000					
27							
28	Minor Env	\$ 100,000					
29	Major Env	\$ 300,000					
30							
31	Major Utility Relocation	\$ 100,000					
32							
33							
34	Assumptions:						
35	- This document estimates the cost of each mitigation proposal in Mitigation Measure 35, for a few projects that are outside of Covington.						
36	- Estimates are conceptual level and are based upon the descriptions in the exhibit and "Google maps" site review.						
37	- Estimates are based upon recent experience with similar projects by David Evans and Associates , Inc.						
38	- The percent share for each project is shown.						
39	- The cost per trip is in addition to the base impact fee.						
40	- SR 516 is identified for improvement in the EIS under No Action conditions. However, Alternative 3 results in a decrease of trips west of 204th which						
41	would offset the expected increase in trips east of 204th. Therefore consultants have assumed a zero proportional share (and the project is not included						
42	in this matrix).						
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