

A detailed map of Island County, Washington, is shown on the left side of the slide. The map is rendered in a light green color against a dark blue background, highlighting the county's unique shape and surrounding water bodies.

Clinton to Ken's Corner Trail 90% Update & Presentation to the Clinton Community Council

By Catherine Kelley, Project Manager



INTRODUCTION

CLINTON TO KEN'S CORNER TRAIL

- Location
- Description
- 30% & 60% CN Cost Estimate
- State Grant Funding for PS&E
- Construction Funding
- Higher Construction Costs Multipliers
- 90% Draft Construction Plans
- 90% Cost Opinion
- Supplement No. 1 – LAA
- Trail Photos
- Connectivity, Safety, and Environmental Value
- Transit & Ferry
- Shared Use Path Connections
- Conclusion



CLINTON TO KEN'S CORNER TRAIL

Location/Length

- State Route 525, Clinton/Langley
- Length – 2.14 Miles

Description

- A 2.14 Mile, Multi-Modal Non-Motorized 10-foot-wide paved trail adjacent to the NE Side of SR-525 from Deer Lake Rd to Langley Rd. in Langley

Total Construction (CN) Cost Estimate

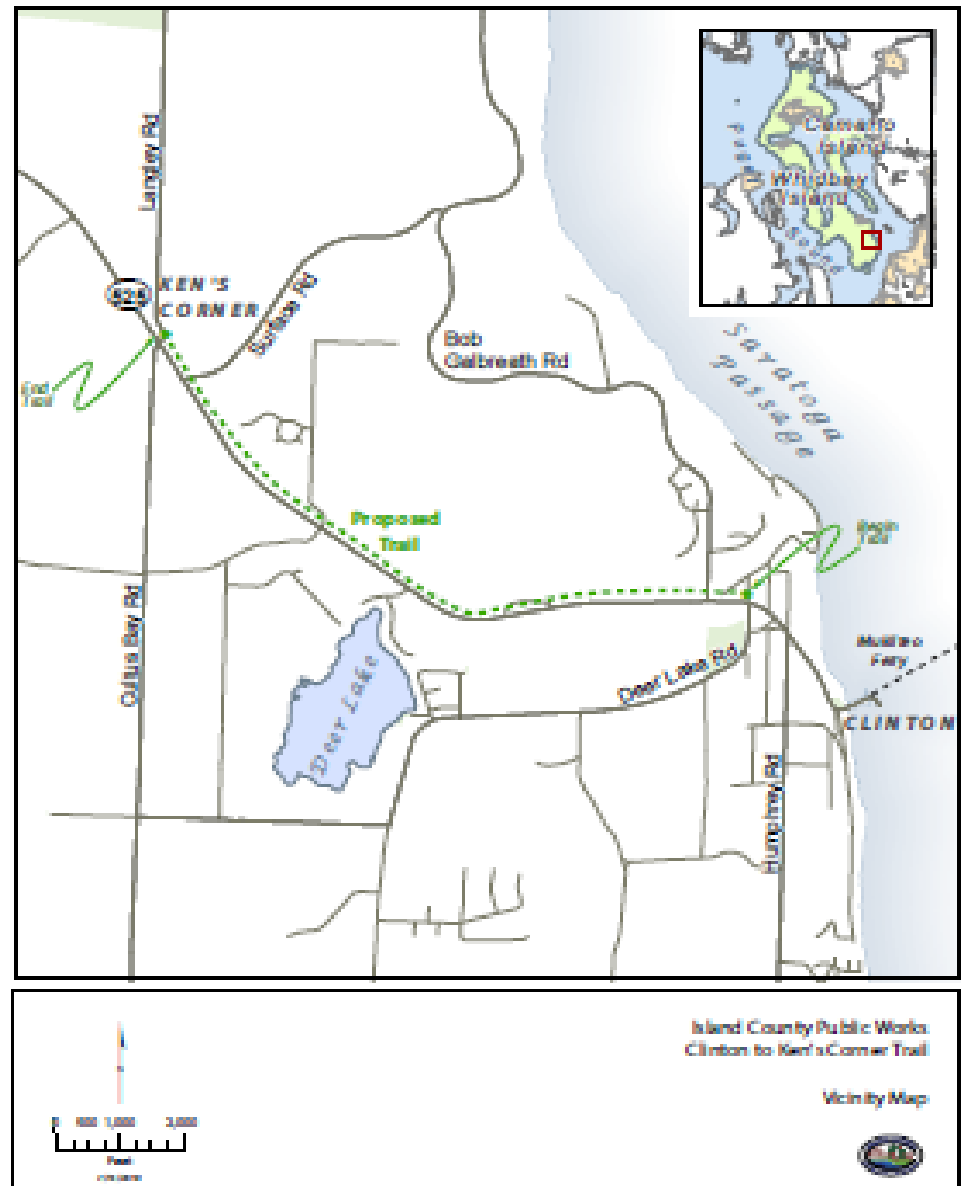
- 90% Cost Estimate: \$14,160,579.00
- 60% Cost Estimate: \$13,206,611.72
- 30% Cost Estimate: \$11,727,033.72
- Cost Estimates Include Contingencies

State Grant: Local Funding Agency Grant

- PS&E: \$860,000.00
- Local Funds: \$40,000.00
- Management Reserve: \$90,000.00
- Total LAA: \$990,000.00

Climate Commitment Act State Grant

- 3,520,000.00 for CN



CONSTRUCTION FUNDING

2020 Cost Estimate
\$4,520,000 (Including PE
& Contingencies)

2022 CCA Funding
Award: \$3,520,000 (CN)
• 2019 State Local Programs
Funding Award: \$860,000 (PE)

Local Agency Funds

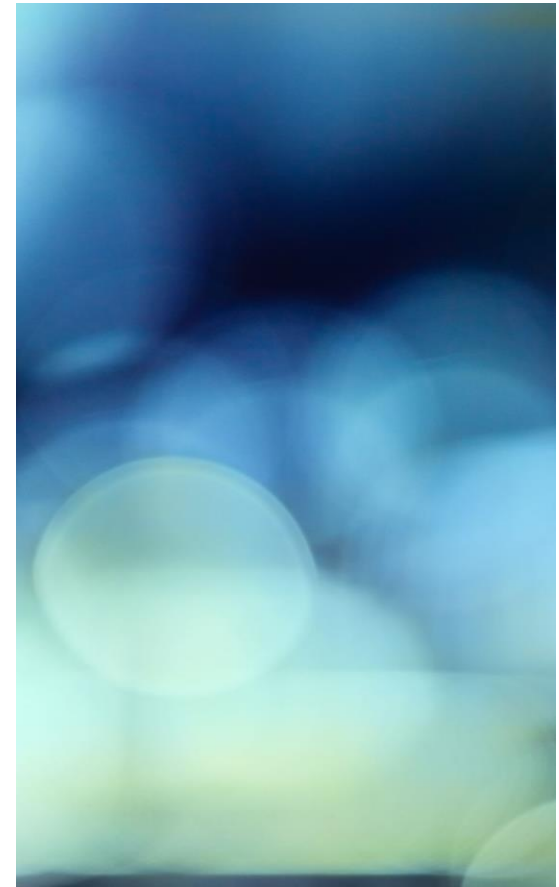
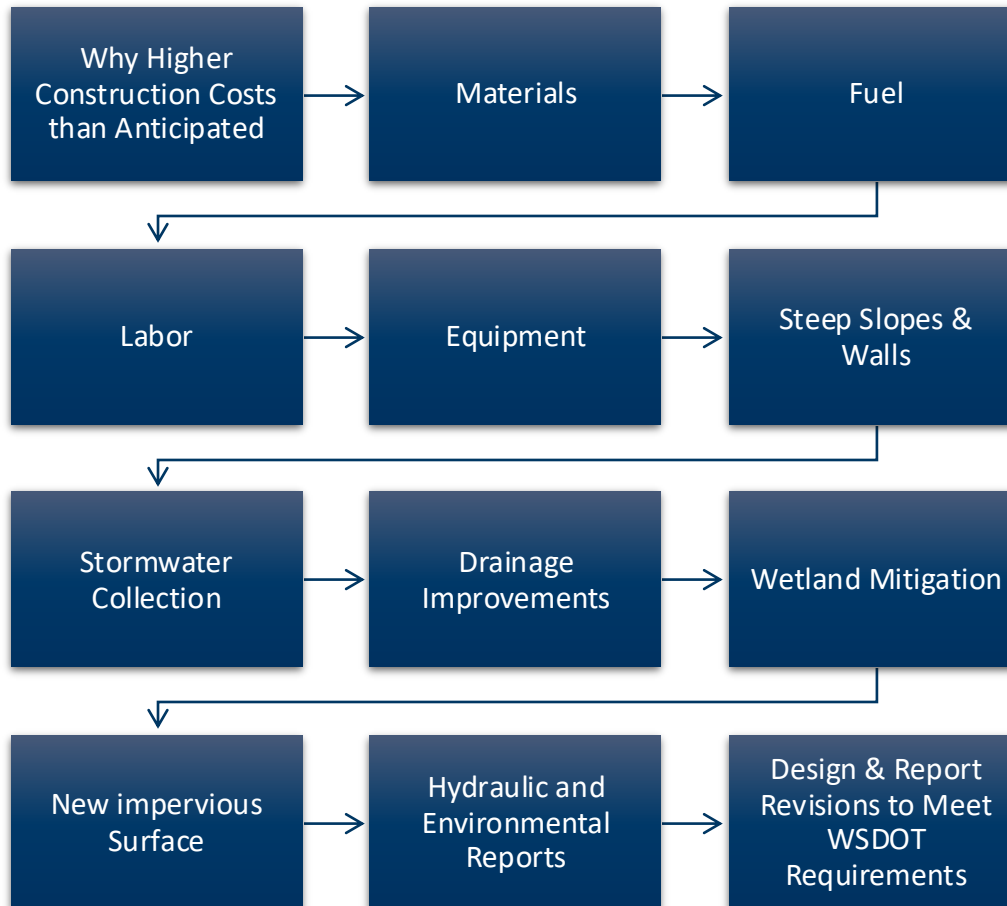
- Local Funds: \$40,000
- Management Reserve: \$90,000
- Total PE: Funding: \$990,000.00
(Local Agency Agreement)

**Total Funding
Awarded: \$4,510,000.00
(Including PE)**

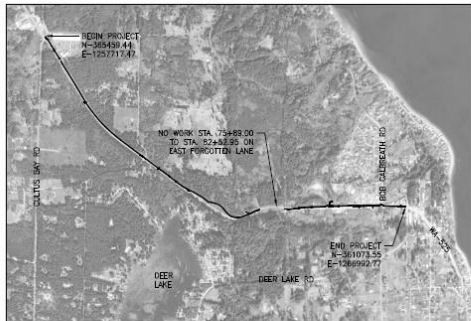
2025 90% CN Cost
Estimate (Including CN
Contingency &
Estimating Contingency)
\$14,160,579.00

**Total Funding Needed
for CN:
\$10,640,579.00**

CLINTON TO KEN'S CORNER TRAIL COST MULTIPLIERS



CLINTON TO KEN'S CORNER DRAFT 90% CONSTRUCTION PLANS



VICINITY MAP
NO SCALE



CLIENT:

ISLAND COUNTY PUBLIC WORKS
1 NE 6TH STREET
COVINGILLE, WA 98277
306-878-7965

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RES GROUP NORTHWEST LLC -
REAL ESTATE SERVICES
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KIRKLAND, WA 98033
PHONE: 206-457-5681

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L2.2 - TRAIL PLAN AND PROFILE STA 5+30 TO STA 11+50
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L2.12 - TRAIL PLAN AND PROFILE STA 65+50 TO STA 71+50
L2.13 - TRAIL PLAN AND PROFILE STA 71+50 TO STA 77+50
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SW3 - PREFABRICATED BRIDGE FOUNDATION

CLINTON TO KEN'S CORNER TRAIL

ISLAND COUNTY

WASHINGTON

DRAFT 90% CONSTRUCTION DOCUMENTS

12/08/2025

Cost Opinion

MacLeod Reckord, PLLC

Landscape Architecture

Planning

Urban Design

Project Name: Clinton to Ken's Corner Trail

Project Phase: Phase 1 90% Preliminary Design

Prepared By: JD/CR

Checked By: CR

Date: 12/08/2025

NO.	SPEC SEC	ITEM TYPE	ITEM	UNIT	UNIT PRICE	QTY	COST
PREPARATION							
1	1-09.07	STD ITEM	Mobilization (10%)	LS		1	\$ 1,119,413
2	1-10	STD ITEM	Project Temporary Traffic Control	LS	\$ 575,000	1	\$ 575,000
3	1-05.4	STD ITEM	Roadway Surveying	LS	\$ 70,000	1	\$ 70,000
4	2-01	STD ITEM	Clearing and Grubbing	AC	\$ 18,000	6.26	\$ 112,723
5	2-02.3(3)	SP	Removal of Structures and Obstructions	LS	\$ 10,000	1	\$ 10,000
6		GSP	Removing HMA and Concrete Pavement	SY	\$ 18	2,120	\$ 38,160
7		GSP	Removing Concrete Curb	LF	\$ 15	100	\$ 1,500
8	8-22.3(6)	STD ITEM	Removing Paint Line	LF	\$ 2	239	\$ 478
EARTHWORK							
9	2-03	STD ITEM	Roadway Excavation Incl. Haul	CY	\$ 50	2,683	\$ 134,150
10	2-03.3(14)J	STD ITEM	Common Borrow Incl. Haul	CY	\$ 40	6,970	\$ 278,800
11	2-03.3(14)C	STD ITEM	Embankment Compaction (Method B)	CY	\$ 15	9,653	\$ 144,795
BASES							
12	4-04	STD ITEM	Crushed Surfacing Base Course	TN	\$ 55	1,894	\$ 104,190
13	4-04	STD ITEM	Crushed Surfacing Top Course	TN	\$ 55	54	\$ 2,988
PAVING							
14	5-04	GSP	HMA CL. 3/8 in. PG 58H-22	TN	\$ 175	967	\$ 169,263
15	5-05	STD ITEM	Cement Concrete Pavement	CY	\$ 350	12	\$ 4,107
STRUCTURES							
16	2-09		Structure Excavation Class A Incl. Haul	CY	\$ 45	4,987	\$ 224,423
17	2-09		Shoring Or Extra Excavation Class A	LS	\$ 200,000	1	\$ 200,000
18	6-02		Gravel Borrow incl. Haul	TN	\$ 60	4,067	\$ 244,000
19	6-02		St. Reinf. Bar For Bridge	LB	\$ 3	1,160	\$ 2,899
20	6-02		Conc. Class 4000 For Bridge	CY	\$ 2,000	8	\$ 16,305
21	6-03		Contractor Designed Pedestrian Bridge	LS	\$ 300,000	1	\$ 300,000
22	6-16		Furnishing Soldier Pile - W10x22 Piling	LF	\$ 22	65	\$ 1,434
23	6-16		Furnishing Soldier Pile - W10x39 Piling	LF	\$ 39	244	\$ 9,499
24	6-16		Furnishing Soldier Pile - W10x45 Piling	LF	\$ 45	44	\$ 1,998
25	6-16		Furnishing Soldier Pile - W12x35 Piling	LF	\$ 35	124	\$ 4,344
26	6-16		Furnishing Soldier Pile - W12x40 Piling	LF	\$ 40	333	\$ 13,304
27	6-16		Furnishing Soldier Pile - W12x50 Piling	LF	\$ 50	243	\$ 12,134
28	6-16		Furnishing Soldier Pile - W12x58 Piling	LF	\$ 58	133	\$ 7,605
29	6-16		Furnishing Soldier Pile - W12x72 Piling	LF	\$ 72	1243	\$ 89,491
30	6-16		Furnishing Soldier Pile - W12x96 Piling	LF	\$ 96	62	\$ 5,930
31	6-16		Furnishing Soldier Pile - W14x74 Piling	LF	\$ 74	693	\$ 51,246
32	6-16		Furnishing Soldier Pile - W14x99 Piling	LF	\$ 99	1316	\$ 130,317
33	6-16		Furnishing Soldier Pile - W16x77 Piling	LF	\$ 77	605	\$ 46,613
34	6-16		Furnishing Soldier Pile - W16x89 Piling	LF	\$ 89	428	\$ 38,088
35	6-16		Furnishing Soldier Pile - W16x100 Piling	LF	\$ 100	268	\$ 26,752
36	6-16		Furnishing Soldier Pile - W18x97 Piling	LF	\$ 97	157	\$ 15,210
37	6-16		Furnishing Soldier Pile - W18x106 Piling	LF	\$ 106	262	\$ 27,723
38	6-16		Furnishing Soldier Pile - W18x119 Piling	LF	\$ 119	1582	\$ 188,213
39	6-16		Shaft - 24" Diameter	LF	\$ 175	3191	\$ 558,398
40	6-16		Shaft - 30" Diameter	LF	\$ 225	4815	\$ 1,083,302
41	6-16		Lagging	SF	\$ 25	17100	\$ 427,498

Cost Opinion

MacLeod Reckord, PLLC
Landscape Architecture Planning Urban Design

Project Name: Clinton to Ken's Corner Trail
Project Phase: Phase 1 90% Preliminary Design
Prepared By: JD/CR
Checked By: CR
Date: 12/08/2025

NO.	SPEC SEC	ITEM TYPE	ITEM	UNIT	UNIT PRICE	QTY	COST
42	6-16		Prefabricated Drainage Mat	SY	\$ 50	939	\$ 46,938
43	6-16		Concrete Fascia Panel	SF	\$ 80	20750	\$ 1,660,004
44	6-17		Permanent Ground Anchor	EA	\$ 8,000	84	\$ 672,000
45	6-16		Removing Soldier Pile Shaft Obstructions	LS	\$ 30,000	1	\$ 30,000
46	6-13		Sew Wall	SF	\$ 85	11860	\$ 1,008,130
47	6-13		Gravel Borrow for Sew Incl. Haul	CY	\$ 80	3195	\$ 255,586
DRAINAGE, UTILITIES AND TESC							
48	2-02	SP	Potholing	EA	\$ 1,200	30	\$ 36,000
49	2-02	SP	Abandon Pipe	LF	\$ 25	265	\$ 6,625
50	2-09	STD	Structure Excavation Class B incl Haul	CY	\$ 15	1525	\$ 22,875
51	2-09	STD	Shoring or Extra Excavation Class B	SF	\$ 3	10050	\$ 30,150
52	2-09	STD	Structure Excavation Class A incl Haul	CY	\$ 45	1540	\$ 69,300
53	2-09	STD	Shoring or Extra Excavation Class A	LS	\$ 31,500	1	\$ 31,500
54	7-02	STD	Schedule A Culv. Pipe 12 in. Dia.	LF	\$ 125	130	\$ 16,250
55	7-02	SP	Ductile Iron Culvert Pipe 12 in. Dia.	LF	\$ 200	335	\$ 67,000
56	7-05	STD	Catch Basin Type 1	EA	\$ 3,000	18	\$ 54,000
57	7-05	STD	Catch Basin Type 2 48 in. Dia.	EA	\$ 4,000	7	\$ 28,000
58	7-04	STD	Schedule A Storm Sewer 12 in. Dia.	LF	\$ 75	1925	\$ 144,375
59	7-04	STD	Testing Storm Sewer Pipe	LF	\$ 5	2260	\$ 11,300
60	7-05	STD	Connection to Drainage Structure	EA	\$ 1,500	4	\$ 6,000
61	7-05	SP	Detention Vault Structures	LS	\$ 350,000	1	\$ 350,000
62	7-05	SP	12 in. X 24 in. Grate	EA	\$ 3,000	9	\$ 27,000
63	8-01	STD	SWPPP Preparation and Maintenance	LS	\$ 7,000	1	\$ 7,000
64	8-01	STD	ESC Lead	DAY	\$ 100	40	\$ 4,000
65	8-01	STD	Inlet Protection	EA	\$ 100	8	\$ 800
66	8-01	STD	High Visibility Silt Fence	LF	\$ 10	15000	\$ 150,000
67	8-20	SP	Remove and Install Electrical Handhole	EA	\$ 5,000	1	\$ 5,000
68	8-20	SP	COM/UFO Protection and Relocation	LS	\$ 450,000	1	\$ 450,000
69	8-01	STD	Wattle	LF	\$ 6	420	\$ 2,520
EROSION CONTROL AND ROADSIDE PLANTING							
70	8-02	SP	Topsoil Type A (2" Depth)	CY	\$ 40	1,130	\$ 45,215
71	8-02	SP	Seeding, Fertilizing, and Mulching	SY	\$ 3	20,234	\$ 60,702
72	8-02	STD ITEM	PSIPE Tree 2 Gal. Cont. - deciduous	EA	\$ 80	282	\$ 22,560
73	8-02	STD ITEM	PSIPE Tree 2 Gal. Cont. - coniferous	EA	\$ 80	140	\$ 11,200
74	8-02	STD ITEM	PSIPE Shrub 1 Gal. Cont.	EA	\$ 54	68	\$ 3,672
MITIGATION							
75	2-01	STD ITEM	Clearing and Grubbing	SF	\$ 1.50	23,000	\$ 34,500
76	8-02	SP	Fine Compost	CY	\$ 40	145	\$ 5,800
77	8-02	SP	Topsoil Type A	CY	\$ 40	452	\$ 18,080
78	8-02	STD ITEM	PSIPE 1 Gal Containers	EA	\$ 54	1,125	\$ 60,750
79	8-02	SP	Wood Chip Mulch Rings	EA	\$ 9	1,125	\$ 10,125
80	8-02	SP	Seeding and Mulching	AC	\$ 13,000	0.5	\$ 6,500

Cost Opinion

MacLeod Reckord, PLLC

Landscape Architecture Planning Urban Design

Project Name: Clinton to Ken's Corner Trail

Project Phase: Phase 1 90% Preliminary Design

Prepared By: JD/CR

Checked By: CR

Date: 12/08/2025

NO.	SPEC SEC	ITEM TYPE	ITEM	UNIT	UNIT PRICE	QTY	COST
81	8-04	STD ITEM	MISCELLANEOUS CONSTRUCTION				
82		STD ITEM	Cement Concrete Traffic Curb and Gutter	LF	\$ 55	1,490	\$ 81,950
83	8-21	STD ITEM	Cement Concrete Traffic Curb	LF	\$ 40	75	\$ 3,000
84	8-22	STD ITEM	Permanent Signing	LS	\$ 10,000	1	\$ 10,000
85	8-22	STD ITEM	Painted Line - Transverse Crossing, Bollard Striping	LF	\$ 3	616	\$ 1,848
86	8-22	STD ITEM	Painted Crosswalk Line	SF	\$ 8	698	\$ 5,584
87		SP	Trail Bollard	EA	\$ 1,500	73	\$ 109,500
88		SP	Guardrail - In Ground	LF	\$ 70	282	\$ 19,740
89		SP	Guardrail - Top of Wall	LF	\$ 65	986	\$ 64,090
90	8-14.4	STD ITEM	Field Fence	LF	\$ 40	300	\$ 12,000
91		SP	Detectable Warning Surface	SF	\$ 50	490	\$ 24,500
92		SP	Transit Stop Shelter Relocation	LS	\$ 6,000	1	\$ 6,000
93		SP	Force Account	FA	\$ 10,000	1	\$ 10,000
			Record Drawings (min. bid \$1,500)	LS	\$ 1,500	1	\$ 1,500

SUBTOTAL	=	12,313,547
WSST (TBD)	0.00%	0
CONSTRUCTION CONTINGENCY	10%	1,231,355
ESTIMATING CONTINGENCY	5%	615,677
TOTAL CONSTRUCTION COST OPINION	=	14,160,579

Items not included

Monitoring required for mitigation site	YEAR	\$	15,000	5	\$	75,000
Fair Market Value of Merchantable Timber			TBD			
Monitoring required for Tree Replacement			TBD			
Utility franchise fees for relocation			TBD			
WSST			TBD			
Construction Administration Fees			TBD			

**Supplement - Local Programs
State Funding Agreement**

Agency Island County Public Works		Supplement Number
Project Number HLP-2015(114)	Agreement Number LA 9996	1

All provisions in the AGREEMENT identified above remain in effect except as expressly modified by this supplement.
The changes to the agreement are described as follows:

Project Title Clinton to Ken's Corner Trail

Termini Begin Termini MP 9.54 - End Termini MP 11.58

Description of Work ☒ No Change

Reason for Supplement

Move Right of Way Agency and Consultants Funds to PE Agency Funds.

Advertisement Date: _____ Indirect Cost Rate ☐ Yes ☒ No

Type of Work		Estimate of Funding				
		(1) Previous Agmt. / Suppl. Funds	(2) Supplement Funds	(3) Estimated Total Funds	(4) Estimated Agency Funds	(5) Estimated State Funds
PE or Planning	a. Agency	\$ 125,000.00	\$ 47,614.00	\$ 172,614.00	\$ 0.00	\$ 172,614.00
	b. Other Consultants	\$ 650,000.00	\$ 0.00	\$ 650,000.00	\$ 0.00	\$ 650,000.00
	c. Other					
	d. State Services	\$ 35,000.00	\$ 0.00	\$ 35,000.00	\$ 0.00	\$ 35,000.00
	e. Total PE Cost Estimate	\$ 810,000.00	\$ 47,614.00	\$ 857,614.00	\$ 0.00	\$ 857,614.00
RW	f. Agency	\$ 15,000.00	-\$ 14,261.00	\$ 719.00	\$ 0.00	\$ 718.00
	g. Other Consultant	\$ 10,000.00	-\$ 8,433.00	\$ 1,566.00	\$ 0.00	\$ 1,566.00
	h. Other					
	i. State Services	\$ 25,000.00	-\$ 24,900.00	\$ 100.00	\$ 0.00	\$ 100.00
	j. Total R/W Cost Estimate	\$ 50,000.00	-\$ 47,614.00	\$ 2,386.00	\$ 0.00	\$ 2,386.00
CN	k. Contract					
	l. Other					
	m. Other					
	n. Other					
	o. Agency					
	p. State Services					
	q. Total CN Cost Estimate	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
	r. Total Project Cost Estimate	\$ 860,000.00	\$ 0.00	\$ 860,000.00	\$ 0.00	\$ 860,000.00

AGENCY

BY: _____

Title: Project Manager II

Agency Date: _____

STATE

BY: _____

Director, Local Programs

Date Executed: _____

CLINTON TO KEN'S CORNER TRAIL

WSDOT SUPPLEMENT NO. 1 STATE FUNDING AGREEMENT:

To transfer Right of Way funds to
PE funds to continue to 100% Bid
Documents for Construction

Page 1 of 2

CLINTO TO KEN'S CORNER TRAIL

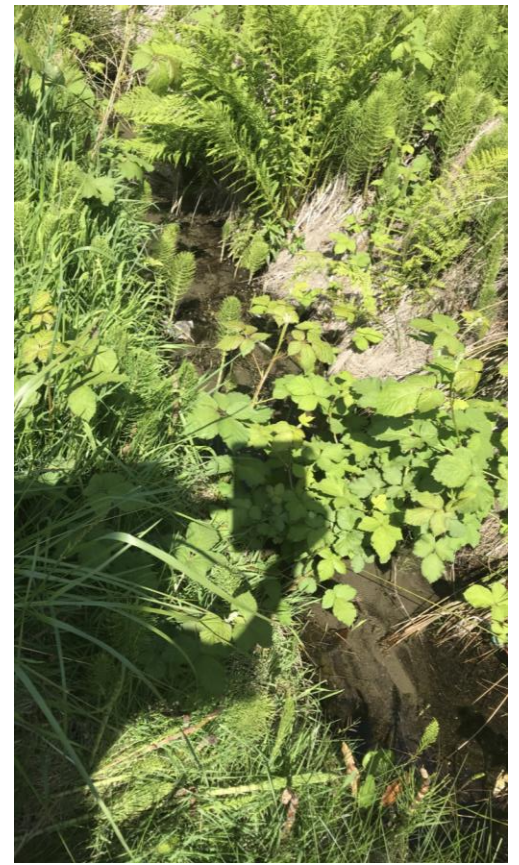
WSDOT Supplement No. 1 State Funding Agreement Page 2 of 2

Instructions – Supplement Local Programs State Funding Agreement

1. **Agency** – Enter the agency name as entered on the original agreement.
2. **Supplement Number** – Enter the number of the supplement. Supplement numbers will be assigned in sequence beginning with Number 1 for the first supplement to the original agreement.
3. **Project Number** – Enter the project number assigned by WSDOT on the original agreement.
4. **Agreement Number** – Enter the agreement number assigned by WSDOT on the original agreement.
5. **Project Title** – Enter the project's title.
6. **Termini** – Enter the begin and end points of the project.
7. **Description of Work** – Clearly describe if there is a change in work such as the addition or deletion of work elements and/or changes to the termini. If the work has not changed since the previous supplement, or original agreement if Supplement Number 1, put a check mark in the "No Change" box.
8. **Reason for Supplement** – Enter the reason for this supplement. Examples: Increase PE to current estimate; authorize construction phase; adjust construction to award amount.
9. **Advertisement Date** – At construction phase authorization only, enter the proposed construction contract advertisement date.
10. **Indirect Cost Rate**
 - a. Check the Yes box if the agency will be claiming indirect costs on the project. For those projects claiming indirect costs, supporting documentation that clearly shows the indirect cost rate being utilized by the agency must be provided with the Local Programs State Funding Agreement. Indirect cost rate approval by your cognizant agency or through your agency's self-certification and supporting documentation is required to be available for review by WSDOT and/or State Auditor.
 - b. Check the No box if the agency will not be claiming indirect costs on the project.
11. **Type of Work and Funding** (Round all amounts to the nearest whole dollar).
 - a. **Column 1** – Enter the amounts by type of work from column 1 of the original Local Programs State Funding Agreement. If the agreement has already been supplemented, enter the amounts by type of work from column 3 of the last Supplement – Local Programs State Funding Agreement.
 - b. **Column 2** – Enter increase/decrease to total amounts requested by type of work.
 - c. **Column 3** – Add the amounts in columns 1 and 2.
 - d. **Column 4** – Enter the amount of agency funds by type of work. Note: Column 4 amounts plus column 5 amounts must equal amounts in column 3 by type of work.
 - e. **Column 5** – Enter the amount of state funds by type of work. Note: Column 4 amounts plus column 5 amounts must equal amounts in column 3 by type of work.
 - f. **State Services** – All authorized phases must have funding for state services. Enter the estimated amounts in columns 1 through 5 as described above.
12. **Signatures** – An authorized official of the local agency signs the Supplemental Agreement and enters their title and date of signature (include month, day, and year). Note: Do NOT enter a date on the Date Executed line.

CLINTON
TO KEN'S
CORNER
TRAIL
BOB
GALBREATH
ROAD & SR
20 LOOKING
NORTH





CLINTON TO KEN'S CORNER TRAIL SR 20 LOOKING NORTH



CLINTON TO KEN'S CORNER TRAIL

- **End of Forgotten Lane & SR-525**



**CLINTON TO KEN'S CORNER TRAIL
HONG KONG GARDEN'S ACCESS**

CLINTON TO KEN'S CORNER TRAIL FORGOTTEN LANE

- Forgotten Lane is part of the planned trail. The trail continues past Dalton Realty's driveway onto the old WSDOT highway into a wetland area which requires wetland mitigation. Permitting requirements that will include wetland mitigation and other elements will be included in the permit.





CLINTON TO KEN'S CORNER TRAIL

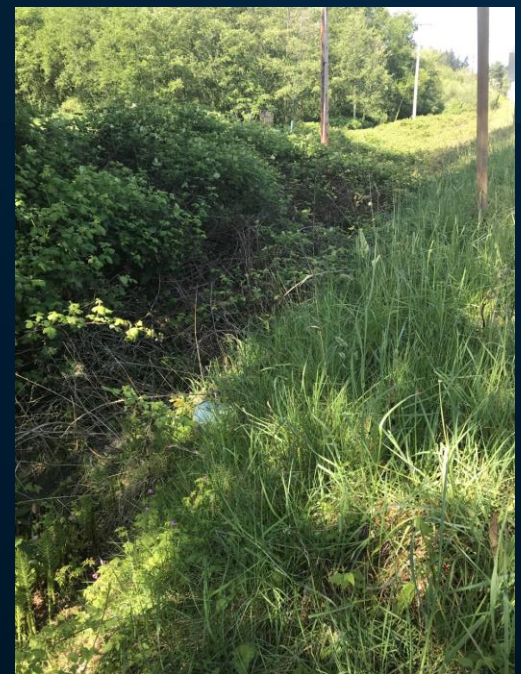




CLINTON TO KEN'S CORNER TRAIL - OLD HIGHWAY

The Old Highway Roadbed
in WSDOT Right-of-Way will
be used as a portion of the
trail.

Non-Motorized Trail Crossing Over Wetland





**CLINTON TO KEN'S CORNER TRAIL
ENDS AT LANGLEY ROAD &
KEN'S CORNER**

CLINTON TO KEN'S CORNER TRAIL

LOOKING SOUTH



LOOKING NORTH



CLINTON TO KEN'S CORNER TRAIL

Connectivity, Safety, and Environmental Value

- **Stewardship** – Improves transportation system efficiency by adding a non-motorized mode.
- **Access** – Provides direct pedestrian and bicyclist access to Island Transit bus stops to reach employment and recreational destinations on and off Island, provides non-motorized access to scenic vistas.
- **Mobility** – The trail supports use by bicyclists and pedestrians and will meet ADA requirements.
- **Economic Vitality** – Good trails attract a multitude of users and have the potential to spur tourists to visit the area and in turn support the local economy.
- **Equity** – Provides non-motorized access for underserved communities in and north of Clinton and Langley.
- **Safety** – Separates bicyclists and pedestrians from traffic to avoid serious injury.
- **Environment** – Provides opportunities for healthy activities; Has minimal construction impacts; reduces impacts on air quality and noise. Walking and biking instead of driving a car help reduce air pollution and support clean transportation.
- **The Climate Commitment Act (CCA) Bill** – Passed by the Washington Legislature in 2021 directed Ecology to develop and implement a statewide cap-and-invest program to cut carbon pollution. The CCA Sets limits on overall carbon emissions therefore reducing carbon pollution and greenhouse gas omissions: <https://ecology.wa.gov/Blog/Posts/February-2022/The-Climate-Commitment-Act-Washington-s-Path-to-Ca>; <https://www.youtube.com/watch?v=oUJEASHrnt0> (copy and paste these two web links into your web browser for more information).
- **Planning Consistency** – 2018 Island County Non-Motorized Transportation Plan, 2016-2036 Island County Comprehensive Plan Transportation Element; Whidbey Scenic Isle Way Corridor Management Plan.

INTERMODEL CONNECTIVITY ENHANCEMENTS

Transit & Ferry



Project adds value for both Island and Snohomish Counties due to intermodal connectivity enhancements. Trail connects to designed highway crossing improvements in in Clinton and other planned and funded non-motorized improvements that enhance access to the Clinton Ferry Terminal. This segment is part of a long-range concept for a trail extending along the full length of Whidbey Island, the Whidbey Isle Trail called the Bridge to Boat Trail. Portions of the concept trail exist in the communities of Freeland and Coupeville. A segment in Oak Harbor could be added in the future.

Transit: Clinton to Ken's Corner Trail also connects to transit stops. Construction included transit stop improvements at two locations – Entrance to Dairy Queen and between Cedar Vista and Campbell Road.



CLINTON TO KEN'S CORNER TRAIL

~ Shared Use Path Connections ~



Connects to the Town of Clinton's sidewalk network and future Clinton Improvement Plan to develop safe crossings and improve sidewalks in WSDOT's right of way, resulting in improved non-motorized access to businesses and recreation facilities.



Connects to the South Whidbey Bicycle Tour Route (SWBR) for Alternative Connections to the City of Langley Businesses, Post Office, Island County Fairgrounds.



Provides a Gateway to Scenic Vistas from the Trail and the SWBR route.



Potential for incorporation into the "Bridge to Boat Trail" concept outlined in the Island County 2018 Non-Motorized Transportation Plan.



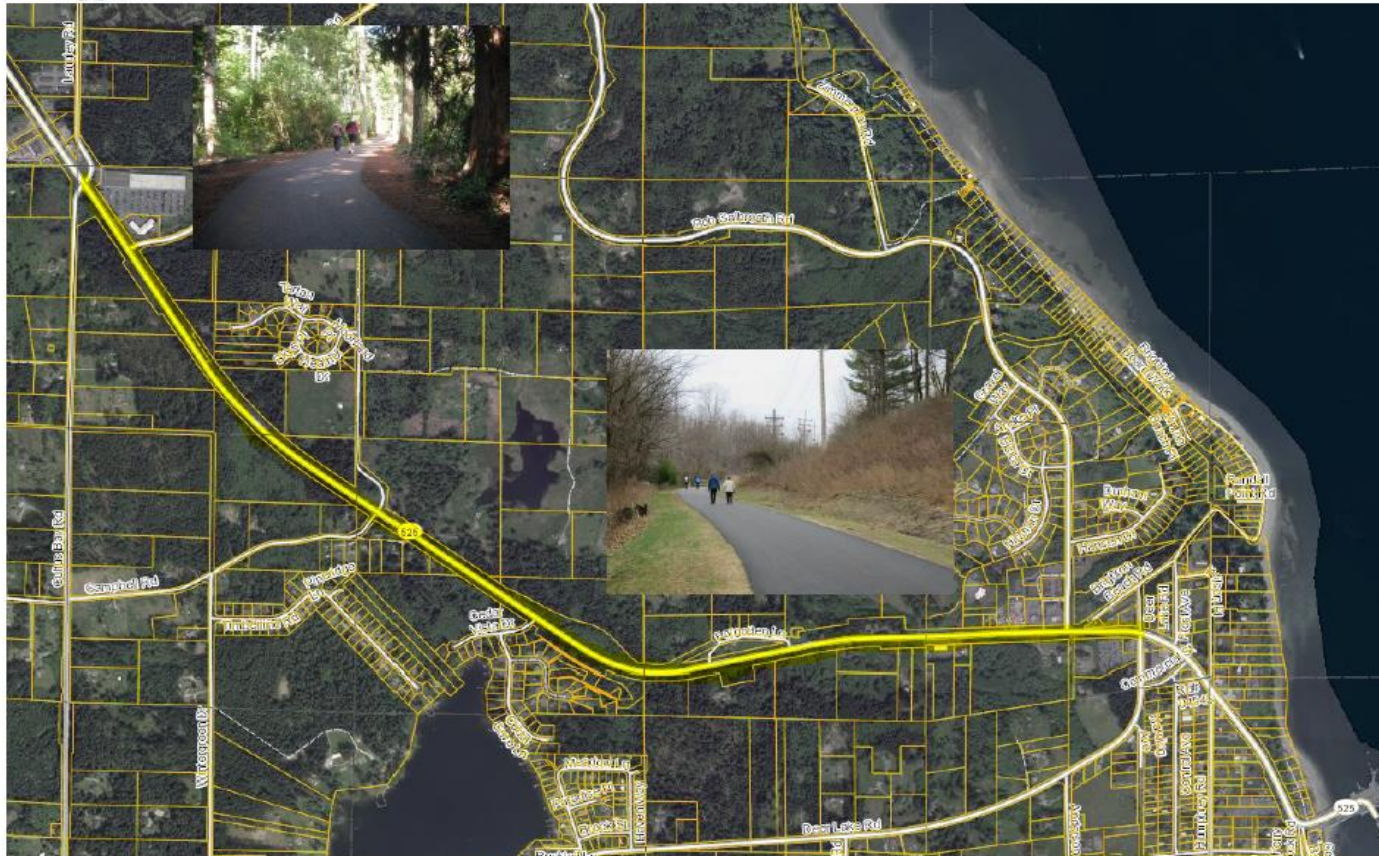
Provides a Non-Motorized Facility and Connections for the Underserved Communities of Clinton and Langley.

CLINTON TO KEN'S CORNER TRAIL CONCLUSION – ANY QUESTIONS?



ISLAND COUNTY PUBLIC WORKS

Clinton to Ken's Corner Trail



The Clinton to Ken's Corner Trail project will develop a bid ready project for the development a 10-foot wide, paved, multi-use non-motorized trail along SR 525 between the communities of Clinton and Langley from Deer Lake Road to Langley Road. The trail extends approximately 2.14 miles to where the Ken's Corner commercial center is located. The proposed trail will provide a separated buffer between non-motorized transportation modes (pedestrians and bicyclists) and motorized traffic. This non-motorized trail segment is part of a long-range concept for a trail that extends along the full length of Whidbey Island, from Deception Pass Bridge to the Clinton Ferry - "Bridge to Boat" with transit improvements. Currently, the project is at 90 Percent PS&E.