

PSRC's 2021 Transportation Alternatives Program Application

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

A. Application Type

A1. TAP Project Category

Bicycle and Pedestrian Projects

B. General Project Information

B1. Project Title

Green River Trail Connector Project

B2. RTP ID#

N/A

B3. Sponsor

Tukwila

B4. Co-Sponsor

B5. Certification Acceptance?

Yes

B6. CA Sponsor

C. Project Contact Information

C1. Name

Brittany Robinson

C2. Phone

206-431-2445

C3. Email

brittany.robinson@tukwilawa.gov

D. Project Description

D1. Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project?

What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

The Green River Trail Connector Project is the final section of a larger vision to provide safe and equitable access for pedestrians and cyclists from Tukwila Station to the Tukwila Transit Center and greater Southcenter District. This project aligns with other bicycle and pedestrian infrastructure projects, including the Tukwila Urban Center (TUC) Pedestrian-Bicycle Bridge Project, which was completed in 2016; and the related Baker Boulevard Non-Motorized Improvements Project, which was completed in 2018. Due to funding constraints, the construction of the Green River Trail Connector was never completed. The current trail is only 8-feet wide with no-to-limited shoulders and no illumination. Funding from the Transportation Alternative Program will allow the City to replace approximately 700 feet of existing trail with a widened 12-foot paved pathway, 2-foot gravel shoulders, illumination and security cameras. A new pedestrian plaza will also be constructed where the Green River Trail intersects with Christensen Road, including way-finding signs to major destinations. The wider trail section will be built to provide the extra capacity necessary to accommodate the intermingling of

users from the Green River Trail, TUC Pedestrian-Bicycle Bridge, West Valley Highway, Backer Boulevard, and the surrounding transit centers. The project is fully designed and permitted and the grant funds will be used exclusively for construction related activities.

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

The Green River Trail Connector Project is the final section of a key corridor in the north portion of Southcenter with the intent to provide an easily bike-able and walkable connection between two high-capacity transit centers - the Tukwila Transit Center and Tukwila Station, which is serviced by Sounder Rail, Amtrak and King County Metro bus service. This project is in support of a Transit Oriented Development (TOD) area defined in the City's comprehensive plan.

As part of this corridor, the new TUC Pedestrian-Bicycle Bridge over the Green River and the Baker Boulevard Non-Motorized Improvements Projects were completed recently; and in 2022, construction is funded for additional related improvements for sidewalks on West Valley Highway, a new HAWK pedestrian signal at the bridge landing, and a new two-way cycle track and improved pedestrian connections on Longacres Way. The missing link is now the Green River Trail Connector, which will complete the City's vision of a pedestrian and bicycle corridor in this district.

The proposed project will solve long-term barriers by connecting high quality, high-capacity transit facilities; supporting the existing and future land uses, and increased density; providing a connection between the TOD District and the Regional Shopping & Entertainment District in Southcenter; creating access to jobs, services, community hubs; and increasing mobility for minority, low-income, transit dependent and transit-choice users.

E. Project Location

E1. Location

Green River Trail

E2. County/Counties

King

E3a. Beginning Landmark

Christensen Road

E3b. Ending Landmark

TUC Pedestrian-Bicycle Bridge

E4. Map and Graphics

[Green River Trail Connector- Vicinity Map.pdf \(420 KB\)](#)

F. Plan Consistency

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

Yes

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

Plan name is "Tukwila Comprehensive Plan"

Southcenter - Tukwila's Urban Center, Element 10

Vision Statement, bullets 2 and 4 (p 10-5)

Urban Development Goal 10.2 Implementation Strategy bullet 5 (p 10-11)

Urban Development Policy 10.2.5 (p 10-13, indirect reference to "spine")

Transportation, Element 13

Purpose, referencing the Background Report and Walk & Roll Plan (p 13-2), project is

specifically identified in these reports

Transit Section (p 13-16), 3rd paragraph references a new link connecting the Tukwila Station to areas near Westfield Mall at Southcenter is this project.

Transit Policy 13.4.4 (p 13-18)

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

G. Federal Functional Classification

G1. Federal Func. Class.

Not Applicable

G2. Rural Func.

G3. Urban Func.

H. Support for Centers

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

The Green River Trail Connector Project is located in the heart of the Tukwila Urban Center, a designated Regional Urban and Growth and Transportation Efficiency Center, currently serving as a significant hub of employment and shopping for south King County. Concentrating employment and residential growth in these centers is a primary strategy of the Growth Management Act. Good access by a variety of modes of transportation is one of Tukwila's – and the region's -- primary goals for centers. The Tukwila Urban Center's street and sidewalk network is a key factor to support pedestrian, bicycle, and transit circulation and access within the City and the region.

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

The Green River Trail Connector project site is part of the Tukwila Urban Center Plan, which aligns with regional growth center concepts. The Tukwila Urban Center Plan specifically identifies pedestrian-oriented improvements needed to support planned growth and land uses, and connect the multi-modal stations within the Center.

The Tukwila Urban Center has been built to support a high level of amenities in a dense, vibrant area leaving this section of existing trail substandard. The final section of Green River Trail will be developed into a mixed-use pedestrian corridor that will link the Tukwila Station (Sounder and Amtrak) to the Southcenter District core - 90 acres of office, retail, lodging, and entertainment. Providing a wider trail with bright illumination, security cameras, and wayfinding to match the remainder of the corridor will make this a highly desirable amenity that will continue to attract new residential and employment growth.

There are approximately 12,000 employees within a half-mile radius of this project that work on the west side of the Green River, in the Southcenter District. Commuters who utilize the Tukwila Station (Sounder Station)

will benefit from the completion of this project as this is the primary route to access jobs. Widening the trail to provide additional capacity for the intermingled trail and bridge users, will make the trail safer and more desirable. It will also provide the necessary visual cues, along with the wayfinding signs to employment centers and major destinations in the City.

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

The Green River Trail Connector project is an important component of the Tukwila Comprehensive Plan's strategies to improve pedestrian, bicycle, transit amenities linking the Southcenter District to the Tukwila Station. The enhancements are a focal point in the Southcenter and Transportation Elements as well as the City's Walk and Roll Plan. Ultimately, the goal of the project is to meet the needs of existing pedestrians and bicyclists, and riders of buses, commuter rail, and Amtrak, as well as improving quality and capacity of non-motorized facilities to support the new growth in the Tukwila Urban Center.

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

I. Category-Specific Criteria: Bicycle and Pedestrian Projects

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

The proposed project widens approximately 700 feet of the existing Green River Trail that connects two recently completed pedestrian and bicycle facilities in the Tukwila Urban District.

The first project, the TUC Pedestrian-Bicycle Bridge, crosses the Green River, landing just west of West Valley Highway on the east and at the Green River Trail Connector trail site on the west. The Bridge has a 16-foot-wide concrete deck with additional width along the length for users to pull out of the travel way to linger. The east landing has both stairs and an ADA accessible ramp for ease of access for mobility impaired users as well as bicyclists. The west landing has an architectural pedestrian plaza which provides space for both bridge and Green River Trail users to intermingle without compromising their safety and comfort. The bridge provides high levels of illumination for user safety and comfort and wayfinding to key destinations in the area.

The second project, Baker Boulevard Non-Motorized Improvement Project, runs along Christensen Road, immediately south of the Green River Trail connection, to Baker Boulevard, and then along Baker Boulevard from Christensen Road west to Andover Park W. The Baker Boulevard project provides a 12-foot-wide shared use path along Christensen Road for both pedestrians and bicyclists and includes improved illumination and separation from the vehicle lanes with a 4-foot-wide landscaped buffer. On Baker Boulevard, all sidewalks and curb ramps were upgraded to meet current ADA standards. Bicyclists are accommodated by the installation of new 6-foot wide bike lanes with an 18-inch-wide buffer between the bikes and the travel lanes. Green bike boxes are present at every driveway and intersections include green bike marking. The Green River Trail Improvements project is the missing link between these two non-motorized transportation projects.

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

This project will address multiple barriers, including poor lighting, uneven and heaved pavement, and lack of capacity for increased bicycle and pedestrian users. The existing Green River Trail is only 8-feet wide, and the only illumination is provided by the adjacent office building's owned lighting for their private property. Providing new pedestrian-scale illumination along the length of the trail will make this route the logical,

inviting, and safe choice for users to travel along, instead of cutting through the adjacent private property's parking lot - a key concern of the private property owner. Installing security cameras to monitor the trail section will also provide users with an increased sense of security and safety.

The trail is heavily used by both commuter and recreational users. A significant increase in users from the recently constructed TUC Pedestrian-Bridge and the West Valley Highway non-motorized improvements to be constructed in 2022 is anticipated. The larger volume of users will create a point of congestion between the bridge landing and Christensen Road where the north/south and east/west users will intermingle. A widened trail to 12-feet in paved width, plus a 2-foot gravel shoulder, will significantly expand the capacity, functionality, and safety for this section.

13. Describe how the project addresses safety and security.

The segment of Green River Trail identified for this project is in poor pavement condition and has no direct illumination. The project will widen the pavement width to 12-feet and will include 2-foot wide gravel shoulders. This additional width will bring the trail up to current standards for a shared use path, providing enough space for pedestrians and bicyclists to safely intermingle. The shoulders will provide space for slower pedestrians and bicyclists to move aside when encountering faster trail users. New concrete trail surface will dramatically improve pavement condition from the existing trail, which is frequently pockmarked by roots heaving up the asphalt. The invasive roots damage the current trail by heaving up the asphalt and creating a hazardous surface for users.

Additionally, the only lights in the vicinity are on the adjacent private property and provide minimal illumination. This segment of trail is also heavily treed, which decreases the neighboring illumination and visibility after dark. The reduced visibility in this section is a safety concern, especially when considering the heaved pavement along this path. This project will address these safety concerns by adding lighting that will extend from the new bridge landing to the newly built shared use path along Christensen Road. New CCTV cameras will also be installed and connected to the camera system on the Pedestrian Bridge. The CCTV cameras along the Green River Trail are essential for security, as the cameras on the Pedestrian Bridge cannot be activated until this final segment is installed.

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

The project is the central point between Tukwila's two high-capacity transit hubs. Tukwila Station to the east is serviced by Sounder Rail, Amtrak, and King County Metro buses. To the west is the recently constructed Tukwila Transit Center which serves more than 4,000 daily riders. Both high-capacity transit hubs are within a half mile radius of the project. The project is on an existing multi-modal trail facility providing north/south bicycle and pedestrian facilities. East of the project site, between West Valley Highway and the Tukwila Station is the Interurban Trail, which is heavily used by bicycle commuters. Connections to the Tukwila Transit Center for pedestrians and bicyclists are provided along Christensen Road and Baker Boulevard. Connections to the Tukwila Station and the Interurban Trail are via facilities on West Valley Highway and Longacres Way.

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

A walkable and bikeable spine connecting the two high-capacity transit stations through the Transit Oriented Development area of Southcenter is necessary for the area's redevelopment potential. The project will support the TOD area by providing a safe and accessible alternative to single occupancy vehicles commuting for the more than 12,000 jobs and the 500 residential units in the area, and support growth of mixed-use development currently in progress. This walkable connection provides a desirable connection to the Southcenter area amenities for guests at the more than 1,700 hotel rooms in the area as an alternative to driving or using a hotel shuttle. With the TUC Pedestrian-Bicycle Bridge and the approaches to it, which

include this proposed project, reductions of over 667,000 vehicle miles traveled and over 1,085,000 vehicle trips will be achieved.

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

Tukwila is known locally and nationally as a very diverse city. The project is located in Block Group 1 of Census Tract 262, in King County. Within a half mile of the project, 50% of the population is White Alone, 16% Hispanic or Latino, 15% Black or African-American Alone or in Combination, 17% Asian Alone or in Combination, and 12% American Indian/Alaskan Native, Native Hawaiian/Other Pacific Islander, or some other race Alone or in Combination. The nearby school district demographic is only 15% White with nearly 75% of the students eligible for free or reduced meals. This project does not result in any relocations of residents or businesses and does not negatively impact any protected groups. By extrapolation, the significant project benefits of providing a safe, comfortable and desirable option for pedestrians and bicyclists will extend to the 50% minority, low income, and senior populations in the Tukwila area.

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

As this project is directly linked to the TUC Pedestrian-Bicycle Bridge project, all the necessary federal and local permits and approvals were obtained under the umbrella of the larger project. Permits and approvals include NEPA, SEPA, Section 4(f), Shoreline Substantial Development, Shoreline Vegetation Clearing, and USACE Section 408 Levee Modification. Environmental mitigation was completed, but the permits are scheduled to expire in 2022. Delaying this trail work beyond the 2022 window will delay the project and significantly increase costs, as new permitting and new mitigation will be required. Due to funding constraints, the City will not be able to complete the Green River Trail Connector Project without grant funding.

I. Category-Specific Criteria: Historic Resources Projects

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

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

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

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

I5. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly

impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

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

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

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

I. Category-Specific Criteria: Environmental Projects

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

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

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

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

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

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

J. PSRC Funding Request

J1. Has this project received PSRC funds previously?

Yes

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

PSRC TIP ID Exempt (was TUK50)

K. PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2022	\$989000
		\$
		\$

Total PSRC Funding Request:

\$989000

Total Estimated Project Cost and Schedule**L. Planning Phase**

Fund Type	Fund Source	Funding Status	Amount
Federal	STP	Secured	\$200000
Federal	Other Federal	Secured	\$55000
			\$
			\$
			\$

Total Planning Phase Cost:

\$255000

Expected year of completion for this phase:

2008

M. Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	STP	Secured	\$500000
Federal	CMAQ	Secured	\$751000
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost:

\$1251000

Expected year of completion for this phase:

2016

N. Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
State	Other State	Secured	\$595000
			\$
			\$
			\$

			\$
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Total Right of Way Phase Cost:

\$595000

Expected year of completion for this phase:

2016

O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$989000
Local	Local	Secured	\$308000
State	Other State	Secured	\$6275000
Local	Local	Secured	\$3275000
			\$

Total Construction Phase Cost:

\$10847000

Expected year of completion for this phase:

2023

P. Other Phase

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

Total Other Phase Cost:

\$0

Expected year of completion for this phase:

Q. Project Summary

Total Estimated Project Cost:

\$12948000

Estimated Project Completion Date (month and year):

2023

R. Financial Documentation

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

Tukwila has a documented history of financially supporting this important non-motorized link through the northern Southcenter area. The cost estimates for the total project include expenditures for the Green River

Trail Connector Project, as well as the TUC Pedestrian-Bicycle Bridge, as the two projects were planned and designed in collaboration. As such, the costs identified are associated with both projects. The difference is in the construction section since the TUC Pedestrian-Bicycle Bridge portion of the project has been completed. The City's secured local match has been identified in two lines- one for the City's match for the TUC Pedestrian-Bicycle Bridge (\$3,275,000), which has already been expended, and the second is City match for this project (\$308,000), which is secured for 2022. The associated Capital Improvement Program budget sheet is attached for the Green River Trail Connector.

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

[Green River Trail Connector CIP Budget .pdf \(161 KB\)](#)

Project Readiness

S. Preliminary Engineering/Design

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

No

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

S3. Is preliminary engineering/design complete?

Yes

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

03/16

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

S3b. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

N/A

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

T. Environmental Documentation

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

Documented Categorical Exclusion (DCE)

T2. Has NEPA documentation been approved?

Yes

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

01/22/2016

U. Right of Way

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

No

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

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

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

U5. What is the zoning in the project area?

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

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

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

U8. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if

applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

V. Construction

V1. Are funds being requested for construction?

Yes

V2. Do you have an engineer's estimate?

Yes

V3. Please attach the engineer's estimate.

[Engineers Estimate- Green River Trail Connector.pdf \(388 KB\)](#)

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

All required permits and approvals have been acquired under the umbrella of the TUC Pedestrian-Bicycle Bridge Project. NEPA 1/22/16 SEPA 10/8/15 ESA 1/21/16 Section 4(f) 11/10/15 SHPO 11/23/15 USDF&W 10/27/15 Shoreline Variance and Substantial Development Permit 12/11/15 Shoreline Tree & Vegetation Removal 12/16/15 HPA 1/15/16 US Army Corps of Engineers Section 408 Levee Modification 5/25/16

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

Yes

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

03/2016

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

05/2022

W. Other Considerations

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

N/A

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

During the early planning stage for the Southcenter District subarea plan, multiple well-attended public workshops and working sessions brought residents and businesses together to discuss the future of Southcenter. It was during this early planning effort in the early 2000's that the TUC Pedestrian-Bicycle Bridge Project and associated improvements to the Green River Trail was first envisioned.

Since those early planning days, the Green River Trail Connector Project was designed and permitted. A NEPA and SEPA environmental approvals were granted as well as a Shoreline Substantial Use Permit. All three environmental processes included public comment periods and outreach. Just prior to putting the bridge

project out for construction bid, the City removed the improvements to the Green River Trail from the plan set due to budget constraints. During construction of the bridge project, continued outreach was made to area businesses and the City's plan to pursue the trail improvements was included.

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

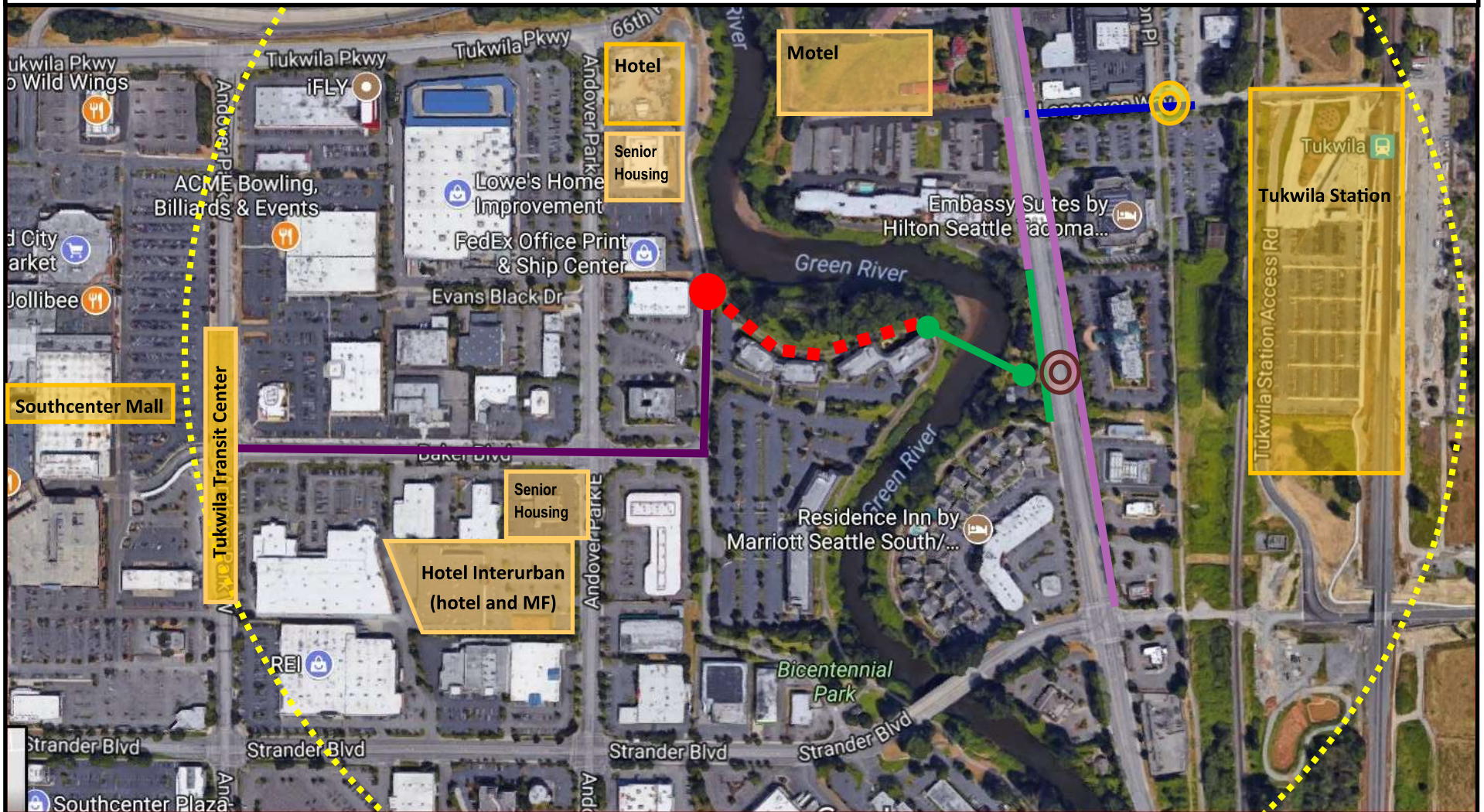
[Pedestrian Spine Documentary reduced.pdf \(4.56 MB\)](#)

End of the Application

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

Green River Trail Connector Project

Vicinity and Overview Map



Legend

PROPOSED PROJECT: Green River Trail Improvements

Baker Blvd Non-Motorized Improvements (completion 5/18)

TUC Pedestrian/Bicycle Bridge (completion 12/16)

Half Mile Radius



West Valley Highway 2-way Cycle Track (construction 2022)

West Valley Highway NB Thru Lane + Sidewalks (Construction 2022)

Pedestrian Signal (Construction 2022)

Rectangular Rapid Flashing Beacon (Construction 2022)



CITY OF TUKWILA CAPITAL PROJECT SUMMARY

2021 to 2026

PROJECT: Green River Trail Improvements

Project No. 91810403

DESCRIPTION: Construct a widened trail section between the west landing of the Southcenter Pedestrian Bridge and the shared use path on Christensen Road. Includes illumination, CCTV, and provides the fiber connection to the Pedestrian Bridge for operation of CCTV and communication to the light controllers and ped/bike counter.

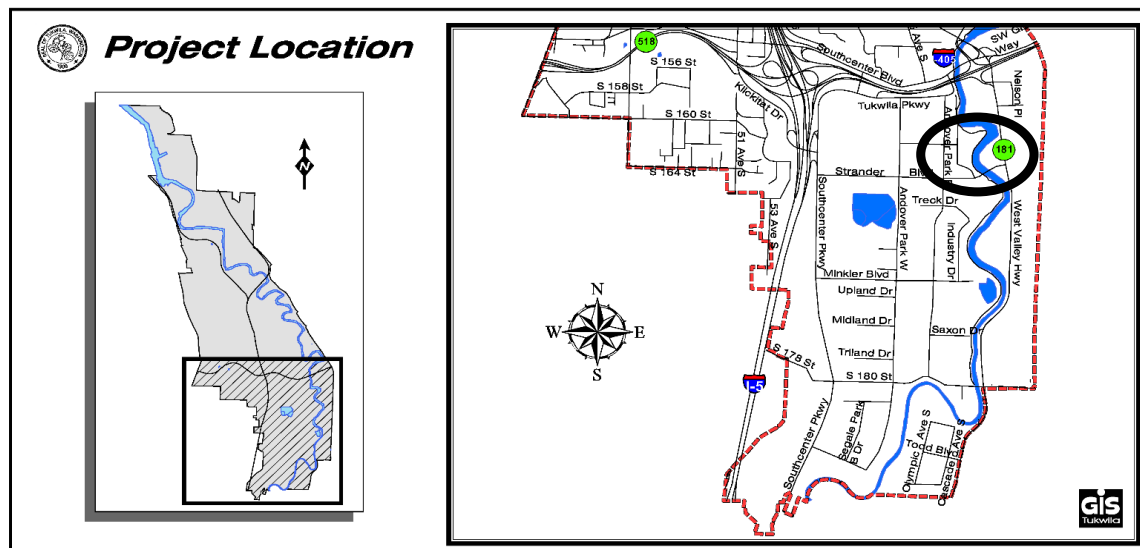
JUSTIFICATION: Wider trail section is needed to accommodate the intermingling of trail and bridge users by providing a wider trail and improved safety features.

STATUS: Designed and permitted as part of the TUC Pedestrian/Bicycle Bridge.

MAINT. IMPACT: Reduced pavement repairs, increased maintenance for illumination and CCTV upkeep.

COMMENT: Project is a subset of the TUC/TOD Ped Imprvmt Project (90710405), the TUC Ped/Bike Bridge Project (90510403) and Baker Blvd Non-Motorized (91610409). All permitting and mitigation was completed as part of the Ped Bridge project. Permitting expires in 2022, delays past this date would need new permit approvals. PSRC grant application in 2018 unsuccessful. Apply for ped/bike grant in 2020.

FINANCIAL (in \$000's)	Through 2019	Estimated 2020	2021	2022	2023	2024	2025	2026	BEYOND	TOTAL
EXPENSES										
Design			74							74
Land (R/W)										0
Const. Mgmt.				200						200
Construction				1,000						1,000
TOTAL EXPENSES	0	0	74	1,200	0	0	0	0	0	1,274
FUND SOURCES										
Awarded Grant										0
Proposed Grant			66	900						966
Mitigation Actual										0
Traffic Impact Fees										0
City Oper. Revenue	0	0	8	300	0	0	0	0	0	308
TOTAL SOURCES	0	0	74	1,200	0	0	0	0	0	1,274





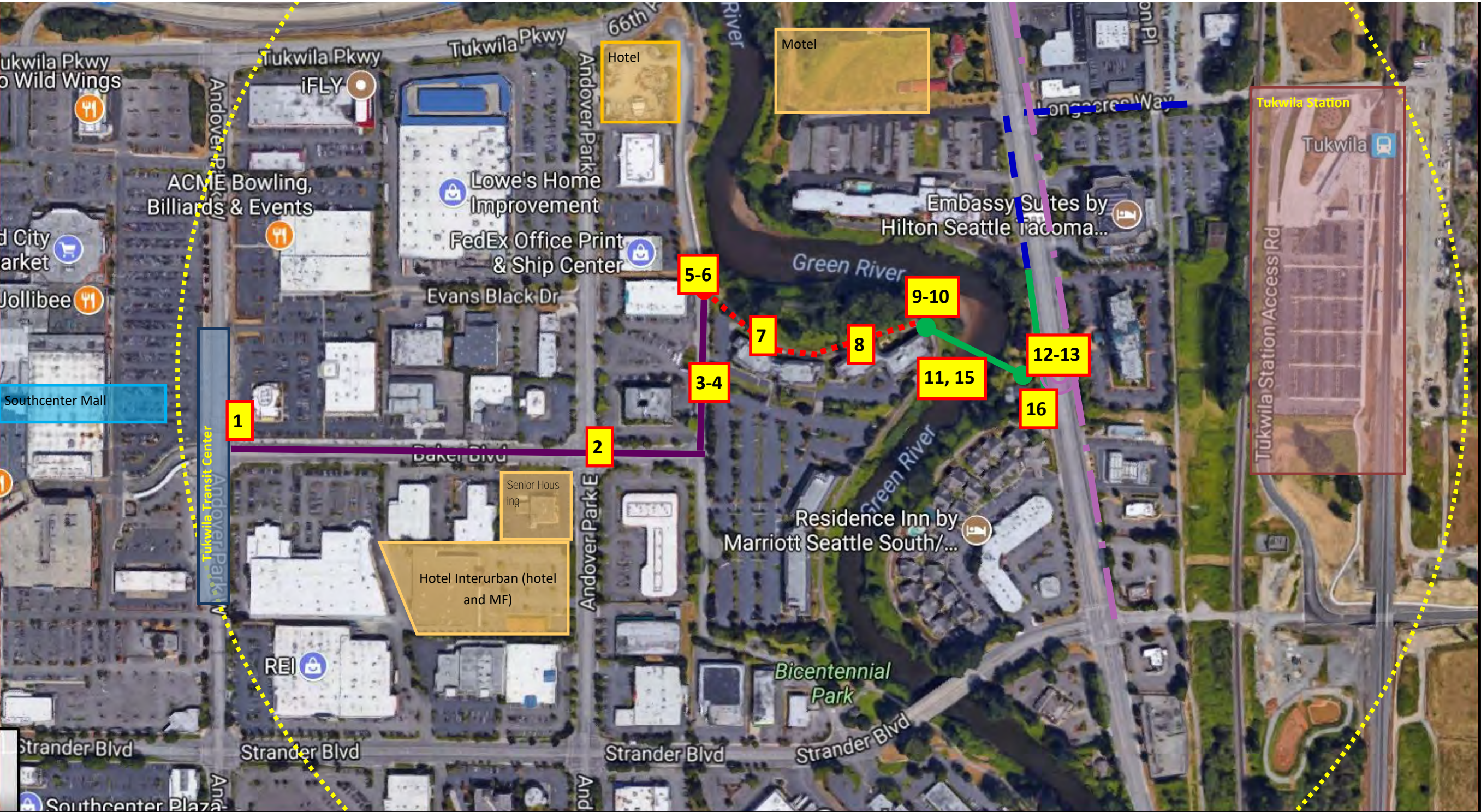
Client: City of Tukwila
Project: Baker Boulevard Non-Motorized Improvements
Job #: 107387.70
By: LAW/LG(KPG)
Date: 12/2/2021

Engineer's Estimate of Probable Cost

Estimated % Complete **60%**

Item No.	SPEC	Bid Item Description	Qty	Unit	Unit Price	Amount
ROADWAY						
		MOBILIZATION	1	LS	\$48,370.87	\$48,370.87
		ROADWAY SURVEYING	1	LS	\$14,500.00	\$14,500.00
		RESOLUTION OF UTILITY CONFLICTS	1	EST	\$7,500.00	\$7,500.00
		UNEXPECTED SITE CHANGES	1	EST	\$20,000.00	\$20,000.00
		SPCC PLAN	1	LS	\$4,000.00	\$4,000.00
		SWPPP PREPARATION AND MAINTENANCE	1	LS	\$7,500.00	\$7,500.00
		TRAFFIC CONTROL LABOR, MIN. BID \$ 35 PER HOUR	80	HR	\$75.00	\$6,000.00
		PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$10,000.00	\$10,000.00
		CLEARING AND GRUBBING	1498.2	SY	\$23.00	\$34,458.60
		REMOVAL OF STRUCTURE AND OBSTRUCTION	1	LS	\$2,500.00	\$2,500.00
		ROADWAY EXCAVATION INCL. HAUL	325	CY	\$65.00	\$21,125.00
		GRAVEL BORROW INCL. HAUL	1383	TN	\$35.00	\$48,405.00
		CONCRETE MODULAR BLOCK RETAINING WALL	200	SF	\$60.00	\$12,000.00
		GRAVEL BACKFILL FOR WALLS	5	CY	\$70.00	\$350.00
		CRUSHED SURFACING BASE COURSE	357	TON	\$35.00	\$12,495.00
		HMA CL. 1/2 In. PG 64-22	5	TON	\$200.00	\$1,000.00
		SILT FENCE	620	LF	\$8.00	\$4,960.00
		HIGH VISIBILITY FENCE	230	LF	\$6.00	\$1,380.00
		INLET PROTECTION	4	EA	\$200.00	\$800.00
		EROSION/WATER POLLUTION CONTROL	1	LS	\$20,000.00	\$20,000.00
SIDEWALK						
		CEMENT CONC. TRAFFIC CURB AND GUTTER	50	LF	\$60.00	\$3,000.00
		CEMENT CONC. SIDEWALK	105	SY	\$110.00	\$11,550.00
		DECORATIVE CEMENT CONC. FINISH TYPE 2	38	SY	\$500.00	\$19,000.00
TRAFFIC CONTROL DEVICES						
		PLASTIC LINE	615	LF	\$10.00	\$6,150.00
		TEMPORARY TRAIL DETOUR SIGNING	1	LS	\$5,000.00	\$5,000.00
ROADSIDE DEVELOPMENT						
		PROPERTY RESTORATION	1	EST	\$5,000.00	\$5,000.00
		TOPSOIL TYPE A	105	CY	\$60.00	\$6,300.00
		BARK OR WOOD CHIP MULCH	40	CY	\$75.00	\$3,000.00
		AMENDED NATIVE TOPSOIL	290	SY	\$30.00	\$8,700.00
		NATIVE GRASS SEED MIX	1560	SY	\$2.50	\$3,900.00
		SEEDED LAWN INSTALLATION	95	SY	\$2.00	\$190.00
		PSIPE Fraxinus latifolia/Oregon Ash; 2.5" Cal., 12"-14' Ht.	7	EA	\$600.00	\$4,200.00
		PSIPE AMELANCHIER ALNIFOLIA/ SERVICEBERRY; 7'-8" HT.	3	EA	\$250.00	\$750.00
		PSIPE PSEUDOTSUGA MENZIESII/ DOUGLAS FIR; 1 GAL. CONT.	23	EA	\$15.00	\$345.00
		PSIPE PINUS CONTORTA VAR. CONTORTA/ SHORE PINE; 1 GAL. CONT.	9	EA	\$15.00	\$135.00
		PSIPE ABEIS GRANDIS/ GRAND FIR; 1 GAL. CONT.	23	EA	\$15.00	\$345.00
		PSIPE AMELANCHIER ALNIFOLIA/ SERVICEBERRY; 1 GAL. CONT.	11	EA	\$15.00	\$165.00
		PSIPE ACER CIRCINATUM/ VINE MAPLE; 1 GAL. CONT.	14	EA	\$15.00	\$210.00
		PSIPE Vaccinium ovatum 'Thunderbird'/ Thunderbird Evergreen Huckleberry; 18" Ht. & Sp.	101	EA	\$22.00	\$2,222.00
		PSIPE Spiraea betulifolia 'Tor'/ Tor Birchleaf Spirea; 18" Ht. & Sp.	120	EA	\$22.00	\$2,640.00
		PSIPE Cornus sericea ssp. sericea 'Kelsey'/ Kelsey Red Twig Dogwood; 2 Gal. Cont.	131	EA	\$18.00	\$2,358.00
		PSIPE Gaultheria shallon/ Salal; 2 Gal. Cont.	46	EA	\$18.00	\$828.00
		PSIPE Mahonia nervosa/ Cascade Oregon Grape; 2 Gal. Cont.	54	EA	\$18.00	\$972.00
		PSIPE Polystichum munitum/ Sword Fern; 2 Gal. Cont.	126	EA	\$15.00	\$1,890.00
		PSIPE DESCHAMPSIA CESPITOSA/ TUFTED-HAIR GRASS; 1 GAL. CONT.	21	EA	\$18.00	\$378.00
		PSIPE Iris tenax; 1 Gal. Cont.	50	EA	\$16.00	\$800.00
		PSIPE Asarum caudatum/ Wild Ginger; 1 Gal. Cont.	55	EA	\$8.00	\$440.00
		PSIPE Arctostaphylos uva-ursi/ Kinnikinnick; 1 Gal. Cont.	380	EA	\$8.00	\$3,040.00
		PSIPE Fragaria chiloensis/ Beach Strawberry; 1 Gal. Cont.	295	EA	\$8.00	\$2,360.00
		AUTOMATIC IRRIGATION SYSTEM, COMPLETE	1	LS	\$20,000.00	\$20,000.00
		WAYFINDING SIGN	1	EA	\$6,000.00	\$6,000.00
		BENCH	2	EA	\$3,500.00	\$7,000.00
		TRASH RECEPTACLE	1	EA	\$2,500.00	\$2,500.00
ILLUMINATION AND SIGNAL SYSTEM						
		TRAIL ILLUMINATION SYSTEM, COMPLETE	1	LS	170500	\$170,500.00
		INTELLIGENT TRANSPORTATION SYSTEM, COMPLETE	1	LS	18000	\$18,000.00
SPECIAL PURPOSE PATHS						
		CEMENT CONC. TRAIL	1340	SY	150	\$93,800.00
Construction Cost Subtotal						\$691,012.47
Estimate Contingency			15%			\$103,651.87
Construction Cost Total						\$794,664.35
Sales Tax			0.00%			\$0.00
Rounded Construction Cost Sub-Total						\$795,000.00
Construction Management and Bid Support			25%			\$198,750.00
Construction Contingency			15%			\$149,062.50
Total Project Construction Cost						\$1,142,812.50

Green River Trail Connector to TUC Pedestrian/Bicycle Bridge Vicinity Documentary



PROPOSED PROJECT: Green River Trail Improvements
Baker Blvd Non-Motorized Improvements (completion 5/18)
TUC Pedestrian/Bicycle Bridge (completion 5/18)
Half Mile Radius



Legend

West Valley Highway Sidewalks (CMAQ Funded)
West Valley Highway (TIB Funded)
Pedestrian Signal (TIB Funded)
Under Construction

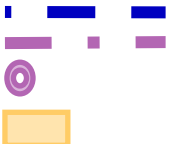


Image on following page



Image 1

Tukwila Transit Center. Located on the west side terminus of the “Pedestrian Spine,” the Tukwila Transit Center is adjacent to the Southcenter Mall. Filled with strong architectural details and bright illumination, this newly completed re-imagining of an existing transit hub into a major on-street transit center is serviced by King County Metro’s Rapid Ride F-Line, Route 150, and other local transit routes. Facing southwest.



Image 2

Baker Boulevard. A recently completed road diet has changed Baker Boulevard from a 4-lane auto-oriented street to a two-lane roadway with on-street parking and dedicated bike lanes buffered from adjacent traffic. On the left is the Hotel Interurban site with the senior housing site under construction in the center. Facing west.



Image 3

Christensen Road. Also recently completed is a wide shared-use path from the Green River Trail to Baker Boulevard. This section is the transition from the regional trail to a more typical urban cross section of sidewalks and dedicated bike lanes. Facing north.

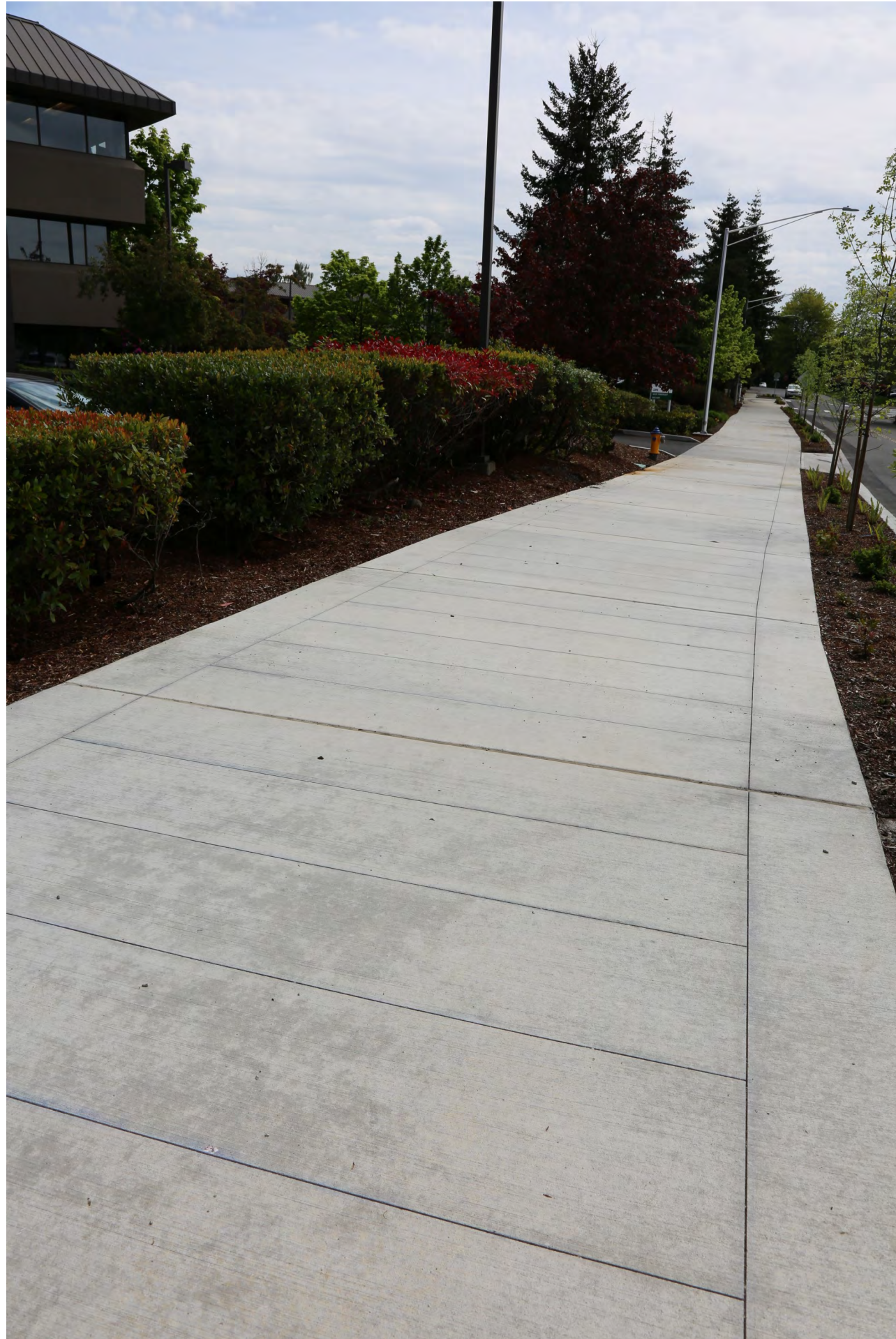


Image 4

Christensen Road. Distinct architectural patterns on the new shared use path will be repeated on the Green River Trail to provide continuity in the visual cues to the users. Facing south.



Image 5

Green River Trail/Christensen Road Intersection. Site of the future plaza area that will be constructed as part of the proposed Green River Trail improvements. The plaza area will carry the same strong visual cues (shown on later images) as well as wayfinding signs. East-west users travelling on the “Pedestrian Spine” will travel south along Christensen Road on the shared use pathway. North-south users on the Green River Trail will travel north along the existing widened sidewalks until returning to the dedicated right-of-way for the trail north of I-405. Facing north.



Image 6

Green River Trail/Christensen Road Intersection. Site of the future plaza area that will be constructed as part of the proposed Green River Trail improvements. The plaza area will carry the same strong visual cues (shown on later images) as well as wayfinding signs. East-west users travelling on the “Pedestrian Spine” will travel south along Christensen Road on the shared use pathway. North-south users on the Green River Trail will travel north along the existing widened sidewalks until returning to the dedicated right-of-way for the trail north of I-405. Facing south.



Image 7

Green River Trail. The existing 8-foot wide Green River Trail has little to no shoulders available for users to use and is quite literally on the doorstep of adjacent office buildings. No illumination is provided to trail users except for what is available from private area lights for the office building. Facing east.



Image 8

Green River Trail. The existing 8-foot wide Green River Trail has little to no shoulders available for users to use and is quite literally on the doorstep of adjacent office buildings. No illumination is provided to trail users except for what is available from private area lights for the office building. Paving is in poor condition with recent patchwork shown. Ongoing root incursion from the nearby cottonwood trees frequent create unsafe “pimples” in the asphalt, often exceeding several inches in height. The proposed project will include measures to minimize root incursion from occurring through the concrete surface. Facing west.



Image 9

Green River Trail. The plaza at the west end of the Pedestrian Bridge is widened for safety and comfort of users. The extra space allows for intermingling of east-west and north-south users. Facing west.



Image 10

Pedestrian Bridge. The wide, graceful Pedestrian Bridge provides ample space for foot and bike traffic as well as areas to linger while admiring the beauty of the Green River. Facing east.



Image 11

Pedestrian Bridge. The wide, graceful Pedestrian Bridge provides ample space for foot and bike traffic as well as areas to linger while admiring the beauty of the Green River. The Riverview Plaza office park is on the right with the Hotel Interurban in the distance. Facing southwest.



Image 12

East Bridge Landing. Landing at the west edge of West Valley Highway, the east landing offers an inviting approach to the Pedestrian Bridge. Facing northeast.



Image 13

East Bridge Landing. Landing at the west edge of West Valley Highway, the east landing offers an inviting approach to the Pedestrian Bridge. A community kiosk and an active display of daily and annual users of the bridge offers interactive connections for users. Facing southeast.



Image 14

Pedestrian Bridge. Aerial image of the nearly completed Pedestrian Bridge at twilight. Facing southeast.



Image 15

Pedestrian Bridge. The nearly completed Pedestrian Bridge at twilight. Bright LED luminaires light a safe path to the bridge. Colored LED uplights will highlight the signature bridge. Facing northwest.