



# 2016 Urban Funding Application

## for Urban Arterial Program (UAP)

Mail **ONE** signed application and required attachments to the TIB Office postmarked no later than **August 19, 2016**.

The mailing address for the TIB Office: Post Office Box 40901 ❖ Olympia WA 98504-0901

After mailing a hard copy, please email a copy of this workbook to Greg Armstrong at GregA@tib.wa.gov

For assistance contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or via email at GregA@tib.wa.gov

Agency Name	<u>SEATAC</u>	Legislative District(s)	<u>33 &amp; 11</u>
Arterial Name	<u>Military Road South and South 152nd Street</u>	Congressional District(s)	<u>9</u>
Project Limits	<u>South 150th Street to International Boulevard</u>	<a href="#">Find Legislative or Congressional District</a>	
Length in Miles	<u>0.16 miles</u>	Average Daily Traffic (ADT)	<u>6,300</u>
Federal Route	<u>1291</u>	Functional Class	<u>Urban Minor</u>
Agency Contact	<u>Janet Mayer</u>	Phone Number	<u>206.973.4742</u>
Email Address	<u>jmayer@ci.seatac.wa.us</u>		

### PROJECT INFORMATION

**Fill out this section before continuing the rest of the application.**

Enter Requested Total TIB Funds	<u>\$2,367,600</u>
Project Type	<u><b>Reconstruction &amp; Widening</b></u>
Is this project an intersection only?	<u>NO</u>
Is this project construction ready?	<u>NO</u>
Does this project support a specific development site?	<u>NO</u>
Is this a National Highway System (NHS) Route?	<u>NO</u>
Enter number of Segments	<u>2</u>
Enter number of Intersections	<u>4</u>

Enter completed or target dates	Date
Start Design Engineering	<u>Feb 2017</u>
Environmental Documentation Complete & Permits Approved	<u>Oct 2017</u>
Right of Way Acquisition Complete	<u>Feb 2018</u>
PS&E Complete	<u>Apr 2018</u>
Contract Advertisement	<u>May 2018</u>
Contract Completion	<u>May 2019</u>

# PROJECT FUNDING

Are TIB funds distributed proportionally through the project phases? YES

Max TIB Ratio **80.0%**

Fill out total costs in F36 to F40. Do not fill in TIB Funds

Enter the Total Project Costs to the nearest dollar in cells F39 to F43

	Phase	Total Cost	TIB Funds	Local Funds
Design Phase	Design Engineering	501,500	278,146	223,354
	Right of Way	111,000	61,564	49,436
Construction Phase	Construction Engineering	383,500	212,700	170,800
	Construction Other			
	Construction Contract	3,272,800	1,815,190	1,457,610
<b>TOTAL</b>		<b>4,268,800</b>	<b>2,367,600</b>	<b>1,901,200</b>
NONELIGIBLE ENGINEERING				<b>0</b>
Engineering exceeding 30% of eligible construction costs is not eligible for TIB reimbursement				
OTHER NONELIGIBLE COSTS (for example, landscaping greater than 5% of eligible construction costs, new utilities)				<b>322,800</b>
TOTAL ELIGIBLE COST				<b>3,946,000</b>
TIB MATCHING RATIO Total TIB Funds/Total Eligible Costs				<b>60.0%</b>

## FUNDING PARTNERS

Source	Public or Private	Commitment Letter or Status	Amount
SEATAC	Public	In CIP	1,901,200
<b>TOTAL</b>			<b>1,901,200</b>
<b>Local funds are correct</b>			

Are you still seeking other funding for the project? NO

If yes, list other funding being sought: \_\_\_\_\_

## APPLICATION ATTACHMENTS

### Required for All Applications

- Excerpt from adopted Six-Year Transportation Improvement Program showing project
- Detailed vicinity map clearly showing project limits
- Detailed project cost estimate signed by a professional engineer registered in Washington State
- Typical roadway section(s)
- Funding commitment letters from all funding partners                      Number Attached \_\_\_\_\_
- Crash Analysis worksheet                      [Link to Request Crash Data from WSDOT](#)
- Excerpt from current agency Comprehensive Plan defining agency CBD & Urban Activity Center(s)
- Email excel workbook to GregA@tib.wa.gov

### If Applicable Only

- Bridge sufficiency rating report
- Written concurrence from WSDOT if project is on or connects to a state highway
- Adopted Bicycle Plan if project includes bicycle facilities
- Development map showing development site(s)
- Excerpt from current agency Comprehensive Plan defining the economic development project
- Intersection configuration worksheet
- Department of Archaeology & Historic Preservation (DAHP) concurrence letter, if completed

## CERTIFICATION

Certification is hereby given that the information provided is accurate and the applicable attachments are complete and included as part of the application package.

  
\_\_\_\_\_

Agency Official Signature

8/18/16  
\_\_\_\_\_

Date Signed

WILLIAM S. APPLETON, PUBLIC WORKS DIRECTOR  
\_\_\_\_\_

Printed or Typed Name & Title

## PROJECT DESCRIPTION

Describe the existing conditions

Military Rd. S. is a two lane commercial minor arterial with wide paved shoulders delineated as pedestrian walkways on both sides of the road. Pedestrians walking in the delineated walkway are traveling at the same grade as vehicles on the roadway without a physical separation from vehicles, creating a very unsafe condition for pedestrians. A pedestrian fatality and three other pedestrian injury accidents occurred within the project area in the last three years. Adding to the unsafe conditions are numerous instances of uncontrolled access resulting in further conflicts between vehicles and pedestrians as well as sight distance deficiencies due to unconstrained onstreet parking and fixed objects in close proximity to the roadway. The project area encompasses a vibrant business and cultural district which experiences a high volume of vehicular and pedestrian activity.

Describe the project scope

The focus of this project is to construct safety improvements along the Military Rd. S. corridor to establish a physical separation between motorists, bicyclists and pedestrians. Improvements include construction of buffered bike lanes, curb and gutter, and ADA compliant sidewalks with planter strips on both sides of the street. Additional safety improvements include installation of street lighting, removal of fixed hazards, installation of driveways to control access to businesses and residences, upgraded and interconnected signalization with pedestrian crossings, addition of a right turn lane on eastbound S. 152nd St. and the elimination of a skewed intersection at Tukwila International Blvd. and Military Rd. S. Placement of the overhead franchise utilities underground will remove numerous fixed objects from the clear zone of the roadway, improving sight distances and visibility. The safety improvements provided by this project should decrease the frequency of accidents, injuries and fatalities occurring along this corridor. Other infrastructure improvements include replacing the deteriorated storm drainage system, reconstructing the roadway utilizing full depth reclamation to recycle the existing concrete panels, and constructing water quality facilities to treat runoff from new and replaced pollution generating impervious surfaces.

Describe the project benefits and its impact on the community

Three pedestrian/vehicle accidents have occurred within the project area in the last three years. The improvements included in this project will greatly decrease the incidence of pedestrian/vehicle conflict by significantly increasing separation between pedestrians and vehicles. The pedestrians will no longer have to walk in the street next to vehicles, instead they will travel on sidewalks separated from traffic by a buffered bike lane, curb and gutter, and a planter strip. Additionally, controlled access and improved signalization will create a safer corridor and improve traffic flow.

Does this project need a sidewalk deviation?

NO

Describe any Construction Other costs

Describe any Noneligible costs

The total cost of item number 49 - Landscaping and item 62 - Aerial Utility Conversion is limited to 5% of the total eligible construction contract costs.



# UTILITY CONDITION

Fill in for each utility present or being installed. Fill out the bottom two rows of this table for any others

Type			Planned Improvements (funding, coordination, schedule)
<b>Water</b>	Age (years)	Condition	King County Water District #125 plans to replace water services and fire hydrants if this project is funded. There are approximately 10 water services and 2 fire hydrants in the project area. This work will be performed and funded by Water District #125 prior to the start of the project.
	Unknown	Good	
	Status	Funded	
	Replace	No	
<b>Sewer</b>	Age (years)	Condition	Valley View Sewer District does not anticipate making any improvements to their facilities on Military Rd. S. and S. 152nd St. since they rate the overall condition of the system as good.
	31 or older	Good	
	Status	Funded	
	None	No	
<b>Power</b>	Age (years)	Condition	Seattle City Light. All electrical service in the project area will be relocated underground in accordance with City of SeaTac requirements. This work is included in the project scope.
	Unknown	Fair	
	Status	Funded	
	Replace	Yes	
<b>Storm</b>	Age (years)	Condition	Video inspection of the City of SeaTac storm drain facilities in the project area was performed in 2016. The storm system is in poor condition and requires replacement. This work is included in the project scope.
	31 or older	Poor	
	Status	Funded	
	Replace	Yes	
	Age (years)	Condition	
	Status	Funded	

# ROADWAY GEOMETRICS & FEATURES

Fill out the segment details below and intersection details in rows 175 to 185

Significant difference in cross section or ADT constitute a new segment. Additional segments can be added on the "Additional Segments" tab. If the project is an intersection only, skip this section

	Project	SEGMENT ONE		SEGMENT TWO	
		Existing	Proposed	Existing	Proposed
Segment Termini		Military Road South		South 152nd Street	
Length (in feet)		680		150	
Average Daily Traffic Volume		6,300		4,050	
Pavement Width Curb to Curb or Edge to Edge		34 ft. - 44 ft.	36 feet	36 ft.	52 feet
Number of General Purpose Lanes Do <b>not</b> include Transit/HOV or Continuous Lt Turn Lane		2 lanes	2 lanes	2 lanes	2 lanes
Number of HOV/Transit Lanes Do <b>not</b> include Continuous Left Turn Lane		0 lanes	0 lanes	0 lanes	0 lanes
Continuous Left Turn Lane Width		0 feet	0 feet	0 feet	0 feet
Is there a median?		No	No	No	No
Shoulder or Parking Width Enter average width (feet) per side		6 feet	0 feet	0 feet	0 feet
Shoulder or Parking Placement		Both Sides	None	None	None
Shoulder or Parking Surfacing		Surfaced	None	None	None
Parking Type		Parallel	None	None	None
Percentage of the segment that has on street parking (e.g. parking one side is 50%)		40%	0%	0%	0%
Curb Placement		Intermittent	Both Sides	Both Sides	Both Sides
Storm Drainage		Yes	Yes	Yes	Yes
Pedestrian Buffer Width between Curb and Sidewalk		0 feet	4 feet	0 feet	4 feet
Sidewalk Placement		None	Both Sides	Both Sides	Both Sides
Sidewalk Width <sup>1</sup>		0 feet	8 feet	6 feet	8 feet

<sup>1</sup> Sidewalk with curb or physical separation on both sides is required by TIB policy  
 Minimum width is **five feet** with **no** obstructions  
*Request deviation if the sidewalk does **not** meet these standards*

Segment Termini	SEGMENT ONE (cont'd)		SEGMENT TWO (cont'd)	
	Military Road South		South 152nd Street	
	Existing	Proposed	Existing	Proposed
Bicycle Lane Type	No Bicycle Facilities	Bike Lane	No Bicycle Facilities	Combined Lane
Bicycle Lane Width	0 feet	6 feet	0 feet	2 feet
Segment meets ADA standards	No	Yes	No	Yes
Is there any street lighting present?	Yes	Yes	Yes	Yes
How many major driveways (serves <b>more than</b> 50 parking spaces) are present?	1	1	0	1
How many minor driveways (serves <b>less than</b> 50 parking spaces) are present?	18	16	1	1
How many fixed objects are present?	10	2	5	2
What is the average distance (in feet) from the edge of travel way to the fixed objects?	5 feet	7 feet	7 feet	7 feet

**Additional segments** can be entered on tab 4 "Additional Segments". After printing put any additional segments into the application in order.

### Crash Information

(Information automatically generated from Crash Analysis worksheet)

Multiple-vehicle driveway crashes	Fatal and Injury	0	0
	Property damage only	2	0
Multiple-vehicle nondriveway crashes	Fatal and Injury	0	0
	Property damage only	2	0
Single vehicle crashes	Fatal and Injury	0	0
	Property damage only	0	0
Pedestrian or Bicycle related crashes	Pedestrian	2	0
	Bicycle	0	0

# INTERSECTION GEOMETRICS & FEATURES

Enter the existing and proposed geometrics for each intersection

	INTERSECTION ONE		INTERSECTION TWO	
	Intersection location	Military Rd. S. & S. 152nd St.		Military Rd. S. & S. 150th St.
Major Approach Average Daily Volume	6,250		4,350	
Minor Approach Average Daily Traffic Volume	4,050		1,115	
	Existing	Proposed	Existing	Proposed
Intersection control	All way stop	Signalized	Stop controlled minor approaches	Stop controlled minor approaches
Intersection type	4-Leg	4-Leg	4-Leg	4-Leg
Intersection meets ADA standards	No	Yes	No	Yes
Is there intersection lighting present?	Yes	Yes	Yes	Yes
Is there a dedicated left turn lane	No	No	No	No
Is there a dedicated right turn lane	Yes	Yes	No	No
Is there protected left turn phasing?	No	No	No	No

**Additional intersections can be entered on tab 3 "Additional Intersections". After printing put any additional Intersections into the application in order.**

## Crash Information

(Information automatically generated from Crash Analysis worksheet)

Multiple-vehicle crashes	Fatal and Injury	0	2
	Property damage only	2	7
Single vehicle crashes	Fatal and Injury	0	0
	Property damage only	0	1
Pedestrian or Bicycle related crashes	Pedestrian	0	1
	Bicycle	0	0



Additional Intersections

Enter the existing and proposed geometrics for each **major** intersection

	INTERSECTION 3		INTERSECTION 4	
Intersection location	Tukwila International Blvd. & Military Rd. S.		Tukwila International Blvd. & S. 152nd St.	
Major Approach Average Daily Volume	11,815		11,975	
Minor Approach Average Daily Traffic Volume	4,165		1,800	
	Existing	Proposed	Existing	Proposed
Intersection Control	Stop controlled minor approaches	None	Signalized	Signalized
Intersection type	3-Leg		4-Leg	4-Leg
Intersection meets ADA standards	No	Yes	Yes	Yes
Is there intersection lighting present?	Yes	Yes	Yes	Yes
Is there a dedicated left turn lane	No	No	No	No
Is there a dedicated right turn lane	No	No	No	Yes
Is there protected left turn phasing?	No	No	Yes	Yes

**Crash Information**

**(Information automatically generated from Crash Analysis worksheet)**

Multiple-vehicle crashes	Fatal and Injury	1	2
	Property damage only	4	13
Single vehicle crashes	Fatal and Injury	0	0
	Property damage only	0	0
Pedestrian or Bicycle related crashes	Pedestrian	0	2
	Bicycle	0	0

**After printing put any additional Intersections into the application in order.**

## PROJECT DEFICIENCIES

Select Deficiency Type from the scrolling dropdown menu. Describe the existing deficiency within the project limits Describe the corrective measure(s) that eliminates or mitigates the deficiency.

### DEFICIENCY 1 **CHANNELIZATION**

Describe: Currently an unsafe condition exists on Military Rd S. in which pedestrian and vehicular traffic are separated by a single line of paint. Pedestrians walk alongside traffic in the roadway shoulder area at the same grade as traffic and share the area with bicyclists.

Corrective Measure(s) Installation of sidewalks, planter strips, curb, bike lanes and channelization devices.

### DEFICIENCY 2 **ACCESS CONTROL**

Describe: Business and residential access is uncontrolled along the length of Military Rd. S. and is significant source of vehicular and pedestrian conflict. Vehicular and pedestrian traffic volume is high along this corridor.

Corrective Measure(s) Installation of curb will control driveway access locations, width and frequencies.

### DEFICIENCY 3 **OBSTRUCTIONS**

Describe: Fixed objects in close proximity to the roadway present hazards to vehicular traffic. The vast majority of the fixed hazards are power poles.

Corrective Measure(s) Utilities will be relocated underground, eliminating most of the fixed objects.

### DEFICIENCY 4 **SIGHT DISTANCE**

Describe: Sight distance issues caused by fixed objects and parked vehicles make it difficult for vehicles to see pedestrians and bicyclists.

Corrective Measure(s) On-street parking will be eliminated and most fixed objects will be removed.

### DEFICIENCY 5 **ILLUMINATION**

Describe: The existing street lights are mounted on power poles along one side of the street. Roadway lighting is non-uniform and does not meet current roadway standards.

Corrective Measure(s) New illumination poles will be installed with energy efficient LED lights. Lighting levels will be designed in accordance with current roadway standards.

### DEFICIENCY 6 **DRAINAGE**

Describe: Existing storm drainage infrastructure is in poor condition and not adequate to accommodate existing and future development in the area. On Military Rd. S. an 18" pipe feeds into a 12" pipe resulting in localized flooding during storm events.

Corrective Measure(s) Open ditches will be replaced with a closed conveyance system, existing facilities will be replaced with new pipe systems designed to convey and contain the 25-year peak flow.

### DEFICIENCY 7 **SKEWED INTERSECTION**

Describe: The intersection of Military Rd. S. and Tukwila International Blvd. (TIB) is skewed. The geometry of the skewed section lends itself to being a convenient u-turn for northbound traffic on TIB. This traffic movement brings non-local traffic into conflict with pedestrians.

Corrective Measure(s) Section of Military Rd. S. between Tukwila International Blvd. (TIB) and S. 152nd St. will be vacated, eliminating the skewed intersection at TIB and Military Rd. S.

## MOBILITY

### CONGESTION

Project addresses congestion on the system or specific adjacent route. Please describe below

A right turn lane will be constructed on eastbound S.152nd Street providing increased storage capacity at the Tukwila International Blvd. (TIB) intersection. A new signal will be installed at Military Rd. S. and S. 152nd St. and will be interconnected with the signal at TIB and S. 152nd St. The interconnection of these two intersections coupled with the increased storage capacity will greatly improve the traffic flow through this corridor. Additionally, vacating the section of Military Rd. S. between TIB and S. 152nd St. will eliminate a significant flow of traffic through the corridor which was using that pathway as a u-turn for TIB.

### NETWORK DEVELOPMENT

Select all that apply from the following list

Completes corridor

Enter termini of corridor being completed

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*Project must meet **ALL** of the following criteria to qualify as **COMPLETES CORRIDOR***

- ▶ Project is last stage of corridor between logical limits
- ▶ Corridor is a minimum of 2 miles in length
- ▶ The entire corridor meets urban standards

Completes gap between existing improvements

Existing improvements must meet urban standards

Extends existing improvements

Existing improvements must meet urban standards

Project does **not** complete or extend any existing improvements

Project constructs a new road

**MODAL ACCESS**

Select transit facility access provided by project

Transit Center

Select non motorized path access provided by project

None

Select freight facility access provided by project

No Freight Facility Access Improvements

Mark ALL freight-carrying modes accessing the facility

- Airplane
- Rail
- Ship
- Truck

Enter Trucks per Day \_\_\_\_\_

Project relieves a bottleneck.

**CENTRAL BUSINESS DISTRICT/URBAN ACTIVITY CENTER ACCESS**

Select CBD/Urban Activity Center Access provided by project

Improves network or circulation within Urban Activity Center

Briefly describe the CBD/Activity Center access improvement

The new sidewalks, controlled driveway access, street illumination and signalization will provide a safe pathway for residents and visitors to access commercial businesses and transit services within the Urban Activity Center. The Islamic Center of Seattle is located a block beyond the project area and is a target destination for high pedestrian traffic. The high pedestrian flow occurs between the Islamic Center and the markets and restaurants on Military Rd. S. These improvements will move the pedestrians from the roadway to a sidewalk, safely separated from traffic by a bike lane, curb and planter strip.

**SIGNAL MANAGEMENT**

Project adds signal interconnect

How many signals are interconnected? 2

Project connects to Traffic Management Center (TMC)



# GROWTH & DEVELOPMENT

You do not need to fill out this section, points will only be given in this section if there is a specific planned development activity.

You selected 'NO' under 'supports a specific economic development site' in cell G19

Choose the description that best describes how this project affects the **comprehensive plan**.

Choose the description that best describes the status of the **zoning** for the economic development site.

Choose the description that best describes the status of the infrastructure tied to the economic development site?

Water at development

Sewer at development

Power at development

Percent of permits issued

Describe the development agreement, if one exists:

Please provide the following information regarding the ECONOMIC DEVELOPMENT SITE this project supports

Number of dwelling units

Total development site acreage

Number of jobs created

Commercial building square footage

Development Type

Choose the description that best describes where the economic **development site is located**.

Choose the description that best describes the **proximity** of the project to the economic development site.

## PHYSICAL CONDITION

Does the project fix any of the following issues?

Bridges \_\_\_\_\_ If yes, briefly describe:

Bridge Sufficiency Rating \_\_\_\_\_

Walls \_\_\_\_\_ If yes, briefly describe:

Stormwater conveyance Yes If yes, briefly describe:

There is an ongoing flooding issue at Military Rd. S. A new storm drain system will be installed providing increased conveyance and water quality treatment.

Culverts \_\_\_\_\_ If yes, briefly describe:

Slope Stability \_\_\_\_\_ If yes, briefly describe:

Select Truck Route Classification from dropdown list:

[Link to Freight and Goods Map](#)

T-3 ~ 300 Thousand to 4 Million Tons Annually

Number of peak hour buses 6

# SUSTAINABILITY

## MODAL MEASURES

Select modal measures within the project limits

- Completes gap in HOV system      Enter Gap Location \_\_\_\_\_
- Adds HOV lanes in each direction
- Adds Queue Jump or Transit Only Lane      Enter Location(s) \_\_\_\_\_

### Bicycle Facility

Select option that applies \_\_\_\_\_  
Project ADDS bicycle lane or path

## ENVIRONMENTAL MEASURES

Select environmental measures within the project limits

- Agency has Adopted Greenhouse Gas Emissions Policy  
Enter Policy Number 08-011      Adoption Date May 13, 2008
- Incorporates low impact drainage or enhanced treatment stormwater controls

Describe the measures below:

Lined filtration planters will be constructed in the buffer strip between the curb and sidewalk to provide water quality treatment for stormwater runoff. If needed, proprietary media or membrane filters will be incorporated into the project to provide additional stormwater treatment.

- No permanent irrigation or use of non-potable water for irrigation  
Incorporates Hardscaping or native planting

Describe the measures below:

Native, low water use plantings are planned for the lined filtration planters. The landscaping will be designed to encourage self-sustaining plant communities that minimize long term maintenance.

Will project remove all fish barriers within project limits? \_\_\_\_\_ No

Describe fish barrier work to be done and any additional funding given specifically for the fish barrier.

N/A

- Project enhances stream bank condition

Describe any stream bank enhancement.

- Project restores existing impacted sensitive area(s)

Describe the restoration effort.

**ENERGY MEASURES**

Select energy measures within the project limits

- Replace or install Low Energy Lighting
- Add Solar-powered Signage

Describe the measures below

A new layout of energy energy efficient LED street lights will be installed to provide uniform illumination for the street, bike lanes and sidewalks consistent with roadway lighting standards.

**RECYCLING MEASURES**

- In-place pavement recycling or structural retrofit

Describe the measures below

Full depth reclamation will be utilized to construct the new roadway base. The existing concrete roadway panels will be rubblized and blended with cement to become the new roadway base. One hundred percent of the existing roadway will be re-used minimizing the export and import of material.

**CONSTRUCTION READINESS**

Describe where in the process the project is for each component at the time of application

Plans, specs, estimate percent complete	<u>0%</u>
Permits	<u>Not started</u>
Right of way	<u>Not started</u>
Cultural resources	<u>Not Started</u>
Sensitive areas	<u>No sensitive areas</u>
Utilities	<u>Utility work needed and fully funded</u>
Are federal permits required for this project?	<u>No</u>

**ACCELERATED CONSTRUCTION METHODS**

- Road will be closed during construction

Describe below any other accelerated construction methods that will be used.

The use of full depth reclamation as an in-place road rehabilitation method will accelerate construction by significantly decreasing the time required for hauling large quantities of materials to and from the project site.



## GROWTH MANAGEMENT INFORMATION

Complete the questions below to address Land Use Implications as directed by Revised Code of Washington (RCW) 47.26.282.

Describe how the project supports or revitalizes existing urban development in the downtown

The project supports development of the City of SeaTac's Urban Center by providing safety improvements, improved accessibility and beautification to the transportation facilities which serve it. A significantly safer and more attractive route will be provided for pedestrians, bicyclists and commuters traveling through the area to nearby businesses, residences, regional mosque and the Tukwila Link Light Rail Station. These improvements will also encourage future commercial and high-density residential redevelopment by providing the necessary capacity to accommodate future growth.

Describe how the project includes or encourages infill/densification of residential or commercial development consistent with your local comprehensive plan?

This project includes infrastructure capable of supporting future high-density residential and commercial development. Construction of sidewalks, bike lanes, upgraded signalization and addition of a right turn lane improve access to this area which promotes development of the surrounding properties. These improvements are consistent with the City of SeaTac Comprehensive Plan for the area.

Describe how the project promotes the use of transit and other multimodal transportation

This project is positioned at the gateway for pedestrians entering the City of SeaTac from multimodal transit facilities located at the nearby Tukwila Light Rail Station. New sidewalks and bike lanes constructed by this project will greatly improve safety and mobility along this corridor, encouraging a greater number of people to walk or bike to the transit facilities.

Indicate the project's multimodal transportation components

Mark ALL existing or planned components

Sidewalk     Bicycle Lanes     HOV Lanes     Access to Transit Center or Passenger Terminal

Other - Explain in space below

Funding Program	<b>Urban Arterial Program (UAP)</b>
Agency Name	<b>SEATAC</b>
Project Name	Military Road South and South 152nd Street ~ South 150th Street to International Boulevard
Project Intent	The total cost of item number 49 - Landscaping and item 62 - Aerial Utility Conversion is limited to 5% of the total eligible construction contract costs.

Describe how the project supports or revitalizes existing urban development in the downtown

The project supports development of the City of SeaTac's Urban Center by providing safety improvements, improved accessibility and beautification to the transportation facilities which serve it. A significantly safer and more attractive route will be provided for pedestrians, bicyclists and commuters traveling through the area to nearby businesses, residences, regional mosque and the Tukwila Link Light Rail Station. These improvements will also encourage future commercial and high-density residential redevelopment by providing the necessary capacity to accommodate future growth.

Describe how the project promotes the use of transit and other multimodal transportation

This project is positioned at the gateway for pedestrians entering the City of SeaTac from multimodal transit facilities located at the nearby Tukwila Light Rail Station. New sidewalks and bike lanes constructed by this project will greatly improve safety and mobility along this corridor, encouraging a greater number of people to walk or bike to the transit facilities.

The project adds the following multimodal components:

Sidewalk      Bicycle Lanes                      Access to Transit Center or Passenger Terminal

Other Multimodal Components:



**Exhibit A**

**2017 - 2022 Transportation Improvement Program**

D - DESIGN  
S - STUDY  
RAW - RIGHT OF WAY  
C - CONSTRUCTION

Project No.  
and

Priority	Project Title and Description	2017	2018	2019	2020	2021	2022
6	Construct a five lane principal arterial roadway including curb, gutter, bicycle and pedestrian facilities, storm drainage, street illumination, channelization, landscaping, and utility extensions. Connects Des Moines' 24th Ave S improvements at S 208th St to existing 26th Ave S at S 200th St. Completes the gap in the overall 28th/24th Ave S corridor which extends from S 188th St and 28th Ave S to S 216th St and 24th Ave S. Also includes forward compatible structures to accommodate future SR 509 construction underneath 28th/24th without disruption.	C=\$7,709,000 (TIB & FMSIB = \$3,990,000; Sound Transit = \$1,700,000; Connecting WA = \$650,000; Gateway Funds \$2,150,000; Utility = \$273,070)					
ST-832	<b>Neighborhood Sidewalks</b> TBD	250,000					
7	Construct new sidewalk on both sides of the street with curb/gutter, storm drainage and other improvements as necessary.	D					
ST-162	<b>International Blvd Safety Improvements</b> S 170th St to S 188th St	\$50,000	\$450,000				
8	Corridor study to evaluate safety improvements for collision reduction. Possible improvements assumed in cost estimates include four near-side traffic signals and improvements to discourage illegal pedestrian crossings.	S	D/C				
ST-126	<b>S 152nd St Improvements</b> 30th Ave S to Military Rd	\$1,050,000	\$1,662,500	\$3,112,500			
9	Widen existing roadway and construct sidewalks, bicycle lanes, street lighting, and storm drainage. Provide access and circulation improvements for vehicle and pedestrian movements in support of redevelopment.	D = \$150,000 R/W = \$900,000	D = \$175,000 C = \$1,487,500	C			
ST-125	<b>Military Rd &amp; S 152nd St</b> Military Rd from S 150th St to S 152nd St; and S 152nd St from Military Rd to International Blvd		\$300,000	\$1,800,000	\$1,980,000		
10	Widen existing roadway, construct sidewalks, pavement overlay, street lighting, undergrounding of aerial utilities, landscaping, and storm drainage. Provided access and circulation improvements. Construct right turn lane on S 152nd St from Military Rd to International Blvd. These improvements support redevelopment of the S 154th St Station Area and facilities potential Military Rd closure between S 152nd St and International Blvd.		D	D = \$300,000 R/W = \$707,000	C		
ST-044	<b>S 198th St</b> International Blvd to 28th Ave S		\$210,000	\$710,000	\$2,500,000		



# Military Road and S. 152nd St. Improvements Vicinity Map







EUGENE, OR  
Corporate Office  
541.663.6090

LAKE OSWEGO, OR  
503.620.6103

SALEM, OR  
503.589.4100

MEDFORD, OR  
541.774.5590

VANCOUVER, WA  
360.314.2391

www.obec.com

**City of SeaTac**

**Military Road South: S 150th St. to S 152nd St.; and  
S 152nd Street: Military Rd. South to International Blvd.; including  
Closure of Military Road South from S 152nd St. to International Blvd.  
TIB Urban Funding Application  
August, 2016**



**Construction Cost Estimate**

Item	Sect. No.	Description	Quantity	Unit	Unit Cost	Total
1	1-04	Minor Changes	1	EST	\$ 35,000.00	\$ 35,000
2	1-05	Roadway Surveying	1	LS	\$ 54,000.00	\$ 54,000
3	1-05	Record Drawings	1	LS	\$ 2,000.00	\$ 2,000
4	1-07	Spill Prevention, Control & Countermeasures Plan	1	LS	\$ 2,700.00	\$ 2,700
5	1-07	Protection and Restoration of Property	1	EST	\$ 50,000.00	\$ 50,000
6	1-07	Potholing	1	EST	\$ 10,000.00	\$ 10,000
7	1-07	Resolution of Utility Conflicts	1	EST	\$ 32,000.00	\$ 32,000
8	1-09	Mobilization	1	LS	\$ 290,690.00	\$ 290,690
9	1-10	Flaggers and Spotters	3,000	HR	\$ 65.00	\$ 195,000
10	1-10	Temporary Traffic Control Devices	1	LS	\$ 40,000.00	\$ 40,000
11	1-10	Traffic Control Supervisor	1	LS	\$ 30,000.00	\$ 30,000
12	1-10	Sequential Arrow Sign	6,000	HR	\$ 4.00	\$ 24,000
13	1-10	Uniformed Off-Duty Police Officer	1,040	HR	\$ 60.00	\$ 62,400
14	1-10	Other Traffic Control Labor	650	HR	\$ 48.00	\$ 31,200
15	1-10	Portable Changeable Message Sign	6,000	HR	\$ 6.00	\$ 36,000
16	2-01	Clearing and Grubbing	1	LS	\$ 13,000.00	\$ 13,000
17	2-02	Removal of Structure and Obstruction	1	LS	\$ 18,000.00	\$ 18,000
18	2-02	Removing Drainage Structure	16	EA	\$ 500.00	\$ 8,000
19	2-02	Removing Storm Drainage Pipe	1,400	LF	\$ 12.00	\$ 16,800
20	2-02	Removing Curb	120	LF	\$ 6.00	\$ 720
21	2-02	Rubblize Cement Concrete Pavement for Full Depth Rec.	2,200	SY	\$ 8.00	\$ 17,600
22	2-02	Test Hole	4	EA	\$ 300.00	\$ 1,200
23	2-03	Roadway Excavation Incl. Haul	1	LS	\$ 59,000.00	\$ 59,000
24	2-09	Shoring or Extra Excavation Class B for Storm Drainage	7,000	SF	\$ 1.00	\$ 7,000
25	4-04	Crushed Surfacing Top Course	900	TON	\$ 40.00	\$ 36,000
26	4-04	Crushed Surfacing Base Course	300	TON	\$ 32.00	\$ 9,600
27	5-04	HMA Cl. 1/2" PG 64-22	920	TON	\$ 86.00	\$ 79,120
28	5-04	HMA Cl. 1" PG 64-22	430	TON	\$ 75.00	\$ 32,250
29	5-04	Planing Bituminous Pavement	290	SY	\$ 16.00	\$ 4,640
30	5-04	Temporary Commercial HMA	100	TON	\$ 100.00	\$ 10,000
31	6-02	Detention Vault	1	EA	\$ 150,000.00	\$ 150,000
32	6-02	Water Quality Manhole	2	EA	\$ 30,000.00	\$ 60,000
33	6-13	Structural Earth Wall	500	SF	\$ 55.00	\$ 27,500
34	7-01	Underdrain Pipe 6 In. Diam.	2,300	LF	\$ 10.00	\$ 23,000
35	7-04	Corrugated Polyethylene Storm Sewer Pipe 18 In. Diam.	320	LF	\$ 60.00	\$ 19,200
36	7-04	Corrugated Polyethylene Storm Sewer Pipe 24 In. Diam.	1,200	LF	\$ 85.00	\$ 102,000
37	7-04	Catch Basin Type 1	16	EA	\$ 1,000.00	\$ 16,000
38	7-04	Connect to Existing Drainage Structure/Pipe	2	EA	\$ 600.00	\$ 1,200
39	7-04	Cleaning Existing Drainage Structures	2	EA	\$ 2,000.00	\$ 4,000
40	7-08	Imported Trench Backfill	2,000	TON	\$ 20.00	\$ 40,000
41	8-01	ESC Lead	180	DAY	\$ 80.00	\$ 14,400
42	8-01	TESC/SWPPP	1	LS	\$ 3,000.00	\$ 3,000
43	8-01	Erosion/Water Pollution Control	1	FA	\$ 18,000.00	\$ 18,000



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S 152nd Street: Military Rd. South to International Blvd.; including  
Closure of Military Road South from S 152nd St. to International Blvd.**

**TIB Urban Funding Application**

**August, 2016**

**Construction Cost Estimate**

Item	Sect. No.	Description	Quantity	Unit	Unit Cost	Total
44	8-01	Fugitive Dust Control	1	LS	\$ 2,000.00	\$ 2,000
45	8-01	Inlet Protection	30	EA	\$ 95.00	\$ 2,850
46	8-01	Silt Fence	2,300	LF	\$ 6.00	\$ 13,800
47	8-01	Catch Basin Insert	16	EA	\$ 100.00	\$ 1,600
48	8-02	Topsoil Type A	100	CY	\$ 50.00	\$ 5,000
49	8-02	Landscaping	1	LS	\$ 20,000.00	\$ 20,000
50	8-04	Cement Conc. Traffic Curb and Gutter	2,070	LF	\$ 52.00	\$ 107,640
51	8-06	Cement Conc. Driveway Entrance	970	SY	\$ 97.00	\$ 94,090
52	8-14	Cement Conc. Sidewalk	1,100	SY	\$ 85.00	\$ 93,500
53	8-14	Cement Conc. Sidewalk Ramp	18	EA	\$ 3,100.00	\$ 55,800
54	8-20	Illumination System, Complete	1	LS	\$ 269,000.00	\$ 269,000
55	8-20	Traffic Signal Modification at S 152nd St. & International Blvd.	1	LS	\$ 160,000.00	\$ 160,000
56	8-20	Traffic Signal, Complete at S 152nd St. & Military Road S.	1	LS	\$ 380,000.00	\$ 380,000
57	8-21	Permanent Signing	1	LS	\$ 27,000.00	\$ 27,000
58	8-22	Plastic Line	4,000	FT	\$ 1.50	\$ 6,000
59	8-22	Plastic Crosswalk Line	2,200	SF	\$ 4.00	\$ 8,800
60	8-22	Plastic Traffic Arrow	12	EA	\$ 100.00	\$ 1,200
61	8-22	Painted Bicycle Lane Symbol	6	EA	\$ 2,500.00	\$ 15,000
62	8-50	Aerial Utility Conversion (Eligible Portion)	1,900	LF	\$ 237.00	\$ 127,500

**2018 Estimated Construction Cost \$ 2,950,000**

**Project Development**

Preliminary Engineering (Design)	\$ 501,500
Services During Construction	\$ 383,500
<b>Estimated Project Development Costs</b>	<b>\$ 885,000</b>

**Right of Way Acquisition**

Land	2,050	SF	\$ 40.00	\$ 82,000
Settlement Costs	1	LS	\$ 12,000.00	\$ 12,000
Right of Way Administration	1	LS	\$ 17,000.00	\$ 17,000
<b>Estimated Right of Way Costs</b>				<b>\$ 111,000</b>

**Ineligible Project Costs**

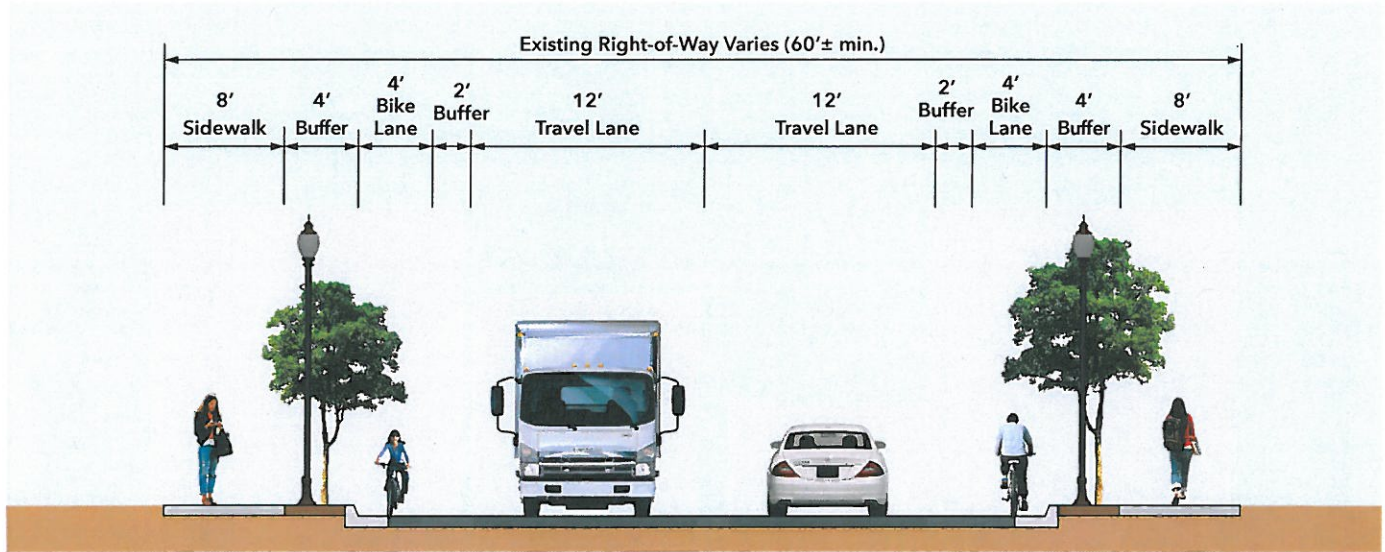
Aerial Utility Conversion and Landscaping in excess of 5% of eligible construction costs	\$ 322,800
<b>Ineligible Project Costs</b>	<b>\$ 322,800</b>

**Engineers' Opinion of Probable Project Cost \$ 4,268,800**



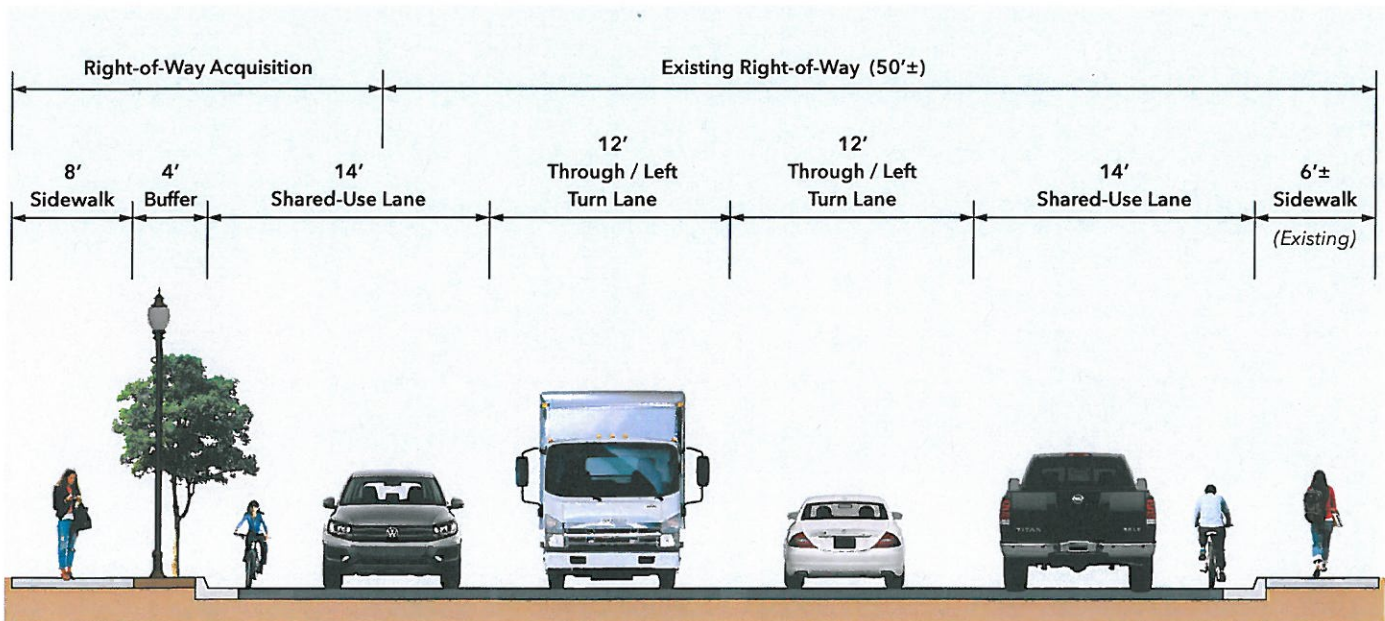
# Military Road and S. 152nd St. Improvements

## Typical Sections



### Military Road S. Section

S 152nd St. to S 150th St.



### S 152nd St. Section (Looking West)

Military Road S to Tukwila International Blvd.

# TIB Urban Crash Analysis Worksheet

for Urban Arterial Program (UAP)

Agency **SEATAC**

Project Name Military Road South and South 152nd Street - South 150th Street to International Boulevard

## INSTRUCTIONS

- ◆ Fill out the roadway geometrics and features (segments and intersections) information on application first
- ◆ Use crash data from the three most current years
- ◆ Fill out one line per crash
- ◆ Enter the location from the dropdown the appropriate intersection or segment where the crash occurred
- ◆ Specify if it is a Property Damage Only (PDO) crash or the number of Injuries and Fatalities for each crash
- ◆ Enter the number of Vehicles involved
- ◆ Enter the Primary Countermeasure to eliminate or mitigate the crash

Select Crash Location (Choose from intersections and segments identified in application)	Select Crash Type	Is this a PDO crash?	Enter Number of Injuries	Enter Number of Fatalities	Number of Vehicles involved	Enter Primary Countermeasure
Segment 1: Military Road South	Vehicle non-driveway	yes			2	Improve Illumination and Sight Distance
Segment 1: Military Road South	Vehicle in Driveway	yes			2	Provide Access Control
Segment 1: Military Road South	Pedestrian	no	1	1	1	Sidewalk Construction, Improve Illumination
Segment 1: Military Road South	Vehicle in Driveway	yes			2	Provide Access Control
Segment 1: Military Road South	Vehicle non-driveway	yes			2	Improve Illumination and Sight Distance
Intersection 1: Military Rd. S. & S. 152nd St.	Intersection	yes			2	Improve Illumination and Sight Distance
Intersection 1: Military Rd. S. & S. 152nd St.	Intersection	yes			2	Improve Illumination and Sight Distance
Intersection 2: Military Rd. S. & S. 150th St.	Intersection	yes			2	Improve Sight Distance
Intersection 2: Military Rd. S. & S. 150th St.	Intersection	no	1		2	Improve Sight Distance
Intersection 2: Military Rd. S. & S. 150th St.	Intersection	no	1		2	Improve Sight Distance
Intersection 2: Military Rd. S. & S. 150th St.	Intersection	yes			2	Improve Sight Distance
Intersection 2: Military Rd. S. & S. 150th St.	Intersection	yes			2	Improve Sight Distance



Select Crash Location (Choose from intersections and segments identified in application)	Select Crash Type	Is this a PDO crash?	Enter Number of Injuries	Enter Number of Fatalities	Number of Vehicles involved	Enter Primary Countermeasure
Intersection 2: Military Rd. S. & S. 150th St.	Intersection	yes			2	Improve Sight Distance
Intersection 2: Military Rd. S. & S. 150th St.	Intersection	yes			2	Improve Sight Distance
Intersection 2: Military Rd. S. & S. 150th St.	Intersection	yes			2	Improve Sight Distance
Intersection 2: Military Rd. S. & S. 150th St.	Pedestrian	no	1		1	Sidewalk Construction, Improve Illumination
Intersection 2: Military Rd. S. & S. 150th St.	Intersection	yes			1	Removal of Fixed Objects
Intersection 2: Military Rd. S. & S. 150th St.	Intersection	yes			2	Improve Illumination and Sight Distance
Intersection 3: Tukwila International Blvd & Military R	Intersection	yes			2	Elimination of Skewed Intersection
Intersection 3: Tukwila International Blvd & Military R	Intersection	yes			2	Elimination of Skewed Intersection
Intersection 3: Tukwila International Blvd & Military R	Intersection	yes			2	Elimination of Skewed Intersection
Intersection 3: Tukwila International Blvd & Military R	Intersection	no	1		2	Elimination of Skewed Intersection
Intersection 3: Tukwila International Blvd & Military R	Intersection	yes			2	Elimination of Skewed Intersection
Intersection 4: Tukwila International Blvd & S 152nd	Intersection	no	1		2	Traffic Signal Modifications
Intersection 4: Tukwila International Blvd & S 152nd	Intersection	yes			2	Construction of Right Turn Lane
Intersection 4: Tukwila International Blvd & S 152nd	Pedestrian	no	1		1	Traffic Signal Modifications
Intersection 4: Tukwila International Blvd & S 152nd	Intersection	yes			2	Construction of Right Turn Lane
Intersection 4: Tukwila International Blvd & S 152nd	Intersection	no	1		2	Traffic Signal Modifications
Intersection 4: Tukwila International Blvd & S 152nd	Intersection	yes			2	Construction of Right Turn Lane
Intersection 4: Tukwila International Blvd & S 152nd	Intersection	yes			2	Construction of Right Turn Lane
Intersection 4: Tukwila International Blvd & S 152nd	Intersection	yes			2	Construction of Right Turn Lane
Intersection 4: Tukwila International Blvd & S 152nd	Intersection	yes			2	Construction of Right Turn Lane

Select Crash Location (Choose from intersections and segments identified in application)	Select Crash Type	Is this a PDO crash?	Enter Number of Injuries	Enter Number of Fatalities	Number of Vehicles involved	Enter Primary Countermeasure
ersection 4:Tukwila International Blvd & S 152nd	Intersection	yes			2	Traffic Signal Modifications
ersection 4:Tukwila International Blvd & S 152nd	Intersection	yes			2	Traffic Signal Modifications
ersection 4:Tukwila International Blvd & S 152nd	Intersection	no			3	Traffic Signal Modifications
ersection 4:Tukwila International Blvd & S 152nd	Intersection	yes			2	Traffic Signal Modifications
ersection 4:Tukwila International Blvd & S 152nd	Intersection	yes			2	Traffic Signal Modifications
ersection 4:Tukwila International Blvd & S 152nd	Intersection	yes			2	Traffic Signal Modifications
ersection 4:Tukwila International Blvd & S 152nd	Intersection	yes			2	Traffic Signal Modifications
ersection 4:Tukwila International Blvd & S 152nd	Intersection	yes			2	Traffic Signal Modifications
ersection 4:Tukwila International Blvd & S 152nd	Intersection	yes			2	Traffic Signal Modifications
ersection 4:Tukwila International Blvd & S 152nd	Intersection	no	1		1	Sidewalk Construction, Improve Illumination
ersection 4:Tukwila International Blvd & S 152nd	Intersection	yes			2	Construction of Right Turn Lane
ersection 4:Tukwila International Blvd & S 152nd	Intersection	yes			2	Traffic Signal Modifications



The Comprehensive Plan has been developed in accordance with Section 36.70A.070 RCW of the Growth Management Act (GMA), Puget Sound Regional Council's (PSRC's) Vision 2040 Regional Growth Strategy, and King County Countywide Planning Policies.

## URBAN GROWTH AREA AND URBAN CENTER

The GMA's overall goal is to "encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner" (RCW 36.70A.020(1)). A major component of the State, regional, and County goals and policies is to reduce the conversion of undeveloped land into sprawling, low-density development. Under the GMA, the primary means to achieve this objective is through the designation of urban growth areas at the County level, within which growth shall be encouraged, and outside of which growth can occur only if it is not urban in nature (RCW 36.70A.110). Land within the Urban Growth Area must accommodate projected 20-year growth. Development must coordinate with infrastructure and promote efficient land use.

Cities are also required to designate "urban growth boundaries" if they abut unincorporated land they would like to annex. SeaTac has no potential annexation areas. The land within SeaTac's current corporate boundary constitutes the City's Urban Growth Area.

Within the Urban Growth Areas, King County Countywide Planning Policies call for the designation of a limited number of "Urban Centers." Urban Centers are designated where a City's commitments will help ensure the success of that Center by adopting a map, housing and employment growth targets for that Center, and policies to promote and maintain quality of life in the Center through:

- A broad mix of land uses that foster daytime and nighttime activities and opportunities for social interaction;
- A range of affordable and healthy housing choices;
- Historic preservation and adaptive reuse of historic places;
- Parks and public open spaces that are accessible and beneficial to all residents in the Urban Center;
- Strategies to increase tree canopy within the Urban Center and incorporate low impact development measures to minimize stormwater runoff;
- Facilities to meet human service needs;
- Superior urban design which reflects the local community vision for compact urban development;
- Pedestrian and bicycle mobility, transit use, and linkages between these modes;
- Planning for complete streets to provide safe and inviting access to multiple travel modes, especially bicycle and pedestrian travel; and
- Parking management and other strategies that minimize trips made by single-occupant vehicle, especially during peak commute periods.

The City of SeaTac has accordingly designated a section of its land area as an Urban Center. This Urban Center designation has been approved by the Growth Management Planning Council (GMPC) and the King County Council, and is a regional growth center under PSRC's Vision 2040.

## GMA REQUIREMENTS

The GMA mandates Cities' comprehensive plans to include seven elements:

1. Land Use,
2. Housing,
3. Capital Facilities,
4. Utilities,
5. Transportation,
6. Economic Development, and
7. Park and Recreation.

This Plan includes these elements (though a few have modified names), plus elements addressing community design and environment. The GMA requires specific information to be addressed in each element. For example, the transportation element must include level of service standards, the utilities element must include an inventory of existing facilities, and housing must include provisions for the needs of all economic segments of the community. Additional elements may be included per RCW 36.70A.080. All elements must be coordinated and consistent with each other.



# COMPREHENSIVE PLAN

City of SeaTac



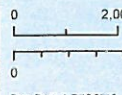
## LAND USE CLASSIFICATION

- Residential Low Density
- Townhouse
- Residential Medium Density
- Residential High Density
- Residential High Mixed Use
- Commercial Low Density
- Commercial Medium Density
- Commercial High Density
- Office/Commercial/Mixed Use
- Aviation Business Center
- Airport †
- Business Park
- Industrial
- Park
- North SeaTac Park\*
- Urban Center Boundary
- City Center Boundary
- S 154th St Station Area Boundary
- Angle Lake District Station Area Boundary
- Future SR-509 Right-of-Way
- Future South Access Expressway
- Link Light Rail

† The Land Use Plan Map utilizes a single designation ("Airport") for all properties owned or to be owned by the Port of Seattle under the Airport Master Plan as updated August 1, 1998.

■ Conceptual location of high capacity transit station and support development. Actual location will be determined through environmental review and coordination with Sound Transit.

\* North SeaTac Park is covered under the "Tri-Party Agreement" between King County, the City of SeaTac, and the Port of Seattle, dated July 9, 1991, which ensures its use as park for at least 50 years.

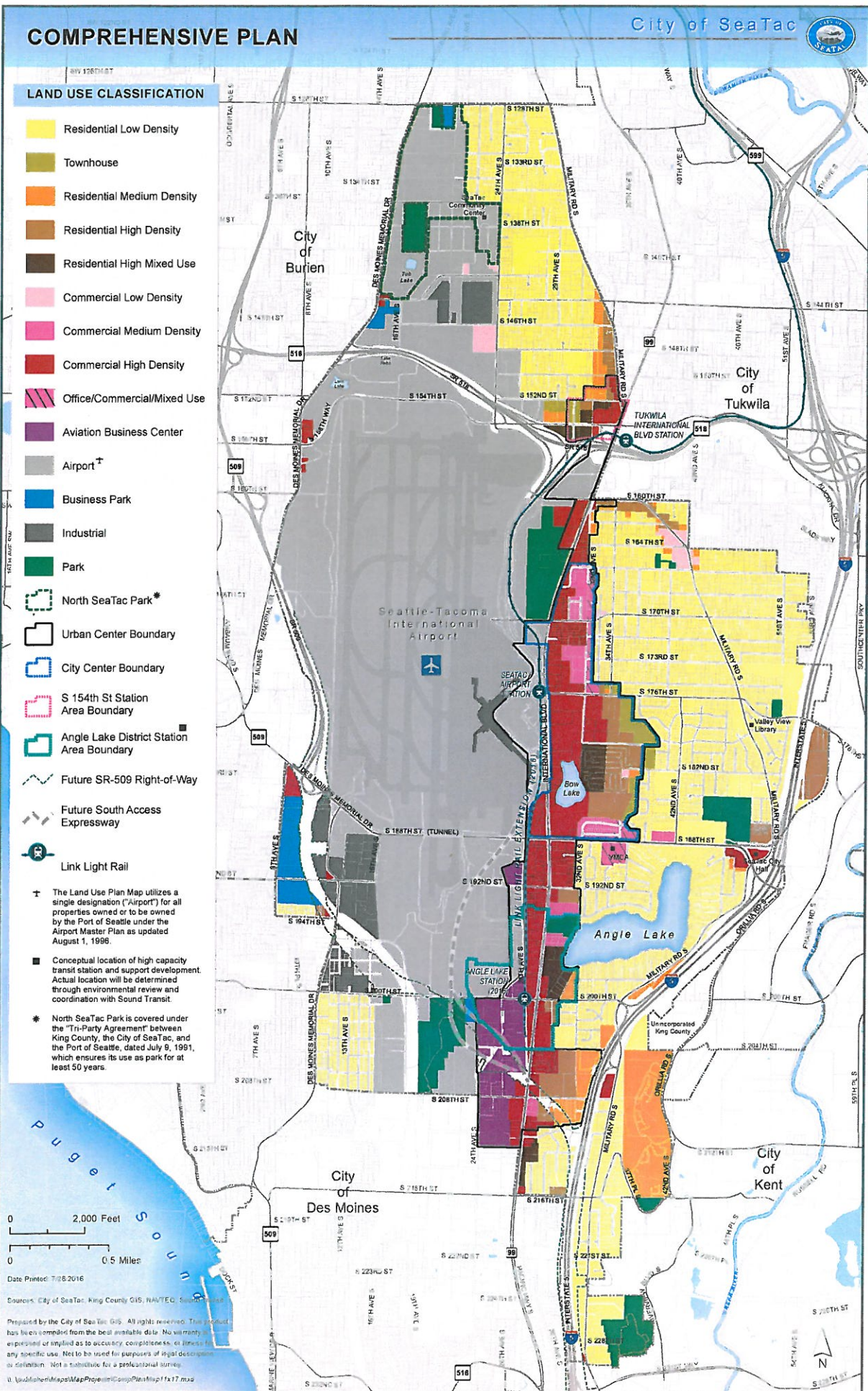


Date Printed: 7/8/2016

Sources: City of SeaTac, King County GIS, NAVTEQ, Google Maps

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the Lake-to-Sound Trail and the Des Moines Creek Park Trail, as well as projects which connect to existing paths in parks.

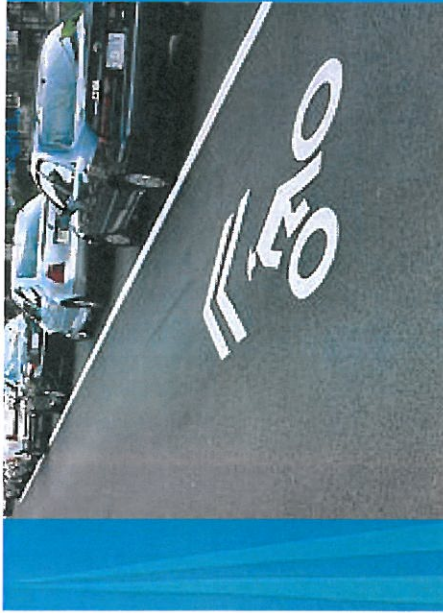
The City also will look to secure funding and set a timeline for completion of an Americans with Disabilities Act (ADA) Title II Self-Assessment and Transition Plan. The Federal Highway Administration (FHWA) and the Department of Justice (DOJ) have emphasized the importance of compliance with ADA Title II compliance over the last few years. The City will complete many of the needed ADA improvements as part of the roadway and or non-motorized improvement projects. However, there are segments of substandard sidewalks and curb ramps within the City that would not be included in planned roadway projects. A Transition Plan is required for

establishing policies and priorities and identifying programs to address any deficiencies in a comprehensive manner.

#### 4.2.2 Bicycle System Plan

Figure 4-4 shows the planned bicycle system plan for SeaTac. The bicycle system plan, when completed, will provide a comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks. The bicycle facilities will include multiuse trails, bike lanes, and sharrows on lower volume roadways. Specific improvements for each corridor are identified; however, project level planning and engineering studies are still required to determine feasibility on a project by project basis.

As shown on Figure 4-4, bicycle facilities would be along most key arterials, excluding International Boulevard due to high volume of cars and trucks. Key east-west bicycle proposed projects include S 188th Street from 28th Avenue S to Military Road S and S 200th Street from Des Moines Memorial Drive S to Military Road S. Key north-south bicycle projects include Military Road S throughout the City (minus the already completed section in the middle of the City) and 40th Avenue S/42nd Avenue S between S 166th and S 188th Streets.



EXAMPLE OF "SHARROWS" ON A CITY STREET



BICYCLIST IN SEATAC





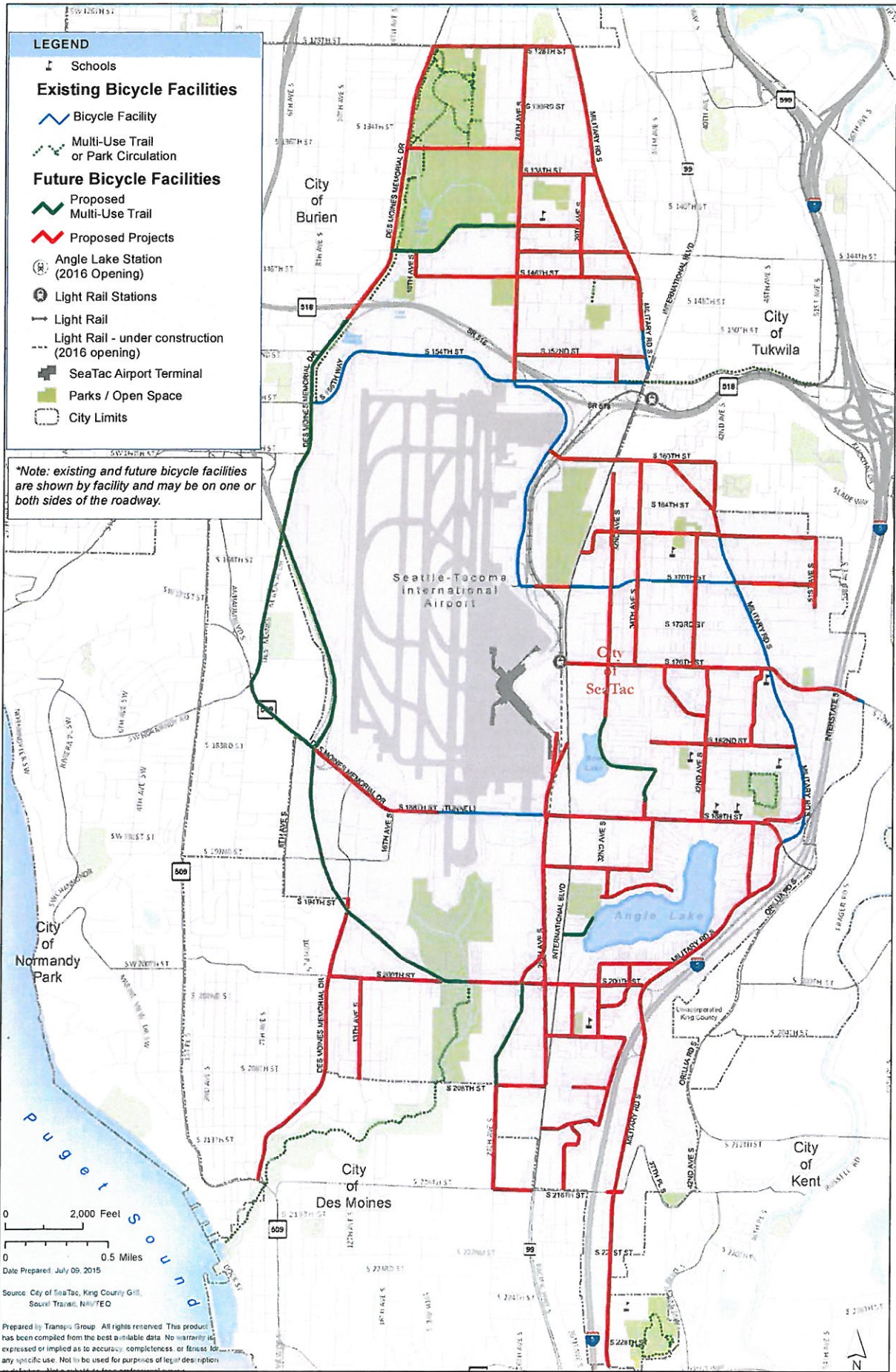


Figure 4-4: Bicycle Network

