

CITY OF TUKWILA
6200 Southcenter Boulevard
Tukwila, Washington 98188
www.tukwilawa.gov

Tukwila City Council Members

Joe Duffie, President
Kathy Hougardy
Kate Kruller
Thomas McLeod
De'Sean Quinn
Dennis Robertson
Verna Seal

City Administration

Allan Ekberg, Mayor
David Cline, City Administrator
Bob Giberson, P.E., Director of Public Works
Robin Tischmak, P.E., City Engineer

City of Tukwila

Residential Streets Prioritization Study
Project Number 91510301

Volume 1: Design Recommendations & Opinion of Cost Summaries
September 2016



Executive Summary

The City of Tukwila’s Comprehensive Plan includes policies aimed at the implementation of a “complete streets” approach to improve mobility for all users; allowing them to reach existing and planned schools, civic and recreational facilities, transit facilities, regional trails, and major activity centers. A crucial part of improving mobility is providing City residents and visitors with a diversity of transportation options.

City’s Residential Street Improvement Program focuses on neighborhood revitalization through the selection, design, and construction of residential streets. With an enhanced level of safety due to its lower vehicular speed limits, the City’s residential street network serves a critical role in facilitating alternative modes of travel. The Residential Streets Prioritization Study updates numerical methods used by the City to identify and prioritize capital improvement projects slated for residential streets and integrates new methods to account for each residential street’s role in the City’s larger multimodal plan. The prioritization rankings correspond to the page numbers in the Table of Contents to the right.

In addition to developing the prioritization rankings, Perteet also performed a comprehensive analysis of existing conditions and recommended design actions for each residential street. The design recommendations are based on the available public right-of-way—as measured using King County’s GIS—and follow the City’s standard roadway typical section for residential streets (Tukwila Standard Plan RS-01). Generally, pedestrian sidewalks were recommended on both sides of the street except for the following two conditions, as noted:

- On residential streets with less than 40’ of existing right-of-way, installation of sidewalks on both sides of the street will generally require right-of-way acquisition. The scope of the design recommendations in this volume were limited to the existing right-of-way and only where necessary include costs to acquire additional right-of-way.
- On some residential streets, the existing roadside includes steep side slopes that limit pedestrian demand. Installation of sidewalk on both sides of the street would require construction of retaining walls in these segments. For some segments, these costs outweighed the benefits of sidewalk installation on both sides of a roadway, and the scope of the design recommendations were adjusted accordingly.

Some residential streets are also part of the City’s “Walk & Roll” plan. Published as part of a collaboration between the City and Perteet in 2010, the “Walk & Roll” plan identified a series of lower-cost, shorter-term investments to the City’s street network that would improve the function for bicycle and pedestrian operation. Projects also featured in the “Walk & Roll” plan are identified in this document with a green “W&R” icon in the upper left- and right-hand corner. The recommended improvements in this document update the previous set of recommendations, notably ensuring that sidewalk installation is a component of every corridor, even if the “Walk & Roll” plan only identified bike improvements. For “Walk & Roll” bike projects in this document, 5’ bike lanes are the ideal recommendation, but space limitations force sharrow installation instead on some roadways.

For each residential street segment, Perteet has compiled a planning-level cost estimate to assist the City in their planning efforts. It should be noted that these planning-level cost estimates represent a “best-guess” at each segment’s eventual cost to the City given limited information at a very early design stage, subject to the following assumptions:

- | | | |
|---|---|--|
| <ul style="list-style-type: none">• No overlay of existing pavement.• Full depth pavement removal/repair begins 2' from edge of existing pavement (if widening) or edge of proposed gutter line (if not).• All existing overhead utilities will be undergrounded for the assumed length of each project segment. Existing street lighting will be replaced only if currently located on existing utility poles slated for removal due to the undergrounding.• Pedestrian curb ramps and companion curb ramps installed for all corners where new sidewalk is installed.• New storm drainage main line installed where it does not currently exist—as determined by absence of existing catch basins in Google™ Street View—and new catch basins installed at typical spacing even if existing catch basins are present. | <ul style="list-style-type: none">• Existing landscaping will be removed and replaced for a distance of 2' behind limits of improvements.• Temporary Construction Easements (TCEs) will be obtained for a distance of 5' from back of proposed sidewalk or edge of proposed pavement, whichever is greater.• Existing signing in each project segment will be replaced.• Temporary Water Pollution Control included at \$6 per linear foot of assumed length of each project segment.• Temporary traffic control included at 5% of project construction cost. | <ul style="list-style-type: none">• Construction surveying included at 2% of project construction cost.• Contractor mobilization included at 10% of project construction + traffic control + surveying.• Contingency included at 20% of project construction + traffic control + surveying + mobilization.• Unit costs for construction materials are based on Perteet’s project experiences with local agencies.• Preliminary engineering included at 15% of total project cost.• All estimates are based on 2016 dollars with no inflation assumed. |
|---|---|--|

Table of Contents

40th Ave S from E Marginal Way S to 42 nd Ave S	<i>page</i> 1	S 130th St from 32 nd Ave S to Tukwila Int'l Blvd	63	54th Ave S from Slade Way to S 166 th St	125
42nd Ave S from Southcenter Blvd to S 160 th St	3	S 146th St from 46 th Ave S to East End of Road	65	E Marginal Way S from S 130 th St to 40 th Ave S	127
Macadam Rd S from S 144 th St to S 138 th St	5	S 122nd St from 42 nd Ave S to 51 st Pl S	67	S 166th St from City Limit to 54 th Ave S	129
S 142nd St from 37 th Ave S to Tukwila Int'l Blvd	7	37th Ave S from S 126 th St to Tukwila Int'l Blvd	69	44th Ave S from S 158 th St to S 156 th St	131
S 115th St from E Marginal Way S to 42 nd Ave S	9	35th Ave S from North End of Road to Tukwila Int'l Blvd	71	44th Ave S from S 137 th St to S 139 th St	133
51st Ave S from S 144 th St to S 151 st St	11	S 148th St from Tukwila Int'l Blvd to 42 nd Ave S	73	Macadam Rd S from S 138 th St to 48 th Ave S	135
53rd Ave S from S 144 th St to S 137 th St	13	Macadam Rd S from 42 nd Ave S to S 133 rd St	75	S 140th St from Tukwila Int'l Blvd to 42 nd Ave S	137
42nd Ave S from 40 th Ave S to S 139 th St	15	S 146th St from 48 th Pl S to End of Road	77	S 128th St from 34 th Ave S to E Marginal Way S	139
S 141st St from 37 th Ave S to Tukwila Int'l Blvd	17	S 164th St from 42 nd Ave S to 51 st Ave S	79	45th Ave S from S 137 th St to S 140 th St	141
34th Ave S from S 130 th St to S 135 th St	19	46th Ave S from S 144 th St to S 148 th St	81	S 141st St from Tukwila Int'l Blvd to 42 nd Ave S	143
E Marginal Way S from 40 th Ave S to S 133 rd St	21	S 151st St from 51 st Ave S to 52 nd Ave S	83	51st Ave S from S 138 th St to N End of Road	145
S 140th St from Military Rd S to Tukwila Int'l Blvd	23	56th Ave S from Interurban Ave S to S 130 th Pl	85	48th Ave S from S 136 th St to End of Road	147
32nd Ave S from S 135 th St to S 130 th St	25	37th Ave S from S 135 th St to Tukwila Int'l Blvd	87	46th Ave S from 44 th Pl S to S 125 th St	149
Macadam Rd S from S 144 th St to S 147 th St	27	S 132nd St from 33 rd Ave S to Tukwila Int'l Blvd	89	46th Ave S from S 148 th St to S 150 th St	151
52nd Ave S from S 137 th St to 53 rd Ave S	29	35th Ave S from S 132 nd St to S 135 th St	91	51st Ave S from S 151 st St to Southcenter Blvd	153
S 130th St from Tukwila Int'l Blvd to E Marginal Way S	31	S 130th St from E Marginal Way S to Macadam Rd S	93	51st Ave S from S 138 th St to S End of Road	155
S 158th St from 47 th Ave S to 42 nd Ave S	33	44th Ave S from S 116 th St to S 122 nd St	95	40th Ave S from S 126 th St to E Marginal Way S	157
52nd Ave S from 53 rd Ave S to Interurban Ave S	35	S 142nd St from 35 th Ave S to 37 th Ave S	97	40th Ave S from S 152 nd St to Southcenter Blvd	159
42nd Ave S from S 124 th St to Interurban Ave S	37	47th Ave S from N City Limits to S Ryan Way	99	S 137th St from 53 rd Ave S (W) to 53 rd Ave S (E)	161
S 135th St from Military Rd S to 32 nd Ave S	39	S 140th St from 42 nd Ave S to End of Road	101	56th Ave S from S 139 th St to S 141 st St	163
S 133rd St from Military Rd S to 33 rd Ave S	41	S 131st St from 41 st Ave S to Macadam Rd S	103	35th Ave S from S 140 th St to S 142 nd St	165
53rd Ave S from 52 nd Ave S to S 137 th St	43	33rd Ave S from S 132 nd St to S 130 th St	105	33rd Ave S from 34 th Ave S to S 140 th St	167
S 146th St from Tukwila Int'l Blvd to 46 th Ave S	45	S 139th St from Tukwila Int'l Blvd to 42 nd Ave S	107	S 164th St from 51 st Ave S to E End of Road	169
Macadam Rd S from S 133 rd St to 48 th Ave S	47	S 146th St from Military Rd S to Tukwila Int'l Blvd	109	S 141st St from 56 th Ave S to 56 th Pl S	171
S 148th St from 42 nd Ave S to E End of Road	49	Macadam Rd S from S 147 th St to S 150 th St	111	49th Ave S from S 107 th St to S 111 st St	173
S 152nd St from Tukwila Int'l Blvd to 42 nd Ave S	51	S 128th St from E Marginal Way S to Macadam Rd S	113	44th Ave S from S 122 nd St to S 124 th St	175
50th Pl S from S 124 th St to Railroad Ave	53	S 126th St from 34 th Ave S to 35 th Ave S	115	S 141st St from 33 rd Pl S to 34 th Pl S	177
S 137th St from 52 nd Ave S to 53 rd Ave S (W)	55	Slade Way from S 160 th St to 54 th Ave S	117	S 139th St from 51 st Ave S to E End of Road	179
S 150th St from Tukwila Int'l Blvd to 42 nd Ave S	57	Macadam Rd S from S 150 th St to Southcenter Blvd	119	42nd Ave S from S 115 th St to S 124 th St	181
S 124th St from 42 nd Ave S to 51 st Pl S	59	34th Ave S from 34 th Pl S to S 144 th St	121	34th Pl S from 34 th Ave S to S 141 st St	183
S 148th St from 46 th Ave S to End of Road	61	S 139th St from 42 nd Ave S to 44 th Ave S	123	48th Pl S from 48 th Ave S to S 136 th St	185

Table of Contents (continued)

40th Ave S from S 114 th St to S 115 th St	187	S 163rd PI from End of Road to 51 st Ave S	249	S 139th St from 45 th Ave S to E End of Road	311
57th Ave S from S 130 th PI to S 133 rd St	189	50th Ave S from N End of Road to S 112 th St	251	S 116th St from 42 nd Ave S to 43 rd PI S	313
S 136th St from End of Road to 45 th PI S	191	S 125th St from 46 th Ave S to 50 th PI S	253	41st Ave S from S 113 rd St to S 114 th St	315
S 116th St from E Marginal Way S to 39 th Ave S	193	E Marginal Way S from S 126 th St to S 128 th St	255	S 139th St from 56 th PI S to 56 th Ave S	317
45th PI S from S 136 th St to S 137 th St	195	E Marginal Way S from S 128 th St to S 130 th St	257	S 150th St from S 150 th PI to Macadam Rd	319
44th PI S from 44 th Ave S to S 122 nd St	197	43rd Ave S from S 140 th St to S 142 nd St	259	S 132nd St from 37 th Ave S to W End of Road	321
S 158th St from 40 th PI S to 42 nd Ave S	199	S 117th St from 39 th Ave S to 40 th Ave S	261	S 161st St from 51 st Ave S to End of Road	323
S 153rd St from 62 nd Ave S to 65 th Ave S	201	S 163rd PI from 45 th Ave S to 46 th Ave S	263	Interurban PI S from 40 th Ave S to S End of Road	325
47th Ave S from S 156 th St to S End of Road	203	S 142nd St from 42 nd Ave S to 43 rd Ave S	265	52nd Ave S from N End of Road to S 164 th St	327
41st Ave S from S 130 th St to S 131 st St	205	49th Ave S from S 122 nd St to S 124 th St	267	33rd PI S from S 130 th St to North End	329
S 137th St from 53 rd Ave S to 56 th Ave S	207	37th Ave S from S 135 th St to S 144 th St	269	S 126th St from 40 th Ave S to 42 nd Ave S	331
S 112th St from 51 st Ave S to W End of Road	209	45th PI S from S 163 rd PI to S End of Road	271	51st Ave S from S 159 th St to N End of Road	333
S 138th St from 51 st Ave S to 52 nd Ave S	211	45th Ave S from S 163 rd PI to N End of ROW	273	48th Ave S from S 122 nd St to S 124 th St	335
33rd PI S from S 140 th St to S 141 st St	213	47th Ave S from S 122 nd St to S 124 th St	275	S 113th St from W End of Road to 41 st Ave S	337
S 119th St from 40 th Ave S to E End of Road	215	40th Ave S from Southcenter Blvd to End of Road	277	S 144th St from End of Road to 59 th Ave S	339
47th Ave S from S Ryan Way to S 109 th St	217	S 142nd St from 53 rd Ave S to W End of Road	279	47th Ave S from S 160 th St to S 162 nd St	341
53rd Ave S from S 170 th St to S End of Road	219	S 137th St from Macadam Rd to 44 th Ave S	281	44th Ave S from S 140 th St to S 142 nd St	343
43rd Ave S from S 122 nd St to S 124 th St	221	S 128th St from Military Rd to 30 th Ave S	283	43rd Ave S from Macadam Rd to End of Road	345
34th Ave S from Military Road S to S 144 th St	223	38th Ave S from S 130 th St to S End of Road	285	51st PI S from S 122 nd St to S End of Road	347
S 159th St from 53 rd Ave S to 51 st Ave S	225	46th Ave S from S 160 th St to S 163 rd PI S	287	48th Ave S from N End Of Rd to S 109 th St	349
S 107th St from 49 th Ave S to 51 st Ave S	227	S 133rd St from 56 th Ave S to 57 th Ave S	289	S 138th St from Macadam Rd to E End of Road	351
S 156th St from 47 th Ave S to 44 th Ave S	229	34th Ave S from S 126 th St to S End of Road	291	S 113rd St from W End of Road to 51 st Ave S	353
S 136th St from 52 nd Ave S to End of Road	231	41st Ave S from Cul-de-Sac to S 139 th St	293	S 162nd St from 46 th Ave S to End of Road	355
45th Ave S from S 122 nd St to S 124 th St	233	43rd Ave S from S 160 th St to N End of Road	295	S 109th St from W End Of Rd to 51 st Ave S	357
49th Ave S from S 111 th St to S 114 th St	235	52nd Ave S from S 142 nd St to S End of Road	297	S 107th St from W of S Ryan Way to E of S Ryan Way	359
S 109th St from 47 th Ave S to 48 th Ave S	237	S 133rd St from 34 th Ave S to Tukwila Int'l Blvd	299	S 144th St from Tukwila Int'l Blvd to 51 st Ave S	361
52nd PI S from 52 nd Ave S to S 137 th St	239	S 136th St from Macadam Rd S to E End of Road	301	53rd Ave S from S 166 th St to S 170 th St	363
39th Ave S from S 116 th St to S 117 th St	241	S 151st St from Cul-de-Sac to 42 nd Ave S	303	S 148th St from Military Road to Tukwila Int'l Blvd	365
40th PI S from N End of Road to S 119 th St	243	S 111th St from 49 th Ave S to E End Of Road	305		
S 114th St from 49 th Ave S to 51 st Ave S	245	49th Ave S from S 164 th St to Cul-de-Sac	307		
S 162nd St from 48 th Ave S to End of Road	247	S 114th St from 40 th Ave S to 41 st Ave S	309		

Table of Contents

1.	40 th Ave S from E Marginal Way S to 42 nd Ave S	<i>page</i> 1	32.	S 130 th St from 32 nd Ave S to Tukwila Int'l Blvd	63	63.	54 th Ave S from Slade Way to S 166 th St	125
2.	42 nd Ave S from Southcenter Blvd to S 160 th St	3	33.	S 146 th St from 46 th Ave S to East End of Road	65	64.	E Marginal Way S from S 130 th St to 40 th Ave S	127
3.	Macadam Rd S from S 144 th St to S 138 th St	5	34.	S 122 nd St from 42 nd Ave S to 51 st Pl S	67	65.	S 166 th St from City Limit to 54 th Ave S	129
4.	S 142 nd St from 37 th Ave S to Tukwila Int'l Blvd	7	35.	37 th Ave S from S 126 th St to Tukwila Int'l Blvd	69	66.	44 th Ave S from S 158 th St to S 156 th St	131
5.	S 115 th St from E Marginal Way S to 42 nd Ave S	9	36.	35 th Ave S from North End of Road to Tukwila Int'l Blvd	71	67.	44 th Ave S from S 137 th St to S 139 th St	133
6.	51 st Ave S from S 144 th St to S 151 st St	11	37.	S 148 th St from Tukwila Int'l Blvd to 42 nd Ave S	73	68.	Macadam Rd S from S 138 th St to 48 th Ave S	135
7.	53 rd Ave S from S 144 th St to S 137 th St	13	38.	Macadam Rd S from 42 nd Ave S to S 133 rd St	75	69.	S 140 th St from Tukwila Int'l Blvd to 42 nd Ave S	137
8.	42 nd Ave S from 40 th Ave S to S 139 th St	15	39.	S 146 th St from 48 th Pl S to End of Road	77	70.	S 128 th St from 34 th Ave S to E Marginal Way S	139
9.	S 141 st St from 37 th Ave S to Tukwila Int'l Blvd	17	40.	S 164 th St from 42 nd Ave S to 51 st Ave S	79	71.	45 th Ave S from S 137 th St to S 140 th St	141
10.	34 th Ave S from S 130 th St to S 135 th St	19	41.	46 th Ave S from S 144 th St to S 148 th St	81	72.	S 141 st St from Tukwila Int'l Blvd to 42 nd Ave S	143
11.	E Marginal Way S from 40 th Ave S to S 133 rd St	21	42.	S 151 st St from 51 st Ave S to 52 nd Ave S	83	73.	51 st Ave S from S 138 th St to N End of Road	145
12.	S 140 th St from Military Rd S to Tukwila Int'l Blvd	23	43.	56 th Ave S from Interurban Ave S to S 130 th Pl	85	74.	48 th Ave S from S 136 th St to End of Road	147
13.	32 nd Ave S from S 135 th St to S 130 th St	25	44.	37 th Ave S from S 135 th St to Tukwila Int'l Blvd	87	75.	46 th Ave S from 44 th Pl S to S 125 th St	149
14.	Macadam Rd S from S 144 th St to S 147 th St	27	45.	S 132 nd St from 33 rd Ave S to Tukwila Int'l Blvd	89	76.	46 th Ave S from S 148 th St to S 150 th St	151
15.	52 nd Ave S from S 137 th St to 53 rd Ave S	29	46.	35 th Ave S from S 132 nd St to S 135 th St	91	77.	51 st Ave S from S 151 st St to Southcenter Blvd	153
16.	S 130 th St from Tukwila Int'l Blvd to E Marginal Way S	31	47.	S 130 th St from E Marginal Way S to Macadam Rd S	93	78.	51 st Ave S from S 138 th St to S End of Road	155
17.	S 158 th St from 47 th Ave S to 42 nd Ave S	33	48.	44 th Ave S from S 116 th St to S 122 nd St	95	79.	40 th Ave S from S 126 th St to E Marginal Way S	157
18.	52 nd Ave S from 53 rd Ave S to Interurban Ave S	35	49.	S 142 nd St from 35 th Ave S to 37 th Ave S	97	80.	40 th Ave S from S 152 nd St to Southcenter Blvd	159
19.	42 nd Ave S from S 124 th St to Interurban Ave S	37	50.	47 th Ave S from N City Limits to S Ryan Way	99	81.	S 137 th St from 53 rd Ave S (W) to 53 rd Ave S (E)	161
20.	S 135 th St from Military Rd S to 32 nd Ave S	39	51.	S 140 th St from 42 nd Ave S to End of Road	101	82.	56 th Ave S from S 139 th St to S 141 st St	163
21.	S 133 rd St from Military Rd S to 33 rd Ave S	41	52.	S 131 st St from 41 st Ave S to Macadam Rd S	103	83.	35 th Ave S from S 140 th St to S 142 nd St	165
22.	53 rd Ave S from 52 nd Ave S to S 137 th St	43	53.	33 rd Ave S from S 132 nd St to S 130 th St	105	84.	33 rd Ave S from 34 th Ave S to S 140 th St	167
23.	S 146 th St from Tukwila Int'l Blvd to 46 th Ave S	45	54.	S 139 th St from Tukwila Int'l Blvd to 42 nd Ave S	107	85.	S 164 th St from 51 st Ave S to E End of Road	169
24.	Macadam Rd S from S 133 rd St to 48 th Ave S	47	55.	S 146 th St from Military Rd S to Tukwila Int'l Blvd	109	86.	S 141 st St from 56 th Ave S to 56 th Pl S	171
25.	S 148 th St from 42 nd Ave S to E End of Road	49	56.	Macadam Rd S from S 147 th St to S 150 th St	111	87.	49 th Ave S from S 107 th St to S 111 st St	173
26.	S 152 nd St from Tukwila Int'l Blvd to 42 nd Ave S	51	57.	S 128 th St from E Marginal Way S to Macadam Rd S	113	88.	44 th Ave S from S 122 nd St to S 124 th St	175
27.	50 th Pl S from S 124 th St to Railroad Ave	53	58.	S 126 th St from 34 th Ave S to 35 th Ave S	115	89.	S 141 st St from 33 rd Pl S to 34 th Pl S	177
28.	S 137 th St from 52 nd Ave S to 53 rd Ave S (W)	55	59.	Slade Way from S 160 th St to 54 th Ave S	117	90.	S 139 th St from 51 st Ave S to E End of Road	179
29.	S 150 th St from Tukwila Int'l Blvd to 42 nd Ave S	57	60.	Macadam Rd S from S 150 th St to Southcenter Blvd	119	91.	42 nd Ave S from S 115 th St to S 124 th St	181
30.	S 124 th St from 42 nd Ave S to 51 st Pl S	59	61.	34 th Ave S from 34 th Pl S to S 144 th St	121	92.	34 th Pl S from 34 th Ave S to S 141 st St	183
31.	S 148 th St from 46 th Ave S to End of Road	61	62.	S 139 th St from 42 nd Ave S to 44 th Ave S	123	93.	48 th Pl S from 48 th Ave S to S 136 th St	185

Table of Contents (continued)

94.	40 th Ave S	from S 114 th St to S 115 th St	187	125.	S 163 rd PI	from End of Road to 51 st Ave S	249	156.	S 139 th St	from 45 th Ave S to E End of Road	311
95.	57 th Ave S	from S 130 th PI to S 133 rd St	189	126.	50 th Ave S	from N End of Road to S 112 th St	251	157.	S 116 th St	from 42 nd Ave S to 43 rd PI S	313
96.	S 136 th St	from End of Road to 45 th PI S	191	127.	S 125 th St	from 46 th Ave S to 50 th PI S	253	158.	41 st Ave S	from S 113 rd St to S 114 th St	315
97.	S 116 th St	from E Marginal Way S to 39 th Ave S	193	128.	E Marginal Way S	from S 126 th St to S 128 th St	255	159.	S 139 th St	from 56 th PI S to 56 th Ave S	317
98.	45 th PI S	from S 136 th St to S 137 th St	195	129.	E Marginal Way S	from S 128 th St to S 130 th St	257	160.	S 150 th St	from S 150 th PI to Macadam Rd	319
99.	44 th PI S	from 44 th Ave S to S 122 nd St	197	130.	43 rd Ave S	from S 140 th St to S 142 nd St	259	161.	S 132 nd St	from 37 th Ave S to W End of Road	321
100.	S 158 th St	from 40 th PI S to 42 nd Ave S	199	131.	S 117 th St	from 39 th Ave S to 40 th Ave S	261	162.	S 161 st St	from 51 st Ave S to End of Road	323
101.	S 153 rd St	from 62 nd Ave S to 65 th Ave S	201	132.	S 163 rd PI	from 45 th Ave S to 46 th Ave S	263	163.	Interurban PI S	from 40 th Ave S to S End of Road	325
102.	47 th Ave S	from S 156 th St to S End of Road	203	133.	S 142 nd St	from 42 nd Ave S to 43 rd Ave S	265	164.	52 nd Ave S	from N End of Road to S 164 th St	327
103.	41 st Ave S	from S 130 th St to S 131 st St	205	134.	49 th Ave S	from S 122 nd St to S 124 th St	267	165.	33 rd PI S	from S 130 th St to North End	329
104.	S 137 th St	from 53 rd Ave S to 56 th Ave S	207	135.	37 th Ave S	from S 135 th St to S 144 th St	269	166.	S 126 th St	from 40 th Ave S to 42 nd Ave S	331
105.	S 112 th St	from 51 st Ave S to W End of Road	209	136.	45 th PI S	from S 163 rd PI to S End of Road	271	167.	51 st Ave S	from S 159 th St to N End of Road	333
106.	S 138 th St	from 51 st Ave S to 52 nd Ave S	211	137.	45 th Ave S	from S 163 rd PI to N End of ROW	273	168.	48 th Ave S	from S 122 nd St to S 124 th St	335
107.	33 rd PI S	from S 140 th St to S 141 st St	213	138.	47 th Ave S	from S 122 nd St to S 124 th St	275	169.	S 113 th St	from W End of Road to 41 st Ave S	337
108.	S 119 th St	from 40 th Ave S to E End of Road	215	139.	40 th Ave S	from Southcenter Blvd to End of Road	277	170.	S 144 th St	from End of Road to 59 th Ave S	339
109.	47 th Ave S	from S Ryan Way to S 109 th St	217	140.	S 142 nd St	from 53 rd Ave S to W End of Road	279	171.	47 th Ave S	from S 160 th St to S 162 nd St	341
110.	53 rd Ave S	from S 170 th St to S End of Road	219	141.	S 137 th St	from Macadam Rd to 44 th Ave S	281	172.	44 th Ave S	from S 140 th St to S 142 nd St	343
111.	43 rd Ave S	from S 122 nd St to S 124 th St	221	142.	S 128 th St	from Military Rd to 30 th Ave S	283	173.	43 rd Ave S	from Macadam Rd to End of Road	345
112.	34 th Ave S	from Military Road S to S 144 th St	223	143.	38 th Ave S	from S 130 th St to S End of Road	285	174.	51 st PI S	from S 122 nd St to S End of Road	347
113.	S 159 th St	from 53 rd Ave S to 51 st Ave S	225	144.	46 th Ave S	from S 160 th St to S 163 rd PI S	287	175.	48 th Ave S	from N End Of Rd to S 109 th St	349
114.	S 107 th St	from 49 th Ave S to 51 st Ave S	227	145.	S 133 rd St	from 56 th Ave S to 57 th Ave S	289	176.	S 138 th St	from Macadam Rd to E End of Road	351
115.	S 156 th St	from 47 th Ave S to 44 th Ave S	229	146.	34 th Ave S	from S 126 th St to S End of Road	291	177.	S 113 rd St	from W End of Road to 51 st Ave S	353
116.	S 136 th St	from 52 nd Ave S to End of Road	231	147.	41 st Ave S	from Cul-de-Sac to S 139 th St	293	178.	S 162 nd St	from 46 th Ave S to End of Road	355
117.	45 th Ave S	from S 122 nd St to S 124 th St	233	148.	43 rd Ave S	from S 160 th St to N End of Road	295	179.	S 109 th St	from W End Of Rd to 51 st Ave S	357
118.	49 th Ave S	from S 111 th St to S 114 th St	235	149.	52 nd Ave S	from S 142 nd St to S End of Road	297	180.	S 107 th St	from W of S Ryan Way to E of S Ryan Way	359
119.	S 109 th St	from 47 th Ave S to 48 th Ave S	237	150.	S 133 rd St	from 34 th Ave S to Tukwila Int'l Blvd	299	181.	S 144 th St	from Tukwila Int'l Blvd to 51 st Ave S	361
120.	52 nd PI S	from 52 nd Ave S to S 137 th St	239	151.	S 136 th St	from Macadam Rd S to E End of Road	301	182.	53 rd Ave S	from S 166 th St to S 170 th St	363
121.	39 th Ave S	from S 116 th St to S 117 th St	241	152.	S 151 st St	from Cul-de-Sac to 42 nd Ave S	303	183.	S 148 th St	from Military Road to Tukwila Int'l Blvd	365
122.	40 th PI S	from N End of Road to S 119 th St	243	153.	S 111 th St	from 49 th Ave S to E End Of Road	305				
123.	S 114 th St	from 49 th Ave S to 51 st Ave S	245	154.	49 th Ave S	from S 164 th St to Cul-de-Sac	307				
124.	S 162 nd St	from 48 th Ave S to End of Road	247	155.	S 114 th St	from 40 th Ave S to 41 st Ave S	309				

This page intentionally left blank

EXISTING CONDITIONS

- Double yellow RPM centerline with white painted edge lines; average roadway width of 22'.
- Approx. 5'-6' wide shoulder/pathway on east side
- Corridor length of 1,930'.
- Sidewalks along west side of roadway for approximately 130' north and 225' south of S 132nd Pl; formal bike facilities though the west side has approximately 4.5' additional pavement adjacent to sidewalk.
- 30 mph posted speed limit.

CONTEXT

- Surrounding area land use is single family.
- Southern portion of roadway is surrounded by undeveloped forest.

CONSTRAINTS

- 60' ROW.
- Overhead utilities along east side of roadway with overhead connections throughout corridor.
- Moderately-steep slopes with dense vegetation line at the undeveloped portion of the corridor.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide a north-south sidewalk that connects residents to transit and parks along E Marginal Way S.
- Connect to existing north-side sidewalk along 42nd Ave S.
- Provide bicycle facilities as outlined in the Walk & Roll Plan.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 46' along developed section (northernmost 1,270') to accommodate two 10' travel lanes, 5' bike lanes and 8' parking lanes. Widen roadway to 30' along undeveloped section (southernmost 660') to accommodate two 10' travel lanes and 5' bikes lanes. Install 5' sidewalks with curb and gutter, both sides, throughout. Underground overhead utilities. Install storm drainage.



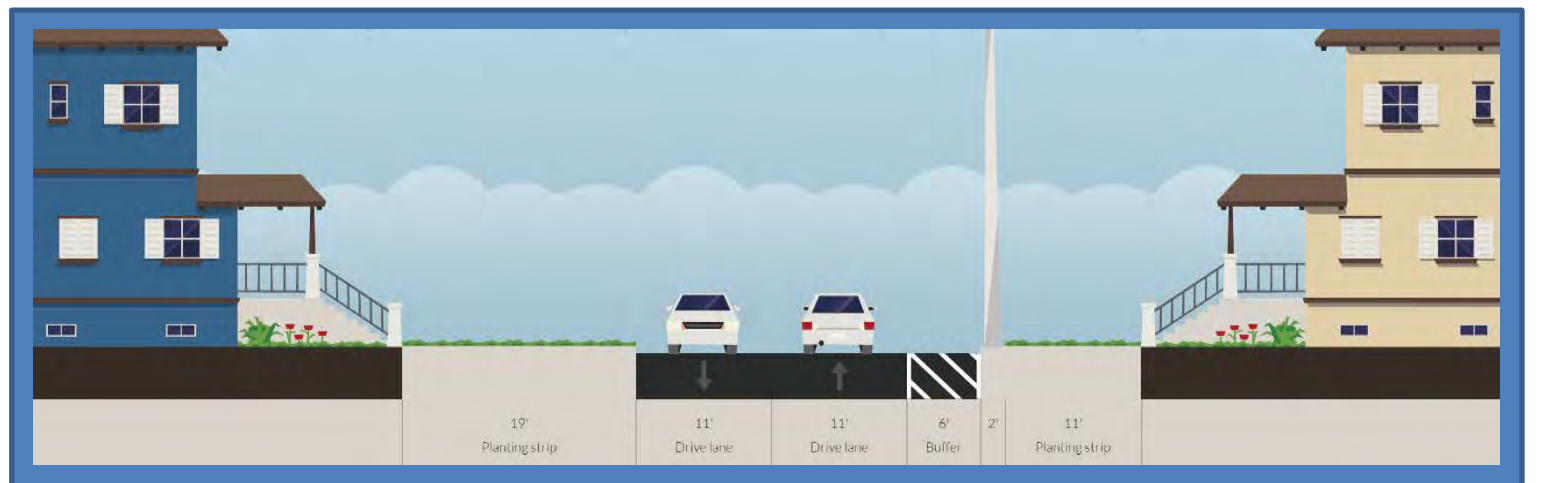
Source: Google Maps



Developed section north of S 132nd Pl; looking north.



Undeveloped section near southern project limits; looking south



Typical existing cross section (developed section); looking north.

PROJECT DESCRIPTION

40th Ave S in the project limits includes a currently-developed and –undeveloped section. The project will widen the roadway in the former area to 46’ to include two 10’ travel lanes, 5’ bike lanes, and 8’ parking lanes. The latter area will have pavement widened to 30’ to allow for 5’ bike lanes on either side of 10’ travel lanes.

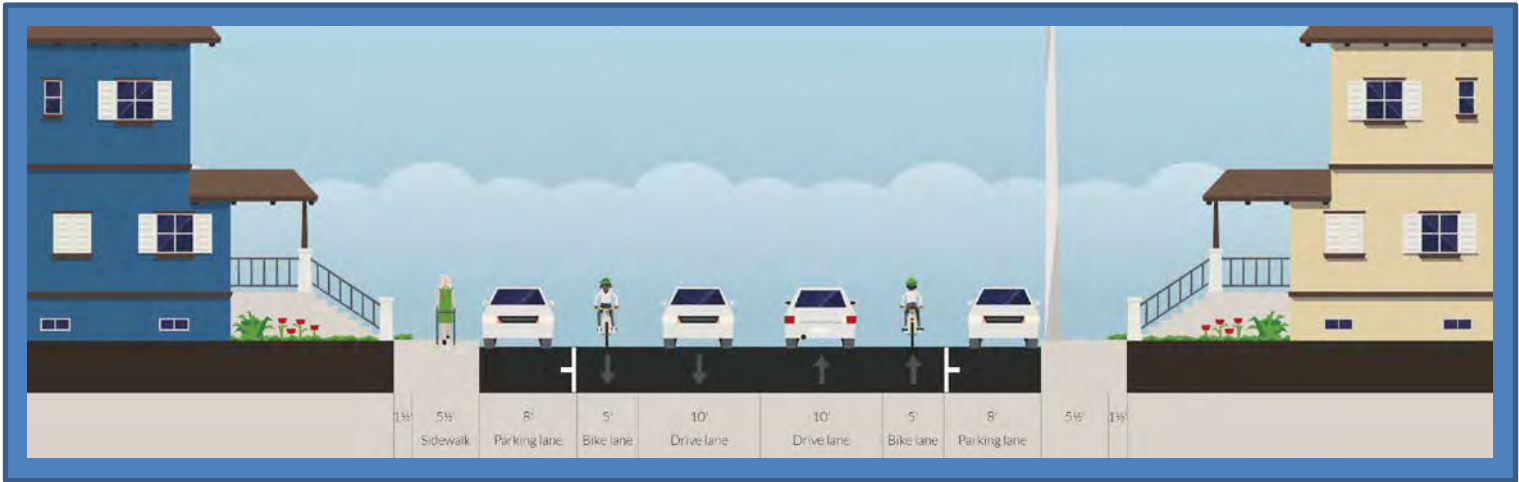
Curb, gutter, and sidewalk will be installed along both sides of the corridor throughout the project. This sidewalk can tie in to the existing north-side sidewalks along 42nd Ave S. The existing sidewalk along the development at S 132nd PI will be removed and replaced after the pavement is widened.

Storm drainage will be installed throughout the corridor. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Retaining walls are assumed to be needed in the undeveloped zone on both sides of the roadway. Streetlights will be replaced during utility undergrounding.

Temporary construction easements will be necessary in the developed zone.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$507,000
RIGHT-OF-WAY	\$223,000
CONSTRUCTION	\$3,377,000
UTILITY UNDERGROUNDING	\$1,780,000
<hr/>	
TOTAL COST	\$5,887,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- 30 mph posted speed limit.
- Double yellow RPM centerline with white painted edge lines; average roadway width of 32' with 11' lanes. Roadway width outside lanes varies from 5' to approximately 13' near Southcenter Blvd.
- Corridor length of 2,250'.
- No designated bicycle facilities.

CONTEXT

- Adjacent land use is single family.
 - Transit along corridor.
 - Area south of Southcenter Blvd, along SR 518 is undeveloped forest.
 - Segments of drainage ditch along both sides of roadway throughout corridor.
- 42nd Ave S includes multiple vertical curves and steep grades within the project limits.

CONSTRAINTS

- 60' ROW, extending to 80' or more near undeveloped region near SR 518
- Dense vegetation line at the undeveloped portion of the corridor.
- SR 518 columns located approximately 15' from edge of pavement.
- Overhead utility poles south of SR 518 along the west side of 42nd Ave S.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide a north-south sidewalk that connects residents to transit and parks along E Marginal Way S.
- Connect to existing north-side sidewalk along 42nd Ave S at Southcenter Blvd intersection.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing roadway width, to accommodate two 11' travel lanes and 5' bike lanes. Install 5' sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities. Install storm drainage in locations where only drainage ditch exists.



Source: Google Maps



42nd Ave S and S 160th St, looking north.



42nd Ave S near Southcenter Blvd; SR 518 overpass, looking south.



Typical existing cross section (developed section); looking north.

PROJECT DESCRIPTION

The project will maintain the existing pavement structure, including the two 11' travel lanes and 5' of shoulder on either side. Restripe and repaint existing roadway shoulder on both sides of 42nd Ave S to be 5' bike lanes. At the north end of the corridor, the existing sidewalks will be maintained near Southcenter Blvd and sharrows will be installed in the travel lanes. This reduces traffic signal impacts and overall project cost.

5' sidewalks with curb and gutter will be installed along both sides of the corridor throughout the project. This sidewalk can tie in to the existing north-side sidewalks along 42nd Ave S at the Southcenter Blvd intersection.

Storm drainage will be installed throughout the corridor. The adjacent topography necessitates some retaining walls at select locations. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$312,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$2,078,000
UTILITY UNDERGROUNDING	\$1,410,000
<hr/>	
TOTAL COST	\$3,800,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Double yellow RPM centerline with white painted edge lines; average roadway width of 28' with 10.5' travel lanes and narrow paved shoulders.
- Corridor length of 2,000'.
- No designated bicycle facilities.

CONTEXT

- Adjacent developed land use is single family homes.
- Area near S 138th St is undeveloped forest.
- Segments of drainage ditch along west side of roadway.

CONSTRAINTS

- ROW along corridor is primarily 60'. ROW narrows to 57' from approximately 450' to 240' North of intersection with S 144th St. Row is 90' at the intersection of Macadam Rd S and S 144th St.
- Dense vegetation line at the undeveloped portion of the corridor.
- Sections along corridor with steep slope on both sides; uphill embankment to the west and downhill to the east.
- Overhead utilities along west side of corridor.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide a north-south sidewalk that connects residents to Foster High School, and transit stops along S 144th St.
- Designate bicycle lanes and increase safety for pedestrians and bicycles.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 30' to accommodate two 10' travel lanes and two 5' bicycle lanes. Install 5' sidewalks with curb and gutter along both sides of roadway. Install storm drainage facilities along corridor. Underground overhead utilities and replace any removed street lights. Roadway improvements may require retaining walls along areas with steep slopes at undeveloped areas.



Source: Google Maps



Macadam Rd and S 138th St showing concrete barriers, looking east.



Macadam Rd and S 144th St, facing north.



Typical existing cross section (developed section); looking north.

PROJECT DESCRIPTION

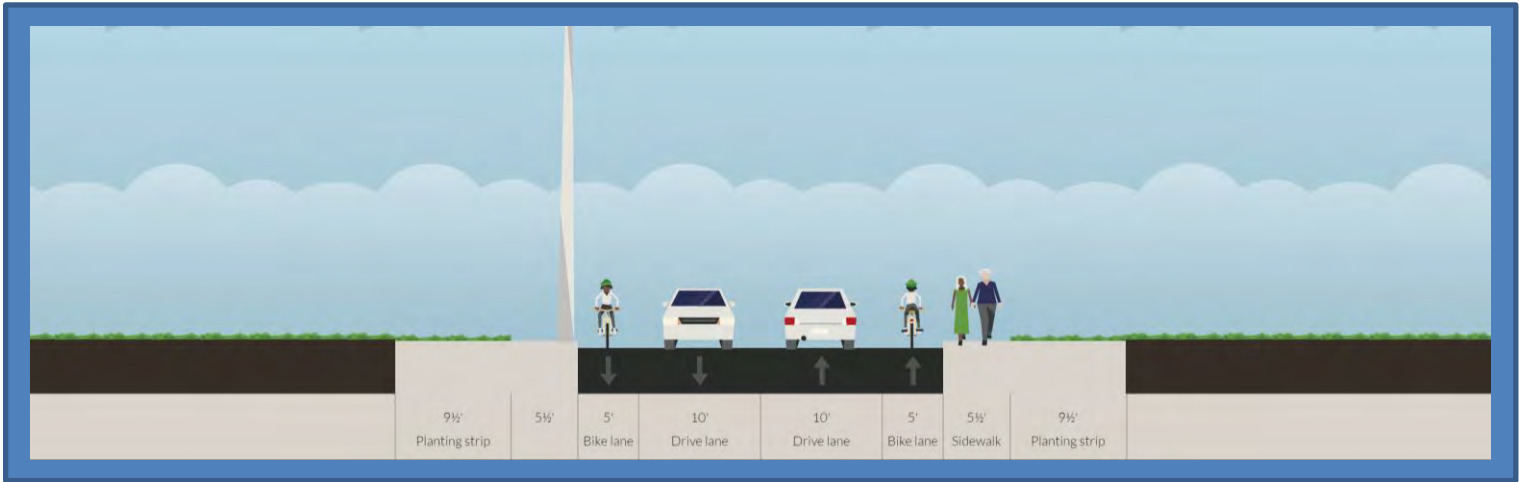
This project involves widening the road way to 30' in order to accommodate two 10' travel lanes and two 5' bicycle lanes. Install 5' sidewalks along both sides of roadway. Both sidewalks installations include curb and gutter with storm drainage facilities. Sidewalks will complete corridor to Forster High School and transit destinations along S 144th St.

Underground overhead utilities located along the west side roadway. Remove 25' guardrail segment located along east side of Macadam Rd approximately 480' south of S 138th St. Construct fill retaining wall to allow for sidewalk installation where guardrail is removed and as needed along east side of road. Install cut retaining wall as needed along west side of road.

Improves can be made within ROW. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$333,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$2,214,000
UTILITY UNDERGROUNDING	\$1,840,000
<hr/>	
TOTAL COST	\$4,387,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Average roadway width of 20'.
- Painted double yellow at Tukwila International Blvd intersection.
- Corridor length of 630'.
- 25 mph posted speed limit.

CONTEXT

- Surrounding area land use is primarily residential with single family homes and apartment complexes.
- S 142nd St becomes commercial near Tukwila International Blvd.
- Parking along soft shoulder on both sides of roadway.

CONSTRAINTS

- ROW is 50' from 37th Ave S to the east for 165' and in front of Parcel No. 1610000270.
- ROW is 40' for rest of corridor.
- Overhead utilities along south side of roadway with overhead connections throughout corridor.

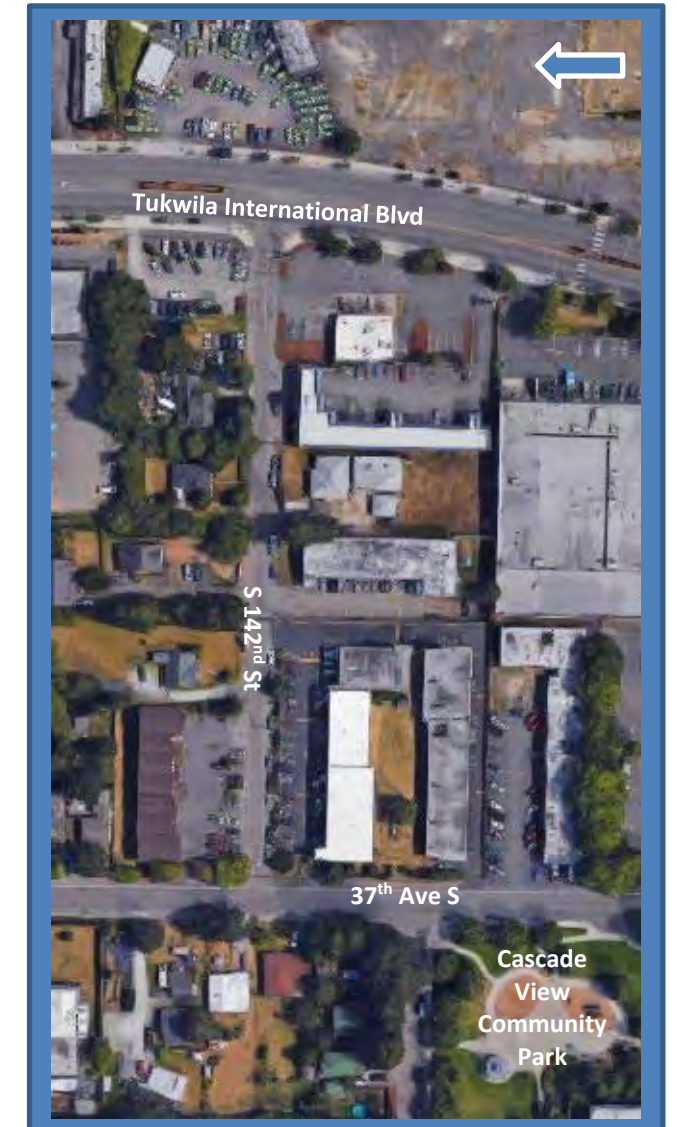
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect sidewalk to existing sidewalk along Tukwila International Blvd.
- Replace soft shoulder with sidewalks and designated parking lane.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28' to accommodate travel lanes and parking per Tukwila's standards. Install 5' sidewalks with curb and gutter along both sides of roadway. Install storm, drainage facilities throughout corridor. Underground overhead utilities and replace removed streetlights. Acquire temporary construction easement in areas of 40' ROW.



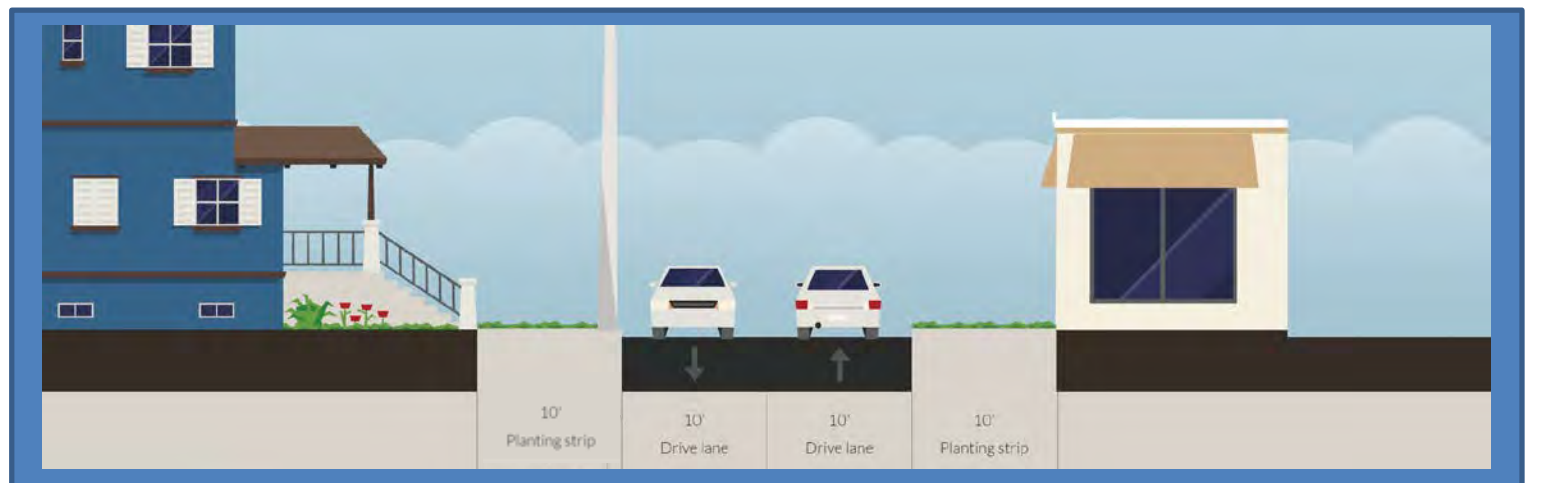
Source: Google Maps



37th Ave S and S 142nd St, facing east



Tukwila International Blvd and S 142nd St, facing west



Typical existing cross section (40' ROW section); looking east.

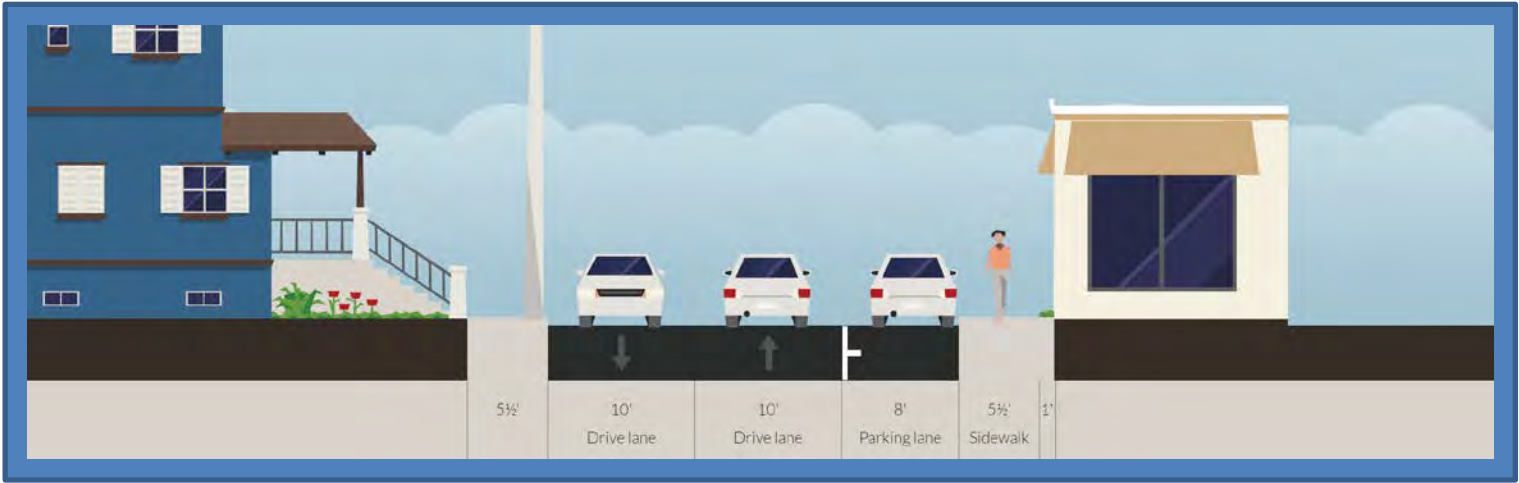
PROJECT DESCRIPTION

This project involves widening the roadway to 28' to provide parking and travel lanes per Tukwila's road standards and undergrounding overhead utilities. Curb, gutter, and sidewalk will be installed along both sides of the corridor throughout the project. Storm drainage will be installed throughout the corridor. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

Temporary construction easements will be necessary in areas where ROW is 40'.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$110,000
RIGHT-OF-WAY	\$104,000
CONSTRUCTION	\$730,000
UTILITY UNDERGROUNDING	\$580,000
<hr/>	
TOTAL COST	\$1,524,000



Typical improved cross section for Option 1 (40' ROW section); looking east (Preferred Option)

EXISTING CONDITIONS

- Average roadway width of 25'.
- Double yellow centerline with RPMs, white painted edge line along south side.
- Corridor length of 1840'.
- 30 mph posted speed limit.
- 5' sidewalk along north side of roadway, separated from roadway by 5' landscape buffer between 40th Ave S and 42nd Ave S.

CONTEXT

- Land near E Marginal Way S is commercial, with Duwamish Hill Preserve between commercial zone and residential zone from 40th Ave S on east.
- Fire Department at S 115th St and 42nd Ave S.
- Parking along soft shoulder on south side of roadway between E Marginal Way S and 40th Ave S

CONSTRAINTS

- Average ROW is 60', minimum is 55' at one point. King County GIS shows ROW cutting through roadway. Assume roadway is fully within ROW.
- Overhead utilities along south side of roadway between E Marginal Way S and 40th Ave S and along north side of roadway between 40th Ave S and 42nd Ave S.
- Sections of concrete barrier along south side of roadway.
- Less than 40' from edge of road to water at points.

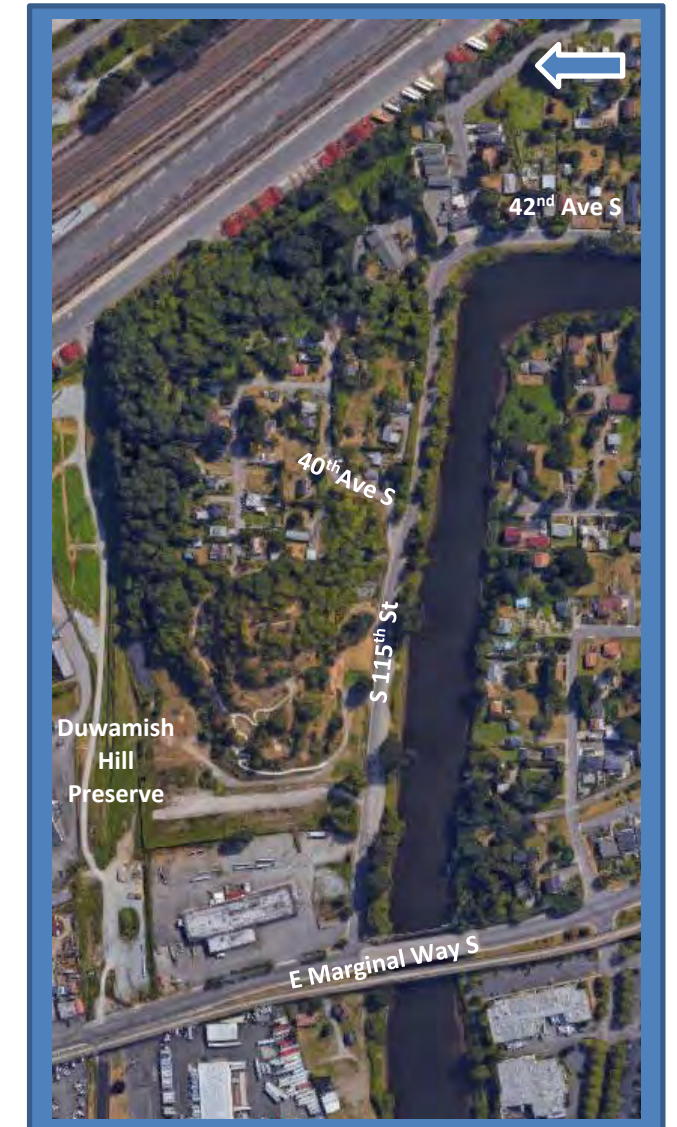
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect sidewalk to existing sidewalk along E Marginal Way S.
- Replace soft shoulder with sidewalks and designated parking lane.

IMPROVEMENT OPTIONS

- **Option 1:** Between E Marginal Way S and 40th Ave S, shift roadway south and widen to provide 5' bike lanes and 11' travel lanes in each direction. Maintain existing north-side sidewalk and install new curb, gutter, and sidewalk along south side. From 40th Ave S to 42nd Ave S, shift roadway north and maintain 22' roadway width to provide 11' travel lanes in each direction with sharrows. Replace existing north-side sidewalk to facilitate roadway shift. Install new curb, gutter, and sidewalk along south sidewalk, while avoiding southern river embankment. Install storm drainage facilities throughout corridor. Underground overhead utilities along roadway and replace removed streetlights.



Source: Google Maps



S 115th St and 42nd Ave S, showing concrete barrier, looking west



S 115th St and E Marginal Way, showing sidewalk and shoulder parking, looking east.



Typical existing cross section (west section); looking east.

PROJECT DESCRIPTION

This projects involves widening the roadway in two sections. The west section of S 115th St runs between E Marginal Way and 40th Ave S. For the west section, widen roadway to 32' for two 11' travel lanes and two 5' bicycle lanes. This segment will maintain the existing 5' sidewalk along the north side of the roadway and install a 5' sidewalk along the south side of the roadway with curb and gutter. The roadway will be shifted to the south to maintain the existing sidewalk and allow for the bike-lane widening.

The east segment of S 115th St runs from 40th Ave S to 42nd Ave S and is more restricted based on adjacent topography. A steep slope to the north and the river embankment to the south limit potential widening. So, in this portion of the corridor, the roadway will be shifted north by 5.5' to allow for the installation of a south side sidewalk. The back of this sidewalk will match the current southern pavement edge. The existing sidewalk along the north side will be removed and replaced with a new 5' sidewalk without any planter strip buffer. Sharrows will be added to both travel lanes. The concrete barrier will be maintained.

Underground overhead utilities located along the south side of roadway along the former segment, and along north side of roadway along the latter segment. Install storm drain facilities along roadway.

All improvements can be made within ROW. There may be changes to landscaping, fire hydrants, mail boxes, etc. No construction easements will be necessary.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$238,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,582,000
UTILITY UNDERGROUNDING	\$1,690,000
<hr/>	
TOTAL COST	\$3,510,000



Typical improved cross section for Option 1 (west section); looking east (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Double yellow RPM centerline with white painted edge lines; average roadway width of 26' for two 10' travel lanes plus paved shoulders approximately 4' along west side and 2' along east side
- Corridor length of 2,280'.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Adjacent land use is residential, with single family homes.
- Area south of S 146th St is primarily undeveloped forest.
- Segments of drainage ditch along both sides of roadway throughout corridor.

CONSTRAINTS

- ROW varies along corridor with property boundaries from 40' to 60'. Dividing line is approximately 310' south of S 146th St, with 40' below and 60' above.
- Dense vegetation and steep slopes line at the undeveloped portions of the corridor.
- Overhead utilities along east side of roadway from S 144th St south for 650' and along the west side of roadway throughout corridor. Multiple overhead connections to homes throughout corridor.

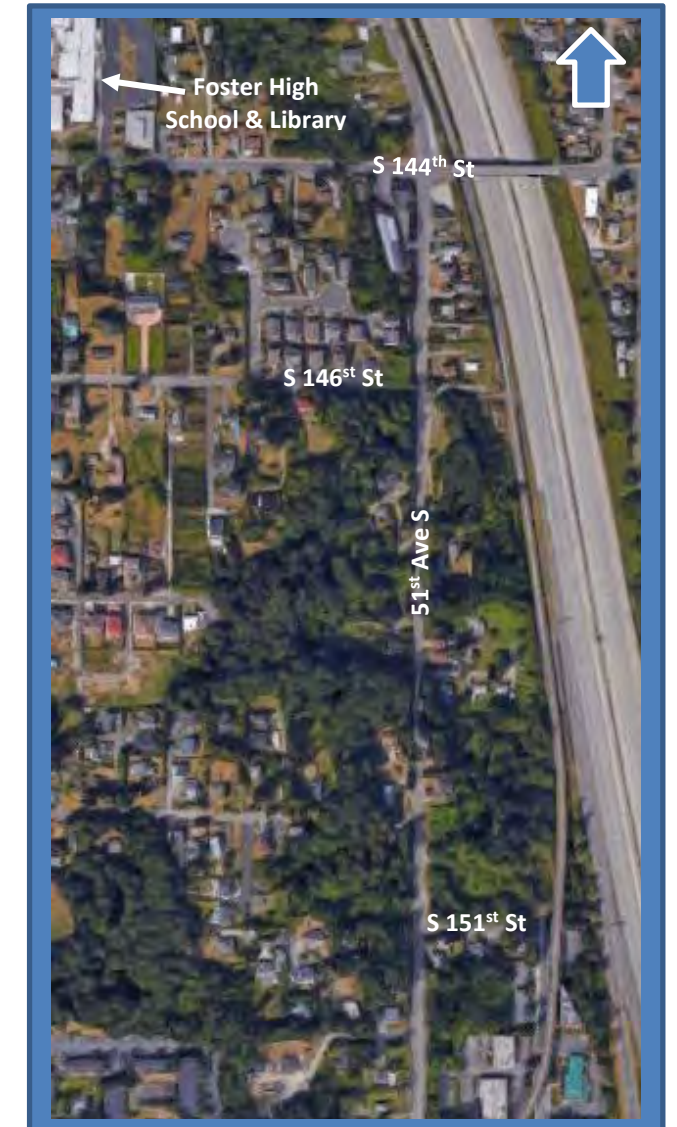
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide a north-south sidewalk that connects residents to transit and Foster High School located along S 144th St.
- Connect to existing sidewalk along S 144th St.

IMPROVEMENT OPTIONS

- **Option 1:** In areas with 40' ROW, maintain the roadway width of 26' and remove the edge line striping to provide 13' travel lanes. Add sharrows. In areas with 60' ROW, widen the existing roadway to 38' to provide two 10' travel lanes, two 5' bike lanes, and one 8' parking lane along the east side. Install 5' sidewalks with curb and gutter along entire roadway, both sides. Install storm drainage structures throughout corridor. Underground overhead utilities.
- **Option 2:** In areas with 40' ROW, widen the roadway width of 28' and remove the edge line striping to provide 14' travel lanes. Add sharrows. In areas with 60' ROW, widen the existing roadway to 46' to provide two 10' travel lanes, two 5' bike lanes, and two 8' parking lanes. Install 5' sidewalks with curb and gutter along entire roadway, both sides. Install storm drainage structures throughout corridor. Underground overhead utilities.



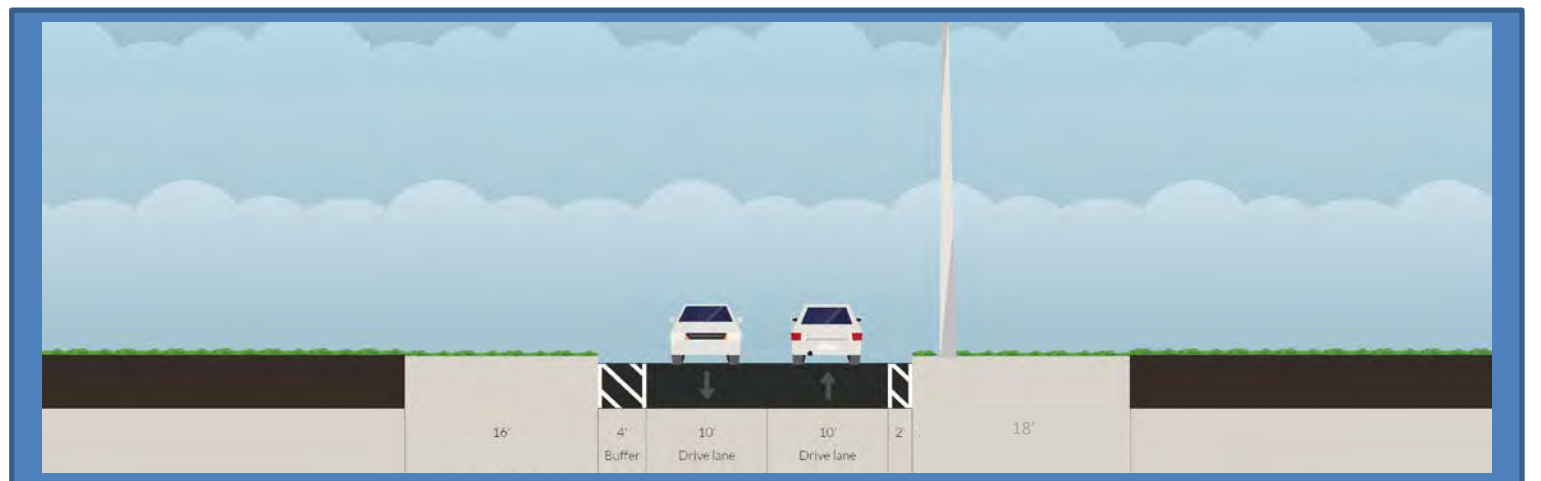
Source: Google Maps



51st Ave S and S 151st St, looking north.



42nd Ave S and S 137th, showing existing sidewalk and guardrail, looking south.



Typical existing cross section (60' ROW, developed section); looking north.

PROJECT DESCRIPTION

This project proposes different improvements based on ROW width. Where 40' ROW is available, adjacent vegetation is often dense and there are steep slopes. In this zone, the 26' existing roadway width is maintained and that will serve two 13' travel lanes with sharrows. In the 60' ROW zone, which is generally adjacent to single family housing, 5' bike lanes will be provided alongside 10' travel lanes and an 8' parking lane.

A 5' sidewalk will be installed on both sides throughout the corridor. All sidewalks installations include curb and gutter with storm drainage catch basins and laterals connecting to the existing mainline.

Underground overhead utilities located along the west side of the roadway throughout the corridor and along the east side of roadway from S 144th St intersection south for approximately 650'.

There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$614,000
RIGHT-OF-WAY	\$314,000
CONSTRUCTION	\$4,090,000
UTILITY UNDERGROUNDING	\$2,100,000
<hr/>	
TOTAL COST	\$7,118,000



Typical improved cross section for Option 1 (60' ROW, developed section; looking north (Preferred Option)

EXISTING CONDITIONS

- Average roadway width of 28'.
- No center line, road edge line along west side of 53rd Ave S.
- Corridor length of 2,170'.

CONTEXT

- Surrounding area land use is primarily residential with single family homes.
- Joseph Foster Memorial Park is on 53rd Ave S.
- Parking along east soft shoulder.

CONSTRAINTS

- ROW is 40'
- Overhead utilities along east side of roadway with overhead connections throughout corridor.
- Steep embankment along the west side of the road, just north of S 142nd St.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Complete corridor between Interurban Ave S and S 144th St.
- Increase pedestrian and accessibility to and from Joseph Foster Memorial Park.

IMPROVEMENT OPTIONS

- **Option 1:** This project involves restriping the roadway to have two 10' travel lanes with sharrows and an 8' parking lane along the east side of the roadway. Install 5' sidewalks with curb and gutter along both side of the roadway. Install storm drainage structures along corridor and tie in to existing mainline. This project will complete the corridor between Interurban Ave S and S 144th St. Underground overhead utilities and replace removed streetlights.
- **Option 2:** This project involves restriping the roadway to have two 14' travel lanes with sharrows and no centerline to allow parking on both side of roadway. Install 5' sidewalks with curb and gutter along both side of the roadway. Install storm drainage facilities along corridor. This project will complete the corridor between Interurban Ave S and S 144th St. Underground overhead utilities and replace removed streetlights.



Source: Google Maps



53rd Ave S and S 144th St, facing north.



53rd Ave S and S 137th St, facing south.



Typical existing cross section (developed section); looking north.

PROJECT DESCRIPTION

This project involves restriping the roadway to accommodate two 10’ travel lanes with sharrows to accommodate bicycles. Install 5’ sidewalks along both sides of 53rd Ave S with curb and gutter. Connect new storm drainage structures along curb to existing mainline.

Underground overhead utilities located along the east side of the roadway and replace any removed streetlights. All improvements can be done within ROW. Temporary construction easements required to complete improvements.

A retaining wall is required along the west side north of S 142nd St to install the proposed sidewalk and maintain the existing fence and property.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$310,000
RIGHT-OF-WAY	\$489,000
CONSTRUCTION	\$2,062,000
UTILITY UNDERGROUNDING	\$2,000,000
<hr/>	
TOTAL COST	\$4,861,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- 30 mph posted speed limit.
- Double yellow RPM centerline with white painted edge lines; average roadway width of 25' plus paved shoulders approximately 6-7'.
- Corridor length of 1,220'.
- No designated bicycle facilities.
- Continuous sidewalk along east side from north project limits to approximately 320' north of S 139th St. North of S 137th St, sidewalk has planter strip and does not follow curb line.

CONTEXT

- Adjacent land use is residential, with single family homes and apartments.
- Area north of S 137th St is primarily undeveloped forest.
- Segments of drainage ditch along both sides of roadway throughout corridor.

CONSTRAINTS

- ROW varies along corridor with property boundaries from 60' to 100'.
- Dense vegetation line at the undeveloped portion of the corridor.
- Utilities along east side of roadway north of S 137th St and on west side of roadway south of S 137th St. Multiple overhead connections to homes throughout corridor.
- Guardrail along east side of corridor near 40th Ave S.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide a north-south sidewalk that connects residents to transit and parks along E Marginal Way S.
- Connect to existing sidewalk along 42nd Ave S at S 139th St.

IMPROVEMENT OPTIONS

- **Option 1:** Widen the roadway symmetrically about the centerline to 32', to provide two 11' travel lanes and 5' bike lanes. Remove curb and gutter along east side where currently installed. Removed sidewalk that is adjacent to curb line where currently installed. Reduce planter width along east side, but maintain sidewalk. Install curb, gutter, and sidewalk along both sides of corridor where not currently installed or where removed. Install new catch basins and lateral connections to existing storm drainage mainline. Underground overhead utilities and replace street lights.
- **Option 2:** Maintain existing sidewalk with curb and gutter along the east side of 42nd Ave S and widen roadway to 32'. Roadway expansion will accommodate two 11' travel lanes and two 5' bicycles lanes. Install 5' sidewalk along west side of roadway and along east side of roadway at south most 220' where sidewalk does not exist. Install full curb and gutter with storm drainage facilities with sidewalk. Underground overhead utilities and replace street lights. Construct retaining walls to support hillside at north end of project limits.



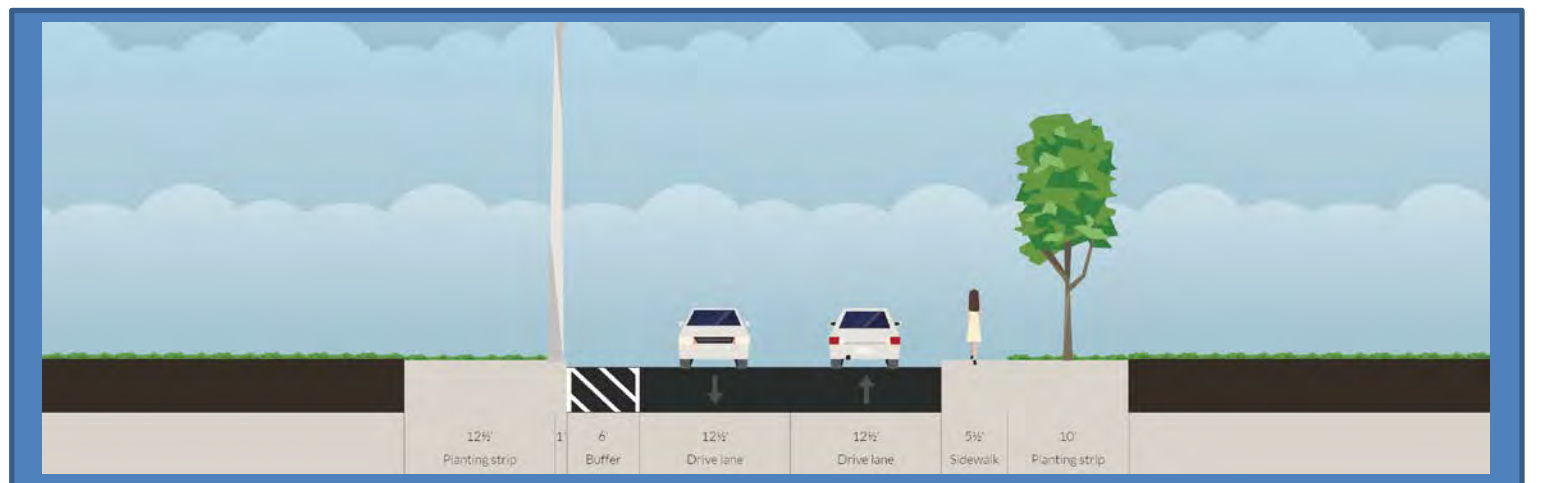
Source: Google Maps



42nd Ave S at transition from 40th Ave S, showing existing sidewalk, looking north.



42nd Ave S and S 137th, showing existing sidewalk and guardrail, looking south.



Typical existing cross section (developed section); looking north.

PROJECT DESCRIPTION

This project involves widening the roadway to 32’ in order to accommodate two 11’ travel lanes and two 5’ bicycle lanes. The existing centerline will be maintained to avoid widening too far to the west and needing large retaining walls.

All east-side curb lines will be removed to facilitate widening. The existing sidewalk along the east side of the roadway that is adjacent to the curb line will be removed. Where planter is used to separate the sidewalk from the curb line, the sidewalk will be maintained and the planter will be reduced from 10’ (existing) to approximately 6.5’.

A 5’ sidewalk with curb and gutter will be installed on both sides throughout the corridor to complete the pedestrian corridor along 42nd Ave S. All sidewalks installations include curb and gutter with storm drainage catch basins and laterals connecting to the existing mainline.

Underground overhead utilities located along the west side of the corridor north of S 137th and on the east side of the corridor south of S 137th St.

There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$162,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,080,000
UTILITY UNDERGROUNDING	\$1,120,000
<hr/>	
TOTAL COST	\$2,362,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 141st St from 37th Ave S to Tukwila International Blvd

EXISTING CONDITIONS

- Posted speed of 25 mph.
- 2 Lanes (11' each); striping only present near intersection with Tukwila International Blvd.
- Corridor length of 660'.
- No designated bicycle facilities or sidewalks.
- Street parking permitted along half of the south side of S 141st St.

CONTEXT

- Surrounding area land use a mix of single family, multi-family and commercial.
- Transit routes serve Tukwila International Blvd.

CONSTRAINTS

- Average ROW width* of 40'.
 - Overhead utilities on south side of S 141st St.
 - Existing Seattle City Light vault on south side of S 141st St near Tukwila International Blvd.
 - Retaining wall at edge of property on south side of S 141st St.
 - Truck load/unload zone on north side of S 141st St near Tukwila International Blvd.
- *ROW widths based on King County GIS data.

OPPORTUNITIES

- Improved pedestrian corridor to Tukwila International Blvd and associated transit routes.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28' typical section, with 5' sidewalks on each side. Underground overhead utilities and move street lights to the north side of S 141st St.
- Option 2: Maintain existing roadway and add a 5-6' sidewalk on the north side of the road. Underground overhead utilities.



Source: Google Maps



Sidewalks at Tukwila International Blvd & S 141st St; looking west.



Retaining wall and large trees adjacent to S 141st St; looking east.



Typical existing section; looking east.

PROJECT DESCRIPTION

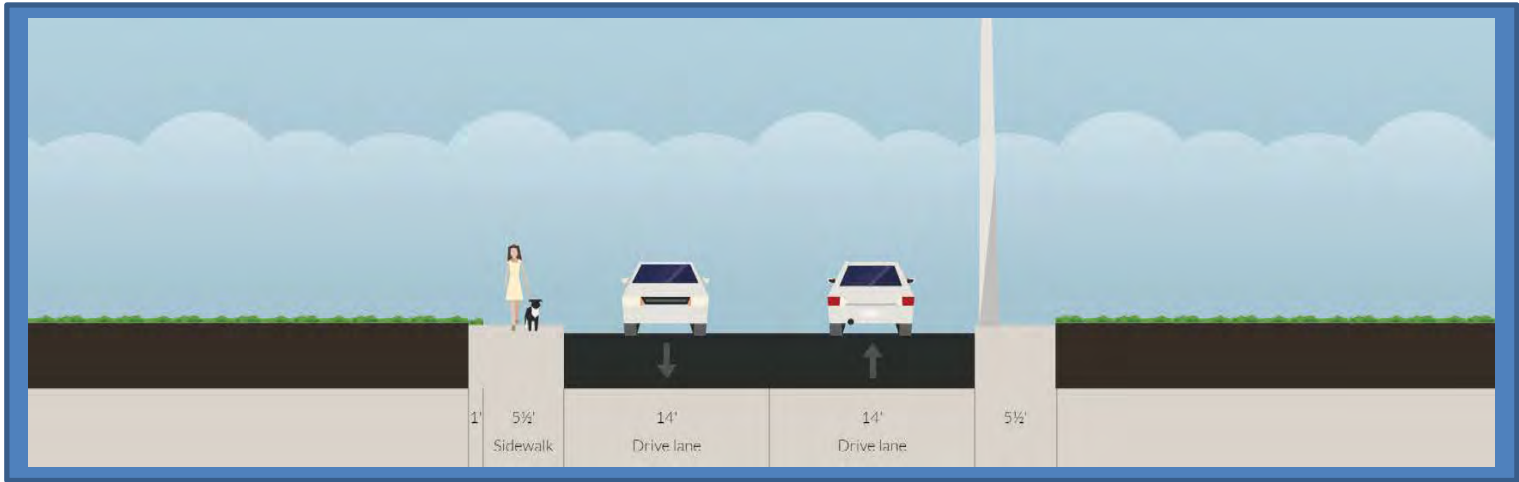
Improvements to S 141st St between 37th Ave S and Tukwila International Blvd will improve access to public transportation. Multiple apartment buildings and businesses are located on S 141st St; adding sidewalks would improve safety for the residents along this corridor.

This project involves widening the existing roadway, adding sidewalks, undergrounding overhead utilities, relocating streetlights and modifying existing storm drainage facilities. The 28' standard roadway section will be provided, with sidewalks, curb, and gutter along both sides.

These improvements can be made in the existing ROW; construction easements will be needed along both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$110,000
RIGHT-OF-WAY	\$149,000
CONSTRUCTION	\$731,000
UTILITY UNDERGROUNDING	\$610,000
<hr/>	
TOTAL COST	\$1,600,000



Typical improved cross section for Option 1, looking east (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; roadway width varies from 20' north of S 133rd St to 32' south of S 133rd St.
- Corridor length of 1,625'.
- Barrier at corner of S 130th St & 34th Ave S; staircase down to Tukwila International Blvd behind barrier.

CONTEXT

- Surrounding area land use primarily single family.
- 34th Ave S ends at a sharp turn onto S 130th St.
- Staircase in public ROW, at corner of 34th Ave S & S 130th St, provides a shortcut to Tukwila International Blvd (TIB). Improvements to this staircase will not be part of this project.

CONSTRAINTS

- Average ROW width* of 60'.
- Potential elevation conflicts at driveways.
- Utility poles on both sides of 34th Ave S.
- Sharp, narrow corner at S 130th St.

*ROW widths based on King County GIS data

OPPORTUNITIES

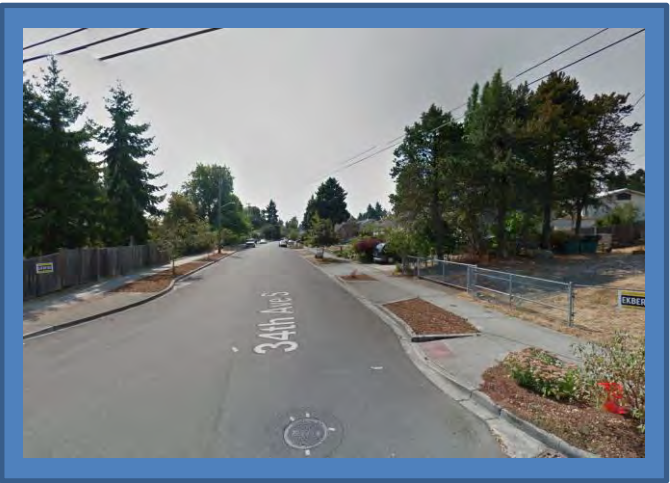
- Improved access to local schools and transit routes.
- Opportunity to match already improved section south of S 135th St, which consists of 6' sidewalks, 7' parking lanes and 6' planters on both sides of 34th Ave S.

IMPROVEMENT OPTIONS

- Option 1: Widen existing roadway to 36' throughout corridor to provide two 10' travel lanes and two 8' parking lanes. Install curb, gutter, and 5' sidewalks, each side. Underground aerial utilities. Install storm drainage.



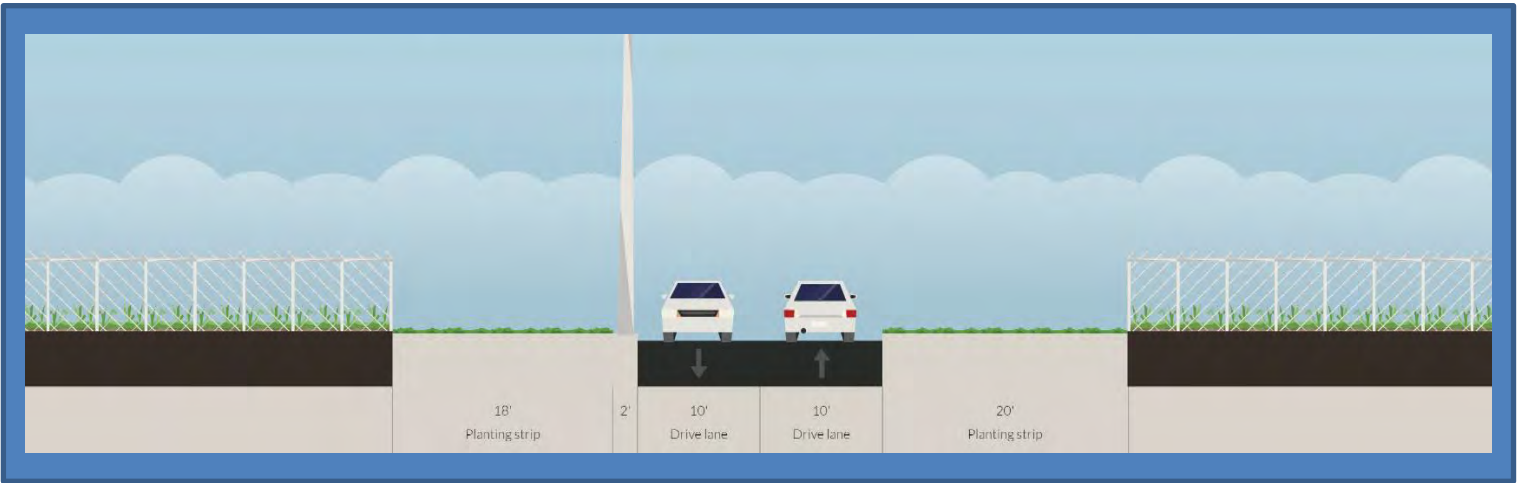
Source: Google Maps



Existing improvements south of S 135th St; looking south.



Public staircase from 34th St Ave & S 130th St to TIB; looking SE.



Typical existing cross section, representative of conditions between S 130th St and S 133rd St; looking north.

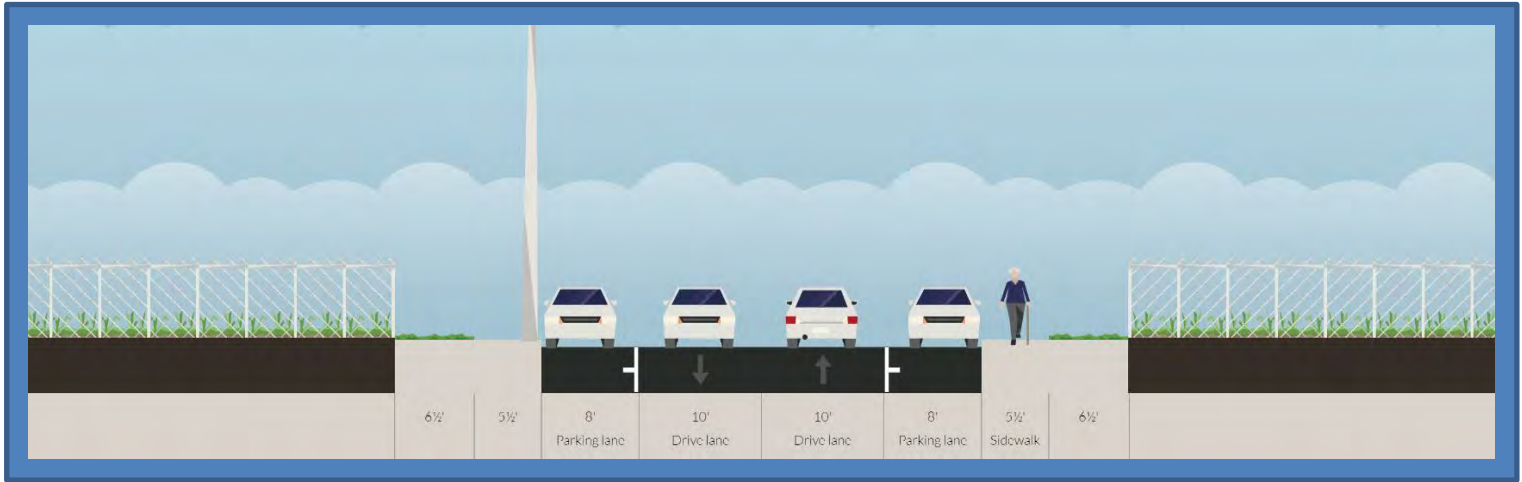
PROJECT DESCRIPTION

This project widens the existing roadway to 36’ throughout the project limits, to provide 10’ travel lanes and 8’ parking lanes. Curb, gutter, and 5’sidewalk will be installed throughout the project limits. Storm drainage will be installed throughout the corridor.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$246,000
RIGHT-OF-WAY	\$125,000
CONSTRUCTION	\$1,635,000
UTILITY UNDERGROUNDING	\$1,500,000
<hr/>	
TOTAL COST	\$3,506,000



Typical improved cross section for Option 1, representative of widest possible layout; looking north (Preferred Option)

EXISTING CONDITIONS

- Average roadway width of 36'.
- Double-yellow painted centerline and white painted edge line along north/east edge.
- Corridor length of 740'.
- No bicycle facilities.
- Existing 5' sidewalk along south/west side throughout and along east side north of Riverton Park.

CONTEXT

- Surrounding area land use is primarily residential with single family homes. Land use becomes commercial/residential mix near 40th Ave S.
- Roadway merges with 40th Ave S at the north and becomes S 133rd St to at the south end of section.
- South of S131st St is Riverton Park.

CONSTRAINTS

- ROW is 60'.
- Overhead utilities along east side of roadway with overhead connections throughout corridor.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect sidewalk to existing sidewalk along E Marginal Way S near 40th Ave S.
- Provide designated bike facilities to improve safety and encourage ridership.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain roadway width of 36'. Repaint roadway to consist of two 13' travel lanes and two 5' bicycle lanes. Maintain 5' sidewalk along west side of E Marginal Way S and install sidewalk along east side of E Marginal Way S to connect with existing sidewalk near 40th Ave S. Install curb and gutter with new sidewalk if none existing. Install storm drainage facilities along corridor where new curb is installed. Underground overhead utilities and replace removed streetlights.
- **Option 2:** Widen roadway to 38' width. Maintain 5' sidewalk along west side of E Marginal Way S and expand roadway improvements to the east. Roadway will consist of two 10' travel lanes, two 5' bicycle lanes and an 8' parking lane along the east side of roadway. Install 5' sidewalk along east side of E Marginal Way S, which required removal of existing east-side sidewalk. Install curb and gutter with sidewalk. Install storm drainage facilities along corridor. Overground overhead utilities and replace removed streetlights.



Source: Google Maps



E Marginal Way and 40th Ave S, facing south



E Marginal Way S and S 133rd St, facing northwest.



Typical existing cross section (developed section); looking north.

PROJECT DESCRIPTION

This project involves restriping the roadway to accommodate two 5’ bicycle lanes and reducing the existing travel lanes to 13’ in each direction. The 5’ sidewalk running along the west side of E Marginal Way S will be maintained. Install 5’ sidewalk along the east side of E Marginal Way S to connect to the existing sidewalk located near 40th Ave S. The sidewalk along Riverton Park will be installed behind the existing curb and gutter, and no drainage work will be performed in this location. New drainage facilities will be installed along the east side where curb and gutter are not currently installed.

Underground overhead utilities located along the east side of the roadway and replace any removed streetlights. All improvements can be done within ROW, and no temporary construction easements are necessary.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$43,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$281,000
UTILITY UNDERGROUNDING	\$680,000
<hr/>	
TOTAL COST	\$1,004,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 140th St from Military Road to Tukwila International Blvd

EXISTING CONDITIONS

- Posted speed of 25 mph.
- 2 Lanes (11.5' each).
- Corridor length of 2,360'.
- No dedicated bike facilities or sidewalks, but a 5' paved shoulder/walkway is provided along the south side.

CONTEXT

- Surrounding area land use primarily single family with multiple properties developed as apartments, a mortuary/cemetery and church.
- Transit routes serve Military Rd S and Tukwila International Blvd
- Local food bank located at corner of Military Rd S and S 140th St.

CONSTRAINTS

- Average ROW* width of 20-50'.
 - Overhead utilities on north side of S 140th St.
 - Utility cabinets near edge of roadway at corner of S 140th St and Tukwila International Blvd.
 - Decorative brick wall at corner of S 140th St and Tukwila International Blvd.
 - Existing roadway proximity to Riverton Crest Cemetery, where plots are located near the apparent property line, may restrict construction in that area.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian corridor between Military Rd and Tukwila International Blvd and associated transit routes.
- Improved access to a local food bank.
- Create improved frontage area for cemetery; currently no curb or definitive separation between soft shoulder and occupied cemetery plots.

IMPROVEMENT OPTIONS

- Option 1: Maintain 28' roadway width. Install 5' sidewalks along both sides throughout corridor where ROW is 50'. Assume ROW is actually 30' where GIS shows it as 20', and install one sidewalk along south side in current walkway area next to the existing 23' roadway. Underground overhead utilities and update storm drainage facilities.



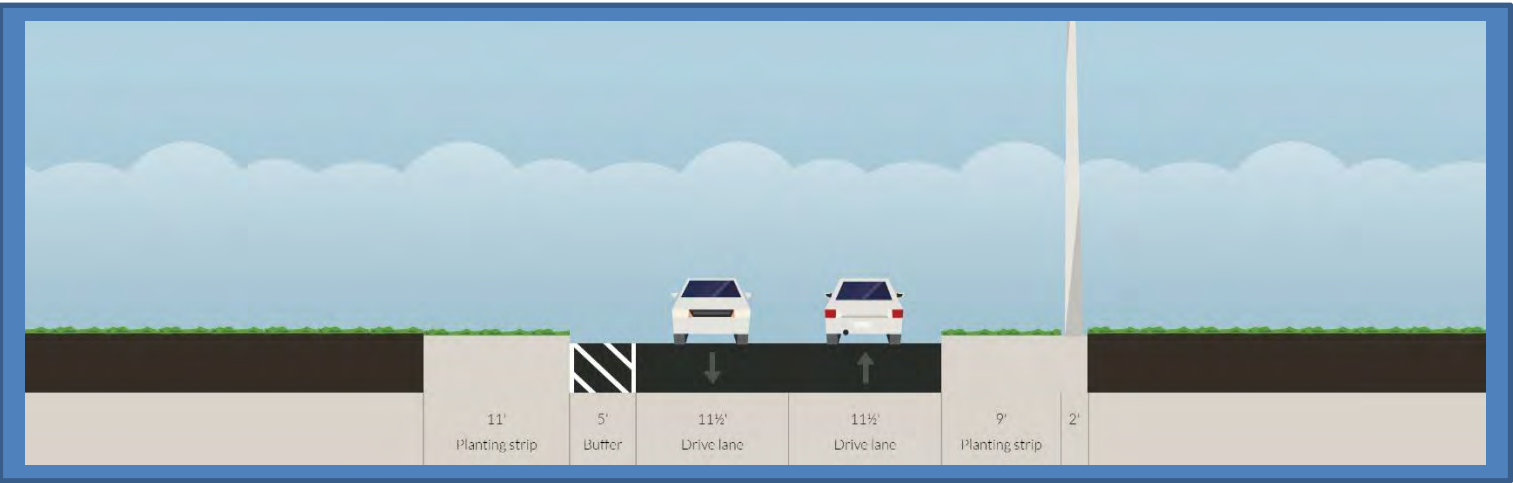
Source: Google Maps



Riverton Crest Cemetery plots near edge of S 140th St; looking NW.



Brick wall and utility cabinets at corner of S 140th St and Tukwila International Blvd; looking SE.



Typical existing cross section, representative of section with 50' ROW width; looking west. (Preferred Option)

PROJECT DESCRIPTION

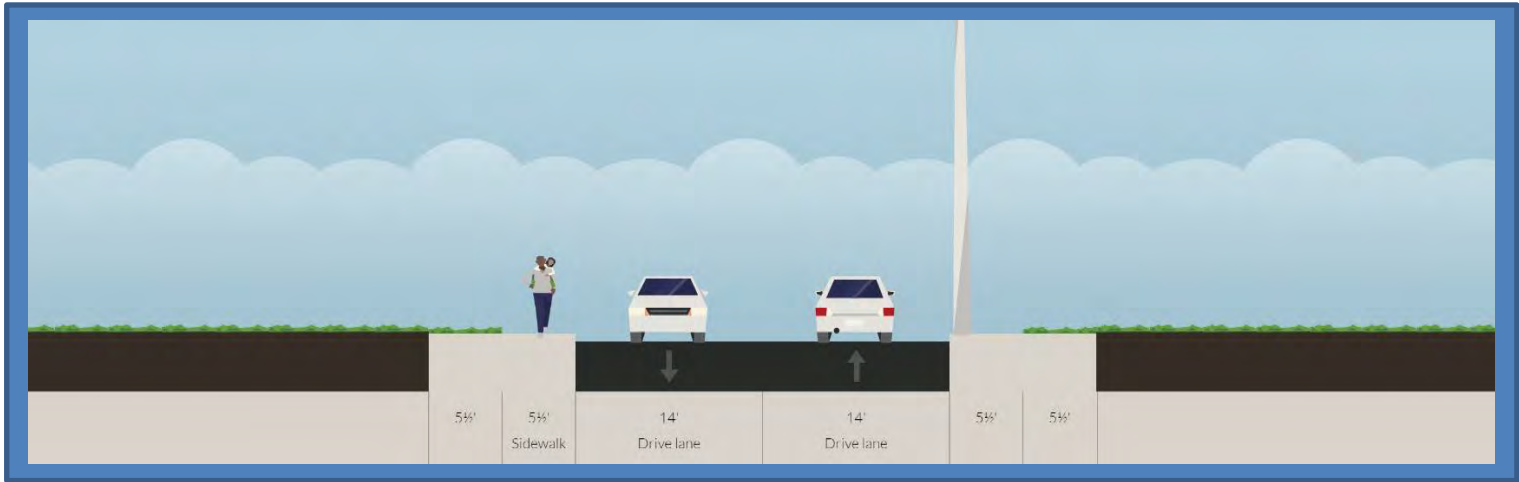
King County GIS data indicates that the ROW varies between 20’ and 50’, with parcel lines overlapping the existing roadway. The proposed section and existing sections are illustrative of improvements at the widest part of the corridor. The narrowest section of this corridor is approximately 720’ long with an apparent ROW width of 20’; due to the location of the existing roadway and observed utilization it is assumed the GIS data is not accurate and a minimum section width of 30’ will be proposed.

In the 50’ ROW zone, this project maintains the existing 28’ roadway width, and converts the paved shoulder/walkway to become part of the travel lanes and parking area. 5’ sidewalks, with curb and gutter, will be installed along both sides of the corridor. Where ROW is assumed to be 30’, the roadway will be 23’ wide with curb, gutter, and sidewalk along the south side in the existing paved walkway.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$235,000
RIGHT-OF-WAY	\$27,000
CONSTRUCTION	\$1,562,000
UTILITY UNDERGROUNDING	\$2,170,000
<hr/>	
TOTAL COST	\$3,994,000



Typical improved cross section for Option 1 (50’ ROW); looking west (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- Corridor length of 1,400’.
- No striping; roadway width varies from 18’ to 25’.
- No designated bike facilities. Segments of sidewalks along east side of corridor.

CONTEXT

- Surrounding area land use primarily single family
- Cascade View Elementary School located south of S 135th St on 32nd Ave S.

CONSTRAINTS

- Between S 130th St and S 133rd St, average ROW width of 30’.
- Between S 133rd St and S 135th St, average ROW width of 60’.
- Utility poles on east side of 32nd Ave S.
- Large trees and Tukwila Department of Parks & Recreation property on narrow portion of 32nd Ave S.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved pedestrian corridor to Military Road and associated transit route.
- Improved pedestrian route to Cascade View Elementary School.

IMPROVEMENT OPTIONS

- **Option 1:** Where ROW is 60’ wide, widen roadway to 36’ and add 5’ sidewalks to both sides of 32nd Ave S. Where ROW is 30’ wide, add 5’ sidewalks along east side of 20’ roadway. Underground overhead utilities and add storm drainage facilities.



Source: Google Maps



No sidewalks between S 130th St and S 135th St; looking north.



Improvements south of S 135th St; looking south.



Typical existing section, representative of the section south of S 135th St; looking north.

PROJECT DESCRIPTION

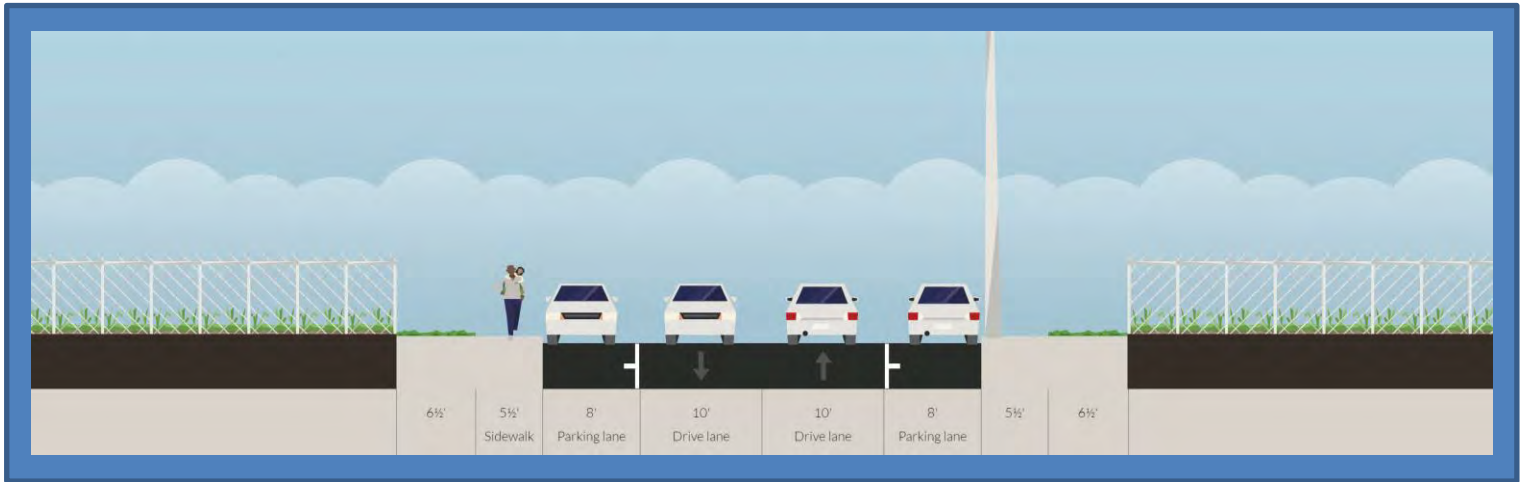
According to King County GIS data, the ROW narrows from 60’ wide to 30’ wide between S 130th St and S 133rd St. Maintaining the existing centerline, improvements will be made as space allows to minimize community impact.

Between S 130th St and S 133rd St the ROW is 30’ wide for 400’. The remaining 1,000’ of this corridor usable width varies from 40-60’ due to existing fences, large trees and established structures near property lines. This segment will consist of two 10’ drive lanes with 8’ parking lanes and two 5’ sidewalks.

These improvements can be made in the existing ROW; construction easements will be required along both sides of 32nd Ave S. There may be impacts to existing landscaping and mailboxes; streetlights will need to be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$171,000
RIGHT-OF-WAY	\$350,000
CONSTRUCTION	\$1,136,000
UTILITY UNDERGROUNDING	\$1,290,000
<hr/>	
TOTAL COST	\$2,947,000



Typical improved cross section, representative of widest possible section for Option 1, looking north (Preferred Option)

EXISTING CONDITIONS

- Average roadway width of 28'.
- Double-yellow with RPM's, and edge lines on both sides of roadway.
- Corridor length of 980'.
- Marked parking along east side of roadway near S 144th St, with existing sidewalk (245').

CONTEXT

- Surrounding area land use is primarily residential with single family homes.
- Parking along soft shoulder on east side of Macadam Rd S, south of existing sidewalk.

CONSTRAINTS

- ROW is 60'.
- Overhead utilities along west side of roadway.
- Steep embankment along the west side of the road, just north of S 142nd St.
- Drainage ditch along both sides of roadway.
- Downhill slope near S 147th St.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect to existing sidewalk along S 144th St, and existing sidewalk along east side of Macadam Rd neat S 144th St.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 38' to include two 10' travel lanes, two 5' bike lanes and an 8' parking lane located along the west side of the corridor for the most southern 735' of the segment. Install 5' sidewalk with curb and gutter for length of segment on both sides of the roadway. For the northern 245', from S 144th St on south the roadway will widen to 46' with parking 8' parking on each side. Sidewalk will be installed on the west side, and the existing sidewalk on the east side will be maintained. Underground overhead utilities and replace street lights.
- **Option 2:** Maintain 28' roadway and restripe to show two 10' travel lanes with sharrows and an 8' parking lane located along the west side of the corridor for the most southern 735' of the segment. Install 5' sidewalk with curb and gutter for length of segment on both sides of the roadway. For the northern 245', from S 144th St on south the roadway will maintain 38' width with parking. Only improvements in this section will be repainting roadway, and installing 5' sidewalk with curb and gutter along west side of the roadway. Underground overhead utilities and replace street lights.



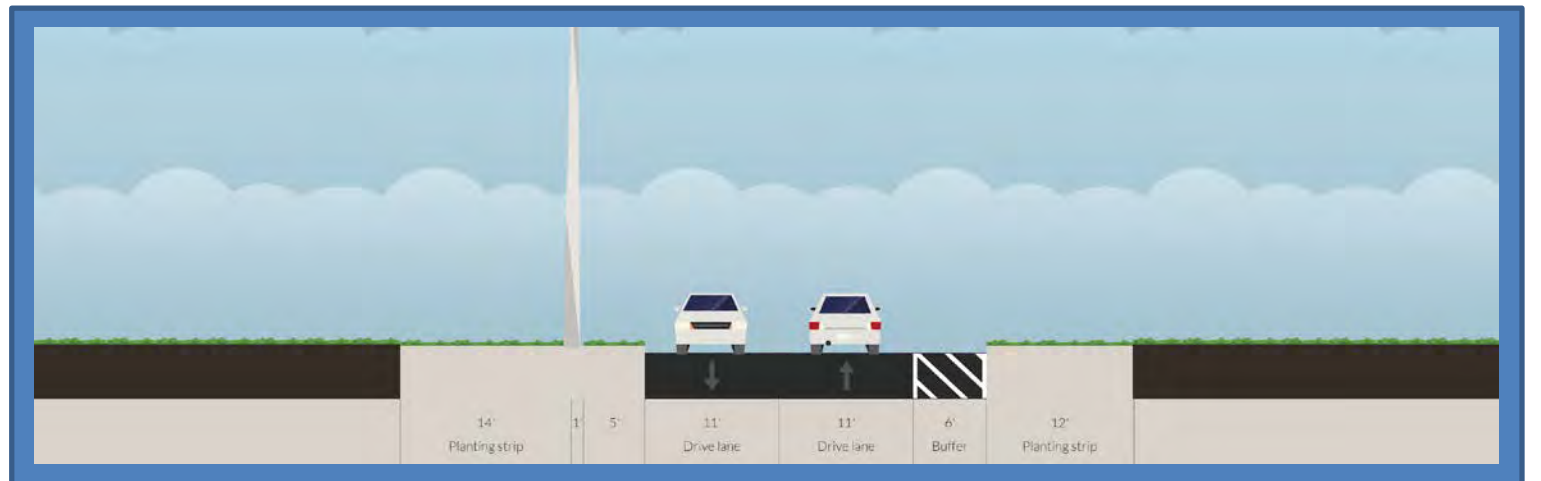
Source: Google Maps



Macadam Rd S near S 147th St Line facing north.



Macadam Rd S and S 144th St, facing south.



Typical existing cross section (developed section); looking north.

PROJECT DESCRIPTION

This project involves widening the roadway to 38’ to include two 10’ travel lanes, two 5’ bikes lanes and an 8’ parking lane. The northernmost 245’ will maintain the existing parking and sidewalk along the east side of the corridor. On the west side, an 8’ parking lane will be added to match the southern set of improvements. Install 5’ sidewalk with curb and gutter along the west side of the roadway throughout the corridor and on the east side where not currently installed.

Install storm drainage facilities throughout the corridor. Underground overhead utilities located along the west side of Macadam Rd S. Replace removed street lights.

Improvements can be made within ROW, though temporary construction easements may be necessary. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$158,000
RIGHT-OF-WAY	\$31,000
CONSTRUCTION	\$1,053,000
UTILITY UNDERGROUNDING	\$900,000
<hr/>	
TOTAL COST	\$2,142,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph
- No striping; average roadway width of 26'.
- Street parking appears to be permitted on both sides of 52nd Ave S.
- Corridor length of 540'.
- No designated bike facilities.
- Narrow sidewalk on north side of 52nd Ave S.

CONTEXT

- Surrounding area land use single and multi-family.
- The Tukwila Park & Ride is located at the corner of Interurban Ave S & 52nd Ave S.
- The Green River Trail is located on the east side of Interurban Ave S.

CONSTRAINTS

- Average ROW width of 30'.
- Utility poles on south side of 52nd Ave S.
- Retaining walls or significant landscaping at edge of properties.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved pedestrian and bicycle corridor to Interurban Ave S and associated transit routes.
- Improved routes to the Green River Trail and local parks.

IMPROVEMENT OPTIONS

- **Option 1:** Remove existing 4' sidewalk and add replace with 5' sidewalk on north side of 52nd Ave S. Maintain pavement edge along south side, resulting in a narrower 25' roadway. Add sharrows to roadway in each direction. Underground overhead utilities.
- **Option 2:** Acquire 10' of ROW throughout corridor. Remove existing narrow sidewalk. Install 28' Tukwila standard section with 5' sidewalks on each side. Add sharrows to roadway in each direction. Underground overhead utilities.



Source: Google Maps



Vacant property with short retaining walls at corner of 52nd Ave S (right) and 53rd Ave S (left); looking south.



52nd Ave S and S 137th St (right); looking NE.



Typical existing section; looking NE.

PROJECT DESCRIPTION

This corridor, 52nd Ave S, runs from the NE to the SW between Interurban Ave S and the west end of 52nd Ave S near I-5. Multiple local parks are accessible via 52nd Ave S, and the Green River Trail runs parallel to Interurban Ave S. The Tukwila Park & Ride located at the intersection of Interurban Ave S and 52nd Ave S, is served by multiple transit routes. Improvements to this corridor would not only improve safety for local residents, but provide improved accessibility to public transportation, parks and trails.

This project involves improvements to pedestrians by widening the existing sidewalk to 5' along the north side of 52nd Ave S and to bicyclists by adding sharrows to the pavement. Undergrounding overhead utilities. The existing 26' roadway will be narrowed to 24.5' to accommodate the wider sidewalk.

These improvements can be made in the existing ROW; construction easements will be required on the north side of 52nd Ave S. There may be impacts to existing landscaping and mailboxes; streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$51,000
RIGHT-OF-WAY	\$68,000
CONSTRUCTION	\$339,000
UTILITY UNDERGROUNDING	\$500,000
<hr/>	
TOTAL COST	\$958,000



Typical improved cross section for Option 1, looking NE (Preferred Option)

EXISTING CONDITIONS

- Average roadway width of 26'.
- Double-yellow with RPM's.
- Corridor length of 1,340'.
- Edge line along south side of S 130th St between Tukwila International Blvd and 38th Ln S.

CONTEXT

- Surrounding area land use is a mix of residential and commercial.
- Soft shoulder along both sides of S 130th St
- Parking lane along south side of S 130th St near 38th Ln S.

CONSTRAINTS

- ROW is 60'
- Overhead utilities along south side of roadway with overhead connections throughout corridor.
- Approx. 50' guardrail section along north side of S 130th St, east of 37th Ave S intersection.
- Concrete barrier near Tukwila International Blvd.

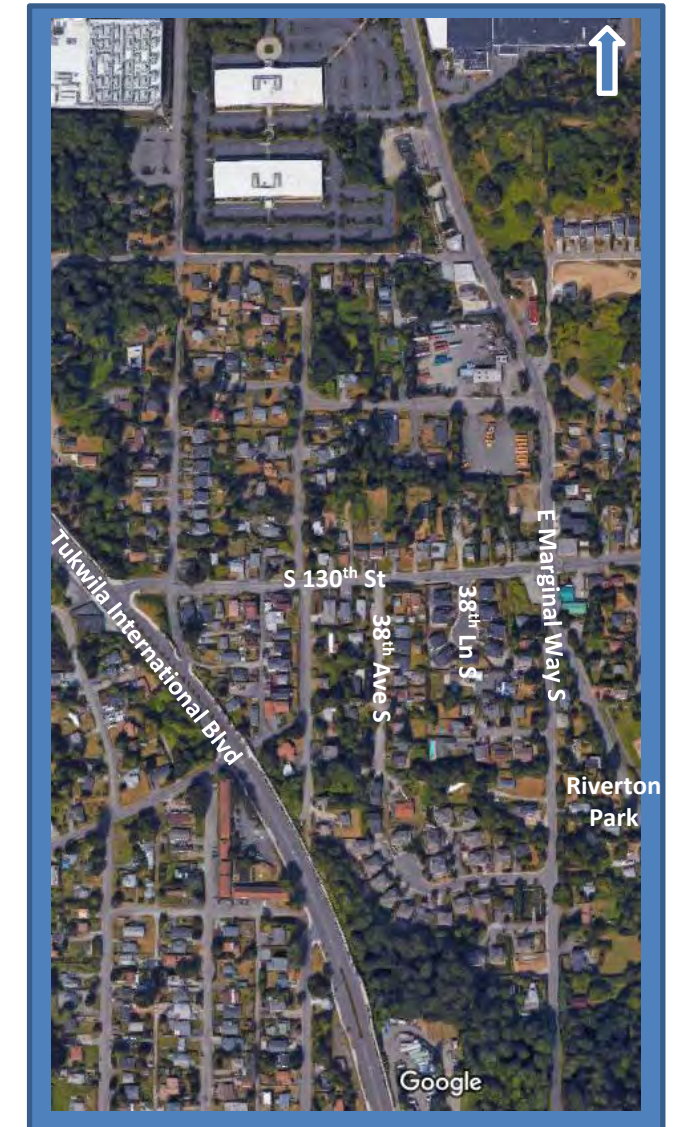
*ROW widths based on King County GIS data

OPPORTUNITIES

- Complete corridor between Tukwila International Blvd and E Marginal Way S by connecting to existing sidewalks.
- Connect to existing sidewalk near 38th Ln S.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 38' to include two 10' travel lanes, two 5' bicycle lanes and an 8' parking lane along the south side of S 130th St. Install 5' sidewalks with curb and gutter along corridor. Maintain sidewalk located near 38th Ln S and extend roadway improvements to the north. Underground overhead utilities located along the south side of S 130th St. Connect new drainage structures to existing mainline.



Source: Google Maps



53rd Ave S and S 144th St, facing north.



S 130th St and E Marginal Way S, facing west.



Typical existing cross section (developed section); looking west.

PROJECT DESCRIPTION

This project involves widening S 130th St to 38' to accommodate two 10' travel lanes, two 5' bicycle lanes and an 8' parking lane to be located along the south side of the roadway. Install 5' sidewalks with curb and gutter along roadway. Install storm drainage facilities throughout corridor and connect to the existing mainline. For approximately 105' at the west end of the project, the north side of the roadway is supported by a retaining wall with concrete barrier above. This work will not remove those features, and will instead opt to not install sidewalks or bike lanes along the stretch of the north portion of the corridor.

Underground overhead utilities and replace removed streetlights. Remove guardrail segment approximately 50' in length along the north side of S 130th St, near the east side of the intersection with 37th Ave S.

All improvements can be made within ROW and not temporary construction easements will be necessary.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$215,000
RIGHT-OF-WAY	\$93,000
CONSTRUCTION	\$1,432,000
UTILITY UNDERGROUNDING	\$1,230,000
<hr/>	
TOTAL COST	\$2,970,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 158th St from 47th Ave S to 42nd Ave S

EXISTING CONDITIONS

- Posted speed of 25 mph
- No striping; average roadway width of 20-22’.
- Parallel and perpendicular parking utilized on gravel shoulders as space allows.
- Corridor length of 1650’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single family.
- S 158th St is a dead-end street attached to a dead-end loop created by 44th Ave S, S 156th St and 47th Ave S.

CONSTRAINTS

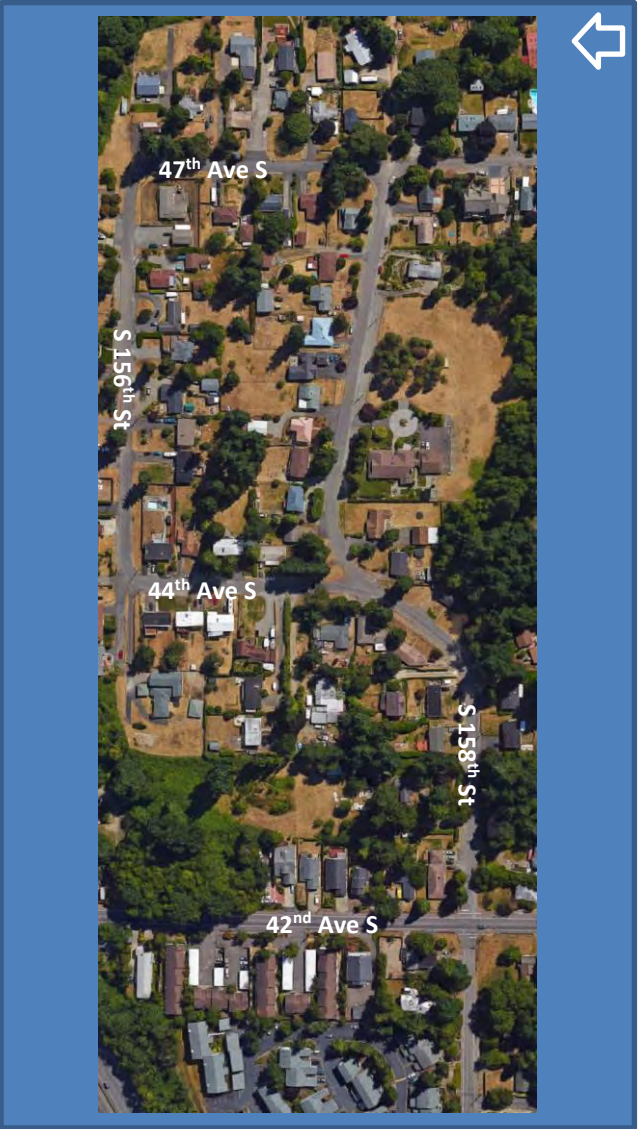
- Average ROW width* of 60’.
 - Overhead utilities on south side of S 158th St.
 - Significant landscaping within ROW.
 - Diagonal intersection at S 158th St and 44th Ave S with driveway at NW corner of intersection.
 - S 158th St is a dead-end; construction on this corridor would impact not only this street, but the attached loop consisting of 44th Ave S, S 156th St, and 47th Ave S.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved safety for residents of S 158th St.
- In conjunction with improvements on 42nd Ave S between Southcenter Blvd and S 158th St this would improve access to a major transit hub.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 36’, provide two 10’ travel lanes and 8’ parking lanes. Underground overhead utilities and add storm drainage facilities.



Source: Google Maps



Angled intersection of S 158th St & 44th Ave S with driveways on NW corner of intersection; looking NE.



S 158th St ends at 47th Ave S; looking east.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

This project involves widening the existing roadway to 36' to accommodate two 10' travel lanes and 8' parking lanes. Curb, gutter, and 5' sidewalks will be added throughout. Underground overhead utilities and add storm drainage facilities.

The existing roadway has an average pavement width of 22', with wide gravel shoulders along a majority of the corridor. Parallel and perpendicular parking were observed to be common practice in this neighborhood, indicating that street parking may be beneficial to the community.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$327,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$2,174,000
UTILITY UNDERGROUNDING	\$1,520,000
<hr/>	
TOTAL COST	\$4,021,000



Typical improved cross section for Option 1, looking west (Preferred Option)

EXISTING CONDITIONS

- From 53rd Ave S to Park & Ride entrance, roadway width is 20'. From Park & Ride entrance to Intersection with Interurban Ave S, roadway tapers from 24' to 44'.
- Double-yellow with RPM's.
- Corridor length of 245'.
- Existing 5' sidewalk along west side of 52nd Ave S, and approximately 75' of sidewalk along east side of roadway, which continues along the east side of 53rd Ave S, and at SE corner of intersection with Interurban Ave S.

CONTEXT

- Surrounding area land use is commercial from Interurban Ave S to 53rd Ave S, and then becomes residential from there south.
- Interurban Ave S is a major arterial.
- Parking along west side of 52nd Ave S, south of Park & Ride.

CONSTRAINTS

- ROW tapers from 43' to 48' from Interurban Ave S to end of Park & Ride parcel. ROW reduces to 30' south of Park & Ride.
- Overhead utilities along east side of roadway with overhead connections throughout corridor.
- Sidewalk along 52nd Ave S and 53rd Ave S appears to belong to parcel 00300038.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Complete corridor to Interurban Ave S by connecting to existing sidewalks along south section of 52nd Ave S and Interurban Ave.
- Increase pedestrian and bicycle accessibility to Green River Trail and park & ride facility.

IMPROVEMENT OPTIONS

- **Option 1:** Add sharrows in each direction to existing roadway. Maintain roadway and sidewalks. Leave gap in south/east-side sidewalk because it is outside ROW. Underground aerial utilities.
- **Option 2:** Add sharrows in each direction to existing roadway. Maintain roadway. Install sidewalk in gap between 53rd Ave S and Interurban Ave S (this requires ROW acquisition). Underground aerial utilities.



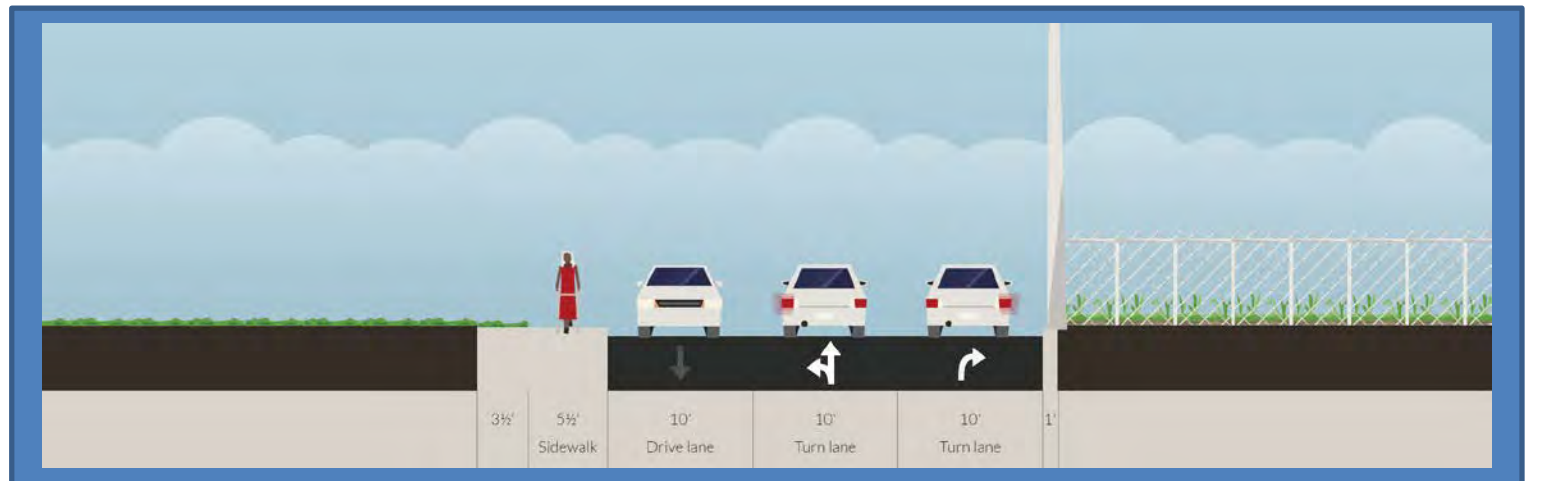
Source: Google Maps



53rd Ave S and 52nd Ave S, facing north.



52nd Ave S and Interurban Ave S, facing south.



Typical existing cross section (north of Park & Ride entrance); looking north.

PROJECT DESCRIPTION

This project features already-installed sidewalks throughout a majority of its limits as well as narrow ROW that limits potential improvements. The lone gap in sidewalks is between 53rd Ave S and Interurban Ave S, which extends for approximately 135'. This area is outside ROW per King County GIS.

The proposed improvements for this corridor add sharrow markings in each direction and underground aerial utilities. Any additional improvements would require ROW acquisition. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$9,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$57,000
UTILITY UNDERGROUNDING	\$230,000
<hr/>	
TOTAL COST	\$296,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Average roadway width is 33', consisting of 12' lanes near S 124th St and 10' lanes across the Allentown Bridge with approximately 3' shoulders on each side.
- Double-yellow with RPM's with painted white edge line on west side.
- Corridor length of 1,030'.
- Continuous 5' sidewalk along east side of 42nd Ave S except in front of Allentown Superette, separated from roadway by planter strip at northern end of project and guardrail across Allentown Bridge.

CONTEXT

- Surrounding area land use is primarily residential with apartment complexes and single family homes.

CONSTRAINTS

- ROW is 80'.
- Roadway width on Allentown Bridge cannot be modified.

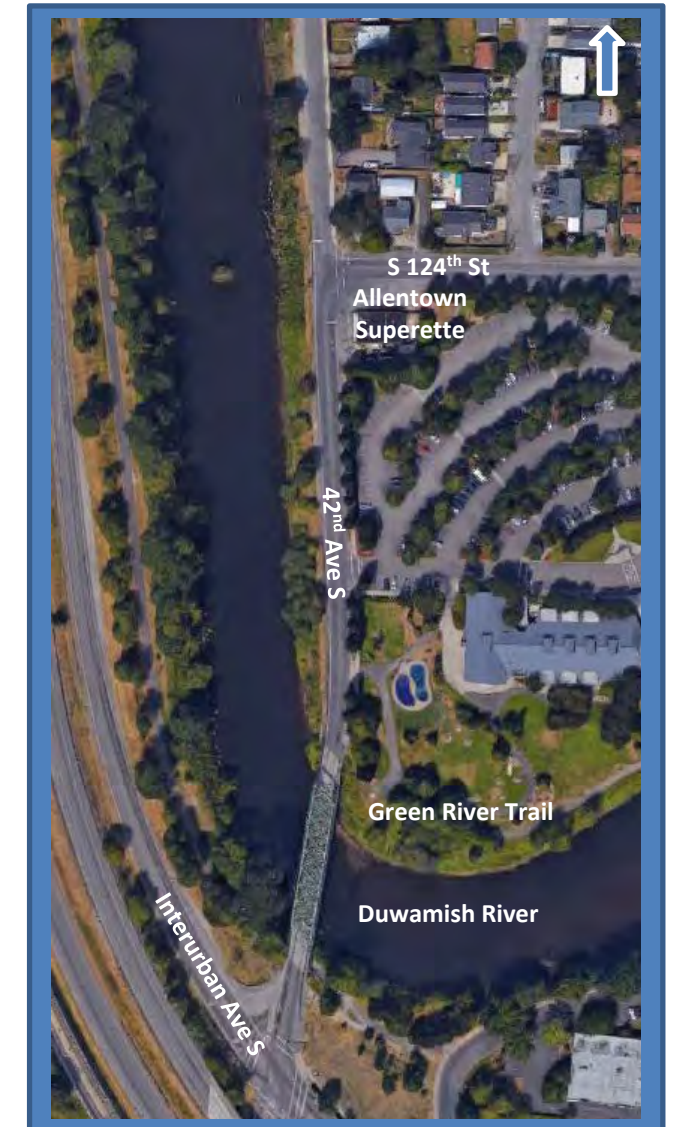
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide awareness for bicycles.
- Improve pedestrian corridor near intersection of Interurban Ave S and 42nd Ave S.
- Connect to existing sidewalks along S 124th St and Interurban Ave S.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain pavement width. North of Allentown Bridge, re-channelize roadway to provide two 10' travel lanes and two 5' bike lanes. Improve pedestrian corridor at the intersections of 42nd Ave S at Interurban Ave S and 42nd Ave S at S 124th St. Install 5' sidewalk with curb and gutter along west side of 42nd Ave S from S 124th St to Allentown Bridge. Add sharrows in each across Bridge.



Source: Google Maps



Interurban Ave S and 42nd Ave S showing pedestrian where no sidewalk exists, facing north



52nd Ave S and Interurban Ave S, facing south.



Typical existing cross section (north of Allentown Bridge); looking north.

PROJECT DESCRIPTION

This project maintains the majority of the existing infrastructure due to project location and constraints. Roadway width on Allentown Bridge is currently 25' and cannot be modified. North of the Bridge, existing 30' roadway will be restriped to accommodate two 10' travel lanes and two 5' bicycle lanes. Roadway will narrow to two 12' lanes with sharrows for bridge crossing, and will remain until Interurban Ave S intersection.

Install 5' sidewalks with curb and gutter near intersections of Interurban Ave S and 124th St to complete pedestrian corridor. Install west-side sidewalks north of the Allentown Bridge.

All sidewalks will include curb and gutter and storm drainage structures will be installed throughout corridor and connected to the existing west-side mainline.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$52,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$346,000
UTILITY UNDERGROUNDING	\$0,000
<hr/>	
TOTAL COST	\$398,000



Typical improved cross section for Option 1 (north of Allentown Bridge); looking north (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- No centerline; average roadway width of 22'
- Corridor length of 795'.
- No designated bicycle facilities or sidewalks.
- S 135th St, east of 32nd Ave S has sidewalks along both sides of roadway.

CONTEXT

- Adjacent land use is single family.
- Transit along corridor.
- Soft shoulder along both sides of road,

CONSTRAINTS

- 40' ROW
- Overhead utilities along north side of corridor.
- Large trees along north side of S 135th St near Military Rd.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide a safe corridor to Cascade View Elementary School for pedestrians and bicycles.
- Complete corridor by connecting to existing sidewalk along 32nd Ave S, south of S 135th S intersection.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28' to accommodate two 14' travel lanes with sharrows. Install 5' sidewalks with curb and gutter along roadway. Install storm drainage structures throughout corridor. Underground overhead utilities and replace removed streetlights. Remove large trees located along north side of S 135th St near Military Rd S.



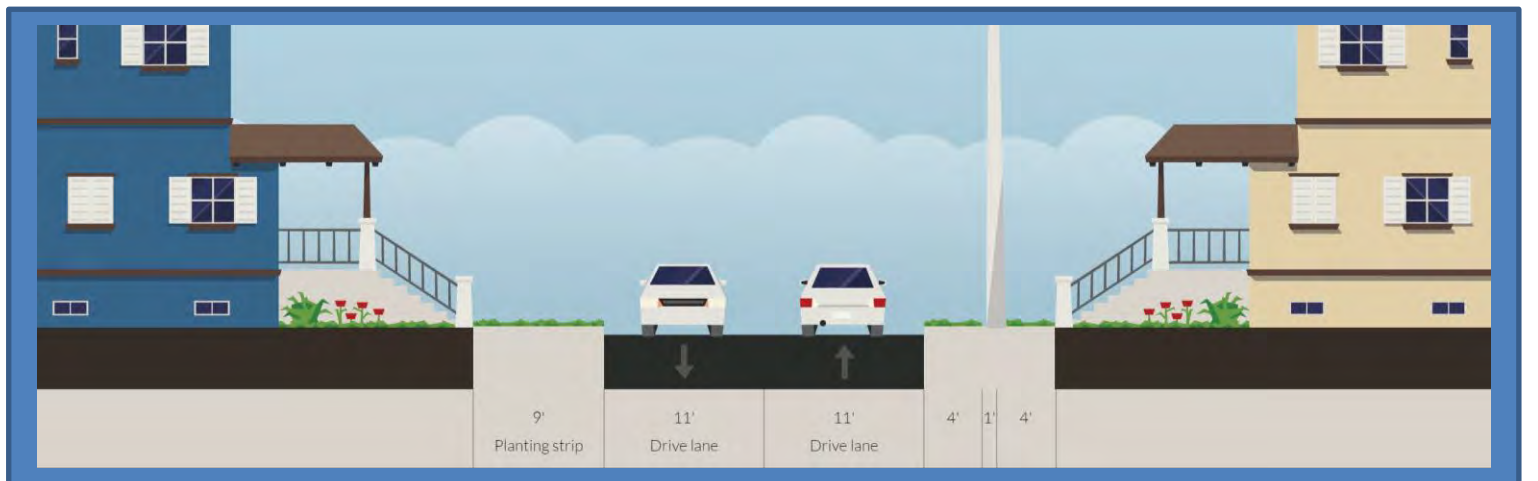
Source: Google Maps



S 135th St and Military Rd S, looking east.



S 135th St and 32nd Ave S, looking west.



Typical existing cross section (developed section); looking west.

PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to accommodate two 14’ travel lanes with sharrows. 5’ sidewalks with curb and gutter will be installed along both sides of the corridor throughout the project.

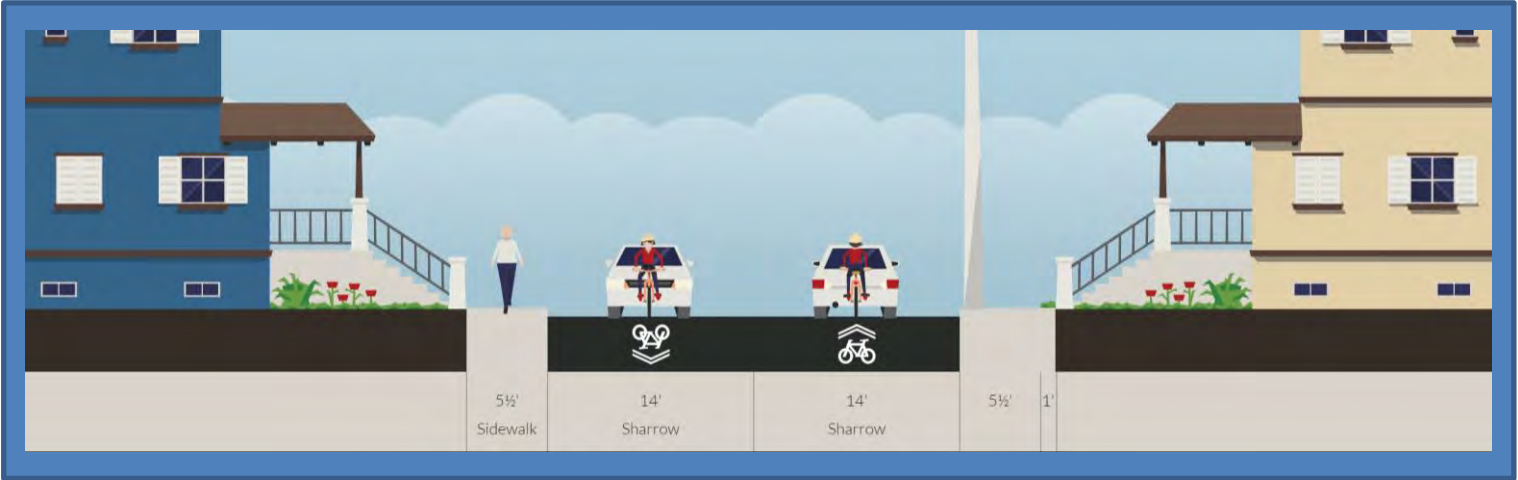
Remove large trees located along the north side of S 135th St near 32nd Ave S. Underground overhead utilities along north side of corridor.

Improvements can be made within ROW, but temporary construction easements are necessary to complete construction.

New catch basins will be installed throughout the corridor and tie in to the existing storm drain mainline. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$131,000
RIGHT-OF-WAY	\$179,000
CONSTRUCTION	\$869,000
UTILITY UNDERGROUNDING	\$730,000
<hr/>	
TOTAL COST	\$1,909,000



Typical improved cross section for Option 1; looking north (Preferred west)

S 133rd St from Military Road S to 33rd Ave S

EXISTING CONDITIONS

- Posted speed of 25 mph
- 2 Lanes (10' each)
- Corridor length of 1350'
- No designated bike facilities or sidewalks. 5' wide paved shoulder between Military Rd S & 32nd Ave S.
- Narrow, asphalt walkway between 33rd Ave S & 32nd Ave S.
- Drainage ditches along both sides of road, with culverts under driveways.

CONTEXT

- Surrounding area land use predominantly single family.
- Transit routes serve Military Rd S.
- Though parking is permitted on soft shoulder, it does not appear to be heavily utilized.
- S 133rd St turns into S 132nd St before intersecting Tukwila International Blvd.

CONSTRAINTS

- Average ROW width* of 60'.
- Overhead utilities on south side of S 133rd St.
- Drainage ditch on south side of S 133rd St.

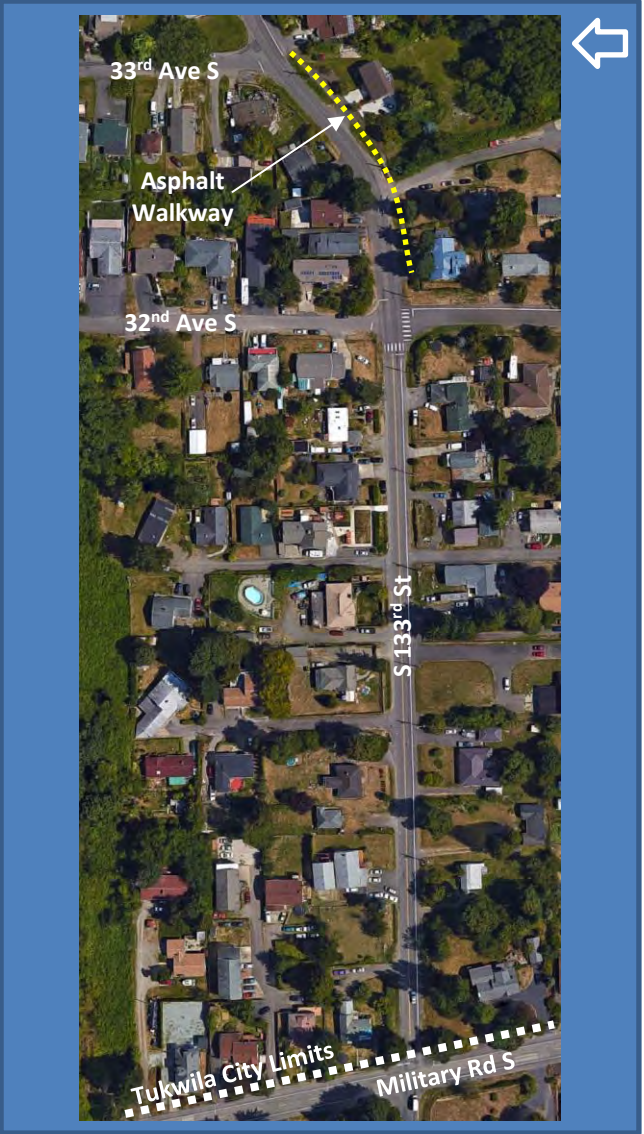
*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian and bicycle corridor to Military Rd S and associated transit routes.
- In conjunction with improvements on S 133rd St between 33rd Ave S & Tukwila International Blvd, this would provide a pedestrian and bike corridor between Military Rd S & Tukwila International Blvd.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 36' for two 10' travel lanes and 8' parking lanes. Install curb, gutter, and 5' sidewalk throughout on both sides. Underground overhead utilities and replace streetlights.



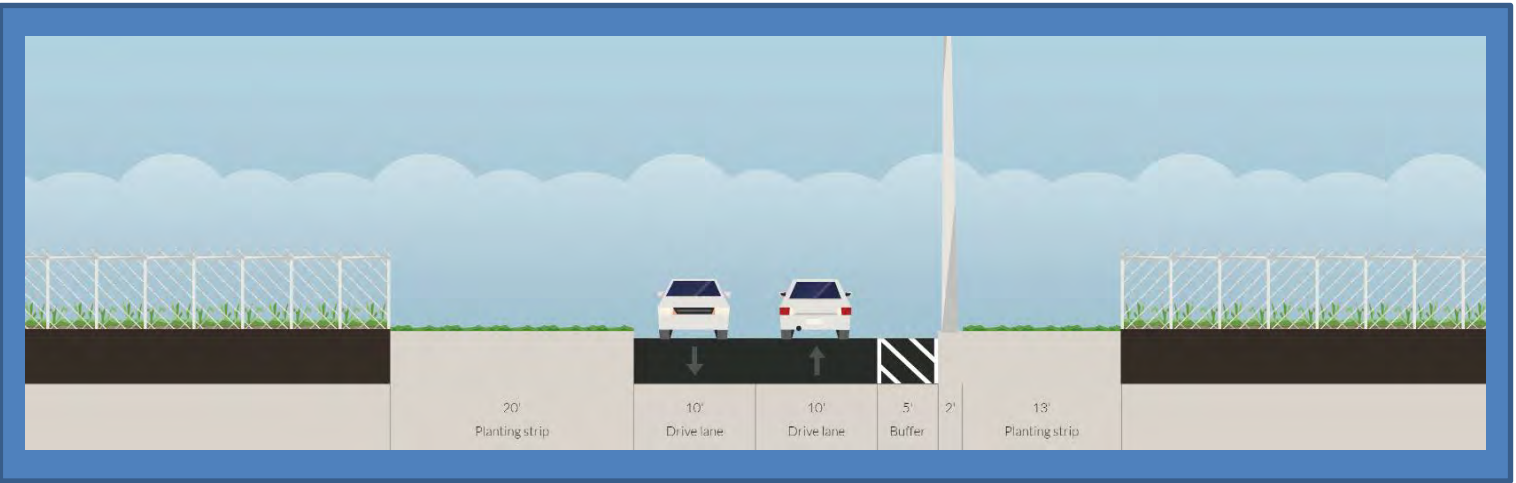
Source: Google Maps



S 133rd St and Military Rd S; looking SE.



Asphalt walkway and drainage ditch on south side of S 133rd St; looking NE.



Typical existing cross section; looking east.

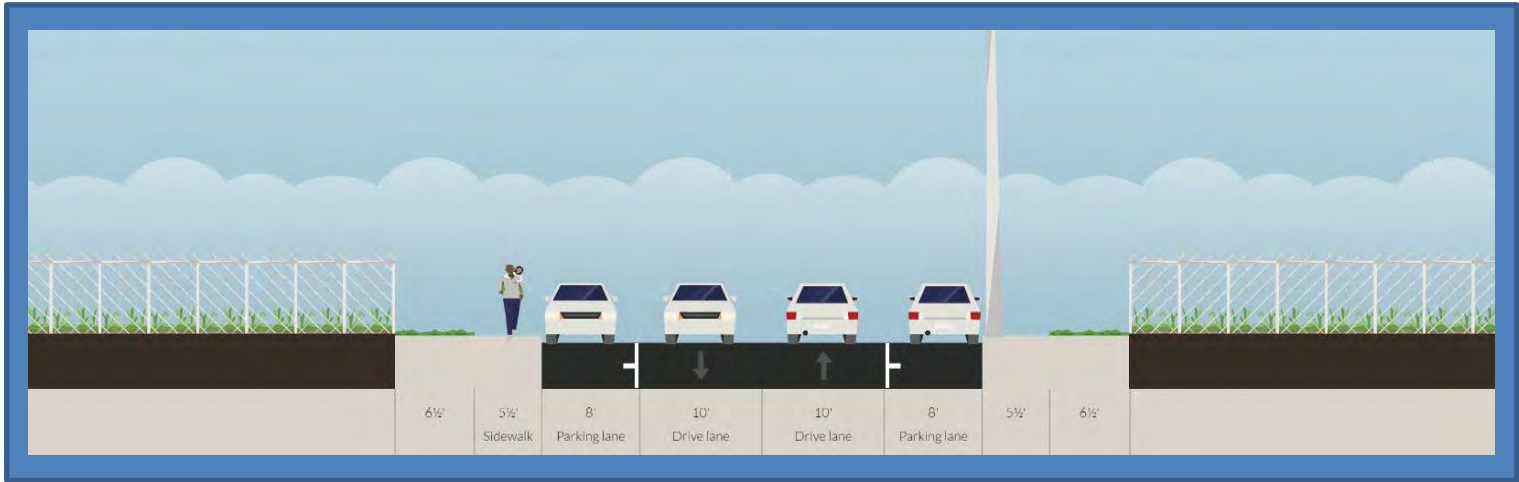
PROJECT DESCRIPTION

This project involves widening S 133rd St in order to accommodate 10' travel lanes and 8' parking lanes in both directions, undergrounding overhead utilities, and modifying storm drainage facilities. The existing drainage facilities consist of ditches on both sides of the road with culverts under driveways and side streets. Curb, gutter, and 5' sidewalks will be installed, each side. With the addition of curbs and sidewalks, drainage conveyance will be required. Overhead utilities, primarily along the south side of S 133rd St, will be undergrounded and new streetlights installed.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$264,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,755,000
UTILITY UNDERGROUNDING	\$1,240,000
<hr/>	
TOTAL COST	\$3,259,000



Typical improved cross section for Option 1, looking east (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- No centerline; average roadway width of 18'
- Corridor length of 430'.
- No designated bicycle facilities or sidewalks.
- Existing sidewalk along 53rd Ave S near 52nd Ave S appears to be a part of parcel 003000038 outside ROW.

CONTEXT

- Adjacent land use is residential with single family homes.

CONSTRAINTS

- 20' ROW from 52nd Ave S to end of parcel 0003000038, approximately 185'. 30' ROW for rest of corridor.
- Overhead utilities along northeast side of corridor.
- Retaining wall along southwest side of corridor near 52nd Ave S.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide a safe corridor to Cascade View Elementary School for pedestrians and bicycles.
- Complete corridor by connecting to existing sidewalk along 32nd Ave S, south of S 135th S intersection.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing configuration in 20' ROW section. Widen pavement to the west to 20' in 30' ROW, install 5' sidewalk along east side to connect to existing sidewalk to the north. Install sharrows in both directions along corridor. Install storm drainage with new sidewalk. Underground overhead utilities and replace removed streetlights throughout corridor.
- **Option 2:** Acquire ROW throughout corridor to allow for installation of 28' roadway with 5' sidewalks on each side. Install sharrows in both directions along corridor. Install storm drainage with new sidewalk. Underground overhead utilities and replace removed streetlights throughout corridor.



Source: Google Maps



S 137th St and 53rd Ave S, looking north.



52nd Ave S and 53rd Ave S, looking South.



Typical existing cross section (30' section); looking north.



PROJECT DESCRIPTION

This project involves making improvements in 30' ROW, south of Parcel No. 0003000038. Widen the roadway to the west to provide two 10' travel lanes. To the east, install curb, gutter, and 5' sidewalk. Install storm drainage. Where ROW is 20', maintain the existing cross section. Add sharrows throughout project in each direction.

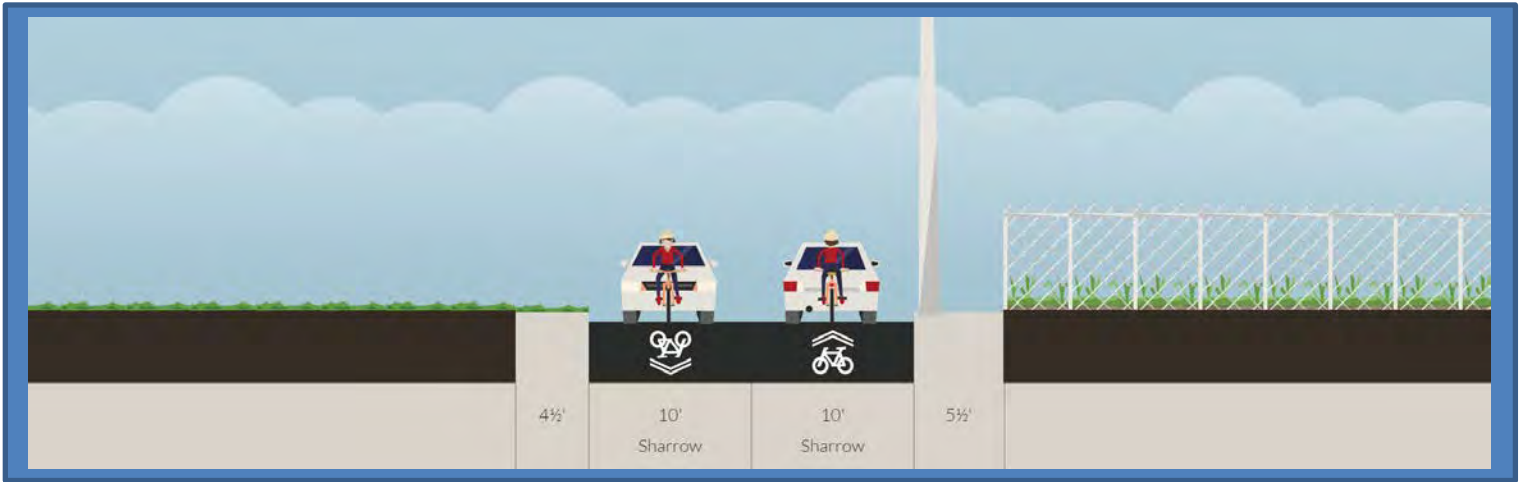
Underground overhead utilities along north side of corridor over length of project.

Improvements can be made within ROW, but temporary construction easements are necessary to complete construction.

There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$33,000
RIGHT-OF-WAY	\$33,000
CONSTRUCTION	\$215,000
UTILITY UNDERGROUNDING	\$400,000
<hr/>	
TOTAL COST	\$681,000



Typical improved cross section for Option 1 (30' ROW); looking north

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Average roadway width of 24' with 9' travel lanes and a 6' shoulder.
- Corridor length of 2,280'.
- No designated bicycle facilities.
- Sidewalk only provided along north side of corridor for 300' east of Tukwila International Blvd.

CONTEXT

- Adjacent developed land use is single family homes and some commercial at the segment's west end.

CONSTRAINTS

- 40' ROW, widens to 50' (400' long) or 60' (90' long) at select parcels.
- Overhead utilities along north side of corridor.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide an east-west sidewalk that connects residents to nearby elementary school and to local businesses.
- Increase safety for pedestrians.

IMPROVEMENT OPTIONS

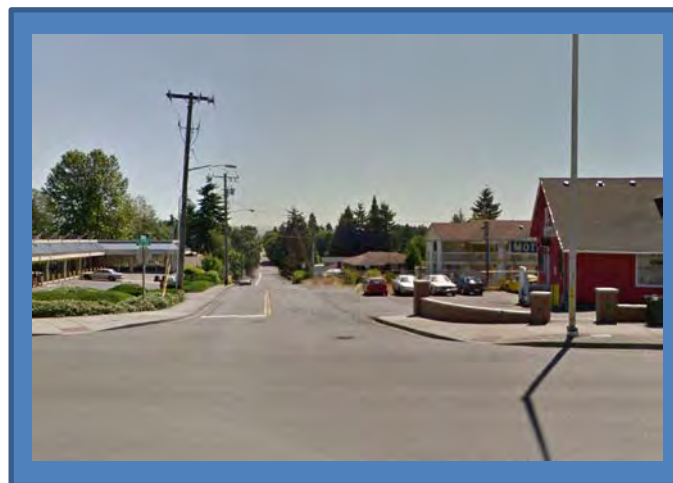
- **Option 1:** Widen roadway to 28' to accommodate two 14' travel/parking lanes. Install 5' sidewalks with curb and gutter along the north and south roadway, respectively. Install storm drainage facilities along corridor. Between Tukwila International Blvd and 42nd Ave S, new facilities can tie in to the existing storm drain mainline. East of 42nd Ave S, a new mainline is assumed to be needed. Underground overhead utilities and replace any removed street lights. Roadway improvements may require retaining walls along areas with steep slopes at undeveloped areas.



Source: Google Maps



S 146th St and 46th Ave S, facing west.



S 146th St and Tukwila International Boulevard, facing east.



Typical existing cross section (40' ROW); looking west.

PROJECT DESCRIPTION

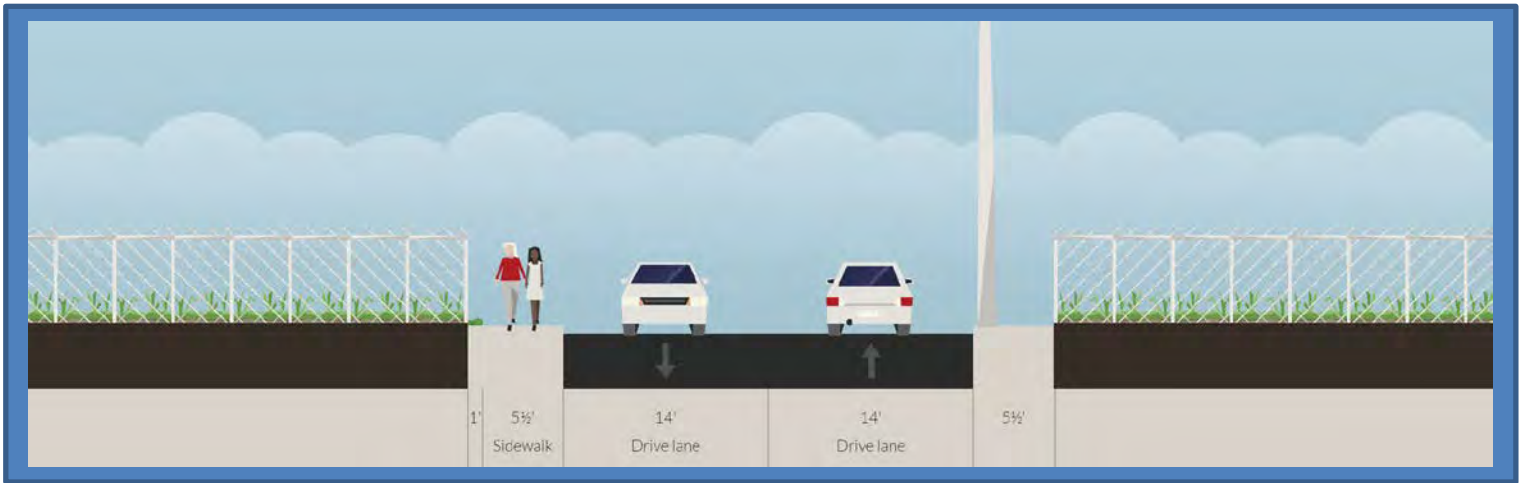
The project will widen the existing pavement, creating two 14' travel/parking lanes. 5' sidewalks with curb and gutter will be installed along the north and south sides of the corridor throughout the project. This sidewalk can tie in to the existing sidewalks at the west end of the segment.

An existing storm drain mainline appears to connect to existing catch basins west of 42nd Ave S. Here, the mainline will be maintained and all new structures will tie in to it with extended lateral connections. Between 42nd Ave S and 46th Ave S, existing catch basins were not found, so a mainline is assumed to not be in place and will be installed along with the proposed sidewalk improvements.

Improvements can be made within ROW. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$340,000
RIGHT-OF-WAY	\$513,000
CONSTRUCTION	\$2,266,000
UTILITY UNDERGROUNDING	\$2,100,000
<hr/>	
TOTAL COST	\$5,219,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Double yellow RPM centerline with white painted edge lines; average roadway width of 28' with 10' travel lanes and narrow paved shoulders.
- Corridor length of 2,050'.
- No designated bicycle facilities.
- West-side sidewalk starting at 43rd Ave S continuing south for 750'.

CONTEXT

- Adjacent developed land use is single family homes and a park on the north end.

CONSTRAINTS

- 60' ROW, narrows to 50' at one relatively short section (where roadway runs parallel to 43rd Ave S).
- Sections along corridor with steep slope on both sides; uphill embankment to the west and downhill to the east.
- Overhead utilities alternate along both sides of the corridor.

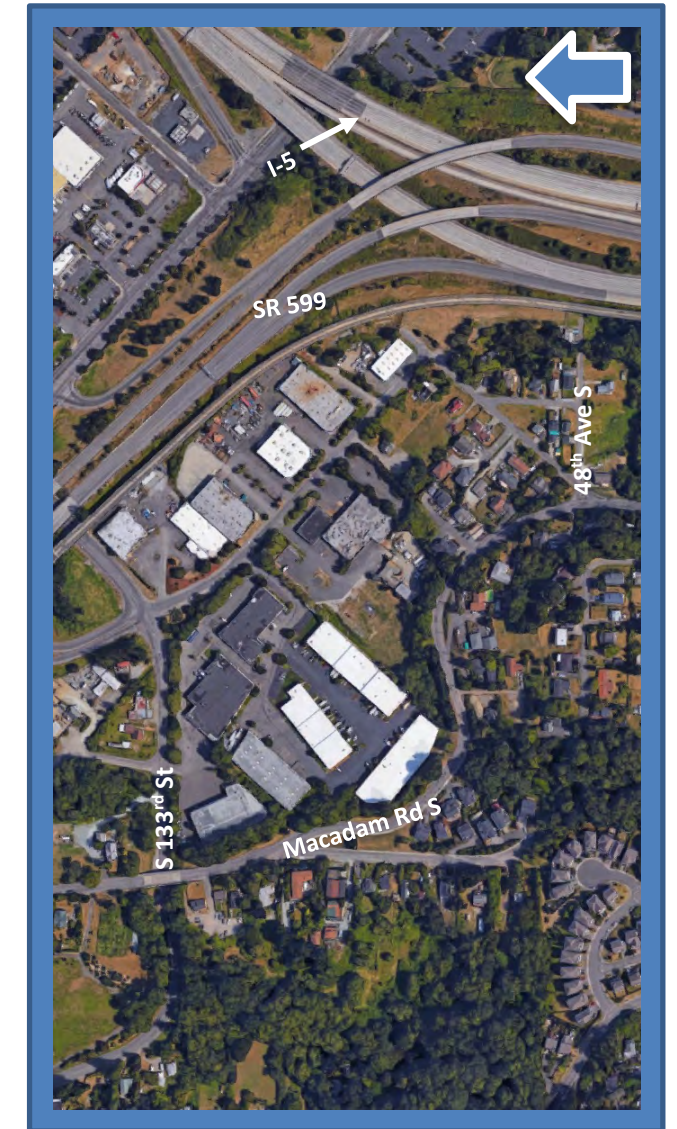
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide a north-south sidewalk that connects residents to Riverton Park.
- Increase safety for pedestrians and bicycles.

IMPROVEMENT OPTIONS

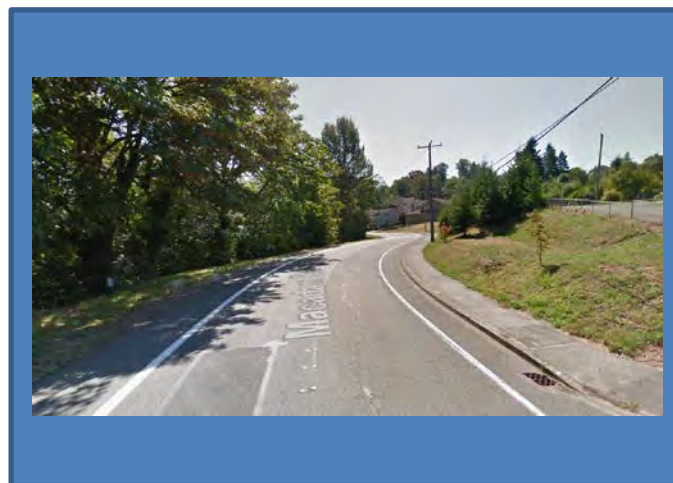
- **Option 1:** Maintain existing 10' travel lanes and install sharrow symbols to promote safe bicycle use. Install 5' sidewalks on both sides of the corridor for pedestrian use. Maintain existing sidewalk. Install storm drainage for new sidewalks and underground aerial utilities.
- **Option 2:** Widen roadway to 38' to accommodate two 10' travel lanes, two 5' bicycle lanes, and one 8' parking lane. Install 5' sidewalks with curb and gutter along both sides of roadway. Install storm drainage facilities along corridor. Underground overhead utilities and replace any removed street lights. Roadway improvements may require retaining walls along areas with steep slopes at undeveloped areas.



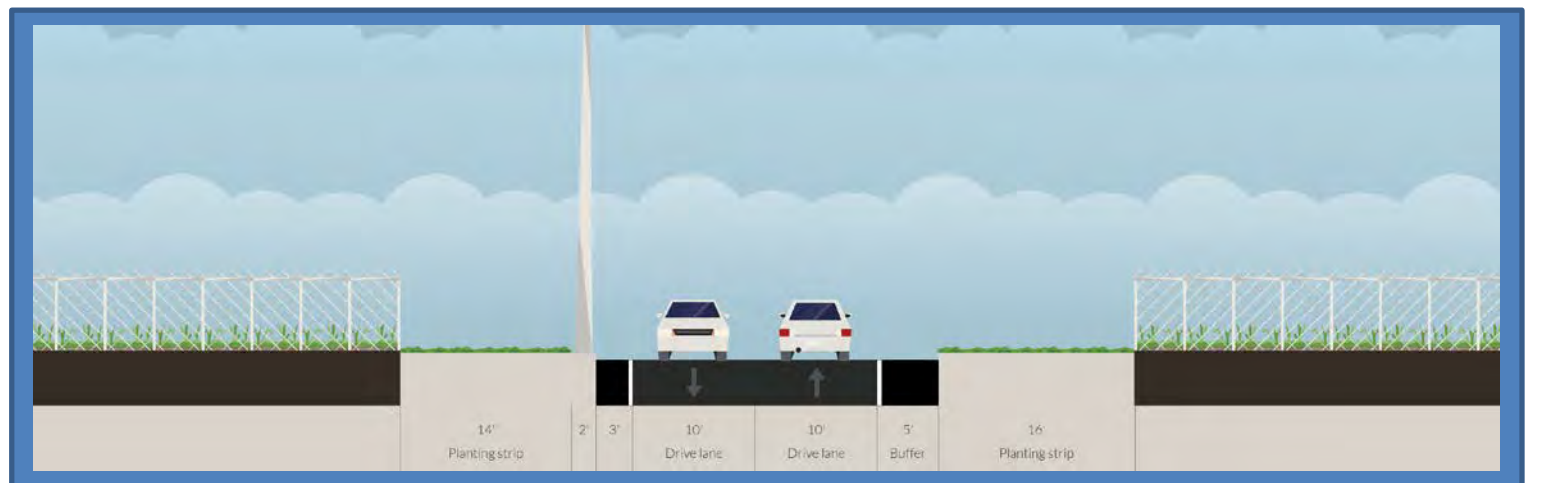
Source: Google Maps



Macadam Rd north of 48th Ave S, looking north.



Macadam Rd south of S 133rd St, looking south.



Typical existing cross section (60' ROW); looking north.

PROJECT DESCRIPTION

This project involves maintaining the existing 10’ travel lanes and installing sharrow symbols to encourage bicyclists to use the roadway. 5’ sidewalks would be installed along both sides of roadway, overlapping with the existing buffer strips. This section will not significantly widen the existing corridor, which minimizes the need for retaining walls that would become necessary as more roadway elements are added. Both sidewalk installations include curb and gutter with new catch basins, which will connect to the existing storm drainage facilities. The existing west sidewalk past 43rd Ave S will be maintained.

Improvements can be made within ROW. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$243,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,619,000
UTILITY UNDERGROUNDING	\$1,890,000
<hr/>	
TOTAL COST	\$3,752,000



Typical improved cross section for Option 1 (60’ ROW); looking north (Preferred Option)

EXISTING CONDITIONS

- No channelization; paved roadway width approx. 20' with gravel shoulder in some areas.
- Corridor length of 1,315'.
- No designated bike facilities.
- No existing sidewalk.
- Street parking permitted on gravel shoulder; does not appear heavily utilized.

CONTEXT

- Surrounding area land use predominantly single family residential.
- Transit routes serve 42nd Ave S.
- ROW* continues through to 51st Ave S; land currently forested and undeveloped.

CONSTRAINTS

- Average ROW width* of 40'.
- Overhead utilities on south side of S 148th St.
- Approximately 200' of corridor is crowded by dense vegetation and adjacent to overgrown ditches.
- Large trees in location of proposed sidewalk near 42nd Ave S and S 148th St intersection.

*ROW widths & info based on King County GIS data

OPPORTUNITIES

- Improved safety for residents along S 148th St.
- Improved corridor to 42nd Ave S and associated transit routes.
- In conjunction with improvements on S 148th St between 42nd Ave S and Tukwila International Blvd, this would provide an improved corridor to additional transit routes and local amenities.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28', add two 5' sidewalks, and install storm drainage. Underground overhead utilities throughout corridor.



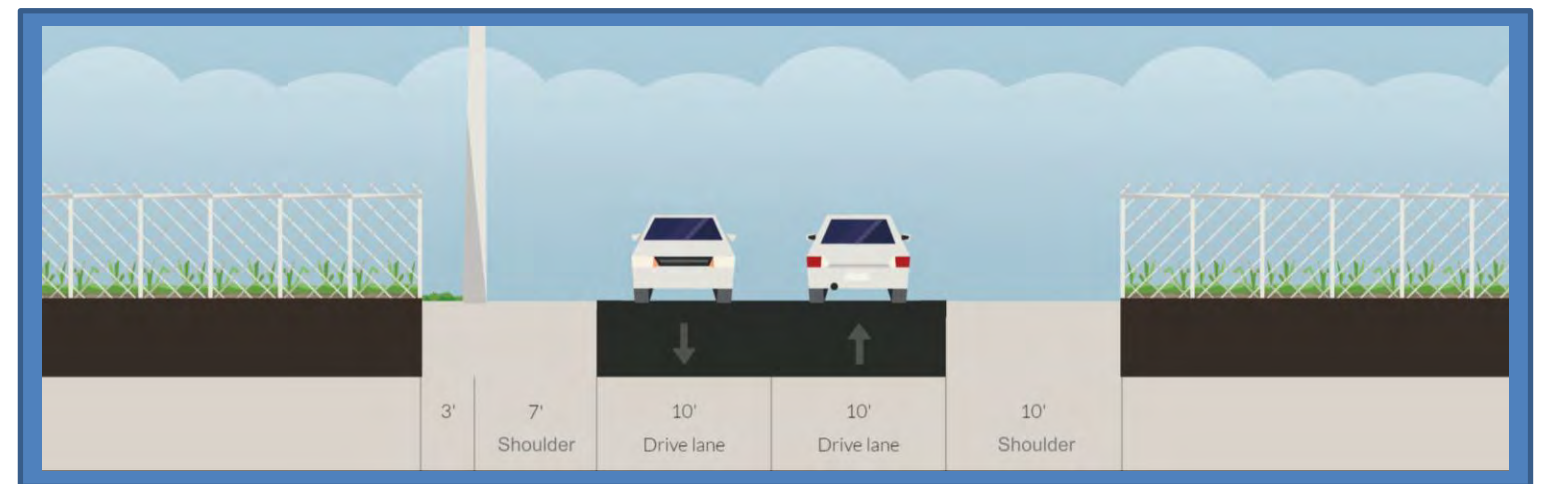
Source: Google Maps



Near 46th Ave S; looking west.



S 148th St & 42nd Ave S, large tree at end of existing sidewalk; looking east.



Typical existing section; looking west



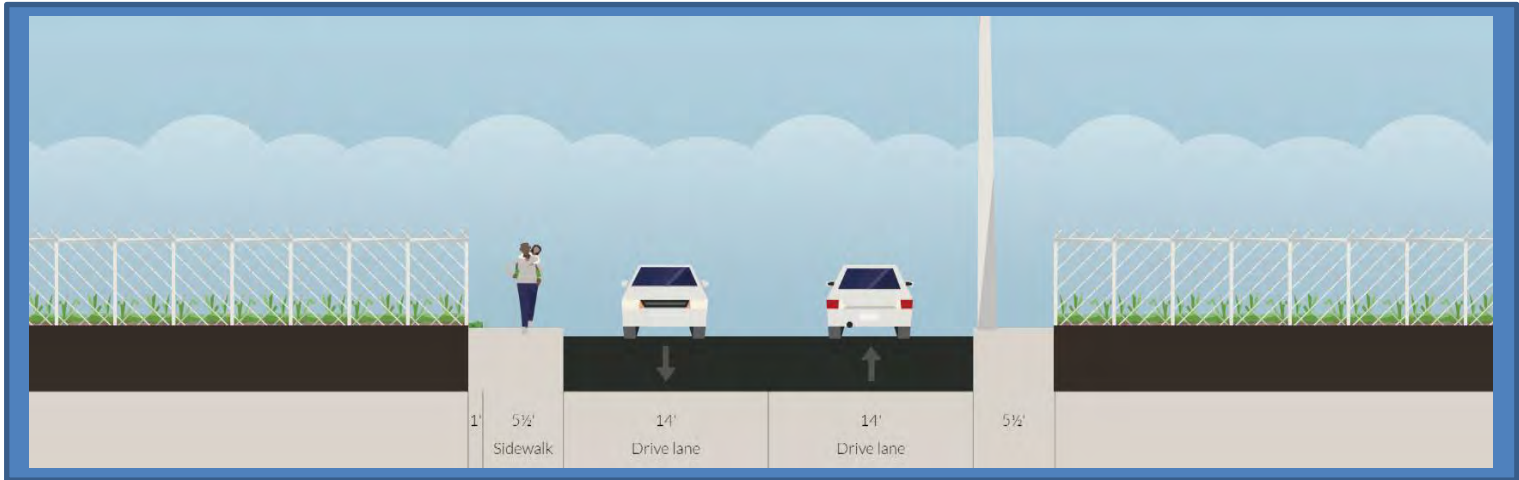
PROJECT DESCRIPTION

This project involves expanding on existing improvements by adding two 5' sidewalks, undergrounding overhead utilities, and upgrading storm drainage. The recommended improvements involve widening the roadway to 28' and installing 5' sidewalks on each side.

These improvements can be made in the existing ROW; construction easements may be required along both sides of corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$233,000
RIGHT-OF-WAY	\$327,000
CONSTRUCTION	\$1,481,000
UTILITY UNDERGROUNDING	\$1,210,000
<hr/>	
TOTAL COST	\$3,241,000



Typical improved cross section for Option 1, looking west (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Average roadway width of 25' with 10' travel lanes and a 5' shoulder. 38' width near Tukwila International Blvd.
- Corridor length of 1,630'.
- No designated bicycle facilities.
- Sidewalk only provided along south side of corridor for 100' just east of Tukwila International Blvd.

CONTEXT

- Adjacent developed land use is single family homes and some commercial at the segment's west end.

CONSTRAINTS

- 50' ROW.
- Overhead utilities along south side of corridor.

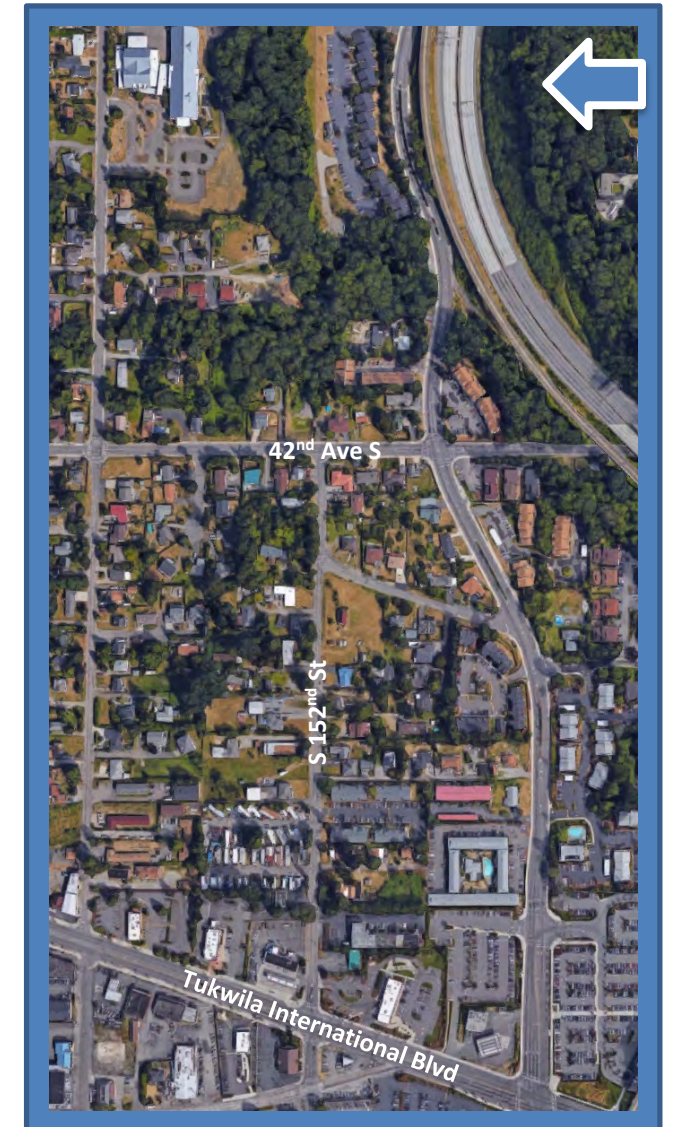
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide an east-west sidewalk that connects residents to nearby elementary school and to local businesses.
- Increase safety for pedestrians.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28' and shift centerline south by 4' to accommodate two 10' travel lanes and an 8' parking lane on the north side. Install 5' sidewalks with curb and gutter along both sides of the roadway. Install storm drainage facilities along corridor. New storm facilities can tie in to the existing storm drain mainline. Underground overhead utilities and replace any removed street lights. Roadway improvements may require retaining walls along areas with steep slopes at undeveloped areas. Maintain existing 38' section near Tukwila International Blvd.



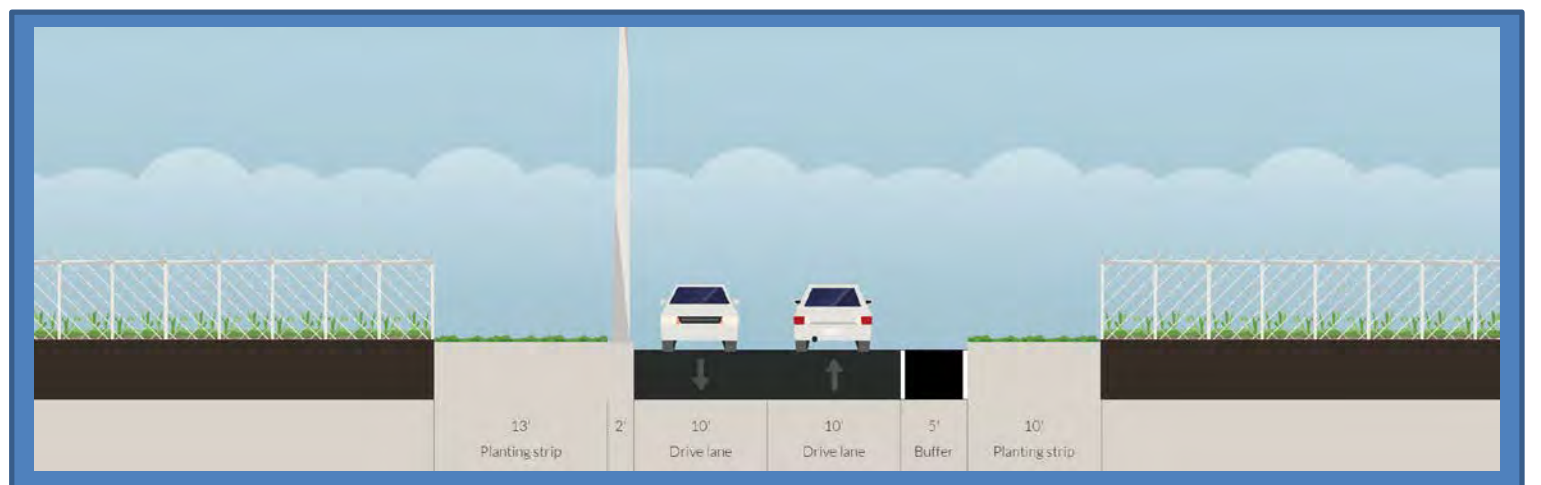
Source: Google Maps



S 152nd St and 42nd Ave S, facing west.



S 152nd St, east of Tukwila International Boulevard, facing west.



Typical existing cross section; looking west.

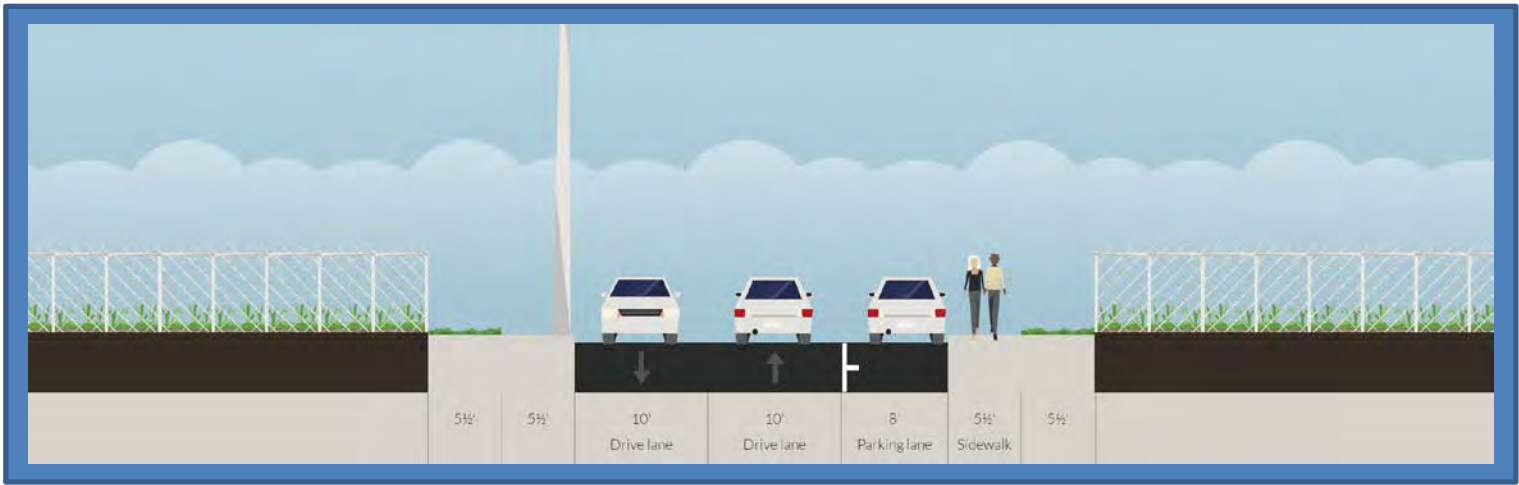
PROJECT DESCRIPTION

The project will widen the existing pavement to 28’ and shift the centerline south by 4’, creating two 10’ travel lanes and an 8’ parking lane on the north side. 5’ sidewalks with curb and gutter will be installed along the north and south sides of the corridor throughout the project. This sidewalk can tie in to the existing sidewalks at the west end of the segment where the roadway widens to the approximate width of the section proposed. The existing 38’ section at Tukwila International Blvd will be maintained.

Improvements can be made within ROW. New catch basins and lateral connections to the existing storm drain mainline will be installed. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$243,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,618,000
UTILITY UNDERGROUNDING	\$1,500,000
<hr/>	
TOTAL COST	\$3,361,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit
- Centerline RPMs and fog line along southern side of corridor for entire duration of corridor; fog line along northern side of corridor for entire duration of corridor with 3 brief moments of replacement by curb (total of 325')
- Average roadway width of 35' with 12' travel lanes
- Corridor length of 1,220'
- Existing sidewalk path on southwestern side of corridor offset from roadway for southeastern 610'

CONTEXT

- Adjacent land use is vacant and residential, with single family homes and a riverfront park (Codiga Park) in southeastern corner of corridor

CONSTRAINTS

- ROW* width is 50' (assuming roadway is centered between parcels, despite skewed parcel lines on King County Parcel Viewer).
- Utilities with illumination along northern side of corridor for entire duration of corridor and for 160' along southern side. Multiple overhead connections to homes throughout corridor.
- Fencing along edge of properties

*ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalk along southwestern side of corridor and east of 50th PI S and Railroad Ave intersection
- Improve pedestrian connectivity to Codiga Park

IMPROVEMENT OPTIONS

- **Option 1:** Remove existing curb on northern side of corridor where necessary. Widen the roadway to 38' (maintaining the existing centerline), to provide one 8' parking lane along northern side of corridor, two 10' travel lanes, and two 5' bike lanes. Install curb, gutter, and 5' sidewalk on both sides of corridor. Install new catch basins and lateral connections to existing storm drainage mainline. Underground overhead utilities and replace illumination.



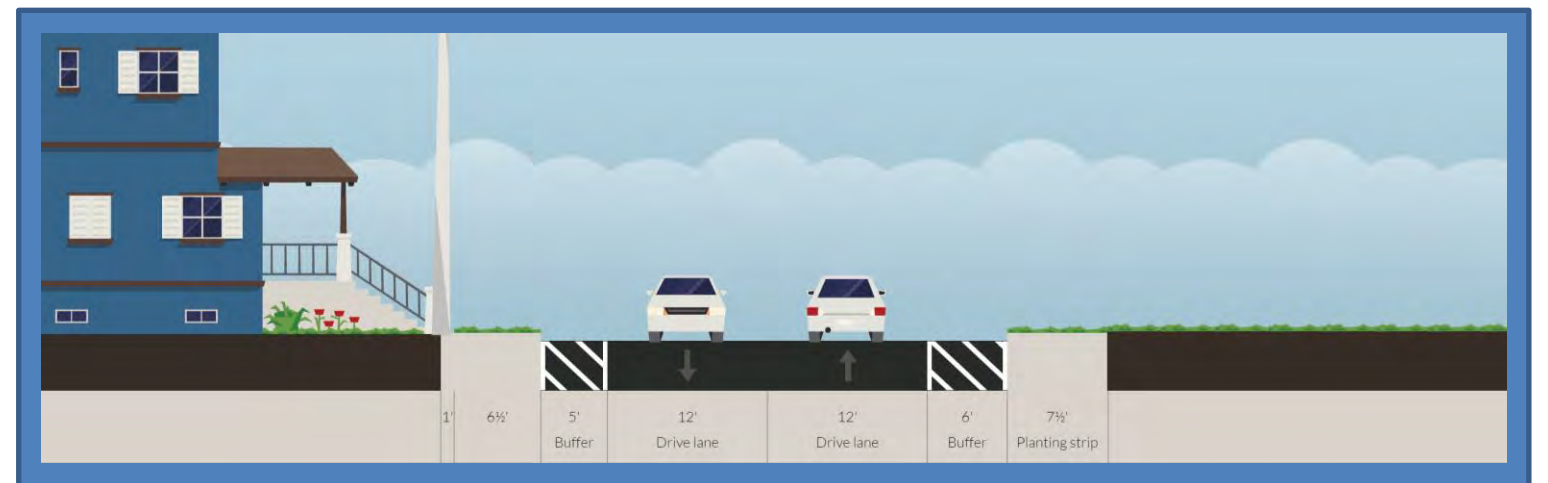
Source: Google Maps



50th PI S, showing sidewalk path offset from roadway and brief replacement of fog line with curb; looking southeast



50th PI S, showing typical existing cross section; looking southeast



Typical existing cross section; looking southeast

PROJECT DESCRIPTION

This project involves removing existing curb on the northern side where necessary and widening the existing roadway to 38' (maintaining existing centerline) to provide two 10' travel lanes, two 5' bike lanes, and one 8' parking lane along the northern side of the corridor. Curb, gutter, and 5' sidewalk will also be installed on both sides of the corridor. New catch basins will be installed and laterals will connect to the existing storm drain mainline.

The addition of a parking lane on the northern side of the corridor will allow for residential street parking in conjunction with improved pedestrian accessibility via sidewalks and bike lanes.

The improvements can be made within ROW. Construction easements will be needed along the corridor and there may be impacts to existing fencing, landscaping, fire hydrants, and mailboxes. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$176,000
RIGHT-OF-WAY	\$275,000
CONSTRUCTION	\$1,172,000
UTILITY UNDERGROUNDING	\$1,120,000
<hr/>	
TOTAL COST	\$2,743,000



Typical improved cross section for Option 1; looking southeast

EXISTING CONDITIONS

- 25 mph posted speed limit.
- No existing striping
- Average roadway width of 20'; 10' travel lanes
- Corridor length of 330'
- No existing sidewalks or bike lanes

CONTEXT

- Adjacent land use is residential and vacant, with single family homes and a school district owned field (Joseph Foster Memorial Park)
- All land on south side is undeveloped

CONSTRAINTS

- ROW* width is 30' (assuming roadway is centered between parcels, despite skewed parcel lines on King County Parcel Viewer)
 - Utility poles with illumination along south side of corridor for entire duration of corridor
 - Steep cut slopes along south side of corridor and fill slopes along north side
- *ROW widths based on King County GIS data

OPPORTUNITIES

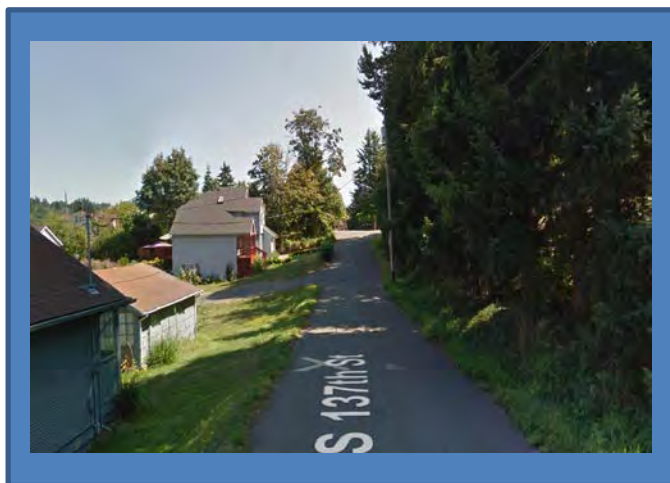
- Connect to existing sidewalks west and south of S 137th St and 52nd Ave S intersection
- Improve pedestrian connectivity to Joseph Foster Memorial Park

IMPROVEMENT OPTIONS

- **Option 1:** Shift 20' roadway south by 0.5'. Remove existing landscaping on north side of corridor and install fill retaining wall, curb, gutter, and 5' sidewalk. Install new catch basins and lateral connections to existing storm drainage mainline. Underground overhead utilities and replace light poles. Add sharrows to the roadway in each direction.



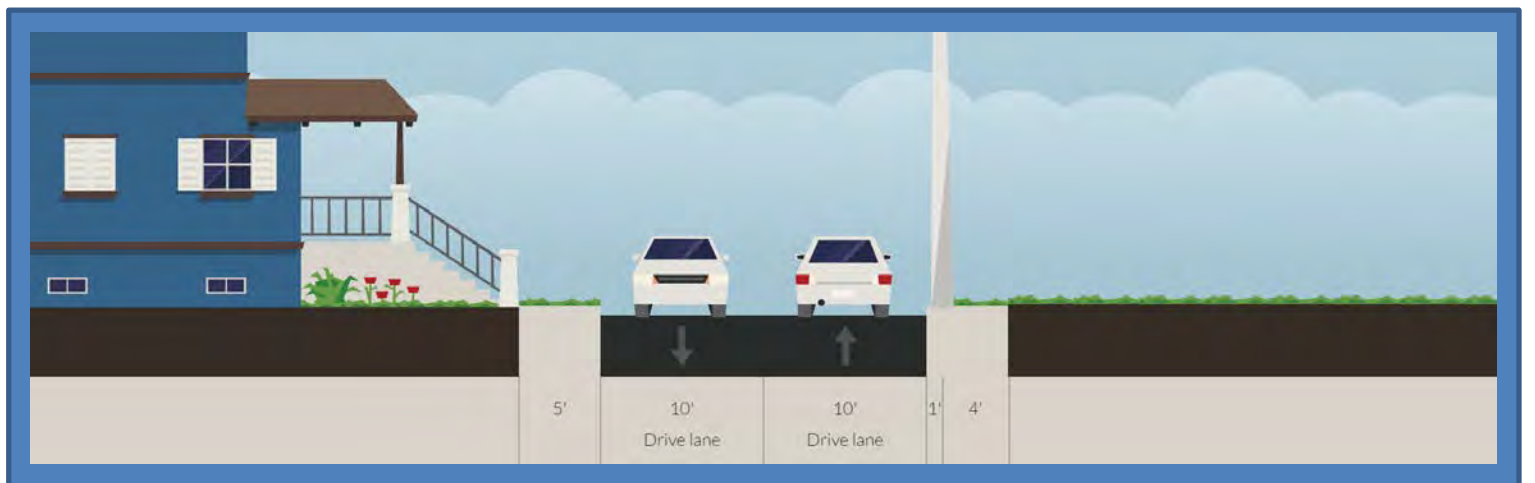
Source: Google Maps



S 137th St, showing typical existing cross section; looking east



S 137th St, showing S 137th St and 53rd Ave S intersection; looking east



Typical existing cross section; looking east

PROJECT DESCRIPTION

This project involves shifting a 20' roadway south by 0.5' and installing a fill retaining wall, curb, gutter, and 5' sidewalk on the north side of the corridor.

The addition of a sidewalk on the north side will allow a connection to the existing sidewalks near the 137th St and 52nd Ave S intersection. In addition, pedestrian connectivity to Joseph Foster Memorial Park will be improved.

Sharrows will be added to the roadway in each direction.

Construction easements will be needed along the corridor and there may be impacts to existing landscaping and mailboxes. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$69,000
RIGHT-OF-WAY	\$42,000
CONSTRUCTION	\$458,000
UTILITY UNDERGROUNDING	\$300,000
<hr/>	
TOTAL COST	\$869,000



Typical improved cross section for Option 1; looking east

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Double yellow centerline with sidewalk on south side; average roadway width of 22' with 11' lanes.
- Corridor length of 1,400'.
- No designated bicycle facilities.

CONTEXT

- Adjacent land use is predominately single family residential with some commercial at the west end.
- No transit along corridor.
- Major corridor (TIB) at west end of segment and elementary school just beyond east end of segment.

CONSTRAINTS

- ROW is either 40', 50' or 60' throughout the corridor. Various property lines are offset 10' from adjacent lines.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide an east-west sidewalk on the north side to connect more residents to businesses along major corridor and to school.

IMPROVEMENT OPTIONS

- **Option 1:** Widen existing roadway to accommodate two 14' travel/parking lanes. Install 5' sidewalks with curb and gutter along north side of roadway. Maintain recent south-side sidewalk installation. Underground overhead utilities.



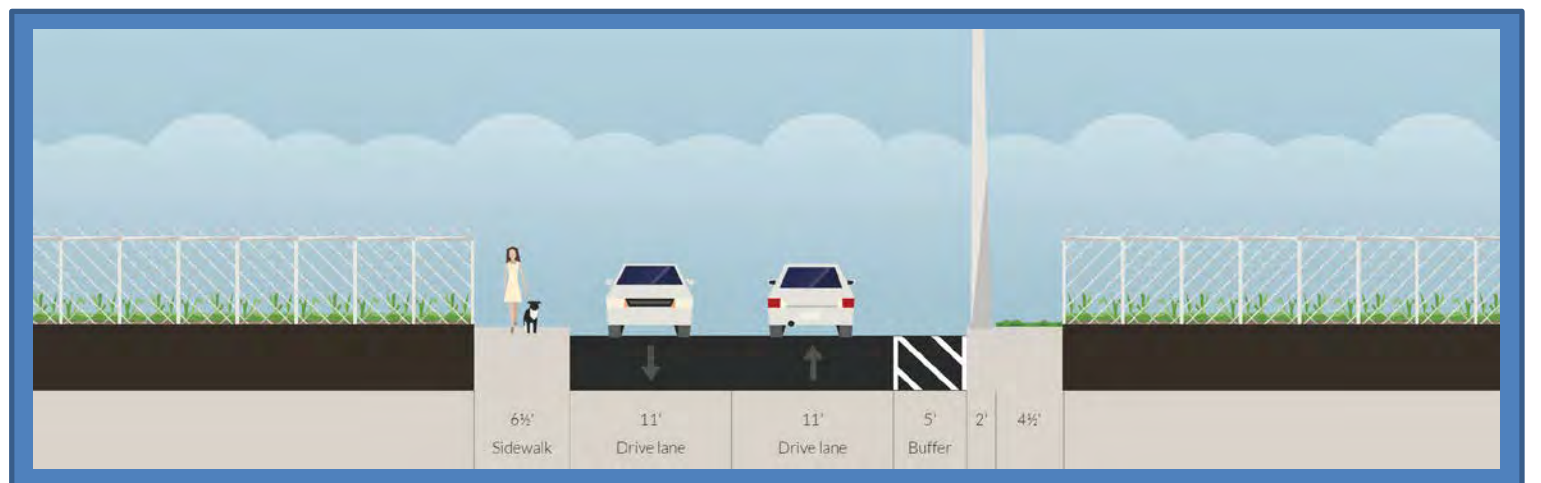
Source: Google Maps



S 150th St and Tukwila International Blvd, looking east.



S 150th St and 42nd Ave S, looking northwest.



Typical existing cross section (40' ROW); looking west.

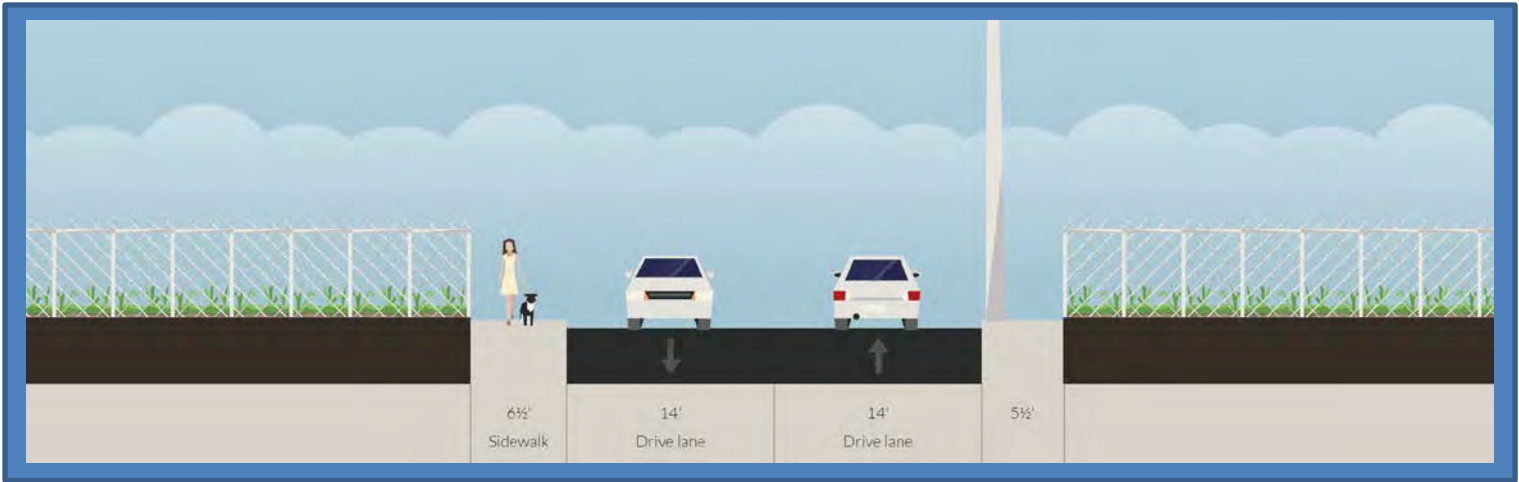
PROJECT DESCRIPTION

The project will widen the existing pavement to the north, creating two 14' travel/parking lanes (the roadway centerline would shift north 3'). 5' sidewalks with curb and gutter will be installed along the north side of the corridor throughout the project. This sidewalk can tie in to the existing sidewalks at either end of the segment.

Storm drainage will be installed throughout the corridor. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding. Additionally, a retaining wall will be required at the east end of the segment due to a steep cut slope along the north side.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$170,000
RIGHT-OF-WAY	\$84,000
CONSTRUCTION	\$1,127,000
UTILITY UNDERGROUNDING	\$1,290,000
<hr/>	
TOTAL COST	\$2,671,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 124th St from 42nd Ave S to 51st Place S

EXISTING CONDITIONS

- Posted speed of 25 mph
- 2 Lanes (12' each).
- Corridor length of 2,410'.
- Existing sidewalk length of 850' on south side of road.
- Paved shoulder approx. 8' wide along majority of corridor.

CONTEXT

- Surrounding area land use predominantly single family residential.
- S 124th St is a truck route, heavily used by trucks entering and exiting the BNSF Facility.
- Access to the Green River Trail and Interurban Ave S south of S 124th St via the Allentown Bridge.
- Extruded curb separates paved shoulder and drive lane on north side of S 124th St.

CONSTRAINTS

- Average ROW width* of 60' (assume roadway is centered in ROW).
- Overhead utilities on north side of S 124th St.
- S 124th St is a major truck route with no alternative routes due to the location of the BNSF Railway facility.
- Significant number of large trees along south side of S 124th St.

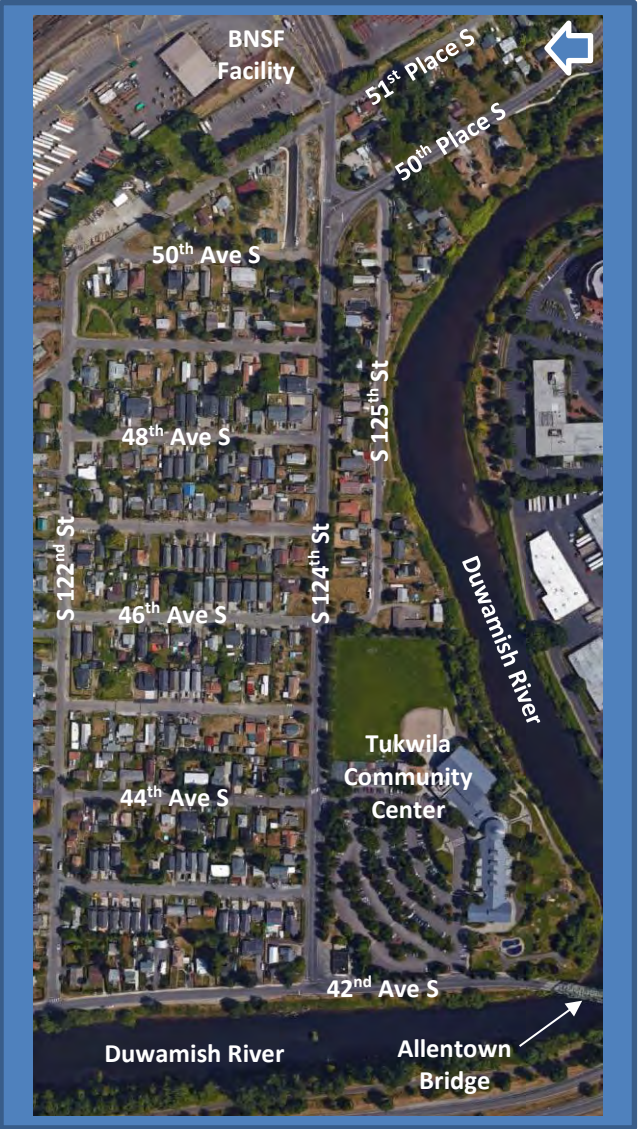
*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved bicycle and pedestrian corridor to the Tukwila Community Center.
- Improved safety at angled intersection of S 124th St & 50th Place S.
- In conjunction with improvements on 42nd Ave S across the Allentown Bridge this would provide an improved corridor to the Green River Trail, Interurban Ave S and local transit routes.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 40' to provide 12' travel lanes and 8' parking lanes throughout corridor. Install 5' sidewalk with curb and gutter, each side. Maintain existing sidewalk currently bordering the Tukwila Community Center property. Underground overhead utilities. Install new catch basins and tie in to existing storm drain mainline.



Source: Google Maps



BNSF Facility at S 124th St & 51st Place S; looking east.



Angled intersection of S 124th St & 50th Place S.



Typical existing section; looking west.

PROJECT DESCRIPTION

The recommended improvements widen the existing roadway to accommodate two 12’ shared lanes and two 8’ parking lane and install curb, gutter, and sidewalks along the corridor. The existing sidewalks adjacent to the Tukwila Community Center will be maintained.

Overhead utilities will be undergrounded and streetlights replaced. Street parking adjacent to the Tukwila Community Center will remain, with the addition of striping along the existing parking lane. New catch basins will tie in to existing storm drainage mainline.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$399,000
RIGHT-OF-WAY	\$48,000
CONSTRUCTION	\$2,660,000
UTILITY UNDERGROUNDING	\$2,220,000
<hr/>	
TOTAL COST	\$5,327,000



Typical improved cross section for Option 1, looking west (Preferred Option)

EXISTING CONDITIONS

- Average roadway width of 18'.
- Corridor length of 590'.
- No designated bicycle facilities.
- Existing 5' sidewalk along south side for middle 380'.

CONTEXT

- Adjacent land use is single family residential.
- No transit along corridor.
- Elementary school just south of west end of segment.

CONSTRAINTS

- 40' ROW.
- Overhead utilities along south side.

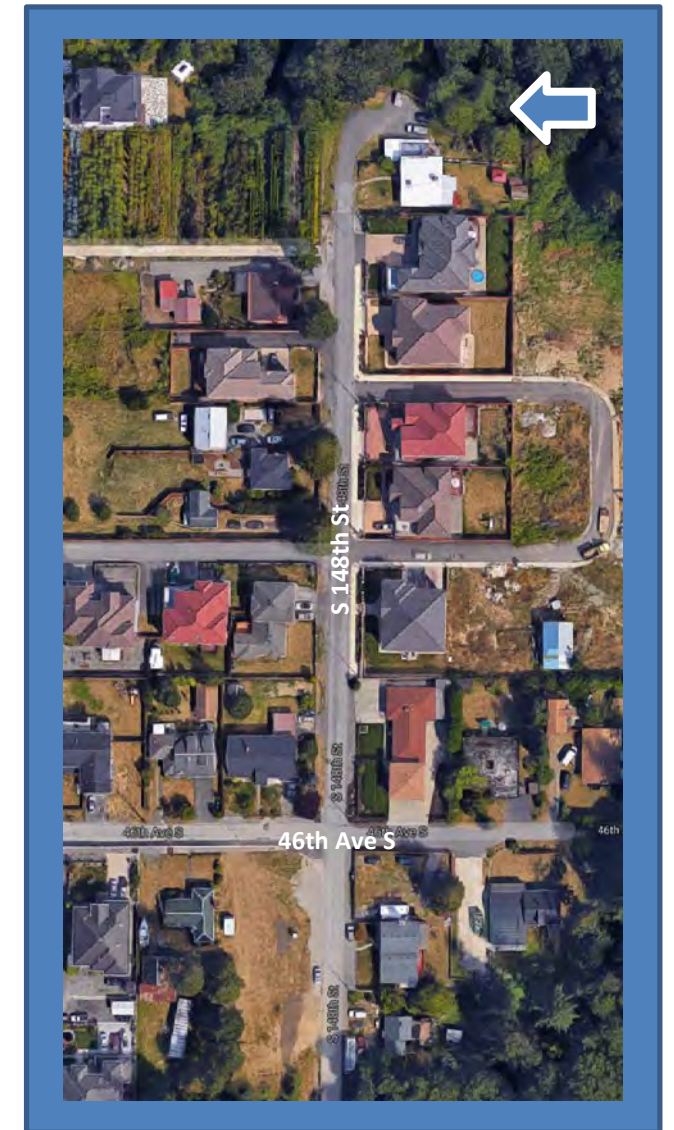
**ROW widths based on King County GIS data*

OPPORTUNITIES

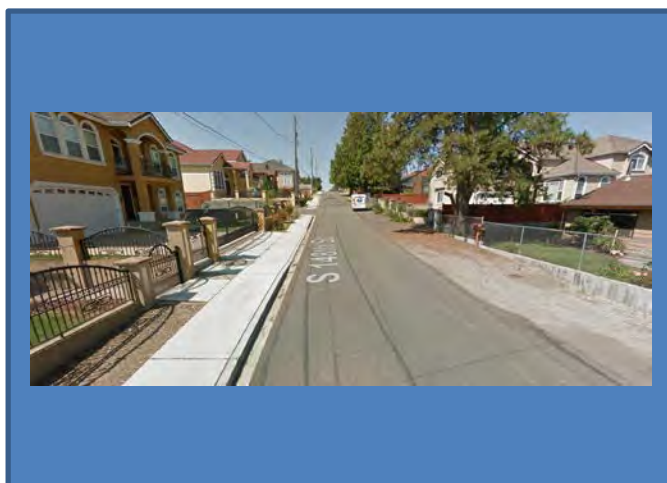
- Provide an east-west sidewalk on both sides to connect more residents to businesses along major corridor and to school.

IMPROVEMENT OPTIONS

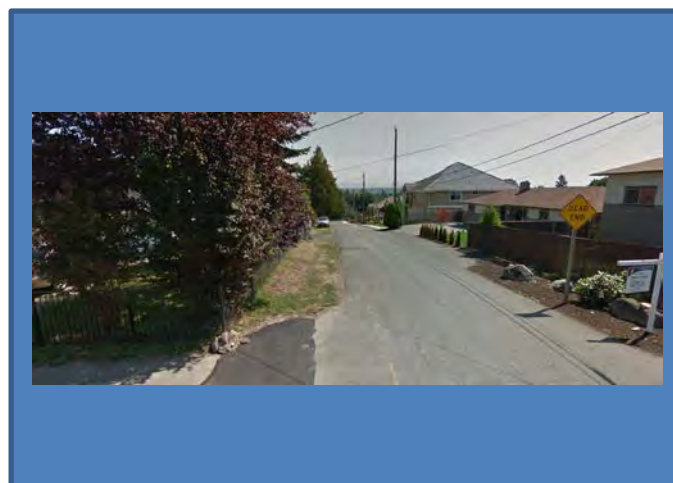
- **Option 1:** Widen existing roadway to the north to accommodate two 10' travel lanes. Install 5' sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities. Maintain existing sidewalks along south side.



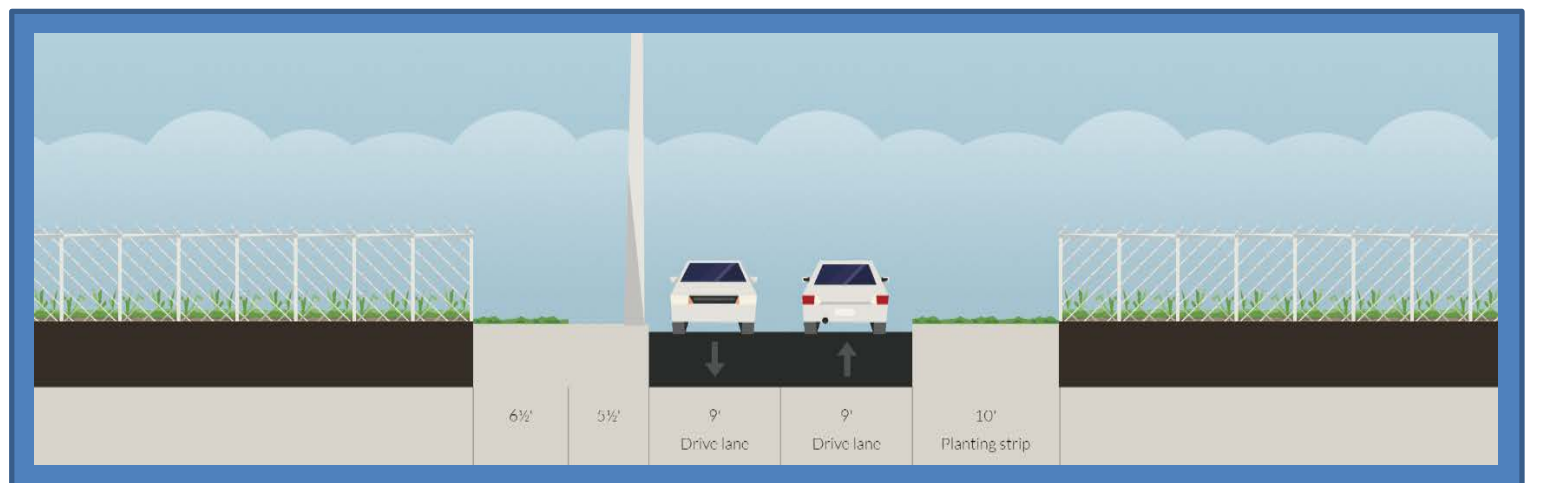
Source: Google Maps



S 148th St, looking west.



S 148th St, looking east.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

The project will widen the existing pavement to the north, creating two 10' travel lanes. 5' sidewalks with curb and gutter will be installed along both sides of the corridor throughout the project. The existing sidewalk will be maintained.

This configuration will restrict parking along the corridor. But, due to the location of the existing sidewalk, that is unavoidable without acquiring ROW on the north side or replacing the new south-side sidewalk.

Storm drainage will be installed throughout the corridor. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$69,000
RIGHT-OF-WAY	\$37,000
CONSTRUCTION	\$454,000
UTILITY UNDERGROUNDING	\$540,000
<hr/>	
TOTAL COST	\$1,100,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 130th St from 32nd Ave S to Tukwila International Blvd

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 20’.
- Corridor length of 580’; road length approximately 480’, pedestrian path to Tukwila International Blvd approximately 100’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single family.
- Tukwila International Blvd does not intersect with S 130th St. There is a public staircase located at the east end of S 130th St.

CONSTRAINTS

- Average ROW width* of 60’.
- Overhead utilities on south side of S 130th St.
- Drainage ditch on south side of S 130th St.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian corridor to Tukwila International Blvd and associated transit routes.
- Improved safety and accessibility for residents along S 130th St.

IMPROVEMENT OPTIONS

- Option 1: Widen S 130th St to 36’ to provide two 10’ travel lanes and 8’ parking lanes. Install 5’ sidewalks throughout. Underground overhead utilities. Install storm drainage.



Source: Google Maps



32nd Ave S turns on to S 130th St; looking north.



Public staircase behind barrier at corner of S 130th St & 34th Ave S; looking east.



Typical existing section; looking east.

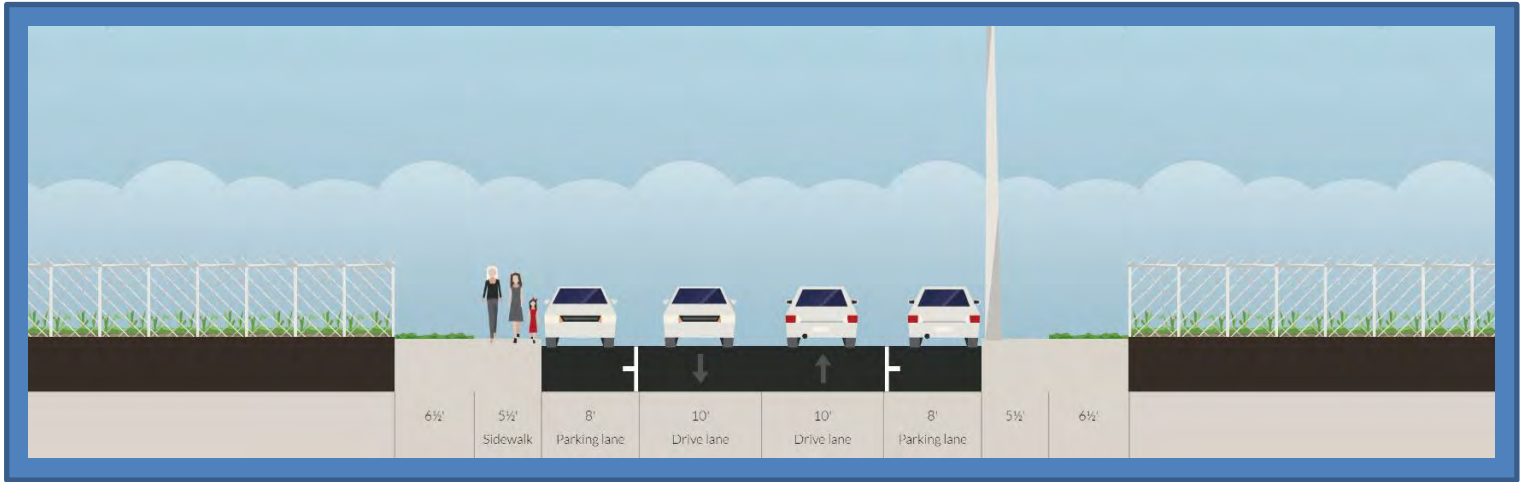
PROJECT DESCRIPTION

This project involves widening the existing roadway, adding 5’ sidewalks, modifying storm drainage facilities, undergrounding overhead utilities, and relocating streetlights. This narrow road is approximately 20’ wide now and will be widened to 36’ to accommodate two 8’ parking lanes. Currently, the storm drainage facilities on this road include drainage ditches and catch basins; these will be modified as sidewalks and curbs are added.

These improvements can be made in the existing ROW and construction easements will not be needed. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$116,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$772,000
UTILITY UNDERGROUNDING	\$440,000
<hr/>	
TOTAL COST	\$1,328,000



Typical Cross section for Option 1, looking west (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 25'.
- Corridor length of 1,100'.
- No designated bicycle facilities or sidewalks west of 48th Place S. Sidewalk on north side of S 146th St east of 48th Place S.

CONTEXT

- Surrounding area land use predominantly single family.
- Multiple parcels on this corridor are owned by a wholesale nursery; larger vehicles likely frequent S 146th St.
- S 146th St ends between 48th Place S and 51st Ave S; where slopes

CONSTRAINTS

- Average ROW width* of 35'.
- Utility poles on both sides of S 146th St.
- 48th Place S and S 146th St are dead-end streets; S 146th St does not currently have a turn-around area.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved safety for residents along S 146th St.
- In conjunction with improvements on 46th Ave S, this project would create a pedestrian corridor to local transit routes, the public library and pool, and multiple schools.

IMPROVEMENT OPTIONS

- Option 1: Maintain a consistent roadway width of 20' to accommodate two 10' lanes. Add 5' sidewalks to both sides of S 146th St. Underground overhead utilities and add or modify storm drainage facilities.
- Option 2: Increase drive lane widths to 12' each and add sidewalk on north side of road. Underground overhead utilities and add or modify storm drainage facilities.



Source: Google Maps



S 146th St ends, ROW continues to 51st Ave S; looking east.



Utility poles near edge of pavement at S 146th St & 46th Ave S; looking east.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

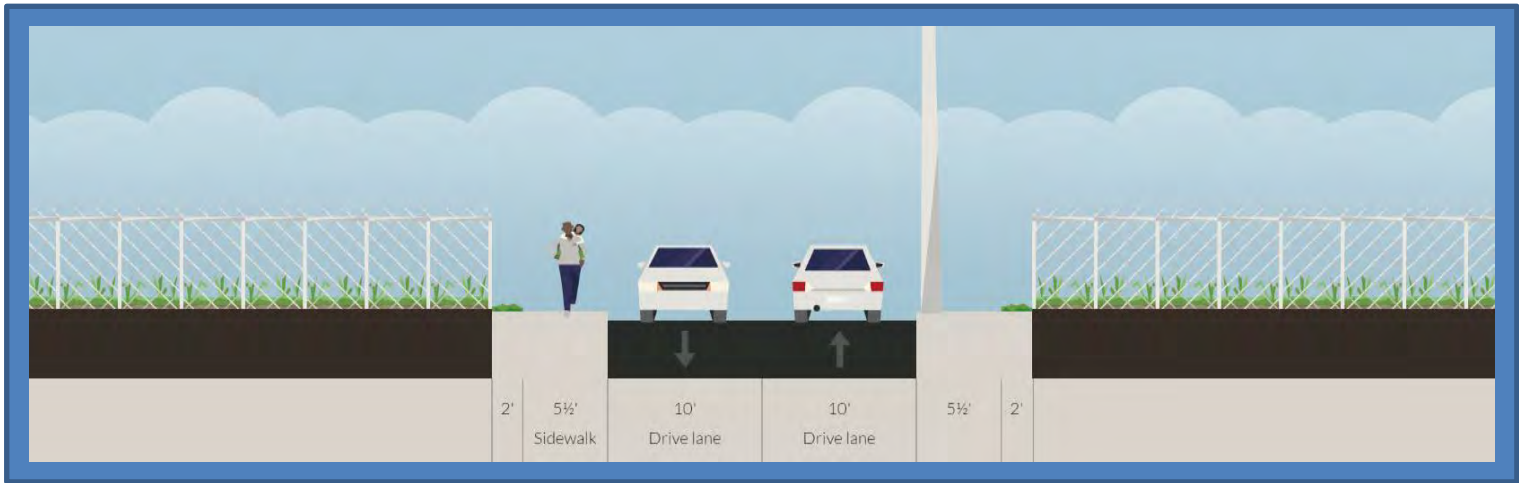
This project involves narrowing the existing roadway to accommodate 5' sidewalks on both sides of S 146th St, undergrounding overhead utilities, adding or modifying storm drainage facilities, and adding crosswalks and stop bars at each intersection.

The east end of S 146th St does not currently have a turn-around area and slopes drastically increase east of the end of the street. Modifications to this area are not included in this project. Improvements between 48th Place S and the end of S 146th St will included adding a sidewalk to the south side of the street and adding striping. West of 48th Ave S, sidewalks are needed on both sides of the street and the average roadway width will be reduced to 20'.

These improvements can be made in the existing ROW; construction easements will be needed along both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$150,000
RIGHT-OF-WAY	\$235,000
CONSTRUCTION	\$999,000
UTILITY UNDERGROUNDING	\$1,010,000
<hr/>	
TOTAL COST	\$2,394,000



Typical improved cross section for Option 1, looking west (Preferred Option)

S 122nd St from 42nd Ave S to 51st Place S

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 21' with heavily utilized parking on soft shoulders.
- Corridor length of 2,020'.
- No designated bike facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single family; BNSF railroad near east end of S 122nd St.
- Sewer pump station at east corner of S 122nd St and 51st Place S intersection; vehicle access and parking at this corner must be accommodated.
- 42nd Ave S, at west end of S 122nd St, is a corridor to multiple trails, transit routes and parks.

CONSTRAINTS

- Average ROW width of 50'.
 - Overhead utilities on north side of S 122nd St.
 - Large trees near edge of road.
 - Heavily utilized street parking; improvement options must include parking lanes on south or both sides of road.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian corridor along S 122nd St, providing access to 42nd Ave S.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28' to provide two-way travel and parking on each side. Install curb, gutter, and 5' sidewalk throughout project. Underground overhead utilities. Install new catch basins, tie in to existing storm drain mainline.



Source: Google Maps



Sewer pump station at east end of S 122nd St; looking SE.



Angled intersection at S 122nd St & 44th Place S; looking NW.



Typical existing cross section; looking west.

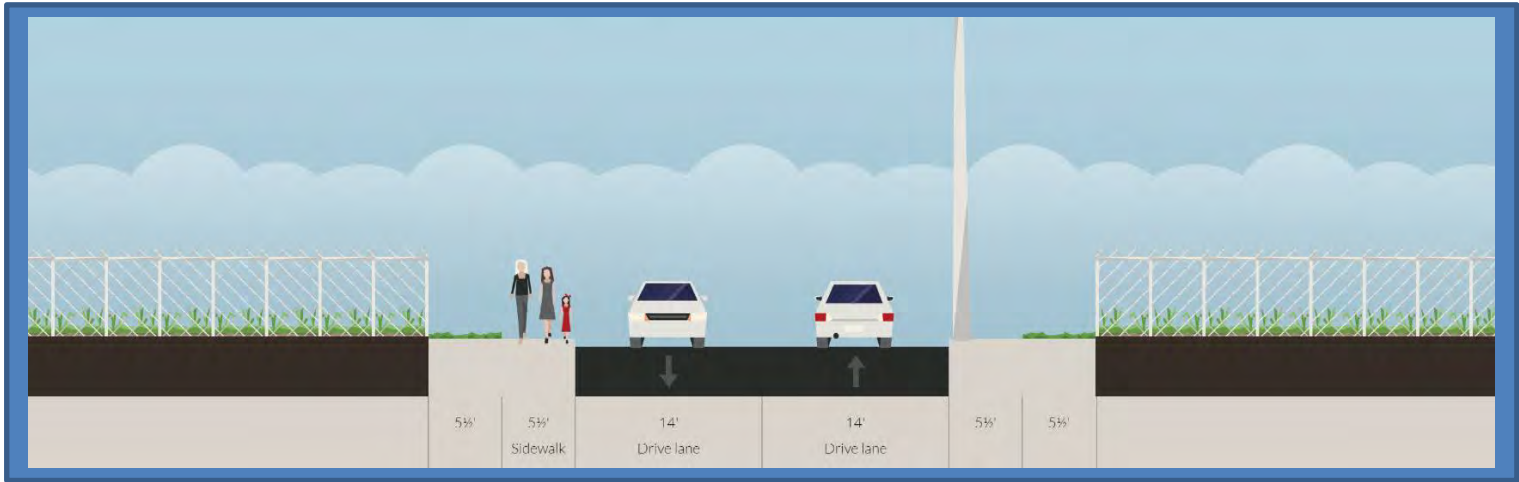
PROJECT DESCRIPTION

This project involves underground overhead utilities, widening existing roadway to 28', adding 5' sidewalks with curb and gutter, and modifying storm drainage facilities. The proposed roadway section will accommodate two-way travel and curbside parking in each direction. New catch basins in the new curb line will tie in to the existing storm drainage mainline.

These improvements can be made in the existing ROW without needing construction easements. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$337,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$2,244,000
UTILITY UNDERGROUNDING	\$1,860,000
<hr/>	
TOTAL COST	\$4,441,000



Typical improved cross section for Option 1, looking west (Preferred Option)

37th Ave S from S 126th St to Tukwila International Blvd

EXISTING CONDITIONS

- Posted speed of 25 mph
- Roadway width varies from 18' to 22'. 10' wide shoulder/parking area for 430' south of S 130th St.
- Corridor length of 1,600'.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single family.
- 37th Ave S ends at Tukwila International Blvd, with an estimated 5' elevation difference between roadways. No pedestrian access currently exists.

CONSTRAINTS

- ROW 40' between S 126th St and S 128th St, 60' elsewhere.
 - Overhead utilities on east side of 37th Ave S.
 - Elevation difference between Tukwila International Blvd and south end of 37th Ave S may add complications to adding a ramp or staircase.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian safety along 37th Ave S.
- Improved access to Tukwila International Blvd; adding a ramp or staircase between the south end of 37th Ave S and

IMPROVEMENT OPTIONS

- Option 1: In 40' ROW, widen roadway to 28' with 5' sidewalks along both sides. In 60' ROW, widen roadway to 36' with 5' sidewalks along both sides. Install storm drainage and underground overhead utilities.



Source: Google Maps



Slopes and ditches adjacent to 37th Ave S; looking north.



Dead-End on 37th Ave S at Tukwila International Blvd; looking south.



Typical existing section (40' ROW); looking north.

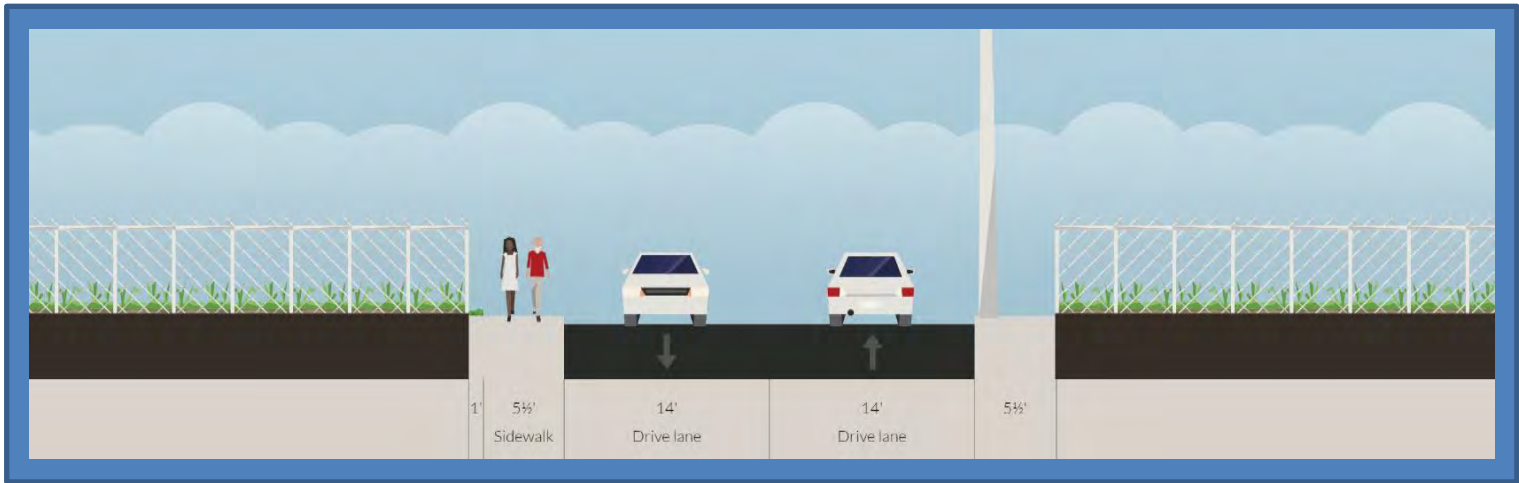
PROJECT DESCRIPTION

In the 40' ROW section—between S 126th St and S 128th St—the roadway will be widened to 28' to provide two-way travel and curbside parking in each direction. In the remaining 60' ROW portion of the corridor, the roadway will be widened to 36' to provided two 10' travel lanes and 8' parking lanes. Throughout the project, curb, gutter, and 5' sidewalk will be installed along with new storm drainage. Aerial utilities will be undergrounded.

These improvements can be made in the existing ROW; construction easements will be needed along both sides of this corridor where the ROW is 40' wide. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$327,000
RIGHT-OF-WAY	\$95,000
CONSTRUCTION	\$2,176,000
UTILITY UNDERGROUNDING	\$1,470,000
<hr/>	
TOTAL COST	\$4,068,000



Typical improved cross section for Option 1 (40' ROW), looking north (Preferred Option)

35th Ave S from North End to Tukwila International Blvd

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; roadway width varies between 12' and 25'.
- Corridor length of 1,550'.
- No designated bike facilities.
- No sidewalks along majority of corridor; sidewalk on east side of 35th Ave S north of S 126th St.

CONTEXT

- Surrounding area land use predominantly single family.
- Transit routes serve Tukwila International Blvd
- ROW narrows to approx. 20' between S 126th St & S 128th St.
- 35th Ave S is one-way northbound between

CONSTRAINTS

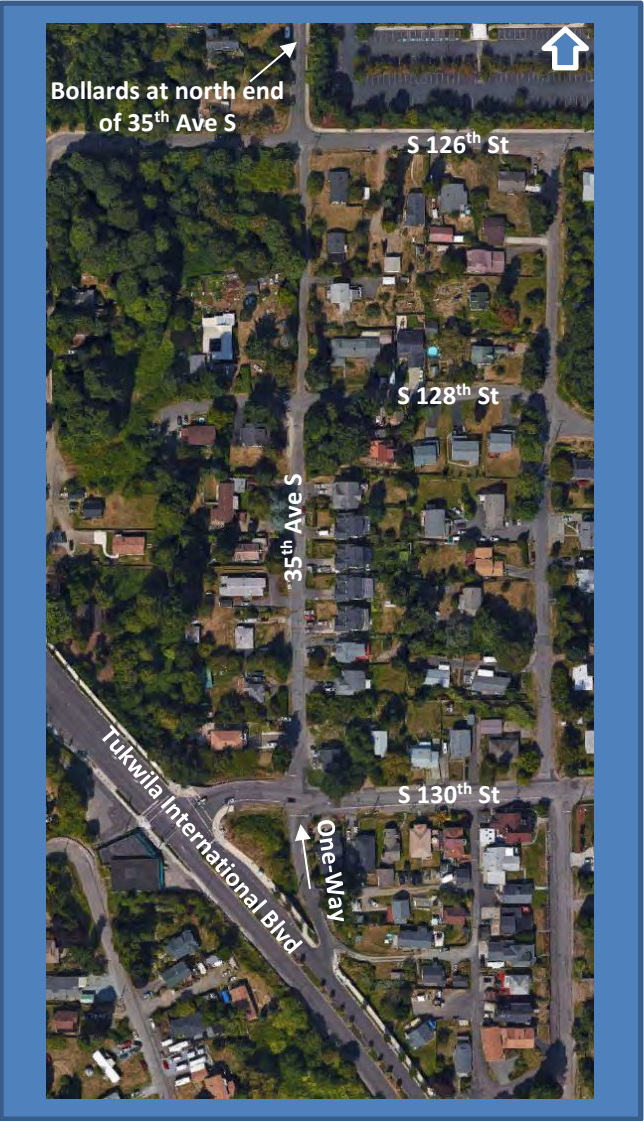
- ROW is 55' north of S 126th St, 20' between S 126th St and S 128th St, and 60' south of S 128th St.
 - Overhead utilities on east side of 35th Ave S.
 - Barrier and wall on either side of 35th Ave S between S 130th St and Tukwila International Blvd.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian and bicycle corridor to Tukwila International Blvd and associated transit routes.
- Properties on west side of 35th Ave S between S 126th St and S 128th St do not have any structures adjacent to the road; potential to acquire ROW and widen this narrow section of road.
- There is no sidewalk or bike lane on the 140' segment of S 130th St between 35th Ave S & Tukwila International Blvd. Improvements to this segment would complete a bike-friendly corridor to Tukwila International Blvd.

IMPROVEMENT OPTIONS

- Option 1: North of S 126th St, widen roadway to west to 28'. Install west-side sidewalk with curb and gutter. Maintain east sidewalk. Between S 126th St and S 128th St, maintain existing roadway width and install curb, gutter, and 5' sidewalk on east side. Between S 128th St and S 130th St, widen roadway to 36'. Install 5' sidewalks with curb and gutter. Between S 130th St and Tukwila International Blvd, maintain existing roadway width and install 5' sidewalks, each side. Install storm drainage throughout corridor where sidewalks are installed. Underground aerial utilities.
- Option 2: Same as Option 1 above, except for between S 126th St and S 128th St. In this area, acquire at least 5.5' of ROW to install a west sidewalk as well.



Source: Google Maps



35th Ave S dead-ends at a factory parking lot north of S 126th St; looking north.



35th Ave S narrow segment between S 126th St & S 128th St; looking south.



Typical existing cross section, representative of section with 50' wide ROW; looking north.

PROJECT DESCRIPTION

This project proposes different improvements based on different ROW widths in the corridor. The four different sections are described below:

North of S 126th St (55' ROW), widen roadway to west to 28' and install 5' west-side sidewalk with curb and gutter. Maintain east sidewalk.

Between S 126th St and S 128th St (20' ROW), maintain existing roadway width and install curb, gutter, and 5' sidewalk on east side. No improvements recommended for west side.

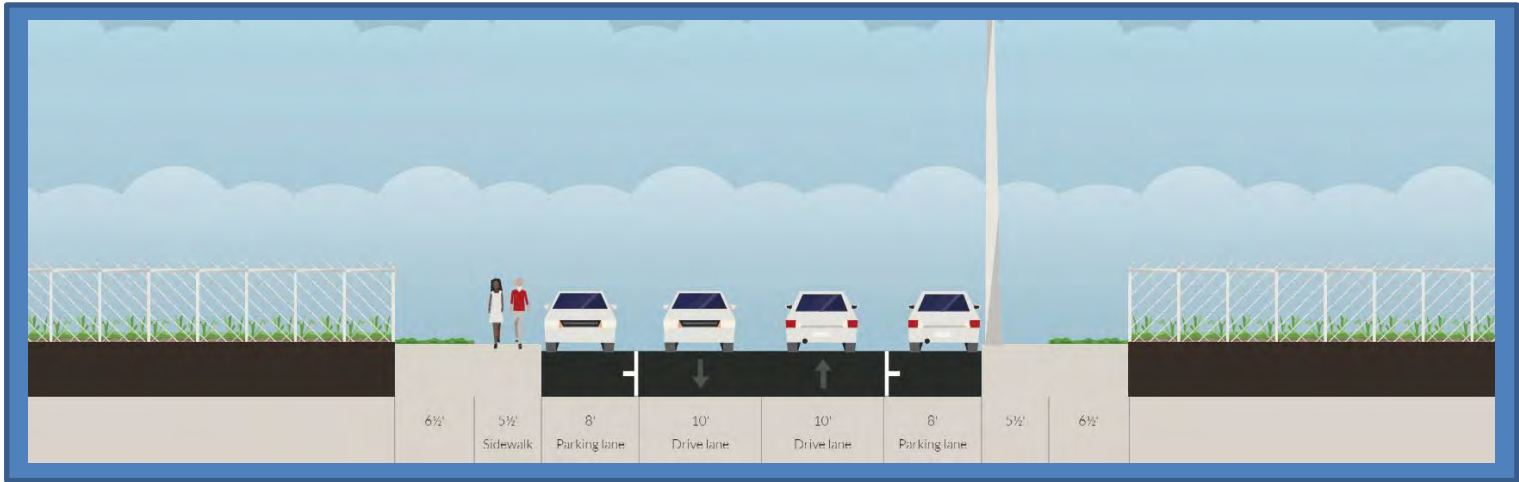
Between S 128th St and S 130th St (60' ROW), widen roadway to 36' to provide 10' travel lanes and 8' parking lanes. Install 5' sidewalks with curb and gutter.

Between S 130th St and Tukwila International Blvd (60' ROW), narrow roadway to install 5' sidewalk along west side without impacting existing retaining wall.

Install storm drainage and underground aerial utilities throughout the corridor. All of the improvements can be made in the existing ROW; construction easements will be needed along both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$212,000
RIGHT-OF-WAY	\$54,000
CONSTRUCTION	\$1,412,000
UTILITY UNDERGROUNDING	\$1,410,000
<hr/>	
TOTAL COST	\$3,088,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Double yellow centerline striping near Tukwila International Blvd.
- 26' average roadway width, including 6' paved shoulder/walkway along north side.
- Corridor length of 1,150'.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Adjacent land use is predominately single family residential with some commercial at the west end.
- No transit along corridor.
- Major corridor (TIB) at west end of segment and elementary school near east end of segment.

CONSTRAINTS

- 40' ROW generally, with select parcels extending to 50' ROW throughout.

**ROW widths based on King County GIS data*

OPPORTUNITIES

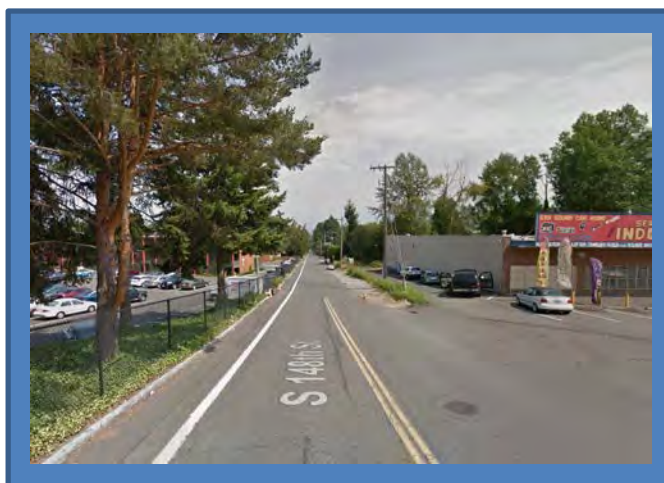
- Provide an east-west sidewalk on both sides to connect more residents to businesses along major corridor and to school.

IMPROVEMENT OPTIONS

- **Option 1:** Widen existing roadway to accommodate two 14' travel lanes. Install 5' sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities. Connect new catch basins to existing storm drain mainline.



Source: Google Maps



S 148th St and Tukwila International Blvd, looking east.



S 148th St and 42nd Ave S, looking west.



Typical existing cross section; looking west.

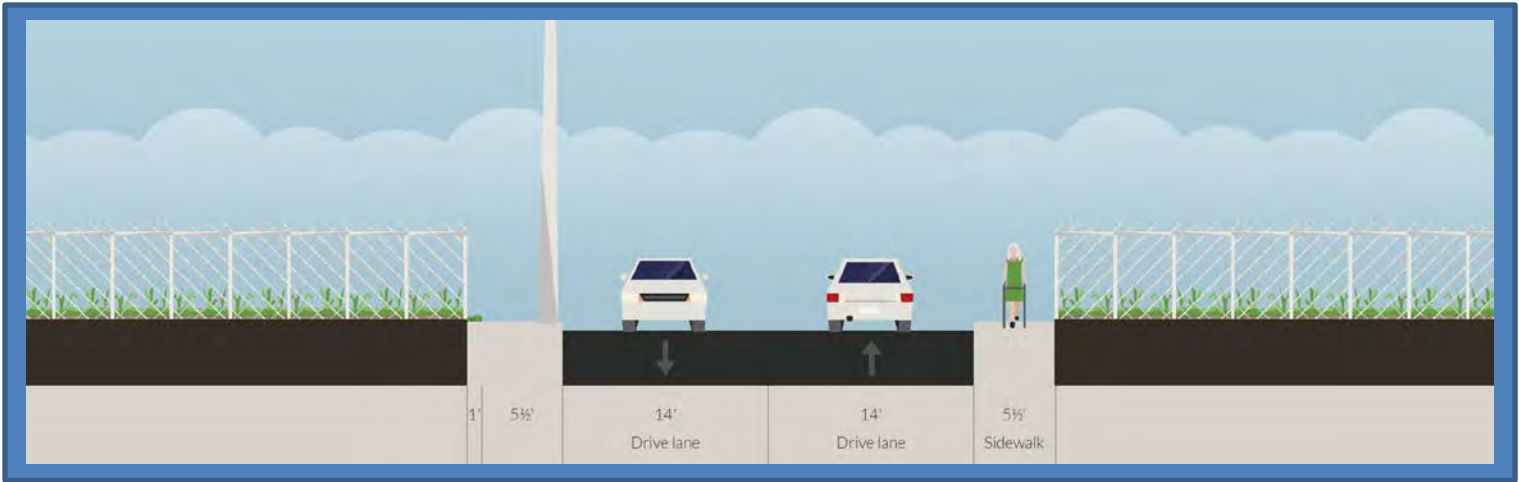
PROJECT DESCRIPTION

The project will widen the existing pavement to 28', creating two 14' travel lanes. 5' sidewalks with curb and gutter will be installed along both sides of the corridor throughout the project. This sidewalk can tie in to the existing curb returns at either end of the segment.

Catch basins that tie in to the existing storm drain mainline will be installed throughout the corridor. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$183,000
RIGHT-OF-WAY	\$194,000
CONSTRUCTION	\$1,214,000
UTILITY UNDERGROUNDING	\$1,060,000
<hr/>	
TOTAL COST	\$2,651,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Double yellow RPM centerline with white painted edge lines; average roadway width of 28' with 10.5' travel lanes and narrow paved shoulders.
- Corridor length of 1,725'.
- No designated bicycle facilities.
- East-side sidewalk between SR 599 and S 131st St. Sidewalks along each side of bridge over S 133rd St.

CONTEXT

- Adjacent developed land use is single family homes and some undeveloped forest.

CONSTRAINTS

- 60' ROW.
- Sections along corridor with steep slope on both sides; uphill embankment to the west and downhill to the east.
- Overhead utilities along west side of corridor south of SR 599.

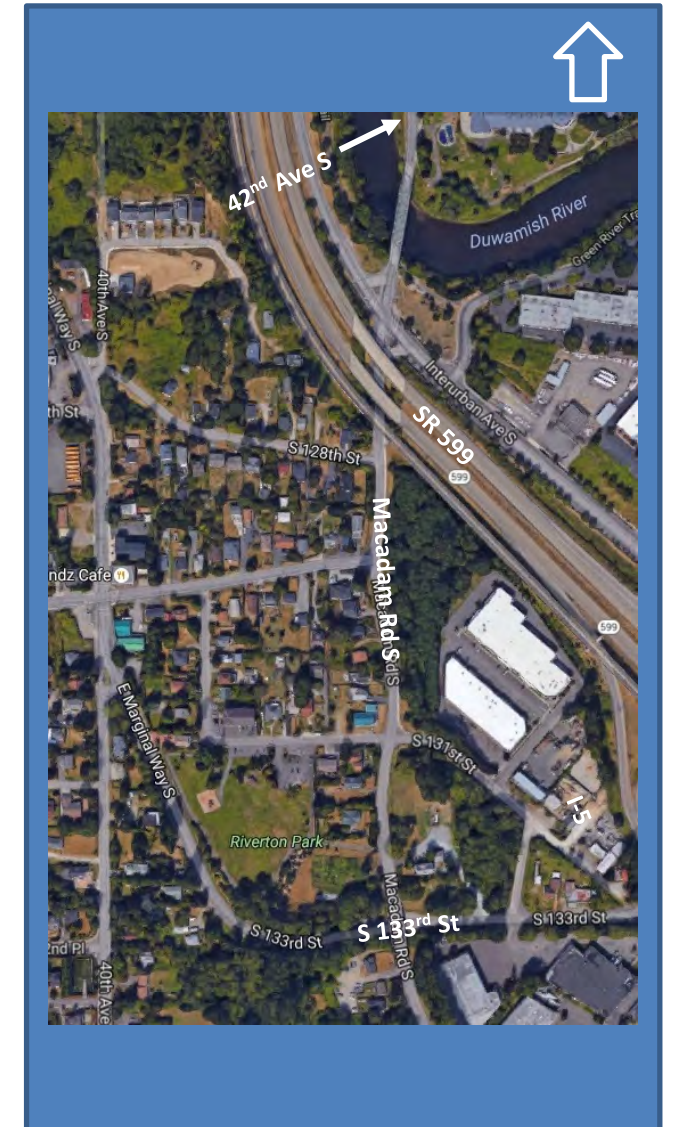
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide a north-south sidewalk that connects residents to Riverton Park and Interurban Ave S
- Designate bicycle lanes and increase safety for pedestrians and bicycles.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 38' to accommodate two 10' travel lanes, two 5' bicycle lanes, and one 8' parking lane. Install 5' sidewalks with curb and gutter along both sides of roadway. Install storm drainage facilities along corridor. Underground overhead utilities and replace any removed street lights. Roadway improvements may require retaining walls along areas with steep slopes at undeveloped areas. Maintain existing sidewalk south of SR 599.



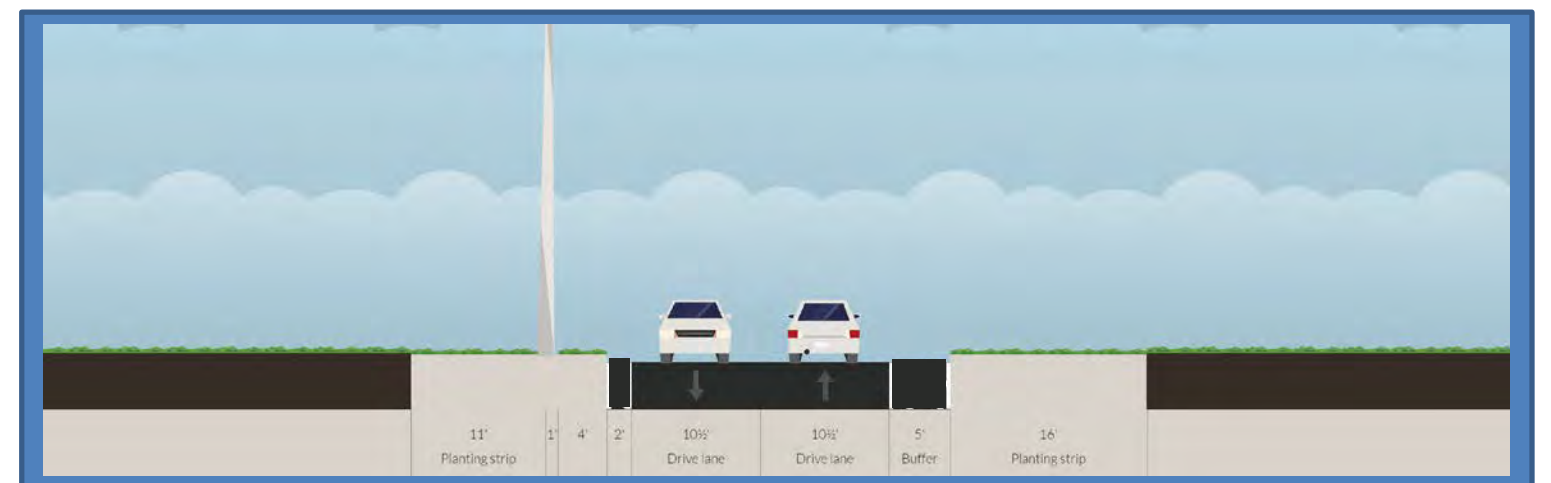
Source: Google Maps



Macadam Rd north of S 133rd St, looking north.



Macadam Rd and 42nd Ave S, facing south.



Typical existing cross section (developed section); looking north.

PROJECT DESCRIPTION

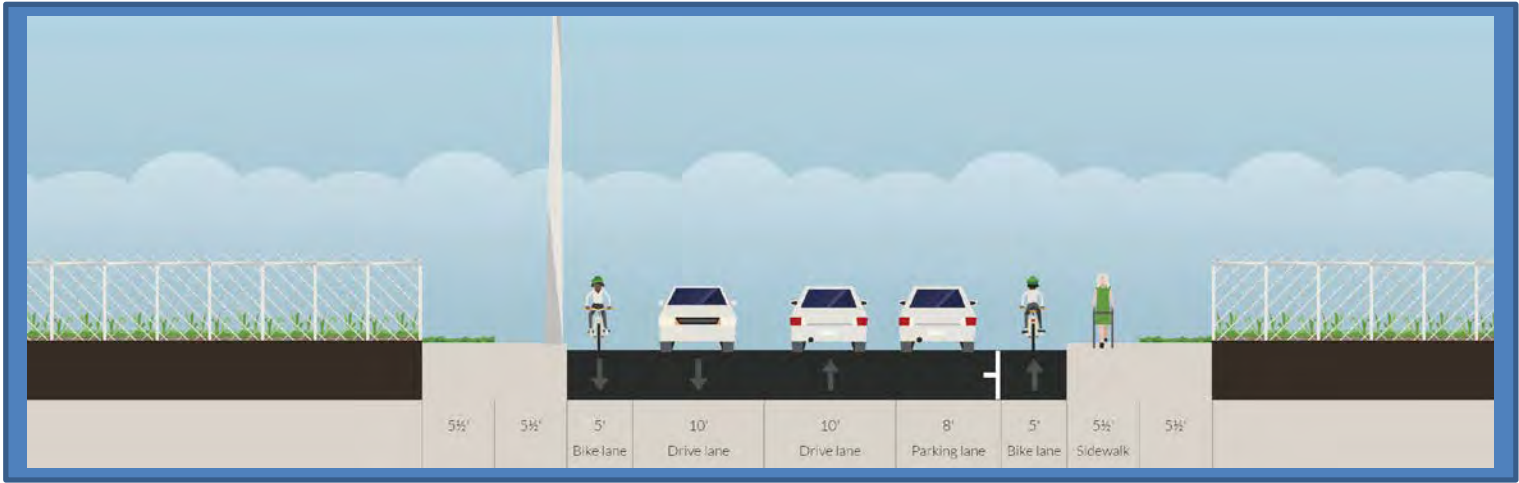
This project involves widening the roadway to 38' in order to accommodate two 10' travel lanes, two 5' bicycle lanes, and one 8' parking lane. Install 5' sidewalks along both sides of roadway. Both sidewalk installations include curb and gutter with new catch basins, which will connect to the existing storm drainage facilities. The existing sidewalk between SR 599 and S 131st St will be maintained and the roadway will be widened to the west in this portion.

Because the bridge over S 133rd St cannot be widened easily, the existing cross section will be maintained and sharrows will be added to each travel direction.

Improves can be made within ROW. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding. Cut and fill walls would be installed where steep existing slopes exist along the west and east sides of the corridor, respectively.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$328,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$2,182,000
UTILITY UNDERGROUNDING	\$1,510,000
<hr/>	
TOTAL COST	\$4,020,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Average roadway width of 20'.
- Corridor length of 300'.
- No designated bicycle facilities.
- North-side sidewalk existing.

CONTEXT

- Adjacent land use is single family residential.
- No transit along corridor.

CONSTRAINTS

- 45' ROW.

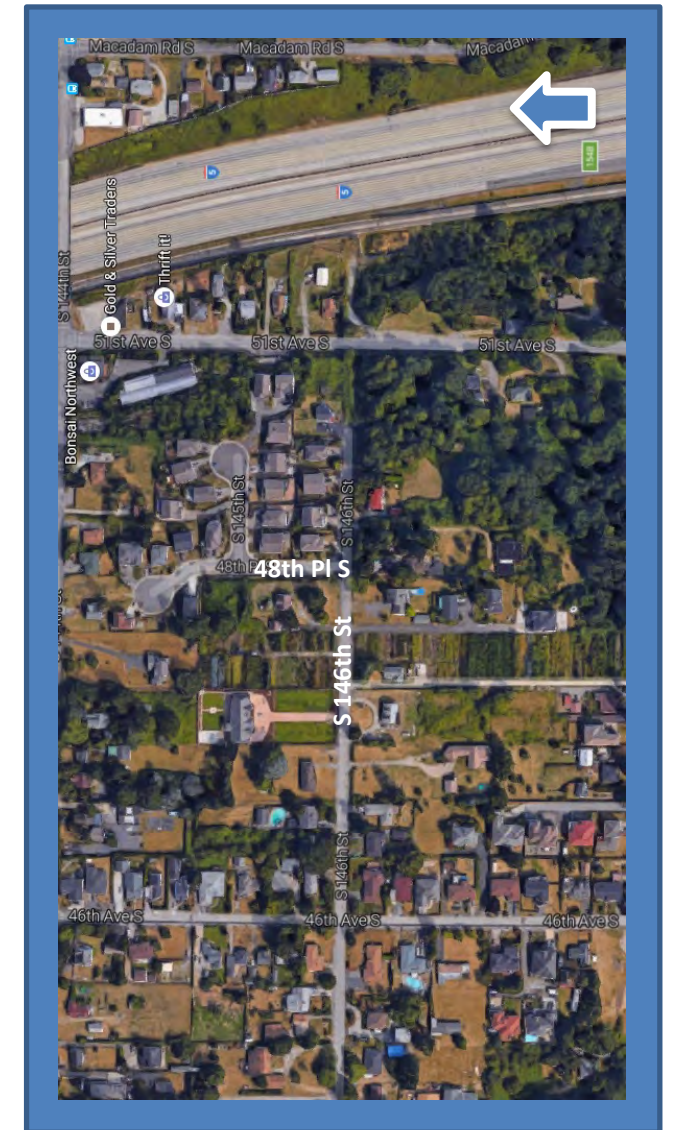
*ROW widths based on King County GIS data

OPPORTUNITIES

- Provide missing sidewalk for south-side residents of S 146th St.

IMPROVEMENT OPTIONS

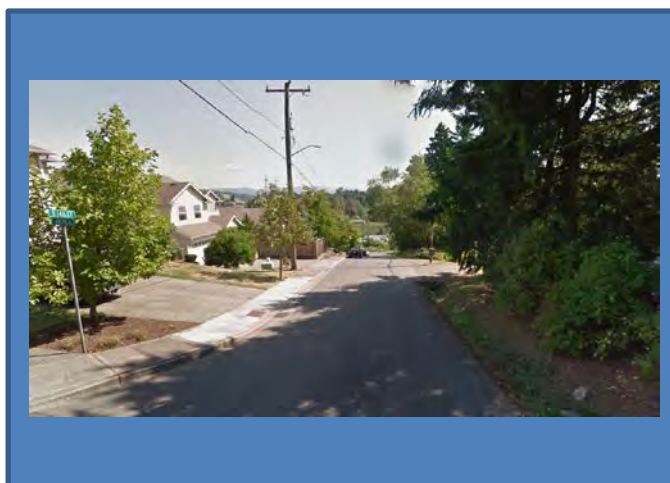
- **Option 1:** Widen existing roadway to the south to accommodate two 14' travel/parking lanes. Install 5' sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities. Install new south-side catch basins and connect to existing north-side storm drain mainline.



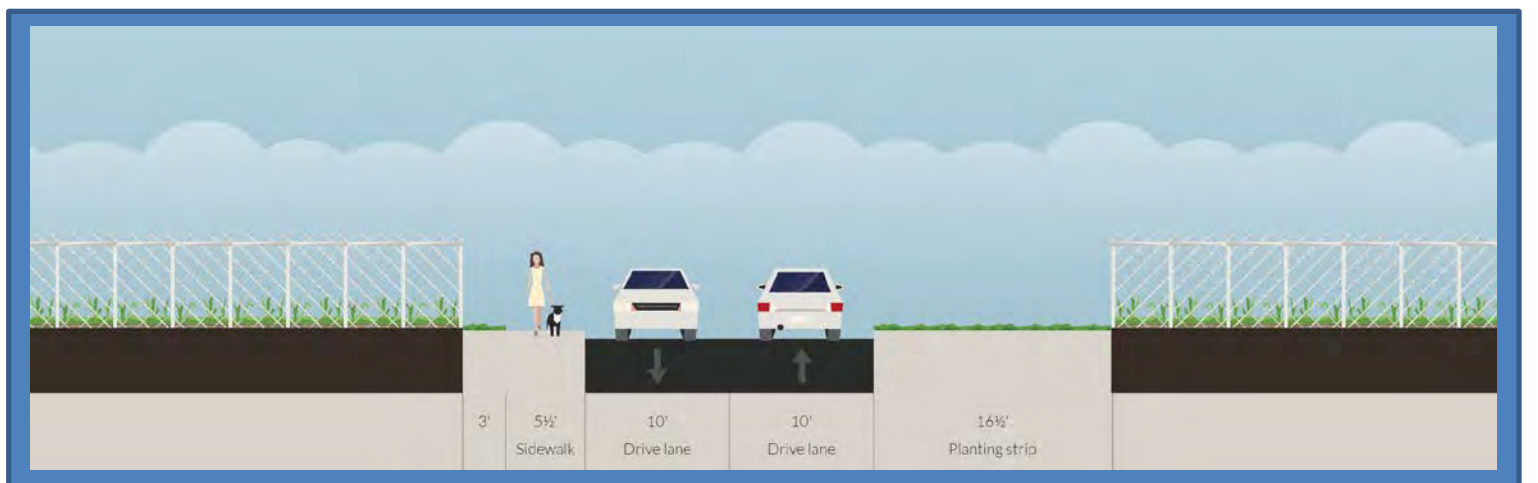
Source: Google Maps



S 146th St, looking west.



S 146th St, looking east.



Typical existing cross section; looking east.

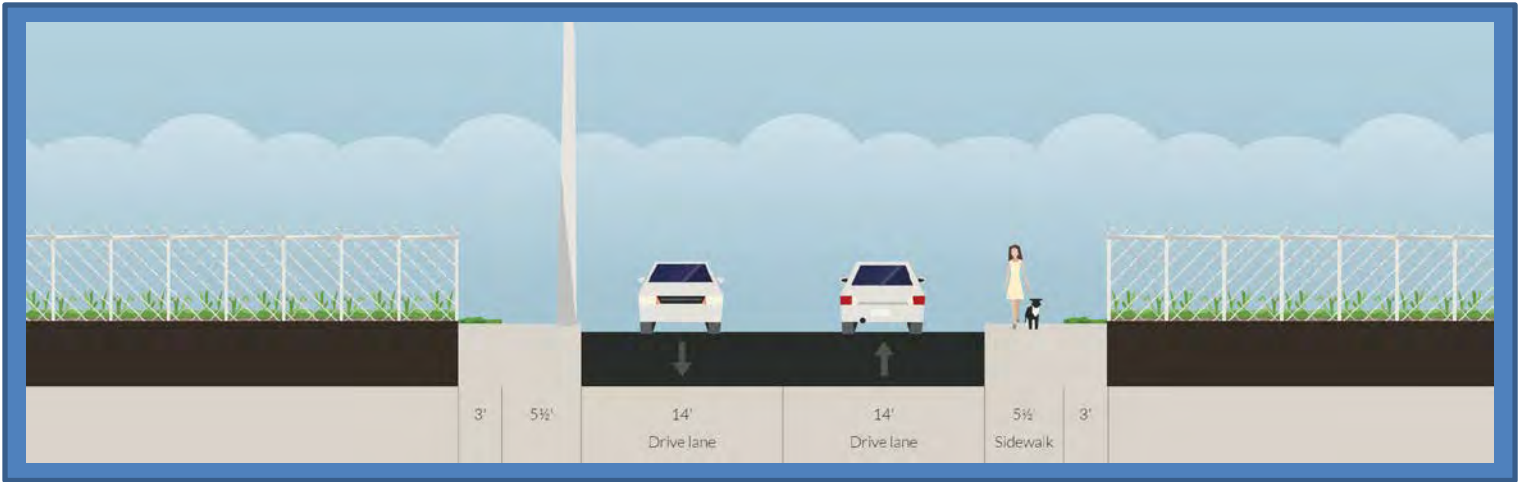
PROJECT DESCRIPTION

The project will widen the existing pavement to the south, creating two 14' travel/parking lanes. 5' sidewalks with curb and gutter will be installed along the south sides of the corridor throughout the project. The existing north-side sidewalk will be maintained.

Catch basins will be installed throughout the corridor on the south side. These will tie in to the existing north-side storm drain mainline. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding. Additionally, a retaining wall will be required in the middle of the segment due to a steep cut slope along the south side.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$49,000
RIGHT-OF-WAY	\$15,000
CONSTRUCTION	\$321,000
UTILITY UNDERGROUNDING	\$280,000
<hr/>	
TOTAL COST	\$665,000



Typical improved cross section for Option 1; looking east (Preferred Option)

S 164th St from 42nd Ave S to 51st Ave S

EXISTING CONDITIONS

- Posted speed of 25 mph.
- 2 Lanes (10' each).
- Corridor length of 2,600'.
- No designated bike facilities.
- No sidewalks along vast majority of corridor; approximately 140' of sidewalk adjacent to recently developed property.

CONTEXT

- Surrounding area land use is primarily single family residential with limited commercial properties at the west end of the corridor near 42nd Ave S and Military Rd S.
- Transit routes serve S 164th St with two stops in the corridor and a third on 52nd Ave S.
- Crestview Park is located just north of S 164th St.

CONSTRAINTS

- Average ROW width* of 60'; there are several large trees located at the outer extents of the ROW.
 - Overhead utilities on north side of S 164th St.
 - Dense vegetation and steep slopes near edge of road along the eastern end of the corridor.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian safety and better access to local transit routes and parks.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 36' to accommodate two 10' travel lanes and 8' parking lanes. Install curb, gutter, and 5' sidewalks, each side. Underground overhead utilities and add storm drainage facilities.



Source: Google Maps



Large trees and steep slopes near roadway at S 164th St & 51st Ave S; looking NW.



Existing frontage improvements near recently developed property; looking east.



Typical existing cross section, looking east.

PROJECT DESCRIPTION

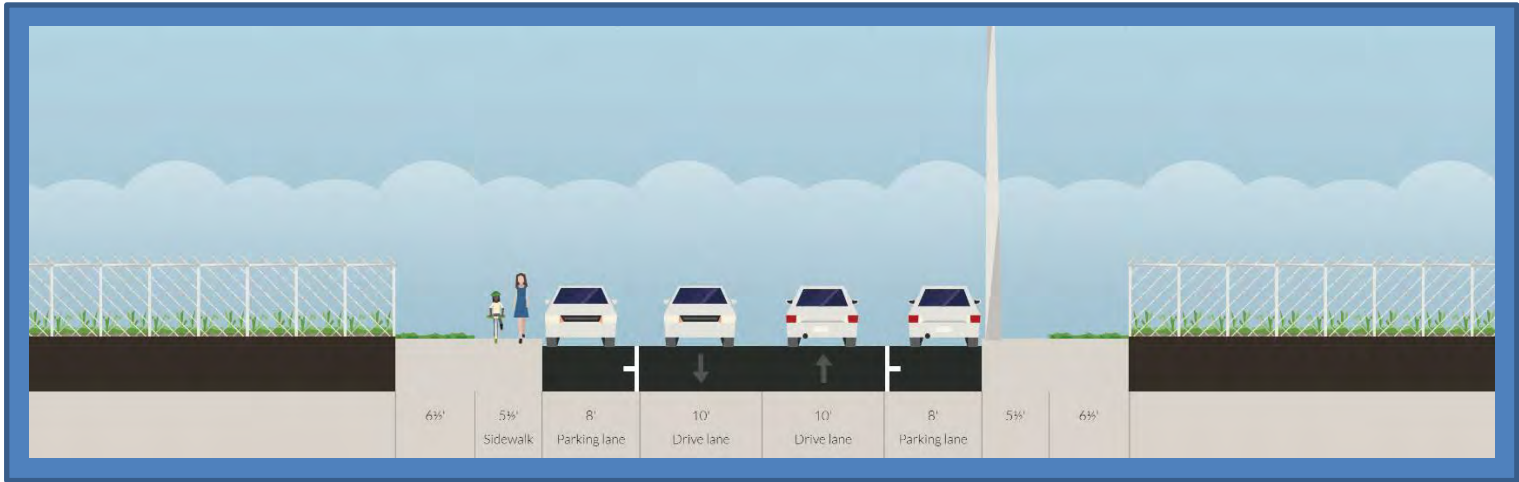
The S 164th St corridor is approximately 2,600’ long with 140’ of existing sidewalk on the north side of the road. The existing roadway has an average width of 20 to 25’ with varying terrain on the north and south side. The current storm drainage facilities consist primarily of drainage ditches. Dense vegetation and large trees are common near the edge of ROW on both the north and south sides of S 164th St.

The preferred option will widen the roadway to provide two 10’ drive lanes and 8’ parking lanes. Except where the existing sidewalk exists, new curb, gutter, and 5’ sidewalks will be installed along both sides of the corridor.

These improvements can be made in the existing ROW and temporary construction easements will not be necessary. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$506,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$3,369,000
UTILITY UNDERGROUNDING	\$2,390,000
<hr/>	
TOTAL COST	\$6,265,000



Typical improved cross section for Option 1; looking east (Preferred Option).

EXISTING CONDITIONS

- Posted speed of 20mph in school zone, 25mph outside school zone.
- 2 Lanes (10' each); 5' paved shoulder on west side of 46th Ave S.
- Corridor length of 1300'.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family.
- Public library and pool located on S 144th St near 46th Ave S.
- Foster High School and Showalter Middle School located on S 144th St near 46th Ave S.
- Transit routes serves S 144th St.

CONSTRAINTS

- Average ROW width* of 30'
- Overhead utilities on east side of 46th Ave S.
- Significant landscaping and fences near edge of pavement at apparent property lines.
- Large trees and hedges near edge of pavement.
- Utility poles near edge of pavement at intersection corners.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian corridor to serve nearby transit routes on S 144th St.
- Improved pedestrian corridor to Foster High School, Showalter Middle School, King County Public Library and Tukwila Public Pool.
- In conjunction with improvements on 46th Ave S between S 148th St and S 150th St this project would create an improved corridor to Thorndyke Elementary School.

IMPROVEMENT OPTIONS

- Option 1: Maintain east pavement edge throughout corridor. Install 5' sidewalk with curb and gutter so that edge of sidewalk follows west ROW line. Proposed sidewalk will replace the existing paved walkway. Underground overhead utilities, replace streetlights and add storm drainage facilities.



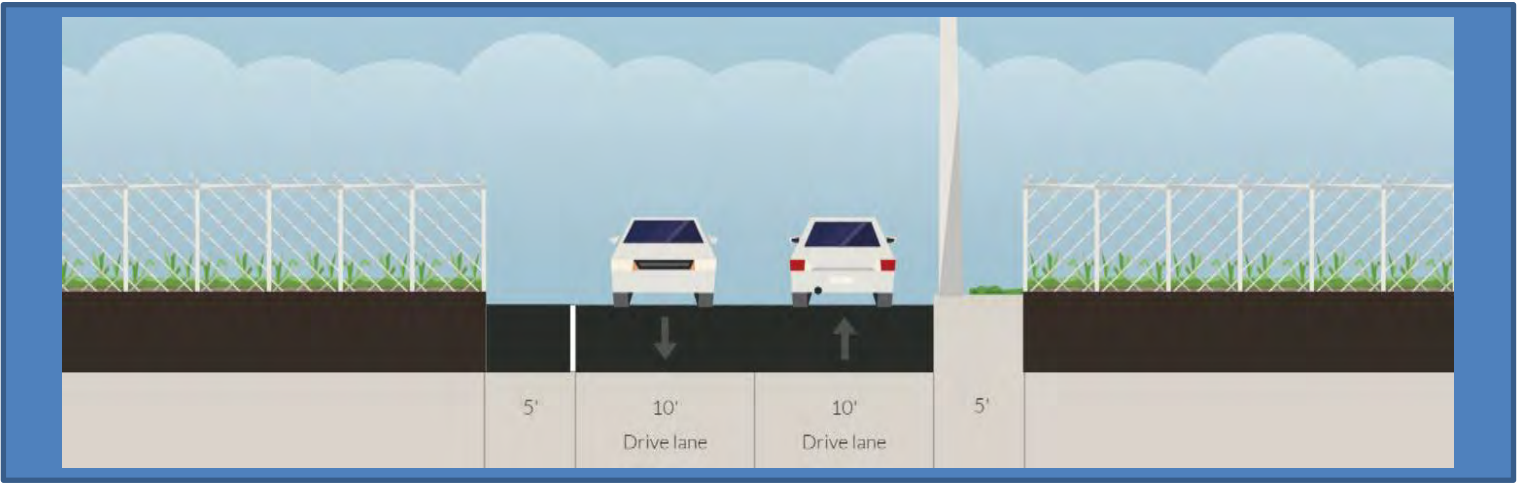
Source: Google Maps



Vacant lot at intersection of S 148th St & 46th Ave S; looking NW.



Narrow roadway with trees, hedges and fences near edge of pavement; looking south.



Typical existing section; looking north.

PROJECT DESCRIPTION

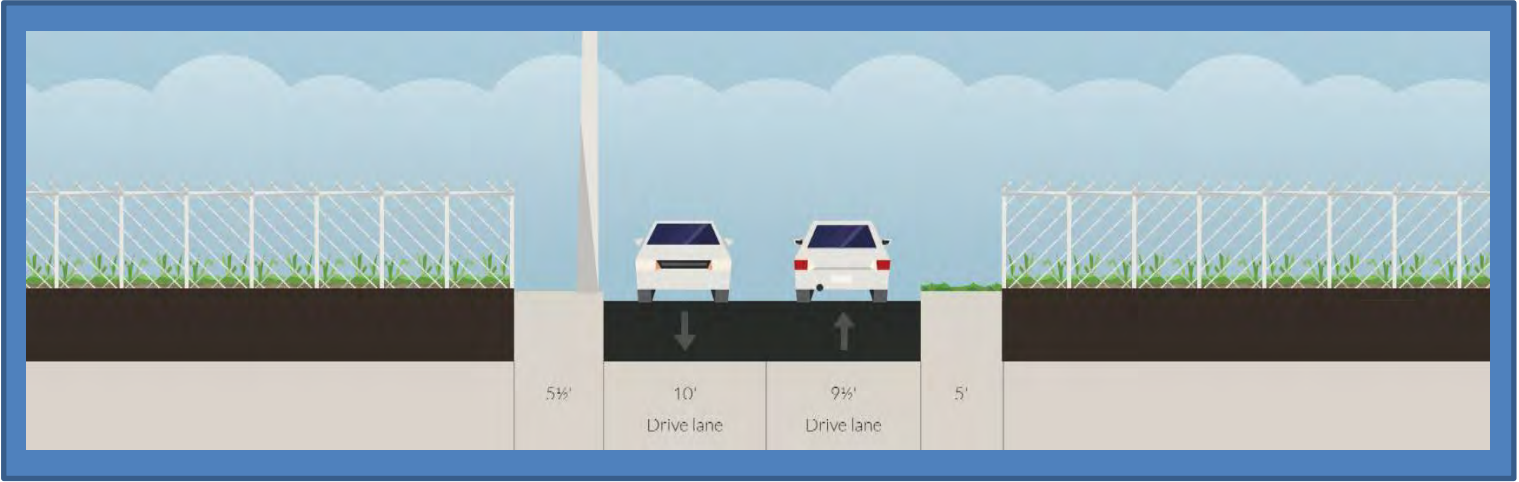
This project will involve undergrounding overhead utilities and adding sidewalks to the west side of the corridor. Improvements on 46th Ave S between S 144th St and S 148th St will facilitate improved access to multiple schools, the Tukwila Pool, the King County Library and public transportation.

The existing roadway width is approximately 25', including a 5' wide paved shoulder north of S 146th St. The east pavement edge will be maintained and a new sidewalk will be installed along the west edge of the corridor, such that the back of sidewalk follows the ROW line. The sidewalk will be installed with curb, gutter, and new storm drainage facilities.

These improvements can be made within the existing ROW; construction easements will be needed along the west side of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$120,000
RIGHT-OF-WAY	\$163,000
CONSTRUCTION	\$800,000
UTILITY UNDERGROUNDING	\$1,200,000
<hr/>	
TOTAL COST	\$2,283,000



Typical improved cross section for Option 1, looking north (Preferred Option)

S 151st St from 51st Ave S to 52nd Ave S

EXISTING CONDITIONS

- Average roadway width of 18’.
- Corridor length of 400’.
- No designated bike facilities or sidewalks.
- Gravel shoulder on south side, and drop off to forested, vacant property on north side of S 151st St.

CONTEXT

- Surrounding area land use predominantly single family and commercial.
- Property to the north of S 151st St currently vacant, zoned commercial.
- 52nd Ave S adjacent to Sound Transit Link Light Rail.
- Narrow, short corridor with vacant properties to the north and three single family residences to the south.

CONSTRAINTS

- Average ROW width* of 30’
- Overhead utilities on north side of road.
- Steep downslope on north side of S 151st St.
- Sound Transit Link Light Rail columns near edge of ROW on 52nd Ave S.

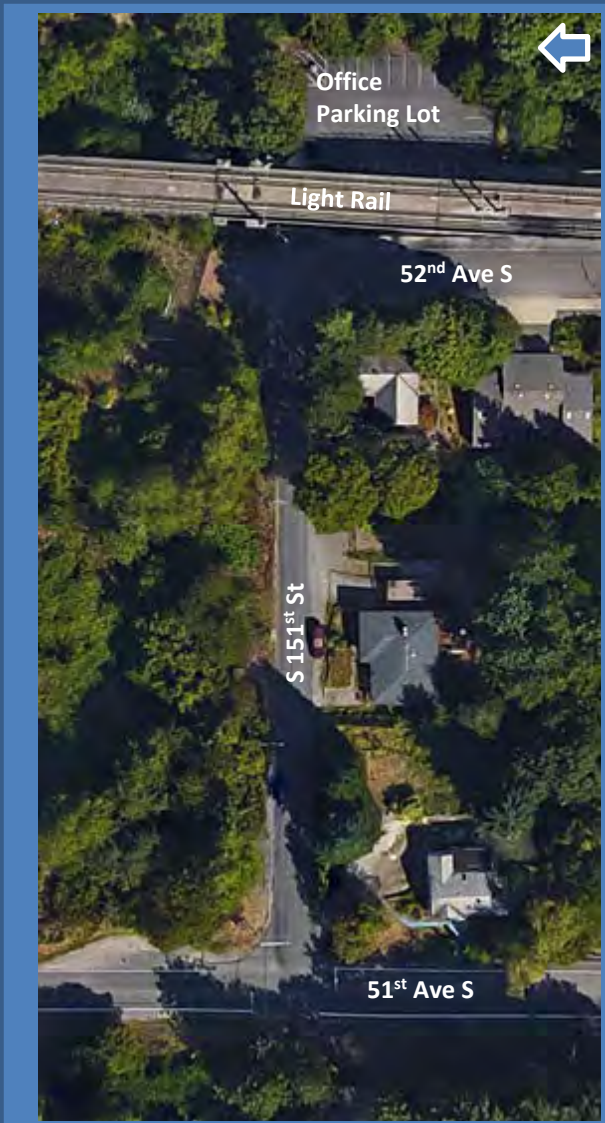
*ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalks on 52nd Ave S thereby improving access to Southcenter Blvd and associated transit routes.
- Improved safety for residents along S 151st St.

IMPROVEMENT OPTIONS

- Option 1: Maintain roadway width and install 5’ sidewalk, curb, and gutter on the south side. Maintain existing north pavement edge. Underground overhead utilities and add storm drainage facilities.
- Option 2: Acquire ROW to expand roadway width to accommodate two 10’ drive lanes and two 5’ sidewalks. Underground overhead utilities and add storm drainage facilities.



Source: Google Maps



Narrow corridor as seen from 51st Ave S; looking east.



Light Rail columns near 52nd Ave S; looking north.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

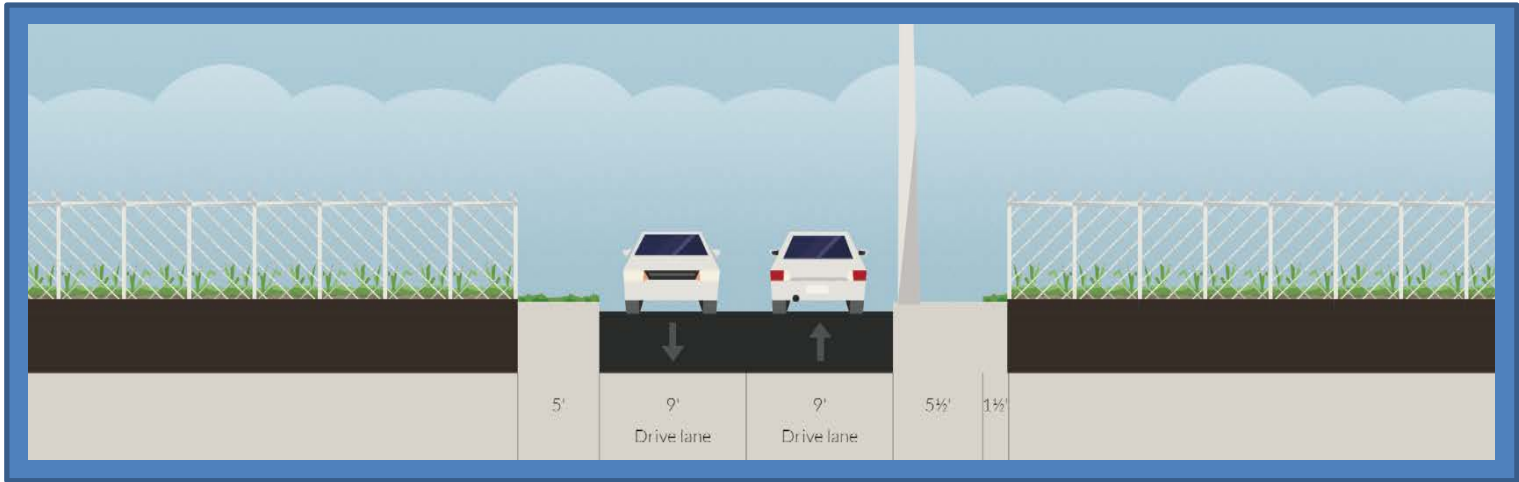
The proposed improvements along S 151st St include maintaining the roadway, adding one 5’ sidewalk on the south side of the road, undergrounding overhead utilities and adding storm drainage facilities.

This 400’ long corridor currently has three single-family homes on the south side and two vacant commercial properties on the north side. The corridor is bound by 51st Ave S and 52nd Ave S; there are no sidewalks on 51st Ave S but sidewalks on both sides of 52nd Ave S.

These improvements can be made in the existing ROW; construction easements will be needed along both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$46,000
RIGHT-OF-WAY	\$50,000
CONSTRUCTION	\$304,000
UTILITY UNDERGROUNDING	\$370,000
<hr/>	
TOTAL COST	\$770,000



Typical improved cross section for Option 1; looking east (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- Roadway width of 28' with two 11.5' lanes and a paved shoulder on the northwest side.
- Corridor length of 1,900'; length of 56th Ave S northeast of the Duwamish River Bridge is 1,600'.
- No dedicated bicycle facilities or sidewalks except for northwest sidewalk along bridge.

CONTEXT

- Surrounding area land use primarily single family.
- 56th Ave S is a dead end at S 130th PI (Railroad Ave).
- 56th Ave S crosses the Duwamish River northeast of Interurban Ave S.
- The Green River Trail crosses 56th Ave S at Interurban Ave S. 56th Ave S is considered a "Bicycle Friendly Route" according to the City of Tukwila's 2015 Comprehensive Plan.

CONSTRAINTS

- Average ROW width* is 40'.
 - Overhead utilities on northwest side of 56th Ave S.
 - It is assumed that improvements will not be made on the Duwamish River Bridge; the bridge does have existing sidewalk on the northwest side.
- *ROW widths based on King County GIS data

OPPORTUNITIES

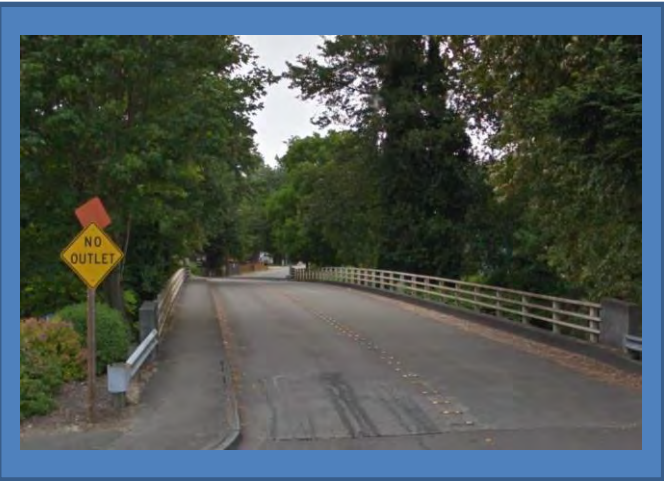
- Improved pedestrian and bicycle access to the Green River Trail, Interurban Ave S, and the Tukwila Park and Ride.

IMPROVEMENT OPTIONS

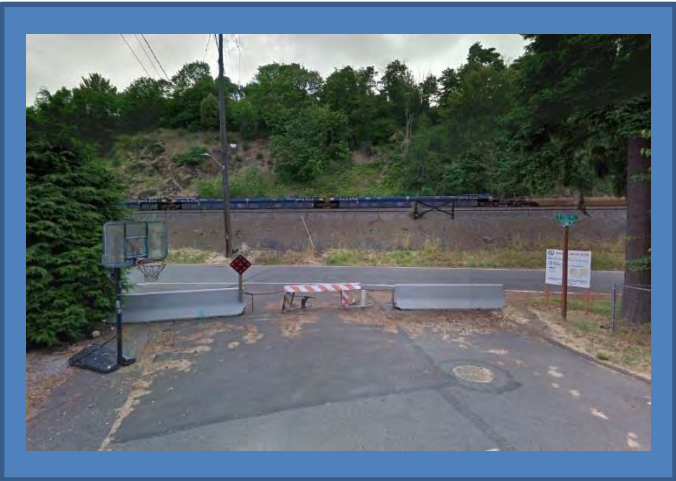
- Option 1: Northeast of bridge, shift 28' roadway southeast to be centered in ROW. Install 5' sidewalks with curb and gutter each side, and connect new storm drain structures to existing mainline. Add sharrows in each direction to roadway and bridge. Underground overhead utilities.



Source: Google Maps



Duwamish River Bridge; looking NE.



Dead End on 56th Ave S at S 130th PI (Railroad Ave); looking NE.



Typical existing cross-section between Interurban Ave S and S 130th PI (Railroad Ave); looking NE.

PROJECT DESCRIPTION

56th Ave S is a residential collector which dead-ends at the northeast end (S 130th PI/Railroad Ave) and connects to Interurban Ave S at the southwest end via a signalized intersection. The neighborhood is a peninsula surrounded by the Duwamish River; a bridge spans the Duwamish just to the northeast of Interurban Ave S.

The overall length of the roadway segment is approximately 1,900 LF, but 300' of that total is the bridge which leaves 1,600 LF remaining northeast of the abutment. It is assumed that improvements will not be extended through the bridge to avoid any necessary bridge widening cost. The proposed cross-section will shift the roadway (maintaining 28' width) to the southeast. Sharrows will be added in both directions to the shifted road as well as the existing bridge.

Through this segment of 56th Ave S, existing overhead utilities on the northwest side of the road will be undergrounded. This will necessitate the installation of new luminaires because the existing luminaires are affixed to the utility poles. Additionally, the existing storm system will be upgraded to accommodate the installation of new curb lines.

Though ROW width is only 40' through this corridor, these improvements can be made in the existing ROW, but TCEs will be necessary. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$227,000
RIGHT-OF-WAY	\$360,000
CONSTRUCTION	\$1,508,000
UTILITY UNDERGROUNDING	\$1,470,000
<hr/>	
TOTAL COST	\$3,565,000



Typical improved cross-section for Option 1, looking NE (Preferred Option).

EXISTING CONDITIONS

- Posted speed of 25 mph.
- Roadway width of 28' with two 12' lanes and paved shoulder on the west side.
- Corridor length of 540'.
- No dedicated bicycle or pedestrian facilities. South of S 135th St, 37th Ave S has sidewalks, planter strips, and on-street parking.

CONTEXT

- Surrounding area land use primarily single family with some multi-family developments.
- Listed as "Bicycle Friendly Route" in the City of Tukwila's 2015 Comprehensive Plan.
- Access to Tukwila International Blvd is restricted at S 133rd St.

CONSTRAINTS

- Average ROW width* of 60'.
- Potential elevation conflicts at driveways.
- Existing rockery on the west side of 37th Ave S near Tukwila International Blvd.
- Overhead utilities on east side of 37th Ave S.
- Existing fences on east side of 37th Ave S encroach on ROW.

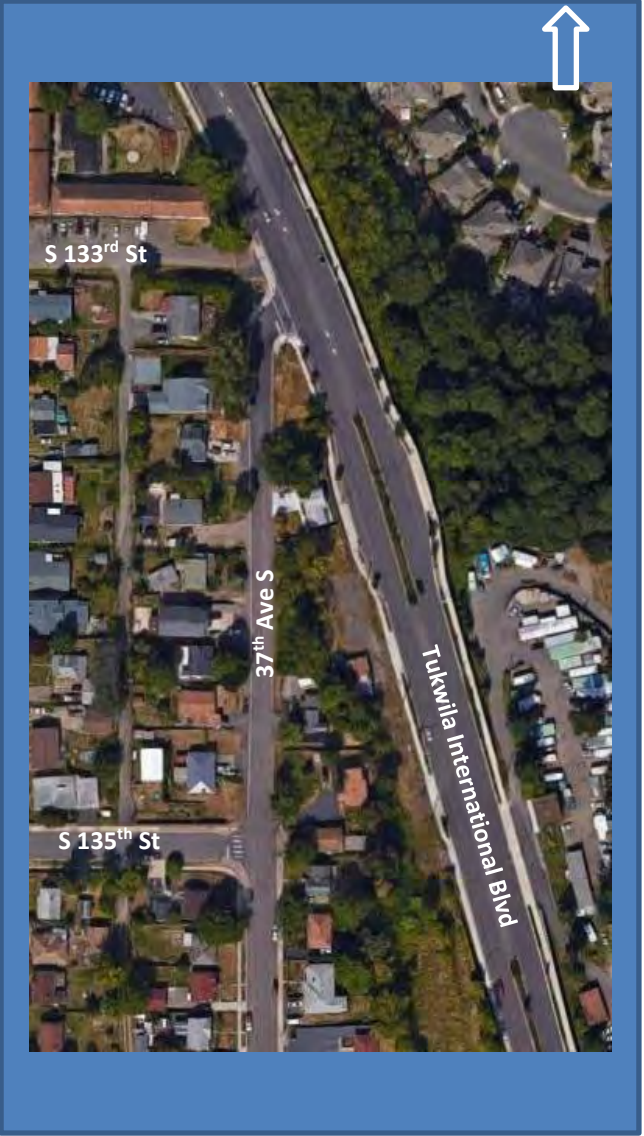
*ROW widths based on King County GIS data

OPPORTUNITIES

- Provide sidewalks on missing link between S 135th St and Tukwila International Blvd.
- Improved pedestrian and bicycle access to Tukwila International Blvd and associated transit routes.

IMPROVEMENT OPTIONS

- Option 1: In the southern portion of corridor, widen roadway to 38' to provide two 10' travel lanes, two 5' bike lanes, and one 8' parking lane. In the northern portion of corridor, widen roadway to 36' to provide 10' travel lanes and 5' bike lanes. Install curb, gutter, and sidewalks along both sides of corridor. Underground overhead utilities and connect new storm drain structures to existing mainline.



Source: Google Maps



37th Ave S from S 135th St; looking north.



Retaining wall near intersection of 37th Ave S and Tukwila International Blvd; looking SW.



Typical existing cross-section between S 135th St and Tukwila International Blvd; looking north.

PROJECT DESCRIPTION

Between S 135th St and Tukwila International Blvd, approximately 540', the available ROW width of 37th Ave S is 60'. The proposed cross-section enhances bicycle and pedestrian safety and access by providing 5' bike lanes and 5' sidewalks on both sides of 37th Ave S. In the southern portion of the corridor, which is defined as the area not adjacent to the 100' rockery wall near Tukwila International Blvd, on-street parking will be provided on the west side and the roadway will be 8' wider. There are driveways on the west side of the roadway that will present grading challenges due to the existing topography. The corridor will have a centerline shifted east to avoid impacts to the existing rockery on the west side near Tukwila International Blvd.

Through this segment of 37th Ave S, existing overhead utilities on the east side of the road will be undergrounded. This will necessitate the installation of new luminaires because the existing luminaires are affixed to the utility poles. Additionally, the existing storm system will be upgraded to accommodate the installation of new curb lines.

These improvements can be made in the existing ROW though there may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$131,000
RIGHT-OF-WAY	\$22,000
CONSTRUCTION	\$868,000
UTILITY UNDERGROUNDING	\$500,000
<hr/>	
TOTAL COST	\$1,521,000



Typical improved cross-section for Option 1, looking north (Preferred Option).

S 132nd St from 33rd Ave S to Tukwila International Blvd

EXISTING CONDITIONS

- Posted speed of 25 mph.
- Roadway width is approximately 25' with two 10' lanes and a paved shoulder on the south side.
- Corridor length of 750'.
- No designated bicycle facilities or sidewalks in the corridor vicinity, though paved shoulder can be used as walkway.

CONTEXT

- Surrounding area land use is predominantly single family with limited multi-family developments.
- S 132nd St is the only signalized access to Tukwila International Blvd, from the west, in 0.8 mile radius.

CONSTRAINTS

- Average ROW width* of 60'. GIS lines appear to be skewed in King County Parcel Viewer and will need to be confirmed prior to any further planning efforts. (This effort assumes roadway is centered in ROW.)
 - Steep side-slopes and existing rockeries near the intersection of S 132nd St and Tukwila International Blvd.
 - Overhead utilities on south side of S 132nd St.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian access to Tukwila International Blvd and associated transit routes.
- In conjunction with improvements on S 133rd St, west of 33rd Ave S, this would create an improved pedestrian corridor between Military Rd S and Tukwila International Blvd.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 36' to provide two 10' travel lanes and 8' parking lanes. Install 5' sidewalks with curb and gutter along each side. Underground aerial utilities and install storm drainage.



Source: Google Maps



S 132nd St from 33rd Ave S; looking NE.



Retaining walls at the intersection of S 132nd St and Tukwila International Blvd; looking SW.



Typical existing cross-section between 33rd Ave S and Tukwila International Blvd; looking east.

PROJECT DESCRIPTION

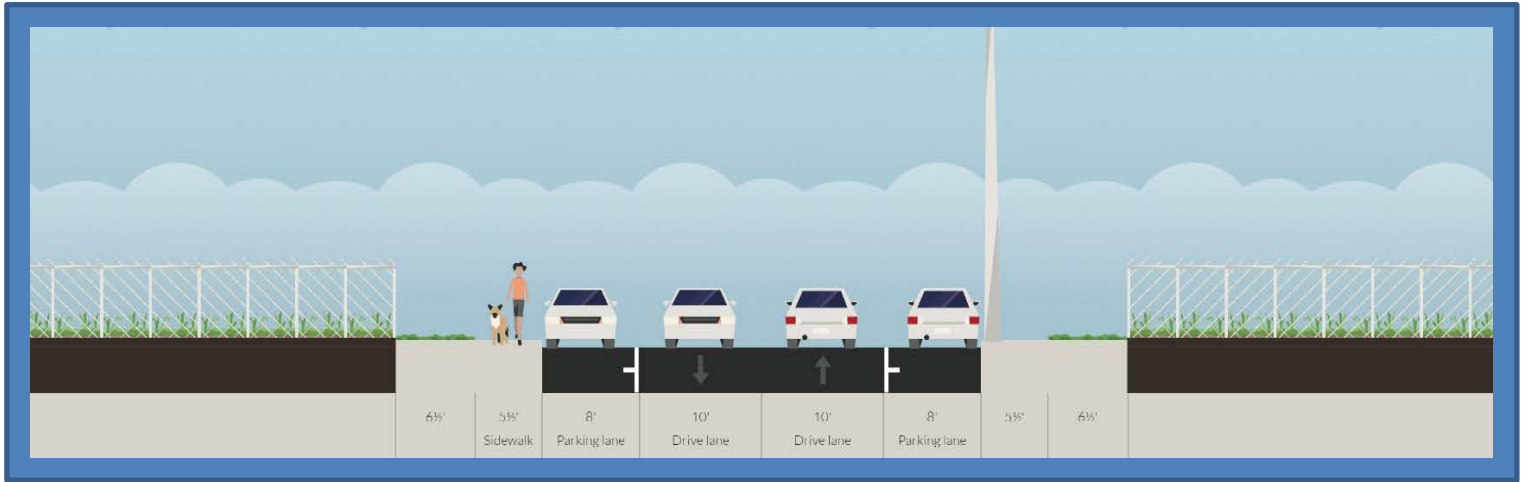
S 132nd St between 33rd Ave S and Tukwila International Blvd is approximately 750’ long. The current street configuration contains two 10’ travel lanes and a paved shoulder on one side; there is no official on-street parking nor are there any pedestrian facilities. The proposed cross-section widens the existing roadway to provide defined 8’ parking lanes adjacent to the existing 10’ travel lanes.

5’ sidewalks with curb and gutter will be installed throughout the project. The existing overhead utilities on the south side of the road will be undergrounded. The existing street lights are attached to the utility poles which will necessitate the installation of new luminaires. In addition to the utility undergrounding, the existing storm ditch on the south side of the roadway will be removed and replaced with a new conveyance system.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$165,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,095,000
UTILITY UNDERGROUNDING	\$690,000
<hr/>	
TOTAL COST	\$1,950,000



Typical improved cross-section for Option 1, looking east (Preferred Option).

EXISTING CONDITIONS

- Posted speed of 25 mph.
- Roadway width of 20' with 4' paved shoulder south of S 133rd St.
- Corridor length of 1060'.
- No designated bike facilities or sidewalks.
- Roadside perpendicular parking between S 132nd St and S 133rd St adjacent to multi-family housing.

CONTEXT

- Surrounding area land use is primarily single and multi-family residential.
- The intersection of 35th Ave S and S 132nd St is approximately 100' west of Tukwila International Blvd.

CONSTRAINTS

- Average ROW* width of 60'; observed available ROW width of 45' due to existing fences and structures.
 - Perpendicular street parking on public ROW next to multi-family residences.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian corridor to Cascade View Elementary School.
- Improved pedestrian and bicycle corridor to Tukwila International Blvd and associated transit routes.

IMPROVEMENT OPTIONS

- Option 1: South of S 133rd St, widen roadway to 36' to provide two 10' travel lanes and 8' parking lanes. North of S 133rd St, widen roadway to 36' to provide 10' lanes on the west side and 16' deep zone for perpendicular parking along the multi-family building face. Install curb, gutter, and 5' sidewalk each side, with new storm drainage, throughout the corridor.
- Option 2: Match improved corridor configuration as developed south of S 135^h St; add parking lanes, sidewalks and planters to both sides of the corridor. This option would require removing fences and structures located in the apparent ROW.



Source: Google Maps



Perpendicular parking north of S 133rd St; looking SE.



Existing sidewalks south of S 135th St; looking south.



Typical existing cross section (south of S 133rd St); looking north.

PROJECT DESCRIPTION

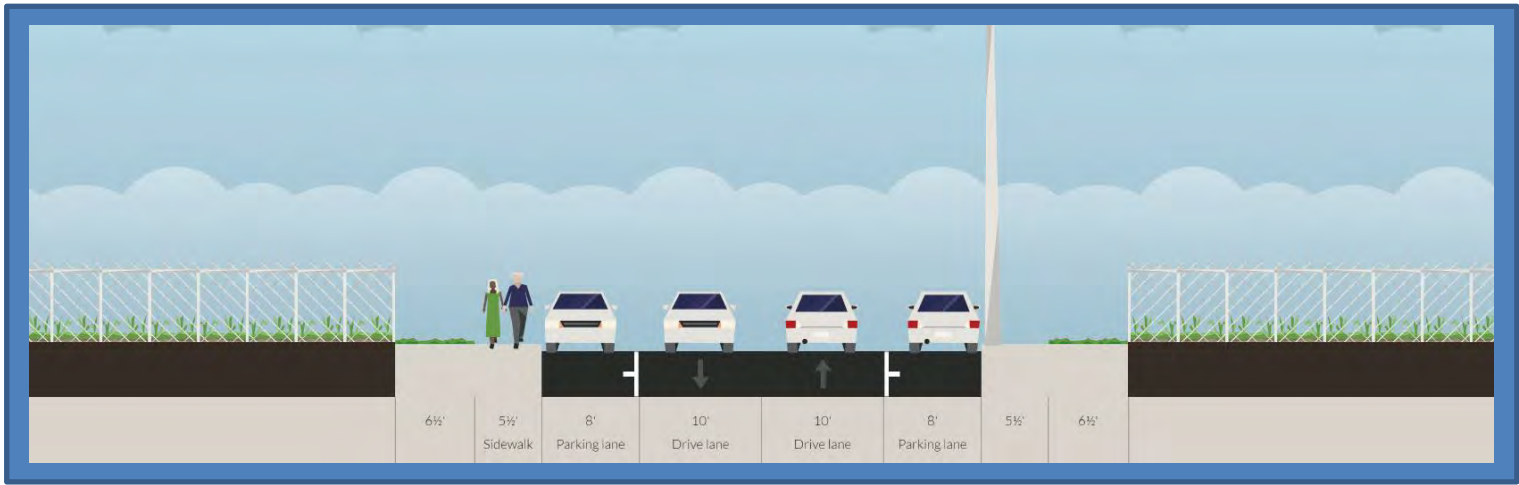
This project widens the existing roadway to 36’ total. South of S 133rd St, this will be divided into two 10’ drive lanes and two 8’ parking lanes. North of S 133rd St, this will be divided into two 10’ drive lanes along the west side and a 16’ perpendicular parking zone on the east side.

Throughout the corridor, curb, gutter, and 5’ sidewalks will be installed along with new storm drainage.

These improvements can be made in the existing ROW without compromising the existing parking capacity. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$190,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,262,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$1,452,000



Typical improved cross section for Option 1 (north of S 133rd St); looking north (Preferred Option)

S 130th St from E Marginal Way S to Macadam Rd S

EXISTING CONDITIONS

- Corridor length of 740’.
- Double-yellow RPM centerline; average roadway width of 30’ measured to fog line.
- 25 mph posted speed limit.
- Fog line along south side of corridor.
- No sidewalks.

CONTEXT

- Surrounding area property use primarily residential, with commercial located near E Marginal Way S.
- Roadside parking along both sides of corridor along soft shoulder

CONSTRAINTS

- Row is 60’.
- Overhead utilities along south side of corridor.
- Retaining walls along north side of corridor in ROW toward Macadam Rd S.
- Large tree in ROW near E Marginal Way S on north side of corridor.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide a safe corridor with increased accessibility to E Marginal Way S for pedestrians.
- Provide designated parking area along corridor.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 36’. Install 5’ sidewalks with curb and gutter along both sides of road. Underground overhead utilities and install storm drainage.



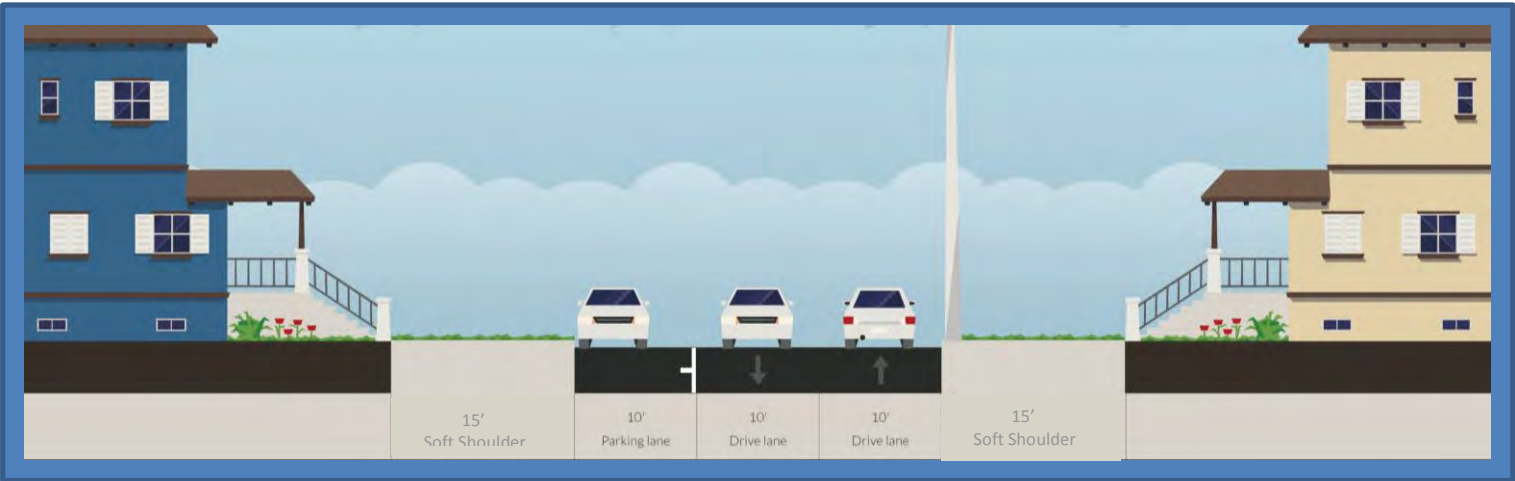
Source: Google Maps



S 130th St and E Marginal Way S, looking east.



S 130th St and Macadam Rd, looking west.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

This project involves widening the roadway to 36’ and installing 5’ sidewalks with curb and gutter along both sides of S 130th St between E Marginal Way and Macadam Rd S. This improvement will provide a safe corridor for pedestrians traveling to E Marginal Way S, which has many stores and transit stops near the intersection.

Though this street is primarily residential, it does feature commercial properties at the west end and has a ROW width equal to a commercial access street. Widening the roadway will meet Tukwila standards and provide parking along both sides of the street.

Overhead utility lines will be undergrounded and storm drainage will be installed throughout the corridor.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$130,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$866,000
UTILITY UNDERGROUNDING	\$680,000
<hr/>	
TOTAL COST	\$1,676,000



Typical improved cross section for Option 1; looking east (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 20’.
- Roadway width of 35-40’ along 43rd Place S, which is the northernmost 350’ of the corridor.
- Total corridor length of 2,250’.

CONTEXT

- Surrounding area land use is primarily single family.
- 43rd Place S, between S 116th St and 44th Ave S, is included in this corridor.
- 43rd Place S is adjacent to the BNSF railroad.

CONSTRAINTS

- Average ROW* width of 50’.
 - Existing utility poles are on the west side of the corridor.
 - Intermittent on-street parking on soft shoulders.
 - Drainage ditches, hedges and trees near edge of roadway for a majority of this corridor.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- In conjunction with improvements on S 116th St and/or S 122nd St, this would provide an improved bike and pedestrian corridor to 42nd Ave S; 42nd Ave S is considered a “Bicycle Friendly Route” according to the City of Tukwila’s 2015 Comprehensive Plan.

IMPROVEMENT OPTIONS

- Option 1: Widen 44th Ave S (southern 1,900’ of total corridor) to provide 14’ travel/parking lanes with 5’ sidewalks on both sides of the street. For the northern 350’ (43rd Place S), install 5’ sidewalks with the back of sidewalks at the edges of existing pavement, so that the roadway will be narrowed to 24’-29’. Underground overhead utilities and add storm drainage facilities throughout the full length of the corridor.



Source: Google Maps



Gravel shoulders utilized for parking; looking south.



Trees and hedges near roadway; looking north.



Typical existing cross section; looking north.

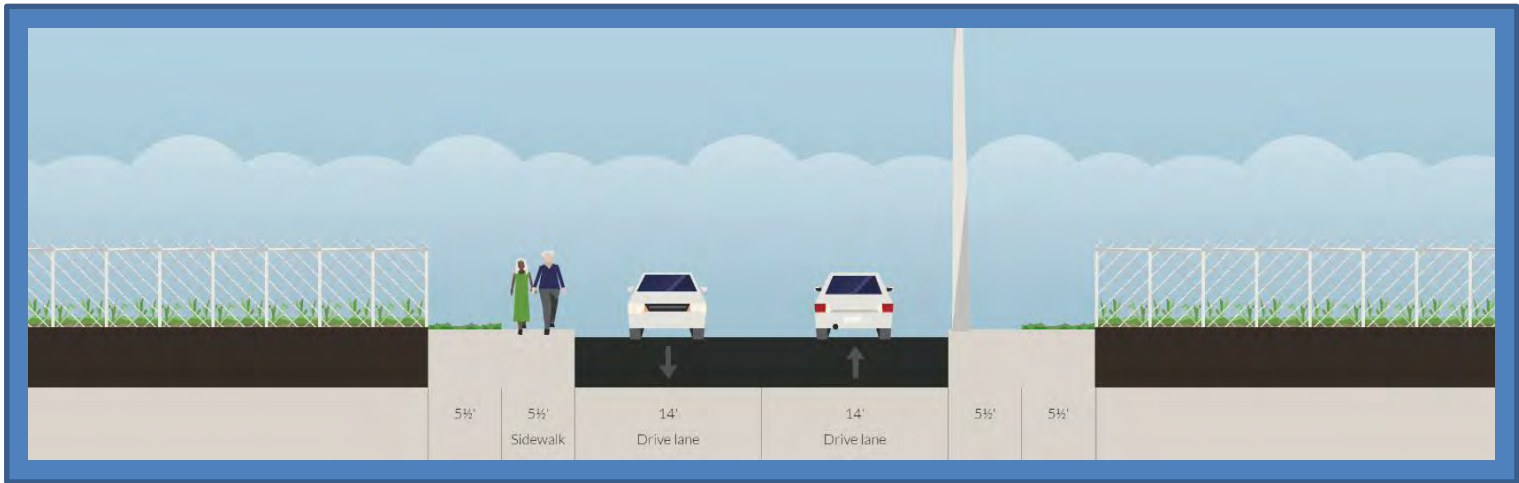
PROJECT DESCRIPTION

This corridor, a combination of 44th Ave S (1,900') and 43rd Place S (350'), is approximately 2,250' long with no sidewalk or bike facilities. The existing storm drainage facilities are primarily made up of drainage ditches. Along 44th Ave S, there are intermittent gravel shoulders on both sides of the road that provide on-street parking. The proposed design would widen 44th Ave S to 28' to provide two 14' travel/parking lanes. 5' sidewalks would be installed on both sides. Along 43rd Pl S, the existing roadway would be narrowed as 5' sidewalks would be installed such that the back of sidewalk matches the existing edge of pavement.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$358,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$2,386,000
UTILITY UNDERGROUNDING	\$2,070,000
<hr/>	
TOTAL COST	\$4,814,000



Typical improved cross section along 44th Ave S for Option 1; looking north (Preferred Option).

S 142nd St from 35th Ave S to 37th Ave S

EXISTING CONDITIONS

- Roadway width of approximately 26' with on-street parking permitted on south side.
- Corridor length of 425'.
- Sidewalk on south side of street adjacent to Cascade View Community Park.

CONTEXT

- The adjacent land-use is a mix of single family and multi-family development.
- The south side of S 142nd St abuts Cascade View Community Park.
- There are existing luminaires on the south side of S 142nd St; there are no overhead utilities on this segment of roadway.

CONSTRAINTS

- Average ROW width* of 40'.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian access on the north side of S 143rd St and increased roadway width to accommodate two travel lanes and on-street parking.

IMPROVEMENT OPTIONS

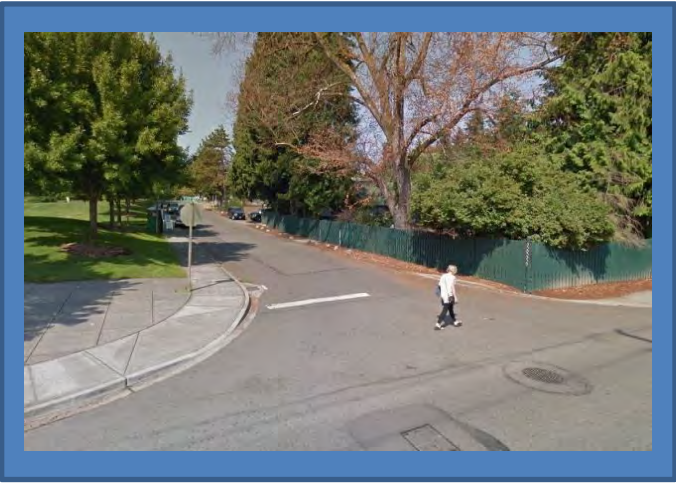
- Option 1: Maintain the existing sidewalk on the south side of S 142nd St and construct a new sidewalk on the north side to improve pedestrian access. In addition, widen the existing roadway to accommodate two travel lanes and wider on-street parking.



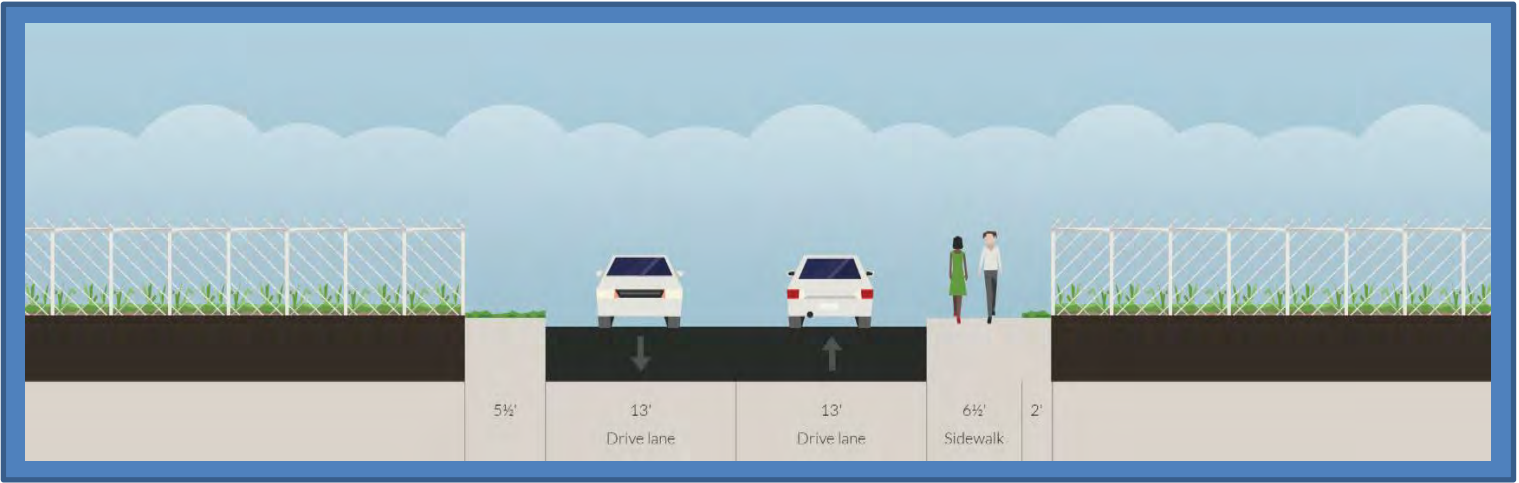
Source: Google Maps



S 142nd St from 35th Ave S; looking east.



S 142nd St from 37th Ave S; looking west.



Typical existing cross-section; looking east.

PROJECT DESCRIPTION

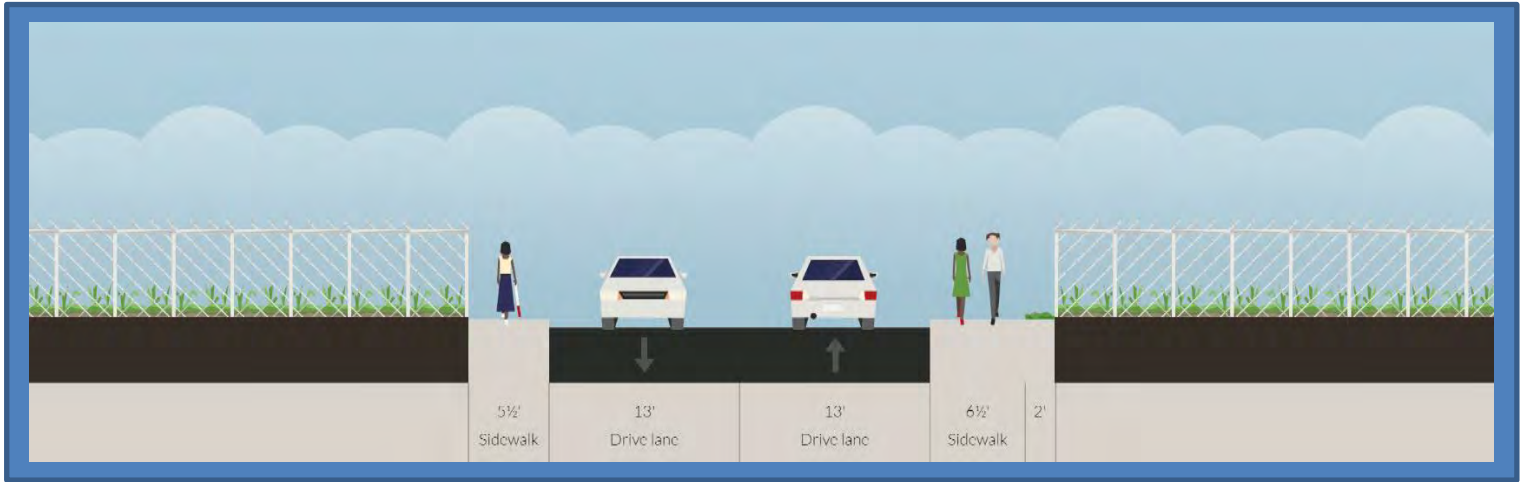
S 142nd St between 35th Ave S and 37th Ave S is approximately 425’ in length. The existing cross-section includes sidewalk on the south side of the road adjacent to Cascade View Community Park. This project maintains the existing roadway width and installs a 5’ sidewalk along the north side of the corridor up to the edge of ROW. New catch basins will be installed along this side which will connect to the existing storm drain mainline.

The utilities in this segment of roadway are already undergrounded and the roadway is lit by luminaires on the south side of the S 143rd St.

The proposed improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$24,000
RIGHT-OF-WAY	\$54,000
CONSTRUCTION	\$154,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$232,000



Typical improved cross-section for Option 1, looking east.

47th Ave S from North City Limits to S Ryan Way

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 940’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family residential.
- S Ryan Way has sidewalks on both sides of the road. It intersects with Martin Luther King Jr Way S less than 0.25 miles to the west.

CONSTRAINTS

- Average ROW width* of 40’
 - Utility poles on east side of 47th Ave S.
 - Drainage ditches and large trees near edge of road.
 - Steep slopes at the south end of the corridor.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian corridor to S Ryan Way and Martin Luther King Jr Way S.
- Improved safety for residents of 47th Ave S and connecting streets.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’ with two 14’ travel/parking lanes. Install 5’ sidewalks with curb, gutter, and new storm drainage along both sides of corridor. Underground overhead utilities and replace streetlights. Install retaining walls as needed.
- Option 2: Maintain existing roadway width. Add 5’ sidewalks to both sides of 47th Ave S. Install a retaining wall along the east side near the south end of 47th Ave S; there are steep slopes and a drainage ditch near the roadway. Underground overhead utilities and replace streetlights.



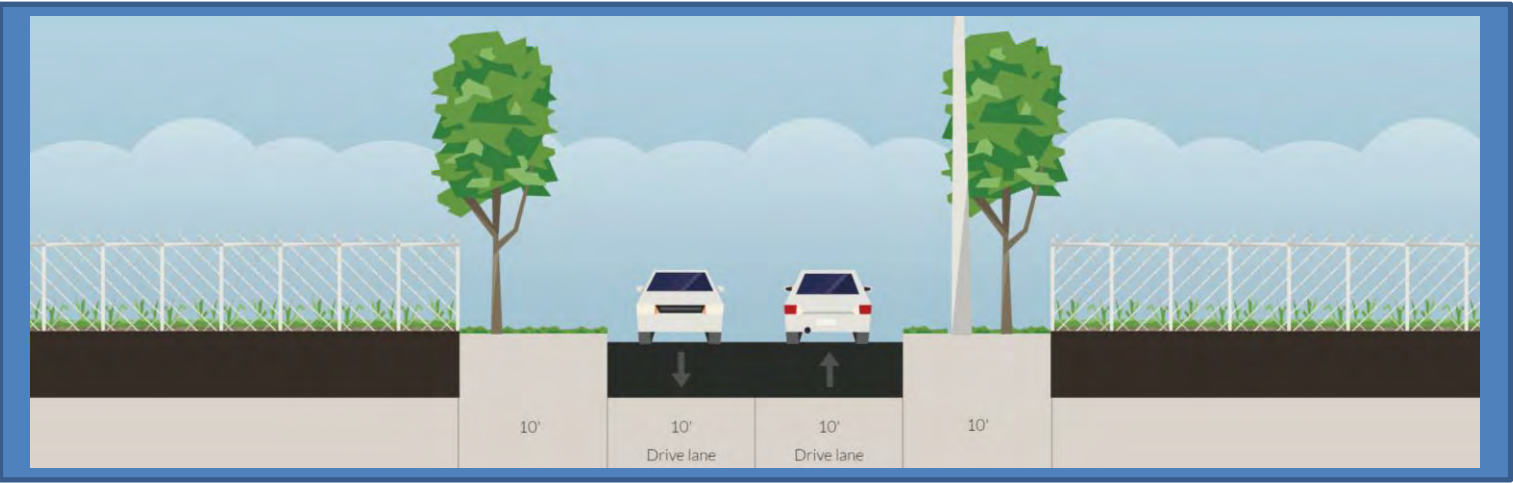
Source: Google Maps



Angled intersection of S Ryan Way, 47th Ave S & S 107th St; looking NE.



Drainage ditch, steep slopes and large trees on 47th Ave S; looking north.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

This corridor, ending at the north city limits, is approximately 940’ long. The existing roadway is approximately 20’ wide, with steep slopes and ditches intermittently present on both sides of 47th Ave S.

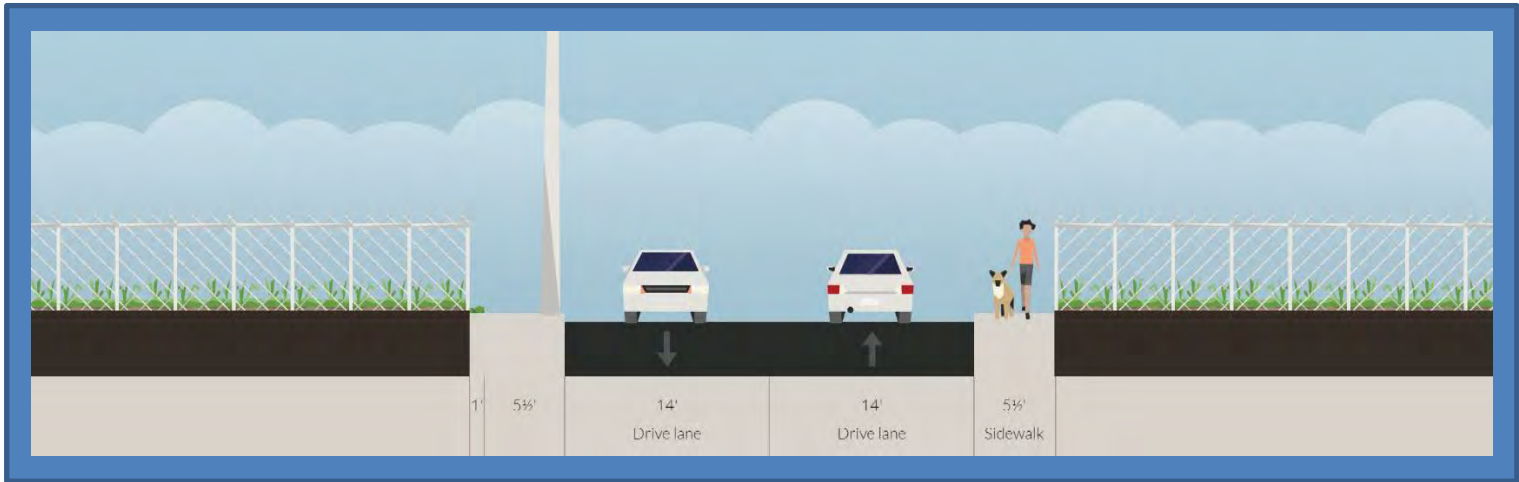
This project proposes to widen the roadway to 28’ to provide two 14’ drive/parking lanes and add 5’ sidewalks to each side. With the sidewalk will come curb, gutter, and storm drainage.

Overhead utilities, currently located on the east side of the road, will be undergrounded. Streetlights, currently on shared poles with overhead utilities, will be replaced and located on the west side of the road.

These improvements can be made in the existing ROW; construction easements will be needed along the west side of this corridor. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$168,000
RIGHT-OF-WAY	\$212,000
CONSTRUCTION	\$1,114,000
UTILITY UNDERGROUNDING	\$860,000
<hr/>	
TOTAL COST	\$2,354,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Centerline RPMs near 42nd Ave S; average roadway width of 20'.
- Corridor length of 1,300'.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Adjacent land use is residential, with single family homes and a church with a large grass field in the southeast corner of corridor.
- 320' long drainage ditch on southeast side of corridor.
- South side of corridor is undeveloped for easternmost 140'.
- Dead end at end of road.

CONSTRAINTS

- ROW* width is 30' for west 1,090' and 40' for east 210' (assuming roadway is centered between parcels, despite skewed parcel lines on King County Parcel Viewer).
- Utilities along north side of corridor for entire duration of corridor. Multiple overhead connections to homes throughout corridor.
- Fencing along edge of properties.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalk along 42nd Ave S at S 140th St.
- Improve pedestrian connectivity to St Thomas Catholic Church and Star Nursery & Landscaping.

IMPROVEMENT OPTIONS

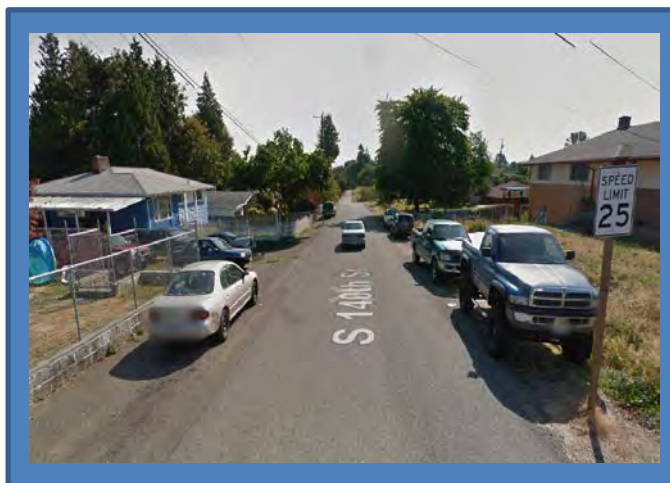
- **Option 1:** At locations with 30' of ROW, shift 20' roadway south by 0.5' and remove existing grass/gravel on north side of corridor and install curb, gutter, and 5' sidewalk. At locations with 40' of ROW, remove existing undeveloped land on both sides of corridor and fill in drainage ditch on south side. Widen the roadway symmetrically about the centerline to 28', to provide two 14' travel/parking lanes. Then install curb, gutter, and 5' sidewalk on both sides of corridor. For both types of locations, install new catch basins and lateral connections to existing storm drainage mainline. Install new storm drain mainline west of 43rd Ave S. Underground overhead utilities.
- **Option 2:** At locations with 30' of ROW, acquire an additional 10' ROW and remove existing grass/gravel on both sides of corridor. Widen the roadway symmetrically about the centerline to 28', to provide two 14' travel lanes, throughout the corridor. Then install curb, gutter, and 5' sidewalk on both sides of corridor. Install new catch basins and lateral connections to existing storm drainage mainline. Install new storm drain mainline west of 43rd Ave S. Underground overhead utilities.



Source: Google Maps



S 140th St, at the intersection of S 140th St and 42nd Ave S, looking east.



S 140th St, showing typical existing cross section, looking east



Typical existing cross section (30' ROW section); looking east.

PROJECT DESCRIPTION

This project involves shifting a 20' roadway south by 0.5' and installing curb, gutter, and 5' sidewalk on the north side of the corridor at locations where the ROW with is 30'. At locations where the ROW is 40', the roadway will be widened symmetrically about the centerline to 28' and curb, gutter, and 5' sidewalk will be installed on both sides of the corridor.

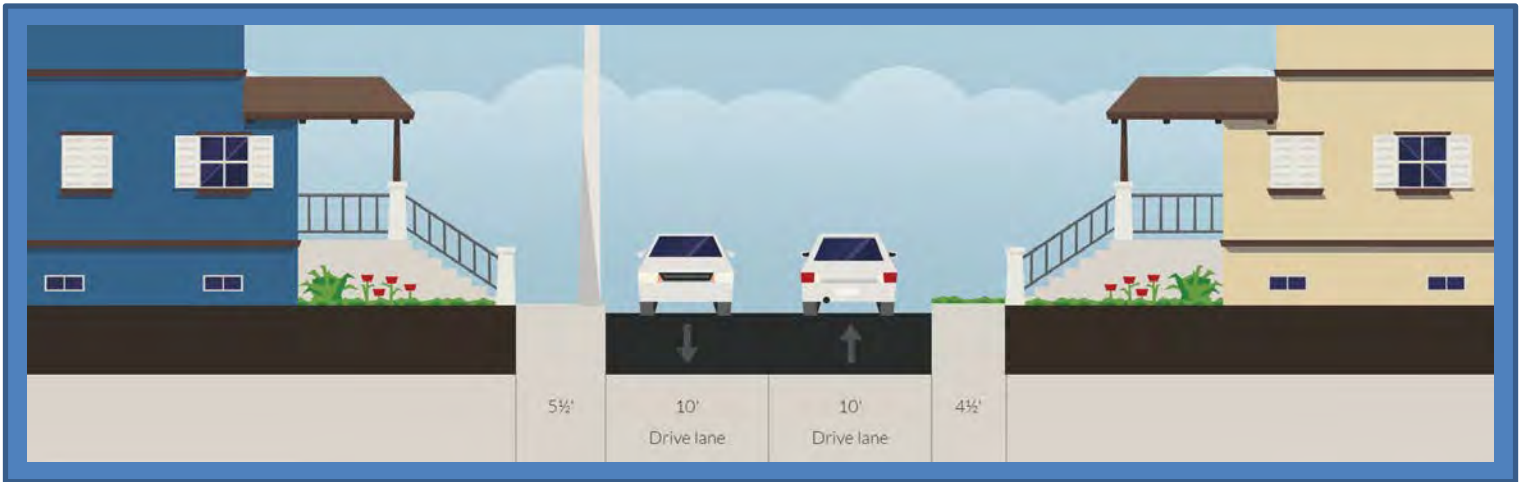
Storm drainage was observed to be in place between 43rd Ave S and the End of Road. Where sidewalk is installed in this location, new catch basins will be installed and laterals will connect to the existing storm drain mainline. Between 42nd Ave S and 43rd Ave S, a new mainline will be installed with the new catch basins and laterals.

The installation of a 5' sidewalk on the north side of the corridor in the 30' ROW locations will result in a loss of residential street parking throughout that section. However, the widening of the roadway at the 40' ROW locations will allow for residential parking on both sides of the street, in conjunction with pedestrian access via the sidewalks. Too, the unpaved area along the south side will be maintained so parking can continue.

Construction easements will be needed along the corridor and there may be impacts to existing landscaping, fire hydrants, and mailboxes. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$148,000
RIGHT-OF-WAY	\$198,000
CONSTRUCTION	\$983,000
UTILITY UNDERGROUNDING	\$1,200,000
<hr/>	
TOTAL COST	\$2,529,000



Typical improved cross section at 30' ROW locations for Option 1; looking east (Preferred Option)

S 131st St from 41st Ave S to Macadam Rd S

EXISTING CONDITIONS

- No striping; average roadway width of 22’.
- Corridor length of 500’
- No designated bike facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single family.
- Riverton Park, located on the south side of S 131st St, is home to a community garden.
- Parking along soft shoulder on both sides

CONSTRAINTS

- Average ROW width* of 40’.
- Overhead utilities on south side of S 131st St.
- Perpendicular parking on north and south side of S 131st St adjacent to the Masonic Hall and Riverton Park.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian and bicycle access to Macadam Rd S which is considered a “Bicycle Friendly Route” according to the city of Tukwila’s 2015 Comprehensive Plan.
- Improved access to Riverton Park and community garden.
- Improved safety along S 131st St.

IMPROVEMENT OPTIONS

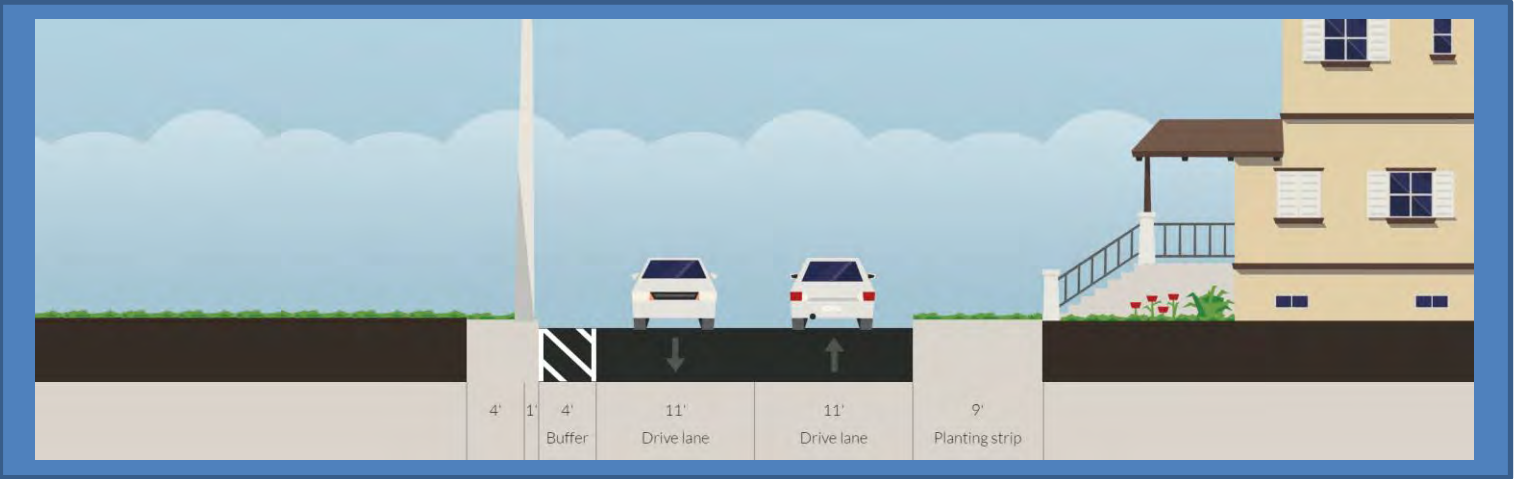
- Option 1: Widen roadway to 28’ to accommodate two 10’ travel lanes with sharrows and an 8’ parking lane along the north side of the roadway. Install 5’ sidewalks with curb and gutter along both sides of the roadway. Install stormdrainage structures throughout corridor. Underground overhead utilities along south side of S 131st St.
- Option 2: Widen roadway to 28’ to accommodate two 14’ travel lanes with sharrows. Install 5’ sidewalks with curb and gutter along both sides of the roadway. Install stormdrainage structures throughout corridor. Underground overhead utilities along south side of S 131st St.



Existing sidewalk at NE corner of S 131st St and Macadam Rd S; looking west.



Riverton Park and Masonic Hall located at S 131st St & 41st Ave S; looking SE.



Typical existing cross section, looking west.

PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to provide two 10’ driving lanes with sharrows and an 8’ parking lane along the north side of S 131st St. Install 5’ sidewalks with curb and gutter along both sides of the roadway and storm drainage structures throughout the corridor. Underground overhead utilities located along the south side of the corridor

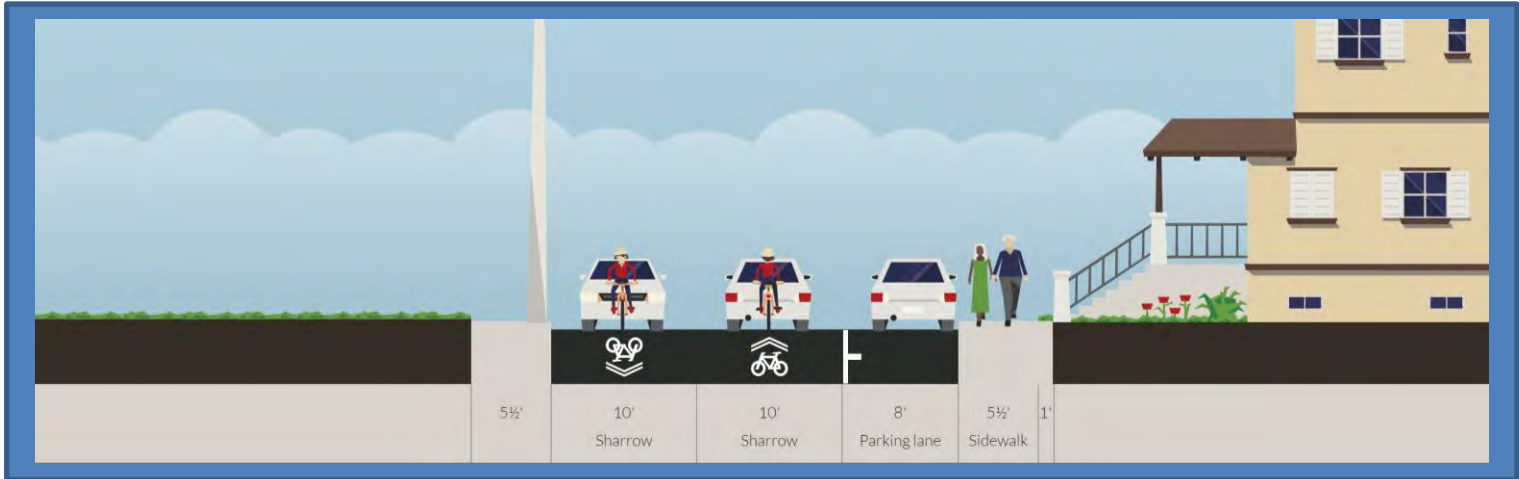
A majority of the south side of this corridor borders the Riverton Park, which provides multiple paths to nearby streets. There are five single-family residences along this corridor, 2 of which are on the south side of the street. Crosswalks and stop bars will be added: one stop bar at the intersection of S 131st St and 42nd Ave S, and a crosswalk between the existing sidewalk on 42nd Ave S and the proposed sidewalk on S 131st St. Additional crosswalks will be provided to Riverton Park.

Perpendicular parking adjacent to the roadway will result in vehicles backing across the sidewalk. Approximately 300’ of this corridor borders the assembly hall or park properties, where parking may create conflict with the proposed sidewalk. For this phase of planning it is assumed this length of sidewalk will be constructed as a wide driveway.

These improvements can be made in the existing ROW; construction easements will be needed along the both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$84,000
RIGHT-OF-WAY	\$113,000
CONSTRUCTION	\$554,000
UTILITY UNDERGROUNDING	\$460,000
<hr/>	
TOTAL COST	\$1,211,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- Approximate roadway width of 22' with two 11' lanes. Intermittent gravel shoulders on both sides of the roadway.
- Corridor length of 750'.
- No sidewalks or designated bicycle facilities in the corridor vicinity.

CONTEXT

- Surrounding area land use is predominantly single family residential.
- Vehicular access to Tukwila International Blvd can only be made via S 132nd St; there is pedestrian access to Tukwila International Blvd via a staircase at the east end of S 130th St.

CONSTRAINTS

- Average ROW width* of 60'.
- Steep side-slopes in portions of the corridor, especially on the west side, which may complicate matching existing driveways and walkways.
- Overhead utilities on west side of 33rd Ave S.

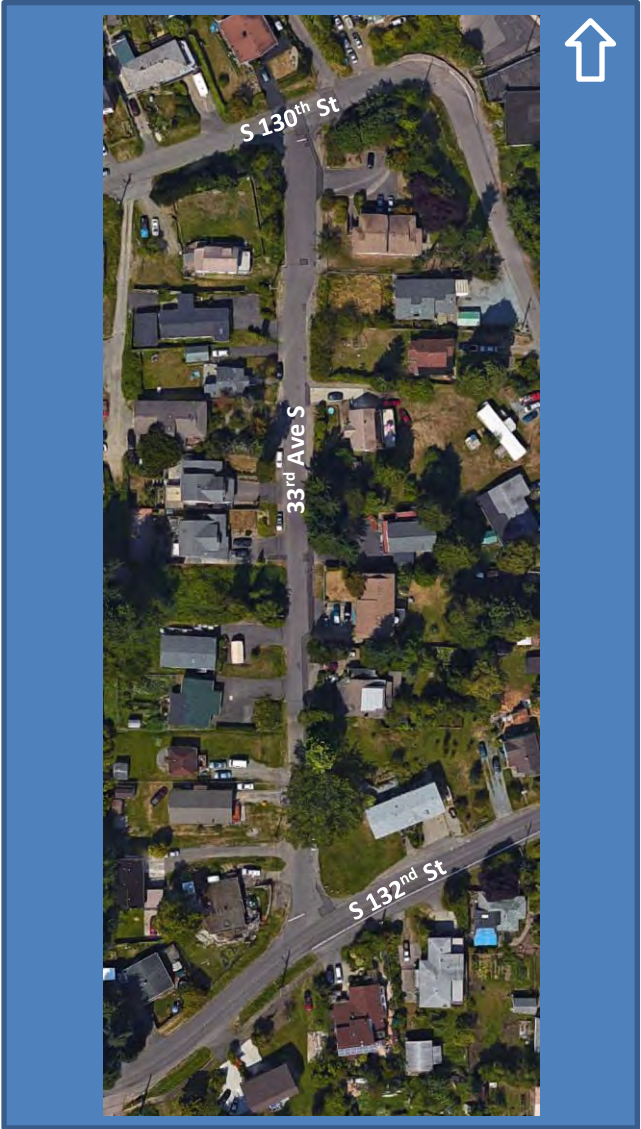
*ROW widths based on King County GIS data

OPPORTUNITIES

- Provide improved pedestrian access through the corridor and consolidate intermittent gravel shoulders with a new 8' parking lane.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 36' to provide two 10' travel lanes and 8' parking lanes. Install curb, gutter, and 5' sidewalks each side. Connect new catch basins to existing storm drain mainline. Underground overhead utilities and replace streetlights. Install retaining walls near north end of project.



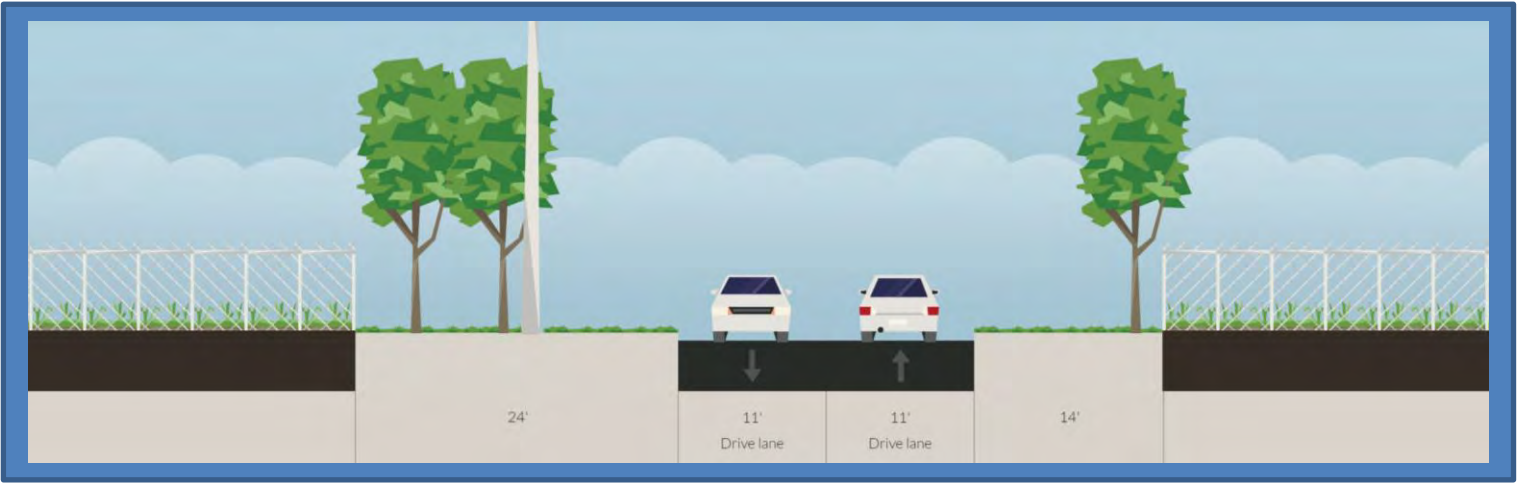
Source: Google Maps



33rd Ave S & S 132nd St; looking north.



33rd Ave S & S 130th St; looking SW.



Typical existing cross-section; looking north.

PROJECT DESCRIPTION

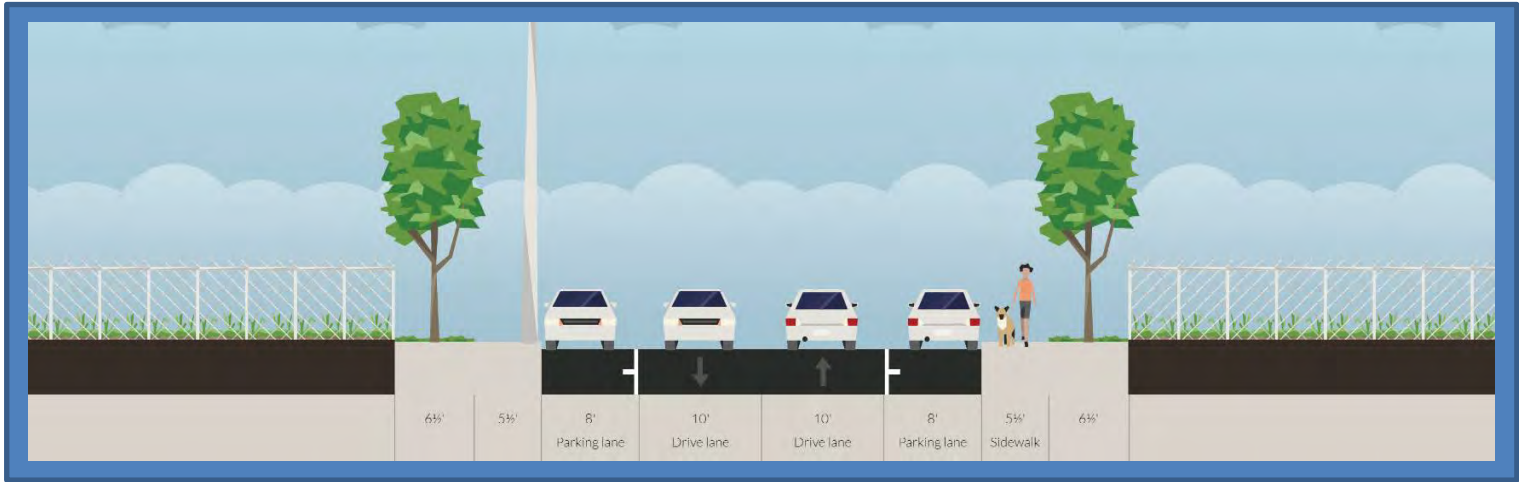
33rd Ave S between S 132nd St and S 130th St is approximately 750’ in length. The existing cross-section includes two 11’ travel lanes and sporadic gravel shoulders which provide on-street parking. There are no designated pedestrian facilities in any segment of the corridor. The proposed cross-section will widen the existing street to accommodate two 10’ travel lanes and two 8’ on-street parking lanes. Additionally, 5’ sidewalks will be added on both sides of the road to increase pedestrian mobility. The remaining right-of-way behind the sidewalks will be used to mitigate the existing topography and lessen impacts to surrounding properties, though some retaining walls will be necessary.

The existing overhead utilities on the west side of the road will be undergrounded as part of this project. The existing street lights are attached to the utility poles which will necessitate the installation of new luminaires. New catch basins will be installed in the new curb lines. These structures will connect to the existing storm drain mainline in the corridor.

The proposed improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$175,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,162,000
UTILITY UNDERGROUNDING	\$690,000
<hr/>	
TOTAL COST	\$2,027,000



Typical improved cross-section for Option 1, looking north (Preferred Option).

S 139th St from Tukwila International Blvd to 42nd Ave S

EXISTING CONDITIONS

- Posted speed of 25 mph
- No striping; roadway width ranges from 20' to 36'.
- Corridor length of 680'.
- No designated bike facilities.
- Sidewalks on both sides of S 139th St at west end of corridor, approximately 170'.

CONTEXT

- Surrounding area land use is a mix of single family residential and commercial.
- Transit routes serve Tukwila International Blvd.

CONSTRAINTS

- 60' ROW.
 - Utility poles on north side of S 139th St with multiple service lines crossing street.
 - Large trees near edge of pavement.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian and bicycle corridor to Tukwila International Blvd which is considered a “Bicycle Friendly Route” according the City of Tukwila’s 2015 Comprehensive Plan.
- Improved access to transit routes serving Tukwila International Blvd.

IMPROVEMENT OPTIONS

- Option 1: Match improvements near Tukwila International Blvd; widen roadway to 36' to provide two 10' travel lanes adjacent to 8' parking lanes and install 5' sidewalks with curb and gutter. Underground overhead utilities and add storm drainage facilities.



Source: Google Maps



Steep slopes at S 139th St & 42nd Ave S; looking east.



Large trees near edge of pavement (approx. 30' apart); looking west.



Typical existing cross section (existing 20' pavement section); looking east.

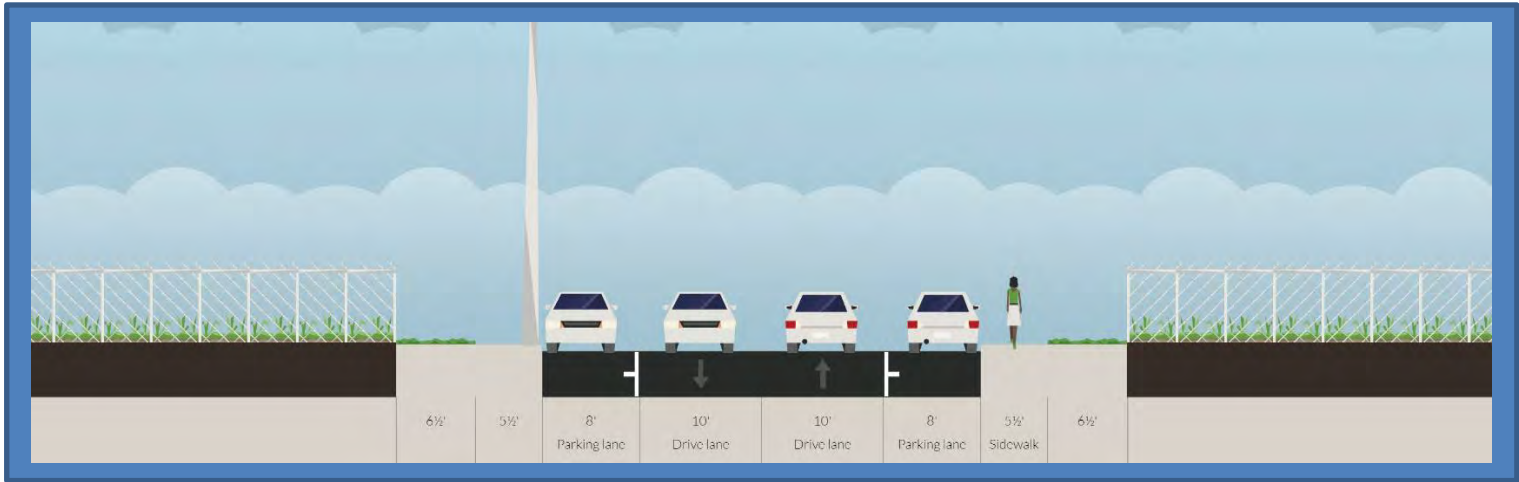
PROJECT DESCRIPTION

S 139th St between Tukwila International Blvd and 42nd Ave S is 680’ in length with sidewalks and street parking on the westernmost 180’ of the corridor. For the remainder of the corridor, the roadway width varies between 20’ and 27’. This project will widen the eastern portion of the corridor to 36’ to match the western improvements. Curb, gutter, and 5’ sidewalk will be installed along the widened roadway on both sides. Catch basins and new storm drain pipe will be installed. Aerial utilities will be undergrounded.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$104,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$687,000
UTILITY UNDERGROUNDING	\$460,000
<hr/>	
TOTAL COST	\$1,251,000



Typical improved cross section for Option 1; looking east (Preferred Option).

S 146th St from Military Road S to Tukwila International Blvd

EXISTING CONDITIONS

- Posted speed of 25 mph.
- 2 Lanes (10-12' each).
- Corridor length of 1,100'.
- No dedicated bike facilities. There is a short segment of sidewalk on the north side of the road near Tukwila International Blvd.

CONTEXT

- Surrounding area land use is a mix of single family residential, multifamily residential, and commercial.
- Both Military Rd S and Tukwila International Blvd are considered "Bicycle Friendly Routes" according to the City of Tukwila's 2015 Comprehensive Plan.
- Transit routes serve Tukwila International Blvd.

CONSTRAINTS

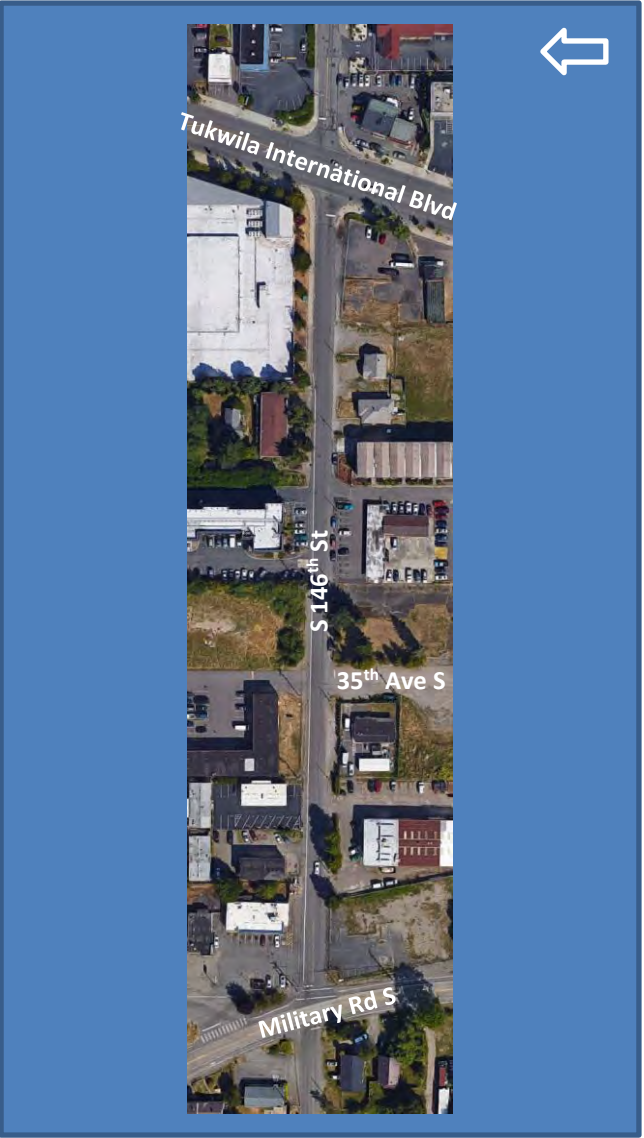
- Average ROW* width of 40'; there are some areas where ROW width increases to 50'.
 - Overhead utilities on both sides of S 146th St.
 - Heavily utilized parking on soft shoulders.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian and bike corridor between Military Rd and Tukwila International Blvd.
- Improve accessibility to local residences and businesses through the addition of curb ramps.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28' accommodate two 14' travel/parking lanes. Add 5' sidewalks on both sides of S 146th St (maintaining existing north-side sidewalks). Underground overhead utilities and connect new catch basins to existing storm drain mainline.



Source: Google Maps



No sidewalks at S 146th St and Military Rd; looking east.



Existing sidewalks at S 146th St and Tukwila International Blvd; looking west.



Typical existing cross section; looking west.

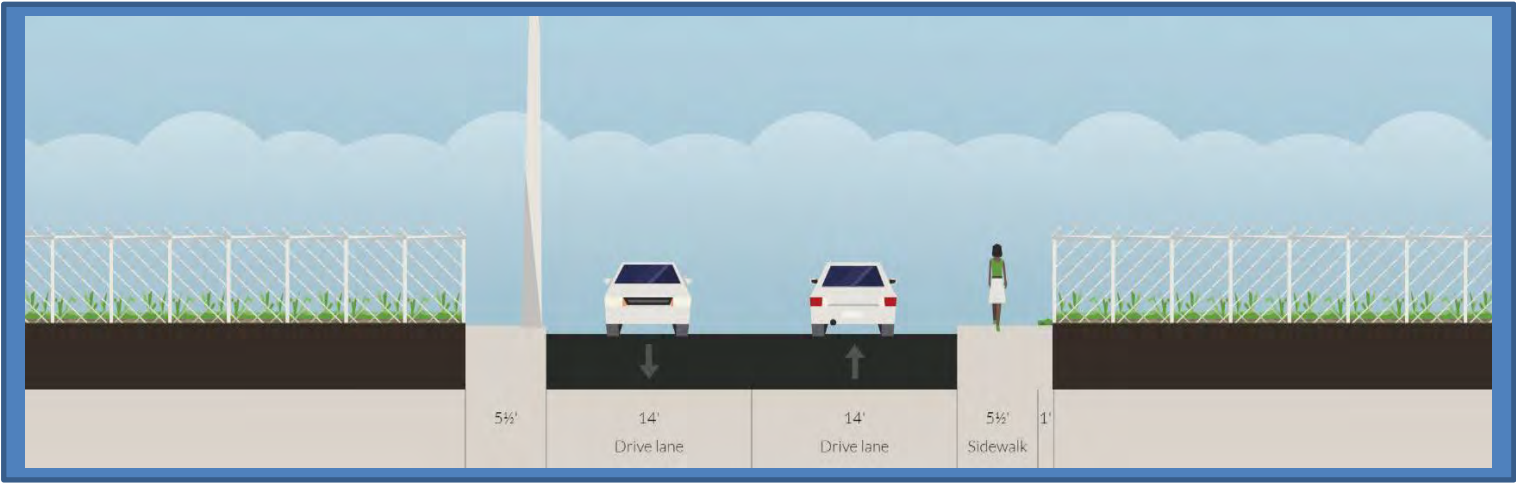
PROJECT DESCRIPTION

This project involves widening S 146th St to accommodate two 14’ travel/parking lanes lane and installing two 5’ sidewalks. The existing sidewalk along the north side of S 146th St near Tukwila International Blvd will be maintained. Where new sidewalk is installed, new catch basins will be installed and connected to the existing storm drain mainline. Aerial utilities will be undergrounded.

These improvements can be made in the existing ROW; construction easements will be needed along both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$158,000
RIGHT-OF-WAY	\$223,000
CONSTRUCTION	\$1,053,000
UTILITY UNDERGROUNDING	\$1,010,000
<hr/>	
TOTAL COST	\$2,444,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Centerline RPMs and fog line on west side of corridor for entire duration of corridor, fog line on east side of corridor for north 360'.
- Average roadway width of 30' for south 150'; 28' for north 410'; and 23' for middle 300'. 11' travel lanes throughout.
- Corridor length of 860'.
- Asphalt sidewalk on east side of corridor for south 440'.

CONTEXT

- Adjacent land use on east side is residential, with single family homes and a church.
- All land on west side is undeveloped.
- Corridor width expands for southernmost 150' to allow for roadway width of 30'.

CONSTRAINTS

- ROW* width is 60' (assuming roadway is centered between parcels, despite skewed parcel lines on King County Parcel Viewer).
- Utility poles with illumination along east side of corridor for entire duration of corridor.

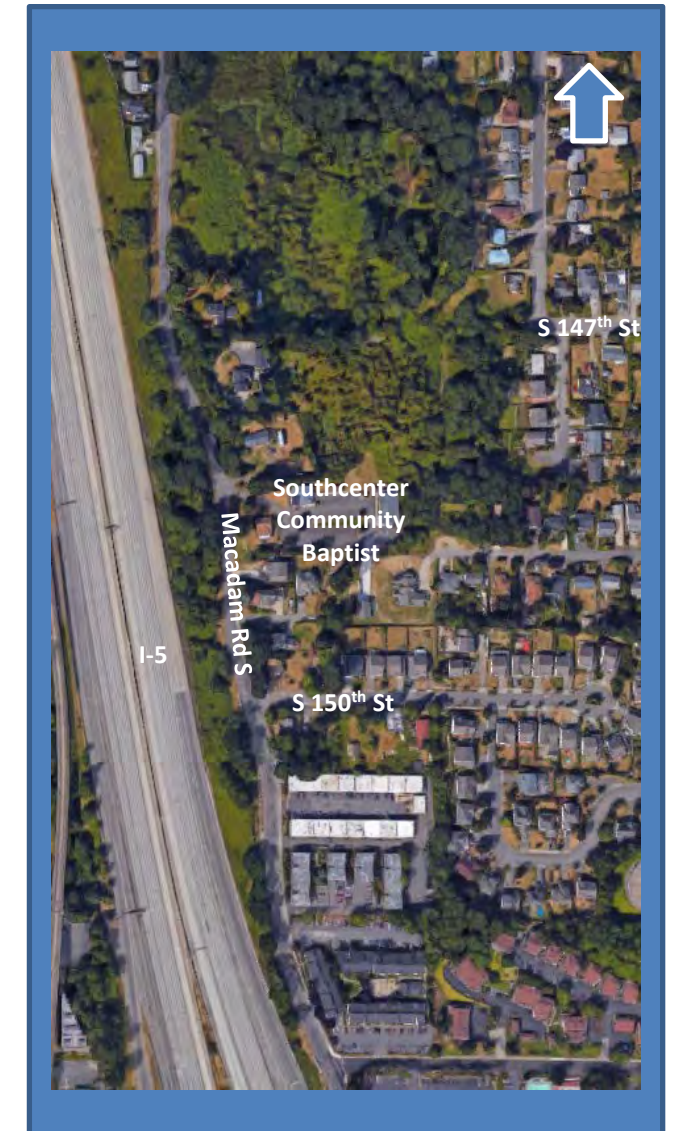
*ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalk at Macadam Rd S and S 150th St intersection.
- Connect to existing bike lanes and transit routes south of Macadam Rd S and S 150th St intersection.
- Improve pedestrian connectivity to Southcenter Community Baptist church.

IMPROVEMENT OPTIONS

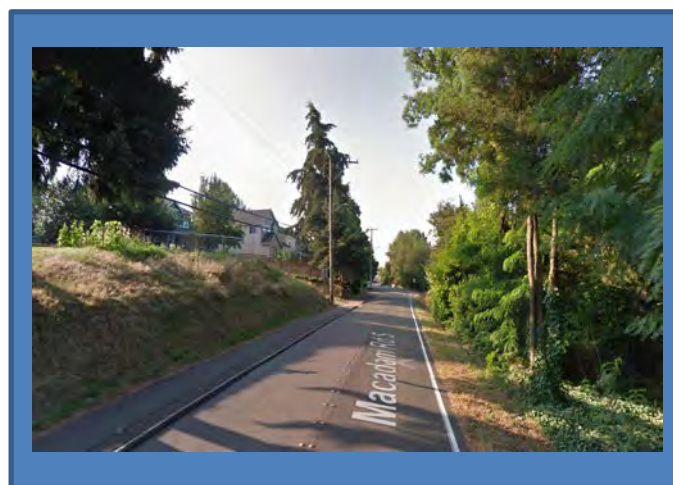
- **Option 1:** Remove existing sidewalk where necessary and widen the roadway to 30', to provide two 10' travel lanes and two 5' bike lanes. Install curb, gutter, and 5' sidewalk on both sides of corridor. Install new catch basins and lateral connections to existing storm drainage mainline. Underground overhead utilities and replace light poles.



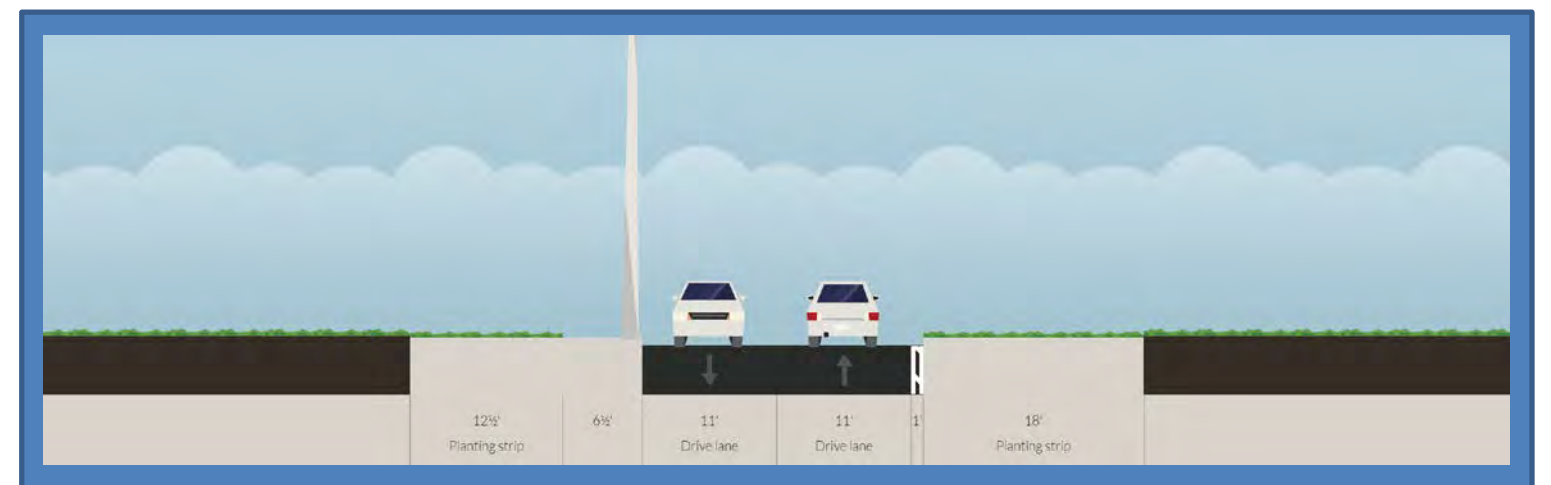
Source: Google Maps



Macadam Rd S, showing 30' roadway width; looking south



Macadam Rd S, showing 23' roadway width with sidewalk; looking south



Typical existing cross section showing 23' roadway width; looking south

PROJECT DESCRIPTION

This project involves removing existing sidewalk in the southeast portion of the corridor and widening the existing roadway (maintaining existing centerline) to provide two 10' travel lanes and two 5' bike lanes. Curb, gutter, and 5' sidewalk will also be installed on both sides of the corridor. New catch basins will be installed and laterals will connect to the existing storm drain mainline.

The addition of bike lanes on both sides of the corridor will allow a connection to the existing bike lanes and transit routes south of the Macadam Rd S and S 150th St intersection. In addition, these improvements will avoid the need to widen the roadway for the south 150'. Cut retaining walls are assumed to be needed behind the improvements along the east side of the corridor while fill retaining walls are assumed to be needed on the west side.

All improvements can be made within ROW without temporary construction easements. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$270,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,799,000
UTILITY UNDERGROUNDING	\$790,000
<hr/>	
TOTAL COST	\$2,859,000



Typical improved cross section for Option 1; looking south

S 128th St from East Marginal Way S to Macadam Rd S

EXISTING CONDITIONS

- Posted speed of 25 mph
- 2 Lanes (10' each).
- Corridor length of 870'.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family residential with some commercial property at the corridor extents.
- Macadam Rd S intersects Interurban Ave S and the Green River Trail approximately 500' north of S 128th St.
- E Marginal Way S and Macadam Rd S are both considered “Bicycle Friendly Routes” in the City of Tukwila’s 2015 Comprehensive Plan.
- Transit routes serve E Marginal Way S.

CONSTRAINTS

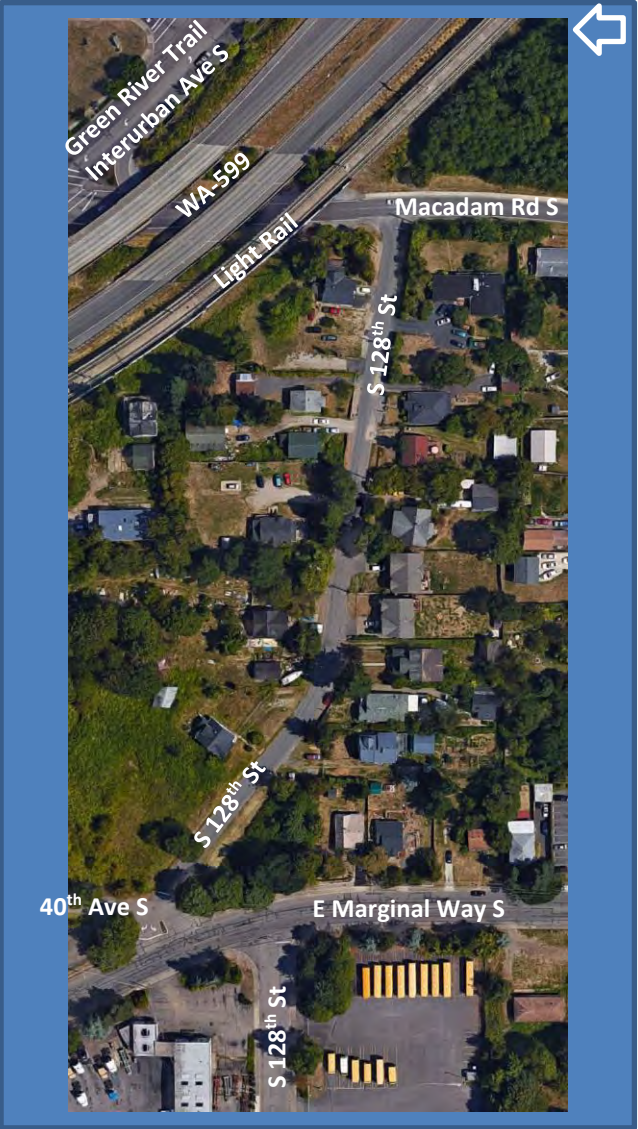
- Average ROW width* of 40'.
 - Overhead utilities on south side of S 128th St.
 - Steep slopes and large trees near the edge of road, specifically close to the intersections with E Marginal Way S and Macadam Rd S.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian and bicycle corridor to E Marginal Way S and associated transit routes.
- In conjunction with improvements on Macadam Rd S/42nd Ave S, this would provide an improved corridor to the Green River Trail, Interurban Ave S and the Tukwila Community Center.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28' to provide two 10' travel lanes and an 8' parking lane on the south side for majority of corridor. Near easternmost properties, maintain 20' roadway width to avoid wall installation. Install 5' sidewalks to both sides of road. Underground overhead utilities and add storm drainage infrastructure.



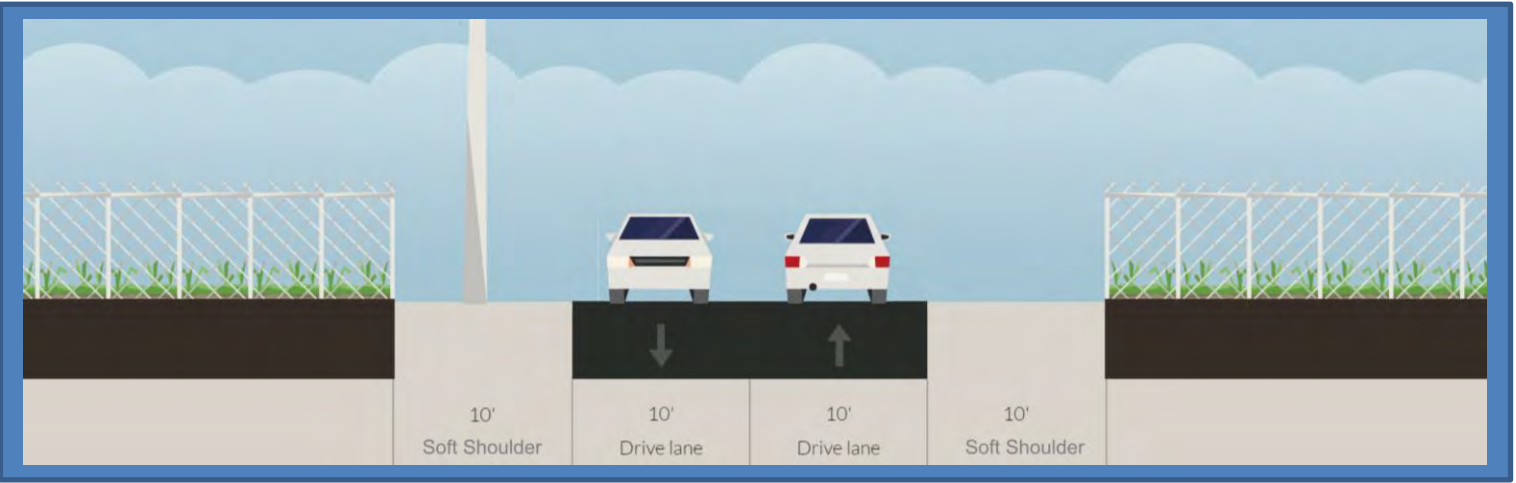
Source: Google Maps



Intersection of E Marginal Way S, S 128th St & 40th Ave S; looking east.



Steep slopes near edge of road at S 128th St & Macadam Rd S; looking west.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

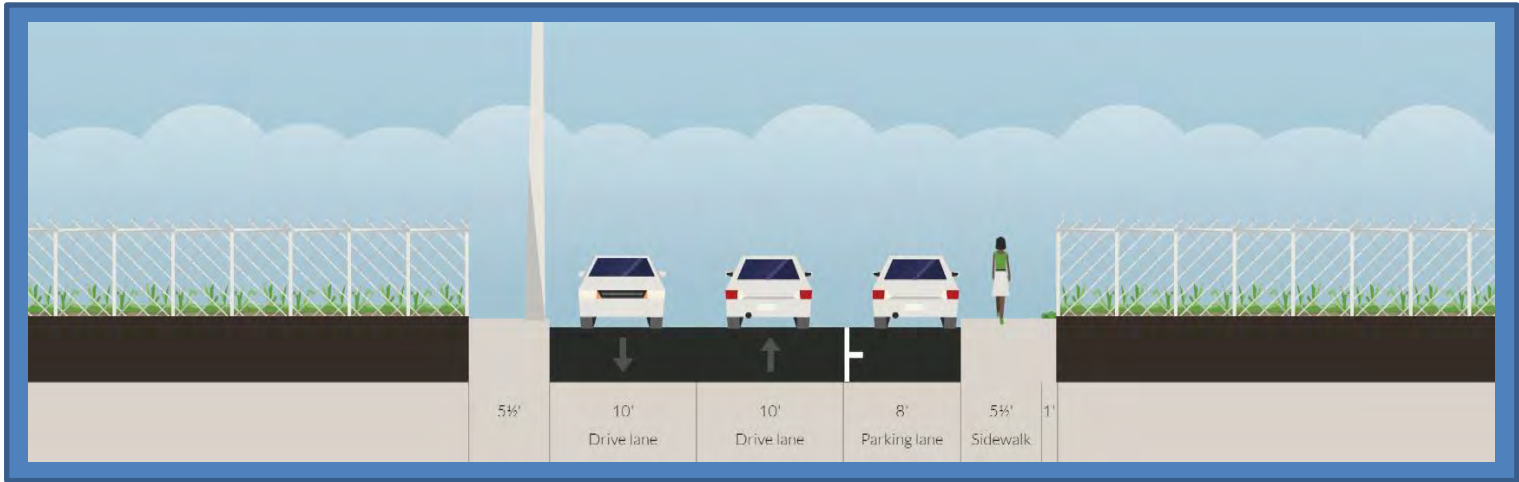
This project involves adding two 5’ sidewalks, undergrounding overhead utilities and adding storm drainage facilities. The average roadway width of 20’ will be widened to 28’ to accommodate two 10’ travel lanes and an 8’ parking lane on the north side for a majority of the corridor. The roadway centerline will shift 4’ to the south to support this widening.

The corridor will be narrowed to maintain the existing 20’ pavement width near Macadam Rd S to avoid retaining walls. This region is lined by steep cut slopes.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$145,000
RIGHT-OF-WAY	\$167,000
CONSTRUCTION	\$962,000
UTILITY UNDERGROUNDING	\$800,000
<hr/>	
TOTAL COST	\$2,074,000



Typical improved cross section for Option 1 (west portion); looking west (Preferred Option)

S 126th St from 34th Ave S to 35th Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 380’.
- No designated bike facilities.
- Sidewalk at NW corner of 34th Ave S and S 126th St.

CONTEXT

- Surrounding area land use is a mix of commercial and single family residential.
- There is an existing sidewalk on the north side of S 126th St between 35th Ave and E Marginal Way S.
- Local transit routes serve E Marginal Way S.

CONSTRAINTS

- Average ROW width* of 50’
 - Overhead utilities on south side of S 126th St.
 - Retaining wall at corner of S 126th St & 34th Ave S.
 - Riverton Creek crosses under S 126th St between 34th Ave S and 35th Ave S.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian corridor to E Marginal Way S and associated transit routes.
- Fill a missing link of sidewalk between on S 126th St between 34th Ave S and 35th Ave S.

IMPROVEMENT OPTIONS

- Option 1: Install 5’ sidewalks with curb and gutter along both sides of corridor, maintaining existing sidewalks near 34th Ave S. Maintain 20’ roadway width. Install storm drainage facilities and underground aerial utilities. Widen culvert for Riverton Creek.



Source: Google Maps



Riverton Creek crosses under S 126th St and trees encroaching on roadway; looking west.



Existing sidewalk at 35th Ave S; looking west



Typical existing cross section; looking west.

PROJECT DESCRIPTION

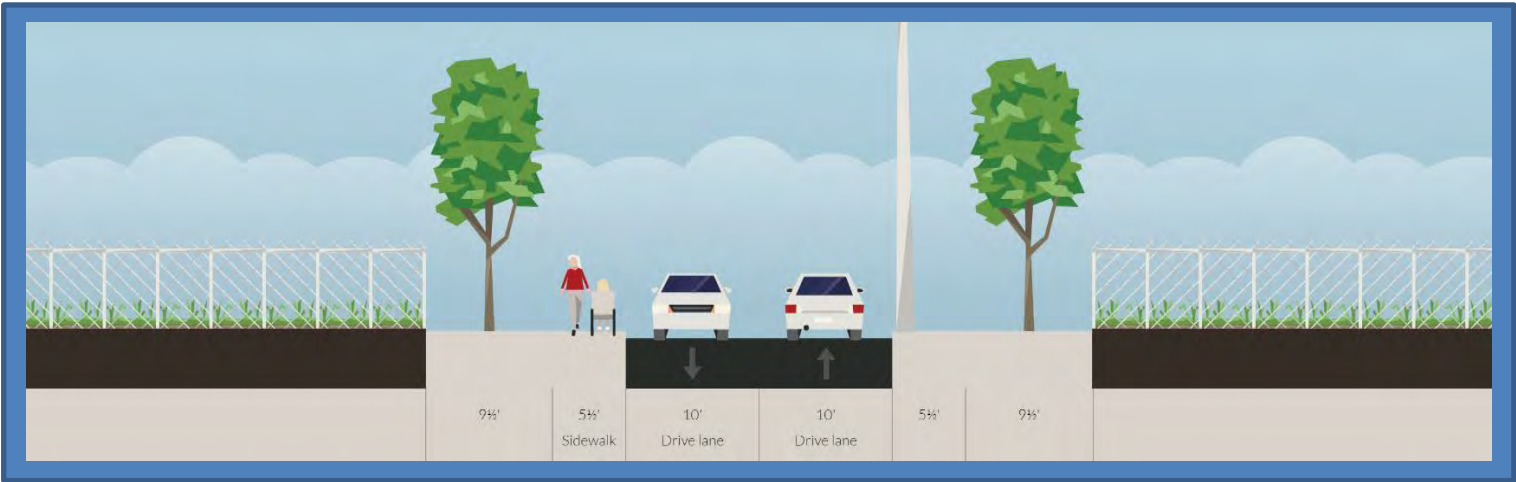
This project includes installing 5’ sidewalks on both sides of S 126th St between 34th Ave S and 35th Ave S, maintaining the existing sidewalk near the west end of the corridor. Storm drainage infrastructure will be installed along with the new curb and gutter. Aerial utilities will be undergrounded.

The culvert for Riverton Creek will be extended under the roadway in order to support the widening for new sidewalks.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$58,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$381,000
UTILITY UNDERGROUNDING	\$350,000
<hr/>	
TOTAL COST	\$789,000



Typical improved cross section for Option 1; looking west (Preferred Option)

Slade Way from S 160th St to 54th Ave S

EXISTING CONDITIONS

- Dashed yellow centerline with RPMs; average roadway width of 30’.
- Corridor length of 1185’.
- South sidewalk where alignment is east-west (approximately 410’).
- Shoulder along outside of curve vary between 2’ and 5’.
- Existing sidewalk provides access to 53rd PI S.

CONTEXT

- Property access only on outside (west/south) of curve.
- Undeveloped forest area along north/east side of Slade Way.

CONSTRAINTS

- 60’ ROW
- Alignment is not centered within ROW, minimal space available along outside of curve.
- Cut slope along south side near 53rd Ave S.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Extending the outside sidewalk would create connectivity to S 160th St, 53rd Ave S, and Crystal Springs Park.

IMPROVEMENT OPTIONS

- **Option 1:** Complete 5’ sidewalk along west/south side of Slade Way. Install in place of existing paved walkway. Install storm drainage facilities along proposed curb line. Refresh crosswalk and channelization across Slade Way at S 160th St. Reconstruct curb ramps at intersection with 53rd PI S to comply with ADA. Do not improve north/east side of roadway.



Source: Google Maps



Near 54th Ave S, facing west.



Horizontal curve south of S 160th St, facing south.



Typical existing cross section; looking west/north.

PROJECT DESCRIPTION

Slade Way cuts through a hillside to connect 54th Ave S to Crystal Springs Park via 53rd Ave S. Along the outside of the curve, a 5’ paved walkway is provided. Along the inside of the curve, the steep downslope has restricted development, and no future development is anticipated.

This project replaces the existing paved walkway with a 5’ sidewalk, curb, and gutter. The inside of the curve will not be modified. Storm drainage will be installed, too.

The existing sidewalk (approximately 410’) along the south side of the roadway near 53rd Pl S will be maintained. However, the existing curb ramps at the intersection will be replaced to be made ADA-complaint.

The crosswalk and stop bar channelization at the north end of the project limits will be refreshed.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$71,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$470,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$541,000



Typical improved cross section for Option 1; looking north (Preferred Option)

Macadam Rd S from S 150th St to Southcenter Blvd

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Yellow RPM centerline, fog line along west side of corridor for entire duration of corridor, intermittent parking marks along east side of corridor, double yellow RPM median for south 760'
- Average roadway width of 35' with two 11' travel lane and one 8' parking lane on east side of corridor
- Corridor length of 2,270
- Existing bike lane and curb on west side of corridor and existing sidewalk on east side for entire duration of corridor

CONTEXT

- Adjacent developed land use is residential, with apartment complexes, condominiums, and a few single family homes
- Intermittent bus shelters/stops along both sides of corridor

CONSTRAINTS

- ROW* width is 60' near S 150th St, elsewhere corridor is adjacent to WSDOT I-5 ROW
 - Fencing behind existing west curb line (may delineate WSDOT limited access limits)
 - Steep cut slope along east side of corridor for south 1,190' and along west side of corridor for south 760'; Steep fill slope for 1,100' along west side of corridor immediately after end of steep cut slope
 - Concrete blocks along west side for north 240'
 - Light poles along east side of corridor
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improve pedestrian connectivity to apartment complexes, transit routes along corridor, and various nearby commercial buildings
- Connect to existing sidewalk near Macadam Rd S and Southcenter Blvd intersection

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing sidewalk, parking lane, travel lanes, and bike lane. Install 5' sidewalk behind existing curb on west side. Roadway improvements will require retaining walls along west side areas with steep slopes.
- **Option 2:** Maintain existing sidewalk, parking lane, and travel lanes. Remove existing bike lane and curb along west side of corridor and install 5' sidewalk with curb and gutter in place of existing bike lane. Install storm drainage facilities along corridor. This option reduces wall costs, but removes existing bike facility.



Source: Google Maps



Macadam Rd S, showing existing sidewalk, bike lanes, curb, and concrete blocks; looking south



Macadam Rd S, showing steep cut slopes; looking south



Typical existing cross section; looking south

PROJECT DESCRIPTION

This project involves maintaining the existing sidewalk on the east side of the corridor, as well as the existing parking, bike, and travel lanes. The existing curb on the west side will also be maintained and a 5’ sidewalk will be installed behind it.

Cut/fill walls will need to be installed along the majority of the west side of the corridor to allow for sidewalk installation. However, the existing bike lane will be maintained.

Improvements can be made within ROW. There may be impacts to existing fencing, landscaping, fire hydrants, and transit stops.

Coordination with WSDOT may be necessary to install the proposed sidewalks and walls within Limited Access.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$322,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$2,145,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$2,467,000



Typical improved cross section for Option 1; looking south (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No centerline striping; average pavement width of 26' including 6' shoulder on east side of 34th Ave S.
- Corridor length of 500'.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single and multi-family.
- Transit routes serve S 144th St and Military Rd S.
- Sidewalks present on S 144th St between 34th Ave S and Military Rd S.
- The paved shoulder is labeled as a walkway, with no parking permitted.

CONSTRAINTS

- Average ROW width* of 50'.
- Overhead utilities located on east side of 34th Ave S.
- Multiple gated entrances on east side of 34th Ave S.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian and bicycle corridor to S 144th St and associated transit routes.
- In conjunction to improvements on 33rd Ave S, this would create a pedestrian and bicycle friendly corridor between S 140th St & S 144th St.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28' to provide two 14' travel lanes. Install 5' sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities and replace streetlights. Install new catch basins and lateral connections to existing storm drain mainline.



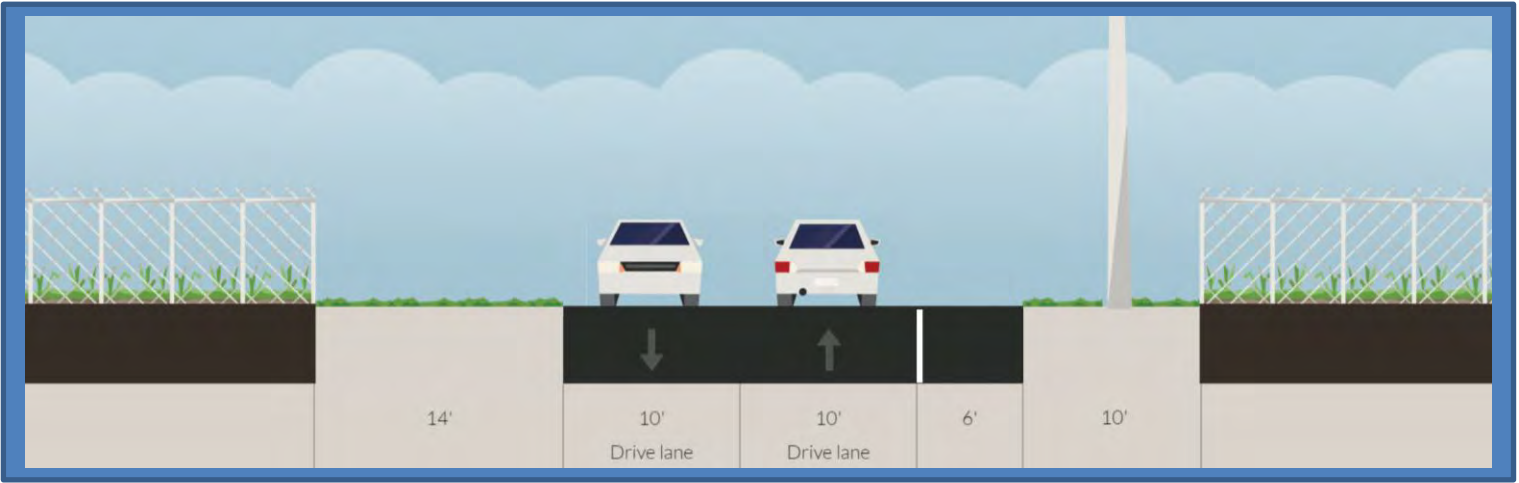
Source: Google Maps



Intersection of 34th Ave S & S 144th St; looking north.



Angled intersection of 34th Ave S & 34th Place S; looking north.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to accommodate two 14’ travel/parking lanes. Install 5’ sidewalks with curb and gutter along both sides of the roadway and install new catch basins and lateral connections to existing storm drain mainline.

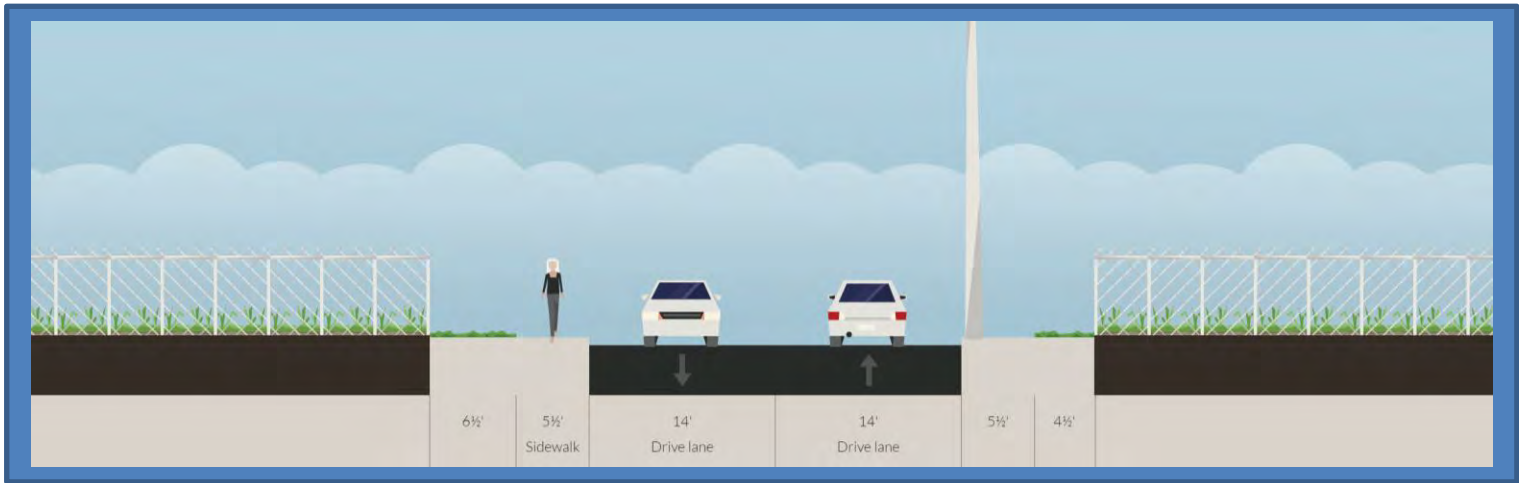
Underground overhead utilities located along the east side of the corridor.

Properties along this corridor are predominantly multi-family residences, with some single-family residences. Providing a safer pedestrian corridor to S 144th St and Military Rd S will improve access to public transit routes. Multiple entrances to apartment complexes are gated, adding additional space requirements to prevent vehicles stopping in traffic or on sidewalks while waiting at gates. Space between these gates and the roadway will be assessed in design.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$75,000
RIGHT-OF-WAY	\$7,000
CONSTRUCTION	\$497,000
UTILITY UNDERGROUNDING	\$460,000
<hr/>	
TOTAL COST	\$1,039,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 18’.
- Corridor length of 600’.
- No designated bike facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly commercial/agricultural; properties are zoned single family but currently used as nurseries.
- The east end of S 139th St ends at a sharp turn onto 44th Ave S, which is an even narrower corridor without sidewalks.

CONSTRAINTS

- Average ROW width of 30’ based on observed utility locations and existing fences. King County GIS data shows a ROW width of 20’ with parcel lines crossing existing structures. (Design assumes 30’ ROW.)
- Overhead utilities on north side of S 139th St.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved safety for pedestrians and bicyclists on a narrow roadway.
- In conjunction with improvements on S 139th St between 42nd Ave S and Tukwila International Blvd, this would provide a corridor to local transit routes that serve Tukwila International Blvd.

IMPROVEMENT OPTIONS

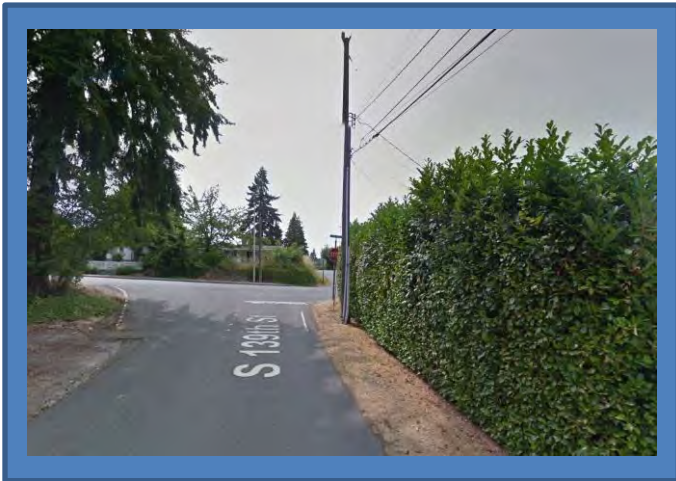
- **Option 1:** Maintain existing 18’ roadway width. Install 5’ sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities located along the north side of S 139th St and replace removed street lights. Install storm drainage structures throughout corridor.
- **Option 2:** Widen the existing roadway to accommodate two 10’ drive lanes and install a 5’ sidewalk along the north side of S 139th St. Underground overhead utilities and replace streetlights. Install storm drainage structures throughout corridor.
- **Option 3:** Acquire 10’ ROW. Widen roadway to 28’ to provide two 14’ travel/parking lanes. Install 5’ sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities located along the north side of S 139th St and replace removed street lights. Install storm drainage structures throughout corridor.



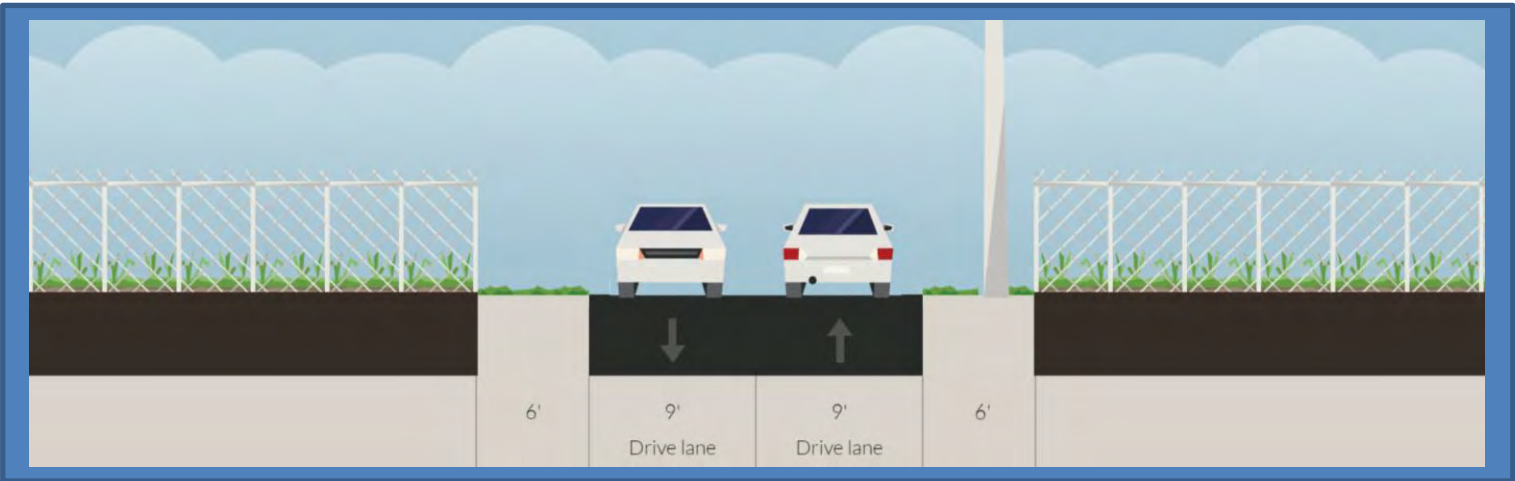
Source: Google Maps



S 139th St ends at 44th Ave S; looking east.



Plants and utilities near road; looking west.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

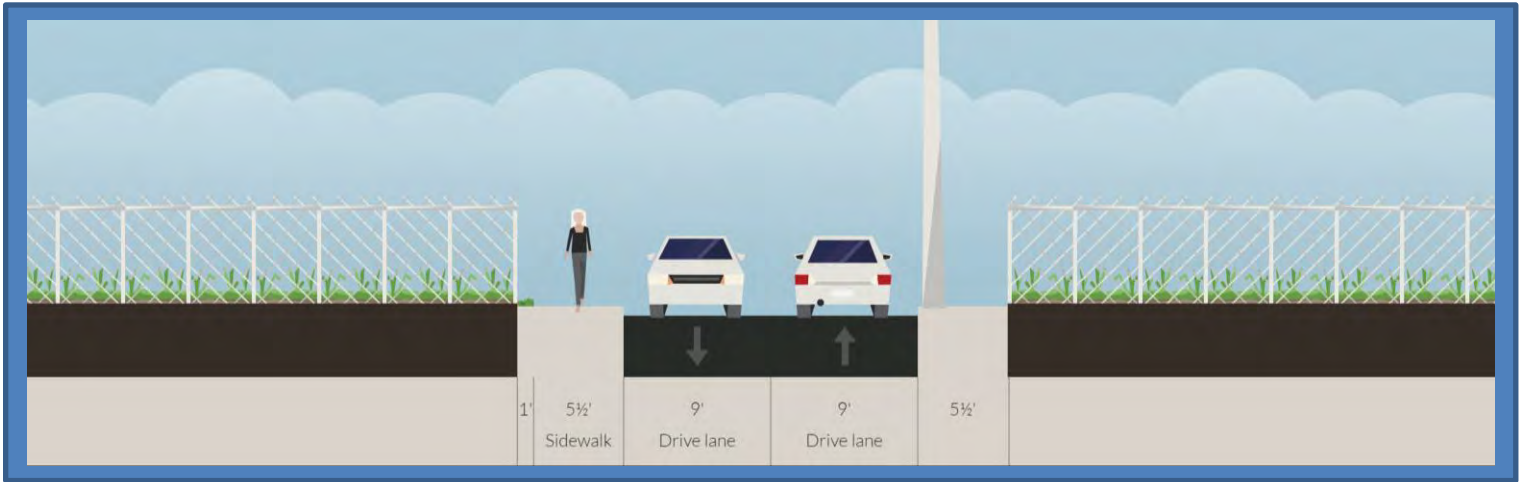
This corridor is approximately 600’ long, with multiple properties owned by a local nursery and landscaping company. Five properties on this corridor are developed as single-family residences. The existing pavement width ranges from 18’ to 20’.

This project involves maintaining or narrowing the roadway to 18’ throughout and installing 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities located along the north side of S 139th St. Install storm drainage structures throughout corridor.

These improvements can be made within existing ROW. Construction easements will be required along both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$89,000
RIGHT-OF-WAY	\$135,000
CONSTRUCTION	\$587,000
UTILITY UNDERGROUNDING	\$550,000
<hr/>	
TOTAL COST	\$1,361,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- Average roadway width of 20’.
- Corridor length of 970’.
- No designated bike facilities.
- Short segment of existing sidewalk (approximately 120’) on west side of the road at the southern end of the corridor.

CONTEXT

- Surrounding area land use is predominantly single family residential.
- 54th Ave S is adjacent to the west side of I-5.
- Dense vegetation at undeveloped portion between 54th Ave S and I-5.

CONSTRAINTS

- Corridor adjacent to WSDOT ROW with fence assumed to delineate Limited Access between 10 and 15’ from east edge of road.
 - Steep slopes, large trees and retaining walls on both sides of 54th Ave S.
 - Sharp turns adjacent to steep slopes at both ends of 54th Ave S; existing barriers at both ends of corridor.
 - Streetlights with connections from 400’ south of Slade way to 360’ north of S 166th St.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- In conjunction with improvements along Slade Way and 53rd Ave S, this would create an improved corridor to the existing trail along Klickitat Dr.
- Improved safety for residents on 54th Ave S.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing roadway width and install a 5’ sidewalk with curb and gutter along the west side of 54th Ave S. Install a retaining wall on the west side of the road behind the new sidewalk. Replace removed street lights and install storm drainage structures throughout corridor.



Source: Google Maps



Steep slopes at 54th Ave S & Slade Way; looking north.



Existing sidewalk on S 166th St at sharp turn onto 54th Ave S; looking east.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

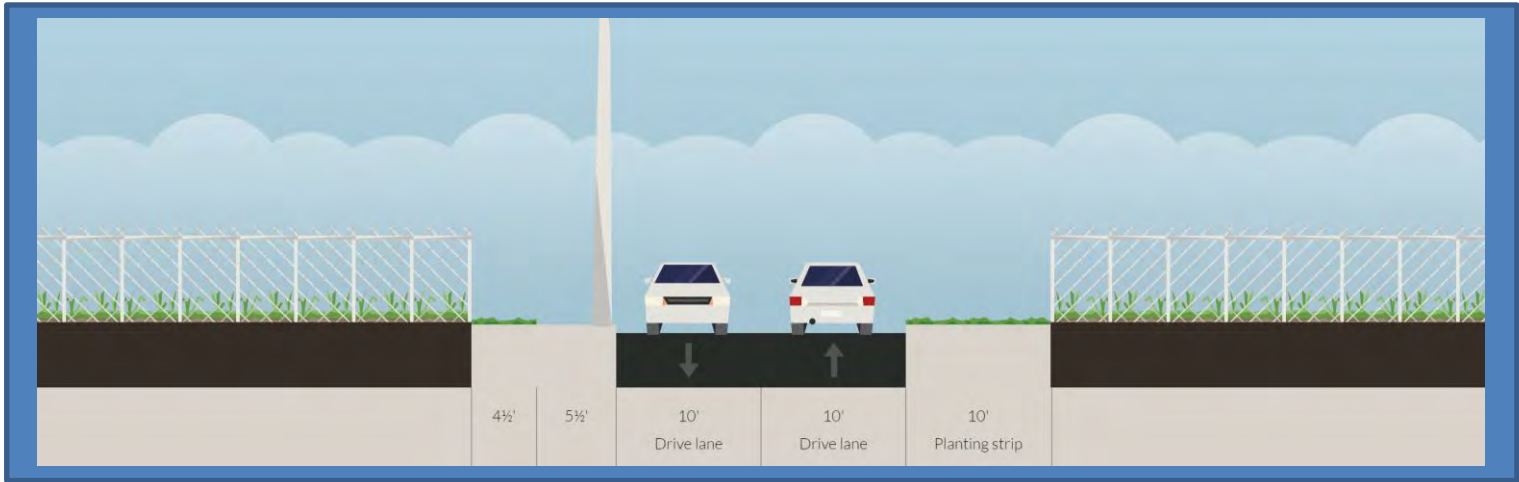
This project involves installing a 5’ sidewalk with curb and gutter along the west side of 54th Ave S. constructing a retaining wall behind new sidewalk. Replace street lights located along the west side of 54th Ave S. Install storm drainage structures throughout corridor. The new sidewalk will connect to an existing sidewalk at the south end of the corridor along S 166th St.

Widening this corridor would require extensive retaining walls and barriers. Due to these challenges, maintaining the existing roadway width, and the existing walls and barriers on the east side of the roadway, is recommended. Based on observations, a retaining wall with an approximate height of 5’ will be needed for 700’ of the west side of this corridor.

These improvements can be made in the existing ROW; construction easements will be required along portions of this corridor. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$181,000
RIGHT-OF-WAY	\$97,000
CONSTRUCTION	\$1,204,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$1,482,000



Typical improved cross section for Option 1; looking north (Preferred Option).

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Double yellow centerline; average roadway width of 36' with 18' travel lanes.
- Corridor length of 225'.
- No designated bicycle facilities.
- Existing sidewalks along both sides of roadway.

CONTEXT

- Adjacent developed land use is single family homes and some industrial and commercial.

CONSTRAINTS

- 60' ROW, widens to 125' at south end.
- Overhead utilities along east side of corridor.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Designate bicycle lanes and increase safety for pedestrians and bicycles.

IMPROVEMENT OPTIONS

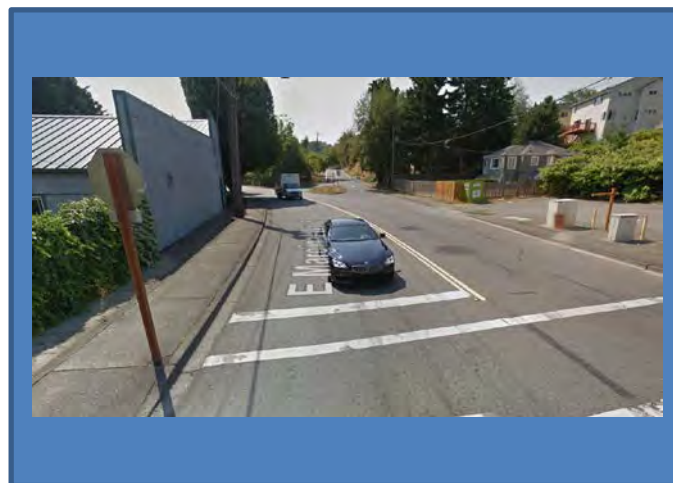
- **Option 1:** Maintain existing 36' roadway width and re-channelize to provide two 13' travel lanes and two 5' bike lanes. Underground overhead utilities and replace any removed street lights.



Source: Google Maps



E Marginal Way S and 40th Ave S, looking north.



E Marginal Way S and S 130th St, facing south.



Typical existing cross section (developed section); looking north.

PROJECT DESCRIPTION

This project maintains the existing 36’ roadway and re-channelizes to provide two 13’ travel lanes with 5’ bike lanes. The existing sidewalk on each side of the roadway is maintained. Underground overhead utility lines.

Improvements can be made within ROW. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$5,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$27,000
UTILITY UNDERGROUNDING	\$210,000
<hr/>	
TOTAL COST	\$242,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 166th St from City Limit to 54th Ave S

EXISTING CONDITIONS

- No centerline; average roadway width of 22’.
- Corridor length of 430’.
- 5’ sidewalk along north side of roadway from 54th Ave S extending west for approximately 420’.

CONTEXT

- Surrounding property is primarily single family homes.
- Parking along south side of S 166th St, near City Limit

CONSTRAINTS

- ROW* width is 30’.
- Alignment is not centered within ROW, minimal space available along south side of roadway.
- 200’ of fence along south curb from 54th Ave west.
- Street lights along north side of corridor.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Isolated residential area, improvements will increase pedestrian safety.
- In conjunction to improvements to 54th Ave S and Slade Way, increase accessibility to reach commercial areas, public transit and near-by Crystal Springs Park. Nearest public transit stop located at S 160th and Slade Way.

IMPROVEMENT OPTIONS

- **Option 1:** Reduce roadway width to 20’ and maintain existing 5’ sidewalk along north side of 166th St. Acquire 3.5’ of ROW along south side of roadway to install 5’ sidewalk with curb and gutter along south side of S 166th St. Roadway width will be 20’, with 10’ lanes in each direction.



Source: Google Maps



S 166th St and 54th Ave S, facing west.



S 166th St at city limit, facing east.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

This project involves reducing the roadway width from 22' to 20' with two 10' travel lanes. Maintain the existing 5' sidewalk located along the north side of the roadway. Install a 5' sidewalk with curb and gutter along the south side of S 166th St.

Project improvements require the acquisition of 3.5' of ROW and will result in a new ROW of 33.5'. A 5' temporary construction easement along south side of S 166th St is necessary in order to complete construction.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$25,000
RIGHT-OF-WAY	\$167,000
CONSTRUCTION	\$165,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$357,000



Typical improved cross section for Option 1; looking east (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 24’.
- Corridor length of 475’.
- No designated bike facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family.
- Parking along soft shoulder on both sides of roadway.

CONSTRAINTS

- 60’ ROW.
- Overhead utilities along east side of 44th Ave S.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved safety for pedestrians along 44th Ave S.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28’ to accommodate two 14’ travel/parking lanes. Install 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities and replace removed street lights. Install storm drainage structures throughout corridor.
- **Option 2:** Maintain existing roadway to accommodate two 12’ travel lanes. Install two 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities and replace streetlights. Add storm drainage structures throughout corridor.



Source: Google Maps



Utility pole near edge of pavement at corner of S 156th St & 44th Ave S; looking SW.



Angled intersection of S 158th St & 44th Ave S; looking NE.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

This project involves widening the pavement width to 28’ to accommodate two 14’ travel/parking lanes and installing two 5’ sidewalks with curb and gutter. Undergrounding overhead utilities located along the east side of 44th Ave S. Install storm drainage structures throughout corridor, connecting new catch basins to existing mainline.

These improvements can be made in the existing ROW. No construction easements will be required to complete improvements. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$73,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$483,000
UTILITY UNDERGROUNDING	\$440,000
<hr/>	
TOTAL COST	\$996,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 16'.
- Corridor length of 600'.
- No designated bike facilities or sidewalks.
- Pedestrian path along north half of 44th Ave S; path is not wheelchair accessible.

CONTEXT

- Surrounding area land use predominantly single family.
- Multiple properties currently owned by a local nursery.

CONSTRAINTS

- North most 260' ROW is 60'. ROW reduces to 30' for remaining 370', south to S 139th St.
 - Overhead utilities on east side of 44th Ave S.
 - Steep slopes adjacent to roadway on west side of road.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved accessibility and safety on 44th Ave S.
- Connection to existing improvements on S 137th St.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 20' to accommodate two 10' drive lanes and install a 5' sidewalk along the west side of 44th Ave S. Underground overhead utilities and replace streetlights. Install storm drainage facilities throughout corridor. Install cut retaining walls along the west side of the corridor in 30' ROW zone, and regrade slope between proposed sidewalk and existing non-ADA pedestrian path in 60' ROW zone.
- Option 2: Widen roadway to 20' to accommodate two 10' drive lanes and install 5' sidewalks with curb and gutter on both sides of 44th Ave S. Connect sidewalk on west side to existing stairway while providing ADA accessible sidewalk on east side of 44th Ave S. Underground overhead utilities along east side of 44th Ave S and replace removed streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



Pedestrian path at S 137th St; looking SE.



End of pedestrian path, ROW narrows; looking south.



Typical existing cross section (30' ROW); looking north.

PROJECT DESCRIPTION

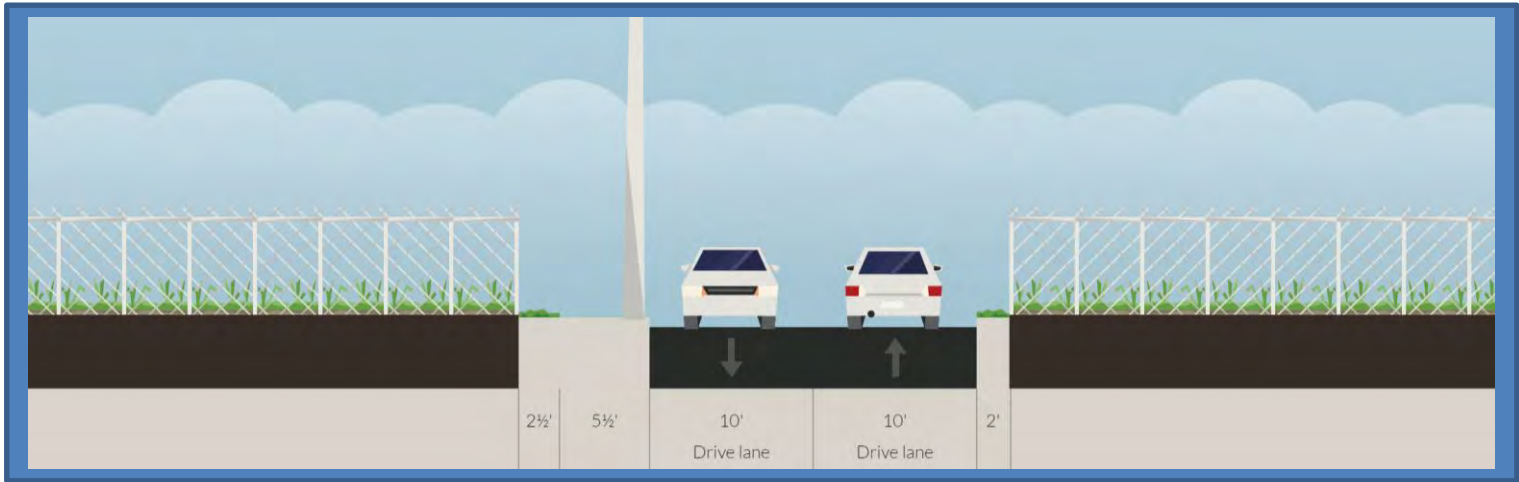
This corridor has an average pavement width of 16. The southern 370’ portion of the street is restricted by steep slopes and a ROW width of 30’, while the remaining northern portion (approximately 230’) has a ROW of 60’. A walkway with stairs is located on the west side of 44th Ave S, terminating at a private driveway. This walkway will remain in place as it does not cause a conflict with the proposed sidewalk.

This project involves widening the existing roadway to 20’ to accommodate two 10’ drive lanes. Install a 5’ sidewalk with curb and gutter along the west side of 44th Ave S. Due to the steep slopes adjacent to the roadway it is assumed a wall will be needed behind the proposed sidewalk in the 30’ ROW zone. Where ROW is 60’ and the pedestrian path will remain, the slope can be regraded between the existing and proposed sidewalks in order to avoid retaining wall installation.

The improvements can be made in the existing ROW; construction easements will be needed along this corridor where ROW is 30’. There may be impacts to existing landscaping and mailboxes may require relocation.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$77,000
RIGHT-OF-WAY	\$5,000
CONSTRUCTION	\$512,000
UTILITY UNDERGROUNDING	\$550,000
<hr/>	
TOTAL COST	\$1,144,000



Typical improved cross section for Option 1 (30’ ROW), looking north (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Centerline RPMs and fog lines on both sides of corridor for entire duration of corridor
- Average roadway width of 28' with 10' travel lanes
- Corridor length of 1,050'
- No existing sidewalks or bike lanes

CONTEXT

- Adjacent land use on is vacant and residential, with single family homes and mobile homes
- Almost all land on east side is undeveloped; west side is also undeveloped for north 300'
- Steep fill slopes on east side of corridor and steep cut slopes on west side

CONSTRAINTS

- ROW* width is 60' (assuming roadway is centered between parcels, despite skewed parcel lines on King County Parcel Viewer)
- Utilities with illumination along west side of corridor for entire duration of corridor and along east side for north 230'
- 50' concrete jersey barrier west of Macadam Rd S and S 138th intersection
- Guard rail along east side of corridor for north 230'

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improve pedestrian connectivity to residential homes

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway, maintaining existing centerline, to 30' generally, providing for two 10' travel lanes with 5' bike lanes. Install 8' parking pullouts on west side where retaining walls are not required for installation. Install curb, gutter, and 5' sidewalk on both sides of corridor. Install new storm drainage. Underground overhead utilities and replace light poles. Install fill retaining wall where existing guardrail is.



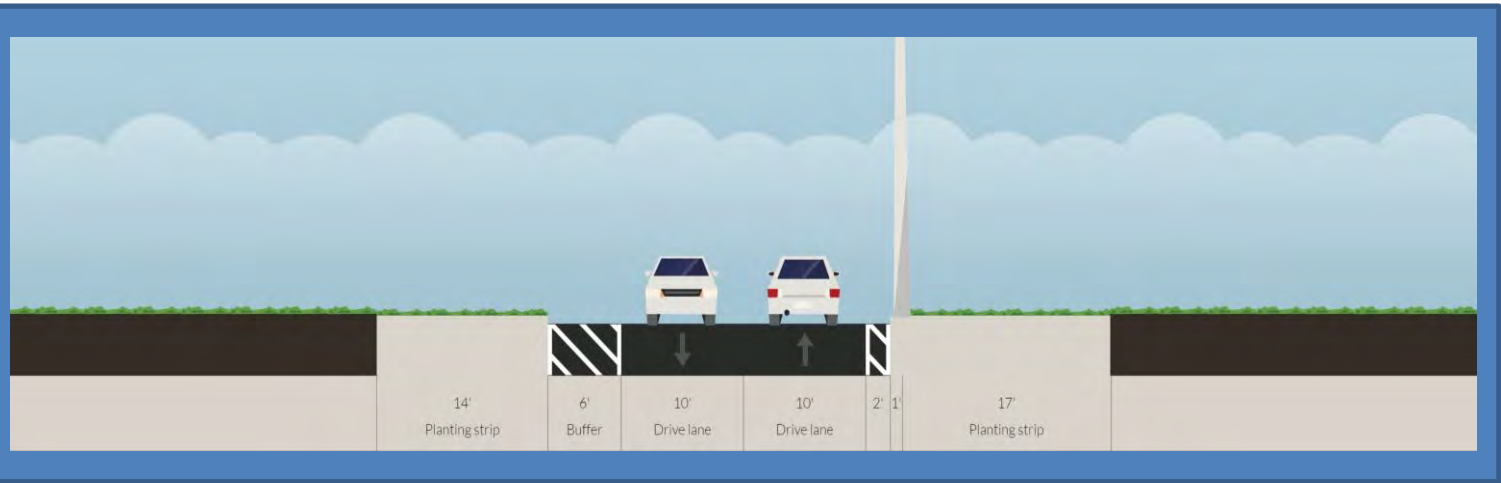
Source: Google Maps



Macadam Rd S, showing guardrail along east side; looking south



Macadam Rd S, showing jersey barrier west of Macadam Rd S and S 138th intersection; looking south



Typical existing cross section; looking south

PROJECT DESCRIPTION

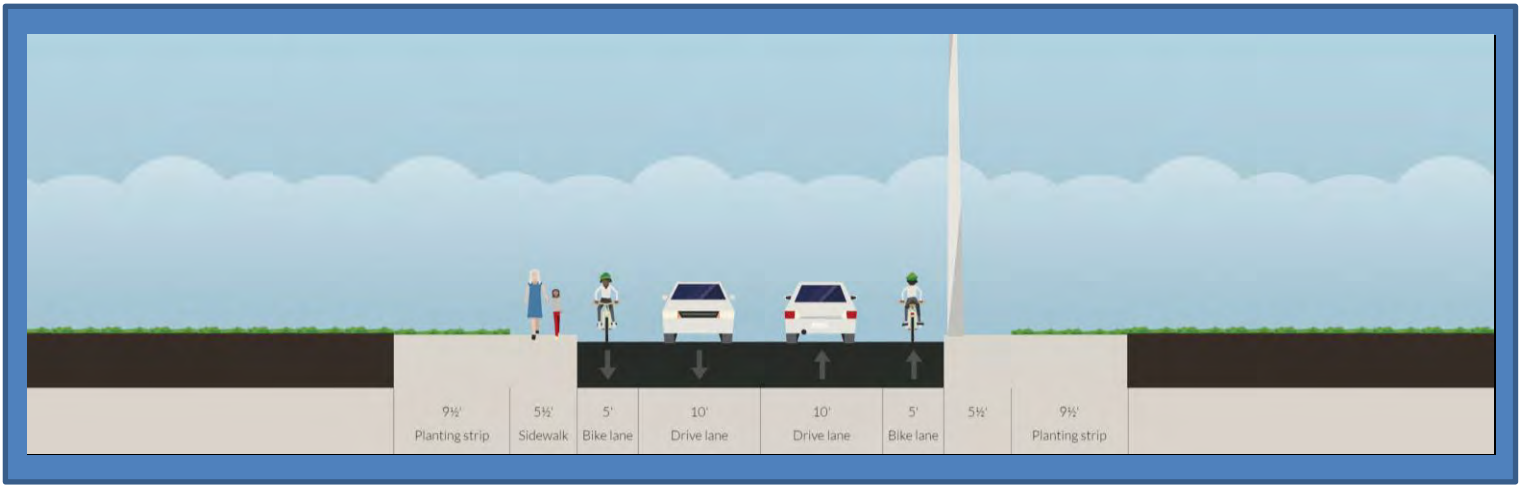
This project involves maintaining the existing roadway centerline and widening the existing roadway to at least 30’ throughout, providing for two continuous 10’ travel lanes with 5’ bike lanes. Curb, gutter, and 5’ sidewalk will also be installed on both sides of the corridor. New storm drainage will be installed.

Steep slopes make it difficult and costly to install a continuous west-side parking lane. However, gaps in the slope near the adjacent properties appear to allow for parking pullouts that can be installed where retaining walls are not required in order to provide some on-street parking through the corridor.

Improvements can be made within ROW, without the need for temporary construction easements. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$225,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,494,000
UTILITY UNDERGROUNDING	\$970,000
<hr/>	
TOTAL COST	\$2,689,000



Typical improved cross section, showing Option 1; looking south

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Double centerline with RPMs for west 100', fog lines and centerline RPMs for east 30'
- Average roadway width of 30' for west 170' and east 200' and 35' for central 220'; travel lane width fluctuates but is an average of 13'
- Corridor length of 590'
- No designated bicycle facilities or sidewalks

CONTEXT

- Adjacent developments are apartments, mobile homes, and a motel
- North side of corridor is used for parking throughout 35' wide section

CONSTRAINTS

- ROW* width is 30'
- Utilities with illumination along north side of corridor for entire duration of corridor; one utility pole on south side. Multiple overhead connections to buildings throughout corridor.
- Fencing along edge of properties
- 40' long stretch of parking spaces on west side of corridor that causes roadway to narrow to 23'

*ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalk at S 140th St and Tukwila International Blvd intersection
- Improve pedestrian connectivity to apartments, mobile homes, and local transit routes and commercial areas

IMPROVEMENT OPTIONS

- **Option 1:** Shift the existing centerline north by 2' and narrow existing roadway to 23', providing for two 11.5' travel lanes. Install curb, gutter, and 5' sidewalk on south side of corridor. Install new catch basins and lateral connections to existing storm drainage mainline. Underground overhead utilities and replace light poles.



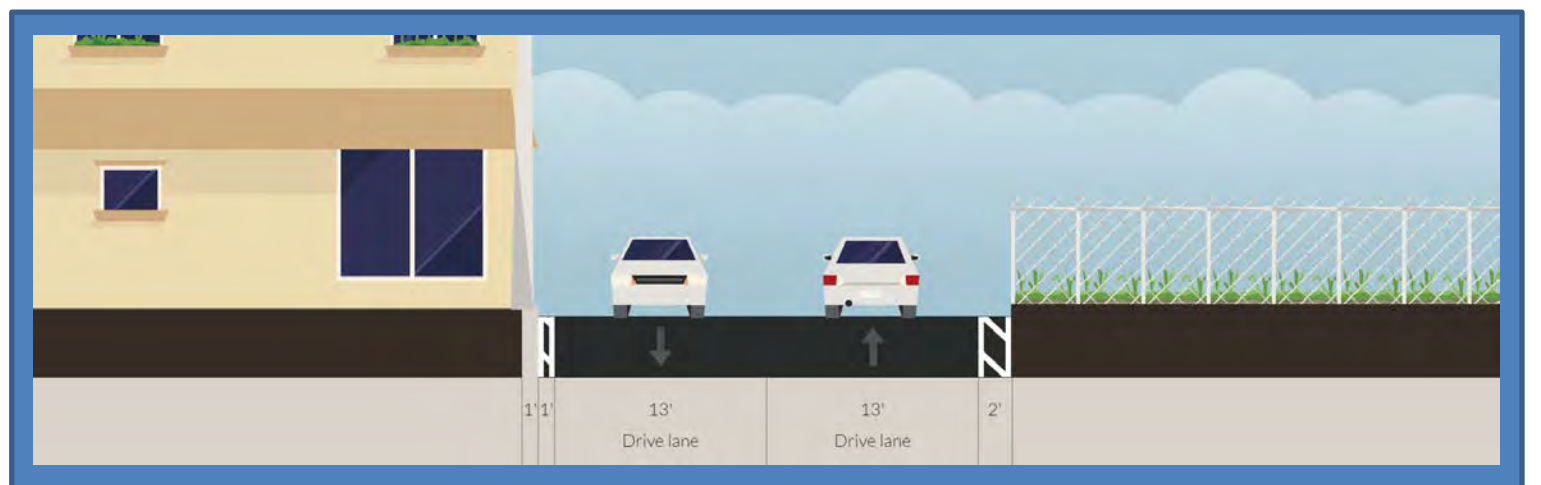
Source: Google Maps



S 140th St, showing parking spaces that cause road to narrow to 23', looking east



S 140th St, showing typical existing cross section, looking east



Typical existing cross section (30' wide roadway section); looking east

PROJECT DESCRIPTION

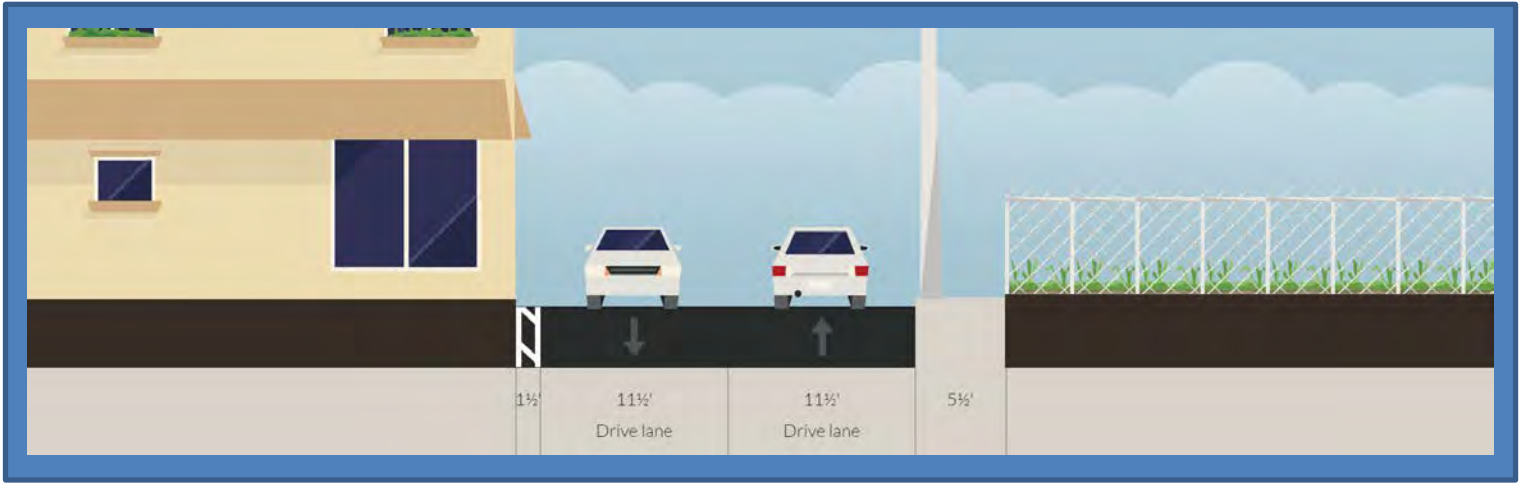
This project involves shifting an existing centerline north by 2’ and narrowing the roadway to 23’, providing for two 11.5’ travel lanes. Curb, gutter, and 5’ sidewalk will then be installed on the south side of the corridor. New catch basins and lateral connections to existing storm drain mainline will also be installed.

This approach avoids interfering with the north side parking along the 35’ wide section of the roadway as the north 5’ of the roadway is not within ROW.

Improvements can be made within ROW. Construction easements will be needed along the south side of corridor and there may be impacts to existing landscaping, and fencing. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$55,000
RIGHT-OF-WAY	\$74,000
CONSTRUCTION	\$366,000
UTILITY UNDERGROUNDING	\$540,000
<hr/>	
TOTAL COST	\$1,035,000



Typical improved cross section for Option 1; looking east

S 128th St from 34th Ave S to E Marginal Way S

EXISTING CONDITIONS

- Posted speed of 25 mph.
- Corridor length of 1,390’.
- No striping; average roadway width of 20’ with 10’ travel lanes. For eastern portion of segment, roadway widens to 36’ with 5’ sidewalks on either side.
- No designated bicycle facilities.

CONTEXT

- Surrounding area land use predominantly single family.
- S 128th St ends halfway between 34th Ave S and 35th Ave S; according to King County GIS data the ROW continues through to 34th Ave S. A creek or wetland passes through this area.

CONSTRAINTS

- ROW width* of 30’ west of 35th Ave S, 40’ from 35th Ave S to 210’ east of 37th Ave S, 50’ for 130’ between 37th Ave S and E Marginal Way S, and 62’ for eastern portion of corridor.
- Overhead utilities on north side of S 128th St from west end of segment to 37th Ave S, then on south side of S 128th St from 37th Ave S to 430’ west of E Marginal Way S. No overhead utilities for eastern 430’ of segment.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved access to E Marginal Way S and associated transit routes.
- Improved pedestrian safety along S 128th St.

IMPROVEMENT OPTIONS

- Option 1: Section varies based on available ROW as follows: From west end of segment to 35th Ave S, shift roadway south by 0.5’, maintain roadway width, and construct 5’ sidewalk with curb and gutter on north side. From 35th Ave S to to limit of 40’ ROW, widen existing roadway to 28’ (to create two 14’ travel/parking lanes) and install 5’ sidewalks with curb and gutter on both sides. For remaining half-block to the east, widen to match existing configuration of 36’ roadway (two 10’ travel and 8’ parking lanes) and 5’ sidewalks, curb and gutter on both sides. For all portions of this segment, underground overhead utilities, replace streetlights and add storm drainage facilities.



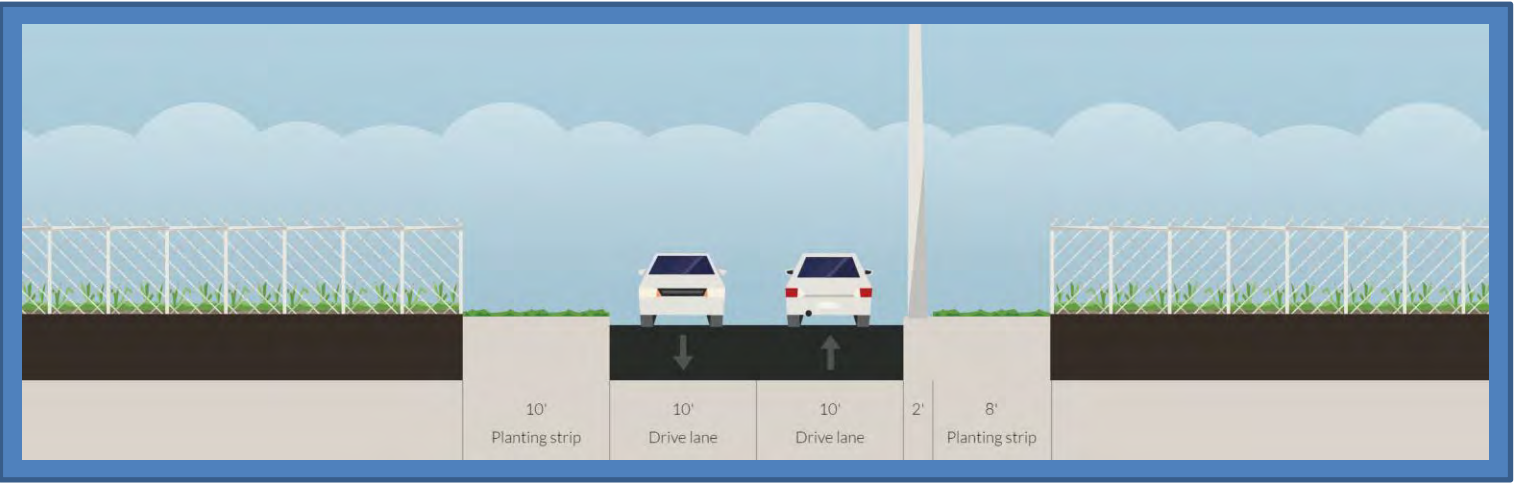
Source: Google Maps



S 128th St ends halfway between 34th Ave S & 35th Ave S; looking west.



S 128th St offset across 37th Ave S; looking east.



Typical existing section (40’ ROW); looking west.

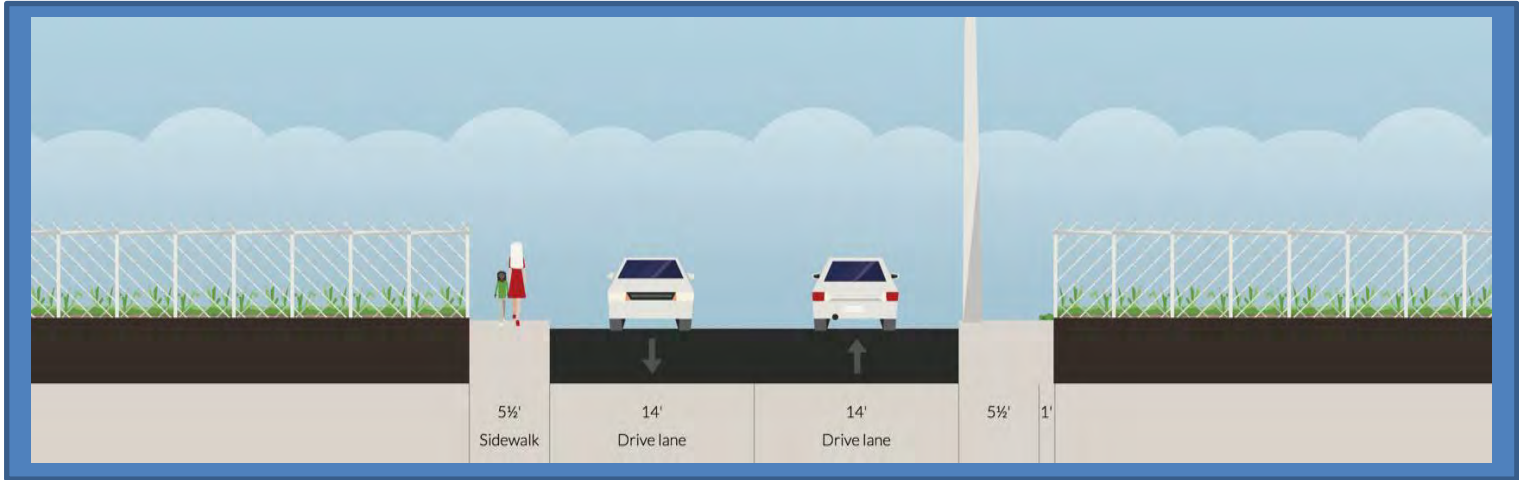
PROJECT DESCRIPTION

The ROW width along this corridor varies substantially, starting at 30' at the project's west end and changing to 40', 50', and eventually 60' towards the eastern end. In order to prevent having to purchase ROW at the west end but still provide as many features as possible throughout the corridor, three different sections are proposed. The first section runs from the segment's west end to 35th Ave S (approximately 230' in length) and involves maintaining the existing 10' drive lanes and installing a 5' sidewalk with curb and gutter along the north side (the roadway will shift 0.5' south in order to have the sidewalk stay within the existing ROW). The second section runs from 35th Ave S east to the limit of 40' ROW (approximately 600') and involves widening the existing roadway to incorporate two 14' drive/parking lanes, as well as 5' sidewalks with curb and gutter on both sides. The third section encompasses the 50' ROW portion and the 60' ROW portion that does not currently have sidewalks on both sides (approximately 280' in length) and involves matching into the existing 36' roadway section and the existing 5' sidewalks with curb and gutter, located on both sides. The existing 36' section will be maintained in the easternmost 280'.

Improvements can be made within ROW. New catch basins, lateral connections, and storm drain mainline will be installed. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding. Note that there are no streetlights or overhead utilities to underground for the eastern 430' of the segment.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$166,000
RIGHT-OF-WAY	\$190,000
CONSTRUCTION	\$1,103,000
UTILITY UNDERGROUNDING	\$880,000
<hr/>	
TOTAL COST	\$2,339,000



Typical improved cross section for Option 1 (40' ROW), looking west (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 20’.
- Corridor length of 950’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single family.
- Local church parking lot access via 45th Ave S at S 140th St.

CONSTRAINTS

- 60’ ROW.
- Overhead utilities located on east side of 45th Ave S.

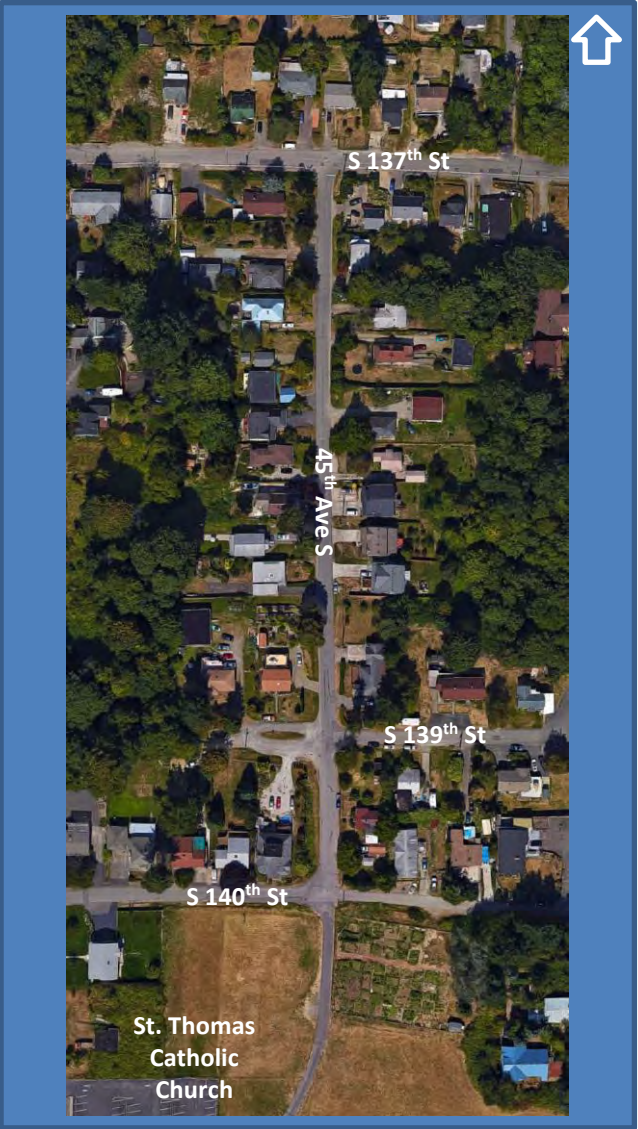
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved safety for residents along 45th Ave S.
- Improved access to local church and local schools.

IMPROVEMENT OPTIONS

- Option 1: Widen existing roadway to 28’ to accommodate two 14’ travel/parking lanes. Install 5’ sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities. Install new catch basins and storm drain pipe.
- Option 2: Widen existing roadway to 36’ to accommodate two 10’ travel and 8’ parking lanes. Install 5’ sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities. Install new catch basins and storm drain pipe.



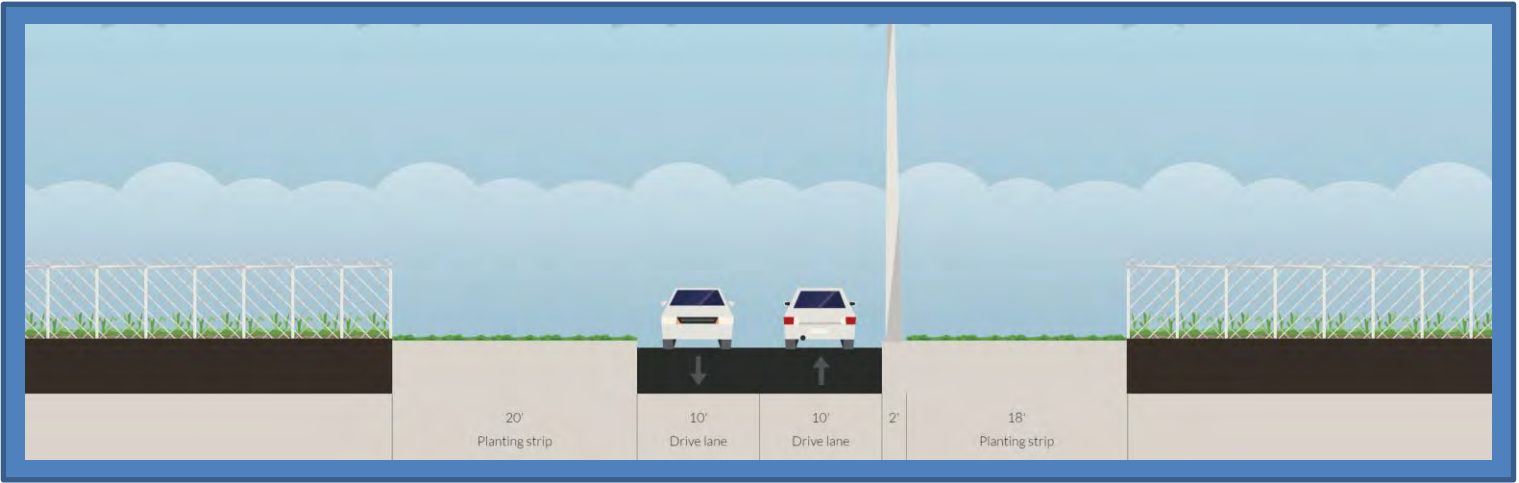
Source: Google Maps



S 137th St & 45th Ave S; looking south.



View of S 140th St & 45th Ave S from St. Thomas Catholic Church parking entrance; looking north.



Typical existing cross section; looking north.

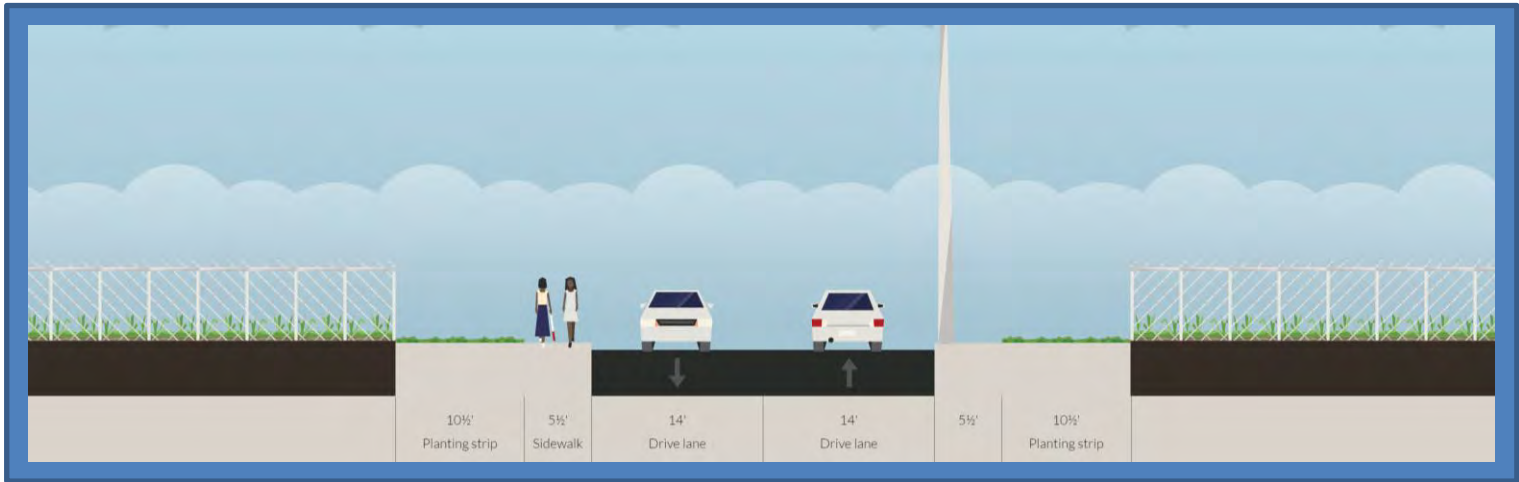
PROJECT DESCRIPTION

The project will widen the existing pavement to 28', creating two 14' travel/parking lanes. 5' sidewalks with curb and gutter will be installed along both sides of the corridor throughout the project. This sidewalk can tie in to the existing curb returns at either end of the segment.

Catch basins, lateral connections and storm drain mainline will be installed throughout the corridor. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$195,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,300,000
UTILITY UNDERGROUNDING	\$870,000
<hr/>	
TOTAL COST	\$2,365,000



Typical improved cross section for Option 1, looking north (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit
- Double centerline with RPMS for west 90'; centerline RPMs for east 30'
- Average roadway width of 20'
- Corridor length of 530'
- No existing sidewalks or bike lanes

CONTEXT

- Adjacent land use is for motels and mobile homes with a tire service building in northwest portion of corridor
- Minor fill slope on north side of corridor for east 350' and minor cut slope on south side for east 260'

CONSTRAINTS

- ROW* width is 40' for west 270' and 50' for east 260'
- Utilities with illumination along north side of corridor for entire duration of corridor; one utility pole along south side. Multiple overhead connections to homes throughout corridor.
- Fencing along edge of properties

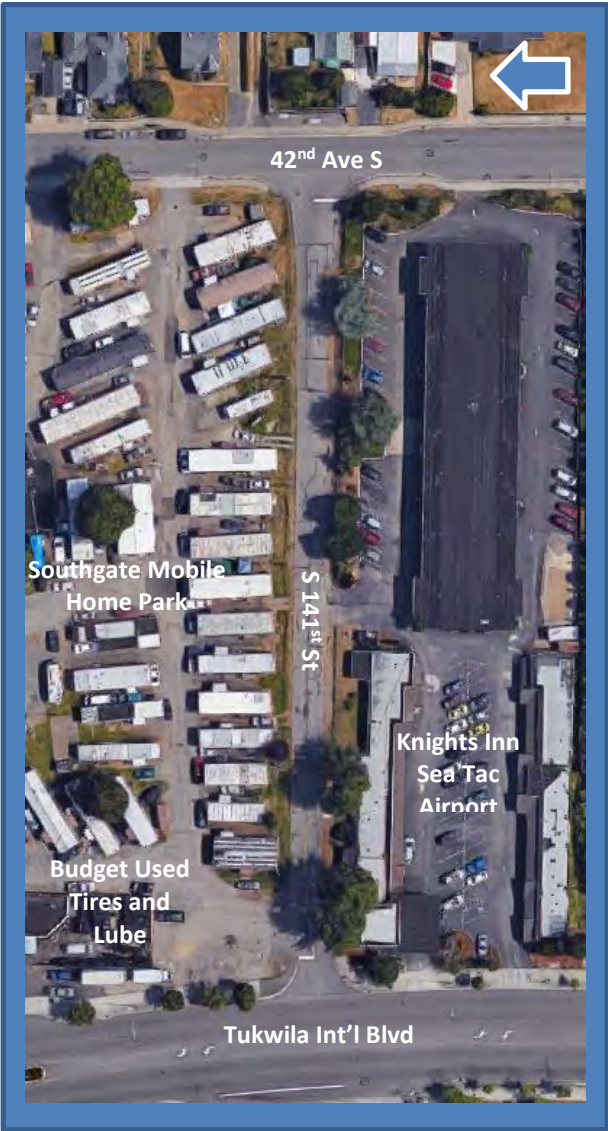
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect to existing sidewalks at S 141st St and Tukwila International Blvd and S 141st St and 42nd Ave S intersections
- Improve pedestrian connectivity to local lodging, transit routes, and commercial areas

IMPROVEMENT OPTIONS

- **Option 1:** Widen the roadway to 28' (maintaining the existing centerline) to provide 14' travel/parking lanes. Install curb, gutter, and 5' sidewalk on both sides of corridor. Install new catch basins and lateral connections to existing storm drainage mainline. Underground overhead utilities and replace illumination. Install cut/fill retaining walls where necessary.



Source: Google Maps



S 141st St, showing typical existing cross section for 40' ROW section; looking east



S 141st St, showing typical existing cross section for 50' ROW section; looking east



Typical existing cross section for 40' ROW section; looking east

PROJECT DESCRIPTION

This project involves widening the existing roadway to 28' (maintaining existing centerline) to provide two 14' travel/parking lanes. Curb, gutter, and 5' sidewalk will also be installed on both sides of the corridor. New catch basins will be installed and laterals will connect to the existing storm drain mainline.

Fill retaining walls will likely need to be installed on the north side of the corridor while cut retaining walls will likely need to be installed on the south side.

The improvements can be made within ROW. Construction easements will be needed along the corridor and there may be impacts to existing fencing, landscaping, and fire hydrants. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$141,000
RIGHT-OF-WAY	\$61,000
CONSTRUCTION	\$934,000
UTILITY UNDERGROUNDING	\$490,000
<hr/>	
TOTAL COST	\$1,626,000



Typical improved cross section for Option 1 for 40' ROW section; looking east

51st Ave S from S 138th St to North End of Road

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 18’.
- Corridor length of 720’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single family.
- 51st Ave S is adjacent to the I-5 corridor, with a chain link fence and concrete wall separating the neighborhood from the highway.
- 51st Ave S ends at a dead-end with no turn around area.
- Parking along east soft shoulder.

CONSTRAINTS

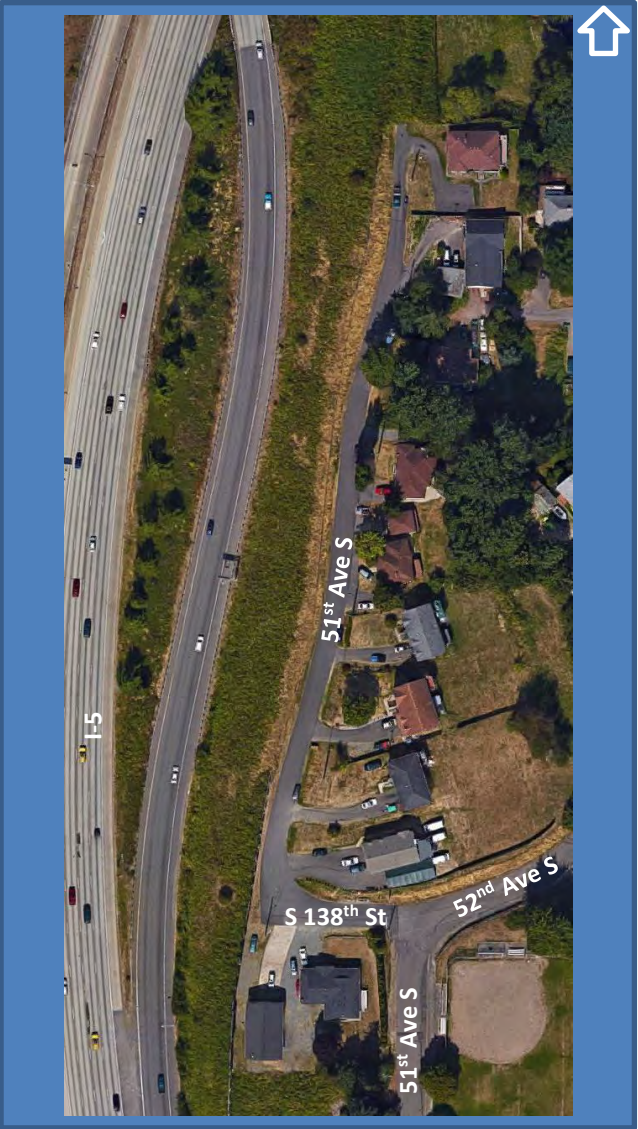
- Corridor adjacent to WSDOT ROW with an average of 40’ between private property and I-5 corridor fence.
 - Overhead utilities on east side of 51st Ave S.
 - Combination of steep slopes, chain link fence and concrete wall on west side of 51st Ave S.
 - 51st Ave S narrows at the north end with no turn-around space.
 - Potential elevation issues with driveways at edge of roadway.
- *ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved access to local parks.
- In conjunction with improvements along 52nd Ave S this would create a corridor to the Green River Trail, Interurban Ave S and local transit routes.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28’ to accommodate two 14’ travel/parking lanes and install a 5’ sidewalk with curb and gutter along east side of 51st Ave S. Underground overhead utilities located along the east side of corridor and replace streetlights. Install storm drainage structures throughout corridor.
- **Option 2:** Widen roadway width to 20’ to accommodate two 10’ travel lanes and install 5’ sidewalks with curb and gutter along both sides of roadway. Install storm drainage structures throughout corridor. Underground overhead utilities located along the east side of corridor and replace streetlights.



Source: Google Maps



Concrete wall and fence adjacent to roadway; looking south.



North end of 51st Ave S; looking north.



Typical existing section; looking north.

PROJECT DESCRIPTION

This project involves widening the existing roadway to 28' consistently provide two 14' drive/parking lanes, and installing a 5' sidewalk with curb and gutter along the east side of the road. Underground overhead utilities located along the east side of 51st Ave S and replace removed streetlights. Install storm drainage structures throughout corridor.

This street is adjacent to the I-5 corridor, with a concrete wall along 130' of the west side of 51st Ave S and a chain link fence along the remaining length of the street. All driveways and homes are located on the east side of 51st Ave S. The average roadway width is 18', with varying distance between the edge of pavement and the fence.

The improvements can be made in the existing ROW. 3.5' of temporary construction easement will be required throughout length of project limits. There may be impacts to existing landscaping and mailboxes may require relocation.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$95,000
RIGHT-OF-WAY	\$63,000
CONSTRUCTION	\$629,000
UTILITY UNDERGROUNDING	\$660,000
<hr/>	
TOTAL COST	\$1,447,000



Typical improved cross section for Option 1, looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 20’.
- Corridor length of 700’.
- No designated bike facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single family.
- 48th Ave S ends adjacent to warehouses and the Sound Transit Light Rail tracks.

CONSTRAINTS

- 40’ ROW.
- Overhead utilities on SE side of 48th Ave S.
- Fences, utility poles and large trees near roadway.

**ROW widths based on King County GIS data*

OPPORTUNITIES

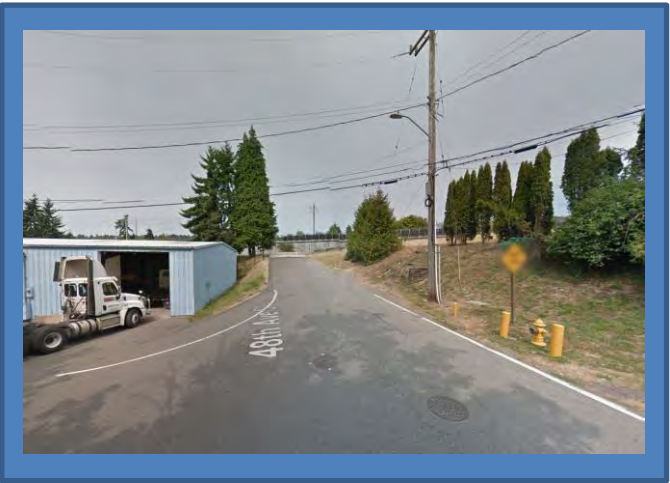
- In conjunction with improvements on Macadam Rd S, this would provide an improved pedestrian and bicycle corridor to local transit routes, parks and schools.
- Improved safety for residents along 48th Ave S.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’ to accommodate two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter both sides of 48th Ave S. Underground overhead utilities located along the southeast side of 48th Ave S and replace streetlights. Install storm drainage structures throughout corridor and connect to existing mainline.
- Option 2: Maintain existing roadway width and install 5’ sidewalks with curb and gutter along both sides of 48th Ave S. Underground overhead utilities located along the southeast side of 48th Ave S and replace streetlights. Install storm drainage structures throughout corridor and connect to existing mainline.



Source: Google Maps



48th Ave S ends adjacent to the I-5 corridor and Sound Transit Light Rail; looking NE.



Angled intersection of 48th Ave S, S 136th St and Macadam Rd S; looking NE.



Typical existing cross section; looking NE.

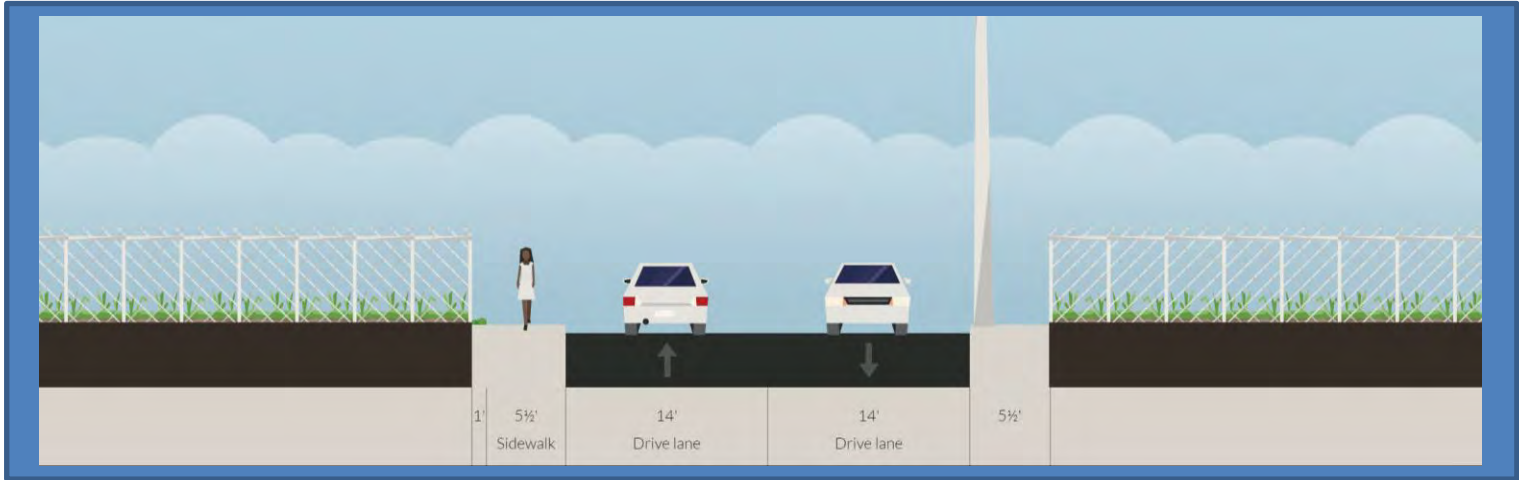
PROJECT DESCRIPTION

This project involves widening the roadway to 28' to accommodate two 14' travel/parking lanes and installing 5' sidewalks with curb and gutter along both sides of the roadway. Undergrounding overhead utilities located along the southeast side of 48th Ave S. Install storm drainage structures throughout corridor and connect to existing storm drain mainline.

The improvements can be made in the existing ROW. Temporary construction easements will be needed along this corridor. There may be impacts to existing landscaping and mailboxes may require relocation.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$124,000
RIGHT-OF-WAY	\$158,000
CONSTRUCTION	\$822,000
UTILITY UNDERGROUNDING	\$640,000
<hr/>	
TOTAL COST	\$1,744,000



Typical improved cross section for Option 1, looking NE (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 22’.
- Corridor length of 1720’.
- No designated bike facilities.
- Narrow sidewalk located on west side of 46th Ave S between 44th Place S and S 122nd St, separated from roadway by approximately 15’ planter.
- Street parking along soft shoulder between S 122nd St and S 124th St.

CONTEXT

- Surrounding area land use predominantly single family; one large industrial property at the corner of 44th Place S and 46th Ave S.
- The Tukwila Community Center is located on S 124th St.

CONSTRAINTS

- 50’ ROW
 - Overhead utilities located along the west side of 46th Ave S between 44th Place S and S 122nd St and along the east side of 46th Ave S between S 122nd St and S 125th St.
 - Drainage ditch on east side of 46th Ave S between 44th Place S and S 122nd St.
- *ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved corridor to the Tukwila Community Center.
- Improved pedestrian safety along 46th Ave S.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’ to accommodate two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of the road. Underground overhead utilities and replace streetlights. Install storm drainage structures throughout corridor. Between 44th Place S and S 122nd St, remove and replace existing sidewalk.



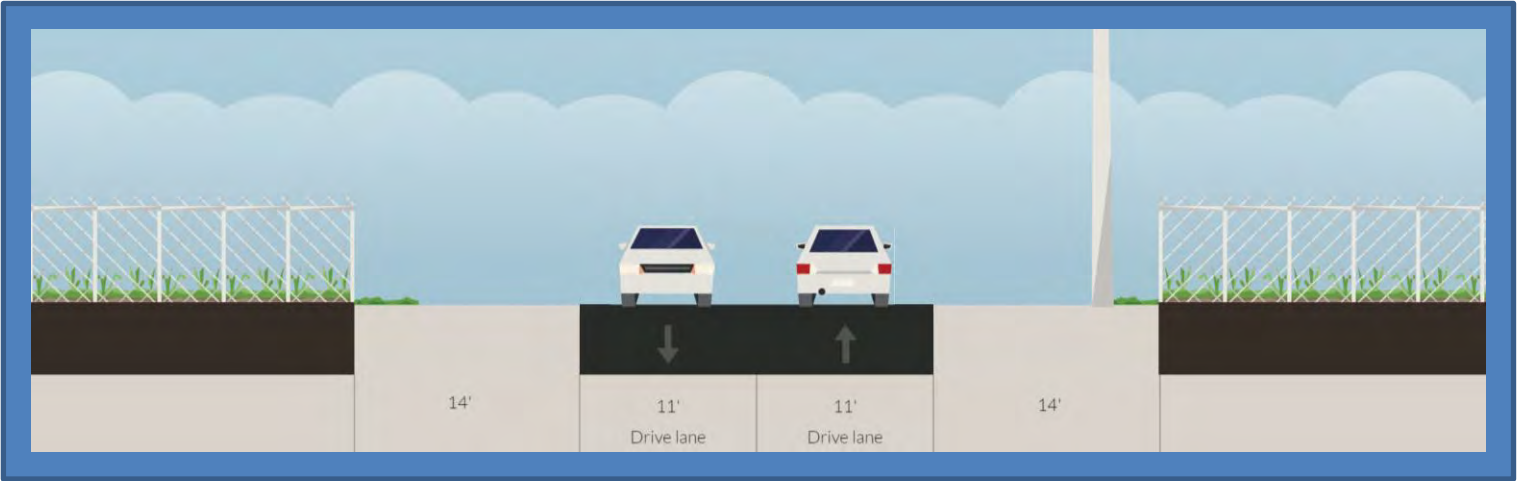
Source: Google Maps



46th Ave S offset at S 122nd St; looking south.



Angled intersection of 44th Place S & 46th Ave S. Pedestrian path on west side of 44th Ave S; looking SE.



Typical existing cross section, representative of 46th Ave S between S 122nd St and S 124th St; looking north.

PROJECT DESCRIPTION

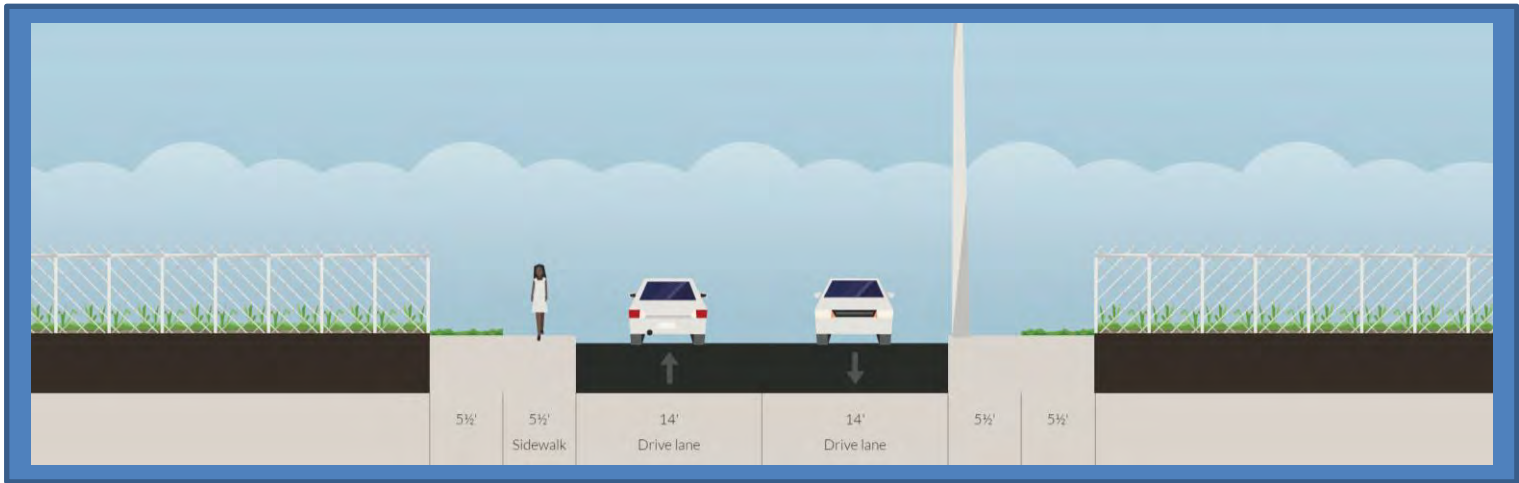
This project involves widening the roadway to 28’ accommodate two 14’ travel/parking lanes and installing two 5’ sidewalks with curb and gutter along both sides of the roadway. Undergrounding overhead utilities located along the west side of corridor from 44th Pl S to S 122nd St and along the east side of the corridor from S 122nd St to S 125th St. Install storm drainage facilities throughout corridor. The existing sidewalk separated from the roadway between 44th Place S and S 122nd St will be removed and replaced with planter.

Modifications will result in a uniform corridor from 44th Place S to S 125th St along 46th Ave S.

These improvements can be made in the existing ROW. No construction easements will be required along both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$287,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,910,000
UTILITY UNDERGROUNDING	\$1,580,000
<hr/>	
TOTAL COST	\$3,777,000



Typical improved cross section for Option 1, representative of entire corridor improvement; looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 20 mph
- No striping; roadway width varies from 12-20’.
- Corridor length of 650’.
- 46th Ave S does not allow vehicle access between S 148th St and S 150th St; bollards located halfway between streets.
- No sidewalks or designated bike facilities.
- No street parking permitted.

CONTEXT

- Surrounding area land use predominantly single family residential.
- Motorized vehicle access is restricted halfway between S 148th St and S 150th St; an 80’ segment of 46th Ave S is blocked by bollards.

CONSTRAINTS

- Average ROW width* of 30’.
 - Utility poles on east side of 46th Ave S.
 - Steep slopes, retaining wall and large trees near edge of roadway.
 - Potential elevation issues where steep driveways meet roadway.
 - 46th Ave S is a dead-end, with bollards blocking vehicle access halfway between S 148th St and S 150th St.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian, bicycle and vehicle access and safety along 46th Ave S.
- Improved pedestrian and bicycle corridor to Thorndyke Elementary School.
- In conjunction with improvements on 46th Ave S between S 144th St and S 148th St, this would create an improved corridor to multiple local amenities including the local public pool, King County Library, high school and middle school.

IMPROVEMENT OPTIONS

- Option 1: Maintain roadway width and add a 5’ sidewalk on the west side of 46th Ave S. Add short wall where steep slopes are near edge of roadway.
- Option 2: Acquire ROW to accommodate two 10’ drive lanes and two 5’ sidewalks in addition to adding walls where steep slopes are near edge of roadway. Driveways will require extensive modifications to match a widened corridor.



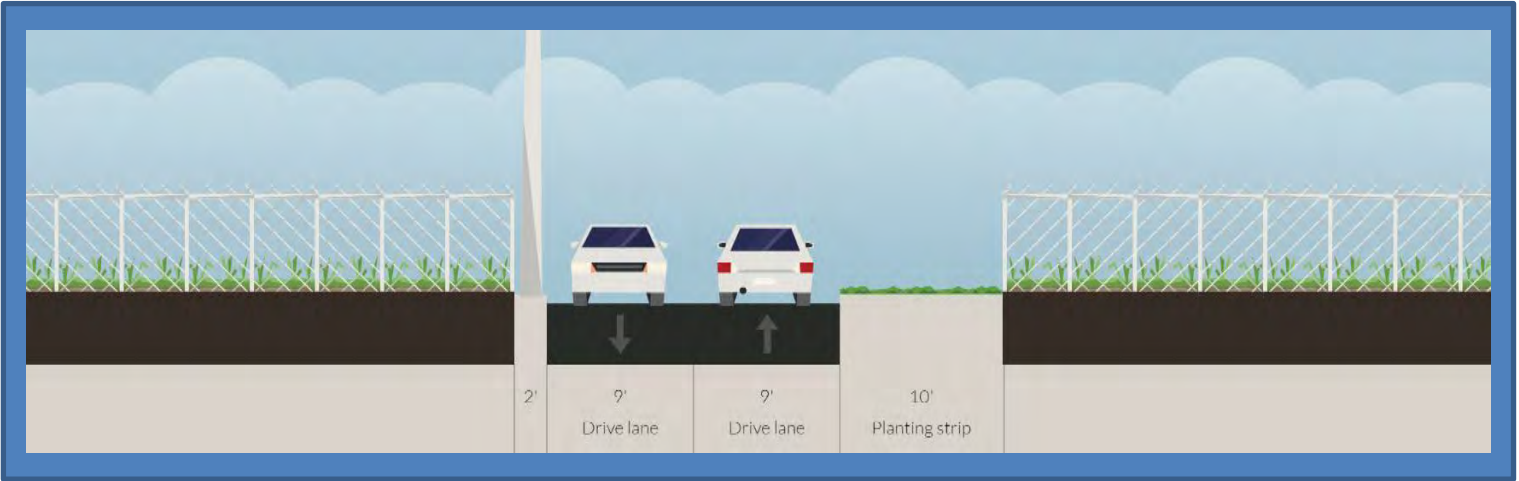
Source: Google Maps



Bollards located on 46th Ave S halfway between S 148th St & S 150th St; looking south.



46th Ave S is a narrow, one-lane corridor with no striping; looking north.



Typical existing cross section, representative of north half of this corridor; looking south

PROJECT DESCRIPTION

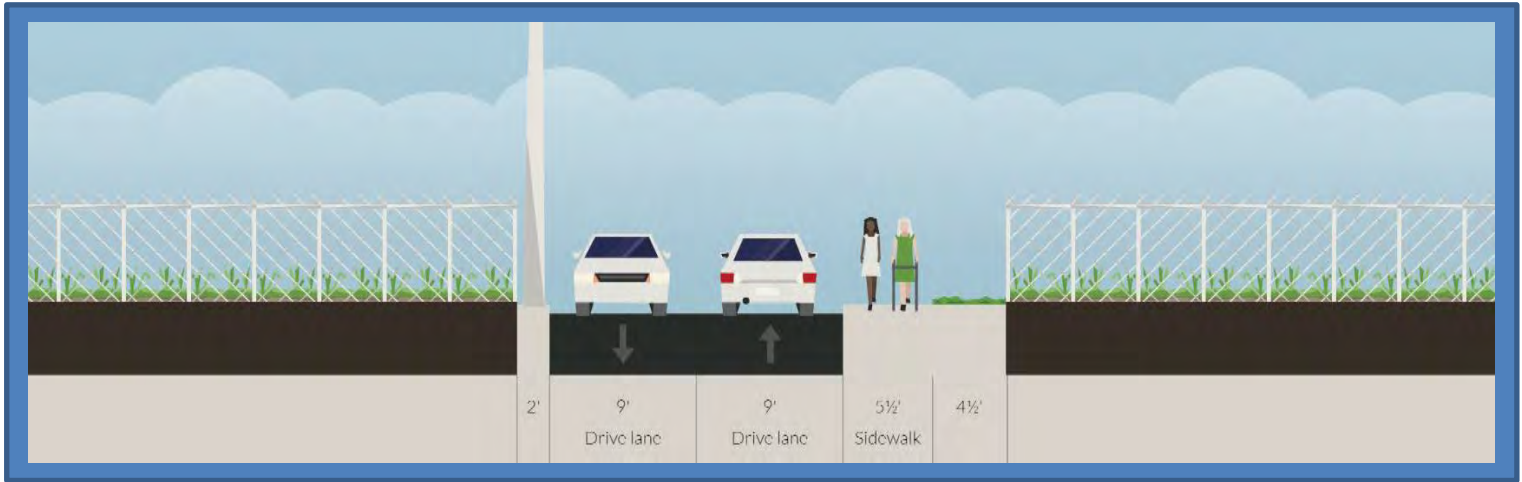
This project involves maintaining the existing roadway width, adding storm drainage facilities, undergrounding overhead utilities, and adding a sidewalk on the west side of 46th Ave S. A retaining wall will be added on the west side of 46th Ave S near S 150th St to prevent destabilization of the steep slope at the edge of the roadway.

Halfway between S 148th St and S 150th St, vehicle access is restricted with bollards blocking approximately 100’ of the corridor. This area is a narrow, paved corridor with dense vegetation encroaching on the walkway. Improvements to this area have not been assessed for this project.

These improvements can be made in the existing ROW; construction easements will be needed along the west side of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$67,000
RIGHT-OF-WAY	\$69,000
CONSTRUCTION	\$443,000
UTILITY UNDERGROUNDING	\$600,000
<hr/>	
TOTAL COST	\$1,179,000



Typical improved cross section for Option 1, looking south (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit
- Double centerline RPMs and fog lines on both sides of corridor for entire duration of corridor
- Average roadway width of 38' with 11.5' travel lanes
- Corridor length of 860'
- Existing sidewalk on both sides of corridor for south 70' across bridge
- Existing asphalt curb on east side for north 790' and on west side for north 660'

CONTEXT

- Adjacent land use is residential and commercial, with single family homes and vacant regions
- South 70' of corridor is a bridge
- 60' of steep cut slope without retaining wall near southern end of corridor

CONSTRAINTS

- ROW* width is 60'
- Utilities with illumination along west side of corridor for entire duration of corridor. Multiple overhead connections to homes throughout corridor.
- Cut retaining wall along west side of corridor for north 680'
- 500' long and 30' long guard rails on east side; 30' guard rail on west side at southern end
- Bridge walls on both sides of corridor for south 70'

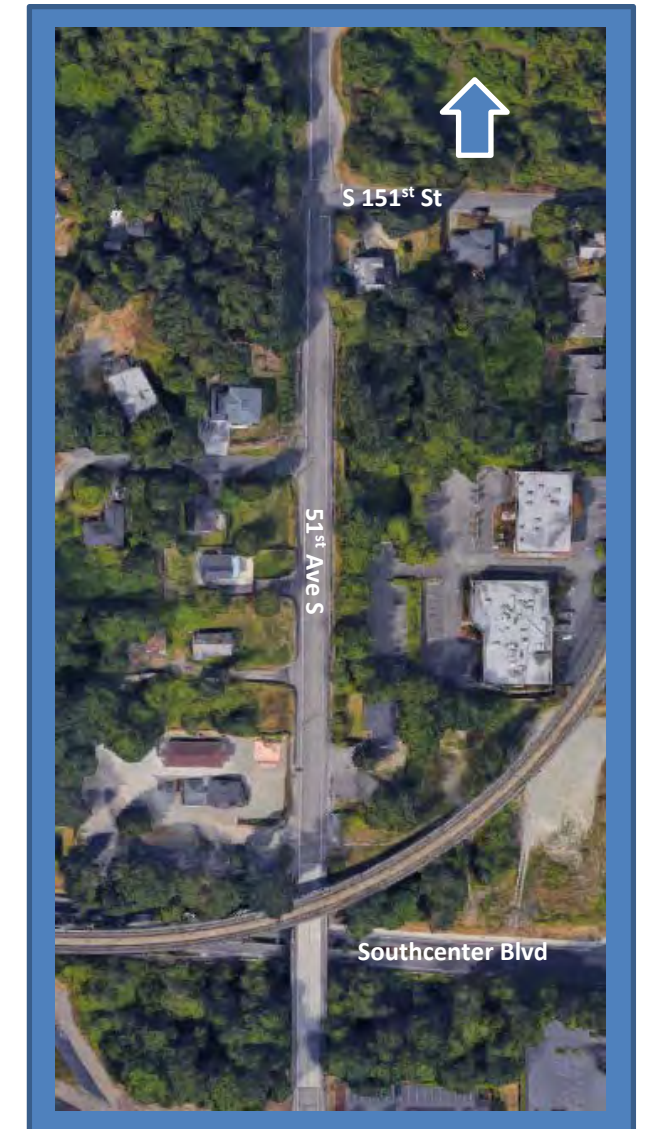
*ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalks at southern end of corridor

IMPROVEMENT OPTIONS

- **Option 1:** For non-bridge section, maintain existing guardrails and retaining walls and narrow the existing roadway to 27' to provide two 13.5' travel lanes with sharrows. Install curb, gutter, and 5' sidewalk on both sides of corridor, with the backs of sidewalks at the existing edges of pavement. Maintain existing roadway at bridge section and add sharrows. Install new catch basins and lateral connections to existing storm drainage mainline. Underground overhead utilities and replace illumination.
- **Option 2:** For non-bridge section, widen roadway to 30' to provide two 10' travel lanes and 5' bike lanes. Install curb, gutter, and 5' sidewalks on both sides of corridor. Widening could either impact the existing west-side retaining walls, east-side guardrail, or both. Construct retaining walls along impacted side(s). Maintain bridge section and add sharrows. Install new catch basins and lateral connection to existing storm drainage mainline. Underground overhead utilities and replace illumination.



Source: Google Maps



51st Ave S, showing existing guardrail and retaining wall; looking south



51st Ave S, showing beginning of bridge at southern end of corridor; looking south



Typical existing cross section; looking south



PROJECT DESCRIPTION

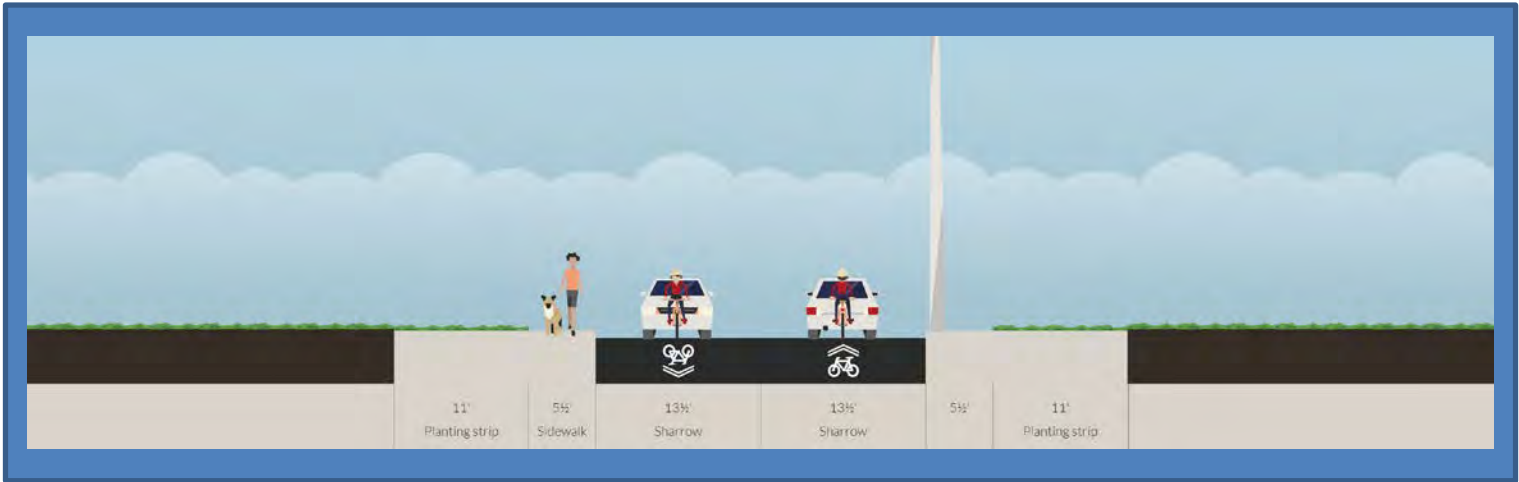
This project involves maintaining the existing guardrails and cut retaining walls at the non-bridge section. The roadway will then be narrowed symmetrically about the centerline to 27’ to provide two 13.5’ travel lanes with sharrows. Curb, gutter, and 5’ sidewalk will also be installed on both sides of the corridor. The sidewalks and roadway at the bridge section will be maintained and will be connected to new sidewalks. New catch basins will be installed and laterals will connect to the existing storm drain mainline.

Across the bridge, the existing section will be maintained and sharrows will be added.

The improvements can be made within ROW. There may be impacts to existing fencing, landscaping, mailboxes, and fire hydrants. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$103,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$684,000
UTILITY UNDERGROUNDING	\$730,000
<hr/>	
TOTAL COST	\$1,517,000



Typical improved cross section for Option 1; looking south

51st Ave S from S 138th St to S End of Road

EXISTING CONDITIONS

- Posted speed of 25 mph
- 22' roadway width south of S 139th St, 28' wide north of S 139th St.
- Corridor length of 820'.
- No designated bicycle facilities.
- Sidewalk along east side of 51st Ave S.

CONTEXT

- Surrounding area land use predominantly single family.
- South end of 51st Ave S adjacent to concrete noise wall for I-5.
- Access to Joseph Forster Memorial Park via S 139th St.
- Turn around area located at south end of corridor.

CONSTRAINTS

- ROW is 40' for approx. 640' from S 138th St toward southern end of street. WSDOT I-5 ROW beyond.
 - Concrete noise wall adjacent to south most 180' of corridor constricts roadway and limits expansion.
 - Overhead utilities on west side of 51st Ave S.
- *ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved pedestrian and bicycle corridor to Joseph Foster Memorial Park.
- In conjunction with improvements along 52nd Ave S this would provide an improved corridor to Interurban Ave S and associated transit routes. This would also provide access to the Green River Trail.

IMPROVEMENT OPTIONS

- Option 1: Maintain existing roadway for southernmost 180' at south end of road in order to avoid I-5 concrete noise wall. For rest of corridor, widen roadway to west to 28' or maintain 28' existing width, install 5' sidewalk to west side of roadway with curb, gutter, and storm dragline facilities. Maintain existing east sidewalk. Connect new catch basins to existing storm drainage mainline. Underground overhead utilities located along the west side of corridor and replace any removed streetlights.



Source: Google Maps



Near intersection of S 139th St; looking north.



South end of 51st Ave S, concrete wall adjacent to I-5 corridor; looking south.



Typical Cross section for Option 1, looking north (Preferred Option)

PROJECT DESCRIPTION

This project involves widening a portion of the corridor to provide a continuous roadway at 28’ wide and installing a 5’ sidewalk along the west side of the corridor with curb, gutter and storm drainage facilities. The east sidewalk is to remain. Utilize existing storm drainage facilities along the east side of the roadway to connect new catch basins to. Underground overhead utilities located along west side of corridor.

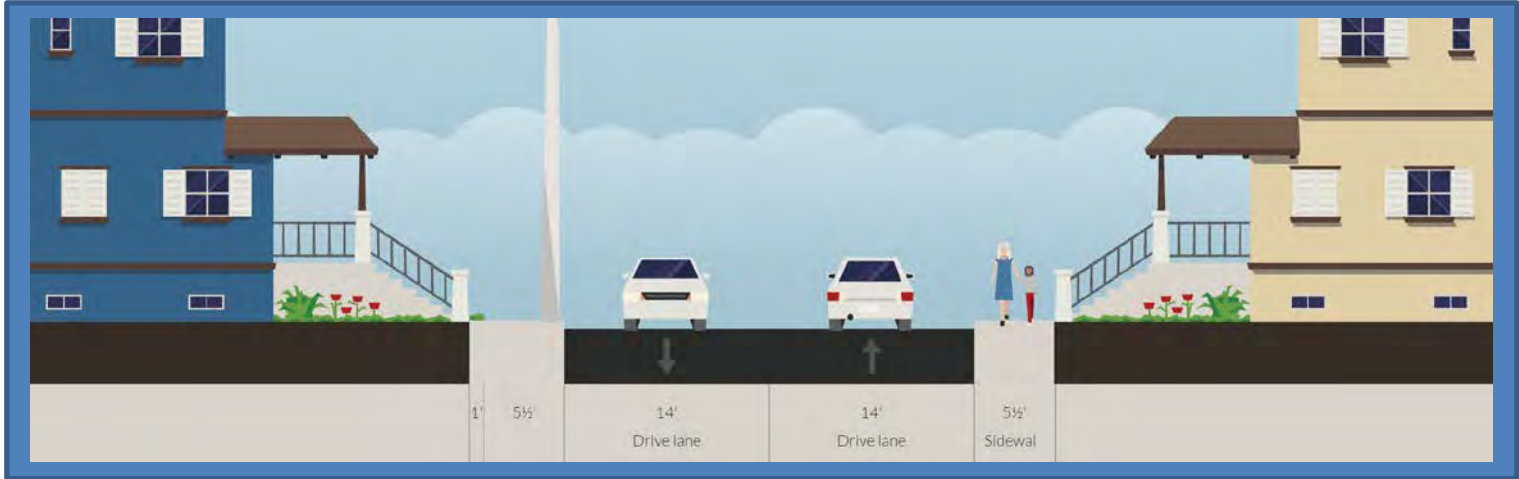
Improvements to occur from S 138th St, south for approximately 640’. No improvements to be made southward in corridor, as roadway becomes constrained between the I-5 noise wall and east ROW limits. There is also no demand for sidewalks by pedestrians past this point.

These improvements would improve enhance pedestrian safety while increasing accessibility to Joseph Foster Memorial Park, public transit and the Green River Trail.

These improvements can be made in the existing ROW. There will be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$65,000
RIGHT-OF-WAY	\$64,000
CONSTRUCTION	\$431,000
UTILITY UNDERGROUNDING	\$590,000
<hr/>	
TOTAL COST	\$1,150,000



Typical improved cross section for Option 1; looking east (Preferred Option)

EXISTING CONDITIONS

- No existing striping
- Average roadway width of 21' for north 130, with 10.5' travel lanes'; average width of 17' for south 180', with 8.5' travel lanes
- Corridor length of 310'
- Existing sidewalk on east side of corridor for north 130'

CONTEXT

- Adjacent land use on east side is residential with single family homes; adjacent land on west side belongs to a warehouse
- Corridor is part of a “No Outlet” zone
- Entire west side and south 180' of east side of corridor are undeveloped
- Steep fill slope along entire west side

CONSTRAINTS

- ROW* width is 40'
 - 1 utility pole on each side of corridor at north end (illumination attached to pole on west side)
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalk on east side of corridor
- Improve pedestrian connectivity to nearby transit routes

IMPROVEMENT OPTIONS

- **Option 1:** For 21' roadway width sections, maintain existing sidewalk and roadway width. Install curb, gutter, and 5' sidewalk on west side. For 17' roadway width sections, widen the roadway by 4' to the east to provide two 10.5' travel lanes. Install curb, gutter, and 5' sidewalk on both sides of corridor. For both types of sections, install new catch basins and lateral connections to existing storm drainage mainline where new sidewalk is installed. Install fill retaining wall on west side of corridor where necessary.



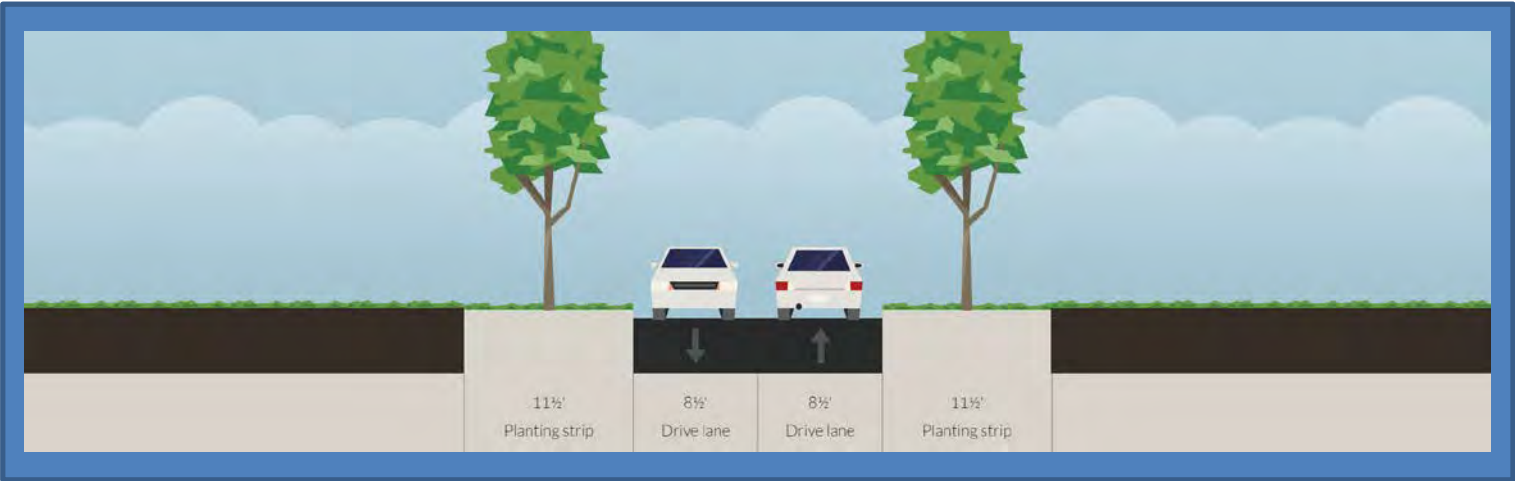
Source: Google Maps



40th Ave S, showing 17' wide roadway section; looking north



40th Ave S, showing 21' wide roadway section; looking north



Typical existing cross section at 17' wide roadway section; looking north

PROJECT DESCRIPTION

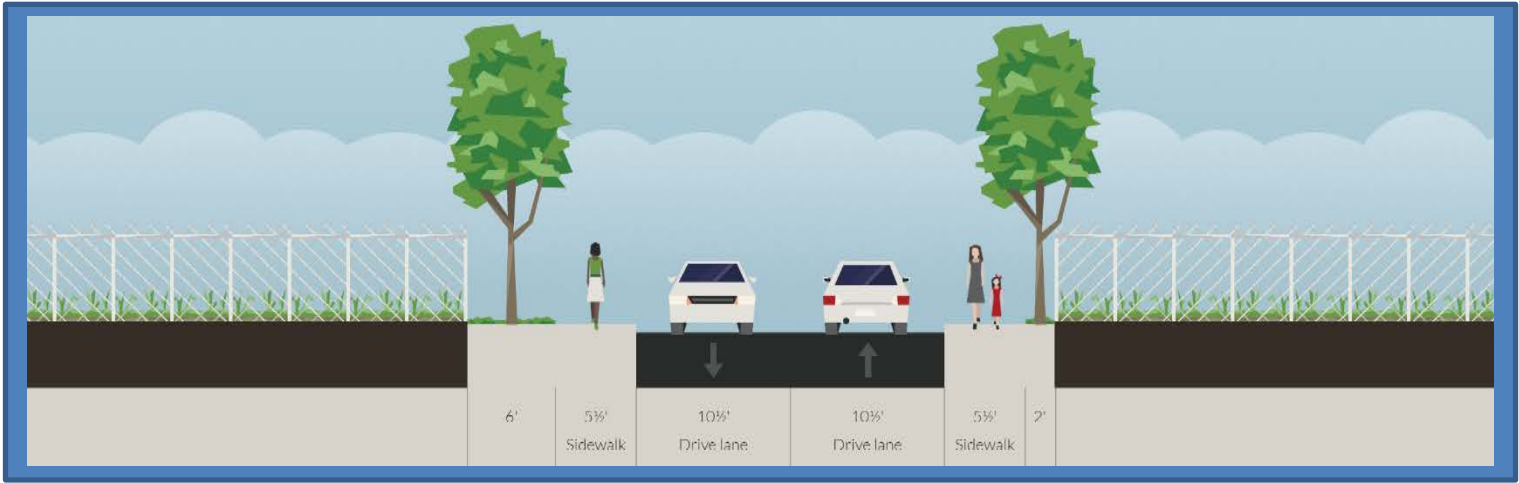
This project involves maintaining the existing sidewalk and roadway width at the 21’ wide roadway sections. Curb, gutter, and 5’ sidewalk will then be installed on the west side of the corridor. At the 17’ wide roadway sections, the roadway will be widened to the east by 4’ to provide two 10.5’ travel lanes. Curb, gutter, and 5’ sidewalk will be installed on both sides of the corridor. Where new sidewalks are installed, new catch basins will be installed and laterals will connect to the existing storm drain mainline.

These improvements avoid the need to remove existing sidewalk by matching the conditions at the 17’ wide section to those of the 21’ section. This approach avoids needing a fill retaining wall along the west side of the corridor.

The improvements can be made within ROW. Construction easements will be needed along the corridor and there may be impacts to existing landscaping, mailboxes, and fire hydrants.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$54,000
RIGHT-OF-WAY	\$8,000
CONSTRUCTION	\$348,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$409,000



Typical improved cross section for Option 1; looking north

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 24’.
- Corridor length of 600’.
- No designated bike facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single family.
- Southcenter Blvd is a corridor to the Tukwila International Blvd Station, a major transit hub.

CONSTRAINTS

- 60’ ROW
- Overhead utilities on west side of 40th Ave S.
- Steep slopes near west side of road.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved safety along 40th Ave S.
- Improved corridor to Southcenter Blvd and associated transit routes.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’ in order to accommodate two 14’ travel/drive lanes and install 5’ sidewalks with curb and cutter along both sides of 40th Ave S. Underground overhead utilities and replace streetlights. Install storm drainage structures throughout corridor and connect to existing mainline.



Source: Google Maps



Existing sidewalk on west side of 40th Ave S; looking south.



Slopes on west side of 40th Ave S; looking south.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to accommodate two 14’ travel/parking lanes and maintain existing 200’ sidewalk along the west side of 40th Ave S near Southcenter Blvd and install 5’ sidewalks with curb and gutter along both sides of 40th Ave S. Underground overhead utilities located along the west side of the roadway and install storm drainage structures throughout corridor, connecting to mainline.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$79,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$521,000
UTILITY UNDERGROUNDING	\$370,000
<hr/>	
TOTAL COST	\$970,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- No centerline striping, white fog line along south side of S 137th St.
- Average roadway width of 30' with 13' travel lanes
- Corridor length of 145'

CONTEXT

- Adjacent land use is residential with single family homes.

CONSTRAINTS

- ROW* width is 30' (roadway assumed to be centered in ROW despite King County GIS parcel lines crossing pavement). Assume pavement edges are at ROW lines.
- Rockery along south side of corridor.
- Overhead utility lines along south side of street.

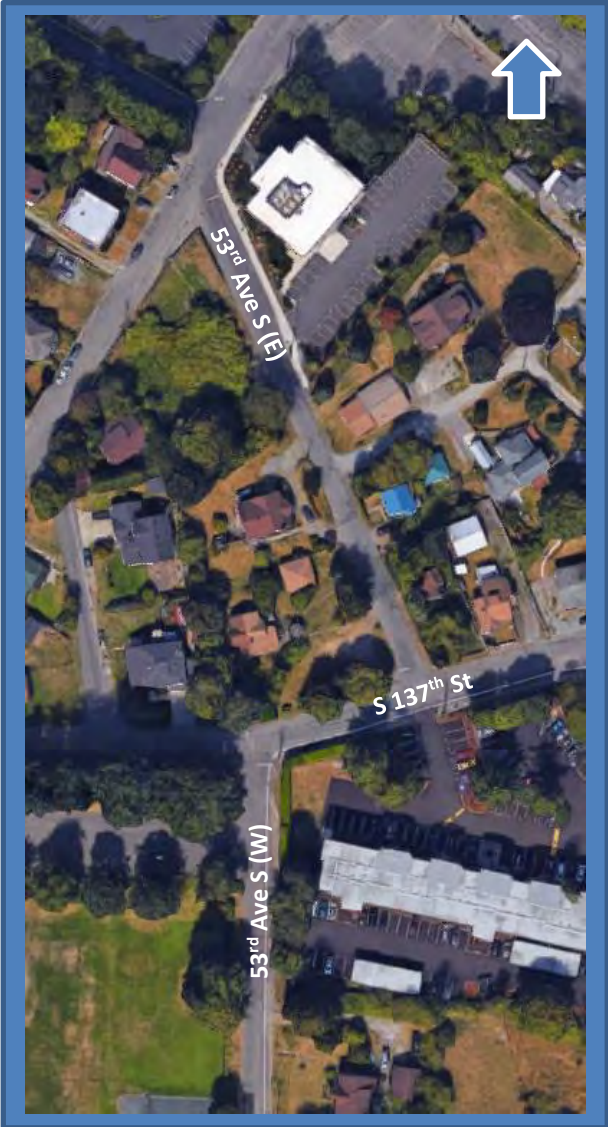
*ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalks at southern end of corridor.
- Provide bike facilities to promote ridership and provide wayfinding.

IMPROVEMENT OPTIONS

- **Option 1:** Install 5' sidewalk with curb and gutter along north side of corridor. Maintain south roadway edge and fog line, resulting in 20.5' wide travelled way. Install storm drainage facilities. Underground aerial utilities. Install sharrows in each lane.



Source: Google Maps



S 137th St, facing east



S 137th St, facing west



Typical existing cross section (paved surface outside ROW not shown); looking east

PROJECT DESCRIPTION

This project installs a north-side sidewalk and adds sharrows to the roadway. The current pavement width fills ROW, and it is assumed that the current ROW lines are at the edges of the pavement. This should be verified prior to final design.

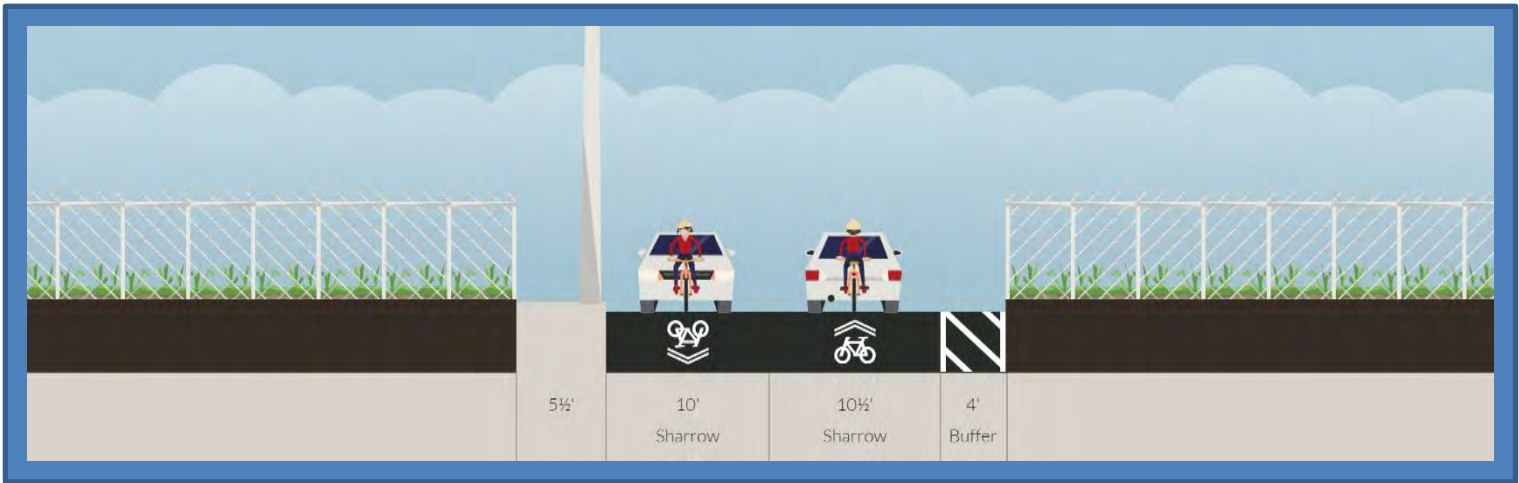
A 5’ sidewalk will be installed along the north edge so that the back of sidewalk is installed at the existing edge of pavement. Curb, gutter, and storm drainage will be installed, too. The south side will be maintained.

Sharrows will be added to the roadway to provide wayfinding and indicate the shared nature of the roadway.

The improvements can be made within ROW. There may be impacts to existing fencing, landscaping, mailboxes, and fire hydrants. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$13,000
RIGHT-OF-WAY	\$19,000
CONSTRUCTION	\$84,000
UTILITY UNDERGROUNDING	\$130,000
<hr/>	
TOTAL COST	\$246,000



Typical improved cross section for Option 1; looking east

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 18’.
- Corridor length of 710’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single and multi-family.
- S 141st St is a one-way street in the eastbound direction.
- 56th Ave S has a sidewalk on the west side of the road south of S 141st St.

CONSTRAINTS

- 40’ ROW
- Overhead utilities located on east side of 56th Ave S.
- Potential elevation issues at driveways.
- Dense vegetation, steep slopes and ditches adjacent to roadway.

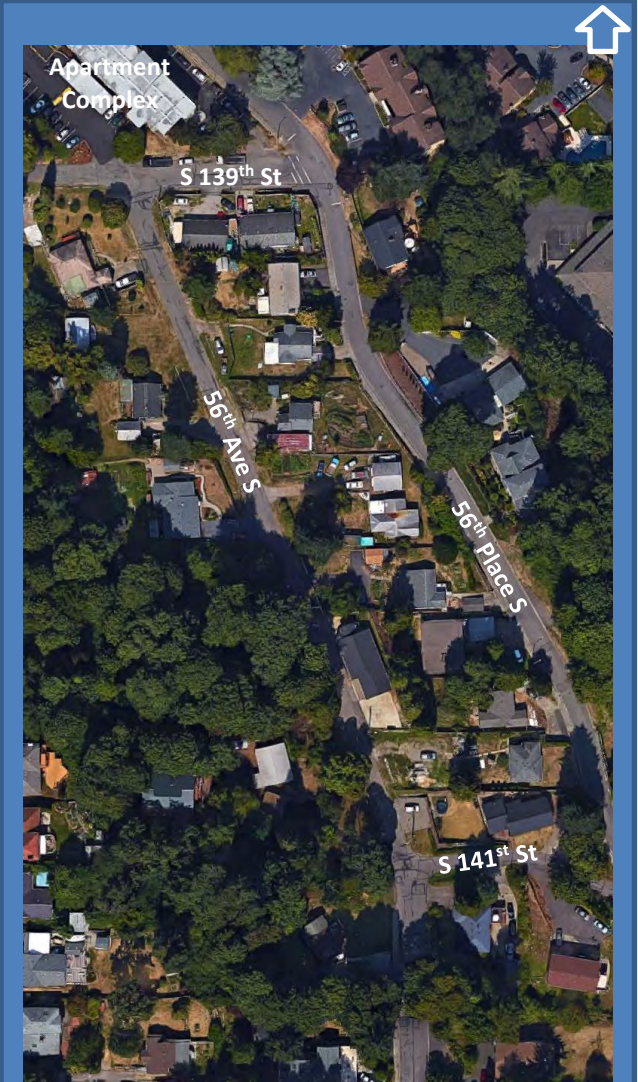
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved pedestrian safety along 56th Ave S.
- Create connections to other existing sidewalks.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 20’ to accommodate two 10’ travel lanes and install 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities located along the east side of 56th Ave S and replace streetlights. Install storm drainage structures throughout corridor.
- **Option 2:** Widen roadway to 28’ to accommodate two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities located along the east side of 56th Ave S and replace streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



Sidewalk starts south of 56th Ave S & S 141st St; looking south.



House and fence near edge of roadway; looking south.



Typical existing section; looking north.

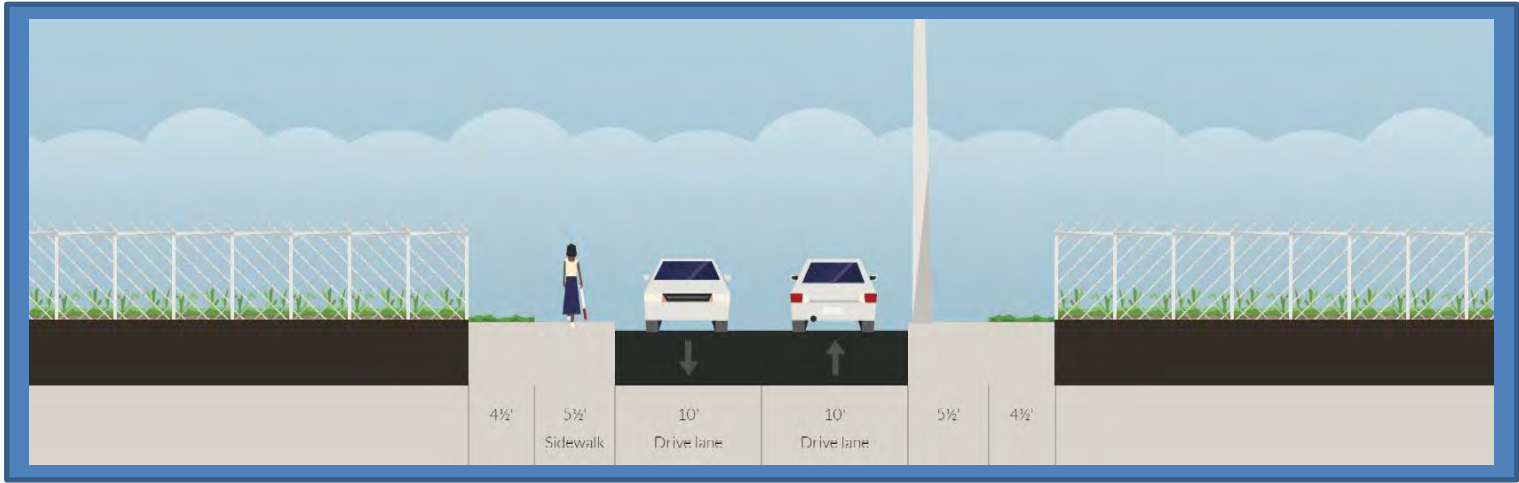
PROJECT DESCRIPTION

This project involves widening 56th Ave S to 20' accommodate two 10' travel lanes and installing 5' sidewalks with curb and gutter on each side. The roadway will be expanded so that the pavement remains centered in ROW. Underground overhead utilities located along the east side of 56th Ave S. Install storm drainage facilities throughout corridor

These improvements can be made in the existing ROW; construction easements will be required along both sides of this corridor. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$128,000
RIGHT-OF-WAY	\$18,000
CONSTRUCTION	\$848,00
UTILITY UNDERGROUNDING	\$650,000
<hr/>	
TOTAL COST	\$1,644,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 20’.
- Corridor length of 830’.
- No designated bicycle facilities.
- Short segment of sidewalk along east side of 35th Ave S near S 140th St.

CONTEXT

- Surrounding area land use predominantly single family.
- Cascade View Community Park is located on S 142nd St and a local church is located
- Street parking along soft shoulder on both sides of 35th Ave S.

CONSTRAINTS

- 40’ ROW.
- Overhead utilities on west side of 35th Ave S.
- Large trees and fences near edge of pavement.
- 35th Ave S ends at a right-angle turn onto S 142nd St.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved corridor to local church and community park.
- Improved safety along 35th Ave S.
- Extension to already improved section of 35th Ave S, north of S 140th St.
- Improved corridor to S 144th St and associated transit routes.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’ to accommodate two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities along the west side of 35th Ave S and replace streetlights. Install storm drainage structures throughout corridor.



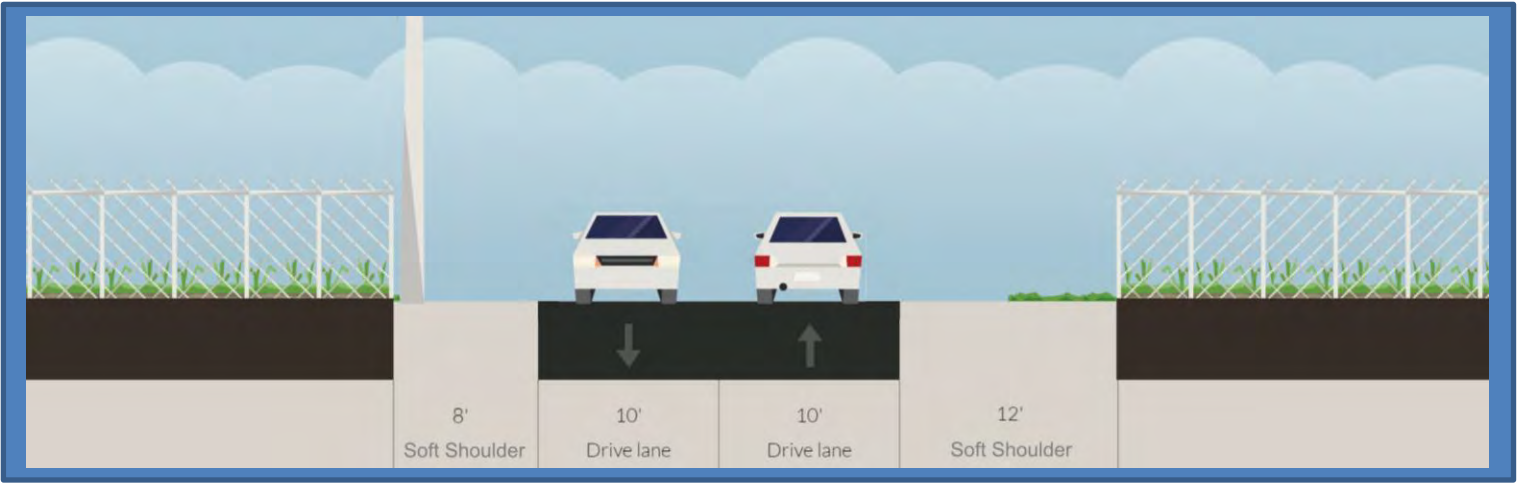
Source: Google Maps



Existing sidewalk possibly on private property; looking south.



Existing fences and trees restrict corridor width; looking north.



Typical existing cross section; looking north.

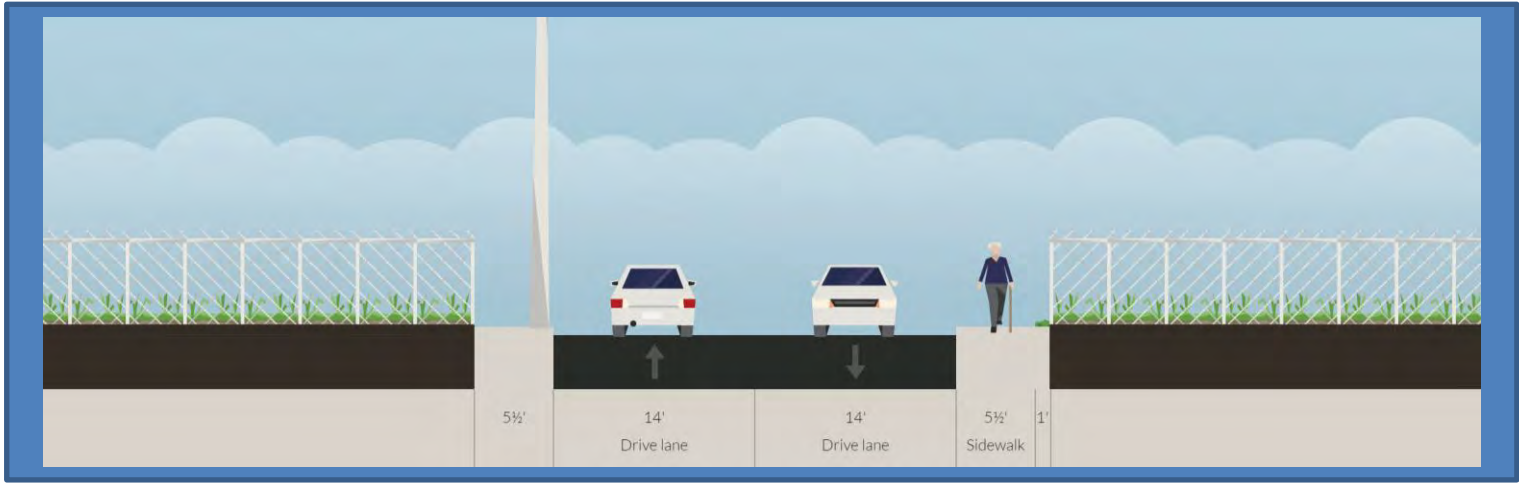
PROJECT DESCRIPTION

This project involves widening the existing roadway to 28’ accommodate two 14’ travel/parking lanes and installing two 5’ sidewalks with curb and gutter along both sides of 35th Ave S. Underground overhead utilities located along the west side of the corridor. Install storm drainage structures throughout project limits.

These improvements can be made in the existing ROW; construction easements will be required along both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$140,000
RIGHT-OF-WAY	\$187,000
CONSTRUCTION	\$930,000
UTILITY UNDERGROUNDING	\$760,000
<hr/>	
TOTAL COST	\$2,017,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph
- 2 Lanes (10' each).
- Corridor length of 990'.
- No designated bicycle facilities or sidewalks.
- Paved shoulder on east side of road labelled as a walkway with no parking permitted.

CONTEXT

- Surrounding area land use predominantly single family.

CONSTRAINTS

- 60' ROW.
 - Overhead utilities on east side of 33rd Ave S.
 - Fences and large trees near roadway.
- *ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved pedestrian and bicycle to local church, cemetery and food bank.
- In conjunction with improvements on 34th Ave S this would provide an improved corridor to S 144th St and associated transit routes.
- In conjunction with improvements on S 140th St this would provide an improved corridor to Military Rd S and associated transit routes.

IMPROVEMENT OPTIONS

- Option 1: Widen existing roadway to 28' to accommodate two 14' travel/parking lanes. Install 5' sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities. Connect new catch basins to existing storm drain mainline.
- Option 2: Widen existing roadway to 36' to accommodate two 10' travel lanes and 8' parking lanes. Install 5' sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities. Connect new catch basins to existing storm drain mainline.



Source: Google Maps



Angled intersection of S 140th St & 33rd Ave S; looking SE.



33rd Ave S becomes 34th Ave S at angled intersection with 34th Place S; looking NW.



Typical existing cross section; looking north.

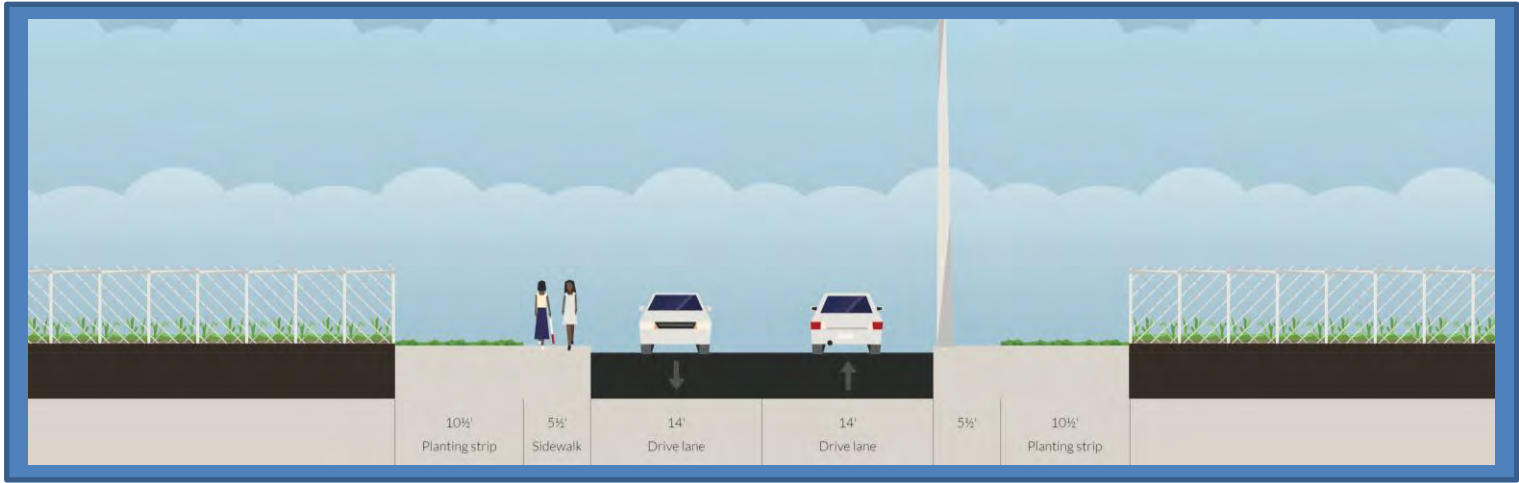
PROJECT DESCRIPTION

The project will widen the existing pavement to 28', creating two 14' travel/parking lanes. 5' sidewalks with curb and gutter will be installed along both sides of the corridor throughout the project. This sidewalk can tie in to the existing curb returns at either end of the segment.

Catch basins that tie in to the existing storm drain mainline will be installed throughout the corridor. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$138,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$918,000
UTILITY UNDERGROUNDING	\$910,000
<hr/>	
TOTAL COST	\$1,966,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 164th St from 51st Ave S to East End of Road

EXISTING CONDITIONS

- Posted speed of 25 mph.
- Approximate roadway width of 26' with two 13' travel lanes. Limited gravel shoulders on both sides of the roadway.
- Corridor length of 675'.
- No sidewalks or designated bicycle facilities along the corridor.

CONTEXT

- Surrounding area land use is predominantly single family residential.
- S 164th St dead-ends at the east end of the corridor.
- 51st Ave S, at the west end of the corridor, has existing sidewalks and transit stops.

CONSTRAINTS

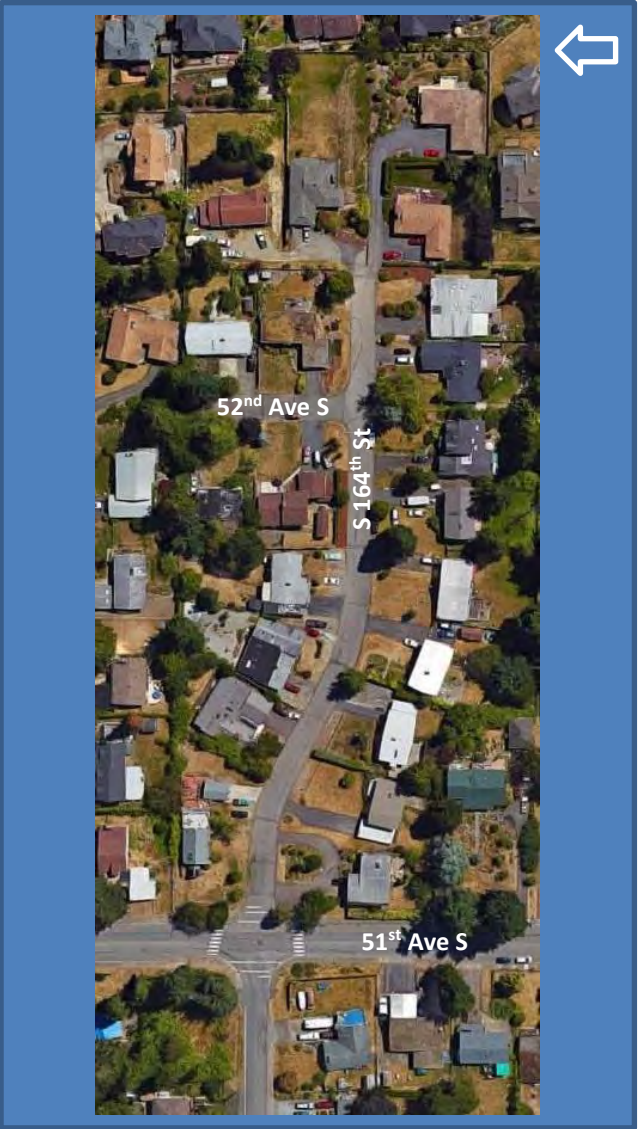
- 50' ROW.
- *ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide improved pedestrian access and connect to the existing sidewalks on 51st Ave S.
- Consolidate gravel shoulders to designated on-street parking.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28' to provide two 14' travel/parking lanes. Install curb, gutter, and 5' sidewalks on each side. Install storm drainage. Replace light poles for widening.



Source: Google Maps



S 164th St & 51st Ave S; looking east.



S 164th St from Dead-End; looking west.



Typical existing cross-section; looking east.

PROJECT DESCRIPTION

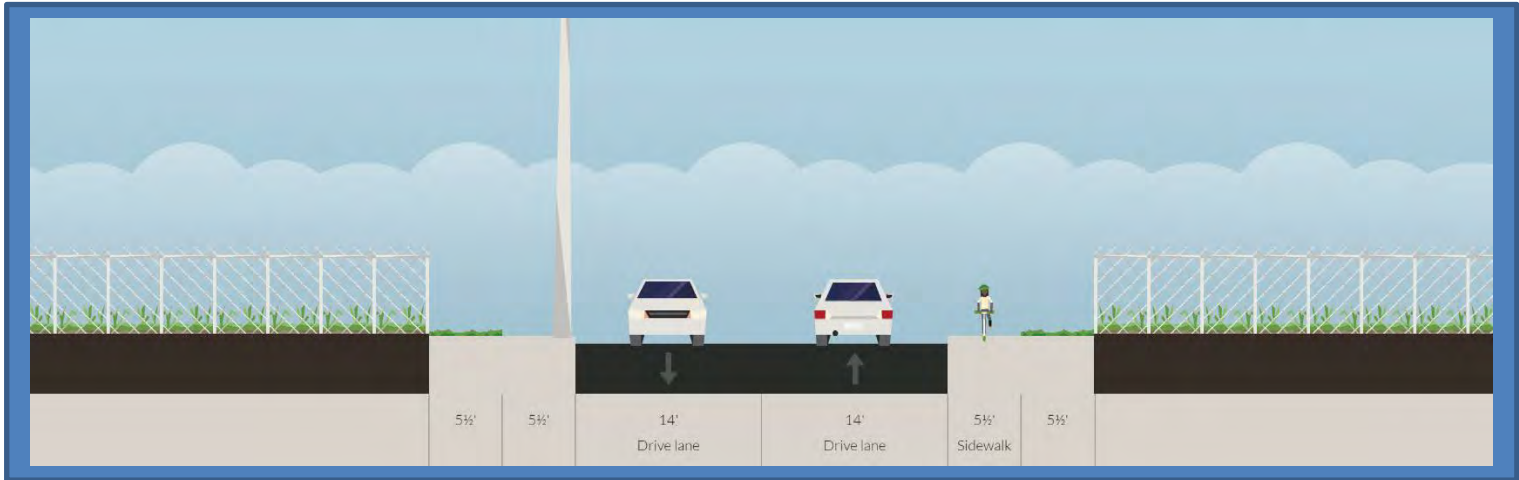
S 164th St east of 51st Ave S is approximately 675’ in length. The existing cross-section includes two 13’ travel lanes and limited gravel shoulders providing on-street parking. There are no designated pedestrian facilities in any segment of the corridor. The proposed cross-section will widen the existing street to accommodate two 14’ travel/parking lanes. 5’ sidewalks will be added on both sides of the road to increase pedestrian mobility. Storm drainage will be installed throughout.

The existing pedestrian lights on the north side of the road will be replaced due to the widening effort. There are no overhead utilities through the corridor which negates the need for any utility undergrounding activities.

The proposed improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$103,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$683,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$786,000



Typical improved cross-section for Option 1, looking east (Preferred Option).

S 141st St from 56th Ave S to 56th Place S

EXISTING CONDITIONS

- Posted speed of 25 mph.
- Single 12' lane.
- Corridor length of 220'.
- No designated bicycle facilities.

CONTEXT

- Surrounding area land use predominantly single family.
- S 141st St is a one-way, eastbound street between 56th Ave S and 56th Place S.
- No overhead utilities on S 141st St.

CONSTRAINTS

- Average ROW* width of 40'.
- Steep slopes located on both sides of S 141st St.

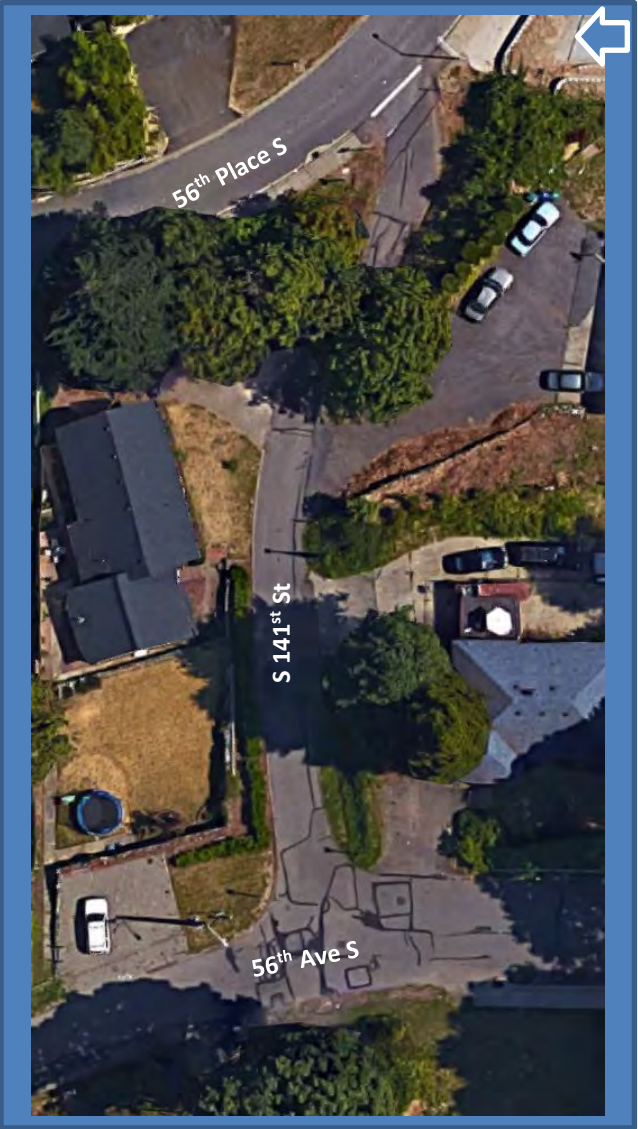
*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved pedestrian safety along S 141st St.
- Connect to improvements on 56th Place S.

IMPROVEMENT OPTIONS

- Option 1: Maintain existing roadway width of 12' and add a 5' sidewalk on the north side of the road. Add storm drainage facilities.
- Option 2: Reduce roadway width to 10' and add two 5' sidewalks. This option may require a retaining on the south side of S 141st St. Add storm drainage facilities.



Source: Google Maps



Existing sidewalk possibly on private property; looking west.



Existing fences and trees restrict corridor width; looking east.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

This project involves adding a 5' sidewalk with curb and gutter on the north side of the road. The existing roadway does not have overhead utilities and the only streetlights are on the south side of the road. Steep slopes near both sides of S 141st St limit the width of the sidewalk. Due to existing slopes the north side of the road was selected as the location for the proposed sidewalk, assuming the existing retaining walls do not require modification or replacement.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$18,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$118,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$136,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- 22' roadway width.
- Corridor length of 1,110'.
- No designated bicycle facilities.
- Steep slope and guardrail along west side of street for west most 440'.
- Retaining wall along east side of street for southernmost 780'.
- Gravel shoulders along each side of the road range from 4' to 6'.

CONTEXT

- Surrounding area land use predominantly single family.

CONSTRAINTS

- ROW is 60'
 - Overhead utilities along west side of 49th Ave S at south end of corridor and along east side of 49th Ave S at north end of corridor.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalks along S107th St.
- Provide an improved corridor to 51st Ave S for pedestrians and bicyclist.

IMPROVEMENT OPTIONS

- **Option 1:** Reduce roadway width to 20' and install 5' sidewalks with curb and gutter along both sides of the road. Shift roadway centerline 1' to the west to avoid impacting east-side retaining walls. Underground overhead utilities located along both sides of the corridor at different locations and replace any removed streetlights. Construct retaining walls and relocate guardrail along west side of roadway.



Source: Google Maps



Midpoint on segment of 49th Ave S; looking north.



Intersection of 49th Ave S and S 107th St, looking south.



Typical existing cross section, looking north

PROJECT DESCRIPTION

This project involves installing 5’ sidewalks along both sides of the corridor with curb and gutter. Underground overhead utilities located along both sides of the corridor. Install storm drainage facilities and connect to the existing system along 49th Ave S.

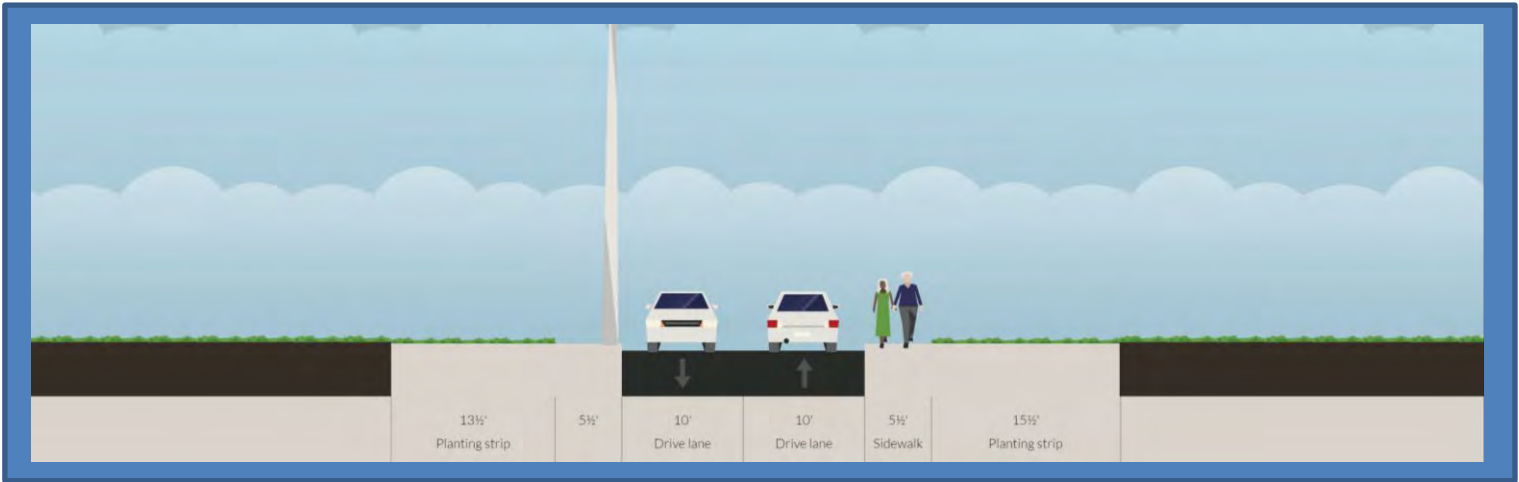
49th Ave S is lined on both sides by steep slopes throughout the project limits. Currently, a retaining wall supports the slope on the east side. To maintain this wall and avoid costly impacts, the east sidewalk will be constructed against the edge of the current wall. This will require some pavement removal, and the overall pavement width will be reduced to 20’ (with a 1’ shift in the centerline to the west) to provide two 10’ travel lanes. Retaining walls will be needed along the west side of the roadway to support the new sidewalk.

This project will provide an improved corridor top 51st Ave S by connecting to existing sidewalks along S 107th St.

These improvements can be made in the existing ROW. There will be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$316,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$2,106,000
UTILITY UNDERGROUNDING	\$1,020,000
<hr/>	
TOTAL COST	\$3,442,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph
- No striping; average roadway width of 24’.
- Corridor length of 690’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use primarily single family.
- The Tukwila Community Center is located at the intersection of S 124th St and 44th Ave S.
- Parking on gravel shoulders is permitted but was not observed to be highly utilized.

CONSTRAINTS

- 50’ ROW
- Overhead utilities on west side of 44th Ave S.
- Large trees and fences near edge of road.

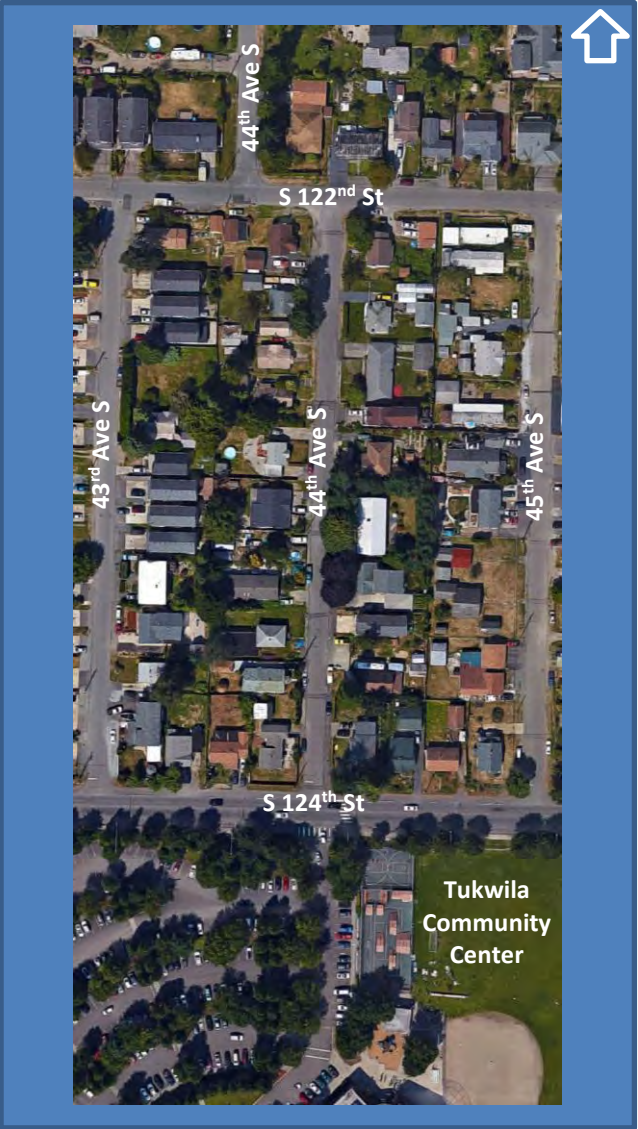
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved corridor to the Tukwila Community Center.
- Improved pedestrian safety along 44th Ave S.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’ to accommodate two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both side of the roadway. Underground overhead utilities located along the west side of 44th Ave S and replace removed street lights. Install new catch basins and connect to existing storm drain mainline.



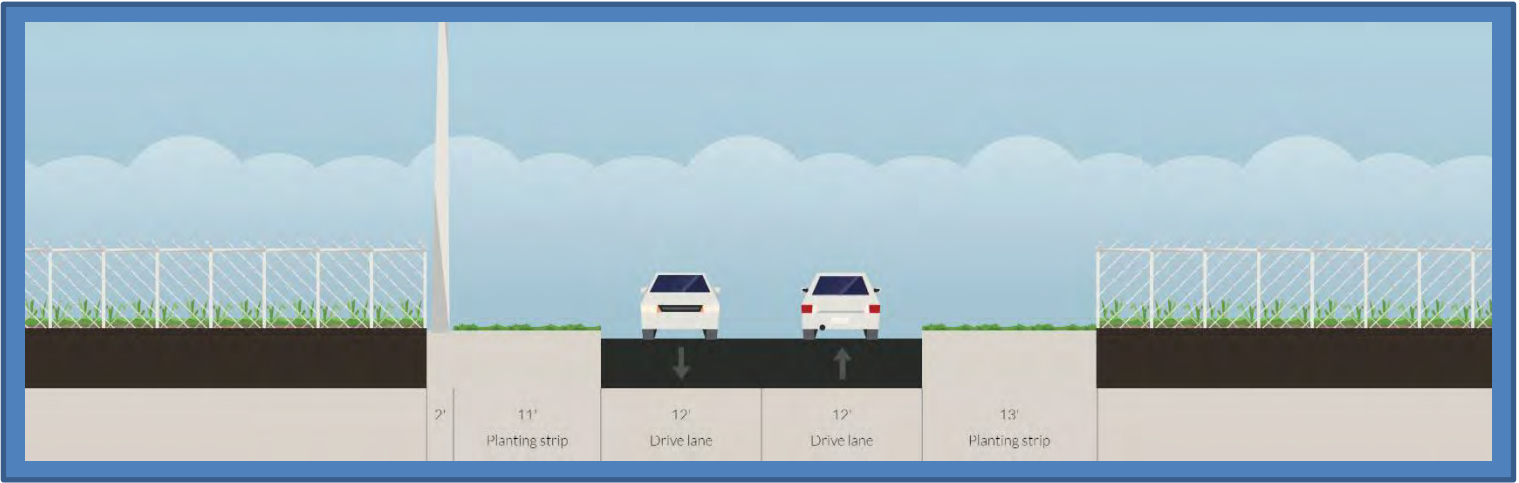
Source: Google Maps



44th Ave S & S 122nd St; looking SE.



44th Ave S & S 124th St at Community Center entrance; looking south.



Typical existing cross section; looking north.

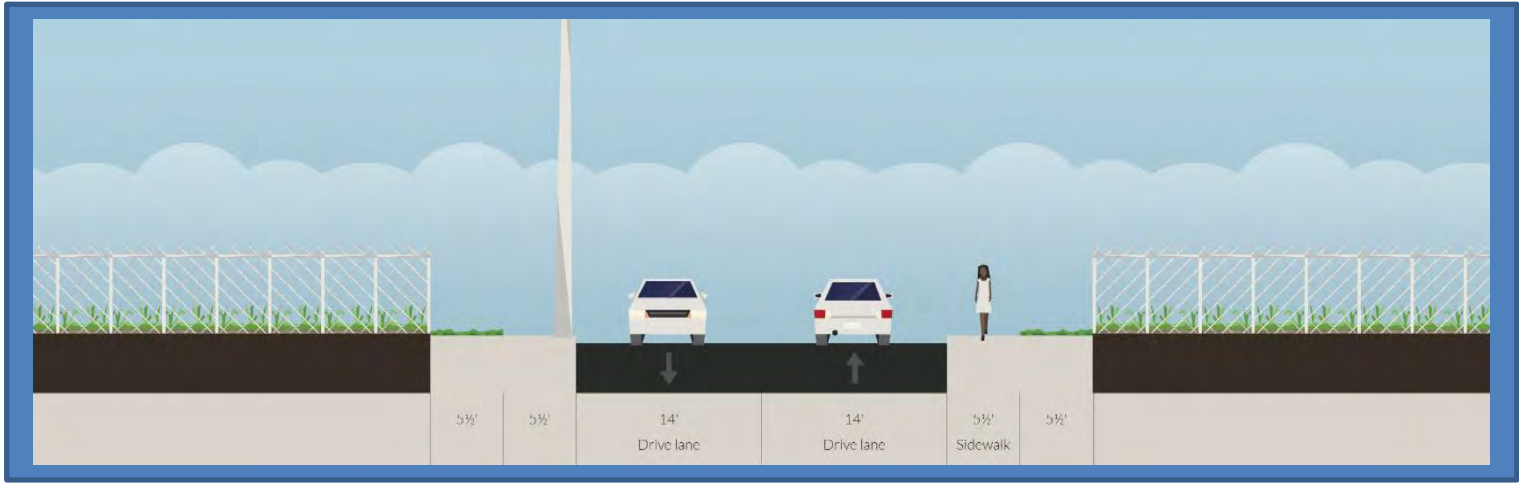
PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to accommodate two 14’ travel/parking lanes and installing 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities located along the south side of 44th Ave S. New catch basins will be installed and connected to the existing storm drain mainline with new lateral connections.

These improvements can be made in the existing ROW without the need for construction easements. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during the undergrounding of overhead utilities.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$105,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$696,000
UTILITY UNDERGROUNDING	\$630,000
<hr/>	
TOTAL COST	\$1,431,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 141st St from 33rd Place S to 34th Place S

EXISTING CONDITIONS

- Posted speed of 25 mph
- No striping; average roadway width of 27' with parking permitted but not heavily utilized.
- Corridor length of 160'.
- No designated bicycle facilities or sidewalks.
- Existing curbs along both sides of S 141st St.

CONTEXT

- Surrounding area land use predominantly single family.
- This segment is a short connecting street between 33rd Place S and 34th Place S.

CONSTRAINTS

- Average ROW width* of 50'.
- Overhead utilities located on north side of S 141st St.

*ROW widths based on King County GIS data

OPPORTUNITIES

- In conjunction with improvements on 33rd and 34th Place S and 34th Ave S, this would provide a complete corridor between S 140th St and S 144th St.

IMPROVEMENT OPTIONS

- Option 1: Install 5' sidewalks behind existing curbs. Maintain existing roadway width and storm drainage. Underground overhead utilities and replace streetlights.



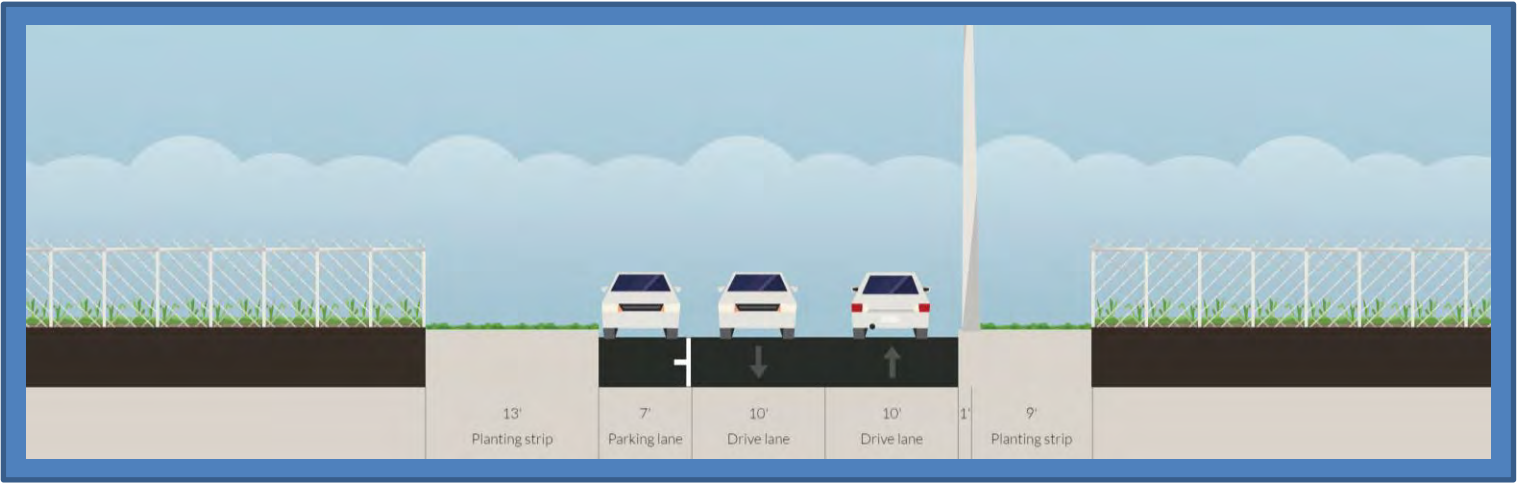
Source: Google Maps



34th Place S turns on to S 141st St; looking north.



Approx. 35' between fences on S 141st St; looking west.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

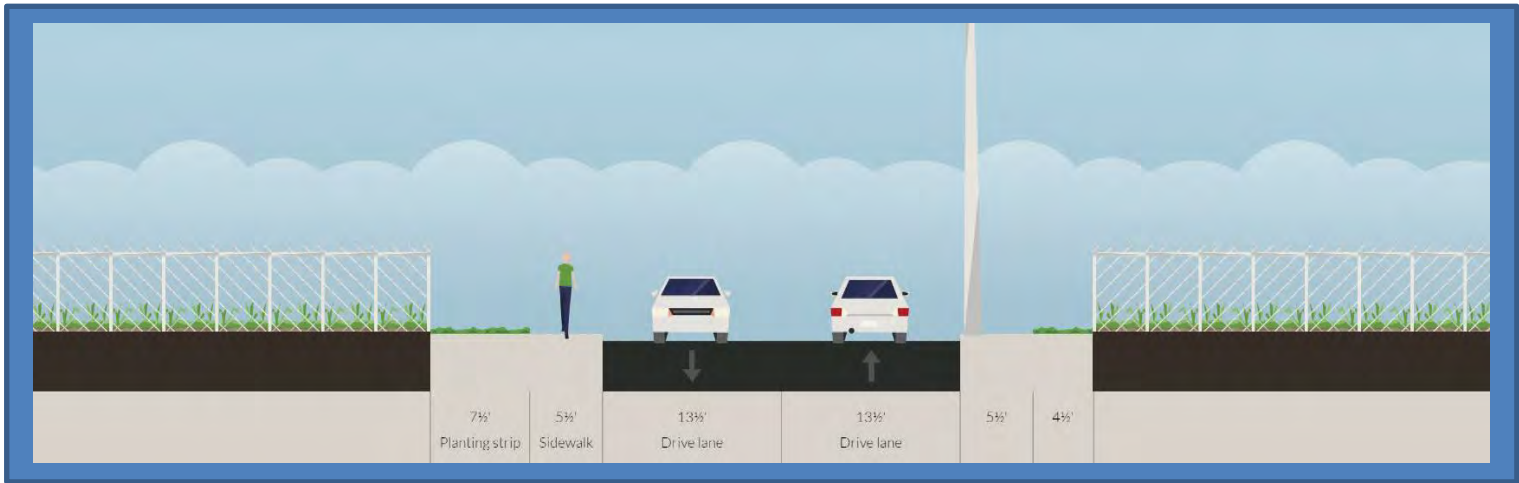
This corridor is a segment of a longer corridor comprised of 34th Place S, S 141st St and 33rd Place S. Together these streets connect S 140th St and S 144th St; improving this corridor would improve access to local transit routes and amenities.

This project maintains the existing roadway width and installs 5’ sidewalks behind the existing curbs along both sides of S 141st St. No work will be performed within the roadway.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during the undergrounding of overhead utilities.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$12,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$74,000
UTILITY UNDERGROUNDING	\$150,000
<hr/>	
TOTAL COST	\$236,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 139th St from 51st Ave S to East End of Street

EXISTING CONDITIONS

- Posted speed of 25 mph
- No striping; roadway width is 24' west of 53rd Ave. S 139th St. East of 53rd Ave S roadway restricts to 10'.
- Corridor length of 900'
- No designated bicycle facilities.
- 210' of sidewalk on north side of S 139th St near 51st Ave S

CONTEXT

- Surrounding area land use predominantly parks and single family residences.
- Street parking along soft shoulder along both sides of roadway.
- S 139th St ends east of 53rd Ave S; ROW continues through to an apartment complex access road.

CONSTRAINTS

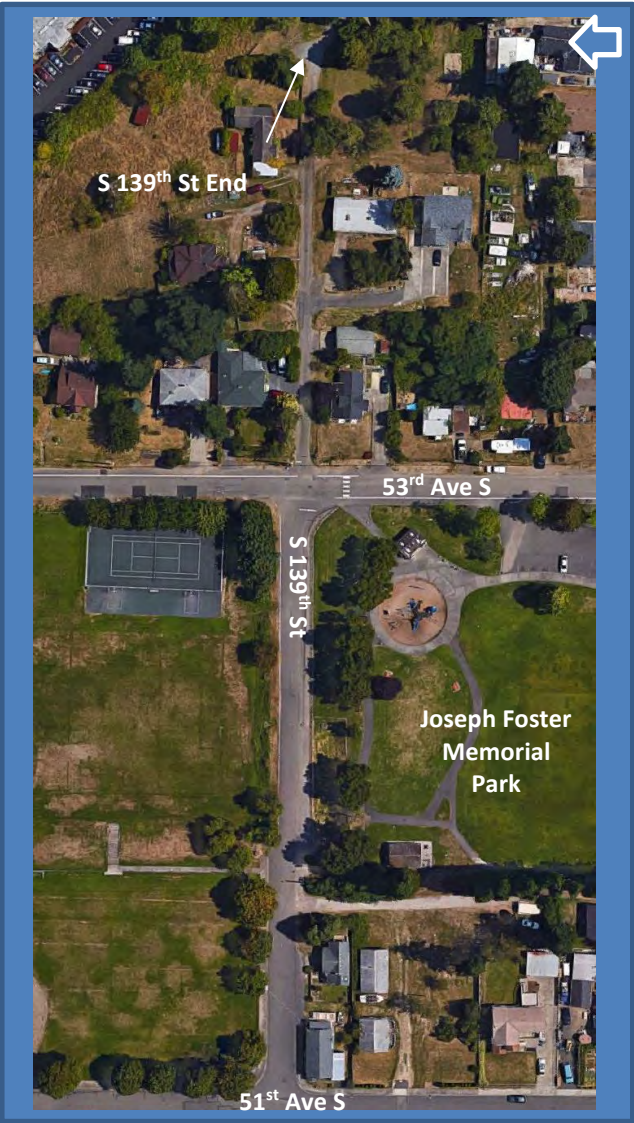
- 38' ROW between 51st Ave S and 53rd Ave S. 18' ROW from 53rd Ave S to End of Road.
 - Overhead utilities located on north side of S 139th St.
 - Narrow, steep corridor east of 53rd Ave S.
- *ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved pedestrian and bicycle corridor to a local park.
- Improved safety along S 139th St and around the park.
- Connections to existing sidewalks around the Joseph Foster Memorial Park.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28' from 51st Ave S to 53rd Ave S to accommodate two 14' travel/parking lanes. Acquire 1' ROW west of 53rd Ave S. Install 5' sidewalks with curb and gutter along both sides of S 139th St west of 53rd Ave S. From 53rd Ave S to end of road, maintain existing 10' roadway and install 5' sidewalk with curb and gutter along south side of roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor and connect to existing mainline.
- Option 2: Widen roadway throughout corridor to 28' to provide two 14' travel/parking lanes. Acquire at least 22' of ROW east of 53rd Ave S. Install 5' sidewalks with curb and gutter along both sides, throughout, maintaining the existing sidewalk and curb near the Park. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout the corridor and connect to existing mainline.



Source: Google Maps



Short segment of sidewalk adjacent to baseball fields at S 139th St & 51st Ave S; looking NE.



S 139th St becomes a narrow corridor and ends east of 53rd Ave S; looking east.



Typical existing cross section (west of 53rd Ave S and east of existing sidewalk); looking west.

PROJECT DESCRIPTION

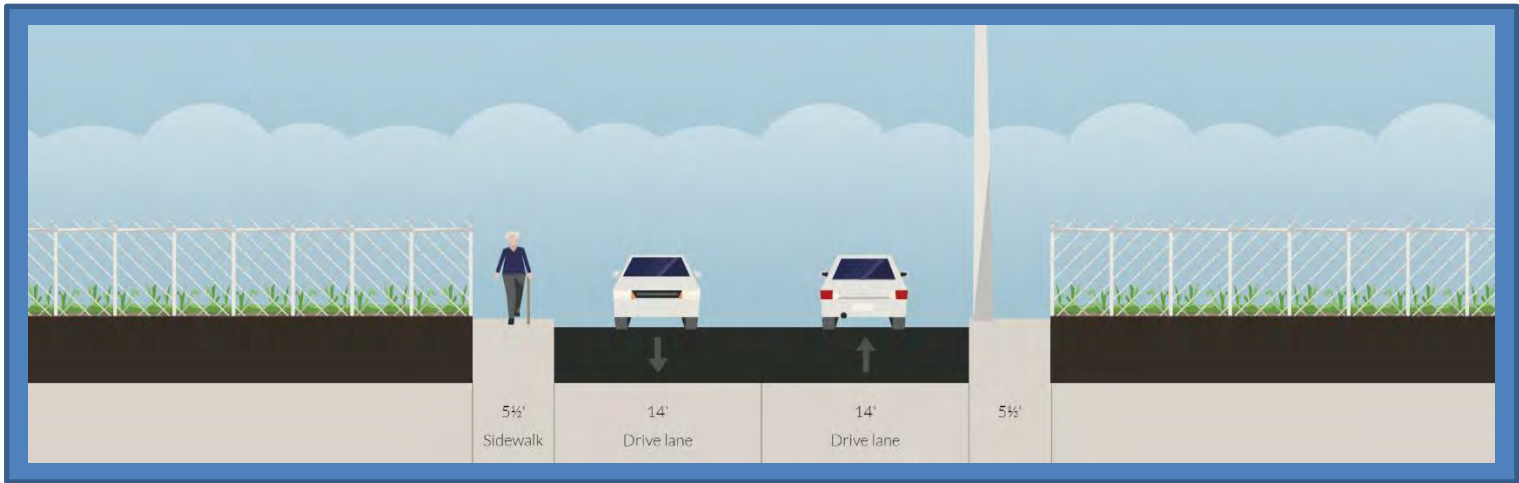
Improvements along this corridor will occur in three sections. The properties located on the north and south sides of S 139th St are primarily occupied by the Joseph Foster Memorial Park.

The first two segments of this project involve widening the existing roadway to 28' to accommodate two 14' travel/parking lanes. Between 51st Ave S and 53rd Ave S, the existing 5' sidewalk along the north side of S 139th St near 51st Ave S will be maintained and a 5' sidewalk with curb and gutter will be installed along the south side of the roadway (approximately 210'). The second section between the existing sidewalk and 53rd Ave S will install 5' sidewalks with curb and gutter along both sides of the roadway (approximately 320'). The remaining 370' of corridor, from 53rd Ave S to the end of roadway, will maintain the 10' roadway width and install a 5' sidewalk with curb and gutter along the south side of the roadway. Underground overhead utilities located along the north side of S 139th St and install storm drainage structures throughout the corridor.

These improvements require the acquisition of 1' ROW west of 53rd Ave S; construction easements will be required throughout. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during the undergrounding of overhead utilities.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$107,000
RIGHT-OF-WAY	\$237,000
CONSTRUCTION	\$707,000
UTILITY UNDERGROUNDING	\$830,000
<hr/>	
TOTAL COST	\$1,881,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- Dashed yellow RPM centerline.
- Average roadway width of 25' with 12.5' travel lanes south of S 116th St, up to 40' pavement north of S 116th St
- Corridor length of 2,970'.
- 5' sidewalk along east side of 42nd Ave S.
- Pedestrian bridge across Duwamish River approximately 1,240' south of S 115th St.
- Soft shoulder along west side of 42nd Ave S. from S 116th St, south.

CONTEXT

- Adjacent land use is residential with single family homes along east side; river on west side.
- Parking along west-side soft shoulder between S 116th St and S 124th St.

CONSTRAINTS

- 60' ROW (west edge of ROW approximately 5' from west edge of existing pavement).
- Overhead utilities along east side of 42nd Ave S.
- Duwamish River borders west side of corridor.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect to existing sidewalks at southern end of corridor.
- Provide bike facilities to promote ridership and provide wayfinding.

IMPROVEMENT OPTIONS

- **Option 1:** North of S 116th St, install 5' sidewalk where missing and re-channelize roadway to provide two 10' travel lanes and two 5' bike lanes. South of S 116th St, widen roadway 5' to the west, shifting roadway centerline by 2.5' to the west, and re-channelize to provide two 10' travel lanes and two 5' bike lanes throughout the corridor. Provide soft-shoulder parking where feasible along west side where river embankment is not impacted. Maintain existing east-side sidewalks.
- **Option 2:** Improvements to happen in three segments. Segment one is approximately 30' from S 115th St south and will maintain existing pavement width of 30'. Roadway will be restriped to accommodate two 5' bike lanes and two 10' travel lanes. Install sidewalk along east side of 42nd Ave S. Segment 2 is approximately 2,290' and extends from segment 1 to S 122nd St. Widen the roadway to 30', and stripe to match Section 1. Remove the east sidewalk to complete roadway expansion. Install 5' sidewalks with curb and gutter along both sides of the roadway. Section 3 is approximately 650', between S 122nd St and S 124th St. Widen roadway to 38' to accommodate an 8' parking lane, two 5' bike lanes and 10' travel lanes. Remove east sidewalk and install 5' sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.



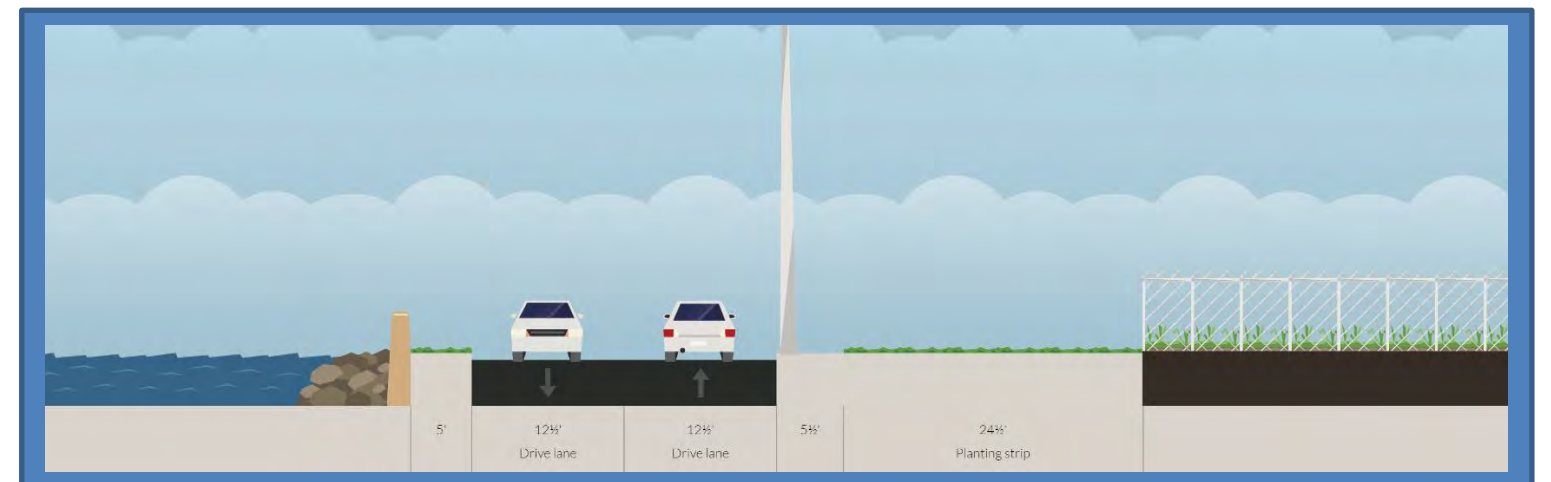
Source: Google Maps



42nd Ave S and S 115th St, facing south



42nd Ave S and S 124th St, facing north.



Typical existing cross section; looking north

PROJECT DESCRIPTION

This project involves different improvements divided by S 116th St. To the north, the existing pavement width (which varies from 25' to 40') will be maintained and re-channelize to provide two 10' travel lanes and 5' bike lanes. The existing east side sidewalk will be extended to S 115th St, approximately 50' in length.

To the south, the existing east-side sidewalk will be maintained and the existing pavement will be widened by 5' to the west to provide 30' of pavement. This section will be re-channelized to also provide the 10' travel lanes and 5' bike lanes.

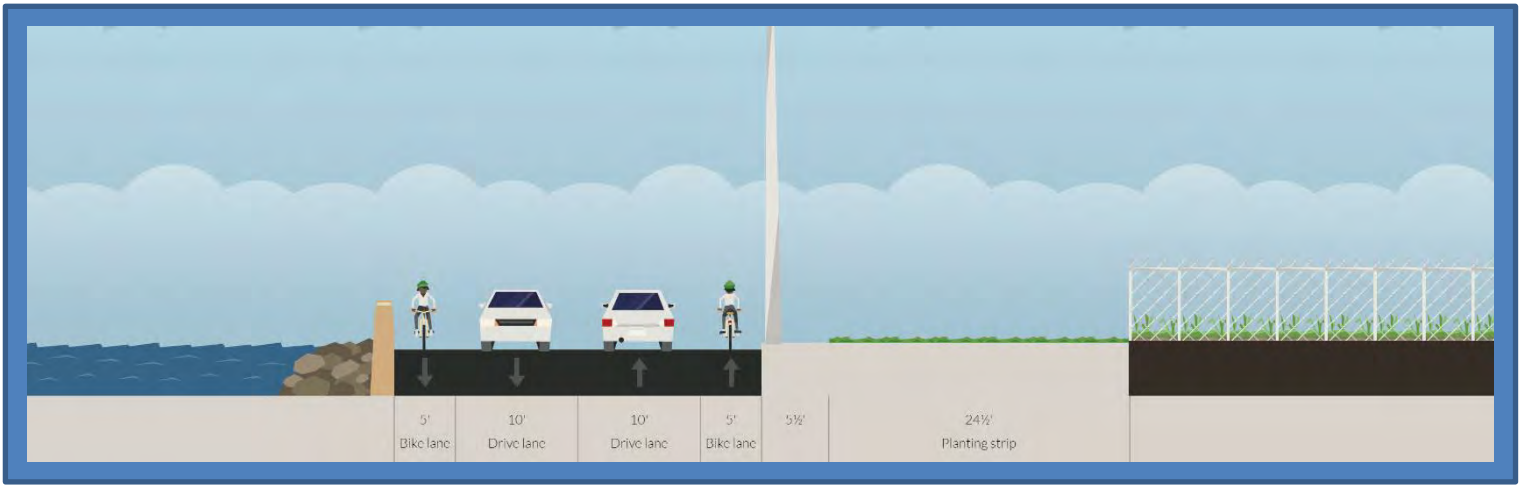
The west side currently abuts the Duwamish River embankment and has frequent vegetation. Where vegetation is minimal, it could be cleared to restore some of the soft-shoulder parking that is available currently. A west-side sidewalk was deemed un-necessary due to lack of demand along that side of the corridor (no adjacent properties to connect to) and because the bridge at the south end of the section only provides a pedestrian crossing on the east side.

Underground overhead utilities located along the east side of 42nd Ave S.

The improvements can be made within ROW. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$189,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,260,000
UTILITY UNDERGROUNDING	\$2,730,000
<hr/>	
TOTAL COST	\$4,179,000



Typical improved cross section for Option 1; looking north.

34th Place S from 34th Ave S to S 141st St

EXISTING CONDITIONS

- No striping; average roadway width of 28’.
- Corridor length of 490’.
- No designated bicycle facilities or sidewalks.
- Curbs on both sides of the road.
- Parking permitted along both sides of street.

CONTEXT

- Surrounding area land use predominantly single family.
- 34th Place S is segment of a longer corridor in need of improvements. Connecting roads include S 141st St and 33rd Place S.
- S 144th St, accessible via 34th Ave S, is the nearest corridor with existing sidewalks and transit routes.

CONSTRAINTS

- ROW varies from 47’ to 48’ throughout corridor
- Overhead utilities along corridor, crossing over both sides of 34th Place S.
- Undeveloped parcels on west side of corridor. (approximately southernmost 340’)
- Large trees on both sides of corridor.
- Driveways at corner of angled intersection of 34th Ave S and 34th Place S.

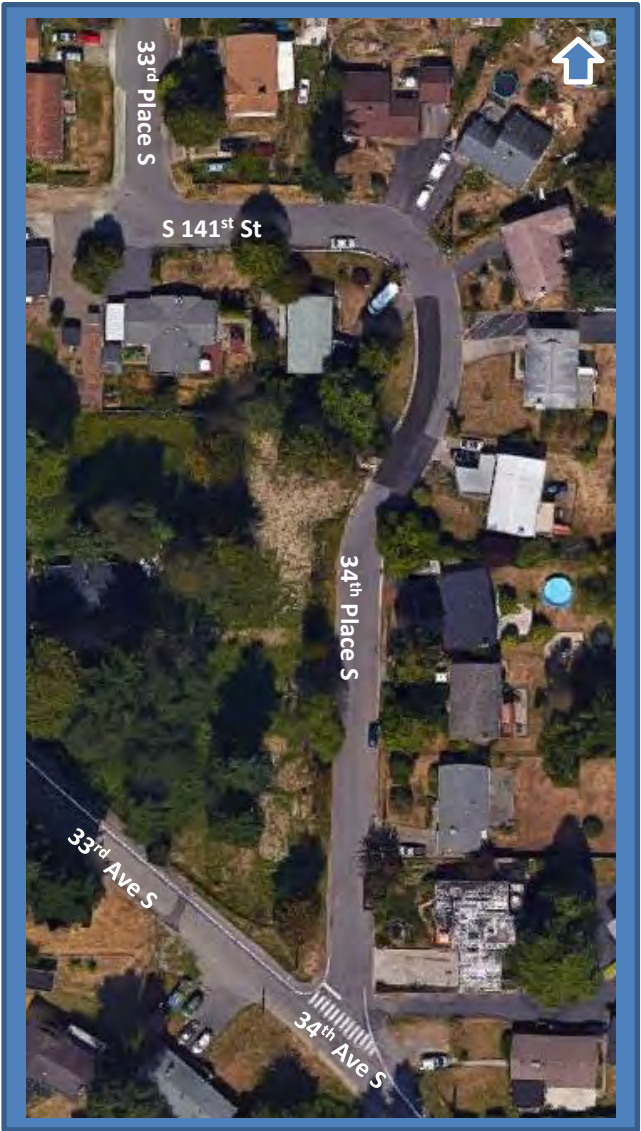
**ROW widths based on King County GIS data*

OPPORTUNITIES

- In conjunction with improvements along S 141st S and 33rd Place S, this would create a corridor between S 140th St and S 144th St.

IMPROVEMENT OPTIONS

- Option 1: Maintain existing roadway width and curbs. Install 5’ sidewalks behind existing curbs along both sides of the street. Underground overhead utilities and replace streetlights.



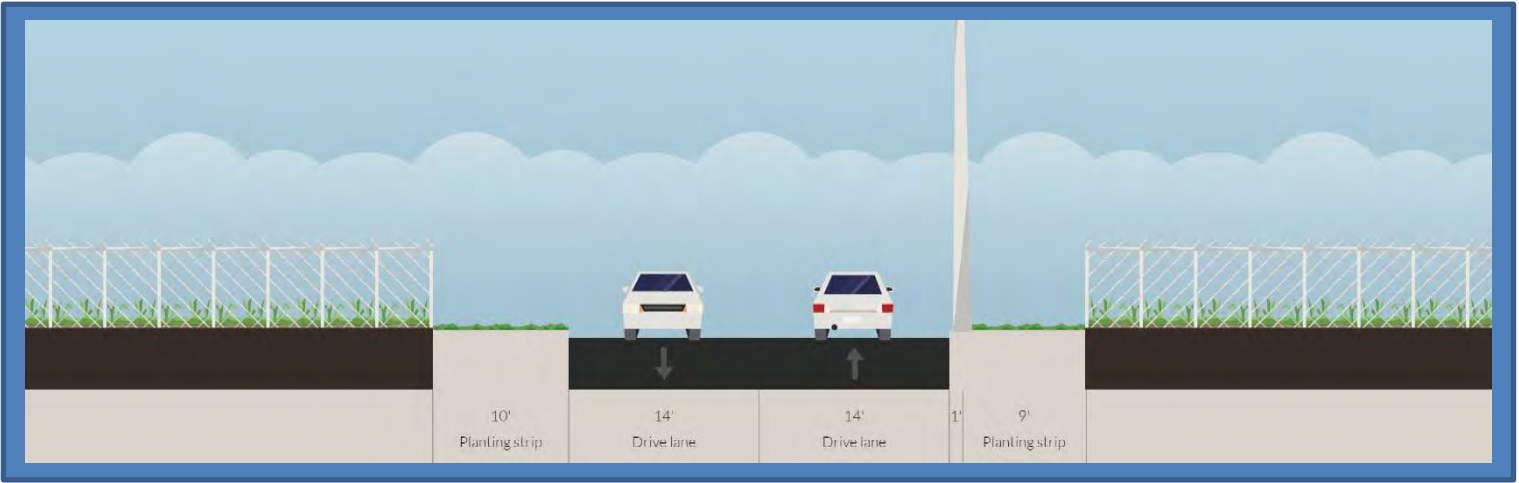
Source: Google Maps



Steep slopes and large trees near 34th Place S; looking north.



Angled intersection of 34th Ave S & 34th Place S; looking north.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

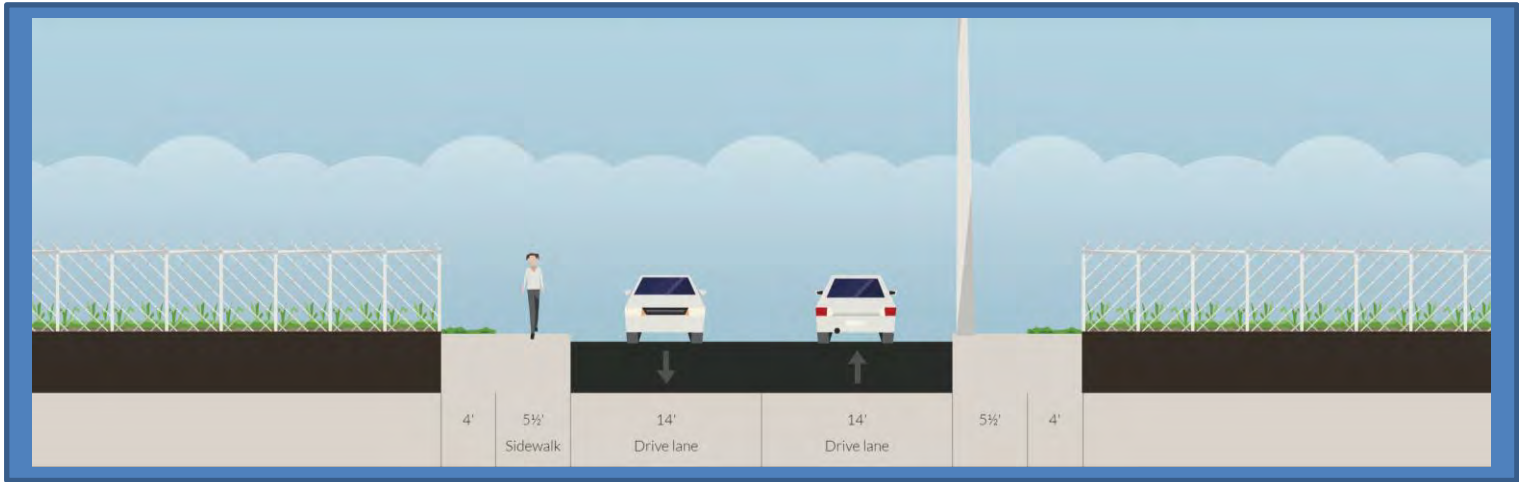
This project involves maintaining the existing 28’ roadway and curbs. Install 5’ sidewalks behind the existing curbs along the both sides of the 34th Pl S. Underground overhead utilities located along both sides of the corridor.

In order to achieve ADA compliance, several driveways will need to be re-graded in order to match the depressed driveway approaches that will be necessary because no planter strip buffer will be installed.

These improvements can be made in the existing ROW. Between 1’ and 1.5’ of temporary construction easements will be required along both sides of the corridor. There will be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$43,000
RIGHT-OF-WAY	\$17,000
CONSTRUCTION	\$284,000
UTILITY UNDERGROUNDING	\$450,000
<hr/>	
TOTAL COST	\$794,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 18’.
- Corridor length of 280’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single family.
- Existing drainage facilities consist of drainage ditches along the west side of the corridor.

CONSTRAINTS

- Average ROW width* of 50’.
- Overhead utilities on east side of 48th Place S.

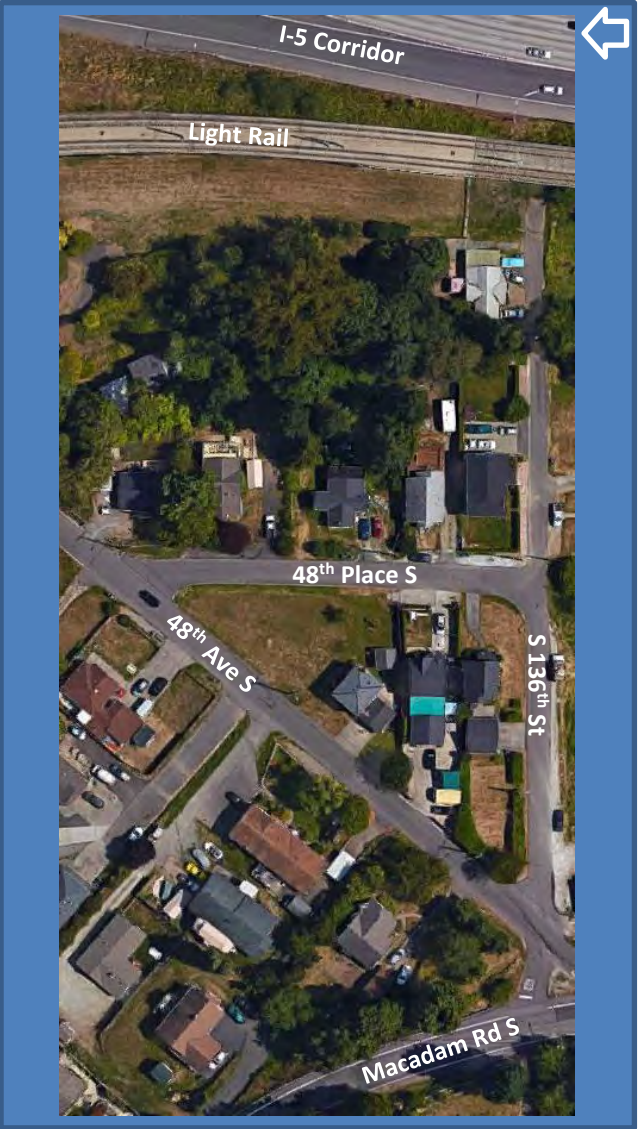
*ROW widths based on King County GIS data

OPPORTUNITIES

- In conjunction with improvements along S 136th St and 48th Ave S this would improve aesthetics and safety around a neighborhood currently lacking sidewalks.

IMPROVEMENT OPTIONS

- Option 1: Widen existing roadway to 28’ to accommodate two 14’ travel/parking lanes. Install 5’ sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities, replace streetlights and add storm drainage facilities.



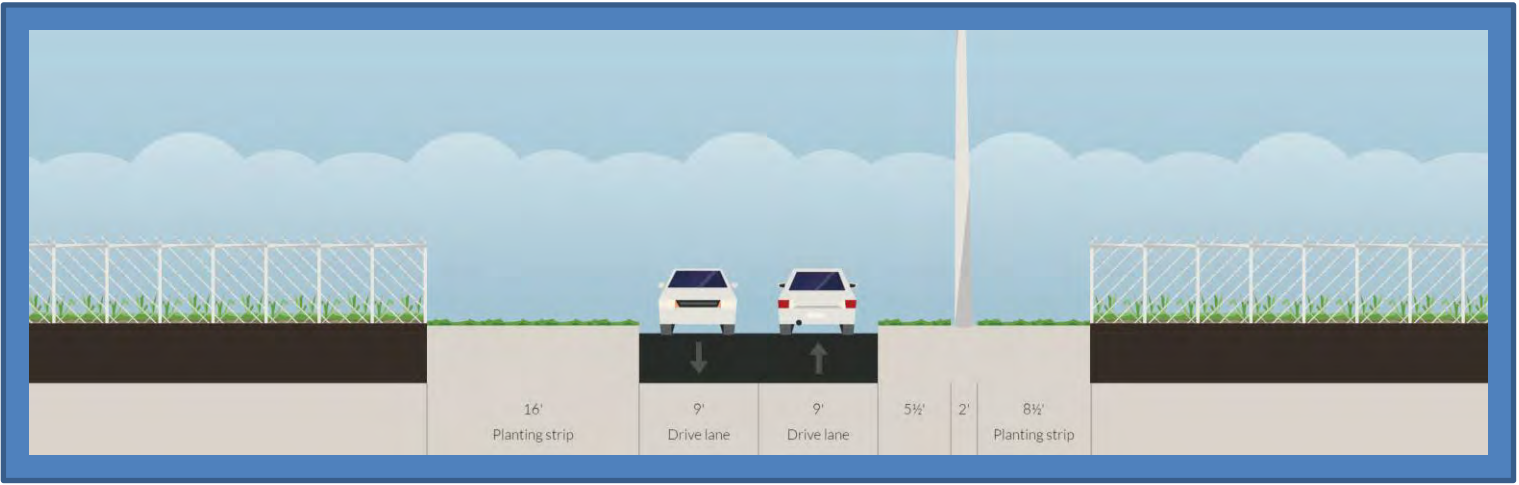
Source: Google Maps



Landscaping and gravel shoulder adjacent to roadway; looking south.



Diagonal intersection of 48th Ave S & 48th Place S (left); looking SW.



Typical existing cross section; looking north.

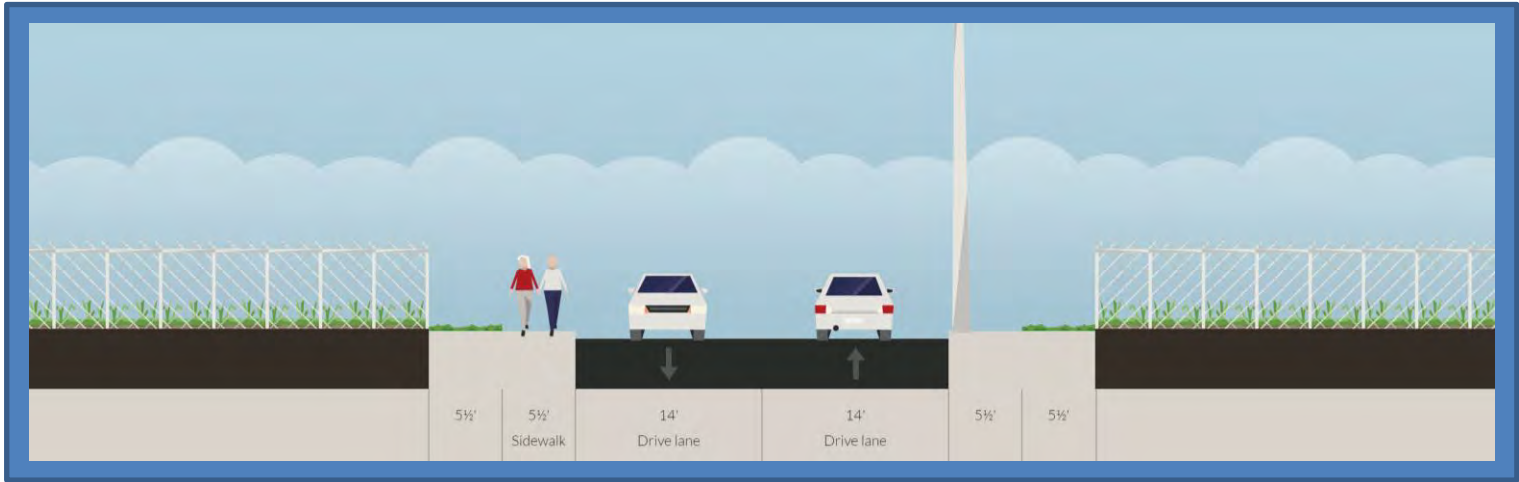
PROJECT DESCRIPTION

The project will widen the existing pavement to 28', creating two 14' travel/parking lanes. 5' sidewalks with curb and gutter will be installed along both sides of the corridor throughout the project. This sidewalk can tie in to the existing curb returns at either end of the segment.

These improvements can be made in the existing ROW. Catch basins that tie in to the existing storm drain mainline will be installed throughout the corridor. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$54,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$357,000
UTILITY UNDERGROUNDING	\$260,000
<hr/>	
TOTAL COST	\$671,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 18’.
- Corridor length of 275’.
- No designated bicycle facilities or sidewalks.
- Drainage ditches on both sides of 40th Ave S.

CONTEXT

- Surrounding area land use predominantly single family.
- Multiple vacant parcels located along west side of 40th Ave S.
- 40th Ave S is the only access point to S 114th St and connecting streets in this neighborhood.
- Mailboxes of residences accessed via 40th Ave S are all located at the bottom of a steep hill, at the intersection of S 115th St and 40th Ave S.

CONSTRAINTS

- 40’ ROW, expanding to over 100’ near S 115th St.
- Overhead utilities on both sides of 40th Ave S; no streetlights were observed on this corridor.
- 40th Ave S is at a steep grade.
- Roadway not centered in ROW.

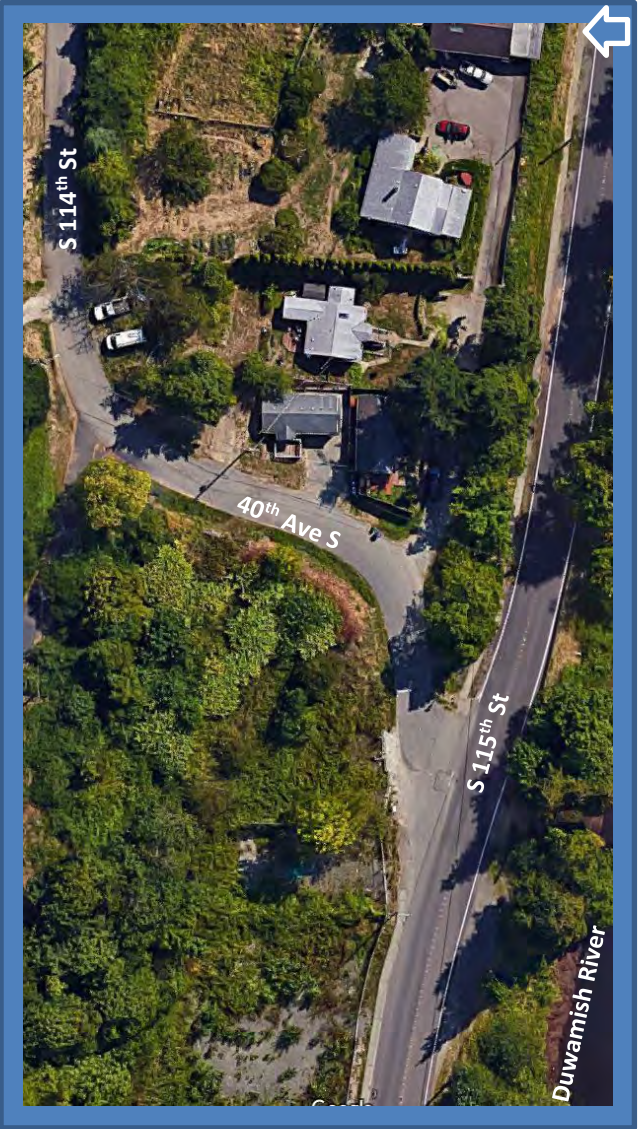
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved access to mailboxes on 40th Ave S.
- Improved corridor to Duwamish Hill Preserve, nearby transit routes and the Green River Trail.
- Connect to existing sidewalk, or any future improvements, on S 115th St.
- Square-up intersection with S 115th St.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 24’ to accommodate two 12’ travel lanes and install 5’ sidewalks with curb and gutter along both sides of 40th Ave S. Underground overhead utilities and install storm drainage structures throughout corridor.
- Option 2: Widen roadway to 24’ and install a 5’ sidewalk with curb and gutter along the east side of 40th Ave S. Underground overhead utilities and install storm drainage structures throughout corridor.



Source: Google Maps



Steep slopes and structures near roadway; looking north.



Existing sidewalk at angled intersection of S 115th St & 40th Ave S; looking NE.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

This project involves widening the roadway width to 24' to provide two 12' drive lanes. Install 5' sidewalks with curb and gutter along both sides of 40th Ave S. Undergrounding overhead utilities located along both sides of the corridor. Utility lines appear to be in straight line, crossing over the meandering road

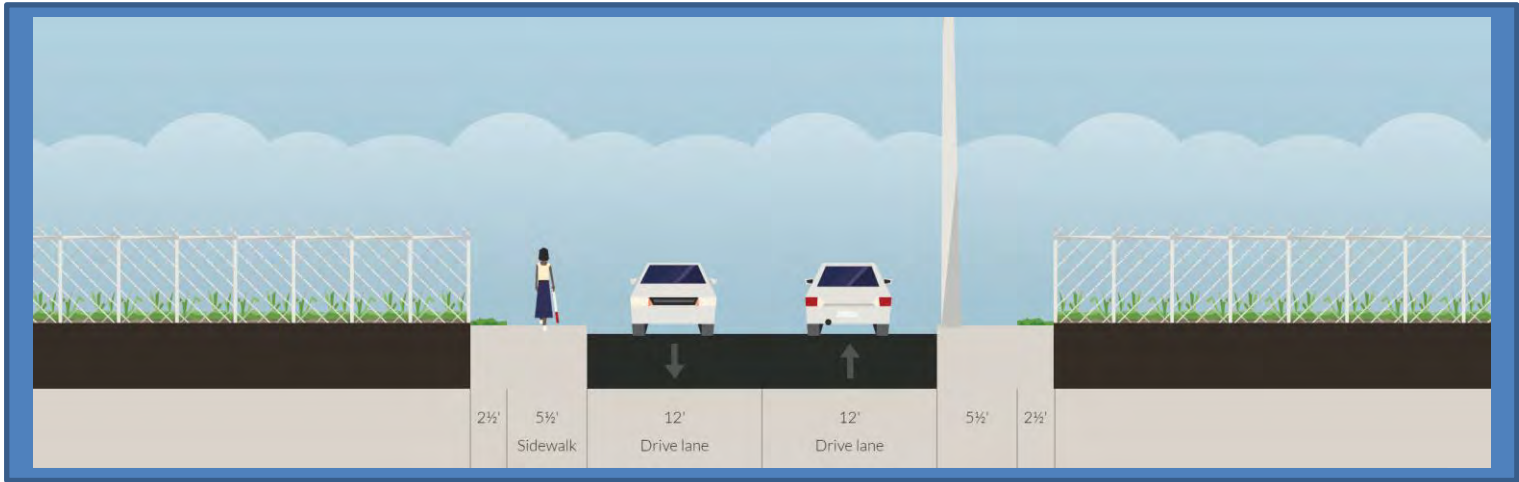
Improvements along this corridor will be designed to fit with improvements along S 115th St. There are currently sidewalks along the north side of S 115th St, with an unmarked crosswalk across 40th Ave S. The proposed sidewalk on 40th Ave S will join with the existing sidewalk on S 115th St, the crosswalk will be marked, and stop bars will be restored.

Occasional steep slopes on each side of the roadway are assumed to be re-graded to facilitate the roadway widening and sidewalk installation; retaining walls are not anticipated. Beyond the sidewalk, 2' of ROW will be landscaped.

These improvements can be made in the existing ROW; construction easements will be required along the both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$34,000
RIGHT-OF-WAY	\$15,000
CONSTRUCTION	\$225,000
UTILITY UNDERGROUNDING	\$240,000
<hr/>	
TOTAL COST	\$514,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 22’.
- Corridor length of 710’.
- No designated bicycle facilities or sidewalks.
- No vehicle access at 57th Ave S and S 130th St (Railroad Ave).
- Existing storm drainage facilities include catch basins on both sides of the corridor.

CONTEXT

- Surrounding area land use predominantly single family.
- Interurban Ave S and the Green River Trail are assessable via 56th Ave S.

CONSTRAINTS

- ROW* width of 30’; Widens to 40’ at North end.
 - Overhead utilities on the SE side of 57th Ave S.
 - No turn-around area at blocked ends of 57th Ave S.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved corridor to the 57th Ave S Mini Park located on the Duwamish River.
- In conjunction with improvements on 56th Ave S, this would create a corridor to the Green River Trail, Interurban Ave S and nearby transit routes.
- Modifications to roadblock at S 130th Place to facilitate bicycle and pedestrian access.

IMPROVEMENT OPTIONS

- Option 1: Shift roadway 1.5’ to the northwest side and maintain the existing width. Install a 5’ sidewalk with curb and gutter along the southeast side of the road. Underground overhead utilities and replace streetlights. Install new catch basins along new curb line and connect to existing mainline.



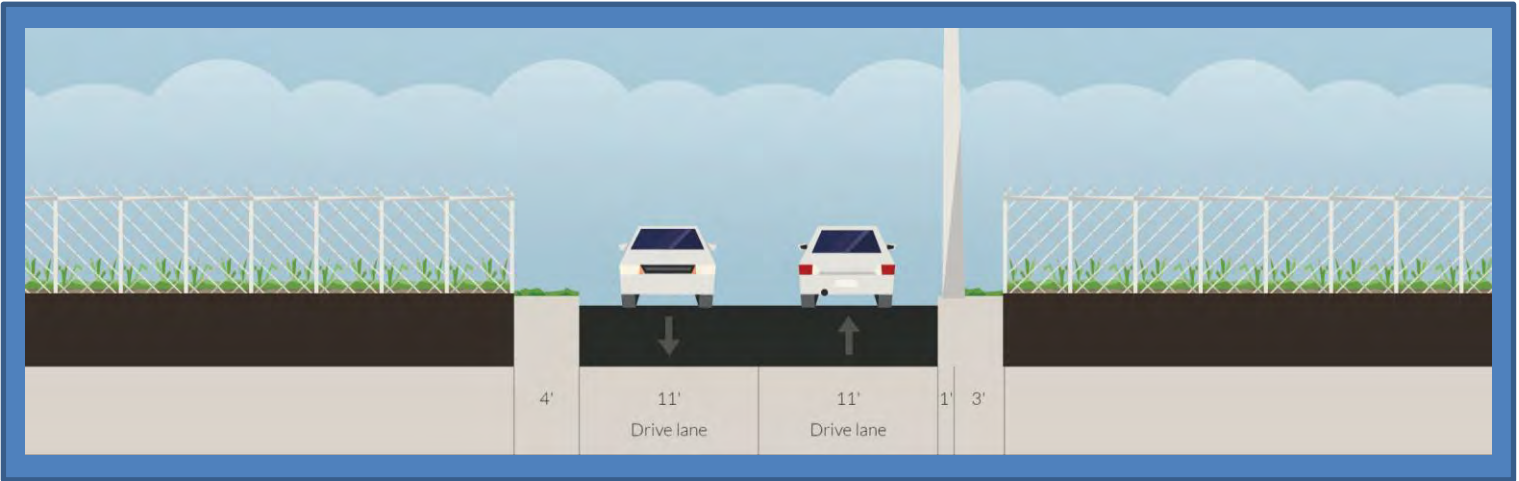
Source: Google Maps



Large trees and fences along narrow corridor; looking NE.



Roadblock preventing vehicle access at S 130th Place; looking NE.



Typical existing cross section; looking NE.

PROJECT DESCRIPTION

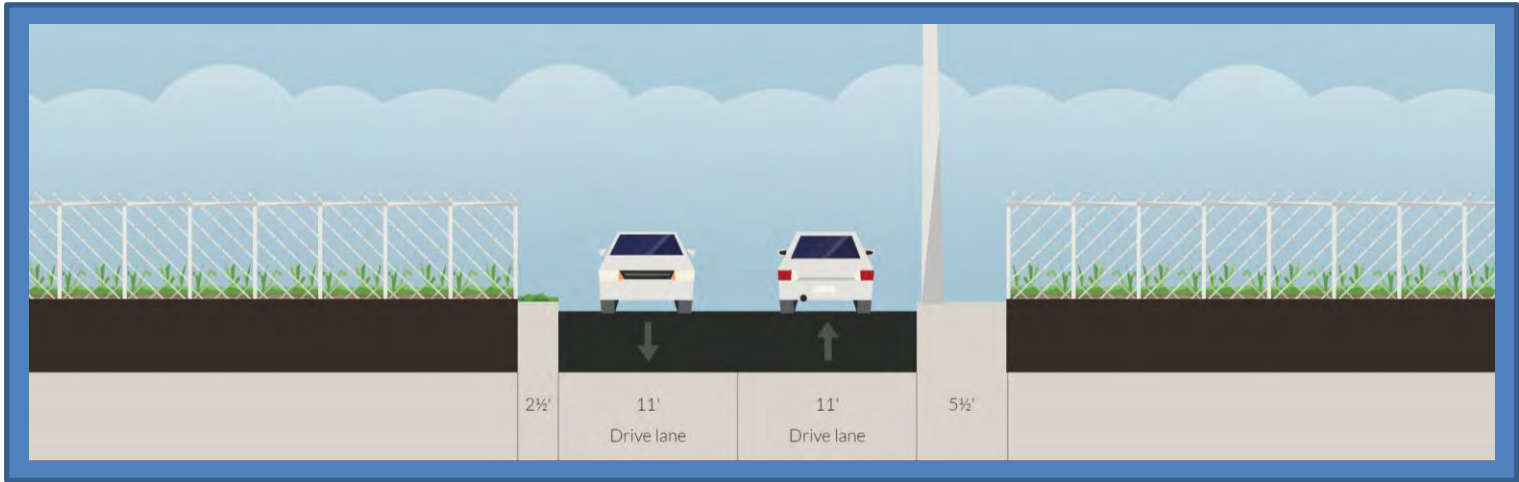
This corridor is a dead-end with no turn around area; through access has been blocked indefinitely at S 130th St. The current configuration also restricts access for pedestrians and bicyclists; if access is to be improved the existing barrier would require modification.

This project involves adding a 5’ sidewalk to the southeast side of the road and shifting the roadway 1.5’ to the northwest to maintain the existing 11’ travel lanes and stay within the existing ROW. Connect new catch basins to existing storm drain mainline.

These improvements can be made in the existing ROW; construction easements will be required on both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$74,000
RIGHT-OF-WAY	\$134,000
CONSTRUCTION	\$488,000
UTILITY UNDERGROUNDING	\$650,000
<hr/>	
TOTAL COST	\$1,346,000



Typical improved cross section for Option 1; looking NE (Preferred Option)

S 136th St from West End of Road to 45th Place S

EXISTING CONDITIONS

- No striping; average roadway width of 14’.
- Corridor length of 470’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single family.
- S 136th St is a dead-end with access via 45th Place S. No nearby streets have existing sidewalks.
- Parking along soft or paved shoulder and on grass along both sides of S 136th St.

CONSTRAINTS

- 30’ ROW.
- Overhead utilities on south side of S 136th St.
- Dead end at west end of S 136th St.

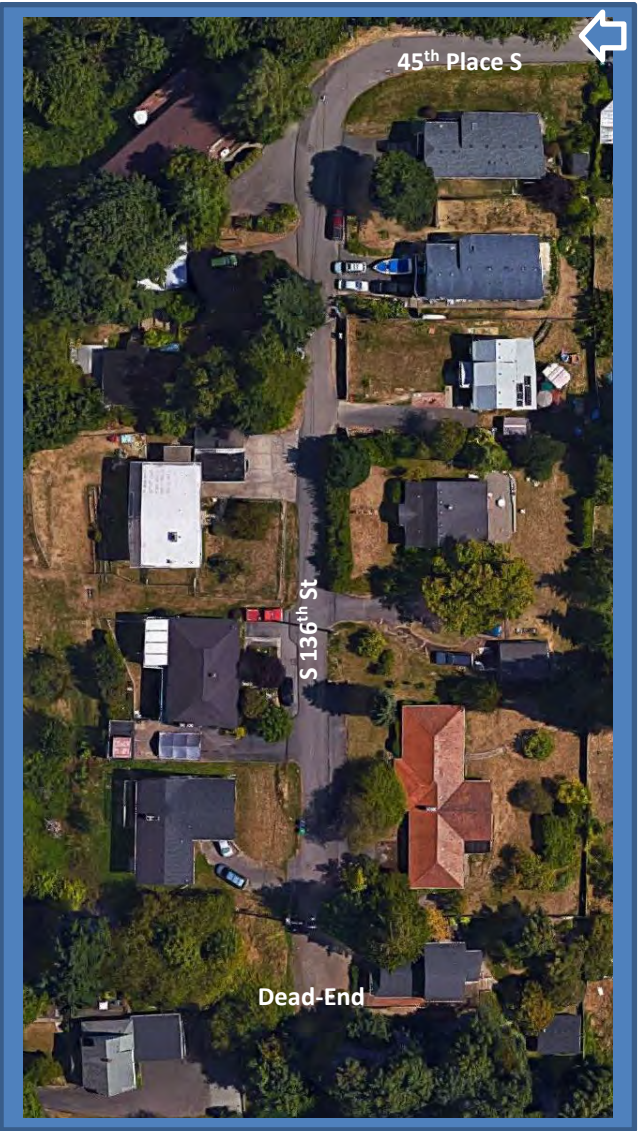
**ROW widths based on King County GIS data*

OPPORTUNITIES

- In conjunction with improvements along 45th Place S, this would create a continuous improved corridor throughout this neighborhood.
- Improved safety along S 136th St and opportunity to add a turn-around area for delivery and waste management vehicles.

IMPROVEMENT OPTIONS

- Option 1: Maintain roadway width and install a 5’ sidewalk with curb and gutter along the north side of 136th St. Underground overhead utilities located along the south side of S 136th St and replace streetlights. Install storm drainage structures throughout corridor.
- Option 2: Widen roadway to 28’ to accommodate two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of S 136th St. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.
- Option 3: Widen roadway width to 18’ and Install 5’ sidewalks with curb and gutter along both sides of S 136th St. Underground overhead utilities located along the south side of S 136th St and replace streetlights. Install storm drainage structures throughout corridor.



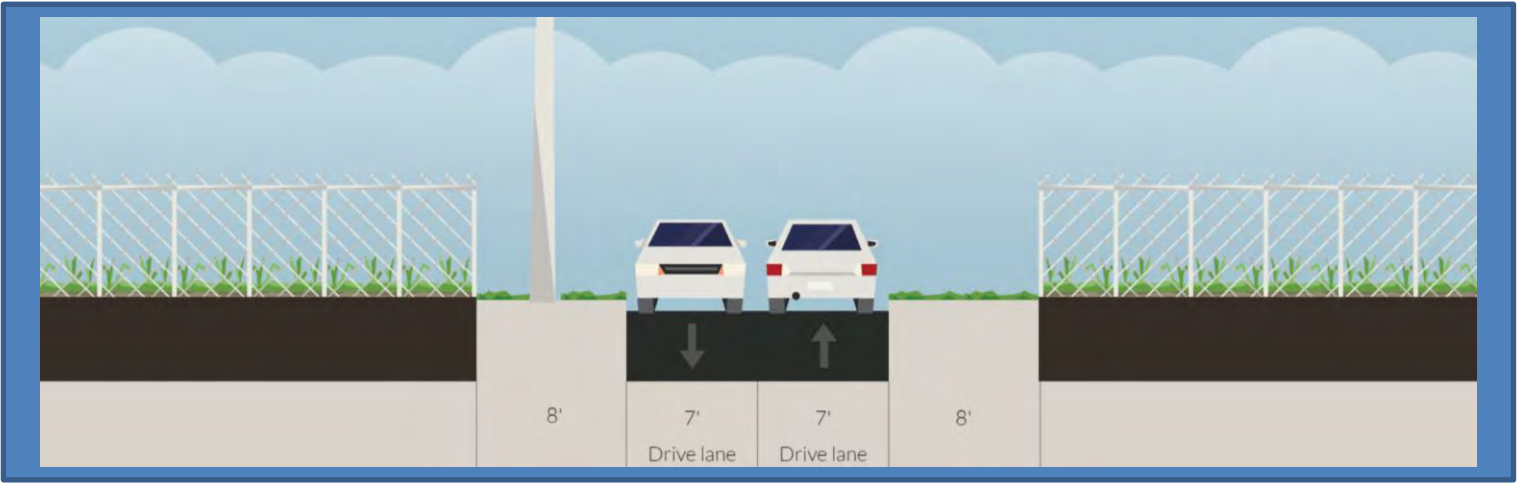
Source: Google Maps



Large trees and fences along narrow corridor; looking west.



S 136th St ends at private driveway with no turn-around area; looking west.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

This project involves maintaining the roadway width at 14’ and installing a 5’ sidewalk with curb and gutter along the north side of the road. Underground overhead utilities located along the south side of S 136th St. Install storm drainage structures throughout corridor.

The 30’ ROW limits improvement options. There is not enough space available to provide parking and sidewalks on each side of the street. The recommended improvement (Option 1), balances the community needs by maintaining parking options along the south side and installing a sidewalk along the north side. The north side was selected for sidewalk installation because it results in the loss of fewer parking spaces compared to the south side.

These improvements do not require any ROW acquisition. Temporary construction easements will be required along the north side of the corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$39,000
RIGHT-OF-WAY	\$30,000
CONSTRUCTION	\$254,000
UTILITY UNDERGROUNDING	\$430,000
<hr/>	
TOTAL COST	\$753,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 116th St from E Marginal Way S to 39th Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 22’.
- Corridor length of 680’.
- No designated bike facilities.
- 5’ sidewalk along north side of street.
- Curb and gutter along both sides of street.

CONTEXT

- Surrounding area land use is predominantly single family.
- Industrial area to the west of Interurban Ave S.
- S 116th St intersects Green River Trail,

CONSTRAINTS

- ROW is 60’ from E Marginal Way S to the property line adjacent to the east side of the Green River Trail.
- ROW reduces to 50’ for middle segment for approx. 160’
- ROW reduces to 40’ for east most 275’ of S 116th St.
- Overhead utilities along north side of corridor.

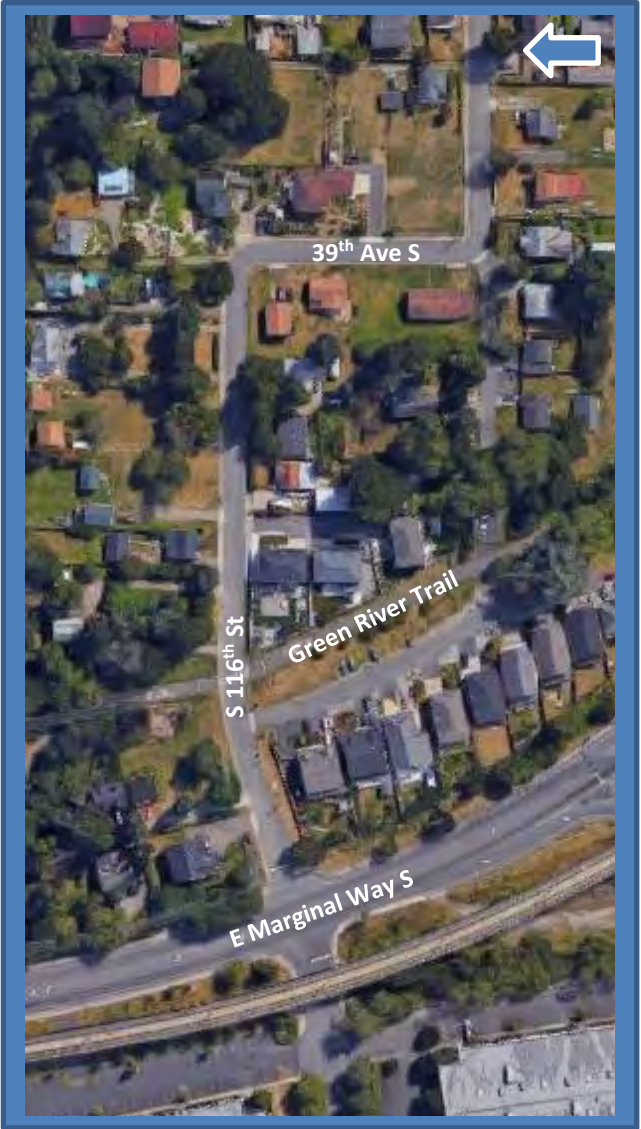
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide pedestrian access to public transit and Green River Trail for residents on the south side of S 116th St. In conjunction with improvements to 39th Ave S and S 117th St would provide pedestrian access along the west side of 39th Ave S, south side of S 117th St and 40th Ave S to public transit and the Green River Trails.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain roadway width of 22’ north side sidewalk, and curb along both sides. Install 5’ sidewalk along south side of roadway behind existing curb and gutter. Maintain existing storm drainage facilities. Underground overhead utilities and replace any removed street lights.



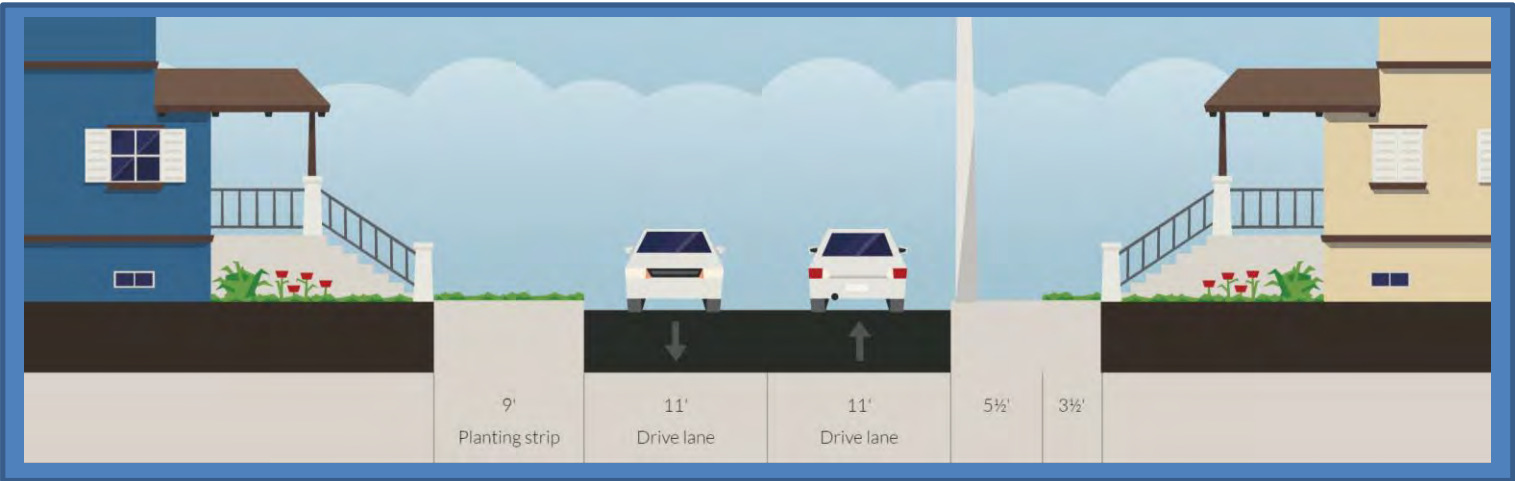
Source: Google Maps



S 116th St and E Marginal Way S; looking northeast.



S 116th St and 39th Ave S; looking west.



Typical existing cross section (40’ section); looking west.

PROJECT DESCRIPTION

This project involves installing a 5’ sidewalk behind the existing curb and gutter along the south side of the segment. The existing sidewalk along the north side roadway and the existing pavement will be maintained. Existing storm drainage facilities will not be modified. Underground overhead utilities located along the north side of the corridor.

There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$39,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$254,000
UTILITY UNDERGROUNDING	\$630,000
<hr/>	
TOTAL COST	\$923,000



Typical improved cross section for Option 1 (40' section); looking west (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 14’.
- Corridor length of 275’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use predominantly single family.
- 45th Place S is the only road to access S 136th St, a dead-end street with no turn-around area.

CONSTRAINTS

- ROW* width of 30’.
- Overhead utilities on east side of 45th Place S.
- Steep side slopes along some of east side of corridor and all of west side of corridor.
- Potential elevation issues at driveway on west side of 45th Place S.

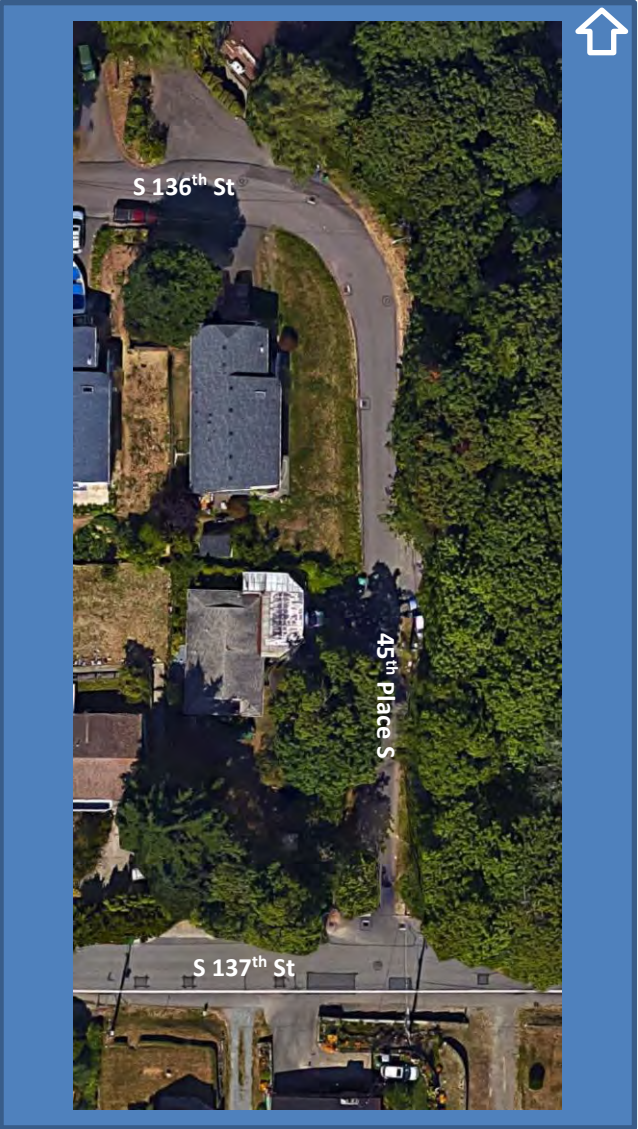
*ROW widths based on King County GIS data

OPPORTUNITIES

- In conjunction with improvements along S 136th St this will create a continuous sidewalk throughout this neighborhood.
- Stabilize steep slopes and widen road to improve vehicle access.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway width to the east by 2’ and install a 5’ sidewalk with curb and gutter along the east side of the road. Underground overhead utilities and add storm drainage facilities.
- Option 2: Widen existing roadway to the east by 8’ and add a 5’ sidewalk with curb and gutter along the west side of the road. Underground overhead utilities and add storm drainage facilities.



Source: Google Maps



Large trees and fences along narrow corridor; looking west.



S 136th St ends at private driveway with no turn-around area; looking west.



Typical existing cross section, (steep slopes not shown); looking north.

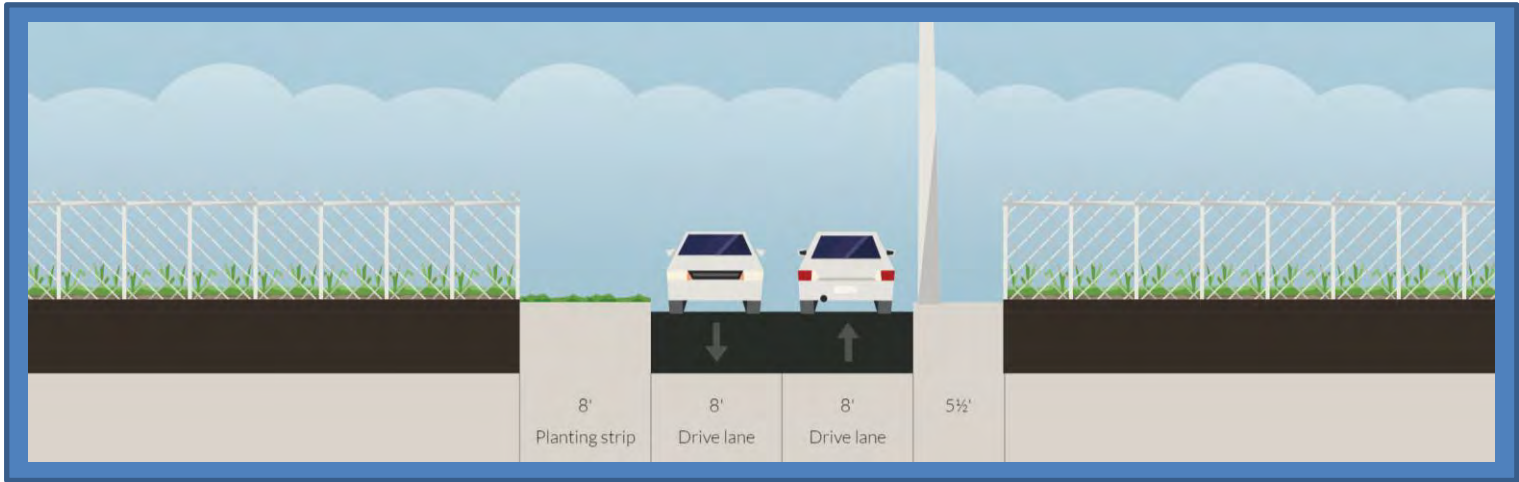
PROJECT DESCRIPTION

This project involves widening the existing roadway to the east by 2’ and installing a 5’ sidewalk with curb and gutter along the east side of the corridor. A cut wall approximately 90’ in length will need to be installed at the south end of the corridor behind the proposed sidewalk with an average height of 8’.

These improvements can be made in the existing ROW; a construction easement will be required on the east side of the corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$39,000
RIGHT-OF-WAY	\$31,000
CONSTRUCTION	\$255,000
UTILITY UNDERGROUNDING	\$250,000
<hr/>	
TOTAL COST	\$575,000



Typical improved cross section for Option 1 (walls not shown); looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 25’.
- Corridor length of 1930’.
- No designated bicycle facilities or sidewalks.
- Soft shoulder varies from grass and gravel shoulders.
- Segments of drainage ditch along both sides of roadway throughout corridor.

CONTEXT

- Surrounding area land use is a mix of single family residences and industrial properties.
- Multiple industrial properties along this corridor increase the amount of truck traffic on this predominantly residential street.

CONSTRAINTS

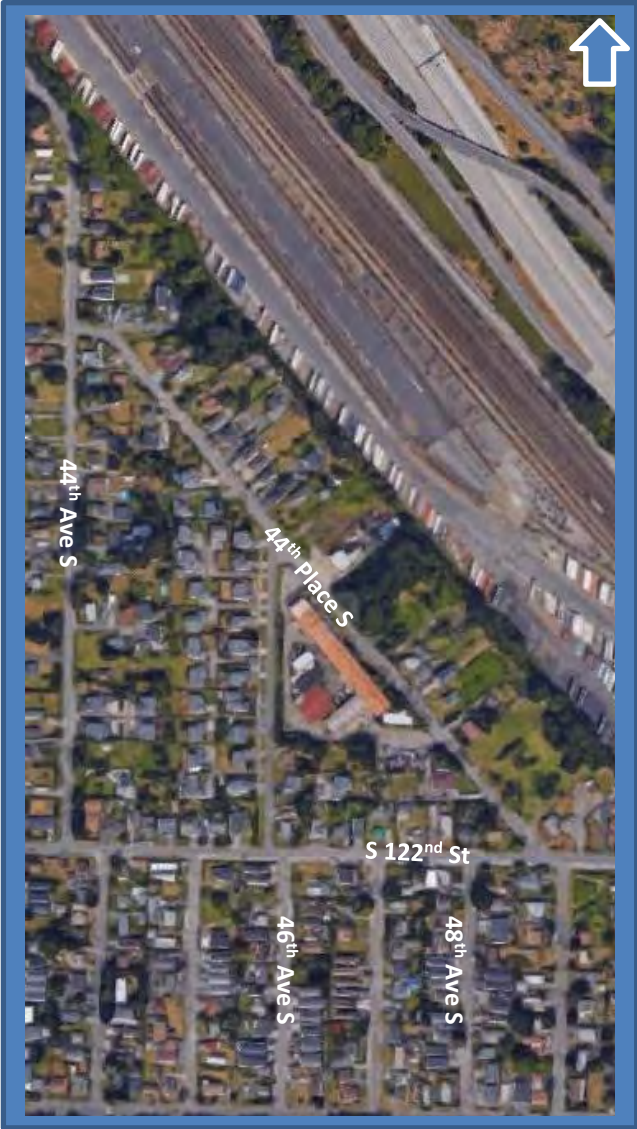
- 50’ ROW.
 - Overhead utilities along northeast side of 44th Place S.
 - Large trees near edge of roadway along northeast side of 44th PI S.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalks at 46th Ave S.
- Improved parking around residential properties.

IMPROVEMENT OPTIONS

- **Option 1:** Widen Roadway to 28’ to accommodate two 14’ travel/parking lanes. Install two 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities located along the north east side of 44th PI S and the north side of S 118th St. Replace removed streetlights and install storm drainage structures throughout corridor.



Source: Google Maps



Angled intersection of 44th Place S & S 122nd St; looking NW.



Large trees and fences near roadway; looking SE.



Typical existing cross section; looking NW.

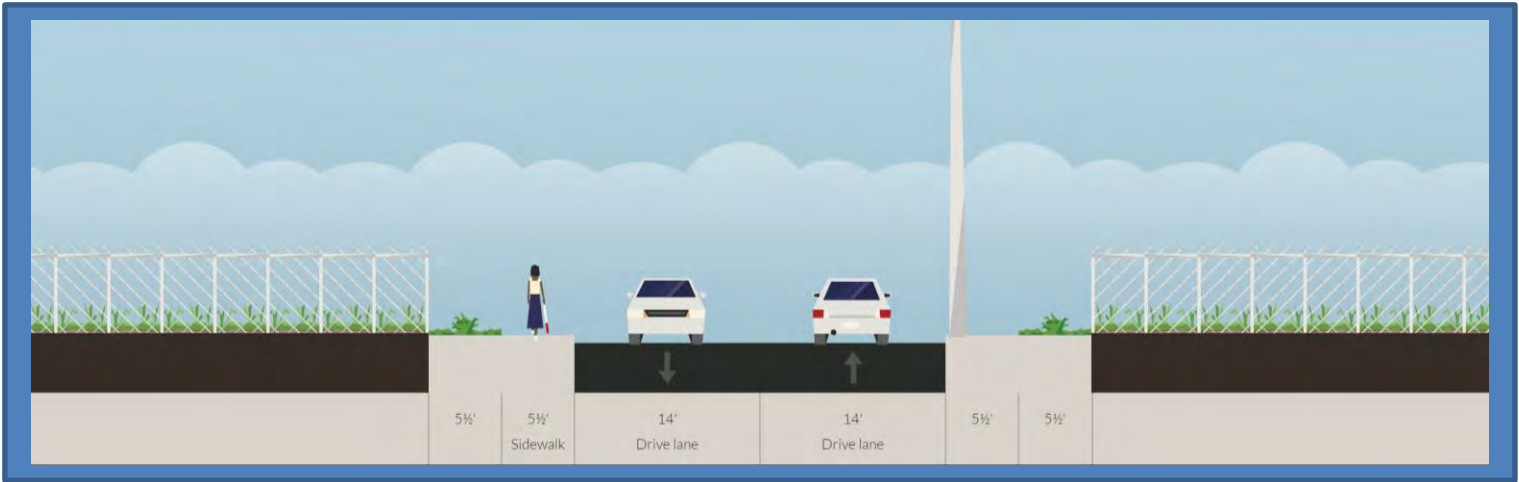
PROJECT DESCRIPTION

This project involves widening the road to 28’ to accommodate two 14’ travel/parking lanes. Install two 5’ sidewalks with curb and gutter. Underground overhead utilities located along the northeast side of 44th Pl S and along the north side of S 118th St. Install storm drainage structures throughout corridor.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$270,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,799,000
UTILITY UNDERGROUNDING	\$1,780,000
<hr/>	
TOTAL COST	\$3,849,000



Typical improved cross section for Option 1;; looking NW (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph
- No centerline striping; average roadway width of 28' including 6' wide paved shoulder.
- Corridor length of 525'.
- Sidewalk along south side between 40th Lane S and 40th PI S.
- Existing curb, approximately 170' long, on north side of road.

CONTEXT

- Surrounding area land use predominantly single and multi-family residential.
- 40th PI S is a private road providing access to an apartment complex.
- Existing sidewalks on south side of S 158th St west of 40th PI S.

CONSTRAINTS

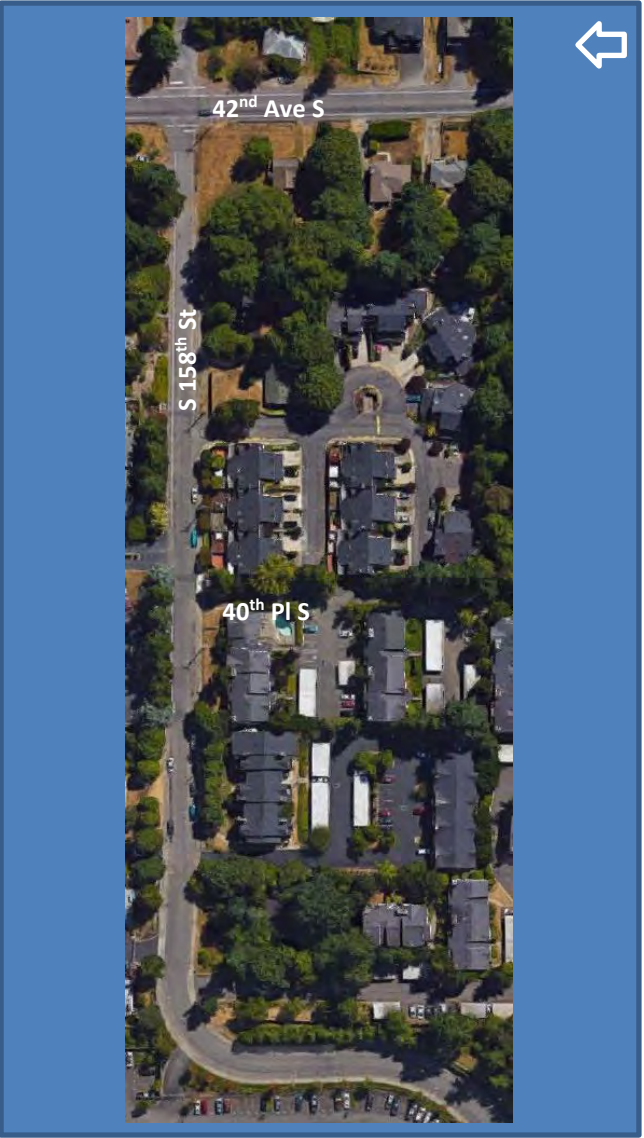
- ROW width of 60'.
 - Overhead utilities on south side of S 158th St.
 - Landscaped slopes near edge of roadway.
- *ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect to existing sidewalks on south side of S 158th St west of 40th PI S.

IMPROVEMENT OPTIONS

- Option 1: Maintain existing roadway width to accommodate two 14' travel/parking lanes and install 5' sidewalk with curb and gutter on both sides of the corridor. Underground overhead utilities and add storm drainage facilities.



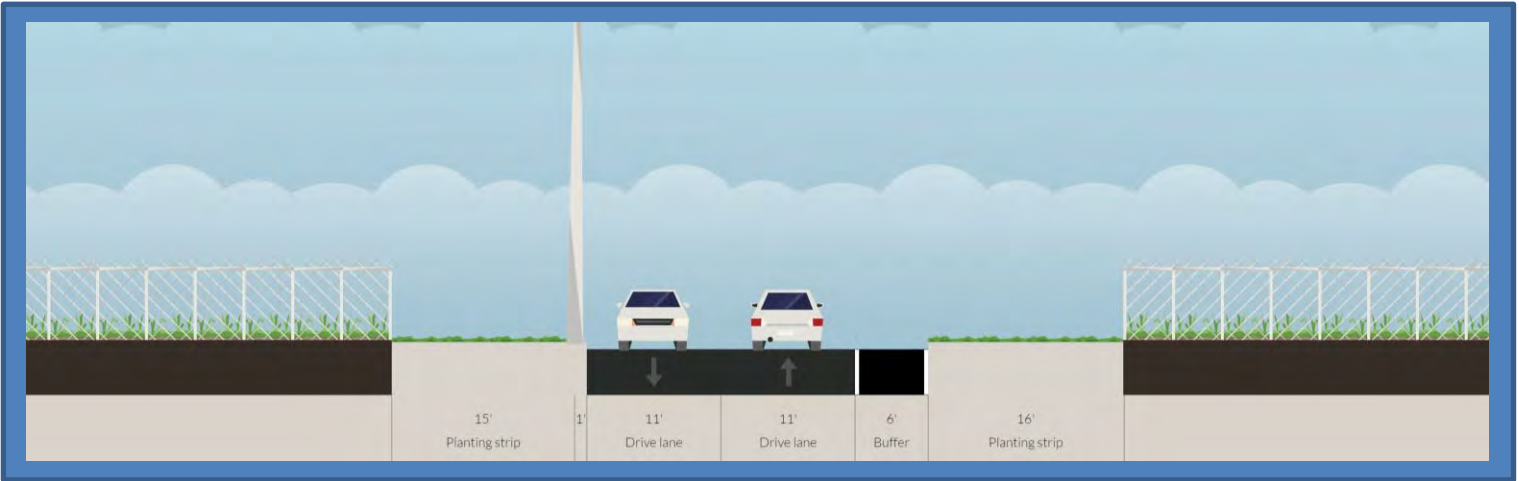
Source: Google Maps



Existing sidewalk west of 40th Lane S; looking west.



No sidewalks at S 158th St & 42nd Ave S; looking west.



Typical existing cross section; looking west.

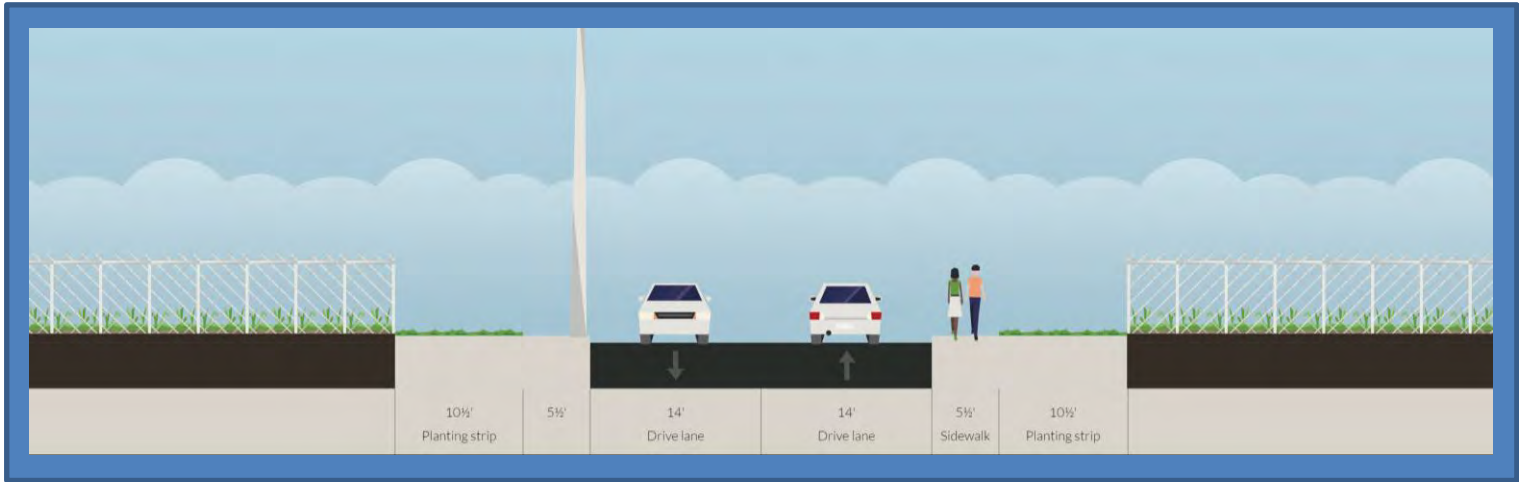
PROJECT DESCRIPTION

This project involves maintaining the existing roadway to create two 14' travel/parking lanes, in addition to installing 5' sidewalk with curb and gutter on both sides. The southern sidewalk can tie in to the existing portion west of 40th Ln S.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$73,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$483,000
UTILITY UNDERGROUNDING	\$480,000
<hr/>	
TOTAL COST	\$1,036,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 153rd St from 62nd Ave S to 65th Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 26’.
- Corridor length of 840’.
- Existing sidewalk on north side.
- Guardrail along a majority of south pavement edge.
- Existing curb along south side.

CONTEXT

- Adjacent properties are residential with single family homes to the east, and apartment complexes to the west.

CONSTRAINTS

- ROW 50’ for most west 310’ of S 153rd St near 61st Ave S; ROW 40’ for remaining 530’ eastward segment near 65th Ave S.
- Steep fill slope along south edge of roadway.

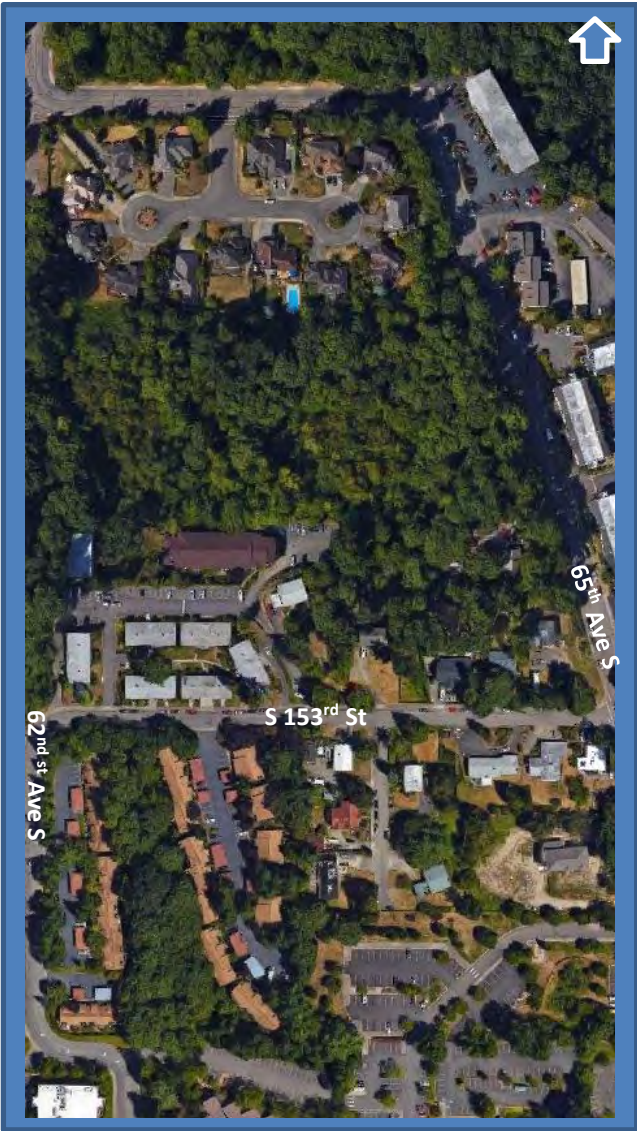
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide pedestrian access for residents on south side of S 153rd St.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing roadway width and install a 5’ sidewalk with curb and gutter along the south side of S 153rd St. Maintain existing drainage system. Replace removed streetlights.
- **Option 2:** Widen roadway to 28’ to accommodate two 14 travel/parking lanes and install 5’ sidewalks with curb and gutter to both sides of S 153rd St. Adjust existing and install new storm drainage structures throughout corridor. Replace any removed streetlights.



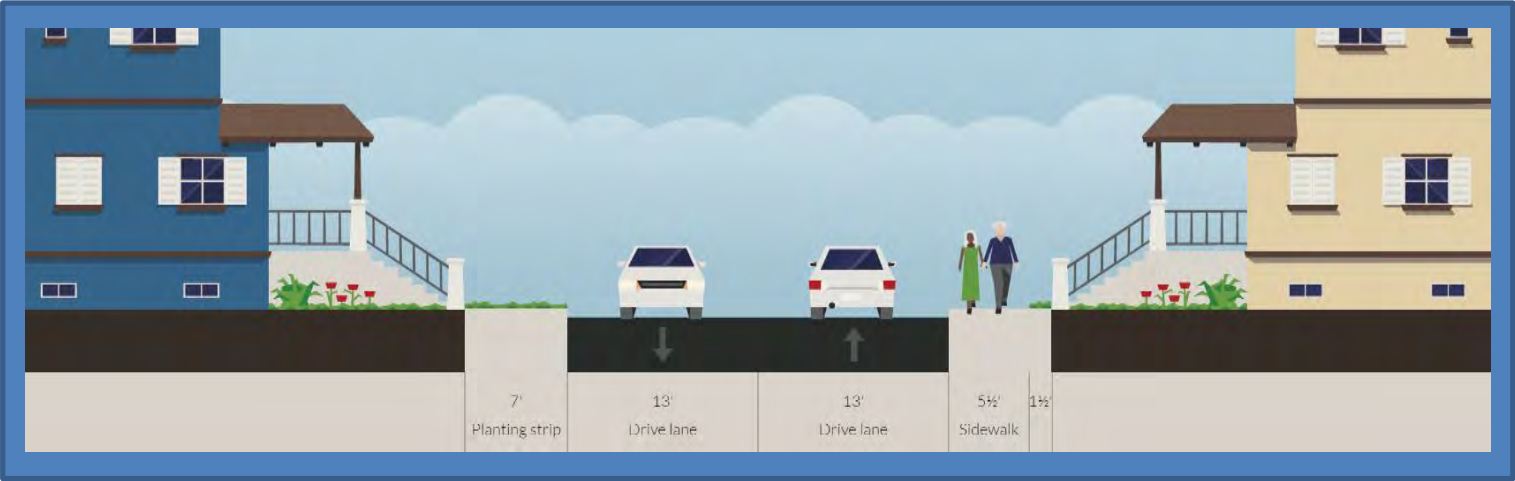
Source: Google Maps



Facing west.



Facing east.



Typical existing cross section (40' ROW); looking west.

PROJECT DESCRIPTION

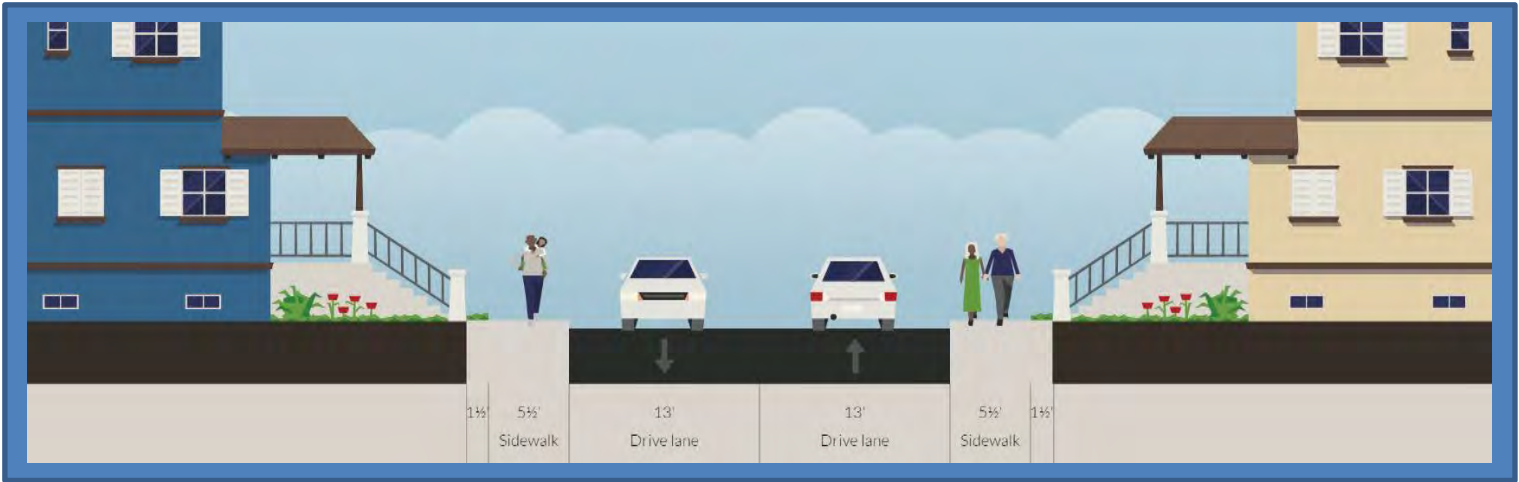
This project involves maintaining the roadway width and curbs for S 153rd St and installing a 5’ sidewalk along the south side. The north-side sidewalk will be maintained. Nothing between the curbs—including the existing storm drainage system—will be impacted.

The south slope abuts a fill slope that will require a retaining wall in order to construct the sidewalk.

These improvements can be made in the existing ROW, though construction easements will be necessary along the south side. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$113,000
RIGHT-OF-WAY	\$74,000
CONSTRUCTION	\$747,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$934,000



Typical improved cross section for Option 1 (40' ROW); looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 22’.
- Corridor length of 960’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family.
- S 156th St and 47th Ave S is only accessible by S 158th St. This is part of a neighborhood with a single outlet point.

CONSTRAINTS

- Average ROW* width of 60’; existing walls reduce usable corridor width to 45’.
- Overhead utilities on west side of 47th Ave S.
- Multiple retaining walls and large trees near edge of roadway.
- The south end of 47th Ave S has no turn around area.

*ROW widths based on King County GIS data

OPPORTUNITIES

- In conjunction with improvements on S 158th St this would create a continuous corridor to 42nd Ave S.

IMPROVEMENT OPTIONS

- Option 1: Maintain average roadway width of 22’, add 5’ sidewalks to both sides of 47th Ave S, underground overhead utilities, replace streetlights and add storm drainage facilities.
- Option 2: Increase roadway width to 28’ and permit parking along the east side of 47th Ave S, add two 5’ sidewalks, underground overhead utilities, replace streetlights and add storm drainage facilities.



Source: Google Maps



South end of 47th Ave S with no turn around area; looking south.



Large trees and raised landscaping near 47th Ave S; looking north.



Typical existing cross section (walls not shown); looking north.

PROJECT DESCRIPTION

This project involves 5” wide sidewalks to both sides of 47th Ave S. The average roadway along this corridor is 22’ wide, with soft shoulders and trees on both sides of the road. According to Kind County GIS Data, the ROW is 60’ wide. The available usable width within this was observed to be closer to 45’ due to large trees, retaining walls and significant landscaping. Improvements will be limited to the 45’ zone to minimize disruption to adjacent properties and wall needs.

Along the north half of this corridor there are multiple very large trees near the east edge of the roadway. Though the cost estimate assumes a full roadway width in this location to be conservative, the travelled lanes may need to be reduced to 10’ each to avoid tree removals. Approximately 2’ beyond the sidewalks will be landscaped.

The existing storm drainage mainline along the corridor will be reused. The cost estimate assumes that new drainage structures will be installed and that some new pipe will be necessary to connect to the existing system.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$133,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$884,000
UTILITY UNDERGROUNDING	\$880,000
<hr/>	
TOTAL COST	\$1,897,000



Typical improved cross section for Option 1 (walls not shown); looking north. (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 22’.
- Corridor length of 420’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family.
- Riverton Park and a community garden are located at the south end of 41st Ave S.
- Trails through Riverton Park provide access to East Marginal Way S, Macadam Rd S, and S 133rd St.
- Masonic Lodge at NE corner of 41st Ave S and S 131st St. Perpendicular parking along building face.

CONSTRAINTS

- Average ROW* width of 40’.
- Overhead utilities on east side of 41st Ave S.
- Large trees near edge of pavement.

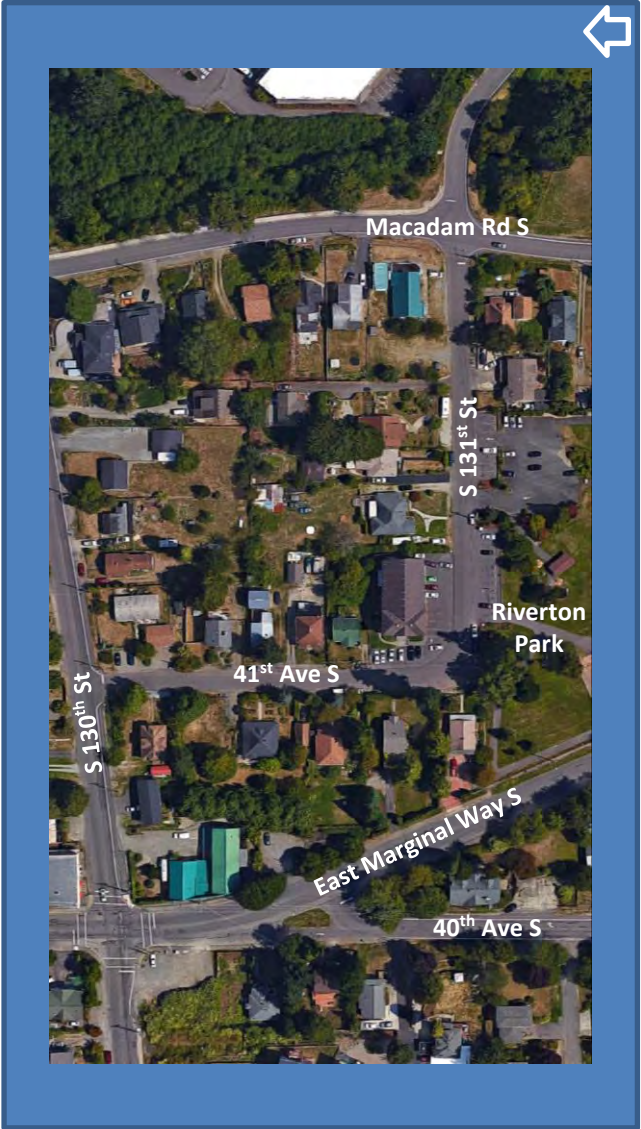
*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved access to local parks, community garden and transit routes.
- In conjunction with improvements to trails through Riverton Park this would create an accessible route to a nearby bus stop.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’ to accommodate two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides. Underground overhead utilities, replace streetlights and add storm drainage facilities.



Source: Google Maps



Perpendicular parking near S 131st St (left); looking south..



Large trees and raised landscaping near 47th Ave S; looking north.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

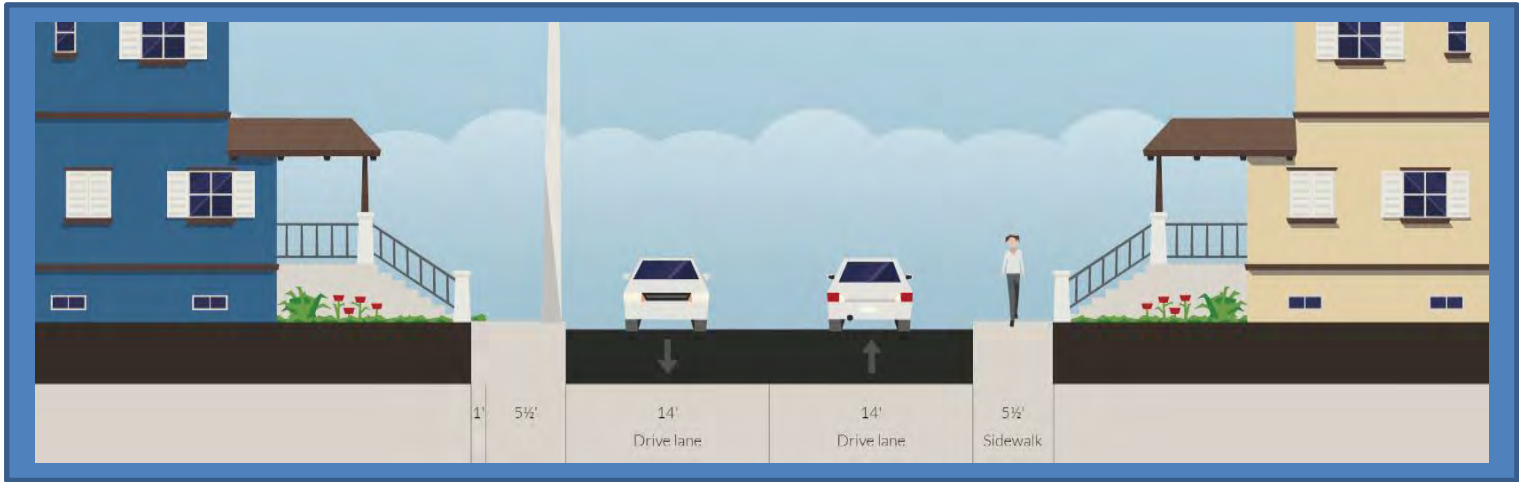
This project includes widening the existing roadway to 28' to provide two 14' travel/parking lanes throughout. 5' sidewalks with curb and gutter will be installed along both sides. New storm drainage will also be installed. Overhead utility lines will be undergrounded.

The Masonic Lodge has parking along the west side of the building that is currently unrestricted from 41st Ave S. To preserve this parking, a depressed driveway will be constructed along the length of the parking zone.

These improvements can be made in the existing ROW; construction easements will be required along both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$71,000
RIGHT-OF-WAY	\$74,000
CONSTRUCTION	\$471,000
UTILITY UNDERGROUNDING	\$390,000
<hr/>	
TOTAL COST	\$1,006,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Corridor length of 350'.
- Catch basins throughout corridor
- East-west running segment of S 137th St near 53rd Ave S (190') – No centerline; Edge line along south side of roadway. 32' average roadway width including 4' paved shoulder/walkway.
- North-south running segment of S 137th St near 56th Ave S (160') – Centerline with RPMs; 24' Roadway width. 5' sidewalk along west side of S 137th St. Curb along east side.

CONTEXT

- Surrounding area land use is primarily residential with single family homes and apartment complexes.
- S 142nd St becomes commercial near Tukwila International Blvd.
- Parking along north soft shoulder in east-west running segment.

CONSTRAINTS

- 30' ROW; parcel lines appear shifted and section of roadway appears in private ROW. Assume east-west segment has paved travelled way (28') centered in ROW. Assume north-south segment has ROW filled by west sidewalk, pavement, and east curb line.
- Overhead utilities along south side of the east-west section of S 137th St.

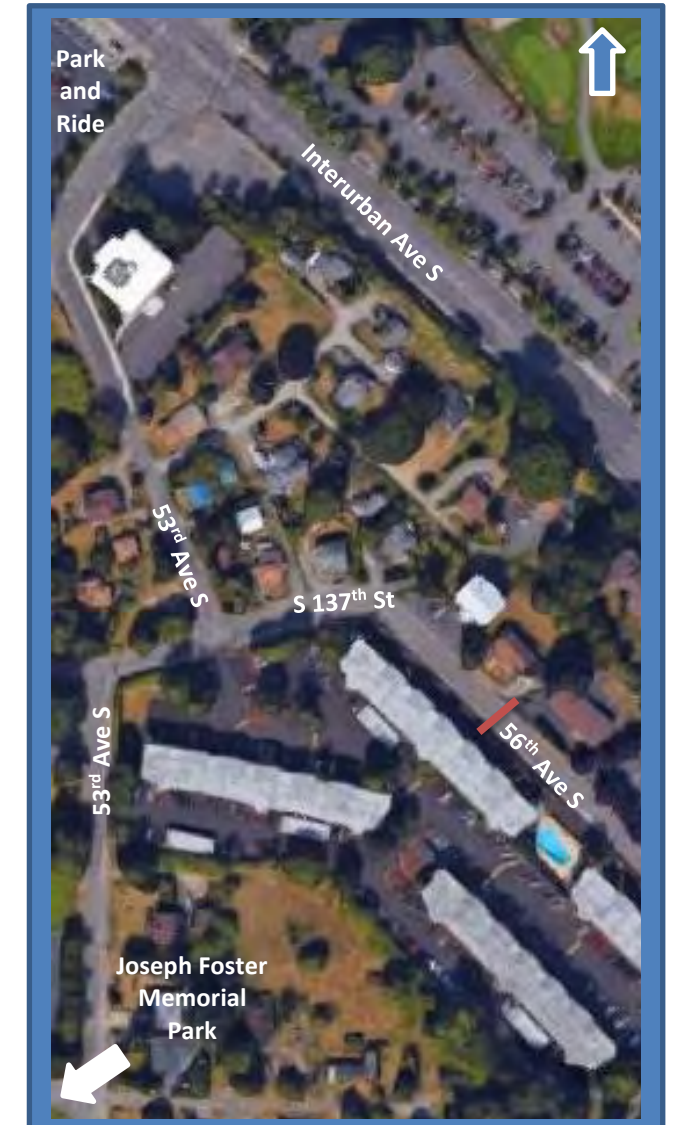
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Extend existing sidewalk along west side of north-south section of 56th Ave S.
- Improve pedestrian corridor to Joseph Forest Memorial Park and public transit.

IMPROVEMENT OPTIONS

- **Option 1:** Improvements will occur in in two sections. For the east-west running section, reduce roadway width to 20' (two 10' travel lanes) centered in ROW. Install 5' sidewalks with curb and gutter along both sides and connect to the existing west-side sidewalk in the north-south running segment. Install drainage structures and connect to existing storm drain mainline in this region. For the north-south running segment of S 137th St, maintain roadway width and existing curbs and sidewalk. Install 5' sidewalk behind existing east-side curb. Perform no pavement or drainage work in this section. Underground overhead utilities located along the east-west running section of S 137th St and replace removed streetlights. Acquire 1 total ROW in east-west segment and 5' in north-south segment.



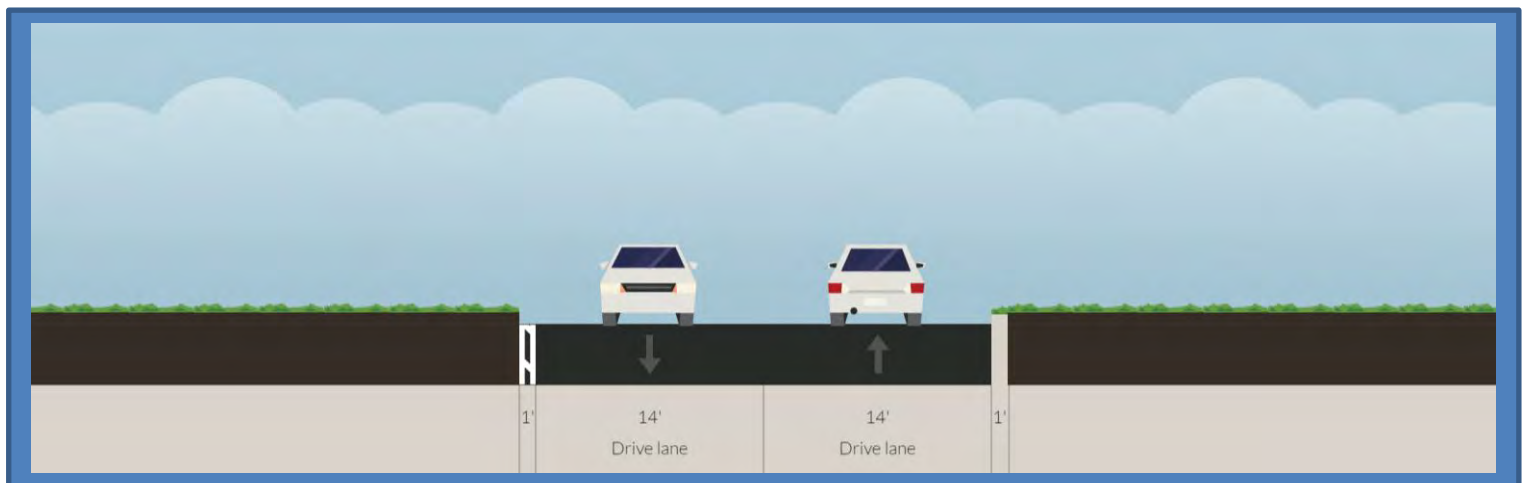
Source: Google Maps



S 137th Ave S and 56th Ave S, facing north



S 137th St and 53rd Ave S, facing east



Typical existing cross section (east-west section); looking west.

PROJECT DESCRIPTION

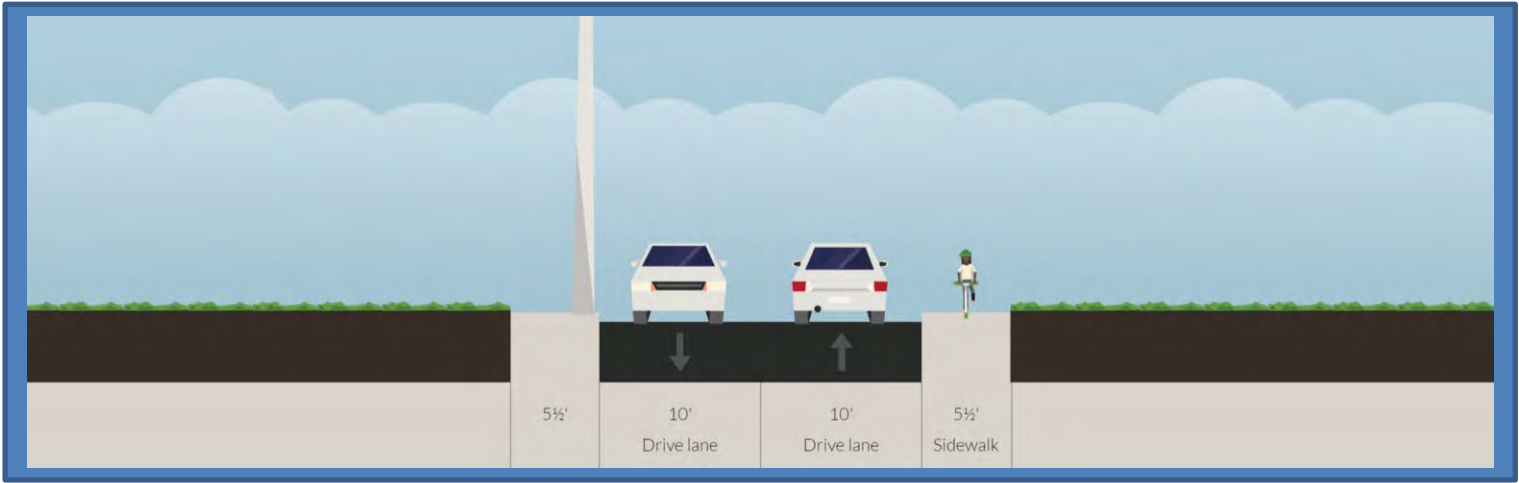
This project involves completing improvements in two sections. For the east-west running section, reduce roadway to 20' to accommodate two 10' travel lanes. Install 5' sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities located along the south side of S 137th St. Install new catch basins and connect to the existing storm drain mainline. Acquire 1' total ROW.

For the north-south running segment of S 137th St, maintain roadway width and existing curb lines. Maintain the existing 5' sidewalk located along the west side of S 137th St and install a 5' sidewalk behind the existing curb and gutter along the east side. Acquire 5' ROW on east side.

There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$30,000
RIGHT-OF-WAY	\$218,000
CONSTRUCTION	\$194,000
UTILITY UNDERGROUNDING	\$170,000
<hr/>	
TOTAL COST	\$612,000



Typical improved cross section for Option 1 (east-west section); looking west (Preferred Option)

S 112th St from 51st Ave S to West End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 16’.
- Corridor length of 300’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single- and multi-family residential.
- Multi-family property on north side of S 112th St is a senior living facility with some parking on private property, perpendicular to the roadway.
- The west end of S 112th St has no turn around area, with 50th Ave S on the north and a private driveway on the south.

CONSTRAINTS

- Average ROW* width of 30’.
- Overhead utilities on north side of S 112th St.
- Perpendicular parking on private property.
- Potential elevations issues at steep driveways along both sides of corridor.
- Utility cabinets and vault on north side of corridor.

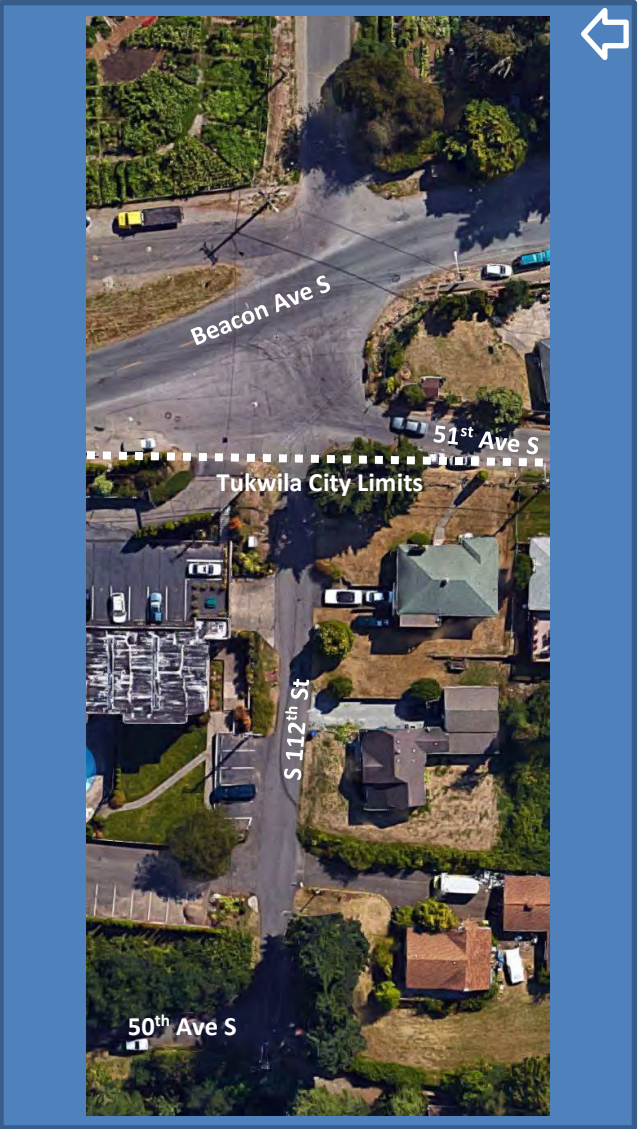
*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved accessibility next to a senior living community.
- Improved access to local transit routes.

IMPROVEMENT OPTIONS

- Option 1: Maintain existing roadway. Add a 5’ sidewalk with curb and gutter to the north side of S 112th St. Underground overhead utilities, replace streetlights and storm drainage facilities.



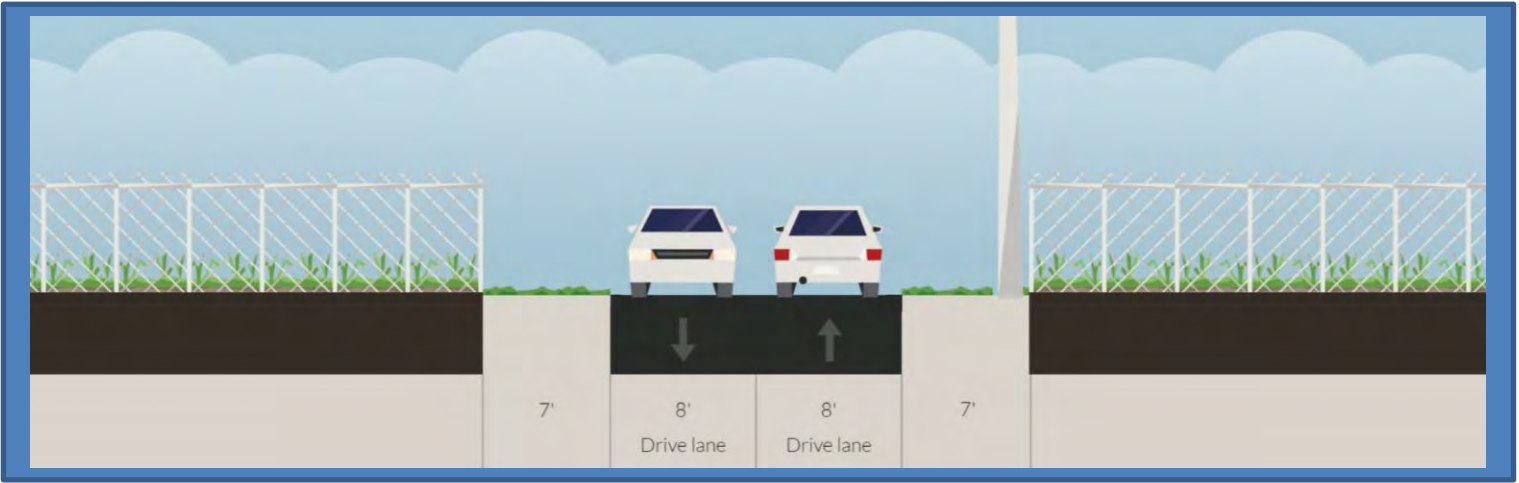
Source: Google Maps



Perpendicular parking on private property; looking east.



West end of S 112th St; looking west.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

The recommended improvements include maintaining the current roadway and adding a 5’ wide sidewalk with curb and gutter to the north side of S 112th St, undergrounding overhead utilities, replacing streetlights and adding storm drainage facilities.

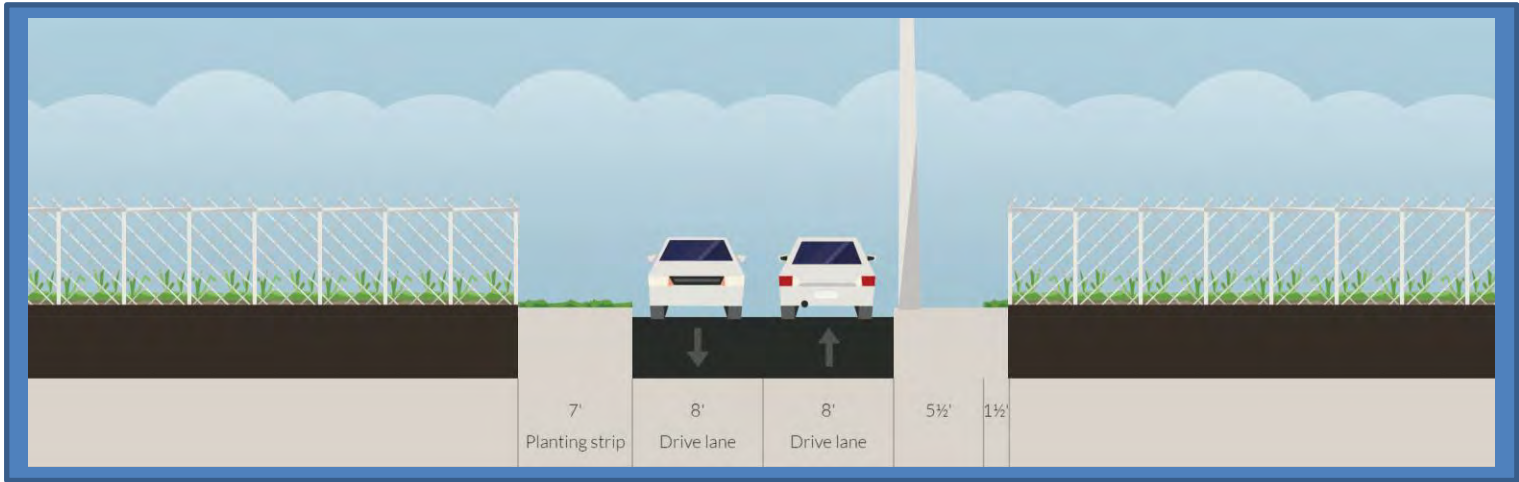
The existing roadway has an average pavement width of 16’, with steep slopes along the south side of the corridor. A major expansion to the south would not be possible without retaining walls.

Locating the proposed sidewalk on the north side of the road is recommended as a means of creating a more accessible pedestrian path along a senior living community. Potential conflicts include utility vaults and cabinets, perpendicular roadside parking on private property and steep driveways. Reconfiguring the perpendicular parking on the north side of this corridor will require negotiations with the property owners. The cost estimate for this work assumes a continuous depressed driveway to allow for a continuous ADA-compliant pathway while still providing vehicle access.

These improvements can be made in the existing ROW, though TCEs will be required on the north side of the roadway. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$24,000
RIGHT-OF-WAY	\$27,000
CONSTRUCTION	\$158,000
UTILITY UNDERGROUNDING	\$280,000
<hr/>	
TOTAL COST	\$489,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 138th St from 51st Ave S to 52nd Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 22’.
- Corridor length of 120’.
- No designated bicycle facilities or sidewalks.
- Short, rock walls at edge of properties on both sides of S 138th St.

CONTEXT

- Surrounding area land use is predominantly single family.
- S 138th St ends at 51st Ave S at the west end and continues onto 52nd Ave S.
- Recommended improvements on 51st Ave S include a 6’ wide sidewalk on the east side of the road between S 138th St and the north end of 51st Ave S.

CONSTRAINTS

- Average ROW* width of 35’.
- Overhead utilities on both sides of S 138th St.
- Steep slope on north side of S 138th St near east end of corridor.

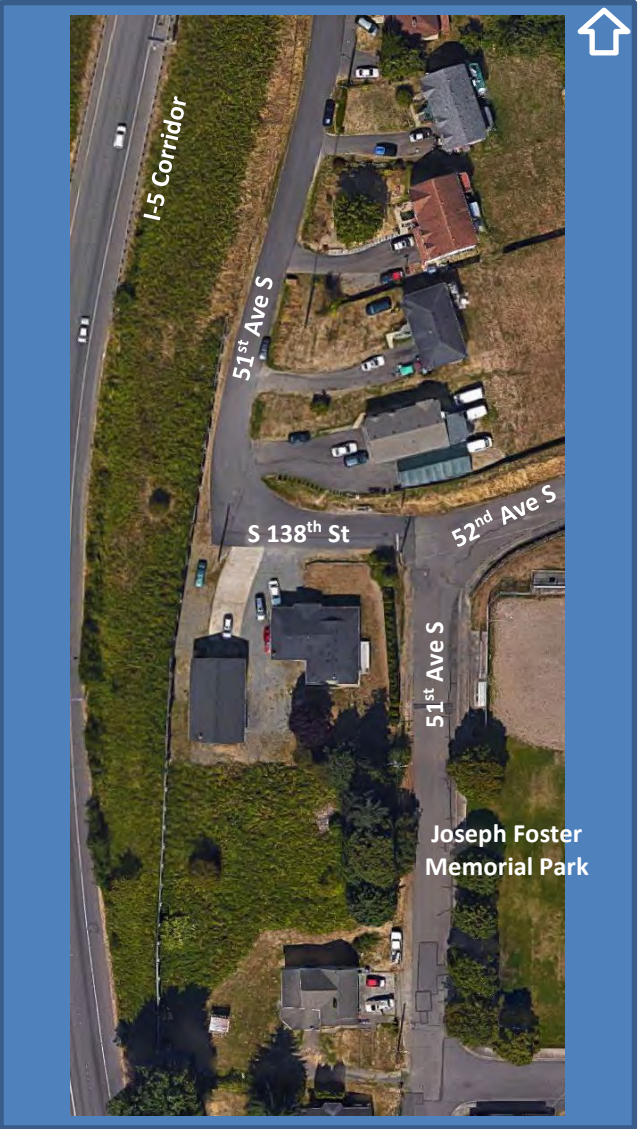
*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved access to local parks.
- In conjunction with improvements from the north end of 51st Ave S, this would create a connection to roads with existing sidewalks.
- In conjunction with improvements on 52nd Ave S, this would provide a safe pedestrian corridor to local transit routes at Interurban Ave S and the Green River Trail.

IMPROVEMENT OPTIONS

- Option 1: Add a 5’ wide sidewalk on both sides of S 138th St, narrow roadway to 20’ to provide two 10’ wide drive lanes, underground overhead utilities, replace streetlights and add storm drainage facilities.
- Option 2: Add a 6’ wide sidewalk to the north side of S 138th St, underground overhead utilities, replace streetlights and add storm drainage facilities.



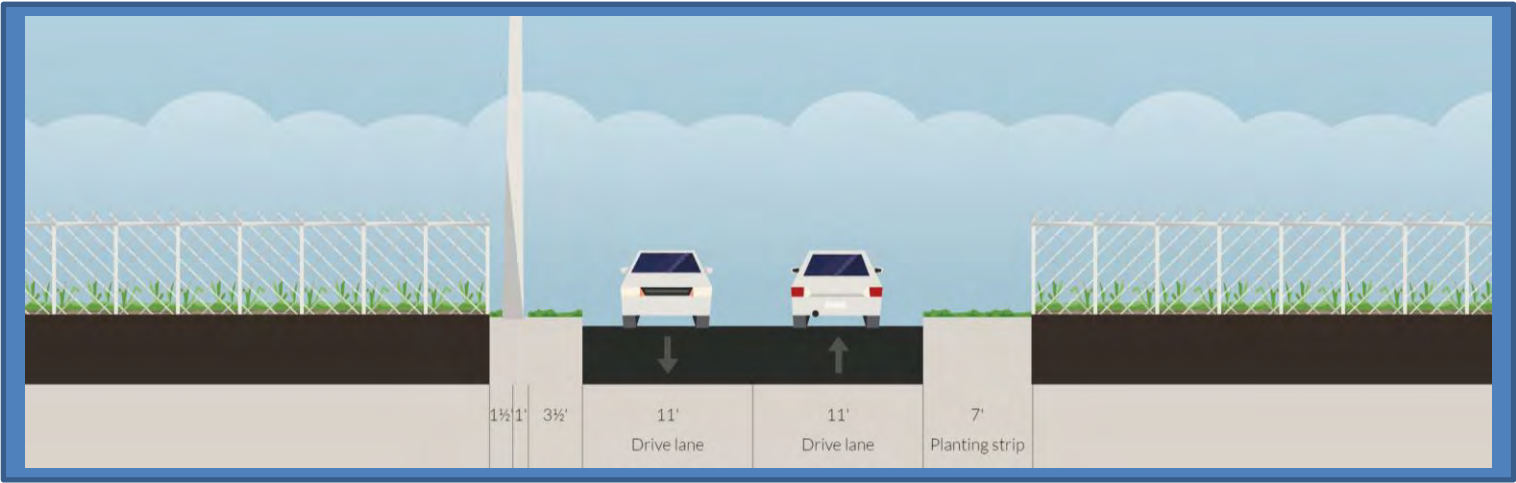
Source: Google Maps



Slopes near edge of pavement; looking east.



Concrete wall at west end of S 138th St; looking west.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

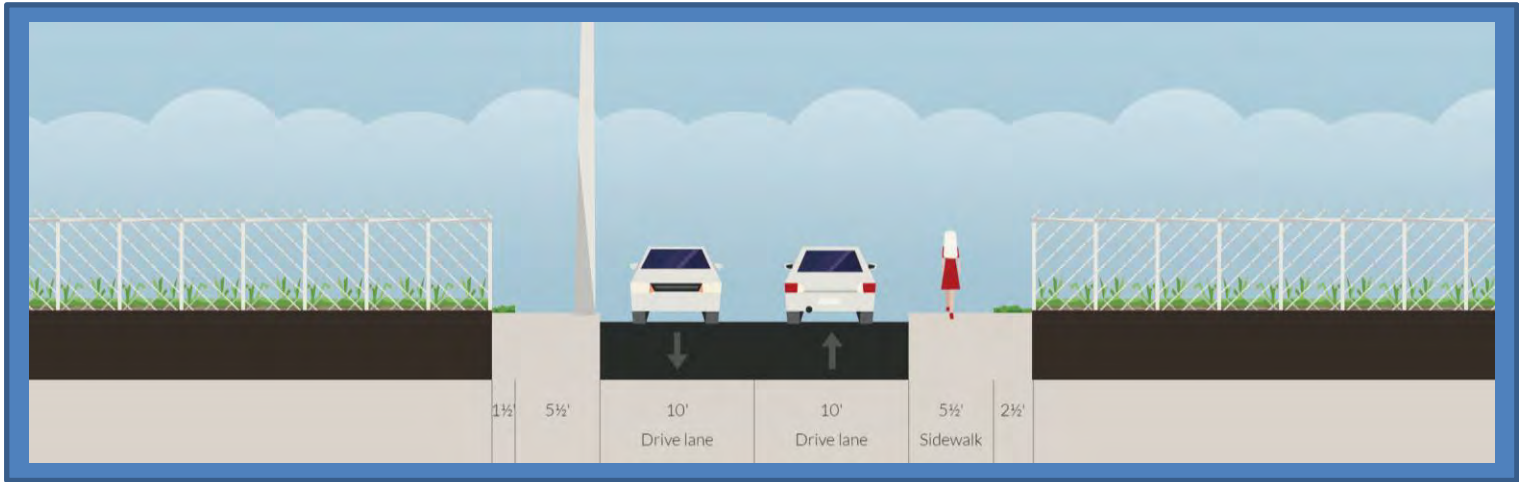
This project involves adding a 5’ sidewalk to both sides of the roadway, narrowing the travelled lanes to 10’ wide, undergrounding overhead utilities, replacing streetlights and adding storm drainage facilities. Due to the length and location of this corridor, this project should be completed in conjunction with improvements on 51st Ave S between S 138th St and the north end of the road.

The west end of this corridor ends with a residential property to the south and 51st Ave S to the north. Recommended improvements along 51st Ave S (W) include a 5’ wide sidewalk on the east side of the corridor, intended to join with the proposed sidewalk on the north side of S 138th St. A retaining wall will likely be needed along the north edge of the road to the east of the existing mailboxes to secure the existing slope.

These improvements can be made in the existing ROW; construction easements will be needed along both sides of the corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$19,000
RIGHT-OF-WAY	\$18,000
CONSTRUCTION	\$125,000
UTILITY UNDERGROUNDING	\$110,000
<hr/>	
TOTAL COST	\$272,000



Typical improved cross section for Option 1; looking east (Preferred Option)

33rd Place S from S 140th St to S 141st St

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 350’.
- No designated bicycle facilities or sidewalks.
- Gravel shoulder on both sides of the corridor were observed to be moderately utilized for street parking.

CONTEXT

- Surrounding area land use is predominantly single family.
- The south end of 33rd Place S turns into S 141st St.

CONSTRAINTS

- 60’ ROW from S 140th St south for 110’. 50’ ROW for remainder for remaining segment of corridor.
- Overhead utilities on east side of 33rd Place S.
- Large trees near edge of road and property lines.

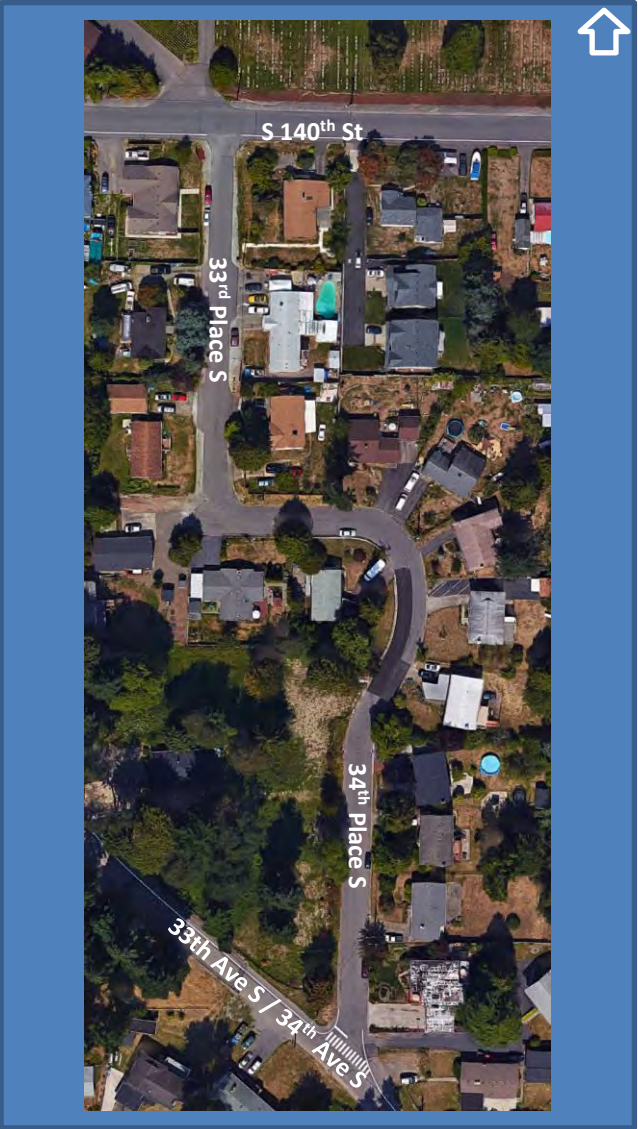
**ROW widths based on King County GIS data*

OPPORTUNITIES

- In conjunction with improvements along S 141st St and 34th Place S, this would create a corridor to existing sidewalks.

IMPROVEMENT OPTIONS

- Option 1: Increase the roadway width to 28’ to accommodate two 10’ drive lanes and one 8’ parking lane. Add two 5’ sidewalks, underground overhead utilities, replace street lights and add storm drainage facilities.
- Option 2: Add a 6’ sidewalk to the east side of the street and make no improvements to the west side of the street, with parking permitted on gravel shoulders. Underground overhead utilities, replace streetlights and add storm drainage facilities.



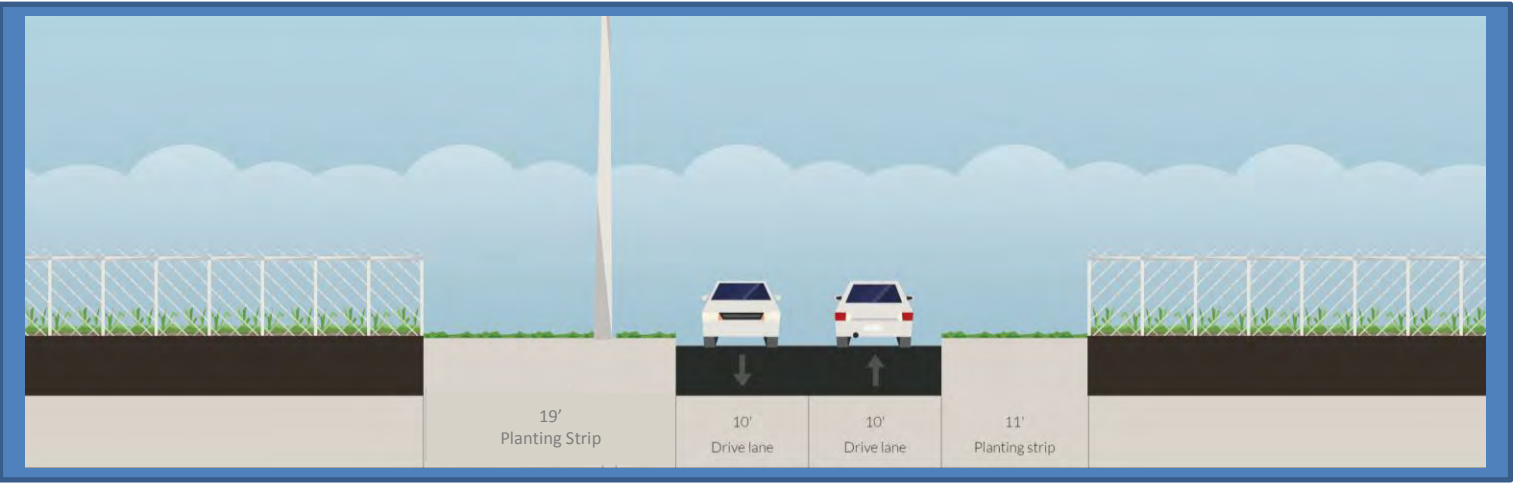
Source: Google Maps



Slopes near road start near 33rd Place S & S 141st St; looking south.



Fences and concrete wall approximately 40’ apart; looking north.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

This project involves maintaining the existing two 10’ drive lanes, adding an 8’ parking lane, and two 5’ wide sidewalks. Install storm drainage structures and underground overhead utilities. This corridor would meet Tukwila residential street standards.

The recommended improvements include adding an 8’ parking lane on the west side of 33rd Place S, resulting in a shift of the centerline, though the centerline will not be marked and the shift is not expected to impact operations.

These improvements can be made in the existing ROW; construction easements will be required along both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$63,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$418,000
UTILITY UNDERGROUNDING	\$320,000
<hr/>	
TOTAL COST	\$801,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 119th St from 40th Ave S to East End of Road

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 16’.
- Corridor length of 380’.
- No designated bicycle facilities or sidewalks.
- South edge of road includes a 4’ wide brick path, included in the roadway width.

CONTEXT

- Surrounding area land use is predominantly single family.
- A pedestrian bridge across the Duwamish River connects 42nd Ave S to the east end of S 119th St.

CONSTRAINTS

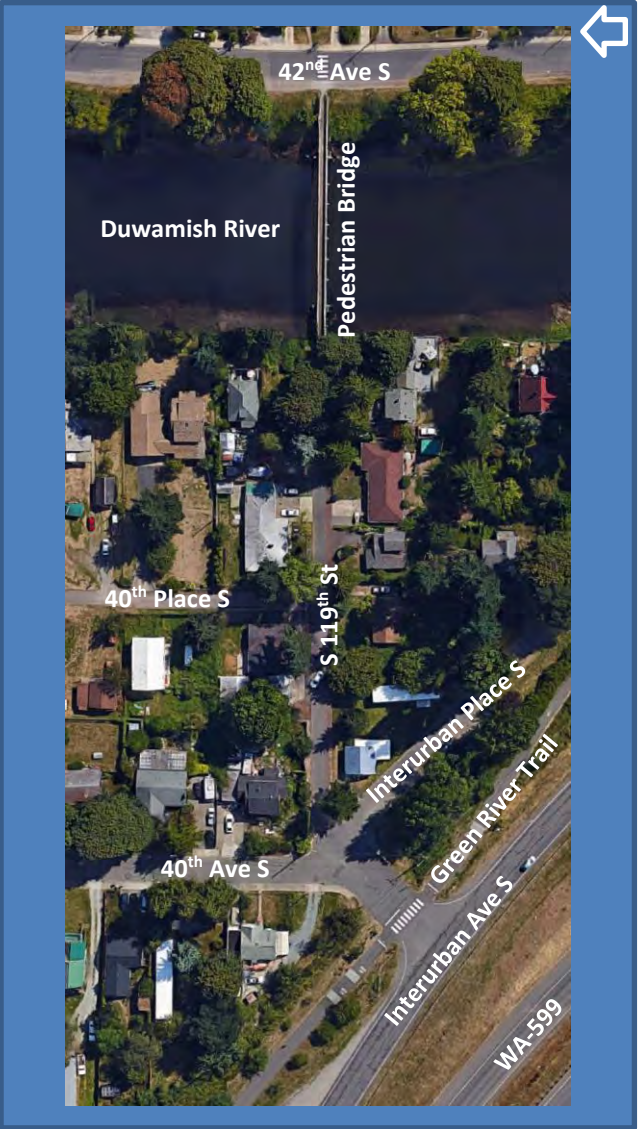
- Average ROW* width of 20’. (King County GIS shows ROW centerline substantially offset from centerline of roadway. However, based on the locations of the existing fence lines along S 199th St, the roadway appears to be offset approximately 1’ from centerline of ROW. Improvement options and cost estimate assume 1’-offset roadway.)
 - Overhead utilities on north side of S 119th St.
 - Narrow corridor with large trees near edge of ROW.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved connection between 42nd Ave S on the east side of the Duwamish River, to the Green River Trail on the west side of the Duwamish River.
- Improved safety along S 119th St.

IMPROVEMENT OPTIONS

- Option 1: Install sidewalk and curb & gutter only along south side of roadway. Shift travel lanes north 3’ to existing edge of ROW. Underground existing overhead utilities and remove conflicting trees, fence, and other obstructions. Purchase 3.5’ strip of ROW along South side in order to install.



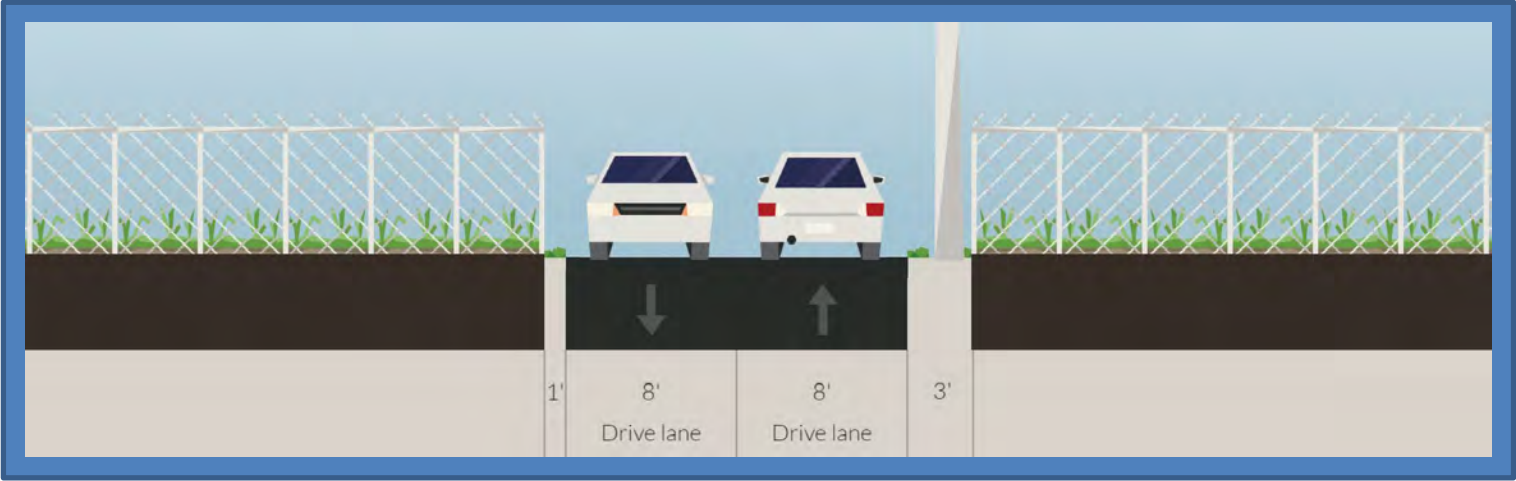
Source: Google Maps



Pedestrian bridge across the Duwamish River at east end of S 119th St; looking east.



Large trees and fences near S 119th St & 40th Ave S; looking west.



Typical existing cross section; looking west.

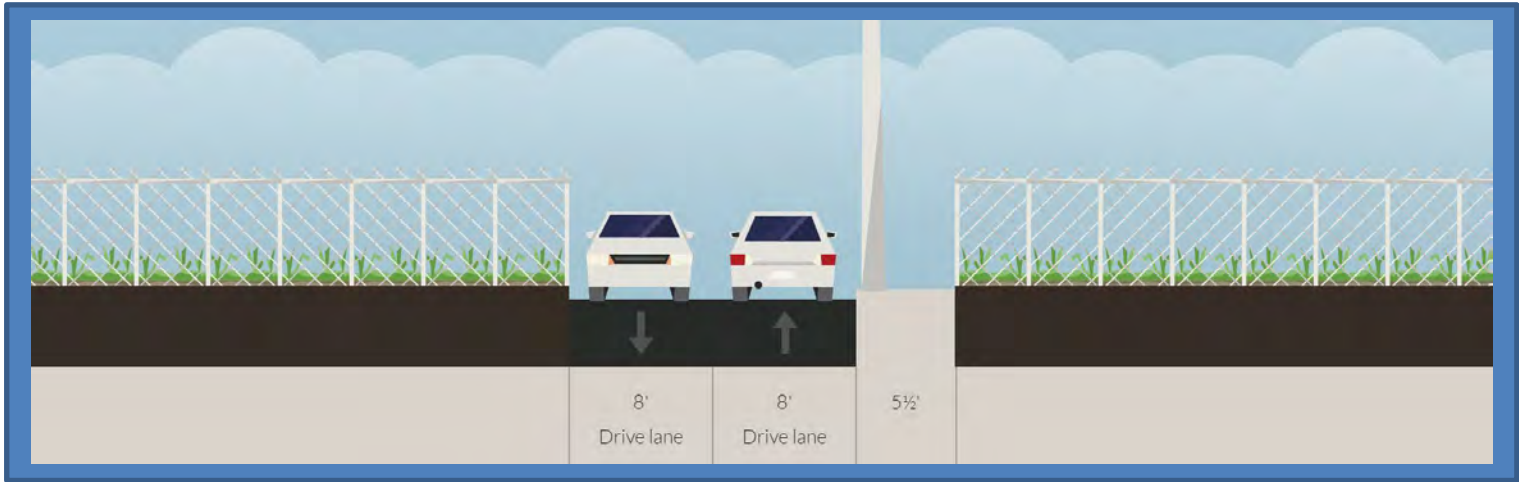
PROJECT DESCRIPTION

This project involves adding a sidewalk to the south side and shifting the roadway 1' to the northern right of way limits, undergrounding overhead utilities (in conjunction with shifting the utility line to the south side of the roadway), and replacing streetlights. Due to the location of this corridor, a pedestrian network could be created if proposed improvements on 40th Ave S between S 119th St and the north end of the road are also implemented. Furthermore, this project's proposed sidewalk connects on its east end to a pedestrian bridge that crosses the Duwamish River, further enabling pedestrian connectivity.

These improvements require purchasing a 1.5' strip of ROW along the south side of the corridor. There will also be impacts to existing landscaping, fencing, and a fire hydrant.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$36,000
RIGHT-OF-WAY	\$195,650
CONSTRUCTION	\$234,000
UTILITY UNDERGROUNDING	\$350,000
<hr/>	
TOTAL COST	\$815,650



Typical improved cross section for Option 1; looking east (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 20’.
- Corridor length of 610’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family.
- Parking along west soft shoulder near north end of corridor.

CONSTRAINTS

- Average ROW* width of 40-60’; steep slopes limit usable area (especially along the east side).
- Overhead utilities along west side of 47th Ave S.
- Steep slopes along east side of 47th Ave S near S Ryan Way.
- Segments of drainage ditch along both sides of corridor.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalks on Ryan Way S.
- Improve stability of slopes along 47th Ave S.
- Improve safety for pedestrians traveling to public transit destinations.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’ to provide two 14’ travel/parking lanes and install a 5’ sidewalk with curb and gutter along the west side of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.
- Option 2: Widen roadway to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.
- Option 3: Install sidewalk with curb and gutter along west side of 47th Ave S. Underground overhead utilities and replace streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



South end of 47th Ave S at S 109th St; looking south.



Steep slopes and retaining walls near roadway; looking north.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to provide two 14’ travel/parking lanes and installing a 5’ sidewalk along the west side of 47th Ave S. Underground overhead utilities located along the west side of 47th Ave S. Install storm drainage structures throughout the corridor.

All widening and sidewalk installation will occur on the west side to avoid constructing an east-side retaining wall.

Due to the location of this corridor, a pedestrian network could be created if proposed improvements on S 109th St between 47th Ave S and 48th Ave S are also implemented.

These improvements can be made in the existing ROW. No temporary construction easements will be needed to complete improvements. There will also be impacts to existing mailboxes and fire hydrants. Streetlights will be replaced during utility undergrounding. Improvements will be done along the east side of ROW to avoid the steep eastern slope near S Ryan Way.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$78,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$518,000
UTILITY UNDERGROUNDING	\$580,000
<hr/>	
TOTAL COST	\$1,176,000



Typical improved cross section for Option 1; looking north (Preferred Option)

53rd Ave S from S 170th St to South End of Road

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 22'
- Corridor length of 840'.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family.
- Existing sidewalks located on S 172nd Lane at south end of 53rd Ave S, and on west side of 53rd Ave S north of S 170th St.
- The Tukwila city limits run parallel to the West side of 53rd Ave S.
- Parking along soft shoulder along both sides of 53rd Ave S.

CONSTRAINTS

- Average ROW* width of 50'.
- Overhead utilities on west side of 53rd Ave S.
- Steep slopes on both sides of corridor.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Connect existing sidewalks to create consistent pedestrian corridor.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28' to provide two 14' travel/parking lanes and install 5' sidewalks with curb and gutter along both sides of S 53rd St. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.
- Option 2: Install 5' sidewalks with curb and gutter along both sides of the corridor. Underground overhead utilities and replace streetlights. Install storm drainage structures throughout corridor.



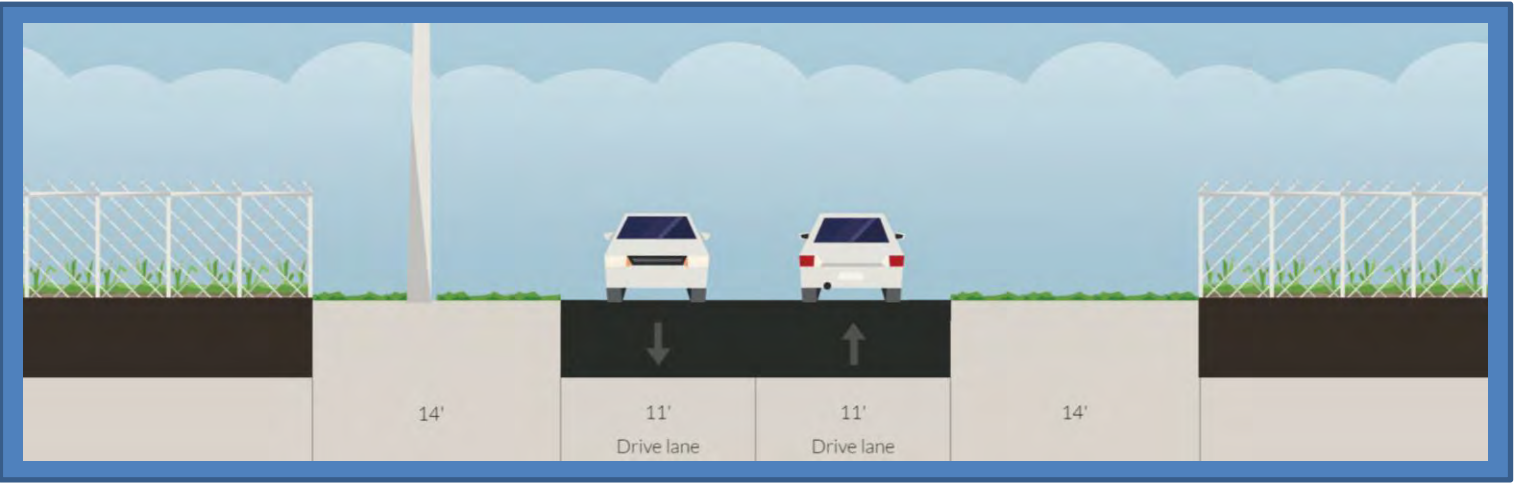
Source: Google Maps



Rock wall near roadway; looking north.



South end of 53rd Ave S at entrance to new development, with existing sidewalks; looking SW.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

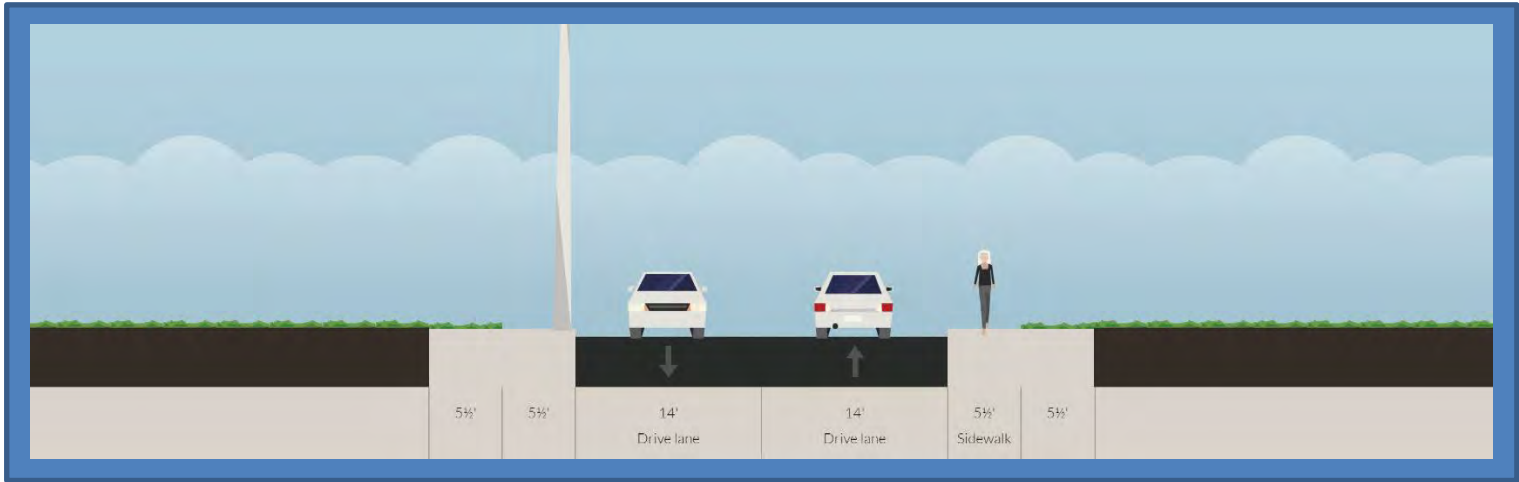
This project involves widening the roadway to 28’ to provide two 14’ travel/parking lanes and installing 5’ sidewalks with curb and gutter along both sides of the road. Underground overhead utilities located along the west side of 53rd Ave S. Install storm drainage structures throughout corridor.

Due to the location of this corridor, a pedestrian network could be created if proposed improvements on 53rd Ave S between S 170th St and S 166th St and on S 170th St between 53rd Ave S and City Limits are also implemented.

These improvements can be made in the existing ROW. No temporary construction easements are needed to complete suggested improvements. There will be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding. Due to steep slopes on both sides of the corridor, it would be costly to build out all the way to the edges of the existing ROW.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$143,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$951,000
UTILITY UNDERGROUNDING	\$770,000
<hr/>	
TOTAL COST	\$1,864,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 22’.
- Corridor length of 690’.
- No designated bicycle facilities or sidewalks.
- Soft shoulders along both sides of 43rd Ave S.

CONTEXT

- Adjacent properties are single family.
- 43rd Ave S is bound by S 122nd St and S 124th St; roadway is for local access only.
- Parking along the soft shoulders on both sides of 43rd Ave S.

CONSTRAINTS

- 50’ ROW.
- Overhead utilities along the west side of 43rd Ave S.

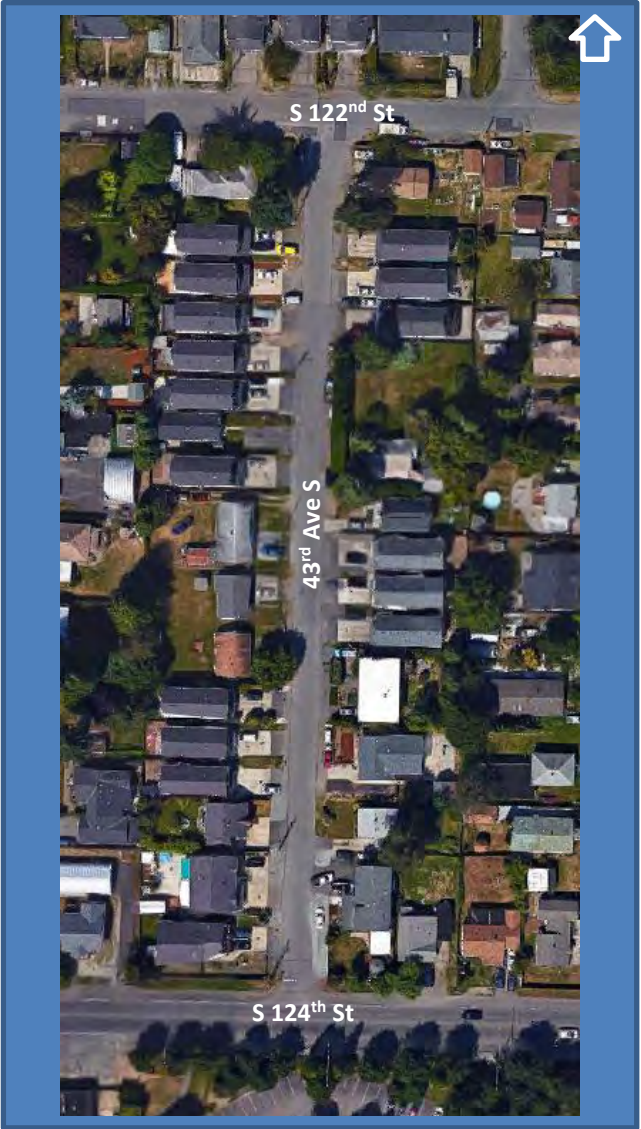
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Increase pedestrian accessibility to public transit.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’accommodate two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of street. Adjust existing storm drainage structures. Underground overhead utilities along west side of corridor and replace any removed streetlights.



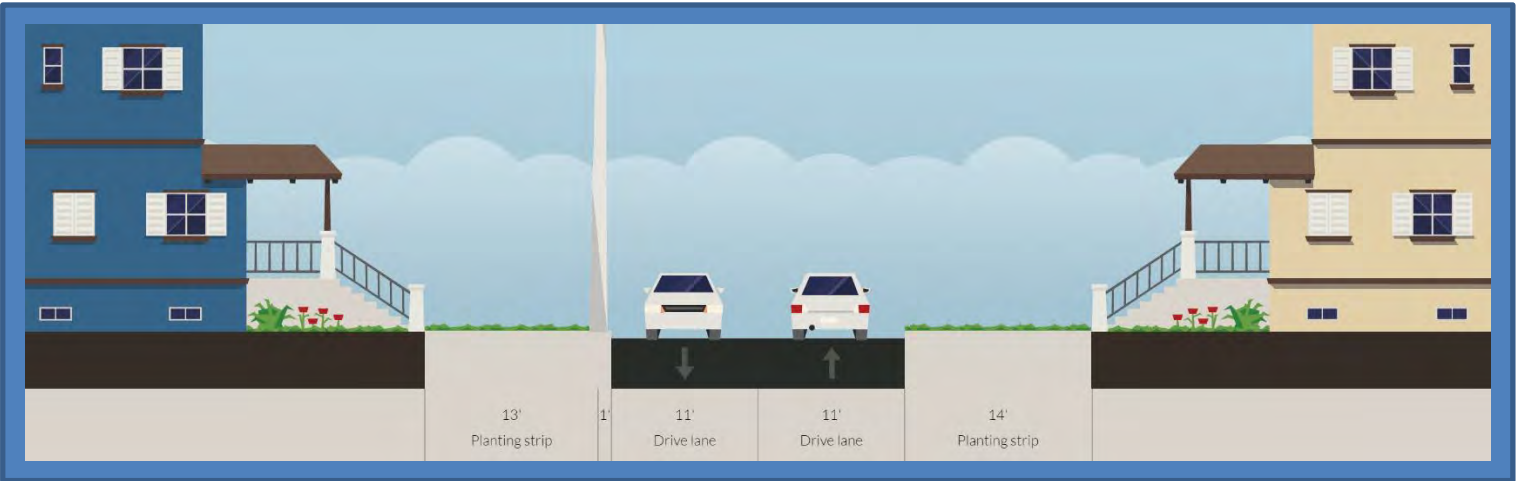
Source: Google Maps



Facing north.



Facing south.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

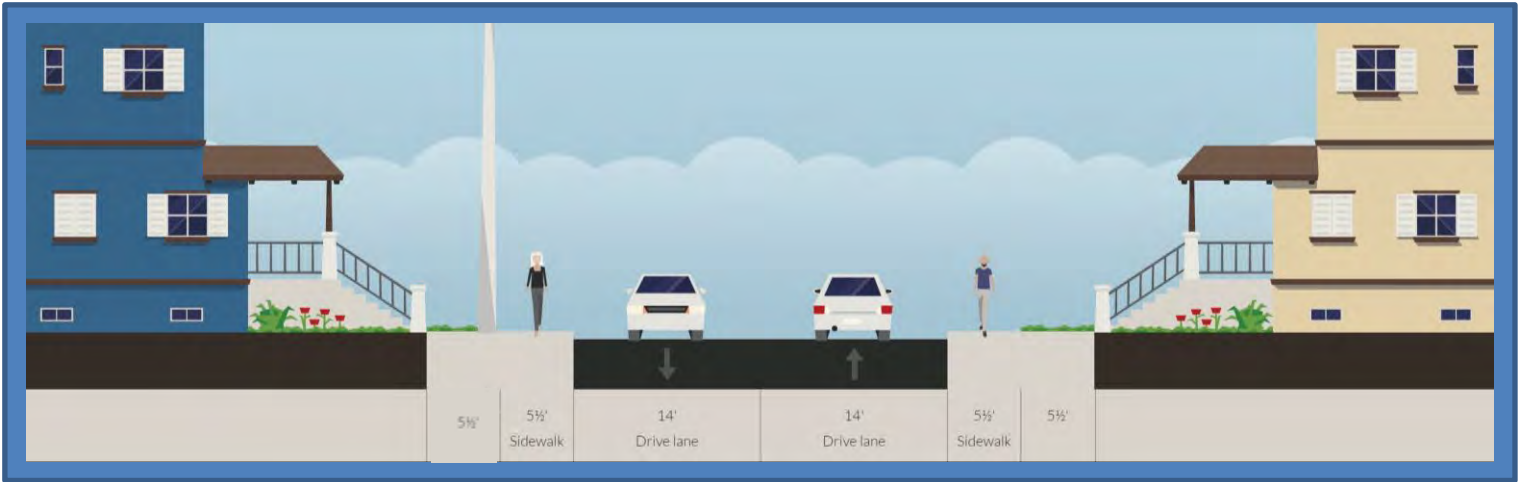
This project involves widening 43rd Ave S to 28' to accommodate two 14' travel/parking lanes and installing 5' sidewalks with curb and gutter along both sides of the street. This will increase safety for pedestrian traffic, while providing adequate space for parking along the street.

Underground overhead utilities located on the west side of 43rd Ave S, and adjust fire hydrants along the corridor to the edge of sidewalk within the planter strip. Tie to existing storm drainage facilities along corridor.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$104,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$693,000
UTILITY UNDERGROUNDING	\$630,000
<hr/>	
TOTAL COST	\$1,427,000



Typical improved cross section for Option 1; looking north (Preferred Option)

34th Ave S from Military Rd S to S 144th St

EXISTING CONDITIONS

- Double-yellow centerline with RPM's. Edge line along east side of roadway.
- Average pavement width of 29' with 5' shoulder.
- Corridor length of 550'.
- Curb ramps at intersection of 34th Ave S & S 144th St appear to be newly constructed.
- No designated bicycle or pedestrian facilities.

CONTEXT

- Surrounding area land use is a mix of commercial and single family.

CONSTRAINTS

- Average ROW* width of 60'.
 - Overhead utilities on east side of 34th Ave S.
 - Local businesses currently have parking along edge of property; may require reconfiguring to improve safety along proposed sidewalk.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalks at S 144th St.
- Improved access to local parks and transit routes.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 36' to provide two 10' travel lanes and two 8' parking lanes. Install 5' sidewalks with curb and gutter along both sides of 34th Ave S. Underground overhead utilities and install storm drainage structures throughout corridor.



Source: Google Maps



34th Ave S & S 144th St; looking north.



34th Ave S & Military Rd S; looking NE.



Typical existing cross section; looking north.

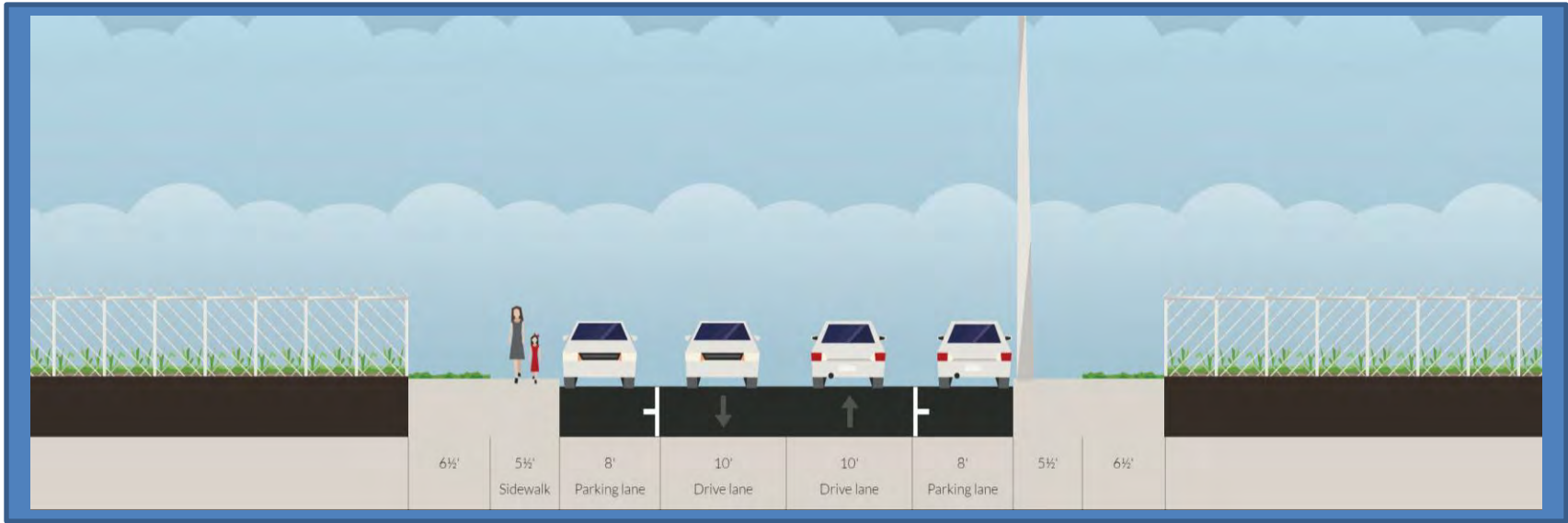
PROJECT DESCRIPTION

This project will expand the paved surface to 36’ to provide two 10’ travel lanes and two 8’ parking lanes along both sides of the roadway. Install 5’ sidewalks with curb and gutter along both sides of 34th Ave S. Underground overhead utilities located along the east side of the street and install storm drainage structures throughout the corridor.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$93,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$620,000
UTILITY UNDERGROUNDING	\$510,000
<hr/>	
TOTAL COST	\$1,223,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 159th St from 53rd Ave S to 51st Ave S

EXISTING CONDITIONS

- Dashed yellow centerline with RPMs; roadway width varies from 28' to approximately 32' (not including where there are curb bulb-outs at existing crosswalks).
- Corridor length of 640'.
- South sidewalk near 51st Ave S connected to north sidewalk near 53rd Ave S via marked crosswalk.
- Curb along both sides throughout project limits.

CONTEXT

- No adjacent properties; the Crystal Springs Park surrounds corridor.
- S 159th St ends at stop-controlled approach at 53rd Ave S.

CONSTRAINTS

- ROW* width is 100'.
- Cut slope along south side near 53rd Ave S.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Continuous sidewalks on north and south sides would remove need for pedestrian crossings, reducing pedestrian-vehicle conflict points.

IMPROVEMENT OPTIONS

- Option 1: Maintain existing roadway. Extend south sidewalk from marked crosswalk to 53rd Ave S. Install sidewalk behind existing south curb, so no roadway work is needed. Construct cut retaining walls behind sidewalk installation.



Source: Google Maps



Crosswalk across S 159th St, facing west.



Southern cut slope near 53rd Ave S, facing west.



Typical existing cross section (east end); looking west.

PROJECT DESCRIPTION

This project involves completing the sidewalk network along S 159th St as it crosses Crystal Springs Park. Currently, sidewalk is present along the south side of the roadway between 51st Ave S and a marked pedestrian crosswalk around halfway through the segment. East of this crosswalk, sidewalk is provided only on the north side. To the west of the crosswalk, a meandering sidewalk is provided surrounding the Park parking lot.

The south sidewalk will be extended from the marked crosswalk to the east to 53rd Ave S. Currently this region has a large cut slope that will require retaining walls to support once sidewalk is installed. No work will be done on the north side of the street or between the existing curbs.

These improvements can all be made within the existing 100' ROW. Improvements were minimized to reduce impacts to the Park and to avoid further or steeper retaining walls.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$80,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$532,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$612,000



S 107th St from 49th Ave S to 51st Ave S

EXISTING CONDITIONS

- Posted speed limit of 25 mph.
- No striping; average roadway width of 20’.
- Corridor length of 550’.
- No sidewalks or designated bike facilities.
- Soft shoulder along both sides of S 107th St.

CONTEXT

- Surrounding area land use is predominantly single family.
- Parking along soft shoulder on both sides of the road.

CONSTRAINTS

- Average ROW is 40’
- Overhead utilities along both sides of corridor.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide access to public transit along 51st Ave S for pedestrian and bicycles.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28’, install 5’ sidewalks along both sides of roadway with curb and gutter. Adjust existing storm drainage facilities. Underground overhead utilities and replace any removed street lights.



Source: Google Maps



S 107th St and 49th Ave S; looking east.



S 107th St and Beacon Ave S; looking west



Typical existing cross section; looking west.

PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to accommodate two 14’ travel/parking lanes and installing 5’ sidewalks with curb and gutter along both sides of S 107th St. Underground overhead utilities located along both sides of the corridor. Adjust existing and install new storm drainage structures.

Improvements can be made within existing ROW. 4.5’ temporary construction easement is required along both sides of improvements throughout project limits. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$112,000
RIGHT-OF-WAY	\$124,000
CONSTRUCTION	\$744,000
UTILITY UNDERGROUNDING	\$510,000
<hr/>	
TOTAL COST	\$1,490,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 156th St from 47th Ave S to 44th Ave S

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 22’.
- Corridor length of 800’.
- No designated bicycle facilities or sidewalks.
- Soft shoulder along both sides of S 156th St.

CONTEXT

- Surrounding area land use is predominantly single family.
- S 156th St is part of a loop through a neighborhood with a single access point at S 158th St and 42nd Ave S.
- Parking along soft shoulders along both sides of roadway.

CONSTRAINTS

- 60’ ROW.
 - Overhead utilities on both sides of S 156th St.
- *ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved safety, parking, and pedestrian access along S 156th St.

IMPROVEMENT OPTIONS

- Option 1Widen roadway to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of the corridor. Underground overhead utilities and replace streetlights. Install storm drainage structures throughout corridor.



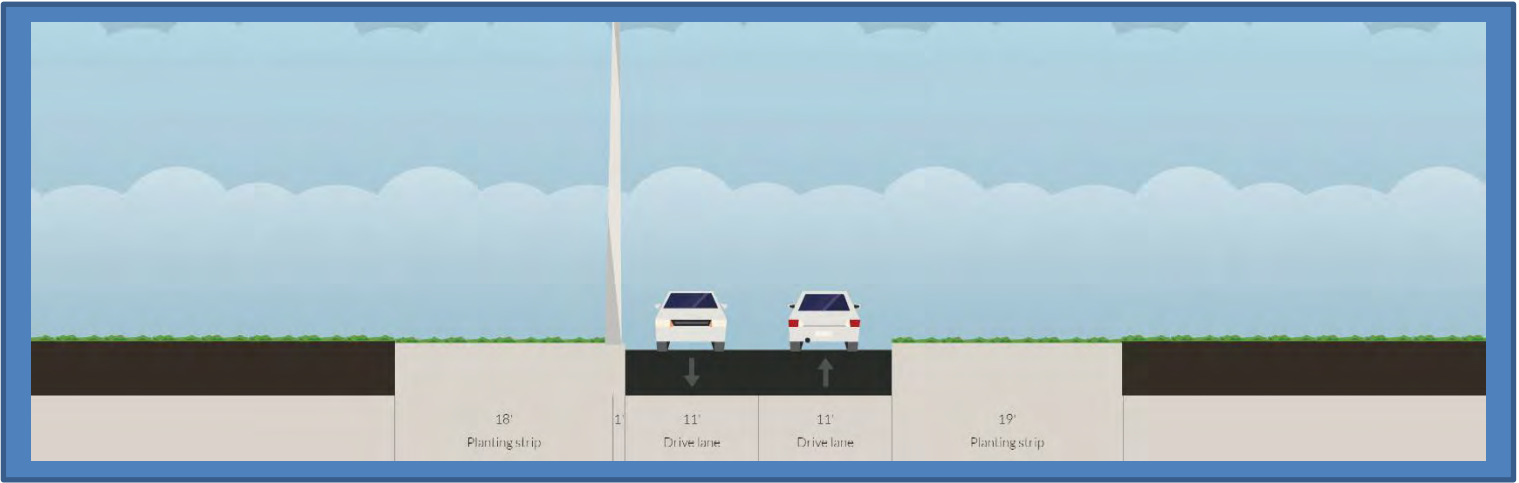
Source: Google Maps



Large trees and utilities poles; looking west.



Gradual slopes and soft shoulders; looking east.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to provide two 14’ parking/travel lanes and installing 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities located along both sides of S 156th St and install storm drainage structures throughout corridor.

These improvements would improve parking and enhance pedestrian safety and accessibility along the corridor.

These improvements can be made in the existing ROW. No temporary construction easements are needed to complete suggested improvements. There will be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$133,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$882,000
UTILITY UNDERGROUNDING	\$740,000
<hr/>	
TOTAL COST	\$1,755,000



Typical improved cross section for Option 1; looking east (Preferred Option)

S 136th St from 52nd Ave S to End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 11’.
- Corridor length of 390’.
- No sidewalks or designated bike facilities.

CONTEXT

- Surrounding area land use is single family.

CONSTRAINTS

- ROW is 30’ for 200’ from 52nd Ave S, to where roadway makes a turn and runs east to west. At this point ROW reduces to 18’ for remainder of roadway.
- Overhead utilities along north side of the section of roadway which runs east/west, approximately 140’.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Current roadway is narrow, widening the roadway will allow for vehicles to pass safely.
- Provide a safer corridor and access to public transit along Interurban Ave S for pedestrian and bicycles.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 18’ to provide two 9’ travel lanes. Install a 5’ sidewalk with curb and gutter along the north side of S 136th St. Underground overhead utilities located along the north side of S 136th St near the end of S 136th St. Install storm drainage structures throughout corridor. Acquire at least 5.5’ of ROW in narrow section.
- **Option 2:** Widen roadway to 18’ to provide two 9’ travel lanes. Install a 5’ sidewalk with curb and gutter along the both sides of S 136th St. Underground overhead utilities located along the north side of S 136th St near the end of S 136th St. Install storm drainage structures throughout corridor. Acquire at least 11’ ROW in narrow section.



Source: Google Maps



52nd Ave S and S 136th St; looking northwest.



S 136th St at end of roadway; looking east



Typical existing cross section (30’ ROW); looking west.

PROJECT DESCRIPTION

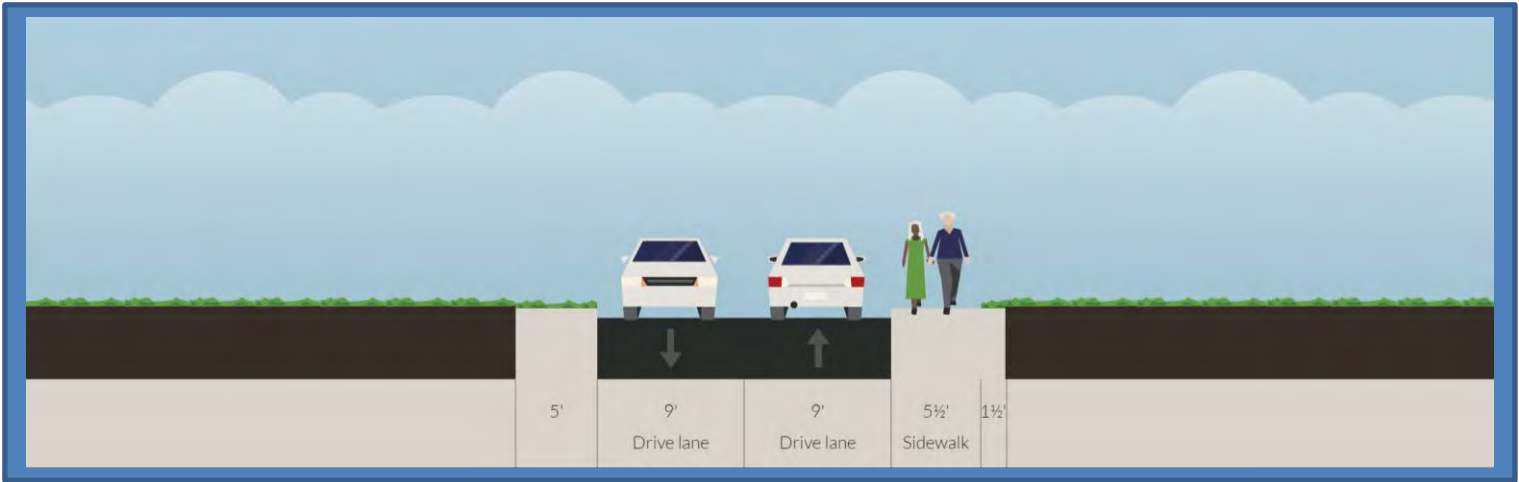
This project involves widening the roadway to 18' to provide two 9' travel lanes and installing 5' sidewalks with curb and gutter along the north side of the roadway. Adjust existing storm drainage structures and install new structures throughout corridor. Underground overhead utilities located along the north side of S 136th St near the end of the roadway.

Acquire an additional 5.5' of ROW where ROW is 18' and the roadway runs east-west, in order to install sidewalk. 5' of temporary construction easement is required on both sides of this section of S 136th St. Where ROW is 30' acquire 3.5' or temporary construction easement along the north side of sidewalk to be installed.

There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$76,000
RIGHT-OF-WAY	\$161,000
CONSTRUCTION	\$502,000
UTILITY UNDERGROUNDING	\$170,000
<hr/>	
TOTAL COST	\$909,000



Typical improved cross section for Option 1 (30' ROW); looking west (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit
- No striping; average roadway width of 20’.
- Corridor length of 690’.
- No designated bicycle facilities or sidewalks.
- Soft shoulder along both sides of roadway.

CONTEXT

- Surrounding area land use is predominantly single family.
- 45th Ave S is bound by S 122nd St and S 124th St; roadway is for local access only.
- Parking along soft shoulders.

CONSTRAINTS

- Average ROW* width of 50’.
- Overhead utilities on west side of 45th Ave S.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improve pedestrian safety and comfort through sidewalk and planter installation.

IMPROVEMENT OPTIONS

- **Option 1:** Widen the roadway to 28’ to accommodate two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter to both sides of 45th Ave S. Underground overhead utilities replace removed street lights. Install storm drainage structures throughout corridor.



Source: Google Maps



Near S 124th St, facing north.



Near S 122nd St, facing south.



Typical existing cross section; looking north.

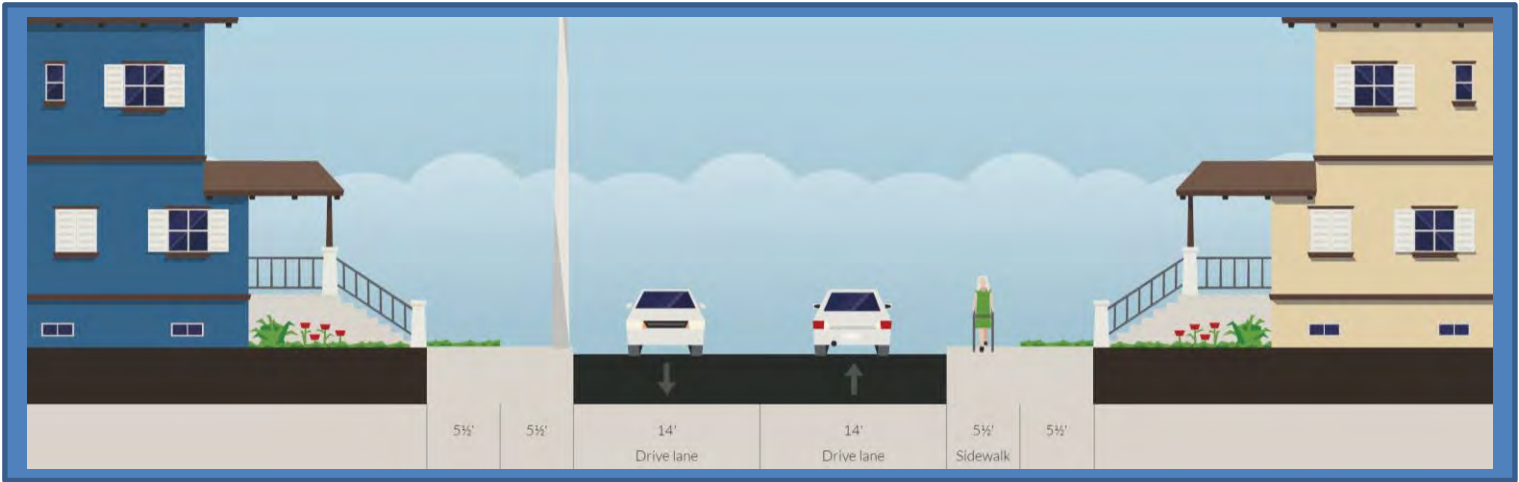
PROJECT DESCRIPTION

This project involves widening the roadway to 28' to provide two 14' travel/parking lanes and installing 5' sidewalks with curb and gutter to both sides of the 45th Ave S. Underground overhead utilities located along the west side of the corridor. Several large trees are located along the east side of the roadway within ROW that may require removal to complete construction. Install storm drainage facilities throughout project limits.

These improvements can be made in the existing ROW. No temporary construction easements will be required to complete suggested improvements. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$119,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$792,000
UTILITY UNDERGROUNDING	\$630,000
<hr/>	
TOTAL COST	\$1,541,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 1080’.
- No sidewalks or designated bike facilities.
- Soft shoulder along both sides of roadway

CONTEXT

- Surrounding area land use is single family.
- Undeveloped forest along both sides of 49th Ave S with dense vegetation.

CONSTRAINTS

- 60’ ROW.
- Overhead utilities along west side of corridor north of S 112th St.
- Retaining walls along east side of corridor near S 114th St and between S 111th St and S 112th St.
- Large trees along both sides of roadway.
- Embankment on both sides of roadway, uphill slope to the east and downhill slope to the west.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- In conjunction with improvements on the north section of 49th Ave S to S 107th St, will provide a safer corridor and access to Beacon Ave S for pedestrian and bicycles.
- In conjunction with improvements on S 114th St and 51st Ave St, will provide a safer corridor and access to Beacon Ave S for pedestrian and bicycles.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain 20’ roadway width and install 5’ sidewalks with curb and gutter along both sides of the road. Shift roadway 1’ to the west to avoid impacting east-side retaining walls. Underground overhead utilities located along both sides of the corridor at different locations and replace any removed streetlights. Construct retaining walls and relocate guardrail along west side of roadway.



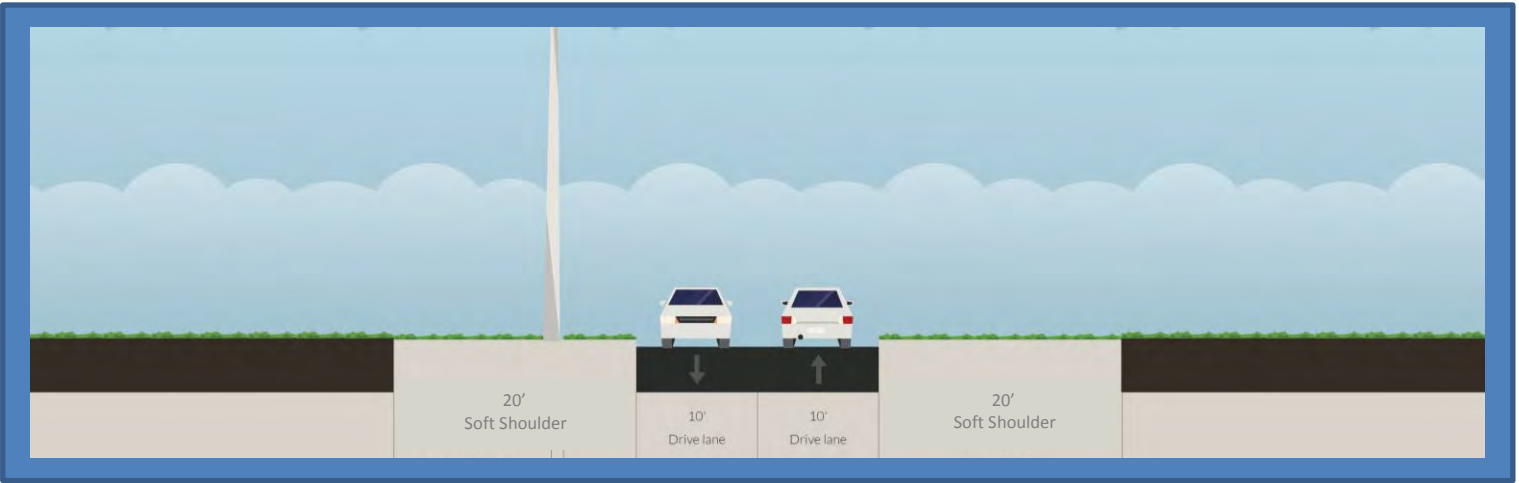
Source: Google Maps



49th Ave S and S 114th St; looking north .



49th Ave S and S 111th St; looking south.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

Shift the 20' roadway by 1' to the west and install 5' sidewalks with curb and gutter along both sides of 49th Ave S. Install new storm drainage structures and tie in to existing mainline. Underground overhead utilities located along the west side of the corridor north of S 112th St.

Two sections of retaining wall run along the east side of roadway. These walls will avoid impact due to the roadway centerline shift. New retaining walls will be necessary along the west side to facilitate sidewalk installation.

Improvements can be made within existing ROW. No temporary construction easements will be necessary. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$187,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,245,000
UTILITY UNDERGROUNDING	\$410,000
<hr/>	
TOTAL COST	\$1,842,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 12’.
- Corridor length of 280’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family.
- S 109th St is a narrow, two-way road.

CONSTRAINTS

- Average ROW* width of 60’.
 - Overhead utilities on south side of S 109th St.
 - Steep slopes along both sides of roadway.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Connect existing sidewalks to create consistent pedestrian corridor.

IMPROVEMENT OPTIONS

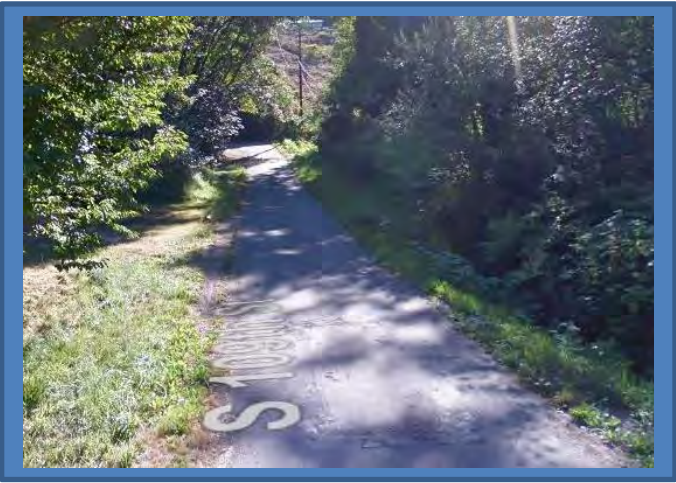
- Option 1: Widen roadway to 16’ to provide two 8’ travel lanes and install a 5’ sidewalk with curb and gutter along the north side of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.
- Option 2: Widen roadway to 28’ to provide two 14’ travel/parking lanes and install a 5’ sidewalk along the north side of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.
- Option 3: Maintain existing pavement width of 12’ and install a 5’ sidewalk with curb and gutter along the north side of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage throughout corridor.



Source: Google Maps



48th Ave S and S 109th St; looking west.



47th Ave S and S 109th St; looking east.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

This project involves widening the roadway to 16’ to provide two 8’ travel lanes and installing a 5’ sidewalk with curb and gutter along the north side of the road. Underground overhead utilities and install storm drainage structures throughout corridor.

Due to the location of this corridor, a pedestrian network could be created if proposed improvements on 47th Ave S between S 109th St and S Ryan Way are also implemented.

These improvements can be made in the existing ROW. No temporary construction easements are needed to complete suggested improvements. There will be impacts to existing landscaping, a fire hydrant, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$45,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$299,000
UTILITY UNDERGROUNDING	\$260,000
<hr/>	
TOTAL COST	\$604,000



Typical improved cross section for Option 1; looking east (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 16’.
- Corridor length of 250’.
- No designated bicycle facilities or sidewalks.
- No overhead utilities or illumination exist along this corridor.

CONTEXT

- Surrounding area land use is predominantly single family.
- 52nd Place S is not labeled one-way but no access is permitted from the north end of the road due to the narrow corridor.

CONSTRAINTS

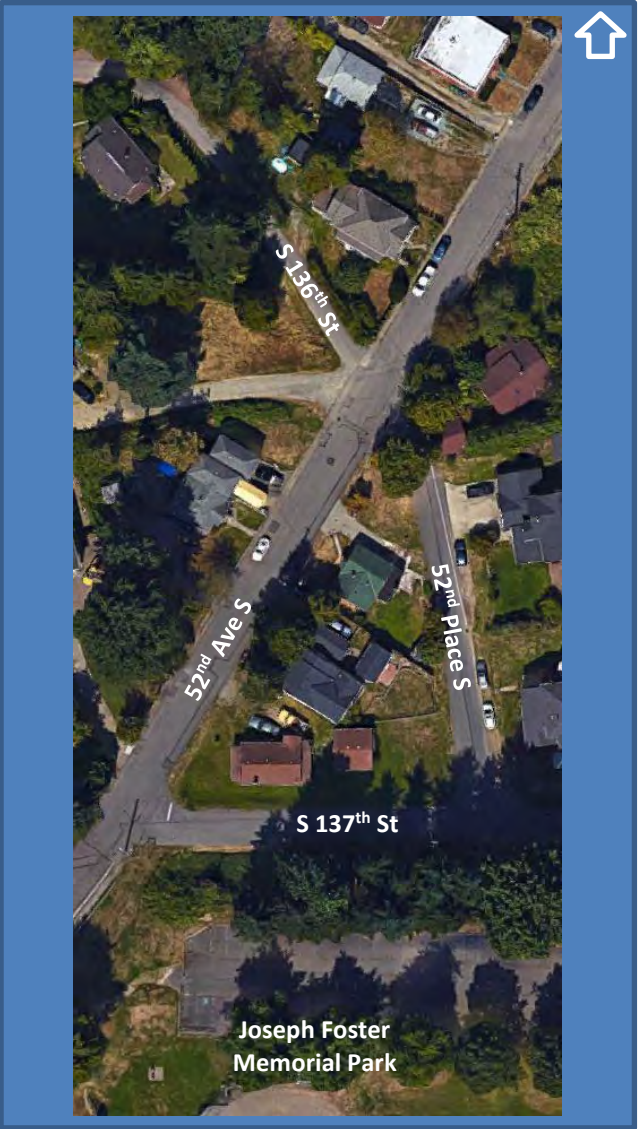
- Average ROW* width of 30’; near 52nd Ave S the ROW width reduces to less than 20’.
 - Existing structures and large trees near edge of roadway where ROW width is less than 20’.
 - North end of 52nd Place S is marked with Do Not Enter signing; only southbound movement through corridor is for local exiting traffic.
 - During observation bushes appeared to be concealing a shed near the west edge of the roadway.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved access to local parks.
- In conjunction with improvements along 52nd Ave S this would create an improved corridor to the Green River Trail, Interurban Ave S and nearby transit routes.

IMPROVEMENT OPTIONS

- Option 1: Maintain existing roadway width where ROW narrows at north end of corridor. Where space allows, widen roadway to the east to accommodate two 9’ drive lanes, allowing southbound traffic for vehicles exiting the corridor. Install a 5’ wide sidewalk with curb and gutter along the west side of this corridor and modify storm drainage facilities accordingly.



Source: Google Maps



Garage near edge of pavement. No entrance at north end of 52nd Place S; looking south.



South end of 52nd Ave S; looking north.



Typical existing cross section; looking north.

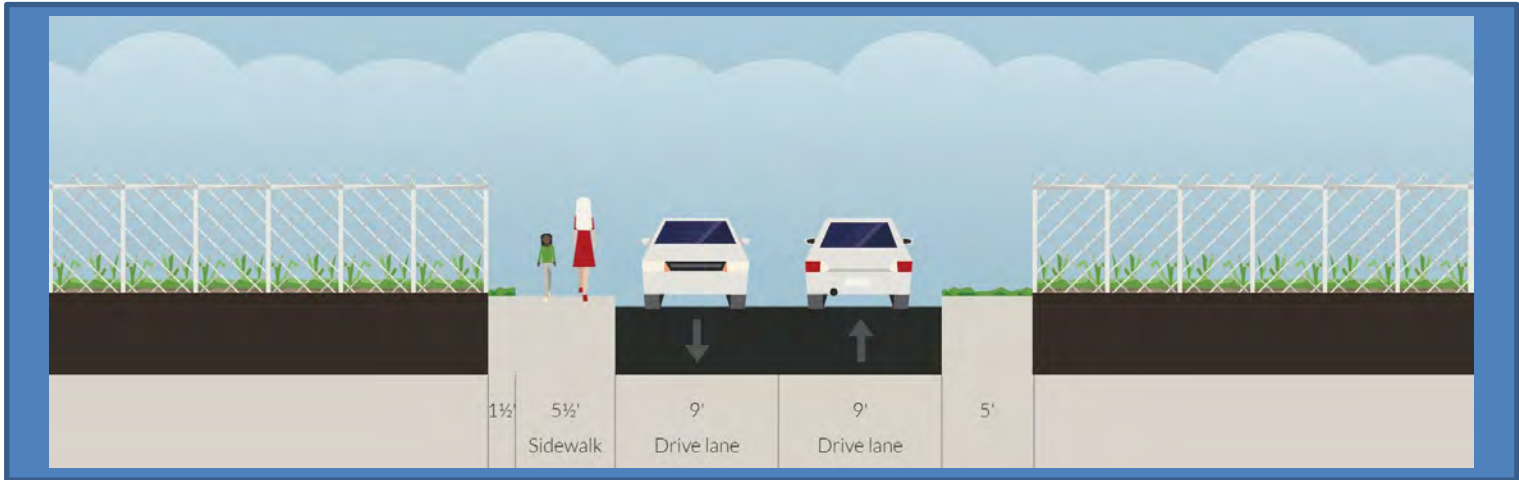
PROJECT DESCRIPTION

This project involves adding a 5’ wide sidewalk with curb and gutter along the west side of the corridor and widening the roadway to the east to create a width of 18’, where existing ROW allows. Along the northernmost 50’ of this corridor the ROW width narrows, with a significant structure near the east edge of pavement. The unique space restrictions have resulted in the existing configuration, where the north end of 52nd Place S is marked with Do Not Enter signage while the wider portion of the road allows two-way traffic. This configuration will remain, allowing residents to exit the corridor to the north or south but only allowing entrance at the south end.

These improvements can be made in the existing ROW; construction easements will be needed along the west side of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$19,000
RIGHT-OF-WAY	\$22,000
CONSTRUCTION	\$126,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$167,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Corridor length of 260’.
- No centerline; average roadway width of 22’.
- 6’ sidewalk along east side of corridor.
- Curb along west side of corridor.

CONTEXT

- Surrounding area property use primarily residential.

CONSTRAINTS

- 40’ ROW
- Overhead utilities along west side of corridor.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect to existing sidewalk located at 39th Ave S and S 117th St.
- In conjunction to improvements along S 116th St, improve pedestrian access to E Marginal Way and Green River Trail for Residents along west side of roadway, and residents along S 117th St west of intersection with 39th Ave S.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing curbs and roadway. Install 5’ sidewalks behind existing curb along west side. Underground overhead utilities and replace any removed streetlights.



Source: Google Maps



39th Ave S and S 117th St, looking north.



39th Ave S and S 117th St, looking west.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

This project maintains the existing curb lines and roadway width and involves installing a 5’ sidewalk behind the south curb.

This improvement will provide a safe corridor for pedestrians traveling to E Marginal Way S and Green River Trail.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$15,000
RIGHT-OF-WAY	\$30,000
CONSTRUCTION	\$100,000
UTILITY UNDERGROUNDING	\$240,000
<hr/>	
TOTAL COST	\$385,000



Typical improved cross section for Option 1; looking north (Preferred Option)

40th Place S from North End of Road to S 119th St

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 12’.
- Corridor length of 260’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family.
- 40th Place S is a narrow, two-way road.

CONSTRAINTS

- Average ROW* width of 15-20’.
- Overhead utilities on west side of 40th Place S.
- Where ROW narrows to 15’ wide, existing structures are less than 15’ from the property line restricting available land for ROW acquisition.

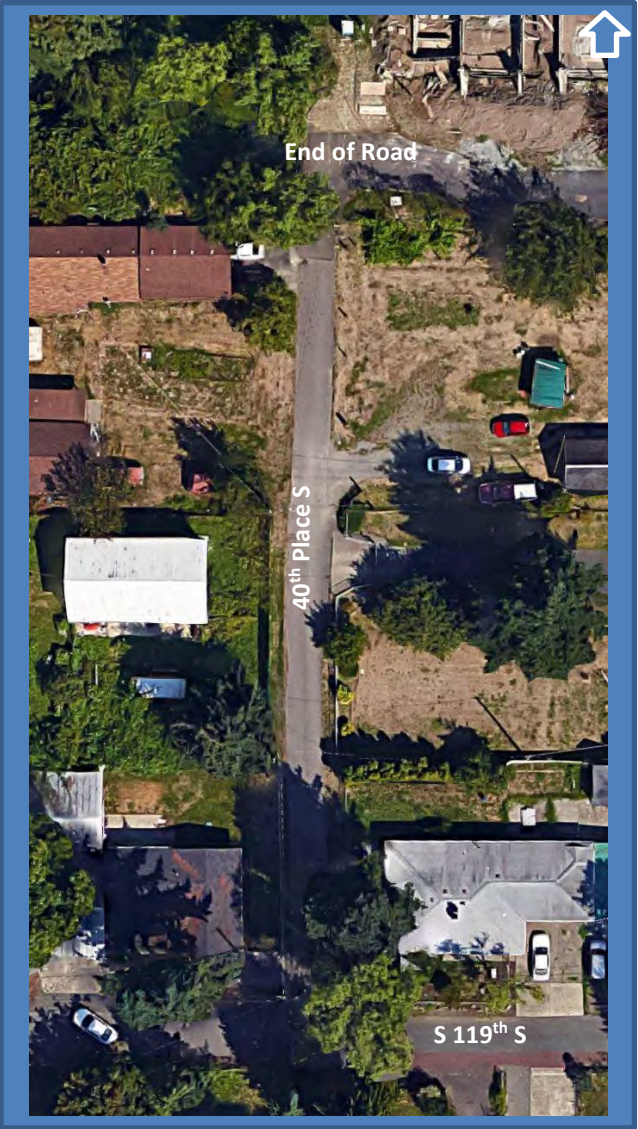
*ROW widths based on King County GIS data

OPPORTUNITIES

- In conjunction with improvements on S 119th St this would create an improved corridor to the Green River Trail, Interurban Ave S and the pedestrian bridge across the Duwamish River.

IMPROVEMENT OPTIONS

- Option 1: Install sidewalk and curb & gutter only along east side of roadway. Underground existing overhead utilities and remove conflicting trees, fence, and other obstructions. Purchase 1.5’ strip of ROW along east side in order to install.



Source: Google Maps



Opportunities for widening along 20’ wide ROW; looking north.



Large trees and homes along 15’ wide ROW; looking north.



Typical existing cross section (20’ ROW); looking north.

PROJECT DESCRIPTION

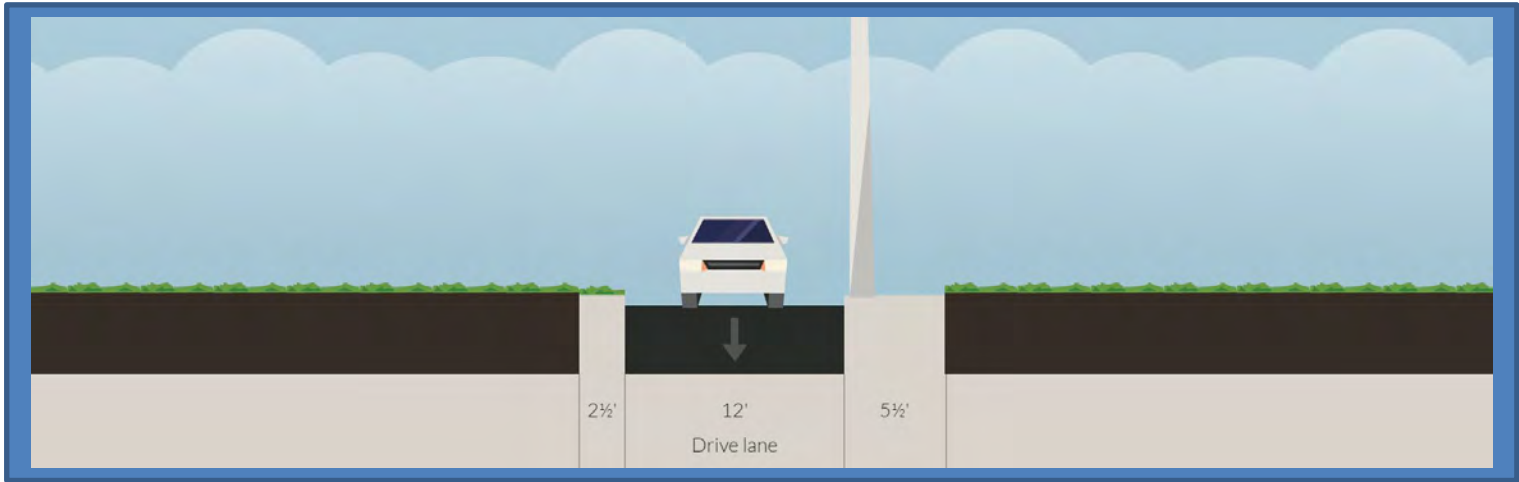
This project involves maintaining the existing pavements and adding a 5' sidewalk along the east side of the roadway. Underground overhead utilities located along the west side of 40th Pl S and install storm drainage structures throughout corridor.

Due to the location of this corridor, a pedestrian network could be created if proposed improvements on S 119th St between 40th Ave S and the east end of the road are also implemented. Improvements would improve pedestrian safety and accessibility to the pedestrian bridge crossing the Duwamish River, connecting S 119th St to 42nd Ave S.

These improvements require the acquisition of 2.5' of ROW and 5' temporary construction easement along the east side of the corridor for 80' where ROW is 15'. 2.5' temporary construction easement is needed for 180' along the west side of the project where ROW is 20' and 5' temporary construction easement is needed along the east side of the project for the length of the project limits to complete the suggested improvements. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$27,000
RIGHT-OF-WAY	\$63,000
CONSTRUCTION	\$179,000
UTILITY UNDERGROUNDING	\$240,000
<hr/>	
TOTAL COST	\$509,000



Typical improved cross section for Option 1 (20' ROW); looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 850’.
- No sidewalks or designated bike facilities.
- Soft shoulder along both sides of roadway

CONTEXT

- Surrounding area land use is single family along entire north side and along south side near east end of corridor.
- Dense undeveloped vegetated land surrounding corridor.

CONSTRAINTS

- Minimum ROW is 50’; ROW maintains 50’, but property boundaries create a jagged roadway path. 40’ of ROW is linear throughout. WSDOT Limited Access near west end, 60’ ROW near east end.
- Overhead utilities along south side of S 114th St.
- Large trees along both sides of roadway.
- South side of corridor has downhill slope, steepest near 49th Ave S. North side has a cut slope, steepest near 51st Ave S.

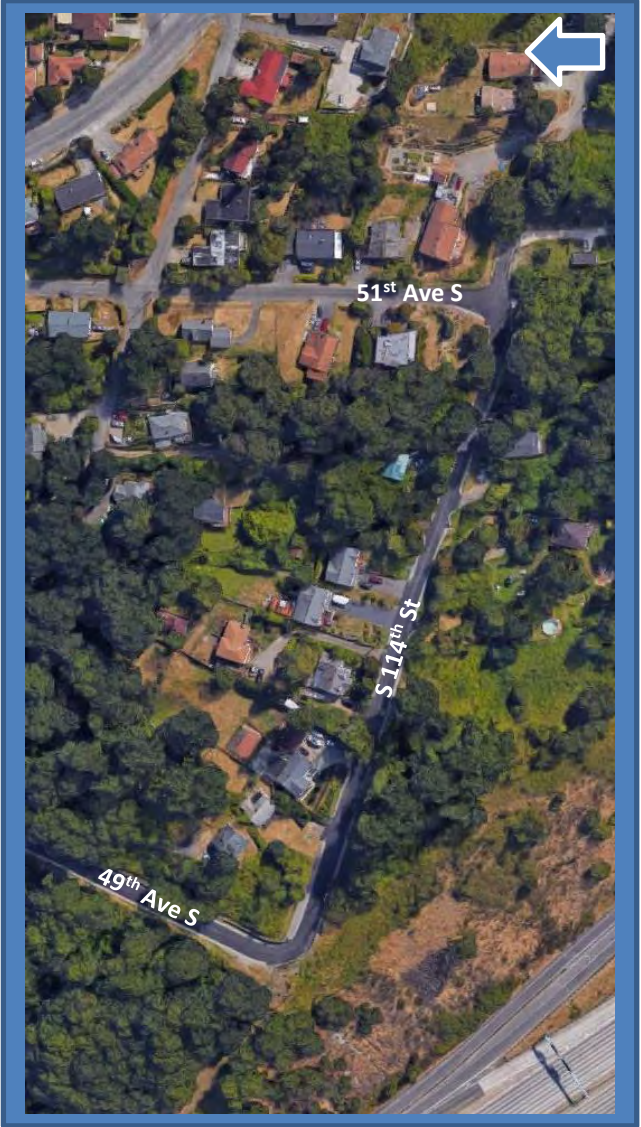
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide a safer corridor and access to public transit along Beacon Ave S for pedestrian and bicycles, if done in conjunction with 51st Ave S.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of S 114th St. Adjust existing storm drainage structures. Underground overhead utilities and replace any removed street lights. Remove large trees in ROW. Center roadway within linear 40’ ROW zone.
- **Option 2:** Widen roadway to 28’ to provide two 14’ travel/parking lanes and install a 5’ sidewalk with curb and gutter along the north side of S 114th St. Adjust existing storm drainage structures. Underground overhead utilities and replace any removed street lights. Remove large trees in ROW.
- **Option 3:** Widen roadway to 28’ to provide two 14’ travel/parking lanes and install a 5’ sidewalk with curb and gutter along the north side S 114th St and the south side from 51st Ave S west for 300’. Adjust existing storm drainage structures. Underground overhead utilities and replace any removed street lights. Remove large trees in ROW.



Source: Google Maps



49th Ave S and S 114th St; looking east.



S 114th St and 51st Ave S; looking west.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to provide two 14’ travel/parking lanes and installing 5’ sidewalks with curb and gutter along both sides of S 114th St. Adjust the existing storm drainage structures. Underground overhead utilities located along the south side of the corridor.

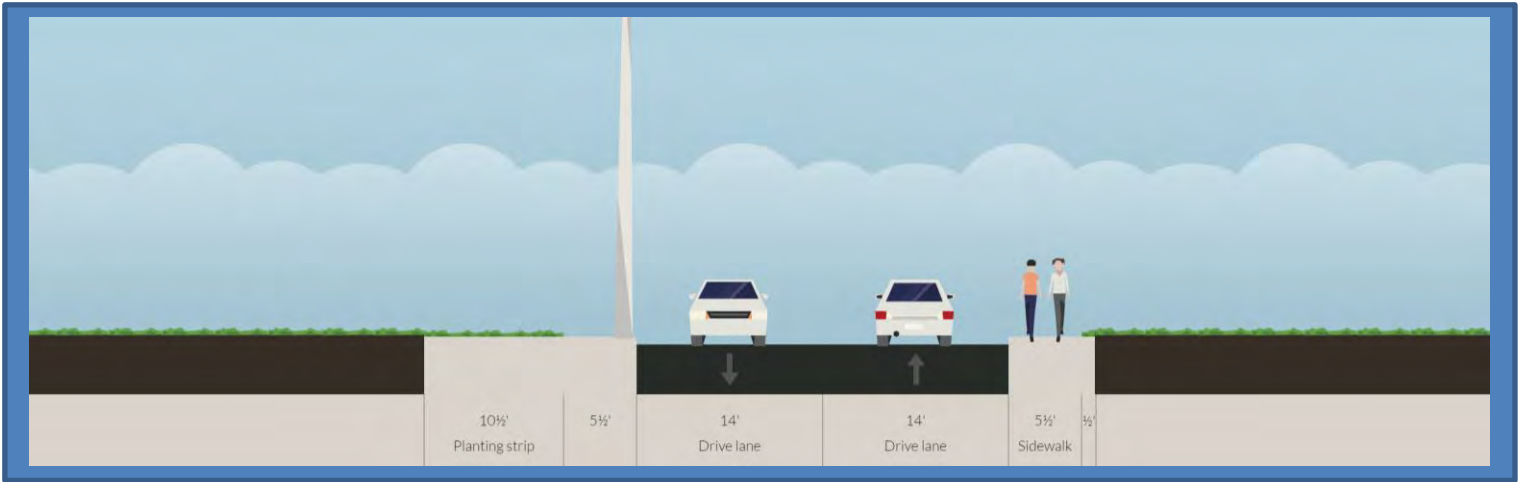
ROW in this corridor is non-linear. At least 50’ ROW is provided throughout, but the ROW alignment jogs by 10’ roughly halfway through the corridor. Despite this jog, a linear 40’ ROW section is provided. The improvements will be centered within this linear section. While no ROW acquisition will be necessary, temporary construction easements will be required for the center 400’ of the corridor. Elsewhere, ROW expands to 60’ or is adjacent to WSDOT Limited Access.

Though there are slopes on the south side, a fill retaining wall is not anticipated. The north-side cut slopes will require retaining walls for the east half of the project.

There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$174,000
RIGHT-OF-WAY	\$45,000
CONSTRUCTION	\$1,156,000
UTILITY UNDERGROUNDING	\$780,000
<hr/>	
TOTAL COST	\$2,155,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 162nd St from 48th Ave S to East End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 13’.
- Corridor length of 275’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family.

CONSTRAINTS

- 30’ ROW
- Overhead utilities on both sides of S 162nd St.
- Large trees, fences and steep slopes near edge of pavement.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- In conjunction with improvements on 48th Ave S, this would create a corridor to S 160th St and local transit routes.
- Improve a narrow corridor to facilitate both pedestrian and vehicle traffic.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 20’ to provide two 10’ travel lanes and install a 5’ sidewalk with curb and gutter along the north side of 162nd St. Install storm drainage structures throughout corridor. Underground overhead utilities and replace removed streetlight.
- Option 2: Maintain average roadway width of 13’, add 5’ sidewalk to the north side of 162nd St, add storm drainage facilities, underground utilities and replace streetlight. Sidewalk may be added to south side of 162nd by acquiring ROW on south end of corridor.



Source: Google Maps



Large trees near west end of S 162nd St at 48th Ave S; looking east.



East end of S 162nd St with large trees and fences near edge of pavement; looking east.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

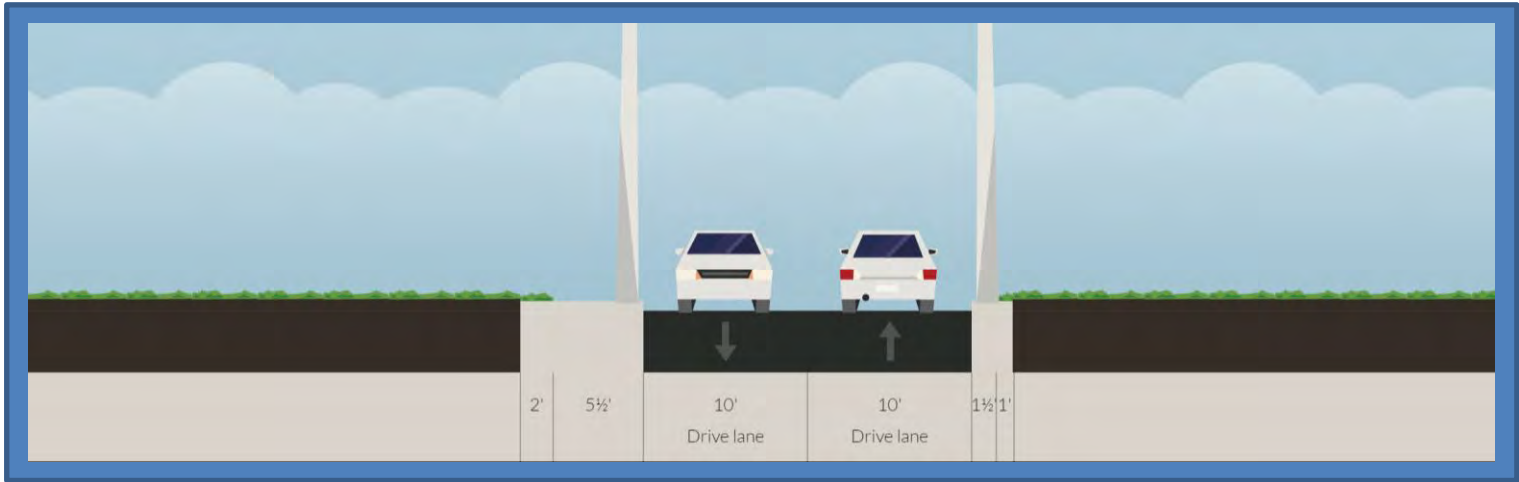
This project involves widening the roadway to 20’ to provide two 10’ travel lanes and installing a 5’ sidewalk with curb and gutter along the north side of 162nd St. Underground overhead utilities located along both sides of the corridor.

ROW is too narrow to meet the Tukwila requirement to provide sidewalks along both sides of any street over 200’ long. At least 1’ throughout project limits would need to be required to install a section with 5’ sidewalks and 10’ travel lanes.

The recommended improvements can be made in the existing ROW. Temporary construction easements will be required along both sides of the roadway; 3’ of temporary construction easement will be required along the north side of the projects, and 2.5’ along the south side of the project. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$31,000
RIGHT-OF-WAY	\$38,000
CONSTRUCTION	\$206,000
UTILITY UNDERGROUNDING	\$250,000
<hr/>	
TOTAL COST	\$525,000



Typical improved cross section for Option 1; looking east (Preferred Option)

S 163rd PI from East End of Road to 51st Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 32’.
- Corridor length of 520’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Adjacent properties are single family.
- Dead end cul-de-sac.
- Parking along side of road and along soft shoulder near 51st Ave S.

CONSTRAINTS

- 40’ ROW
- Trees and smaller shrubs along ROW.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect pedestrians to the continuous sidewalks along 51st Ave S.

IMPROVEMENT OPTIONS

- **Option 1:** Reduce roadway to 28’ to provide two 14’ travel/parking lanes. Install 5’ sidewalks with curb and gutter along both sides of S 163rd PI. Adjust existing storm drainage structures and install new storm drainage structures throughout corridor.



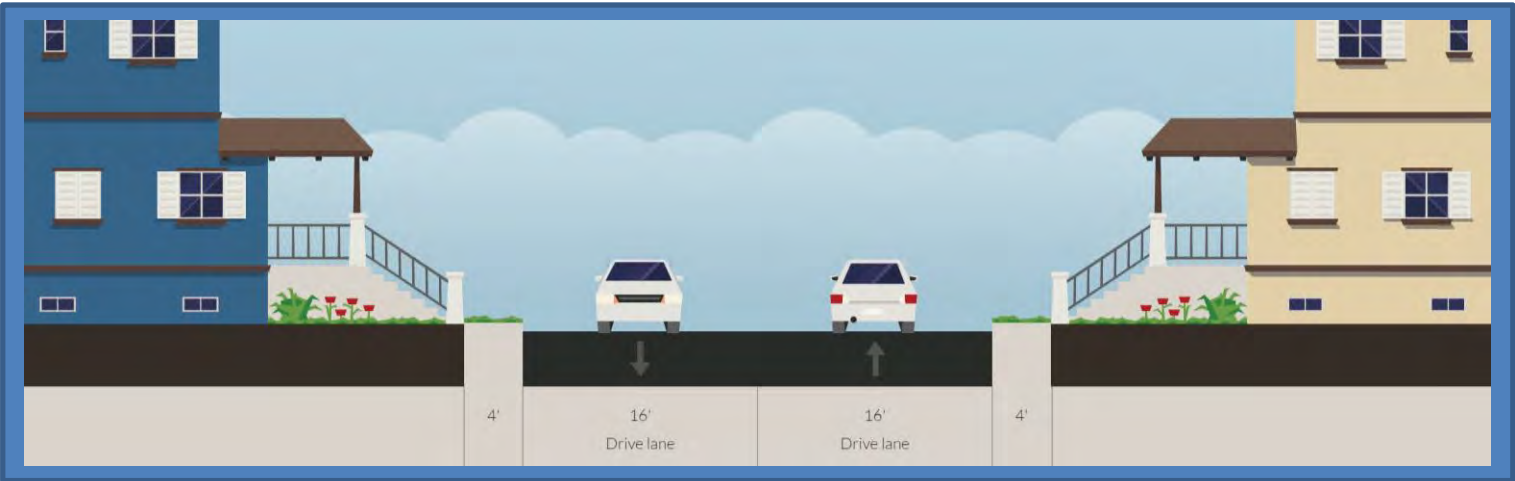
Source: Google Maps



S 163rd St at Cul-de-Sac, facing west.



S 163rd St and 51st Ave S, facing east.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

This project involves reducing the roadway to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of S 163rd PI. Adjust existing storm drainage structures and install new storm drainage structures throughout corridor.

These improvements would enhance pedestrian safety and accessibility along the corridor. These improvements can be made in the existing ROW. 4.5’ temporary construction easement is requires along both sides of the roadway throughout project limits. There will be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$62,000
RIGHT-OF-WAY	\$117,000
CONSTRUCTION	\$410,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$589,000



Typical improved cross section for Option 1; looking east (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width 14’.
- Corridor length of 160’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family.
- Corridor dead ends after two homes currently, but ROW continues north.

CONSTRAINTS

- Average ROW* width of 60’; usable space restricted by steep slopes.
- Overhead utilities on west side of 50th Ave S.
- Steep slopes on both sides of corridor; retaining wall would be needed to stabilize slopes on east side of 50th Ave S to widen corridor.
- Large trees near edge of pavement.
- Potential elevation issues at driveways due to steep slopes.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved safety along a narrow corridor.
- In conjunction with improvements along S 112th St this would improve access to transit routes.

IMPROVEMENT OPTIONS

- Option 1: Construct 5’ sidewalk on the west side of the road to improve pedestrian access and safety for residents of adjacent single family homes. Install storm drainage structures throughout corridor
- Option 2: Widen roadway to 28’ to provide two 14’ travel/parking lanes and install a 5’ sidewalk with curb and gutter along the west side of the roadway. Underground overhead utilities and



Source: Google Maps



Potential elevation issues at driveways; looking south.



North end of 50th Ave S with steep slopes on both sides of corridor; looking north.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

This project involves maintaining the existing roadway and installing a 5' sidewalk with curb and gutter along the west side of the 50th Ave S.

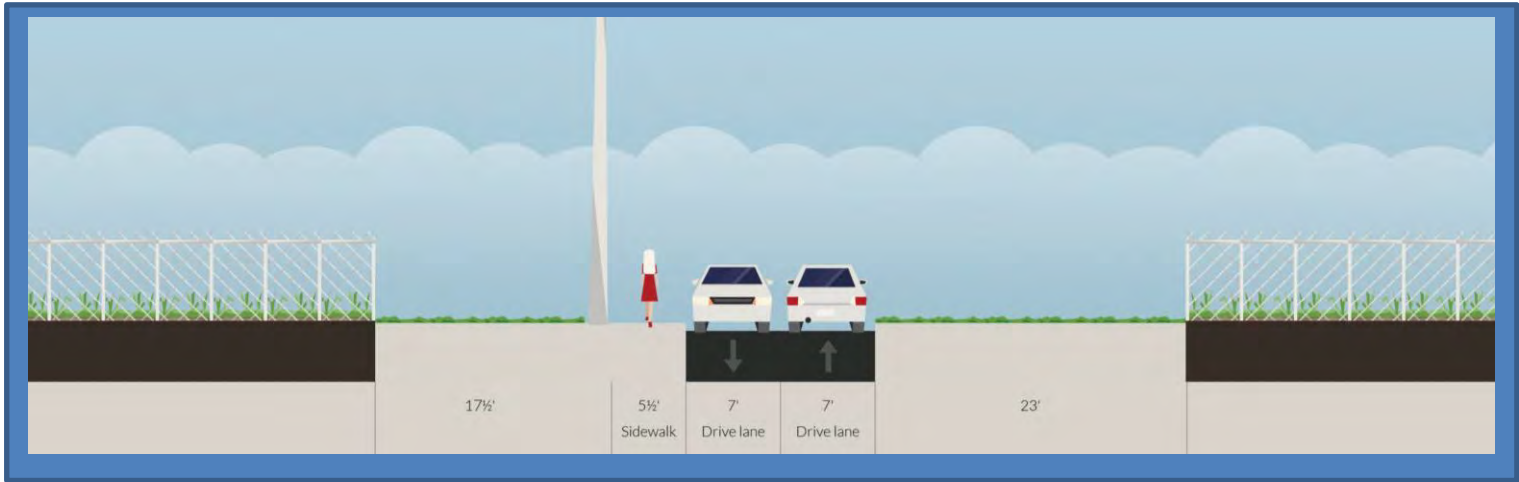
50th Ave S, north of S 112th St, is a dead-end corridor that serves the surrounding single family homes. The existing corridor is approximately 160' long and has 14' total feet of pavement width. No parking, shoulders or designated pedestrian facilities are present on either side of the road. The west side of 50th Ave S connects multiple single family homes, while the east side has only grass and shrubs on a steep slope leading up from the roadway.

The existing right-of-way width according to King County GIS data is 60'. The proposed cross section results in a total of 40.5' of right-of-way behind the new sidewalks (17.5' to the west and 23' to the east). This design provides safe pedestrian access for the residents along the west side of 50th Ave S. Due to the steep slope on the east side of the road and lack of pedestrian destinations, the east side will remain as existing.

Improvements can be made within ROW. Temporary construction easements will not be required to complete improvements. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$18,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$117,000
UTILITY UNDERGROUNDING	\$150,000
<hr/>	
TOTAL COST	\$285,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- No centerline; Average roadway width of 18'
- Corridor length of 1,150'.
- No designated bicycle facilities or sidewalks.
- Soft shoulder along both sides of roadway.

CONTEXT

- Adjacent land use is residential with single family homes.
- Parking along soft shoulder on both sides of S 125th St.

CONSTRAINTS

- 50' ROW. King County GIS appears to have parcels south of S 125th St shifted south into Duwamish River.
 - Duwamish River forces constructible area within ROW into 36' choke point.
 - Overhead utilities along corridor, switching from the south side to the north side of corridor where Duwamish River hugs edge of roadway.
 - Duwamish River borders south side of corridor.
- *ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect to existing sidewalks at southern end of corridor.
- Provide bike facilities to promote ridership and provide wayfinding.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28' to provide two 14' travel/parking lanes with sharrows and install 5' sidewalks with curb and gutter along both sides of S 125th St for westernmost 400' and easternmost 360'. In between—where roadway is constrained by river embankment—widen roadway to 20' for two 10' travel lanes with sharrows and install 5' sidewalks with curb and gutter along both sides. Underground overhead utilities and replace removed street lights. Install storm drainage structures throughout corridor.



Source: Google Maps



S 125th St and 50th PI S, facing west



S 125th St with view of constriction caused by Duwamish River, facing east.



Typical existing cross section; looking west.

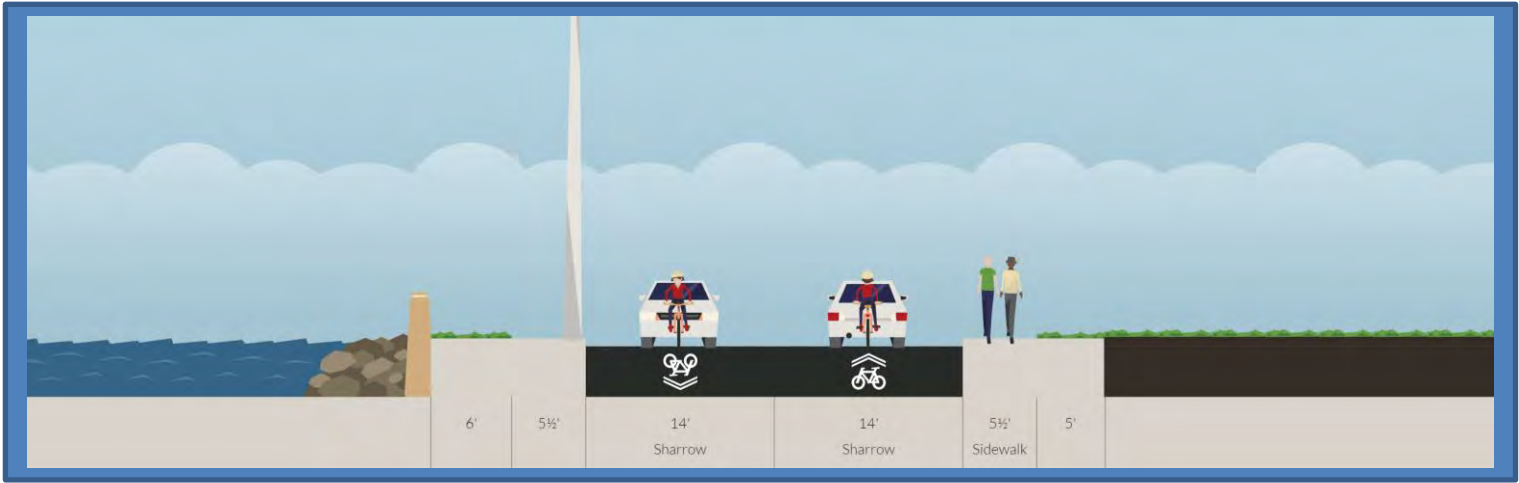
PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to provide two 14’ travel/parking lanes with sharrows and installing 5’ sidewalks with curb and gutter along both sides of S 125th St where possible (western 400’ and eastern 360’). In between, improvement options are limited by the Duwamish River, so parking will not be provided and the section will be changed to have 20’ pavement with 10’ travel lanes and sharrows. Underground overhead utilities and install storm drainage structures throughout corridor.

The improvements can be made within ROW. There may be impacts to existing fencing, landscaping, mailboxes, and fire hydrants. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$180,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,199,000
UTILITY UNDERGROUNDING	\$1,060,000
<hr/>	
TOTAL COST	\$2,439,000



Typical improved cross section for Option 1; looking west.

EXISTING CONDITIONS

- Double-yellow centerline with RMPs; Average roadway width of 36' with 18' travel lanes.
- Corridor length of 490'.
- No designated bicycle facilities.
- 5' sidewalk along west side of E Marginal Way S.

CONTEXT

- Adjacent land use is a mix of commercial and residential with businesses and single family homes.
- Northbound and southbound bike lanes along E Marginal Way S north of S 126th St.
- West-side sidewalk north and south of corridor limits, east-side sidewalk south of corridor limits only.

CONSTRAINTS

- ROW tapers from 70' to 80' north of intersection with S 126th St, 60' ROW at S 126th St.
- Overhead utilities along both sides of E Marginal Way S
- Retaining wall along east side of E Marginal Way

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect to existing sidewalks along east side of E Marginal Way S, from S 128th St south.
- Provide bike facilities to promote ridership and provide wayfinding.

IMPROVEMENT OPTIONS

- **Option 1:** Reduce roadway width to 34' feet, providing two 12' travel lanes with 5' bicycle lanes in both directions. Install a 5' sidewalk with curb and gutter along the east side of the roadway. Underground overhead utilities and replace removed streetlights. Connect new catch basins to storm drain mainline.
- **Option 2:** Maintain existing pavement width of 36' and restripe to provide two 13' travel lanes with 5' bicycle lanes in both directions. Install 5' sidewalk with curb and gutter along the east side of E Marginal Way S, Underground overhead utilities and replace removed streetlights. Connect new catch basins



Source: Google Maps



E marginal Way S and S 126th St, looking south



E Marginal Way S and S 128th St, looking north



Typical existing cross section (80' ROW); looking north.

PROJECT DESCRIPTION

This project involves reducing roadway width to 34' feet to provide two 12' travel lanes with 5' bicycle lanes in both directions. Maintain the existing 5' sidewalk along the west side of E Marginal Way S and install a 5' sidewalk with curb and gutter along the east side of the roadway. Maintain existing west-side sidewalks and curb. Underground overhead utilities located along both sides of the corridor. Install new east-side catch basins and tie into existing storm drain mainline.

By reducing roadway from 36' to 34', improvements will avoid impacting the existing retaining wall along the east side of E Marginal Way S.

The improvements can be made within ROW. No temporary construction easement are required. There may be impacts to existing fencing, landscaping, mailboxes, and fire hydrants. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$41,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$273,000
UTILITY UNDERGROUNDING	\$450,000
<hr/>	
TOTAL COST	\$764,000



Typical improved cross section for Option 1; looking north

EXISTING CONDITIONS

- Double-yellow centerline with RMPs; Average roadway width of 36' with 18' travel lanes.
- Corridor length of 490'.
- No designated bicycle facilities.
- 5' sidewalks along both sides of E Marginal Way S.
- 3 Parking spaces along east side of E Marginal Way S near S 130th St.

CONTEXT

- Adjacent land use is a mix of commercial and residential with businesses, apartments and single family homes.

CONSTRAINTS

- 60' ROW.
- Overhead utilities along both sides of E Marginal Way S
- Sections of retaining wall along east side of E Marginal Way S near S 128th St.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect to existing sidewalks along east side of E Marginal Way S, from S 128th St south.
- Provide bike facilities to promote ridership and provide wayfinding.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing roadway width and 5' sidewalks along both sides of E Marginal Way S. Maintain roadway centerline. Remove parking spaces in front of Topline Market. Stripe 6' bike lanes along curbs. Underground overhead utilities located along both sides of E Marginal Way S and replace streetlights.
- **Option 2:** Maintain existing roadway width and 5' sidewalks along both sides of E Marginal Way S. Maintain roadway centerline and parking spaces. Stripe 6' bike lane along west curb. Install sharrows in travel lane along east side. Underground overhead utilities located along both sides of E Marginal Way S and replace streetlights.



Source: Google Maps



E Marginal Way S and S 128th St, looking south



E Marginal Way S and S 130th St, looking north



Typical existing cross section (80' ROW); looking north.

PROJECT DESCRIPTION

This project involves maintaining the existing roadway width of 36’ and 5’ sidewalks along both side of E Marginal Way S. Maintain existing centerline. Restripe roadway to provide 6’ bike lanes along both sides of the roadway. Remove the existing three parking spaces in front of Topline Market.

Existing drainage will be maintained.

The improvements can be made within ROW. No temporary construction easement are required. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$29,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$189,000
UTILITY UNDERGROUNDING	\$450,000
<hr/>	
TOTAL COST	\$668,000



Typical improved cross section for Option 1; looking north

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 20’.
- Corridor length of 640’.
- No designated bicycle facilities or sidewalks.
- Gravel shoulder along both sides of corridor.

CONTEXT

- Surrounding area land use is predominantly single family.
- Gravel pedestrian path between 43rd Ave S and 44th Ave S.
- Parking along soft shoulder along both sides of roadway.

CONSTRAINTS

- 60’ ROW.
 - Overhead utilities along east side of 43rd Ave S.
 - Segments of drainage ditch along both sides of corridor.
 - Large trees near roadway along west side of 43rd Ave S.
- *ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved access to local library, school and church.
- Improved access to local transit routes.
- In conjunction with improvements on S 140th St and S 142nd St this would create a corridor to existing sidewalks.
- Create official path to Tukwila schools parking lot; evidence of frequent foot traffic through planter strip between school property and S 142nd St.

IMPROVEMENT OPTIONS

- Option 1: Widen the roadway to 28’ to accommodate two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter to both sides of 43rd Ave S. Large trees near the roadside may require removal to complete construction. Underground overhead utilities along the east side of the corridor and replace removed street lights. Install storm drainage structures.



Source: Google Maps



Gravel pedestrian path to 44th Ave S on east side of 43rd Ave S; looking NE.



Heavily utilized perpendicular parking on gravel shoulders; looking south.



Typical existing cross section; looking north.

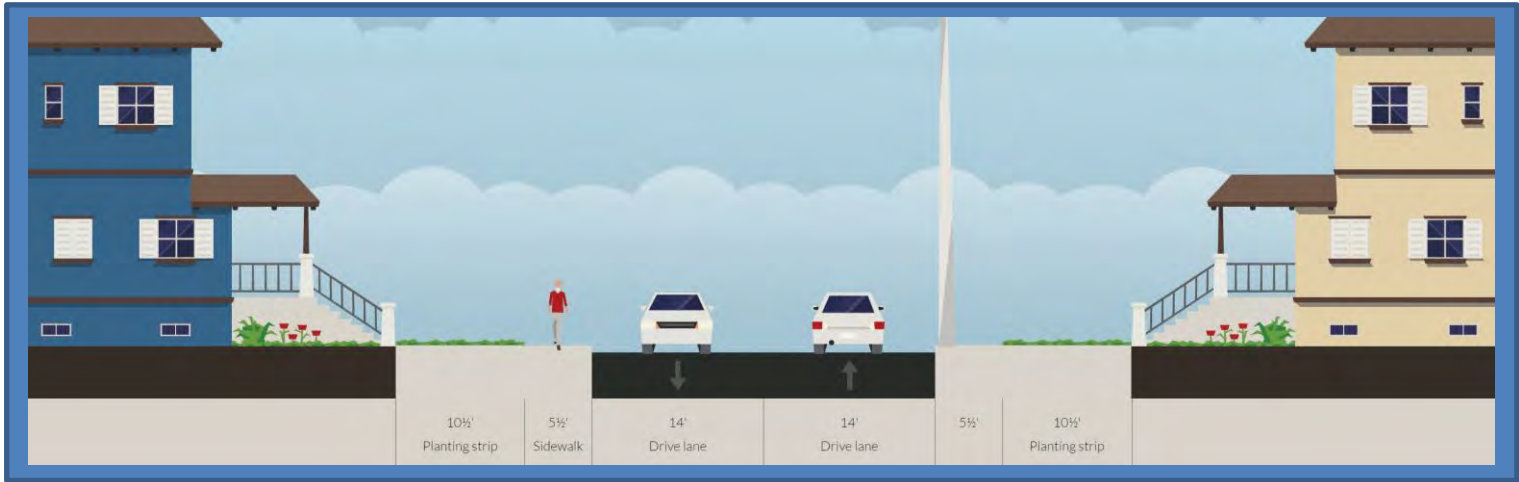
PROJECT DESCRIPTION

This project involves widening the roadway to 28' to provide two 14' travel/parking lanes and installing 5' sidewalks with curb and gutter to both sides of the 43rd Ave S. Underground overhead utilities located along the east side of the corridor. Several large trees are located along the east side of the roadway within ROW that may require removal to complete construction. Install storm drainage facilities throughout project limits.

These improvements can be made in the existing ROW. No temporary construction easements will be required to complete construction. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$111,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$736,000
UTILITY UNDERGROUNDING	\$590,000
<hr/>	
TOTAL COST	\$1,437,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 117th St from 39th Ave S to 40th Ave S

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 24’.
- Corridor length of 315’.
- No designated bicycle facilities.
- Sidewalk on north side of S 117th St.
- Curb and gutter along both sides of S 117th St.
- No parking permitted along this corridor.

CONTEXT

- Surrounding area land use is predominantly single family.

CONSTRAINTS

- Average ROW* width of 40’.
 - Overhead utilities on north side of S 117th St.
 - Landscaping on south side of S 117th St.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Provide safe and accessible sidewalk connection for south side of S 117th St to 40th Ave S.

IMPROVEMENT OPTIONS

- Option 1: Install sidewalk behind curb and gutter on south side of the roadway. Underground existing overhead utilities (shift utility line from north side of street to south side of street). Relocate conflicting fences as necessary. Remove conflicting trees as necessary.
- Option 2: Install sidewalk with curb and gutter on both sides of the corridor. Underground existing overhead utilities and conflicting trees. Relocate conflicting fences, mailboxes, and other obstructions.



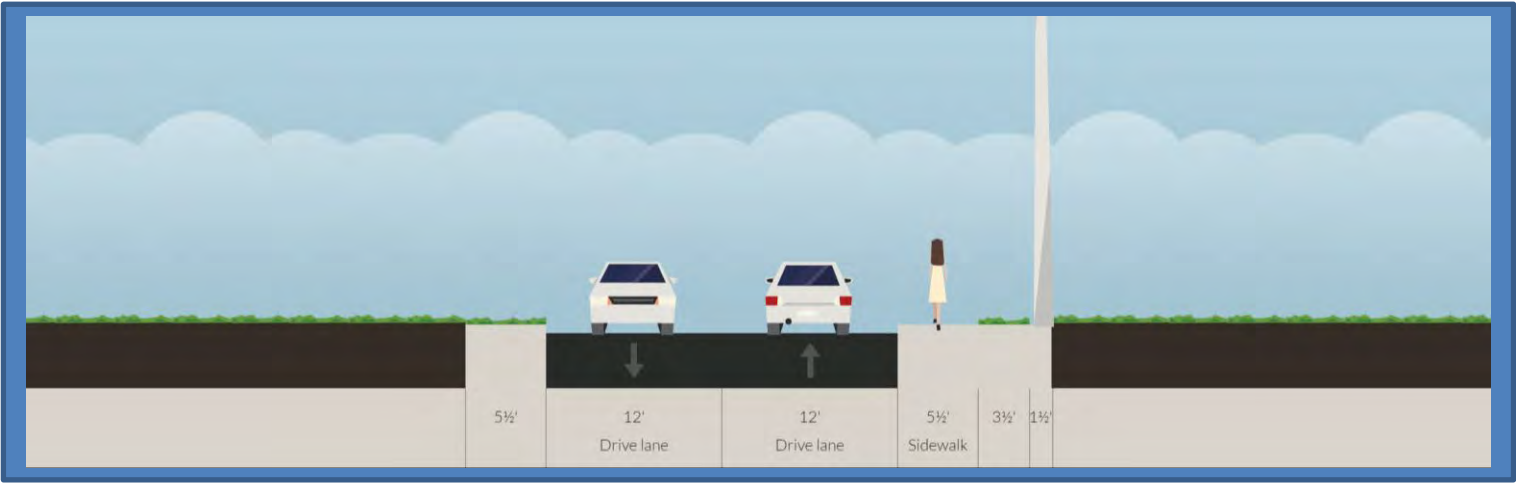
Source: Google Maps



Existing sidewalk, fences and landscaping; looking east.



Existing sidewalk, fences and landscaping; looking west.



Typical existing cross section; looking west.

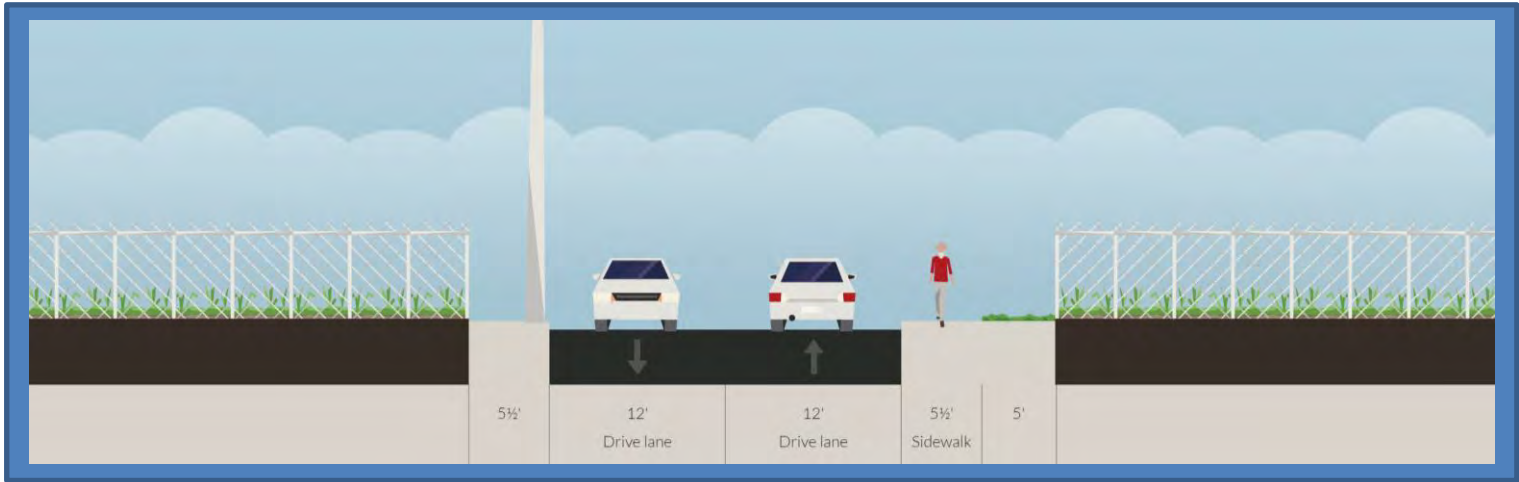
PROJECT DESCRIPTION

This project involves installing sidewalk behind existing curb and gutter along the south side of the roadway and undergrounding overhead utilities. The existing sidewalk on the north side (where the utility lines are located) will remain and the utility line will be shifted to the south side during undergrounding. Alternatively, the City may wish to consider installing new sidewalk on both sides of the corridor if it is preferred to keep overhead utilities on the north side when undergrounding. Because curb and gutter is already installed along the roadway, drainage work is not anticipated.

These improvements would enhance pedestrian safety and accessibility along the corridor. These improvements can be made in the existing ROW. There will be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$13,000
RIGHT-OF-WAY	\$40,000
CONSTRUCTION	\$84,000
UTILITY UNDERGROUNDING	\$290,000
<hr/>	
TOTAL COST	\$427,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 163rd Place from 45th Ave S to 46th Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 27’.
- Corridor length of 280’.
- No designated bicycle facilities or sidewalks.
- Existing curbs on both sides of the road.

CONTEXT

- Surrounding area land use is predominantly single family.
- Crestview Park is located west of 45th Ave S with access along a paved path between two properties.
- Parking permitted along both side of roadway.

CONSTRAINTS

- Average ROW* width of 50’.
 - Overhead utilities on both sides of S 163rd Place.
 - Tiered landscaping around large tree near east end of S 163rd Place; may require modification if corridor is widened.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improve pedestrian access to Crestview Park.
- In conjunction with improvements on connecting streets, this would create a connection to existing sidewalks on S 160th St.

IMPROVEMENT OPTIONS

- Option 1: Maintain existing travel and parking lanes while constructing new 5’ sidewalks on both sides of the roadway behind existing curbs.



Source: Google Maps



Street parking utilized on north side of S 163rd Place; looking west.



East end of S 163rd Place with tiered landscaping on south side of corridor; looking east.



Typical existing cross section; looking east.

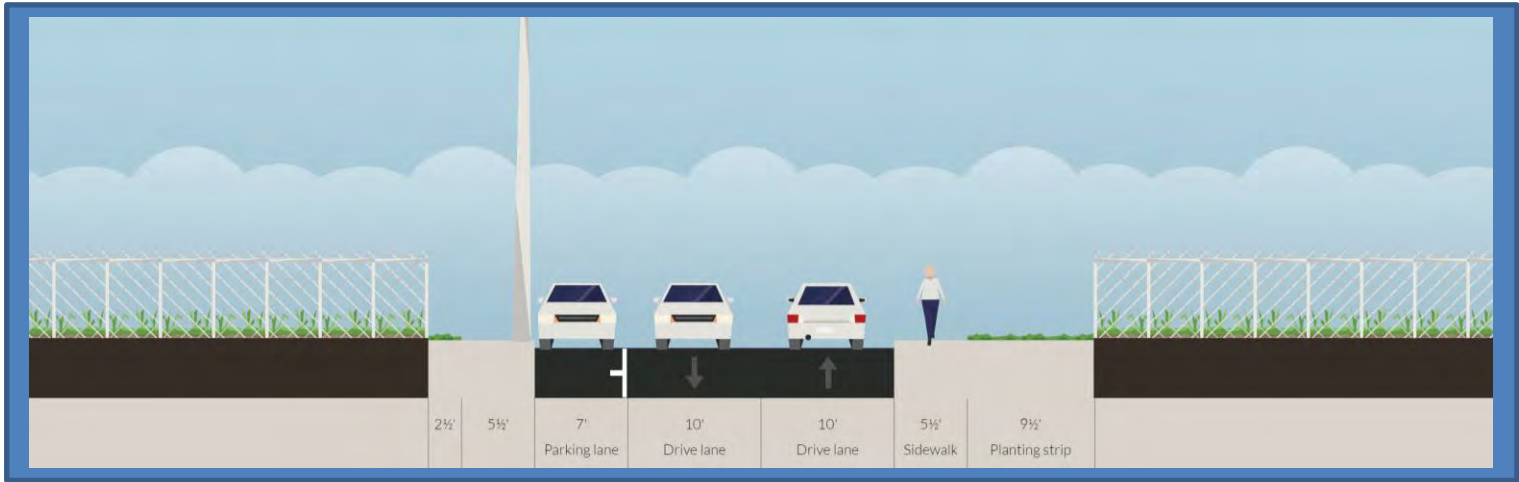
PROJECT DESCRIPTION

S 163rd PI is a local roadway intended to serve the surrounding single family homes. It is approximately 280' in length and has two 10' travel lanes and one 7' on-street parking lane. There are existing curbs through the corridor, though it does not have any designated pedestrian facilities. The proposed cross section will add 5' sidewalks along both sides of the street, improving pedestrian connectivity to Crestview Park; if sidewalks are constructed along 46th Ave S, pedestrian connectivity to S 160th St will also be improved. Underground overhead utilities located along both sides of S 163rd PI.

These improvements can be made in the existing ROW. 2.5' temporary construction easement will required along the north side of improvements throughout project limits. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$26,000
RIGHT-OF-WAY	\$18,000
CONSTRUCTION	\$170,000
UTILITY UNDERGROUNDING	\$260,000
<hr/>	
TOTAL COST	\$474,000



Typical improved cross section for Option 1; looking east (Preferred Option)

S 142nd St from 42nd Ave S to 43rd Ave S

EXISTING CONDITIONS

- Centerline approaching 42nd Ave S intersection with RMP's, 20' average roadway width.
- Corridor length of 300'.
- No designated bicycle facilities
- Approximately 100' of existing 5' sidewalk, at grade with pavement along the south side of S 142nd St near 42nd Ave S.

CONTEXT

- Adjacent properties are primarily residential; single family homes north of roadway, with Foster High School to the south.

CONSTRAINTS

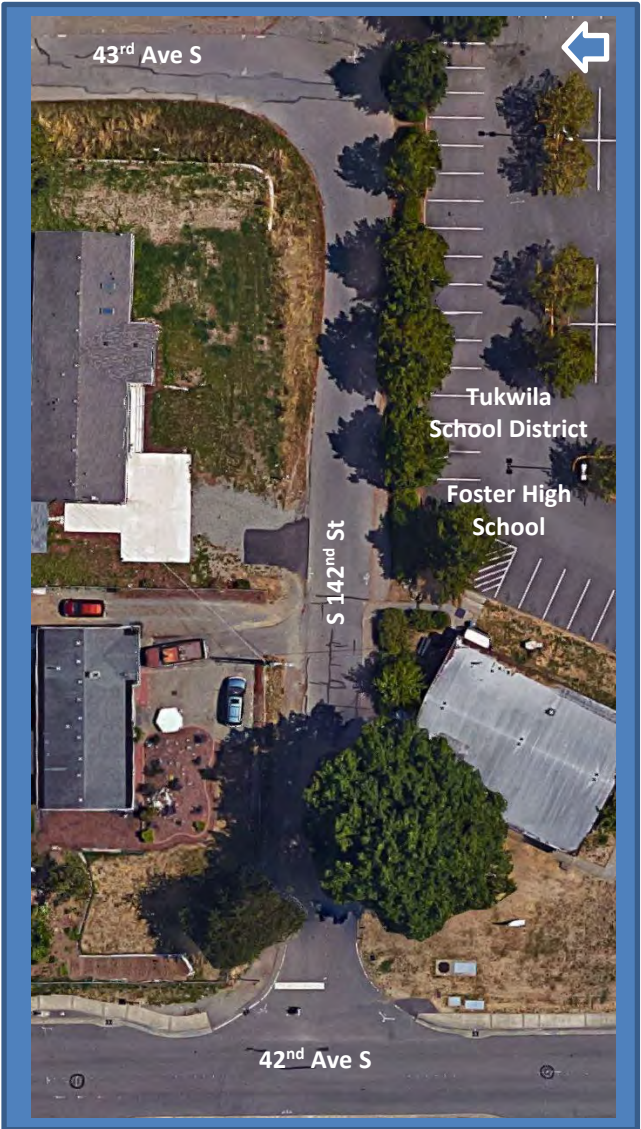
- 60' ROW. At S 142nd St and 42nd Ave S stop bar, ROW reduces to 30' for 10'.
 - Overhead utilities along north side of S 142nd St.
 - Fence along north side of S 142nd St near 42nd Ave S.
 - Metal bollards along south side of S 142nd St near 42nd Ave S.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalks on 42nd Ave S.
- Improve corridor to local transit routes, schools, library and church.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28' to provide two 14' travel/parking lanes and install 5' sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



Retaining wall and fence at S 142nd St and 43rd Ave S; looking east.



Existing walkway on south side of S 142nd St; looking west.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities located along the north side of S 142nd St and install storm drainage structures throughout corridor.

This recommendation assumes that ROW can be acquired from the School property to cover the 10’ sliver of 30’ ROW. An additional 5’ of temporary construction easement is also required at this location. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$57,000
RIGHT-OF-WAY	\$43,000
CONSTRUCTION	\$380,000
UTILITY UNDERGROUNDING	\$280,000
<hr/>	
TOTAL COST	\$760,000



Typical improved cross section for Option 1; looking east (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 24’.
- Corridor length of 700’.
- No designated bicycle facilities or sidewalks.
- Soft shoulder along both sides of roadway.

CONTEXT

- Surrounding area land use is predominantly single family.
- 49th Ave S is bound by S 122nd St and S 124th St; roadway is for local access only.
- Parking along soft shoulder.

CONSTRAINTS

- Average ROW* width of 50’.
- Overhead utilities on west side of 49th Ave S.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved safety, parking, and pedestrian access along 49th Ave S.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor



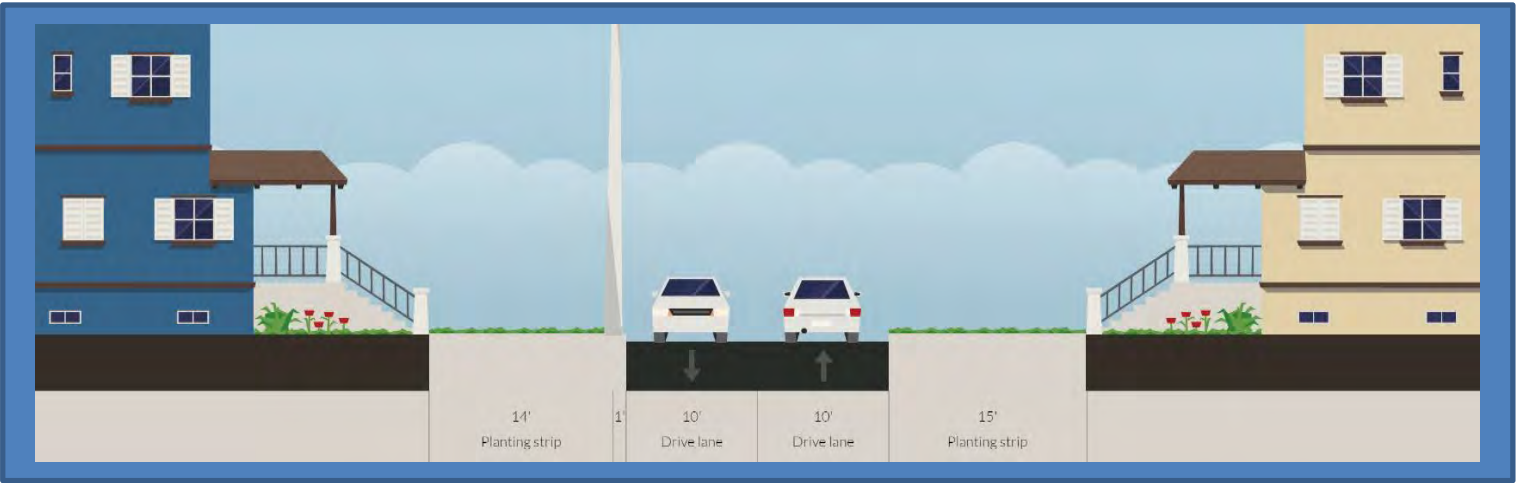
Source: Google Maps



Near S 122nd St, facing south.



Near S 124th St, facing south.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

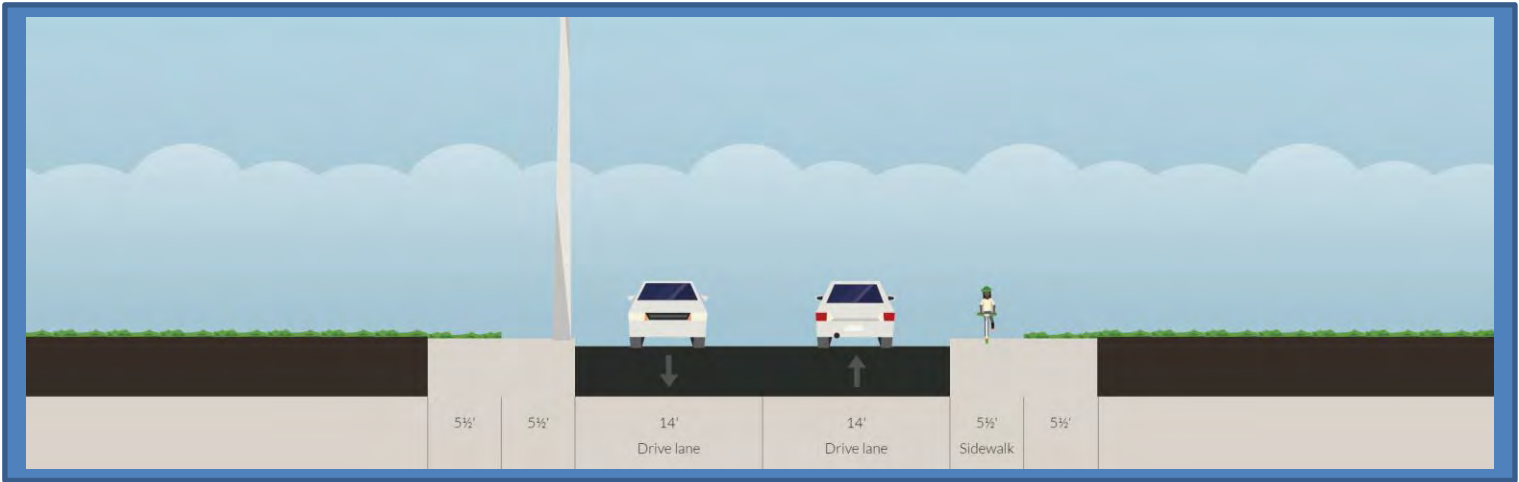
This project involves widening the roadway to provide two 14’ travel/parking lanes and installing 5’ sidewalks with curb and gutter along both sides of the corridor. Underground overhead utilities located along the west side of 49th Ave S and install storm drainage structures throughout corridor.

These improvements would enhance parking, pedestrian safety, and accessibility along the corridor.

These improvements can be made in the existing ROW. No temporary construction easements are needed to complete the suggested improvements. There will be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$123,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$819,000
UTILITY UNDERGROUNDING	\$640,000
<hr/>	
TOTAL COST	\$1,582,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted Speed Limit
- Dashed centerline and white edge line along east side of roadway. Average roadway width of 28', two 12' travel lanes with 4' shoulder.
- Corridor length of 2,975'
- Existing 5' sidewalk along the west side of 37th Ave S.
- Existing 5' sidewalk along east side of roadway for southernmost 175' and between S 140th St and S 135th St.

CONTEXT

- Adjacent properties are a mix of commercial and residential with businesses multi-family housing and single family homes.
- Parking along east side soft shoulder.

CONSTRAINTS

- 60' ROW north of S 140th St, 50' ROW south of S 140th St generally. 60' ROW for 230' north of S 142nd St.
 - Overhead utilities along the east side of corridor.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Complete existing sidewalk along 37th Ave S.
- Improve pedestrian corridor to transit stops along S 144th St and S 135th St.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing pavement width and existing sidewalks. Install 5' sidewalk with curb and gutter to complete existing sidewalk along the east side of 37th Ave S between S 144th St and S 135th St. Underground overhead utilities and replace removed streetlights. Connect new storm drainage structures to existing mainline.
- **Option 2:** Maintain existing pavement width and existing sidewalks where sidewalks exist along both sides of corridor. Where only west side sidewalk exists, widen roadway to 32', maintaining the current 12' travel lanes and providing an 8' parking lane along the east side of the road. Install 5' sidewalk with curb and gutter to complete existing sidewalk along the east side of 37th Ave S between S 144th St and S 135th St. Underground overhead utilities and replace removed streetlights. Connect new storm drainage structures to existing mainline.



Source: Google Maps



37th Ave S near S 135th St, facing south.



37th Ave S and S 144th St, facing north



Typical existing cross section; looking north.

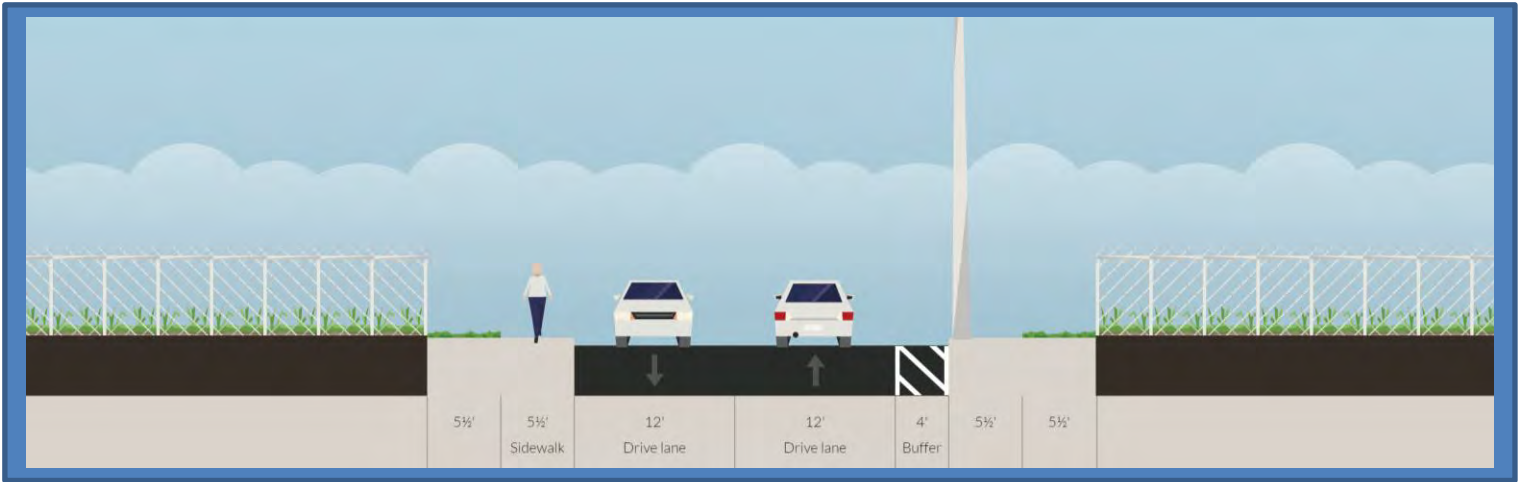
PROJECT DESCRIPTION

This project involves maintaining the existing pavement width of 28’ and installing a 5’ sidewalk with curb and gutter along the east side of 37th Ave S between S 144th St and S 140th St (approximately 1,140’). Underground overhead utilities located along the east side of the roadway and connect new storm drainage structures to existing mainline.

These improvements can be made in the existing ROW. No temporary construction easements are needed to complete suggested improvements. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$160,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,061,000
UTILITY UNDERGROUNDING	\$2,740,000
<hr/>	
TOTAL COST	\$3,961,000



Typical improved cross section for Option 1; looking north (Preferred Option)

45th Place S from S 163rd Place to South End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 28’.
- Corridor length of 160’.
- No designated bicycle facilities or sidewalks.
- Curb along both sides of roadway.
- Street parking permitted; observed to be primarily utilized on the west side of 45th Place S.

CONTEXT

- Surrounding area land use is predominantly single family.
- 45th Place S ends at a cul-de-sac.
- Parking along both sides of 45th Pl S.

CONSTRAINTS

- Average ROW* width of 50’. (Assume roadway is centered in ROW, though GIS appears to have roadway centerline approximately 5’ east of ROW centerline.)
- Overhead utilities on east side of 45th Place S
- Significant landscaping on west side of 45th Place S limits usable width to 40’ while minimizing community impact.

*ROW widths based on King County GIS data

OPPORTUNITIES

- In conjunction with improvements on connecting streets this would create a connection to existing sidewalks

IMPROVEMENT OPTIONS

- Option 1: Install 5’ sidewalks behind existing curbs. No roadway work. Underground aerial utilities.



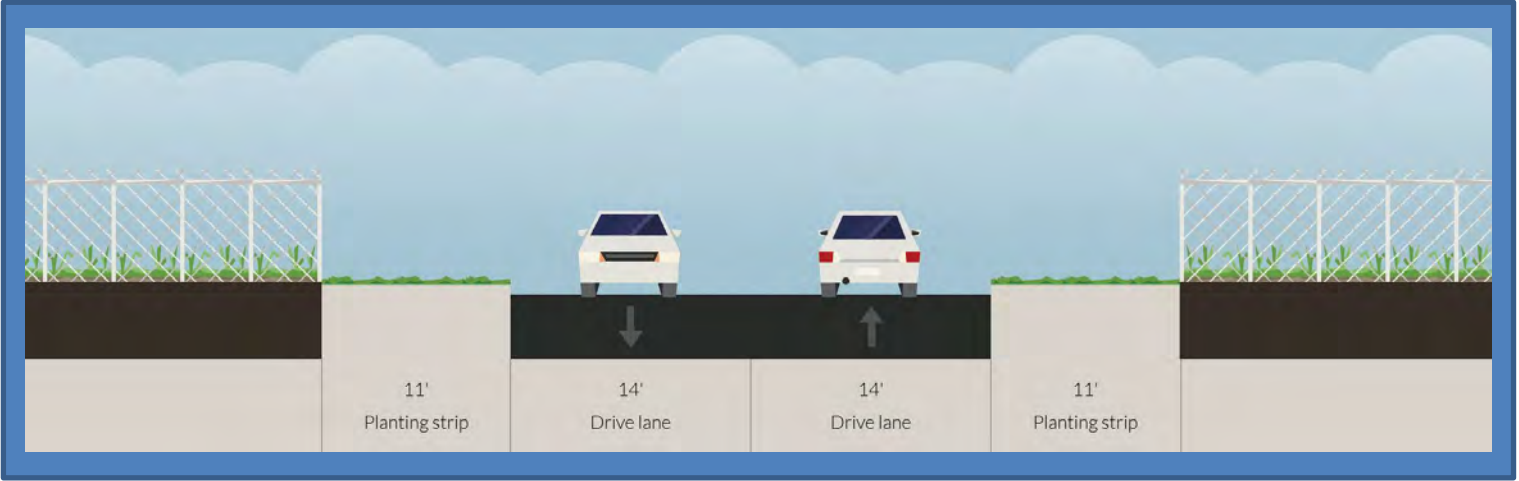
Source: Google Maps



Short retaining walls and large trees near edge of cul-de-sac; looking west.



Landscaping potentially in ROW; looking SW.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

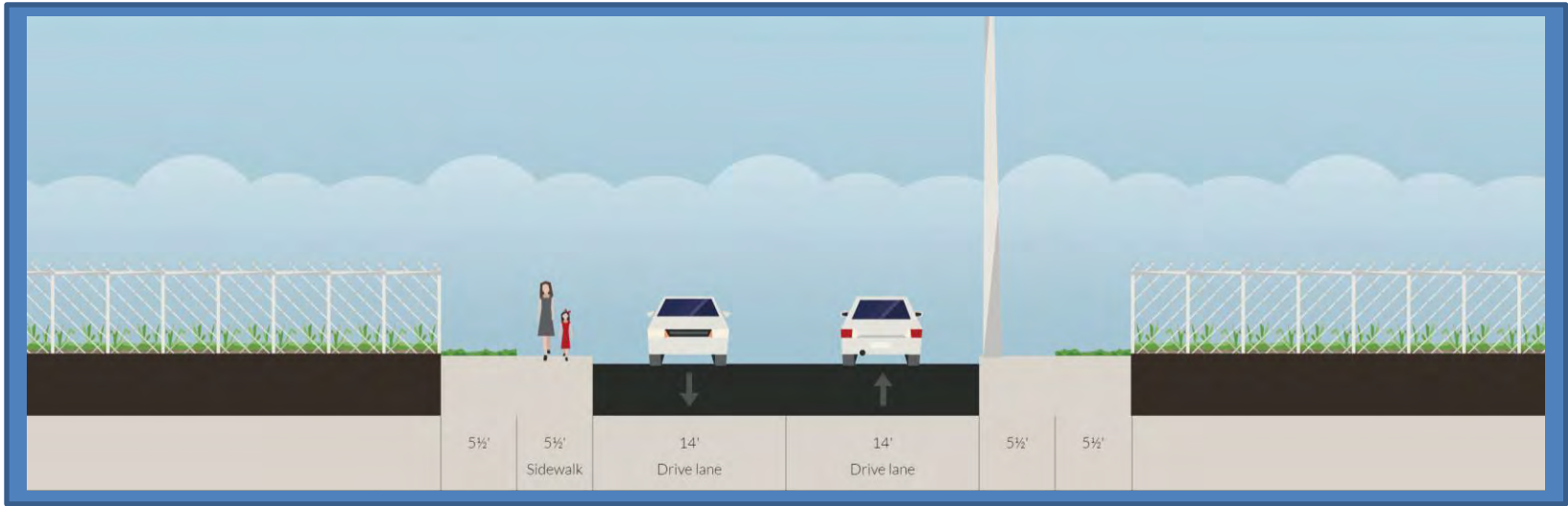
This project involves maintaining the existing roadway width and curb lines along both sides. New 5’ sidewalks will be installed behind each curb line. Underground overhead utilities located along the east side of 45th Pl S.

45th Place S is a cul-de-sac which serves single family homes. One block north of S 163rd Place, there are existing sidewalks along S 160th St. This project, if done along with the adjacent roads to the north would connect to this existing pedestrian network.

These improvements can be made within the existing ROW. There may be impacts to existing landscaping, hydrants and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$16,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$105,000
UTILITY UNDERGROUNDING	\$150,000
<hr/>	
TOTAL COST	\$271,000



Typical improved cross section for Option 1; looking north (Preferred Option)

45th Ave S from S 163rd Place to North End of ROW

EXISTING CONDITIONS

- No striping; average roadway width of 26’.
- Corridor length of 125’.
- No designated bicycle facilities or sidewalks.
- Existing curbs on both sides of the road.

CONTEXT

- Surrounding area land use is predominantly single family.
- Crestview Park is located west of 45th Ave S with access along a paved path between two properties.
- North of 125’ segment, roadway is considered a private access road controlled by adjacent property owners.

CONSTRAINTS

- Average ROW* width of 50’.
- Overhead utility lines cross from the east side to the west side above the corridor limits.
- Large trees near edge of roadway.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Improve access to Crestview Park.
- In conjunction with improvements on connecting streets this would create a connection to existing sidewalks on S 160th St.

IMPROVEMENT OPTIONS

- Option 1: Maintain roadway width. Install 5’ sidewalk behind existing curb along both sides of roadway. Underground overhead utilities and replace removed streetlights.



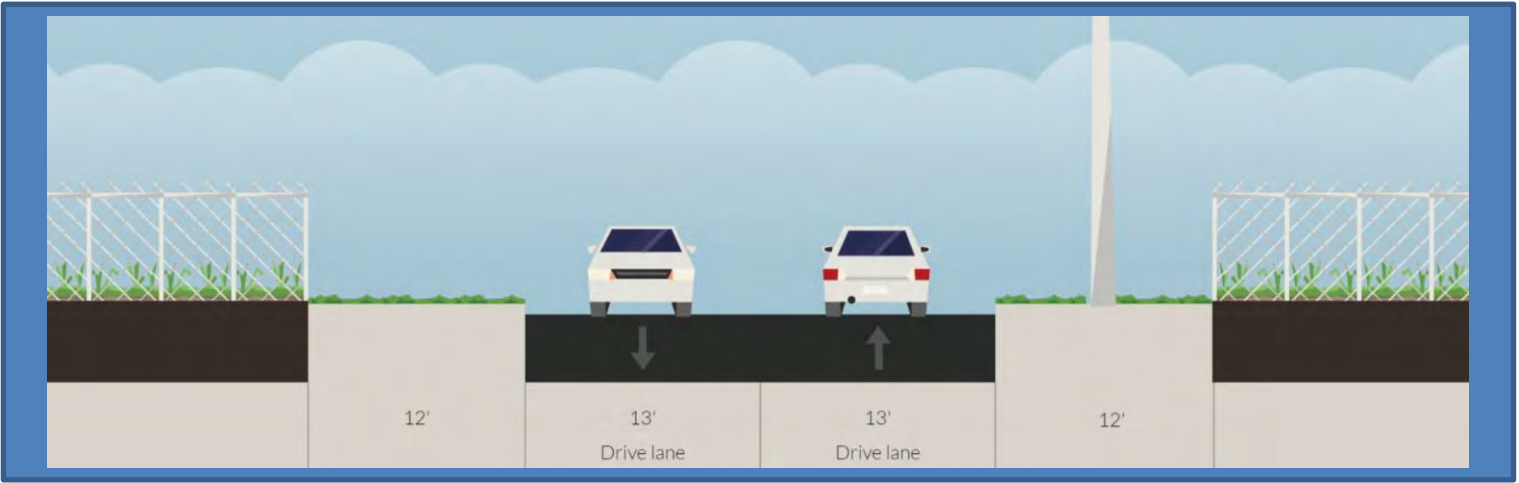
Source: Google Maps



North end of 45th Ave S with continuation on private road; looking north.



Crestview Park access path at south end of 45th Ave S; looking south.



Typical existing cross section; looking north.

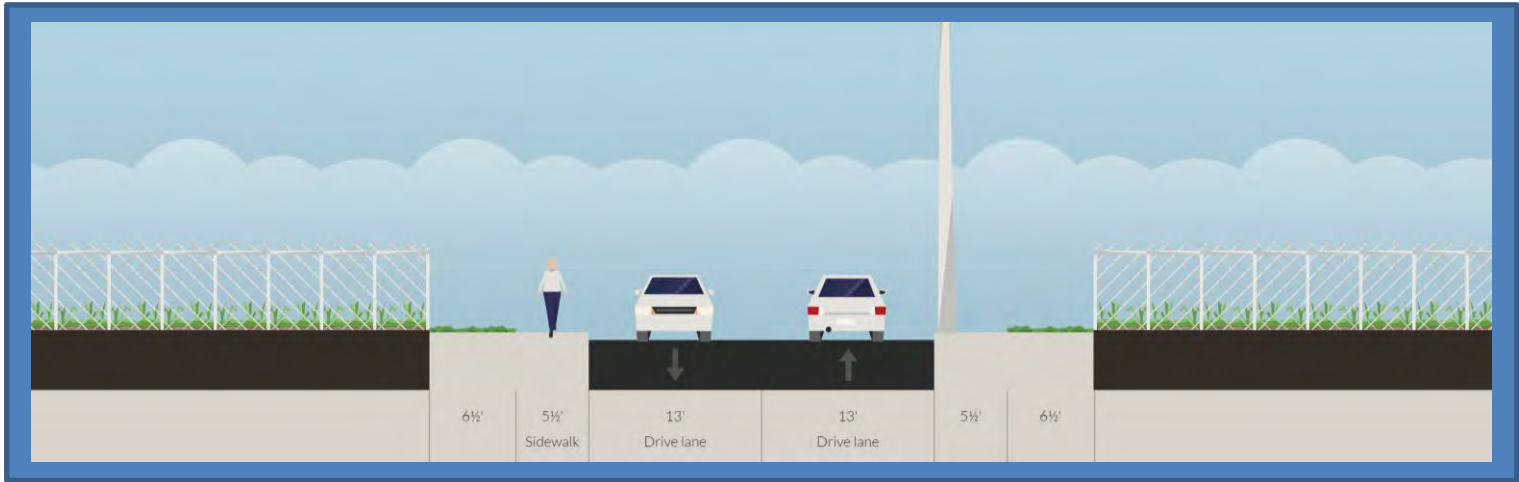
PROJECT DESCRIPTION

This project includes maintaining the existing roadway width and curb and installing 5’ sidewalks along both sides of 45th Ave S.

These improvements can be made in the existing ROW. No temporary construction easements are required to complete suggested improvements. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$12,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$75,000
UTILITY UNDERGROUNDING	\$120,000
<hr/>	
TOTAL COST	\$207,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 25’.
- Corridor length of 690’.
- No designated bicycle facilities or sidewalks.
- Soft shoulder along both sides of 47th Ave S.

CONTEXT

- Adjacent properties are residential with single family homes.
- 47th Ave S is bound by S 122nd St and S 124th St; roadway is for local access only.
- Parking along soft shoulder on both sides of roadway.

CONSTRAINTS

- 50’ ROW.
- Overhead utility lines along east side of 47th Ave S.

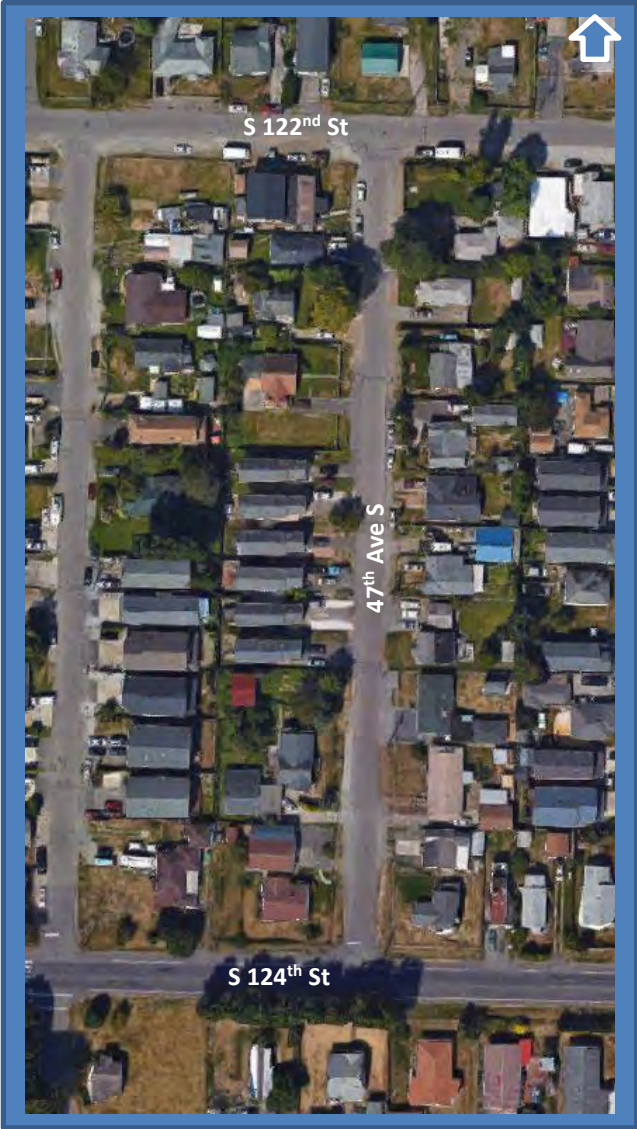
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Increase pedestrian safety and access to S 124th St and S 122nd St.

IMPROVEMENT OPTIONS

- Option 1: Widen the roadway to 28’ to accommodate two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter to both sides of 47th Ave S. Underground overhead utilities and replace removed street lights. Install storm drainage structures throughout corridor.



Source: Google Maps



Facing north.



Facing south.



Typical existing cross section; looking north.

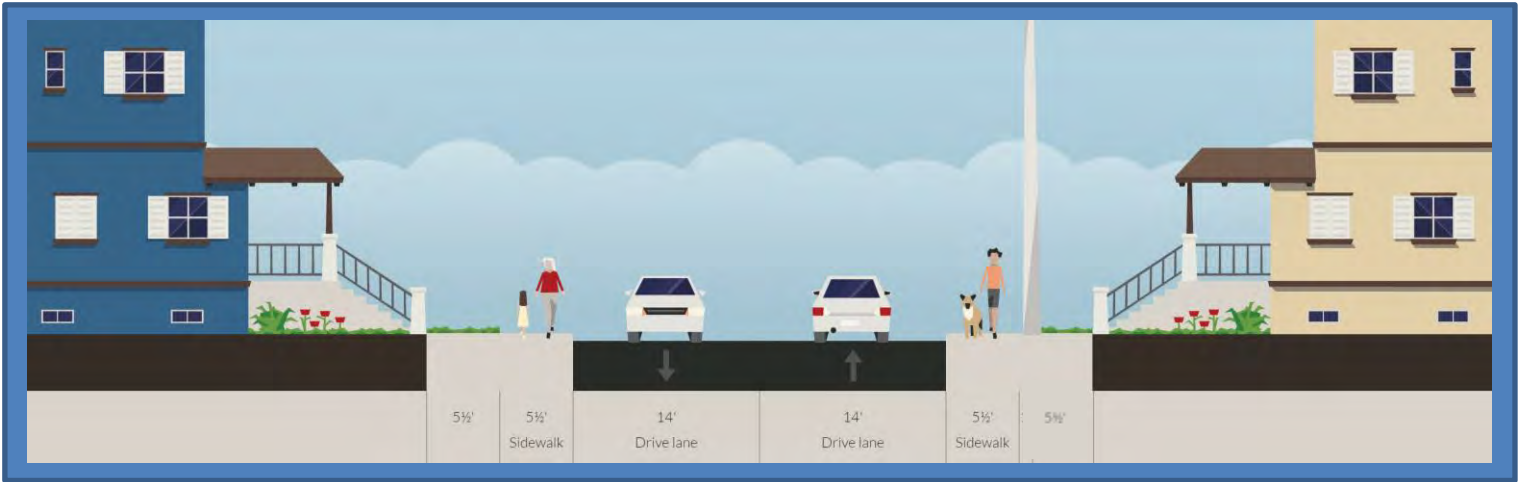
PROJECT DESCRIPTION

This project involves widening the roadway to 28' to provide two 14' travel/parking lanes and installing 5' sidewalks with curb and gutter to both sides of the 47th Ave S. Underground overhead utilities located along the east side of the corridor. Several large trees are located along the east side of the roadway within ROW that may require removal to complete construction. Install storm drainage facilities throughout project limits.

These improvements can be made in the existing ROW. No temporary construction easements will be required to complete construction. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$108,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$717,000
UTILITY UNDERGROUNDING	\$630,000
<hr/>	
TOTAL COST	\$1,455,000



Typical improved cross section for Option 1; looking north (Preferred Option)

40th Ave S from Southcenter Blvd to End of Road

EXISTING CONDITIONS

- Posted speed of 25 mph.
- Double yellow with RMP for approximately 140' from Southcenter Blvd south, with 28' roadway width. For remainder of corridor - no striping; average roadway width of 22'.
- Corridor length of 460'.
- No designated bicycle facilities, 5' sidewalk along west side of roadway, curb for northernmost 350'
- Gravel shoulder along east side of 40th Ave S at end of road.

CONTEXT

- Surrounding area land use is residential and predominantly multi-family housing.
- Parking along west side of roadway at south end of 40th Ave S. Parking along soft shoulder along east side of 40th Ave S at end of road.

CONSTRAINTS

- 60' ROW. ROW curve for first 110' of project from Southcenter Blvd south.
 - Overhead utilities start on east side of 40th Ave S approximately 110' south of Southcenter Blvd. Utilities cross over roadway and follow the west side of 40th Ave S to end of corridor.
 - Large trees in ROW along east side of 40th Ave S.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved access to local transit routes.
- Improve parking at south end of corridor and provide safe pedestrian corridor from apartments to Southcenter Blvd.

IMPROVEMENT OPTIONS

- **Option 1:** Improvements are to occur in two sections. For 350' from Southcenter Blvd to the end of existing east-side curb, maintain the sidewalk along the west side of 40th Ave S and the existing roadway conditions. Install a 5' sidewalk along the east side of the existing east curb. For the remaining 110' of the project, maintain the sidewalk along the west side of 40th Ave S and install a 5' sidewalk with curb and gutter along east side, maintaining existing pavement width. Large trees near the roadside may require removal to complete construction. Underground overhead utilities along both sides of the corridor and replace removed street lights. Maintain existing storm drainage.



Source: Google Maps



40th Ave S and Southcenter Blvd, looking south.



40th Ave S at end of road, looking north.



Typical existing cross section; south of S 154th Ln, looking north.

PROJECT DESCRIPTION

This project involves maintaining the existing roadway conditions and 5’ sidewalk running along the west side of 40th Ave S for the length of the corridor. Install a 5’ sidewalk behind the existing east curb line located along the northernmost 350’ of 40th Ave S, near the Southcenter Blvd intersection. For the remaining 110’, southern section of 40th Ave S, install a 5’ sidewalk with curb and gutter.

Large trees near the roadside may require removal to complete construction. Maintain existing storm drainage throughout the corridor. Underground overhead utilities located along the west side of 40th Ave S St, starting approximately 110’ south of the Southcenter Blvd intersection. Utilities then cross over roadway to the west side of 40th Ave S and continue to the end of the project limits.

These improvements can be made in the existing ROW. No temporary construction easements will be required to complete construction. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$25,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$166,000
UTILITY UNDERGROUNDING	\$320,000
<hr/>	
TOTAL COST	\$511,000



Typical improved cross section for Option 1, south of S 154th St; looking north (Preferred Option)

S 142nd St from 53rd Ave S to West End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 360’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use primarily single family.
- I-5 noise wall at west end of corridor.

CONSTRAINTS

- Average ROW* width of 45’ (tapers continuously from 42.5’ on west side to 47.5’ on east side).
 - Overhead utilities on south side of S 142nd St.
 - Near west end of S 142nd St the distance between existing fences reduces to 35’.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved access to local parks.

IMPROVEMENT OPTIONS

- Option 1: Widen pavement to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of S 142nd Ave S. Underground overhead utilities along the south side of roadway, replace removed streetlights and install storm drainage structures throughout corridor.



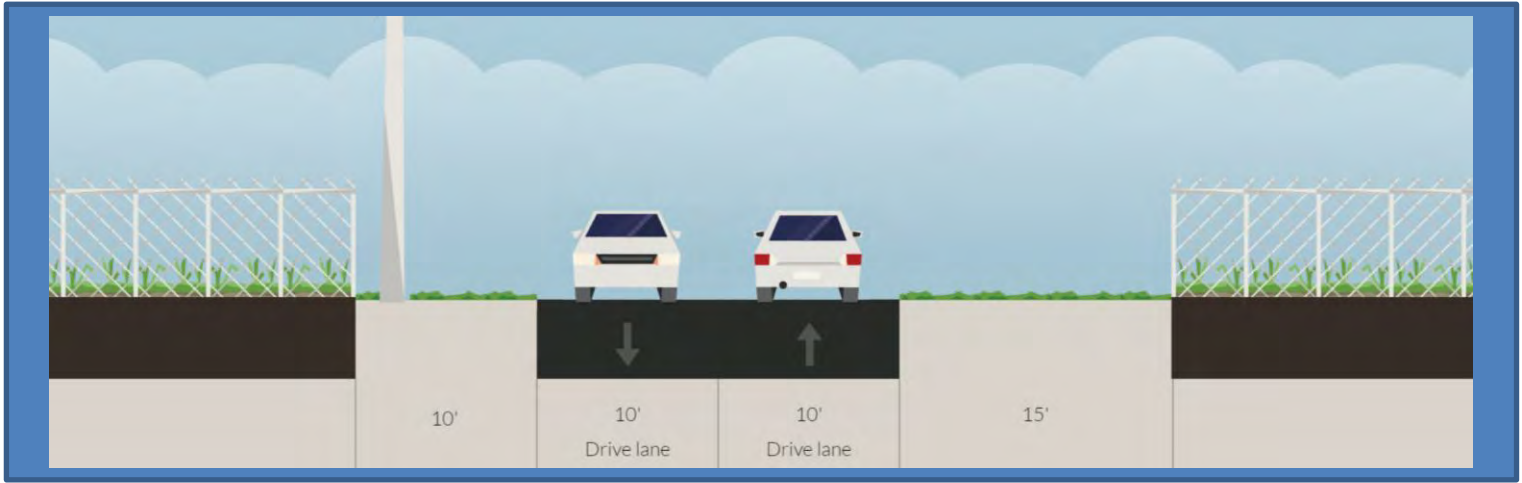
Source: Google Maps



West end of S 142nd St; looking west.



S 142nd St; looking east.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

This project will maintain expand the existing paved surface to 28’ (including gutters) to accommodate two 14’ travel/parking lanes. Install 5’ sidewalks with curb and gutter along each side of the roadway. Underground overhead utilities located along the south side of S 142nd St and install storm drainage structures throughout corridor.

Some private fences that are currently within ROW will be moved to the ROW line to allow for the sidewalk installation.

These improvements can be made in the existing ROW. An average of 2’ of temporary construction easement is required along both sides of the roadway for length of project limits. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$70,000
RIGHT-OF-WAY	\$36,000
CONSTRUCTION	\$466,000
UTILITY UNDERGROUNDING	\$330,000
<hr/>	
TOTAL COST	\$902,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 137th St from Macadam Rd S to 44th Ave S

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 24' including 5' paved shoulder.
- Corridor length of 780'.
- No designated bicycle facilities or sidewalks, though paved shoulder functions as a walkway.

CONTEXT

- Surrounding area land use primarily single family.
- The paved shoulder on the south side of S 137th St is labeled as a walkway and parking is prohibited.
- Multiple vehicles observed to be parked on the paved walkway.
- Existing sidewalk on south side of S 137th St west of 44th Ave S.

CONSTRAINTS

- Average ROW* width of 60'; usable width limited by steep slopes.
- Overhead utilities on both sides of S 137th St.
- Steep slopes, retaining walls, barriers and large trees near the east edge of the corridor.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalks west of 44th Ave S.
- Prevention of parking on walkway by adding sidewalks.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28' to provide tewo 14' travel/parking lanes and install 5' sidewalks with curb and gutter along both sides of S 137th St. Underground overhead utilities and replace existing illumination poles. Install strom drainage structures throughout corridor.



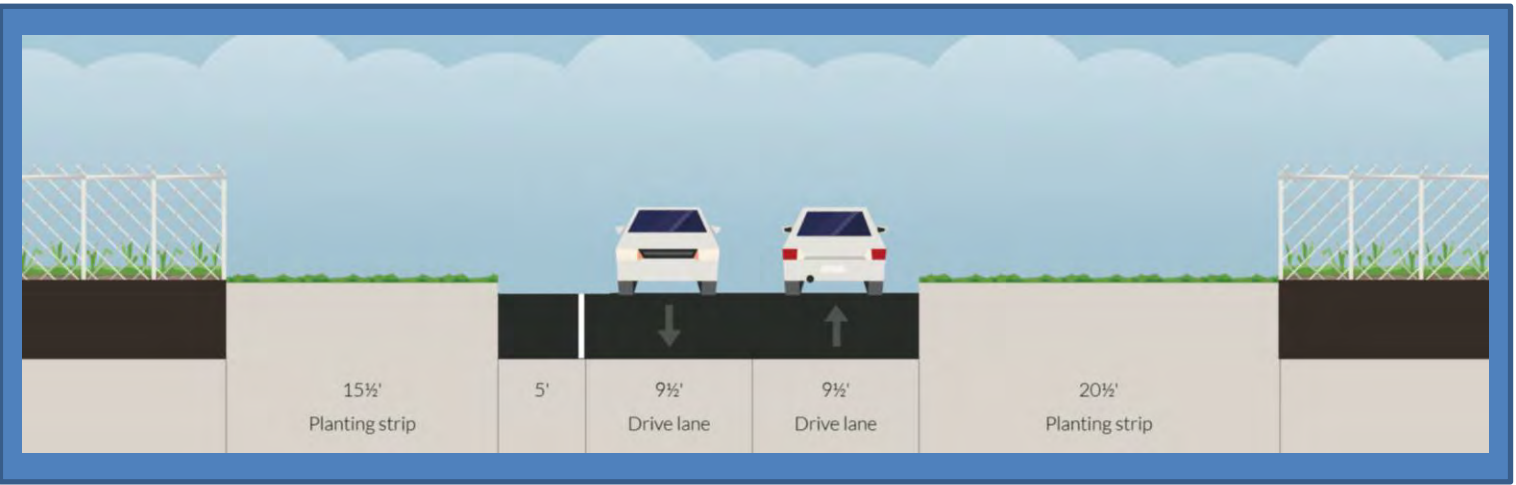
Source: Google Maps



Steep slopes and walls along S 137th St; looking east.



Barrier and paved shoulder along S 137th St; looking west.



Typical existing cross section; looking west.

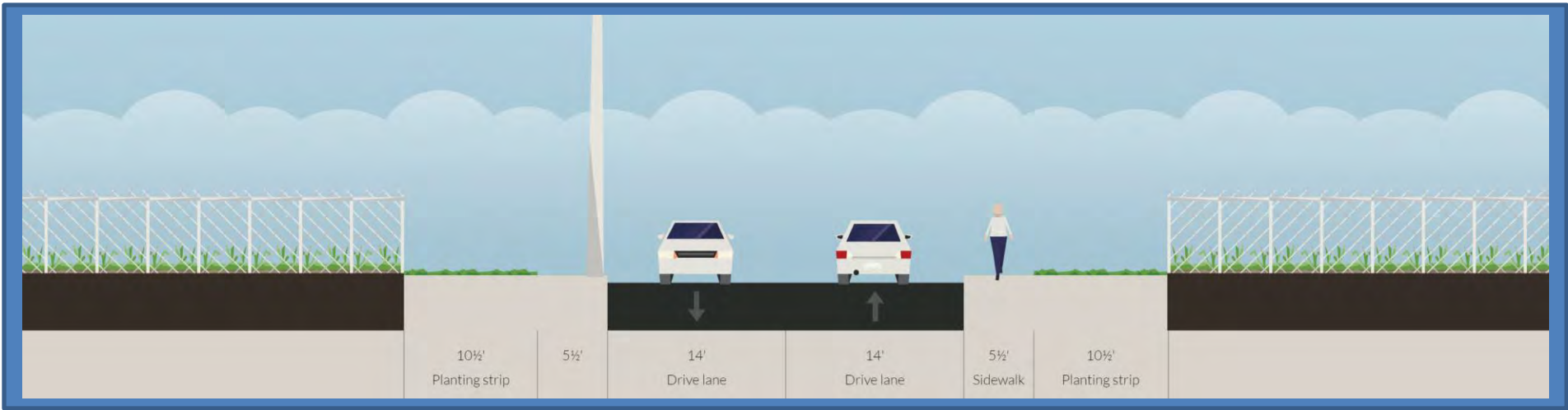
PROJECT DESCRIPTION

This project involves widening the roadway to 28' to provide two 14' travel/parking lanes and installing 5' sidewalks with curb and gutter along both sides of S 137th St. Underground overhead utilities located along the south side of the corridor, crossing over to the north side near 44th Ave S. Install storm drainage structures throughout corridor.

These improvements can be made within the existing ROW. No temporary construction easements will be required to complete proposed improvements. There will be impacts to existing landscaping, hydrants and mailboxes. Due to steep slopes on the east end at Macadam Rd S, walls will be needed behind the sidewalks for approximately 210 feet. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$162,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,074,000
UTILITY UNDERGROUNDING	\$720,000
<hr/>	
TOTAL COST	\$1,956,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 128th St from Military Rd S to 30th Ave S

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 20’.
- Corridor length of 630’.
- No designated bicycle facilities.
- Sidewalk along on south side of S 128th St next to commercial property.

CONTEXT

- Surrounding area land use a mix of commercial and single family residences.
- Vacant property on north side of corridor is zoned for commercial development.
- Soft shoulders along majority of corridor.
- Burien/Tukwila city limits parallel the north side of this corridor.
- SeaTac/Tukwila city limits parallel Military Rd S.

CONSTRAINTS

- Average ROW* width of 60’.
- Overhead utilities on north side of S 128th St.
- Landscaping and retaining walls along edge of properties.

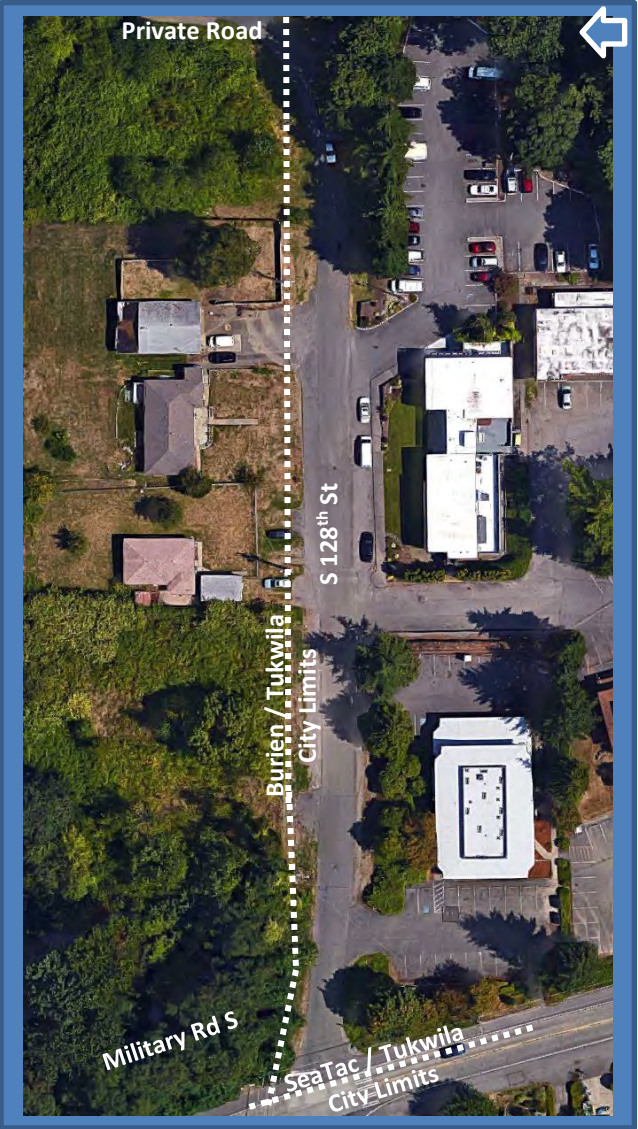
*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved access to Military Rd S and nearby transit routes.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 36’ to provide two 10’ drive lanes with 8’ parking lanes along both sides. Install 5’ sidewalks with curb and gutter along each side S 128th St. Underground overhead utilities along the north side of the roadway and replace streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



Fences and landscaping; looking east.



Existing sidewalk along segment of S 128th St; looking west.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

This project widens the existing roadway to 36’ to accommodate two 10’ travel lanes with 8’ parking lanes along both sides of the road. Install 5’ sidewalks with curb and gutter along both sides of S 128th St. Underground overhead utilities located along the north side of the project and install storm drainage structures throughout the corridor.

Where sidewalk exists in front of the Riverton Professional Center, this project will maintain the existing curb line.

These improvements can be made in the existing ROW. No temporary construction easements are required to complete suggested improvements. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$132,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$875,000
UTILITY UNDERGROUNDING	\$580,000
<hr/>	
TOTAL COST	\$1,587,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 22’.
- Corridor length of 590’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use primarily single family.

CONSTRAINTS

- Average ROW* width of 60’; usable width without major property impacts is approximately 50’ due to existing fence locations.
- Overhead utilities on east side of 38th Ave S.
- Retaining walls, large trees and fences along both sides of corridor.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved connection to Tukwila International Blvd and nearby transit routes via S 130th St.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’ to provide two 14’ travel/parking lanes and install a 5’ sidewalk with curb and gutter along both sides of the 38th Ave S. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



38th Ave S; looking north.



South end of 38th Ave S; looking south.



Typical existing cross section; looking north.

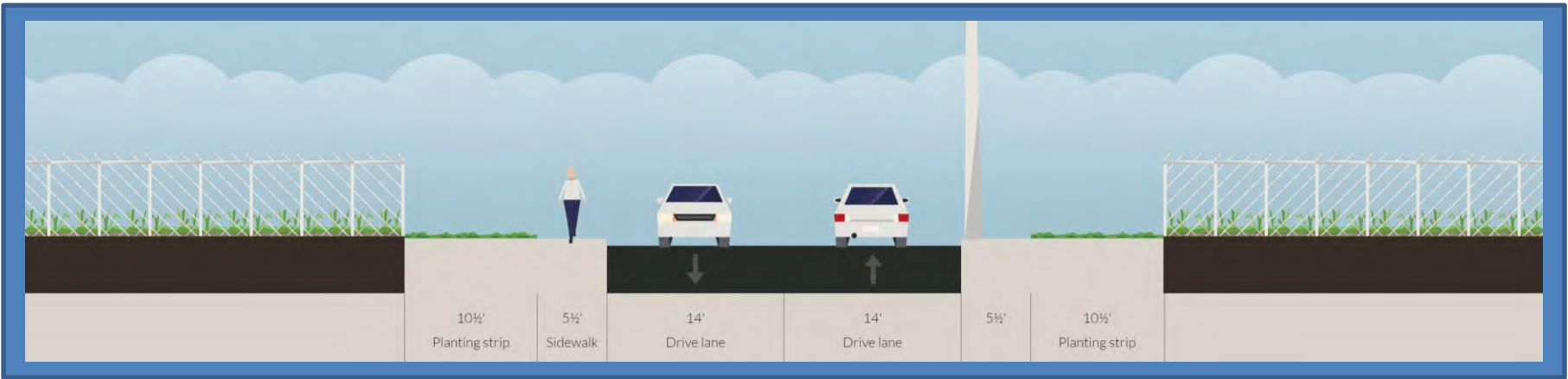
PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to provide two 14’ travel/parking lanes and installing 5’ sidewalks with curb and gutter along both sides of the road. Underground overhead utilities located along the east side of 38th Ave S and install storm drainage structures throughout corridor.

These improvements can be made within the existing ROW. No temporary construction easements will be required to complete improvements. There will be impacts to existing landscaping, fencing and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$101,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$671,000
UTILITY UNDERGROUNDING	\$540,000
<hr/>	
TOTAL COST	\$1,312,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- Average roadway width of 20' from S 160th St to S 162nd St. 27' average roadway width from S 162nd St to S 163rd Pl
- Corridor length of 720'.
- No designated bicycle facilities or sidewalks.
- Curb and gutter along both sides of street south of S 162nd St.

CONTEXT

- Adjacent properties are single family.
- 46th Ave S turns west at its southern end and becomes S 163rd Pl, which turns north at its west end and becomes 45th Ave S. These roadways serve local access purposes only.
- Parking along the soft shoulder on both sides of roadway.

CONSTRAINTS

- Average ROW* width of 50'.
 - Overhead utilities along the east side of 46th Ave S.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improve pedestrian connectivity to the existing sidewalks on S 160th St. and Crestview Park at the west end of S 163rd Pl.
- Replace existing gravel and grass shoulders with designated on-street parking lanes.

IMPROVEMENT OPTIONS

- Option 1: North of S 162nd St, widen roadway to 28' to provide two 14' travel/parking lanes and install 5' sidewalks with curb and gutter along both sides of 46th Ave S. S of 162nd St, maintain existing roadway width and install 5' sidewalks behind existing curbs. Underground overhead utilities located along the east side of the roadway and replace removed streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



46th Ave S and S 163rd St, Facing north.



46th Ave S and S 160th St, Facing south.



Typical existing cross section; looking north.

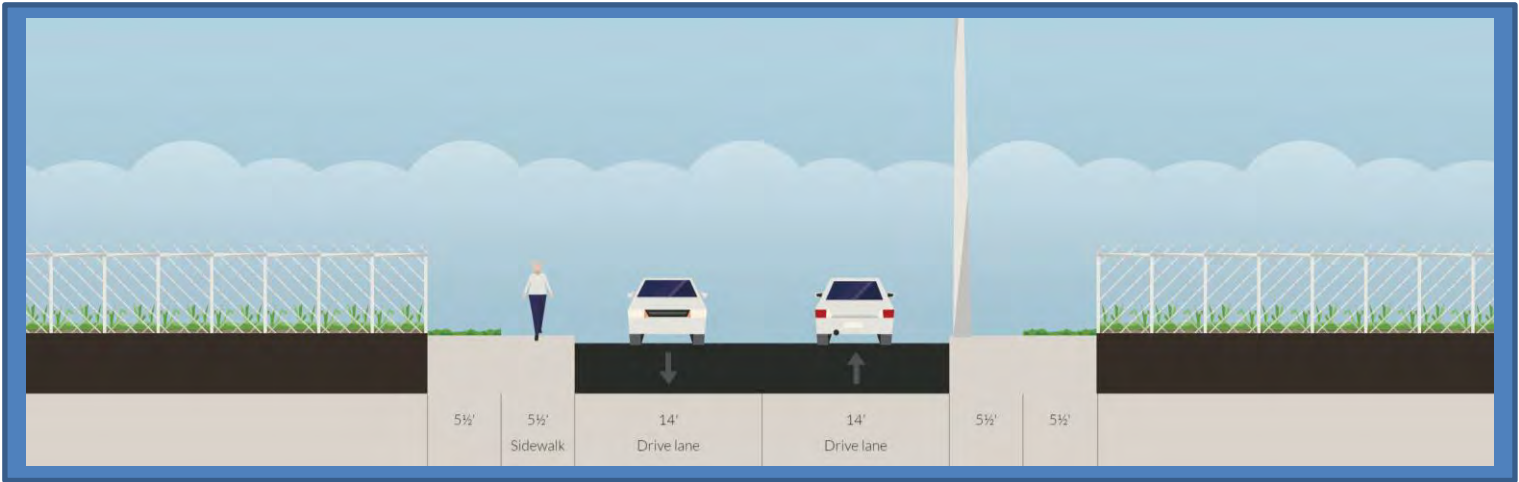
PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to provide two 14’ travel/parking lanes and installing 5’ sidewalks with curb and gutter along both sides of the roadway. Where existing curbs are in place (south of S 162nd St), the existing pavement width will be maintained and the new 5’ sidewalks will be installed behind the existing curbs. Underground overhead utilities. Install storm drainage with new curb and gutter installation.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$125,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$830,000
UTILITY UNDERGROUNDING	\$660,000
<hr/>	
TOTAL COST	\$1,615,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 22’.
- Corridor length of 290’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use priority single and multi-family residences.
- Paved shoulder signed as a walkway with no parking permitted.

CONSTRAINTS

- ROW* width of 40’.
- Overhead utility lines along SW side of S 133rd St.

*ROW widths based on King County GIS data

OPPORTUNITIES

- In conjunction with improvements on 56th Ave S, this creates an improved corridor to the Green River Trail and nearby transit routes.
- Connect to existing sidewalk at local park at SE end of S 133rd St.

IMPROVEMENT OPTIONS

- Option 1: Widen existing roadway to 28’ to accommodate two 14’ travel/parking lanes. Install 5’ sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities. Connect new catch basins to existing storm drain mainline.



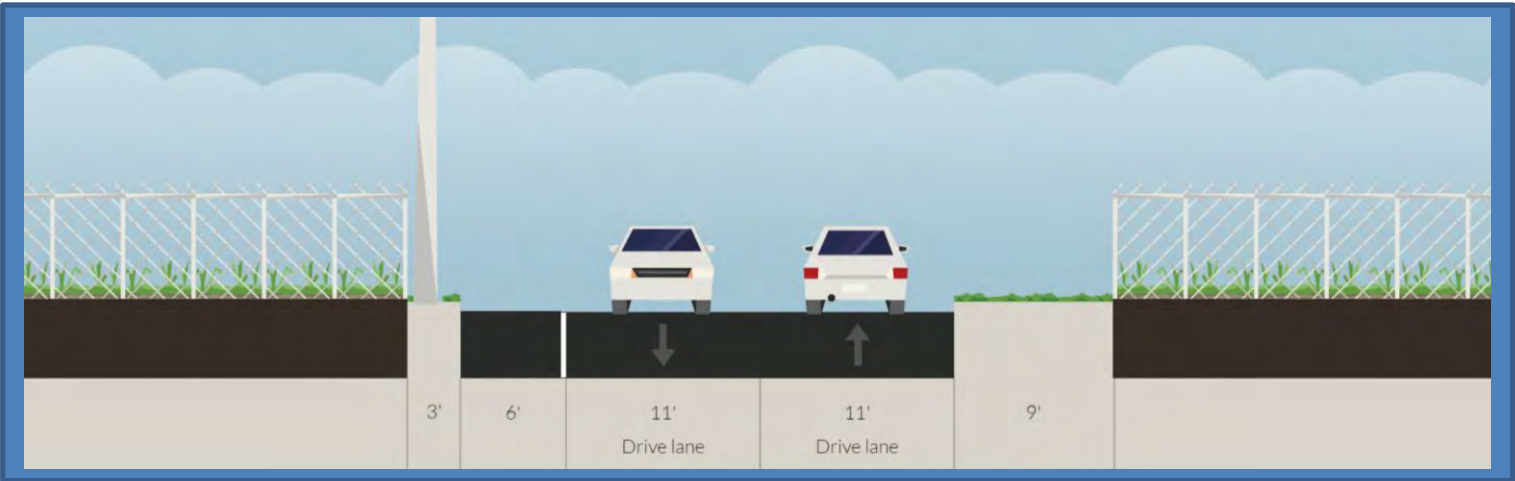
Source: Google Maps



Paved shoulder/walkway on SW side of S 133rd St; looking NW.



Parking and existing sidewalk on S 133rd St near public park; looking SE.



Typical existing cross section; looking NW.

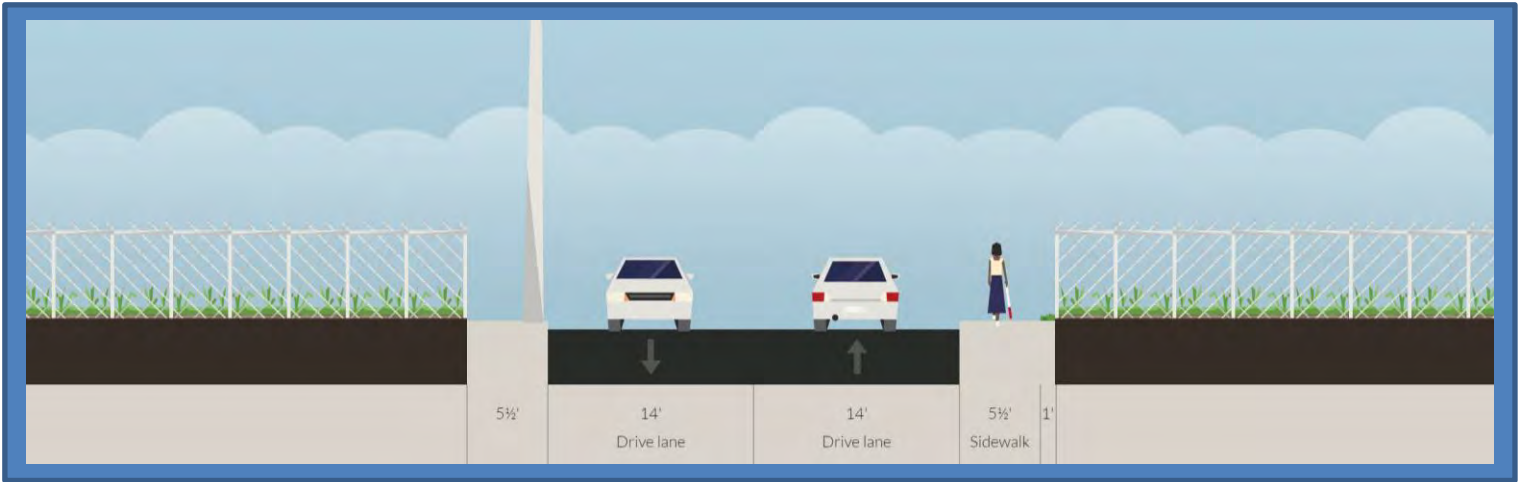
PROJECT DESCRIPTION

This project will widen the existing roadway by 3’ on the northeast side and eliminate the paved shoulder on the southwest side to create two 14’ travel/parking lanes. 5’ sidewalks with curb and gutter will also be installed on either side of the roadway.

These improvements can be made in the existing ROW. Catch basins that tie in to the existing storm drain mainline will be installed throughout the corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$44,000
RIGHT-OF-WAY	\$66,000
CONSTRUCTION	\$287,000
UTILITY UNDERGROUNDING	\$270,000
<hr/>	
TOTAL COST	\$667,000



Typical improved cross section for Option 1; looking north (Preferred Option)

34th Ave S from S 126th St to South End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 24' in north portion of the corridor (approximately 200') and 12' south of there.
- Corridor length of 620'.
- No designated bicycle facilities.
- Sidewalk on west side of 34th Ave S along approximately 200' at north end of corridor.

CONTEXT

- Surrounding area land use primarily single family.
- Densely forested properties along both sides of corridor.

CONSTRAINTS

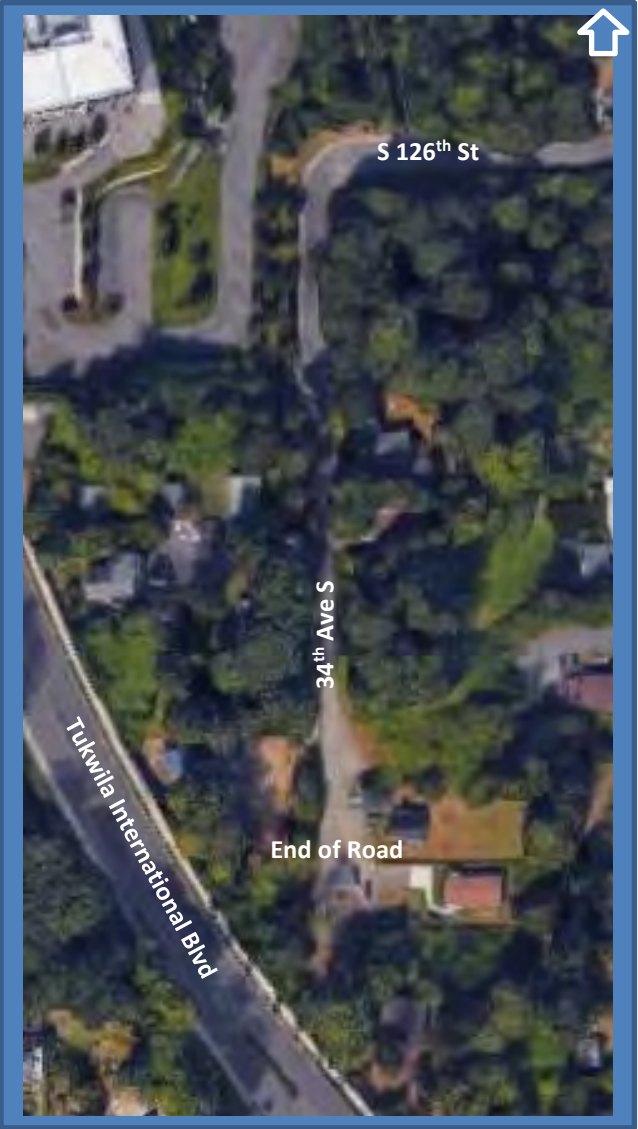
- ROW width at northern portion of corridor (400') is 20', including where sidewalk is already installed and road is wider. ROW width south of that is 60'.
 - Overhead utilities along west side of 34th Ave S.
 - The south half of 34th Ave S is very narrow and ends with no turn-around area.
 - Steep slopes and large trees near roadway.
 - Roadway crosses Riverton Creek at extension of S 128th St.
- *ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect to existing sidewalk.
- Improved access to East Marginal Way S and associated transit route.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 16' to provide two 8' travel lanes where existing roadway is 12'. Install 5' sidewalk with curb and gutter along the west side of 34th Ave S to complete existing sidewalk at the north end of road. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.
- Option 2: Install a 5' wide sidewalk with curb and gutter along the west side of 34th Ave S to complete existing sidewalk at north end of road. Undewrground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.



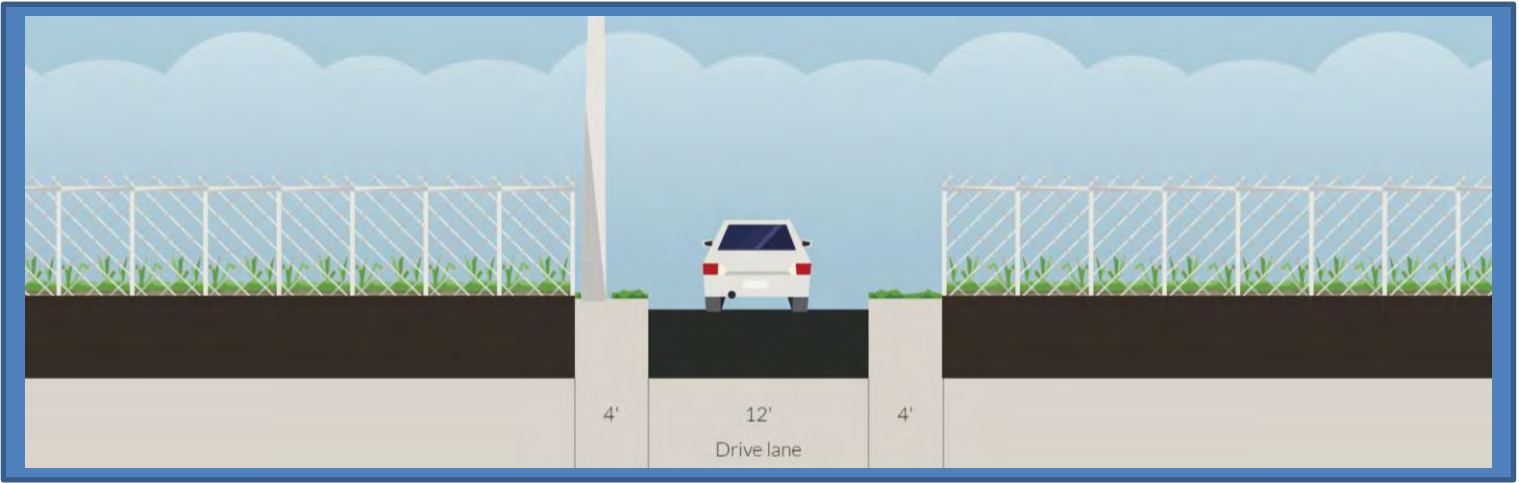
Source: Google Maps



South end of 34th Ave S; looking south.



Existing sidewalk along segment of corridor; looking south.



Typical existing cross section, representative of narrow section of corridor; looking north.

PROJECT DESCRIPTION

The northern portion of 34th Ave S up to S 126th St has a roadway width of 24' with sidewalk, curb, and gutter present on the west side. Approximately 200' south of S 126th St, the sidewalk ends and the roadway width reduces to 12'. This road continues south for another 420' approximately before reaching a dead end. The surrounding area is heavily wooded and serves single family homes.

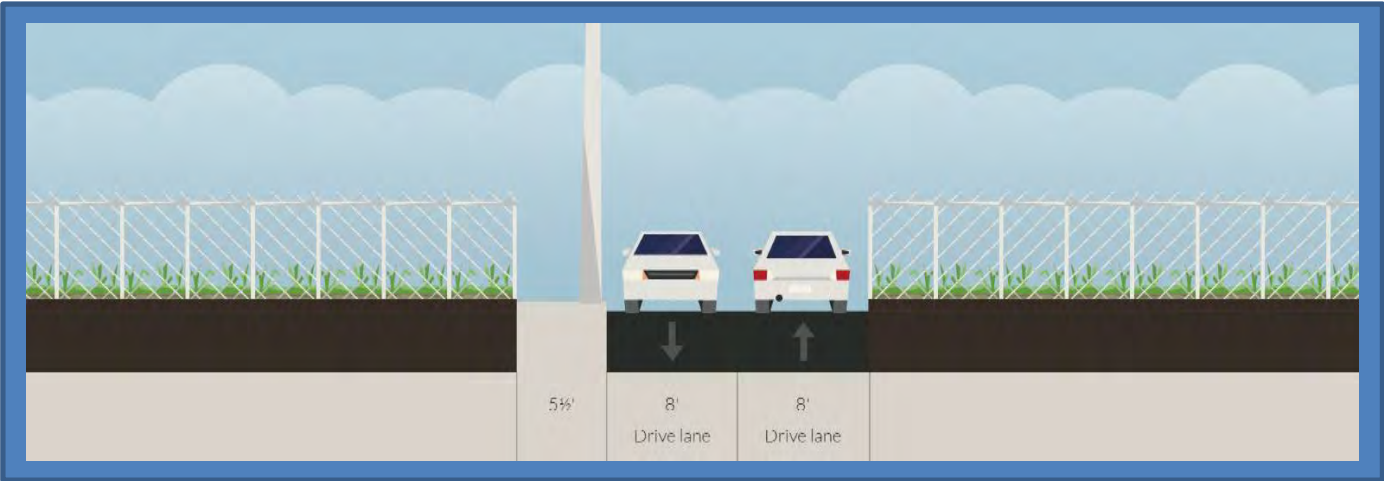
This project proposes widening the southern portion of the roadway where existing width is 12' to 16' to provide two 8' travel lanes and installing a 5' sidewalk with curb and gutter along the west side of 34th Ave S. Underground overhead utilities located along the west side of the road and install storm drainage structures throughout corridor.

No work will be performed in the northernmost 200' of the corridor where the roadway has been widened and sidewalk is installed.

Acquire 1.5' of ROW for approximately 200' from existing sidewalk to where ROW expands to 60'. 5' of temporary construction easements are also required along this segment of the project limits. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$59,000
RIGHT-OF-WAY	\$35,000
CONSTRUCTION	\$393,000
UTILITY UNDERGROUNDING	\$570,000
<hr/>	
TOTAL COST	\$1,057,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 20’.
- Corridor length of 575’.
- No designated bicycle facilities or sidewalks.
- Soft shoulder along both sides of corridor.

CONTEXT

- Surrounding area land use primarily single family.
- Parking along soft shoulder.

CONSTRAINTS

- Average ROW* width of 60’; corridor width currently 50’ based on existing fence locations.
 - Overhead utilities on east side of 41st Ave S.
 - Drainage ditches, fences and large trees near roadway.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Improved access to Tukwila International Blvd and associated transit routes via S 139th St.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’ to provide two 14’ travel/parking lanes. Install 5’ sidewalks with curb and gutter along both side of roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.
- Option 2: Widen existing roadway to 36’ to provide two parking lanes in addition to existing travel lanes. Install 5’ sidewalk with curb and gutter along both sides of roadway. Underground overhead utilities and replace streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



North end of 41st Ave S; looking north.



41st Ave S & S 139th St; looking south.



Typical existing cross section; looking west.

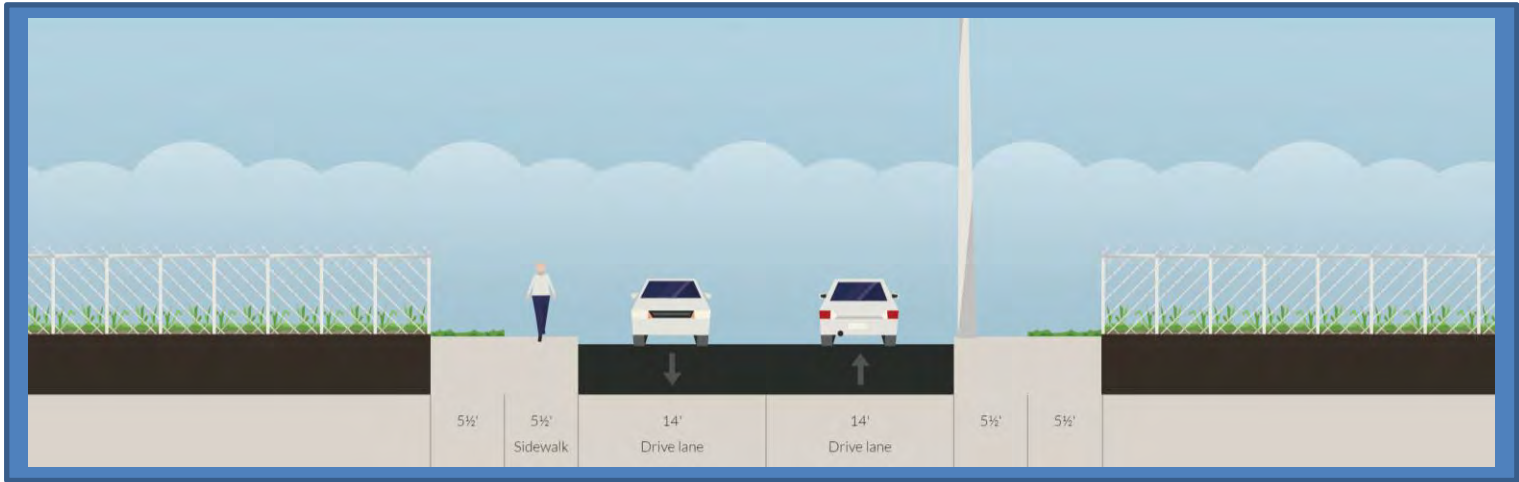
PROJECT DESCRIPTION

This project involves widening the roadway to 28' to provide two 14' travel/parking lanes and installing 5' sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities located along the east side of 41st Ave S. Install storm drainage structures throughout corridor.

These improvements can be made in the existing ROW. No temporary construction easements are required to complete suggested improvements. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$101,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$670,000
UTILITY UNDERGROUNDING	\$530,000
<hr/>	
TOTAL COST	\$1,301,000



Typical improved cross section for Option 1; looking north (Preferred Option)

43rd Ave S from S 160th St to North End of Road

EXISTING CONDITIONS

- Approach centerline striping near stop line; average roadway width of 17’.
- Corridor length of 340’.
- No designated bicycle facilities or sidewalks.
- Existing curb along east side.

CONTEXT

- Surrounding land use predominantly single family; no property access along west side of corridor.
- Existing sidewalk on east side of 43rd Ave S starts north of intersection with S 160th St.

CONSTRAINTS

- ROW* width near S 160th St is 42’. Further north, ROW reduces to 30’.
- Overhead utility lines run along west side of roadway, separated from roadway by continuous guardrail.
- Guardrail and hedge approximately 6 feet within ROW.
- Steep slope behind guardrail.
- Existing cul-de-sac is a half-circle limited by existing ROW limits.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalks and increase roadway width.
- Increase drive lane width and improve safety.

IMPROVEMENT OPTIONS

- Option 1: Maintain existing roadway with and east curb line. Install 5' sidewalk behind existing curb. Underground overhead utilities and replace streetlights.



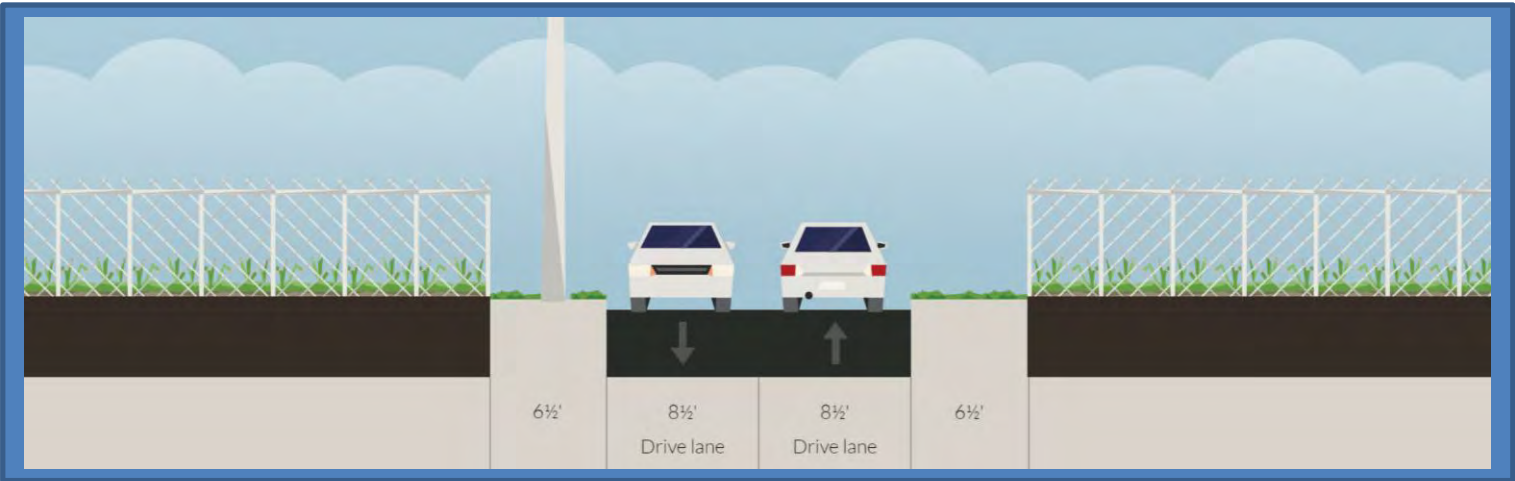
Source: Google Maps



43rd Ave S with guardrail along west edge; looking north.



43rd Ave S; looking south.



Typical existing cross section, excludes illustration of guardrail located at west edge of road; looking north.

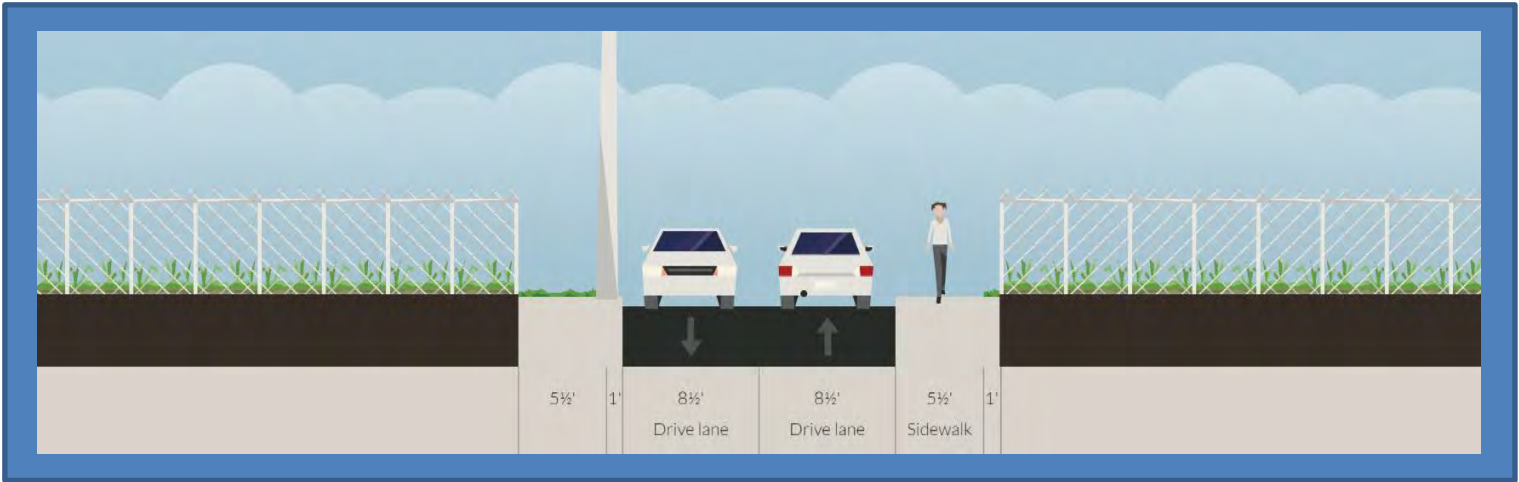
PROJECT DESCRIPTION

The recommended improvements involve maintaining the existing roadway and east-side curb line. New sidewalk will be installed behind the existing east curb. Due to the close proximity of the existing road edge, steep slopes and property lines, no improvements are recommended along the west side of the corridor.

These improvements can be made in the existing ROW; construction easements will be required along the east side of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$22,000
RIGHT-OF-WAY	\$23,000
CONSTRUCTION	\$144,000
UTILITY UNDERGROUNDING	\$310,000
<hr/>	
TOTAL COST	\$499,000



Typical improved cross section for Option 1, excludes illustration of guardrail located at west edge of road; looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 19’.
- Corridor length of 330’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding land use predominantly single and multi-family residential.
- Concrete noise barrier along 52nd Ave S defines edge of WSDOT ROW.

CONSTRAINTS

- Average ROW* width of 40’.
- ROW along the southern half of this corridor is wider, with limits defined by WSDOT owned concrete noise barrier.
- Overhead utility lines along east side of roadway within ROW.

*ROW widths based on King County GIS data

OPPORTUNITIES

- In conjunction with improvements along S 142nd St and 53rd Ave S this would improve access to local parks and transit routes.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’ to provide two 14’ travel/parking lanes. Install 5’ sidewalks with curb and gutter along both sides of roadway. Underground overhead utilities and install storm drainage.



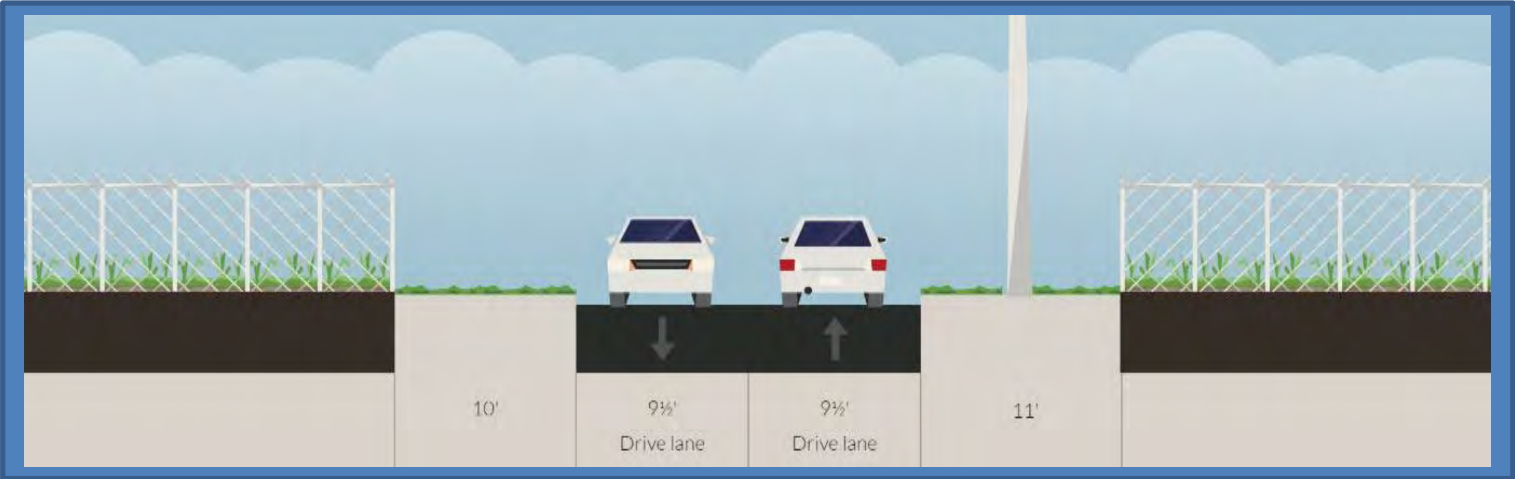
Source: Google Maps



Fencing potentially encroaching on ROW; looking north.



52nd Ave S adjacent to WSDOT noise barrier; looking south.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

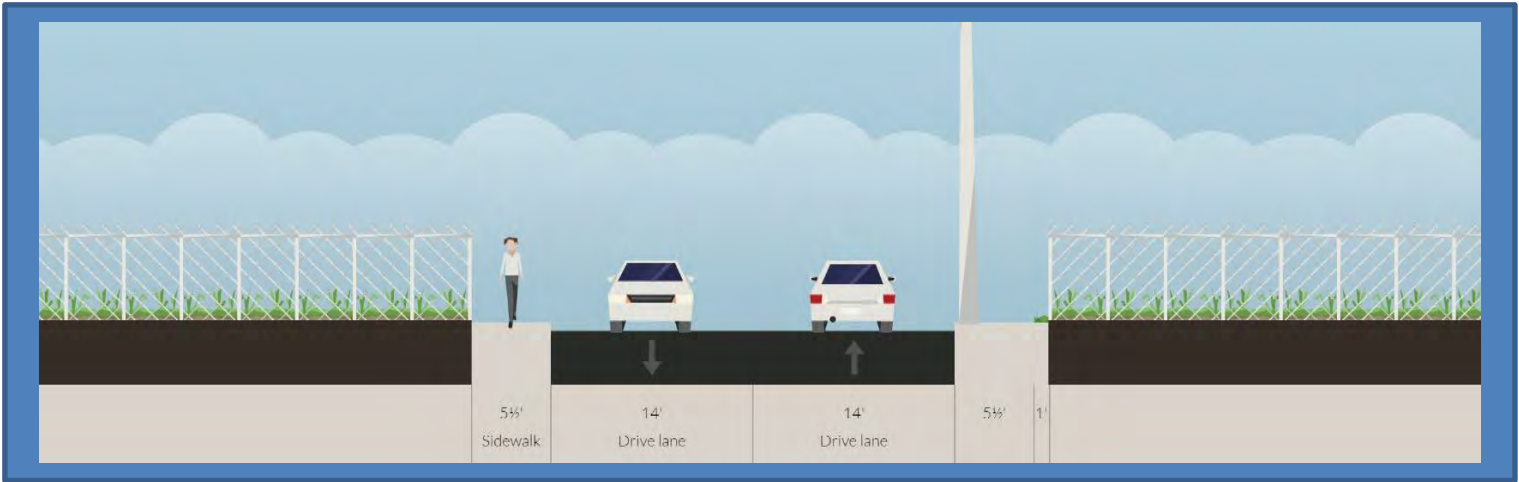
The recommended improvements widen the roadway to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides. Undergrounding overhead utilities, replacing streetlights and adding storm drainage facilities is also included.

The west-side improvements and roadway widening shall extend to the WSDOT noise wall, but are likely not needed beyond.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$55,000
RIGHT-OF-WAY	\$75,000
CONSTRUCTION	\$365,000
UTILITY UNDERGROUNDING	\$300,000
<hr/>	
TOTAL COST	\$795,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 133rd St from 34th Ave S to Tukwila International Blvd

EXISTING CONDITIONS

- No striping; average roadway width of 21’.
- Corridor length of 630’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding land use primarily single- and multi-family residential.
- No vehicle access to Tukwila International Blvd; east end of S 133rd St is blocked with removable bollards.

CONSTRAINTS

- ROW* width 60’; existing fences along portions of this corridor limit width to 50’.
- Overhead utilities on south side of S 133rd St.
- Perpendicular parking partially within ROW near multi-family residential building.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Create connection to existing sidewalk on Tukwila International Blvd.
- Improved access to transit routes.

IMPROVEMENT OPTIONS

- Option 1: Increase roadway width to 28’ to accommodate two 14’ drive/parking lanes. Install 5’ sidewalks with curb and gutter on both sides of the road. Underground overhead utilities, replace streetlights, and add storm drainage facilities.



Source: Google Maps



Existing fences limiting usable width to 50’; looking west.



Perpendicular parking in ROW and dead-end; looking east.



Typical existing cross section; looking east.

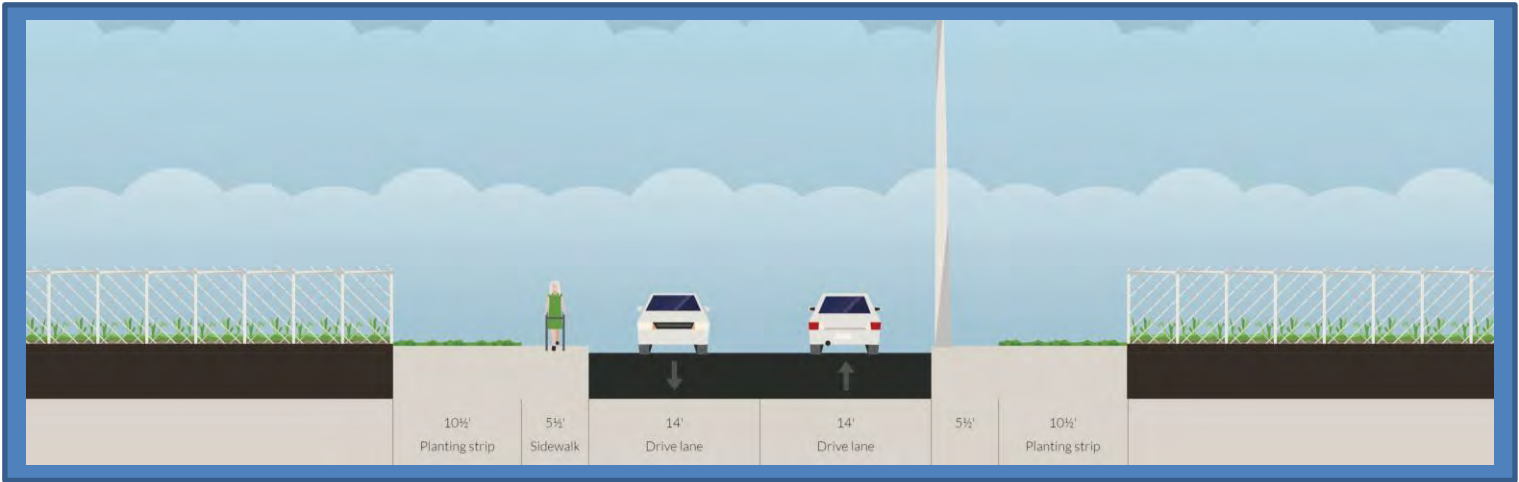
PROJECT DESCRIPTION

This project involves widening the roadway to accommodate two 14' drive/parking lanes, in addition to installing 5' sidewalks with curb and gutter on both sides of the corridor, undergrounding overhead utilities, replacing streetlights and adding storm drainage facilities.

These improvements can be made in the existing ROW; construction easements will be needed along both sides of this corridor. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$110,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$729,000
UTILITY UNDERGROUNDING	\$580,000
<hr/>	
TOTAL COST	\$1,419,000



Typical improved cross section for Option 1; looking east (Preferred Option)

S 136th St from Macadam Rd S to East End of Road

EXISTING CONDITIONS

- No striping; roadway width varies from 12' to 16'.
- Corridor length of 550'.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Adjacent properties are single family.
- S 136th St is a dead-end at the east end; the roadway serves local access purposes only.
- Parking along soft shoulder along both sides of roadway

CONSTRAINTS

- ROW* width varies from 26' to 33" from east to west.
- Overhead utility lines on north side.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Enhance pedestrian safety by installing sidewalks.
- Widen existing roadway to accommodate two-way travel.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain roadway width and install a 5' sidewalk with curb and gutter along the north side of S 136th St for length of project limits. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.
- **Option 2:** Widen roadway to 20' to accommodate two 10' travel lanes. Between Macadam Rd S and 48th Pl S, install 5' sidewalks with curb and gutter along both sides of the roadway. East of 48th Pl S, install a 5' sidewalk on the north side of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.



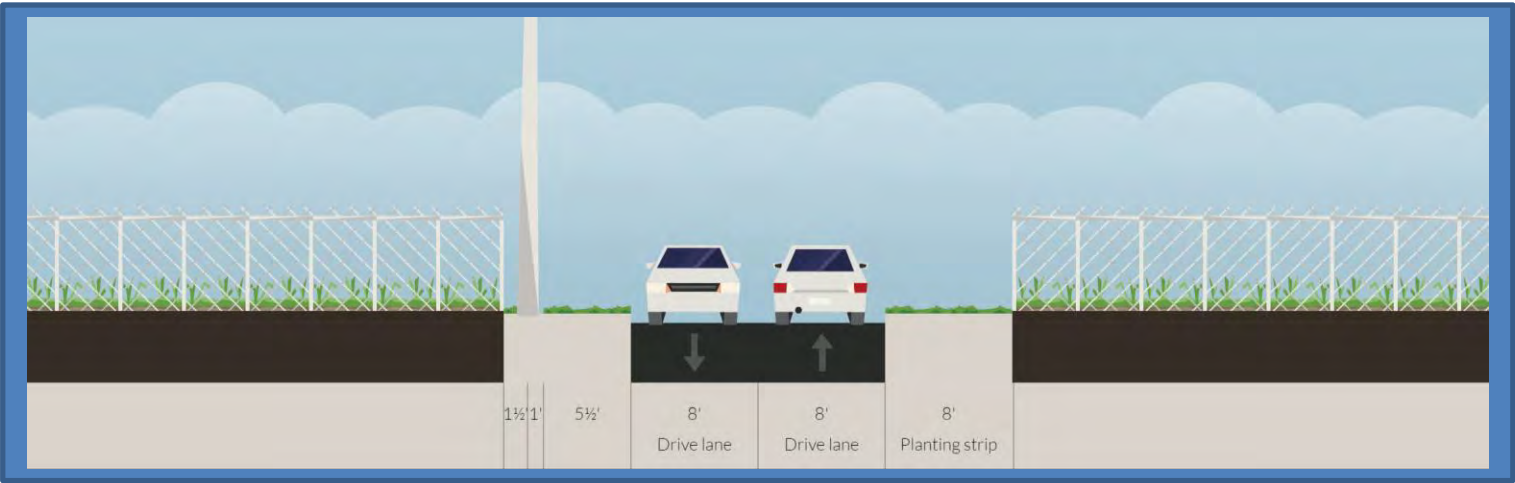
Source: Google Maps



Intersection of S 136th St, 48th Ave S, and Macadam Rd S.



Facing west.



Typical existing cross section (32' ROW); looking east.

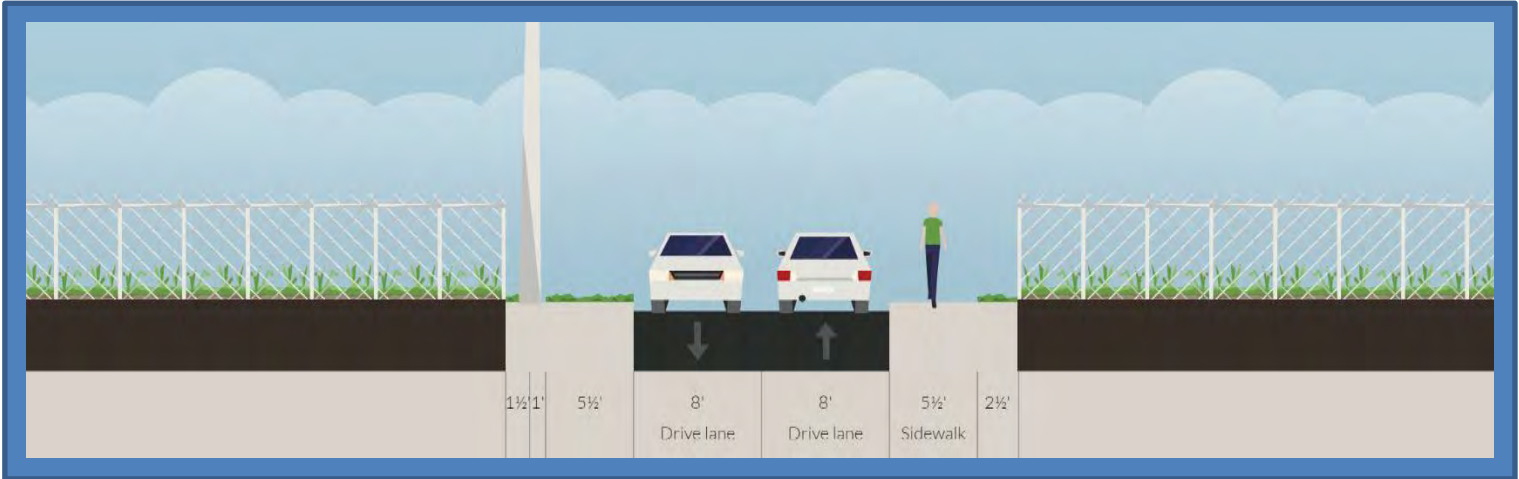
PROJECT DESCRIPTION

This project involves maintaining the existing pavement width and installing a 5' sidewalk with curb and gutter along the north side. Underground overhead utilities and replace removed streetlights. Install storm drainage catch basins and pipe.

These improvements will fit within existing ROW. Temporary construction easements will be required throughout the corridor on the north side. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$55,000
RIGHT-OF-WAY	\$35,000
CONSTRUCTION	\$362,000
UTILITY UNDERGROUNDING	\$510,000
<hr/>	
TOTAL COST	\$962,000



Typical improved cross section for Option 1 (32' ROW); looking east (Preferred Option)

S 151st St from Cul-de-Sac to 42nd Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 30’.
- Corridor length of 245’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Surrounding area land use is predominantly single family.
- Overhead utilities have already been undergrounded on 42nd Ave S and the transition to overhead occurs halfway down S 151st St.

CONSTRAINTS

- Average ROW* width of 52’.
- Overhead utilities on south side of S 151st St for western half of corridor.
- Steep slopes along portion of south side of corridor.
- Potential elevation issues at sloped driveways on south side of S 151st St.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalks at 42nd Ave S.
- Improved access to transit routes along 42nd Ave S and major transit hub on Southcenter Blvd.

IMPROVEMENT OPTIONS

- Option 1: Install 5’ sidewalk with curb and gutter to both sides of S 151st St. Proposed sidewalk will match into existing along the west side of 42nd Ave S. Roadway width will be reduced to 28’, with two 10’ drive lanes and an 8’ parking lane. Underground existing overhead utilities and remove obstructions such as trees and fencing.



Source: Google Maps



Cul-de-sac at west end of S 151st St; looking east.



S 151st St; looking west.



Typical existing cross section; looking west.

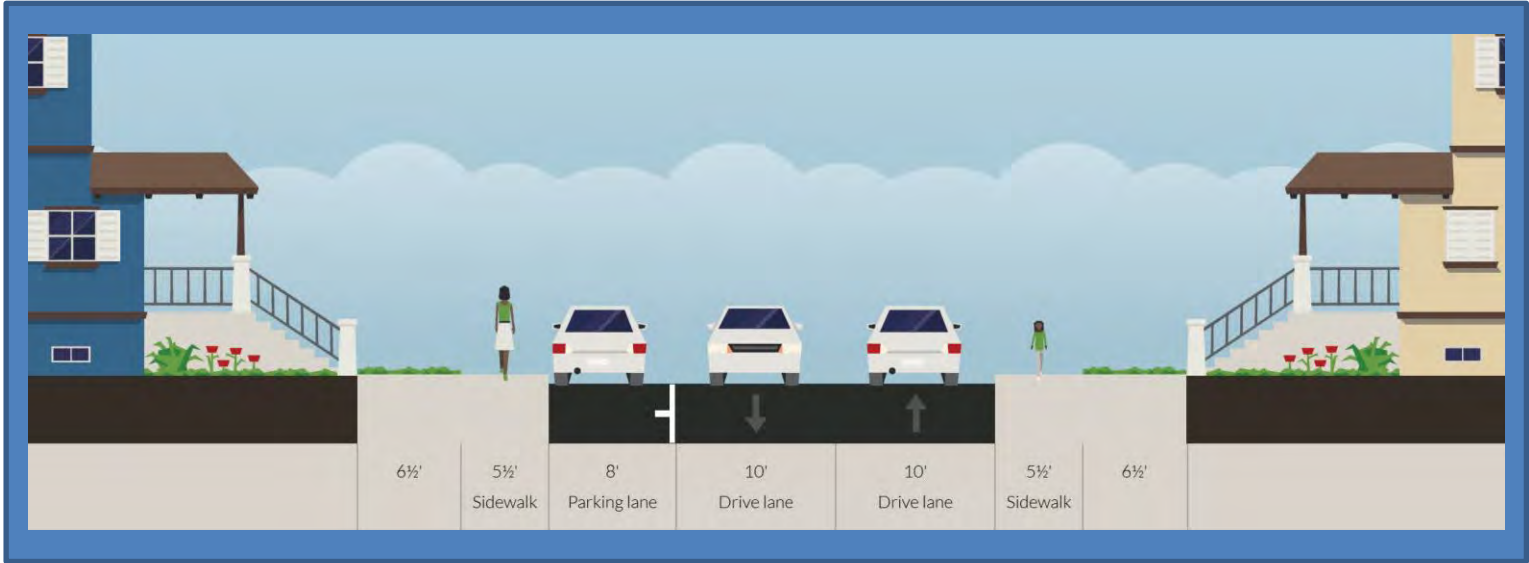
PROJECT DESCRIPTION

This project will add 5' sidewalk with curb and gutter to both sides of S 151st St, connecting to the existing pedestrian network along 42nd Ave S. Overhead utilities will be undergrounded and the existing illumination pole at the far west end will be replaced. The roadway will be narrowed to the standard 28' curb-to-curb.

These improvements can be made in the existing ROW. There will be impacts to existing landscaping and mailboxes. Steep slopes behind the roadway on the south side and limited ROW space on the north side suggest that the addition of planter strip would not be beneficial for the added cost.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$37,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$243,000
UTILITY UNDERGROUNDING	\$170,000
<hr/>	
TOTAL COST	\$450,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 111th St from 49th Ave S to East End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 26'
- Corridor length of 80'.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Adjacent properties are single family.
- Dead-end roadway.
- Currently functions like driveway for two adjacent homes.

CONSTRAINTS

- 60' ROW
- Large tree on south side of corridor to be removed for roadway expansion and sidewalk addition.

**ROW widths based on King County GIS data*

OPPORTUNITIES

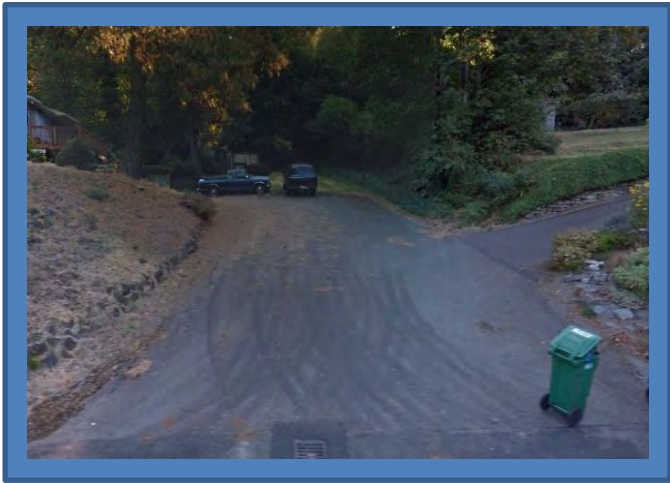
- Possibility of future development, expanding S 111th St further east.
- Improve vehicle and pedestrian safety if done in conjunction with improvements on 49th S Ave and S 112th St, while improving accessibility to public transit stops.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28' and install a 5' sidewalk with curb and gutter along the south side of S 111th St. Install storm drainage facilities throughout corridor.



Source: Google Maps



Near 49th Ave S, facing east.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

This project involves widening the roadway to 28’ and installing a 5’ sidewalk with curb and gutter along the south side of S 111th St. Install storm drainage structures throughout corridor.

A large tree and other vegetation along the south side of the corridor will require removal in order to complete construction and the expansion.

These improvements can be made in the existing ROW. No temporary construction easements will be needed. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$8,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$50,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$58,000



Typical improved cross section for Option 1; looking east (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 26 to 28’.
- Corridor length of 440’.
- No designated bicycle facilities or sidewalks.
- Curbs on both sides of corridor.
- Parking is permitted on both sides of this corridor.

CONTEXT

- Surrounding area land use primarily single family.

CONSTRAINTS

- Average ROW* width of 48’; corridor currently 40’ wide due to existing fences.
- Overhead utilities on east side of 49th Ave S.
- Retaining walls, fences and large trees near roadway.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improved access to local transit routes.

IMPROVEMENT OPTIONS

- Option 1: Maintain existing curb lines and roadway width. Install 5’ sidewalks behind existing curbs on both sides of 49th Ave S. Underground all overhead utilities and replace existing illumination poles.



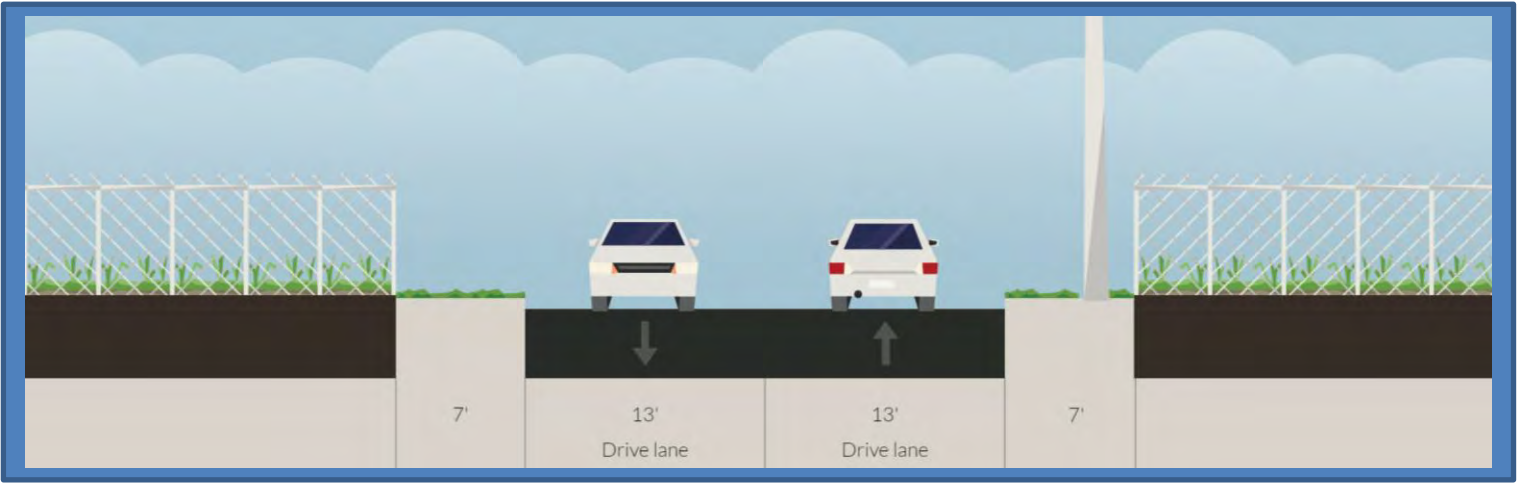
Source: Google Maps



Landscaping and retaining wall near edge of road; looking north.



Fence near edge of cul-de-sac; looking south.



Typical existing cross section; looking south.

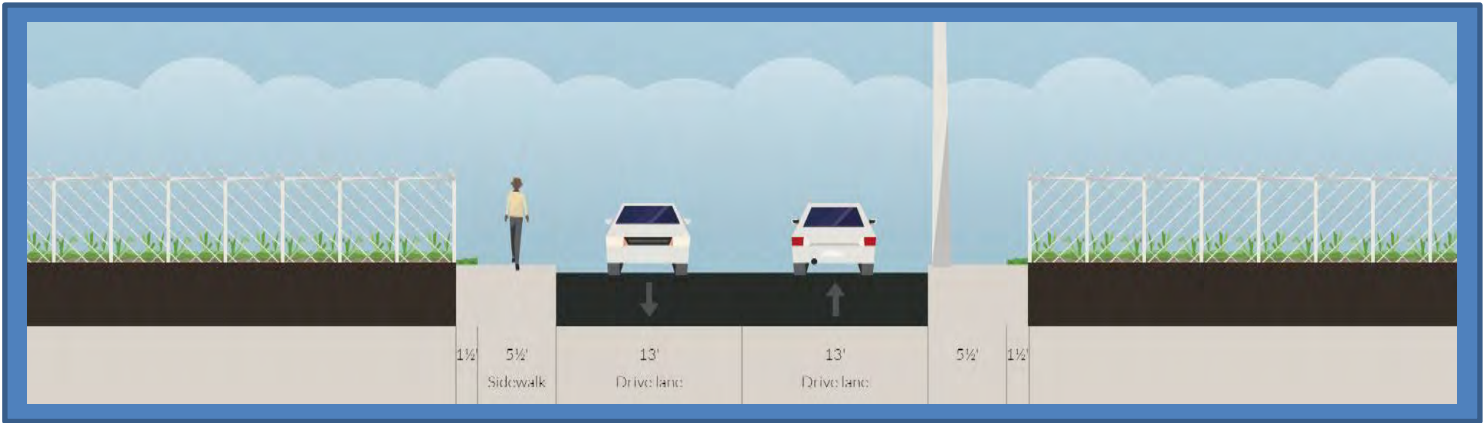
PROJECT DESCRIPTION

This project involves maintaining the roadway and existing curbs and installing 5’ sidewalks behind the existing curbs. Any existing overhead utilities will be undergrounded, and existing illumination poles will be replaced. These improvements will increase pedestrian safety and access to the nearby transit route on 51st Ave S.

These improvements can be made in the existing ROW. There will be impacts to existing landscaping and mailboxes. A property at the north east edge of the cul-de-sac has an existing custom gate made of brick and metal that would be impacted if improvements are implemented in front of this property. To minimize disturbance, improvements will not be done at this location.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$44,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$290,000
UTILITY UNDERGROUNDING	\$400,000
<hr/>	
TOTAL COST	\$734,000



Typical improved cross section for Option 1; looking south (Preferred Option)

S 114th St from 40th Ave S to 41st Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 18’.
- Corridor length of 240’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Adjacent properties are single family.
- S 114th St is bound by 40th Ave S and 41st Ave S. 40th Ave S connects to S 115th St while 41st Ave S turns into S 113th St which is a dead-end; the roadway serves local access purposes only.

CONSTRAINTS

- Average ROW* width of 40’.
- Overhead utility lines along north side of corridor.
- Steep slopes on both sides of the roadway.

*ROW widths based on King County GIS data

OPPORTUNITIES

- In conjunction with improvements to S 115th St, improve pedestrian corridor to E Marginal Way S and public transit locations.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing roadway width and install 5’ sidewalk with curb and gutter along both sides of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.
- **Option 2:** Widen roadway to 20’ to provide two 10’ travel lanes and install a 5’ sidewalk with curb and gutter along the north side of the roadway. Underground overhead utilities located along the north side of the roadway and replace removed streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



Facing east from the intersection of S 114th St and 40th Ave S.



Facing west near the intersection of S 114th St and 41st Ave S.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

This project involves maintaining the existing 18’ roadway width and installing 5’ sidewalks with curb and gutter along both sides of S 114th St. Underground overhead utilities located along the north side of the roadway. Install storm drainage structures throughout corridor.

Along the south side, dense vegetation will need to be trimmed and a chain link fence will need to be removed and replaced along the back of the sidewalk. Along the north side, a steep slope will require a cut wall to install a sidewalk.

These improvements can be made in the existing ROW. No temporary construction easements will be required to complete suggest improvements. There may be impacts to additional existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$86,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$567,000
UTILITY UNDERGROUNDING	\$220,000
<hr/>	
TOTAL COST	\$873,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 139th St from 45th Ave S to East End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 320’.
- No designated bicycle facilities or sidewalks.
- Soft shoulder along both sides of roadway.

CONTEXT

- Adjacent properties are single family.
- S 139th St is a dead-end at the east extent; the roadway serves local access purposes only.
- Parking along soft shoulder.

CONSTRAINTS

- Average ROW* width of 60’.
- Overhead utility lines along south side of S 139th St.
- Existing rockeries on the south side of the road at the eastern limit of the project corridor.

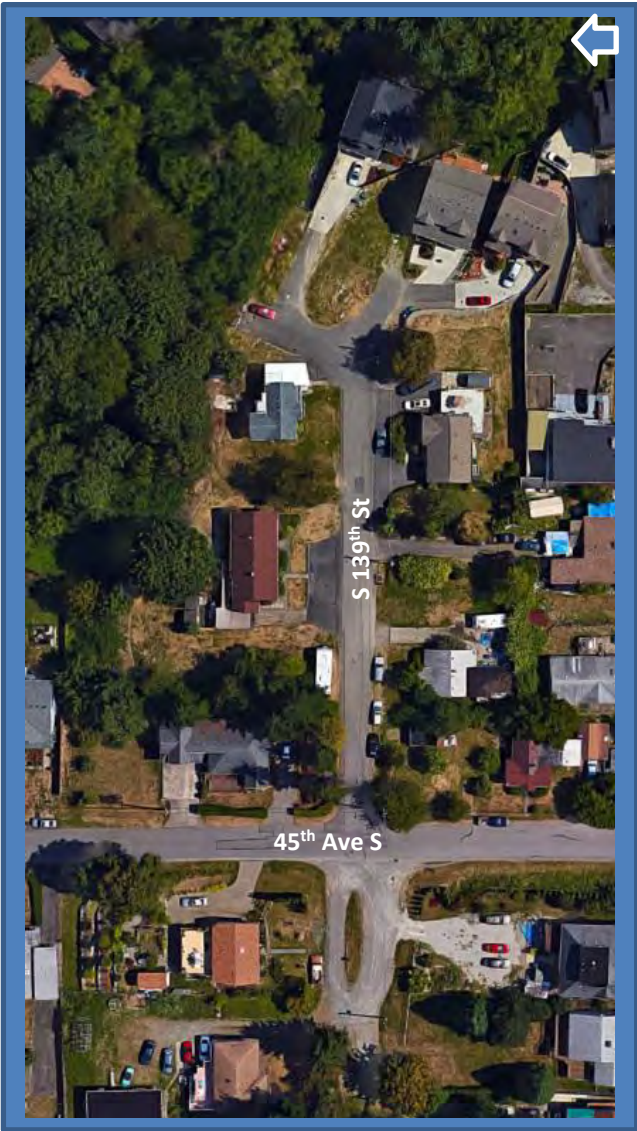
*ROW widths based on King County GIS data

OPPORTUNITIES

- Improve pedestrian mobility through the corridor.
- In conjunction with sidewalk construction on 45th Ave S, improve pedestrian connectivity to Foster High School, Tukwila Pool, and St. Thomas Catholic Church.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of S 139th St. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



Facing east from the intersection of S 139th St and 45th Ave S.



Dead-End at east end of S 139th St.



Typical existing cross section; looking east.

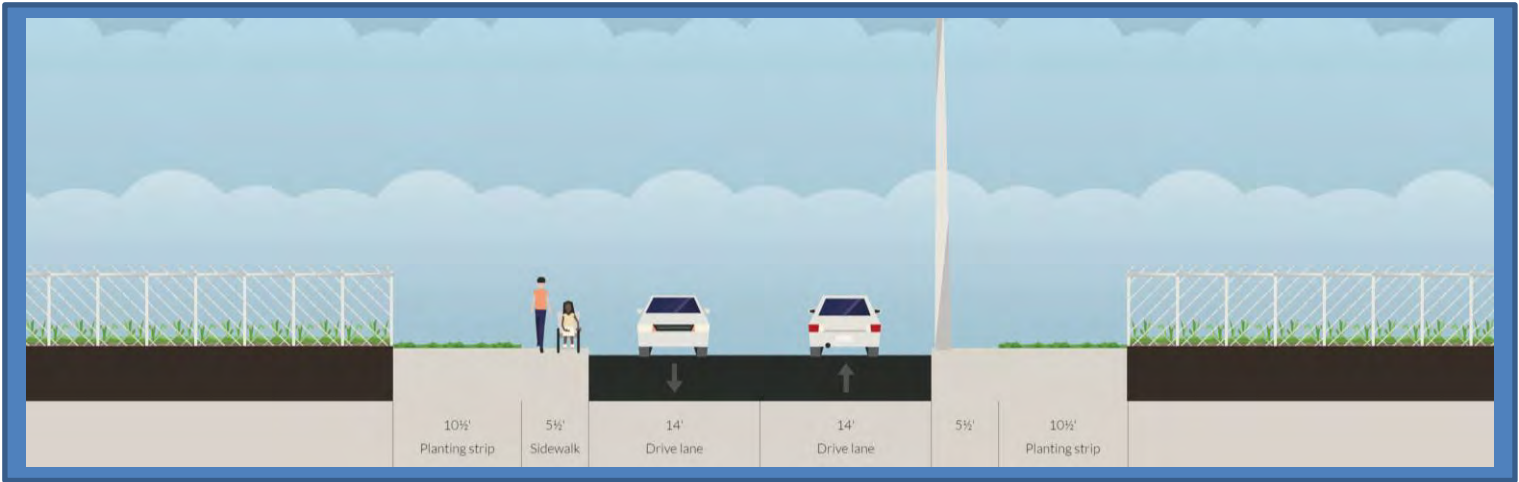
PROJECT DESCRIPTION

This project involves widening the roadway to 28’ to provide two 14’ travel/parking lanes and installing 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities located along the south side of S 139th St. Install storm drainage structures throughout corridor.

Proposed improvements can be made within existing ROW and no temporary construction easements will be required. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$63,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$414,000
UTILITY UNDERGROUNDING	\$290,000
<hr/>	
TOTAL COST	\$767,000



Typical improved cross section for Option 1; looking east (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 360’.
- 100’-long sidewalk at-grade with pavement along north side near west end of corridor.
- Soft shoulder along both sides of roadway.

CONTEXT

- Adjacent properties are residential, a mix of single- and multi-family.
- Parking along soft shoulder.

CONSTRAINTS

- 47’ average ROW.
- Overhead utilities along the north side of corridor.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect pedestrians to the continuous east-side sidewalks along 42nd Ave S.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway width to 28’ to accommodate two 14” travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities and replace streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



S 116thSt and 43rd Pl S, Facing southwest.



S 116th St and 42nd Ave S, Facing northeast.



Typical existing cross section; looking northeast.

PROJECT DESCRIPTION

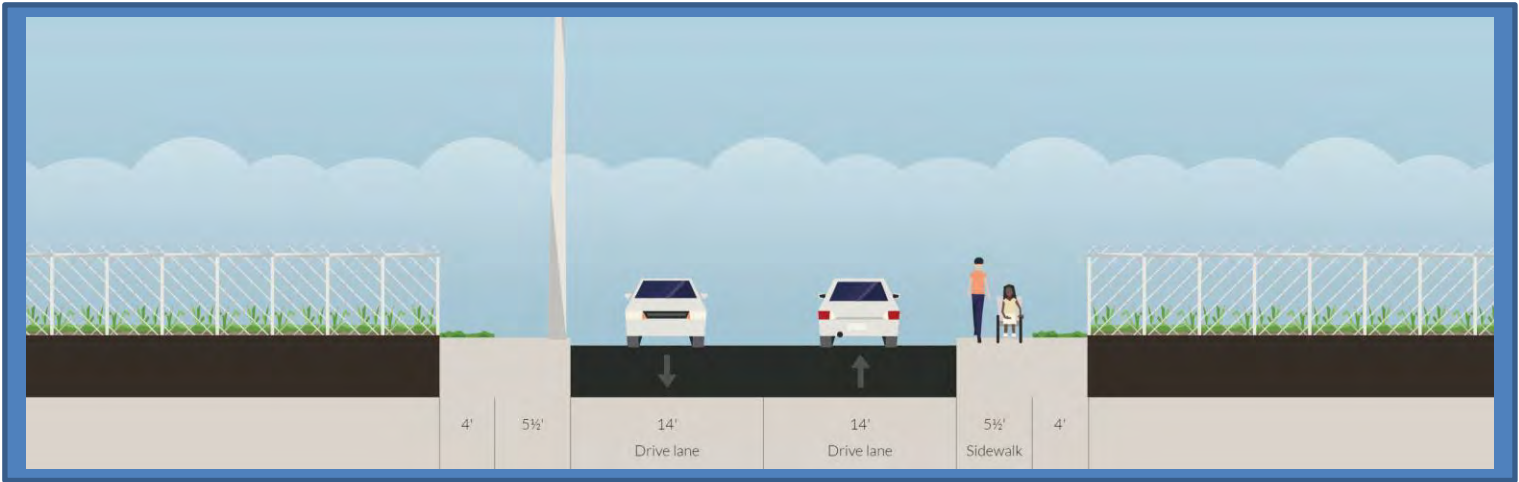
This project involves widening the road to 28’ to accommodate two 14’ travel/parking lanes and installing 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities located along the north side of the S 116th St. Install storm drainage structures throughout corridor. Remove existing at-grade sidewalk near 42nd Ave S.

In addition to providing pedestrian routes, this corridor will be improved due to the demand for on-street parking. The pavement width will be increased from 20’ to 28’ throughout the corridor. Currently, the corridor has gravel shoulders adjacent to residential properties where on-street parking was observed to be common.

These improvements can be made in the existing ROW. 1’ temporary construction easement is required along both sides of improvements for the length of project limits. There may be impacts to existing landscaping and mailboxes. Street lights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$67,000
RIGHT-OF-WAY	\$18,000
CONSTRUCTION	\$443,000
UTILITY UNDERGROUNDING	\$330,000
<hr/>	
TOTAL COST	\$858,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 18’.
- Corridor length of 235’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Adjacent properties are single family.
- 41st Ave S turns into S 113th St which is a dead-end; the roadway serves local access purposes only.
- Access to local transit routes and the Green River Trail is less than 0.5 mile away.

CONSTRAINTS

- Average ROW* width of 25’.
- Overhead utilities on east side of 41st Ave S.
- Narrow corridor with fences at edge of ROW.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- In conjunction with improvements along S 114th St and 40th Ave S this would create connections to existing sidewalks, improving access to local parks and transit routes.

IMPROVEMENT OPTIONS

- **Option 1:** Shift roadway east but maintain existing roadway width and add a 5’ sidewalk on the west side of the corridor. Underground overhead utilities, replace streetlights and install storm drainage structures throughout corridor.
- **Option 2:** Maintain roadway width of 18’. Install 5’ sidewalk to the east side of the corridor. Underground overhead utilities, replace streetlights and install storm drainage structures throughout corridor.



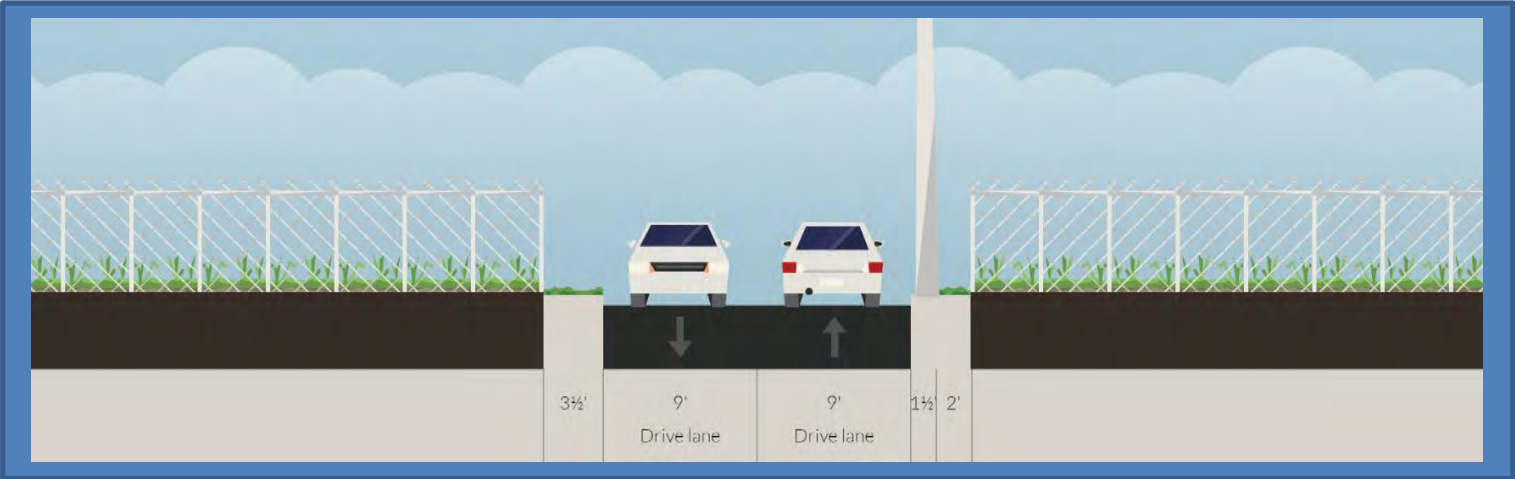
Source: Google Maps



Slopes near north end of 41st Ave S; looking south.



Intersection of 41st Ave S and S 114th St; looking NW.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

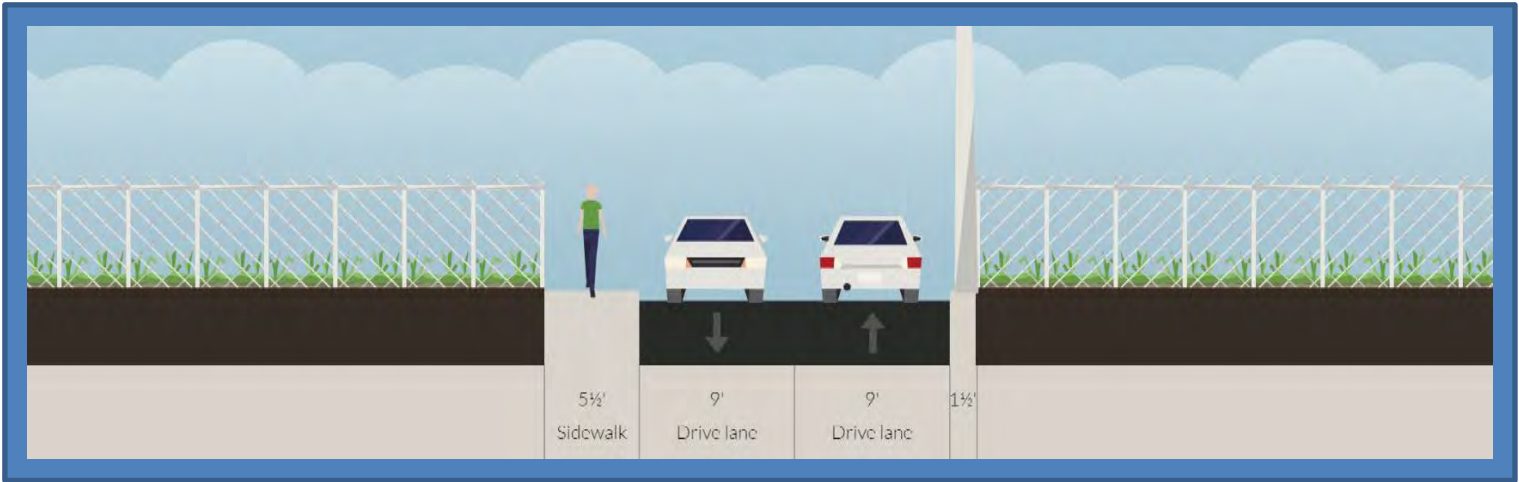
This project involves installing a 5’ wide sidewalk with curb and gutter along the west side of the 41st Ave S. Underground overhead utilities located along the east side of the roadway and install storm drainage facilities.

The existing corridor is very narrow, with approximately 3.5’ of space between the edge of pavement and adjacent fences (assumed to designate ROW line). To provide adequate room for sidewalk installation, shift roadway to the east the roadway and sidewalk are centered between the fences.

These improvements can be made in the existing ROW. 3.5’ of temporary construction easements will be required along the east side of this corridor, 5’ along the west side. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$25,000
RIGHT-OF-WAY	\$50,000
CONSTRUCTION	\$161,000
UTILITY UNDERGROUNDING	\$220,000
<hr/>	
TOTAL COST	\$456,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 139th St from 56th Place S to 56th Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 27’.
- Corridor length of 200’.
- No designated bicycle facilities or sidewalks.
- No overhead utilities; streetlights at corners of intersections at each end of corridor.
- Parking permitted along north side of corridor.

CONTEXT

- Surrounding area land use residential with single family homes and multi-family housing.

CONSTRAINTS

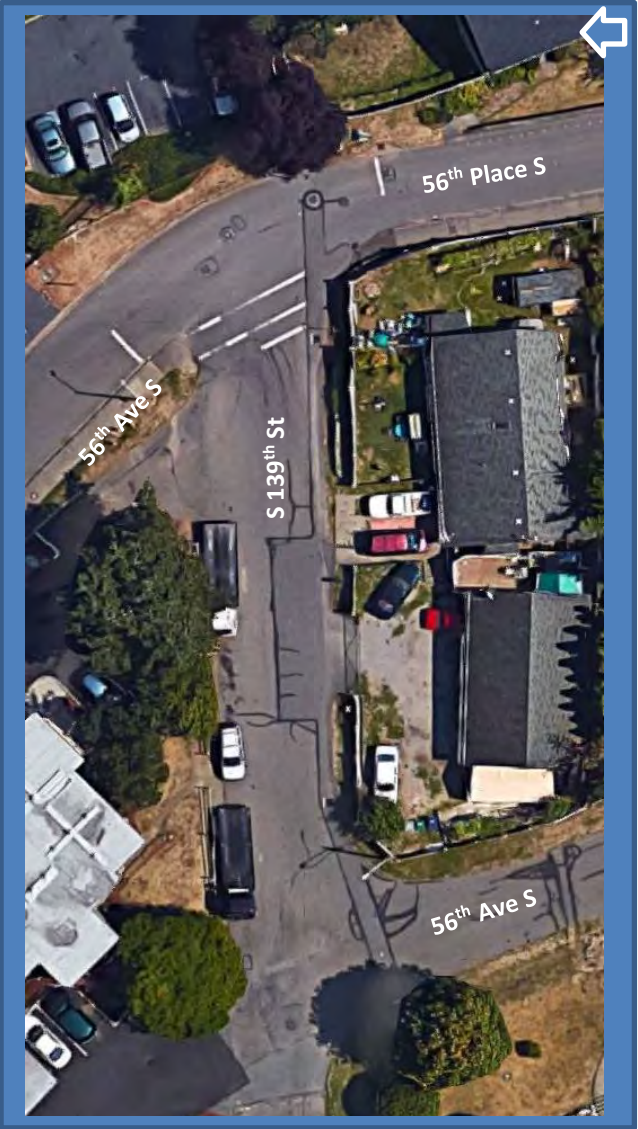
- 40’ ROW.
 - Retaining wall along south side of S 139th St at 56th Place S in private ROW.
 - Parking lot entrance at corner of angled intersection of 56th Place S and S 139th St.
- *ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect to existing sidewalks along 56th Place S to improve pedestrian corridor.

IMPROVEMENT OPTIONS

- Option 1: Widen roadway to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of S 139th St. Connect new storm drainage structures to existing mainline.



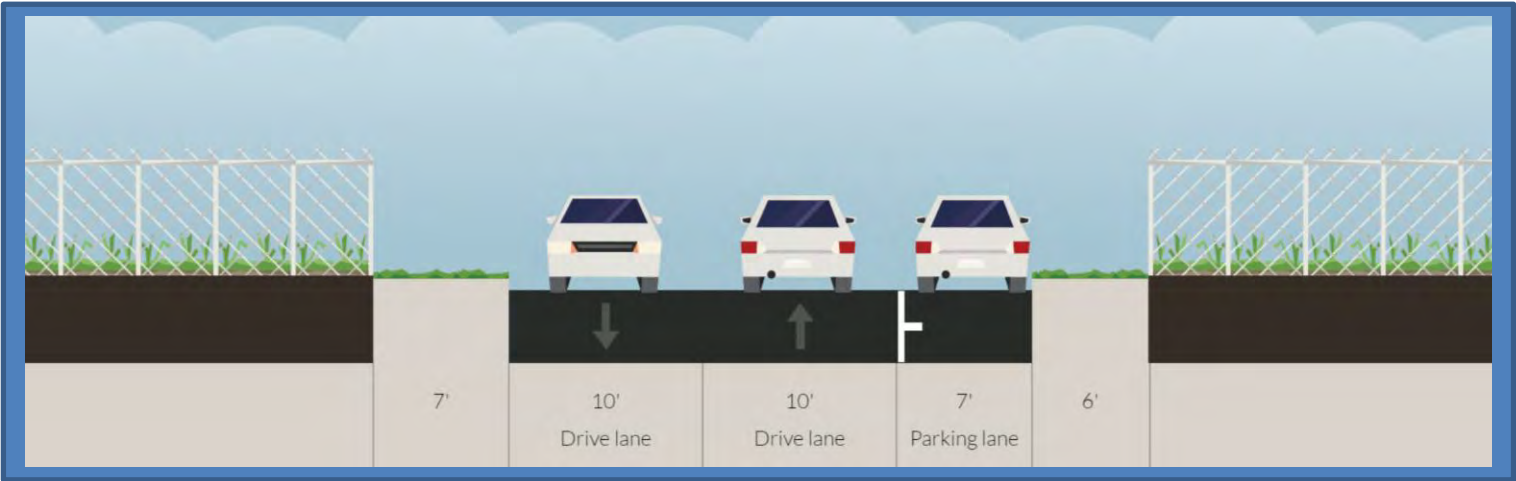
Source: Google Maps



Corner of S 139th St & 56th Ave S; looking NE.



Retaining wall at east end of S 139th St; looking east.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

This project involves widening the roadway to 28' to provide two 14' travel/parking lanes and installing 5' sidewalks with curb and gutter along both sides of S 139th St. Connect new storm drainage structures to existing mainline.

These improvements can be made in the existing ROW. 4.5' of temporary construction easement will be required along both sides of S 139th St for length of project limits to complete suggested improvements. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$22,000
RIGHT-OF-WAY	\$45,000
CONSTRUCTION	\$142,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$209,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- Approach to Macadam Rd has double-yellow centerline striping with RPMs.
- Average roadway width of 24’.
- Corridor length of 560’.
- Existing sidewalk along south side of roadway.
- Existing curb along north side of roadway.

CONTEXT

- Adjacent properties are residential with predominately single family homes.

CONSTRAINTS

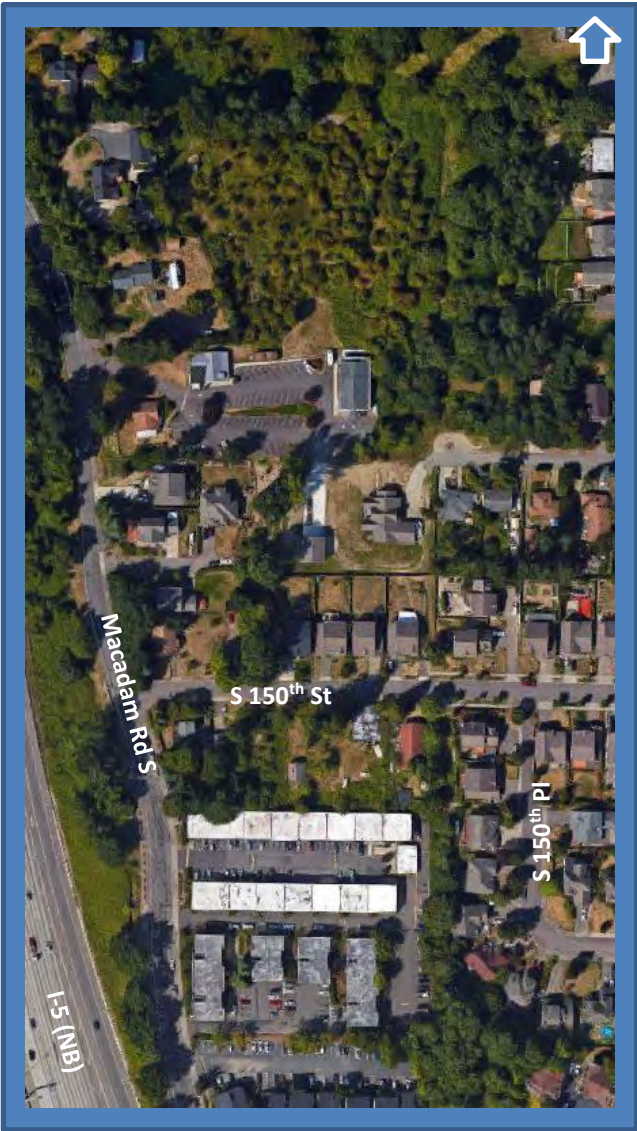
- ROW is 40’ for west most 180’, near Macadam Rd.
 - ROW is 44’ for 240’, between west most 180’ and east most 120’.
 - ROW is 50’ for east most 120’, near S 150th Pl.
 - Existing retaining wall within ROW at Macadam Rd S intersection, on north side of corridor.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Connect to existing sidewalk along east side of Macadam Rd, increasing accessibility to public transit for pedestrians.
- Connect to sidewalks along S 150th St east of S 150th Pl to Macadam Rd.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing 5’ sidewalk along the south side of S 150th St. Install 5’ sidewalk behind existing curb along the north side of roadway where north side sidewalk does not exist. Narrow roadway to 20’ (two 10’ travel lanes), holding the south curb line in place, where retaining wall exists and install new curb, gutter, and 5’ sidewalk. Install new storm drainage structures along new curb and gutter.
- **Option 2:** Widen roadway to 28’ to provide two 14’ travel/parking lanes. Remove existing sidewalk along south side of S 150th St. Install 5’ sidewalks with and gutter along both sides of roadway. Tie to existing storm system along S 150th St. Adjust fire hydrants to planter strip or edge of sidewalk to allow 4’ minimum sidewalk width.



Source: Google Maps



S 150th St near 150th Pl S, Facing west.



S 150th St and Macadam Rd S, Facing east.



Typical existing cross section (40’ ROW); looking east.

PROJECT DESCRIPTION

This project maintains a majority of the existing north-side curb line and all of the south-side curb and sidewalk. An existing retaining wall is in place near Macadam Rd S along the north side of the street (approximately 150'). In front of this wall, the roadway will be narrowed to 20' (two 10' travel lanes) and new curb, gutter, and sidewalk will be installed so that the wall is not impacted. For 270' from the existing retaining wall to the existing north side sidewalk, install a 5' north sidewalk behind the existing curb line. Maintain existing conditions for the remaining 140' of corridor.

ROW varies along the corridor; the west most ROW is 40' for a distance of 180' along S 150th St. ROW then expands to 44' for 240', becoming 50' for the east most segment along the corridor between S 150th PI and Macadam Rd.

These improvements can be made in the existing ROW. 0.5' temporary construction easements is required along 40' ROW and 44' ROW where improvements are to occur. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$25,000
RIGHT-OF-WAY	\$6,000
CONSTRUCTION	\$162,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$193,000



Typical improved cross section for Option 1 (150' segment near Macadam Rd S); looking east (Preferred Option)

S 132nd St from 37th Ave S to W End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 18’.
- Corridor length of 190’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Adjacent properties are single family.
- No vehicular or pedestrian access to Tukwila International Blvd; the roadway serves local access purposes only.

CONSTRAINTS

- Average ROW* width of 60’.
- Overhead utility lines on southeast side.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Increase pedestrian safety and mobility through the corridor.

IMPROVEMENT OPTIONS

- Option 1: Widen existing roadway by 10’ total to create two 14’ travel/parking lanes. Construct 5’ sidewalks with curb and gutter on both sides of the corridor. Install storm drainage.



Source: Google Maps



West end of S 132nd St abutting Tukwila International Blvd.



Facing southwest from the intersection of S 132nd St and 37th Ave S.



Typical existing cross section; looking northeast.

PROJECT DESCRIPTION

S 132nd St, west of 37th Ave S, is a dead-end corridor approximately 190’ in length. The existing cross section includes two 9’ travel lanes. There are no designated parking or pedestrian facilities within the corridor. The proposed cross section will increase the lane width to 14’ and construct 5’ sidewalks with curb and gutter on both sides of the street. Storm drain mainline and catch basins will be installed.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$31,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$204,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$235,000



Typical improved cross section for Option 1; looking northeast (Preferred Option)

S 161st St from 51st Ave S to West End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 24’.
- Corridor length of 410’; improvements recommended for 310’ of this corridor.
- No designated bicycle facilities or sidewalks.
- Rolled curbs on both sides of road and around cul-de-sac.

CONTEXT

- Surrounding land use primarily single family.
- No signs prohibiting parking were observed. Vehicles observed parking around cul-de-sac and along south side of road.

CONSTRAINTS

- ROW* width of 52’.
- Overhead utilities along north side of S 161st St.
- Dead-end street with cul-de-sac at west end.
- Potential elevation issues with driveways on the south side of S 161st St.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect to existing sidewalks on 51st Ave S.
- Improved access to nearby transit route; bus stops located on 51st Ave S near S 161st St.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain the existing roadway width and rolled curbs and install 5’ sidewalks behind existing curb. Underground overhead utilities and replace removed streetlights.



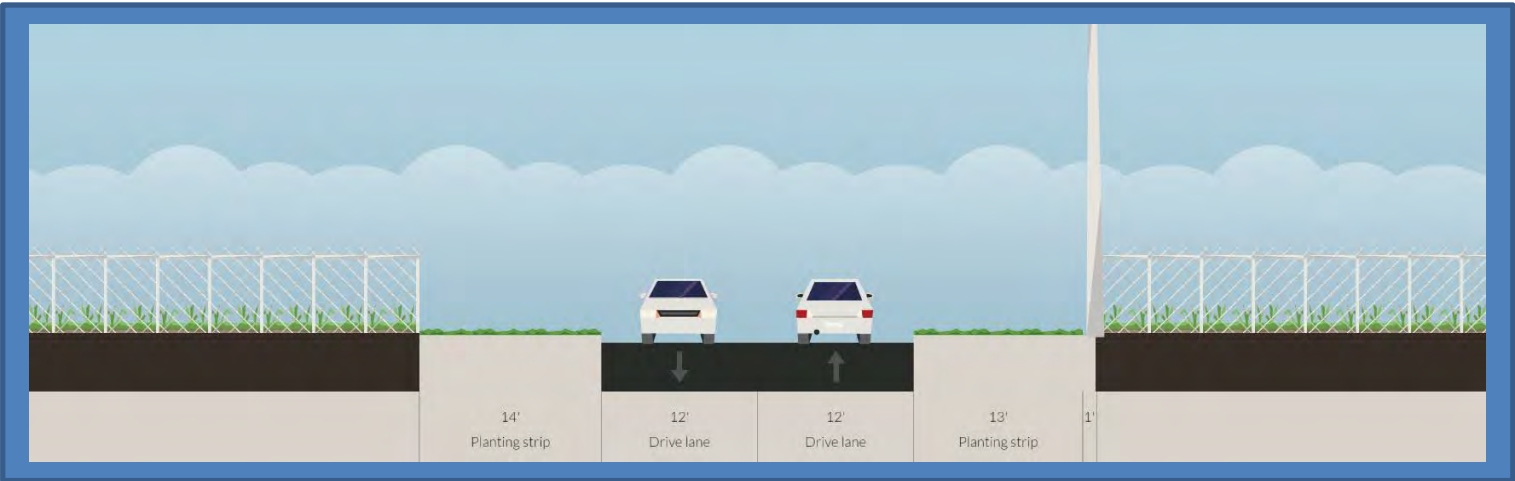
Source: Google Maps



Mountable curbs on both sides of S 161st St; looking west.



Large trees and slopes observed; looking east.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

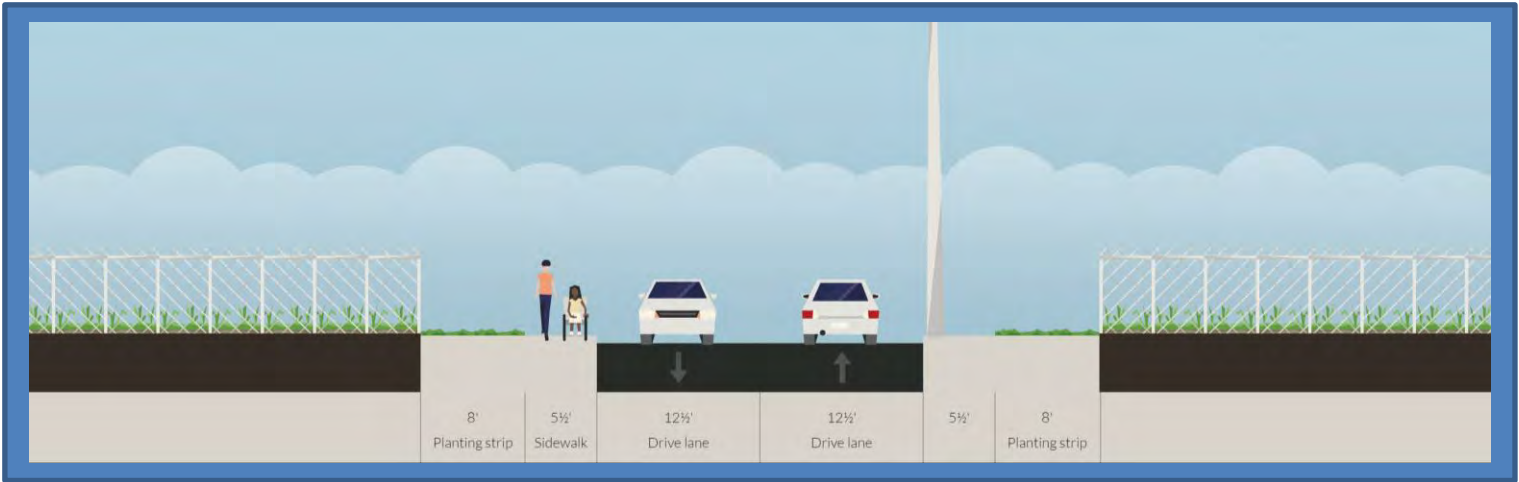
This project involves maintaining the existing roadway and installing 5’ sidewalks behind the existing curb. Due to the diameter of the existing cul-de-sac, no improvements are recommended for this section of the corridor. The remaining 310’ of this corridor has adequate space to add two 5’ sidewalks.

The existing 25’ roadway will not be widened. The existing rolled curbs will be maintained and sidewalk will be installed flush with the top of curb behind the rolled curbs. Since curbs will not be touched, existing roadway drainage will not be modified.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$27,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$177,000
UTILITY UNDERGROUNDING	\$290,000
<hr/>	
TOTAL COST	\$494,000



Typical improved cross section for Option 1; looking north (Preferred Option)

Interurban Place S from 40th Ave S to South End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 18’.
- Corridor length of 480’.
- No designated bicycle facilities or sidewalks.
- Soft shoulder along west side of Interurban PI S.

CONTEXT

- Surrounding land use predominantly single-family residential.
- Dead-end roadway with no turn-around area.
- Interurban Place S parallels the Green River Trail.
- Property along southwest side of Interurban Place S is a utility corridor owned by Seattle City Light.
- Parking along soft shoulder and at end of roadway.

CONSTRAINTS

- ROW* width varies from 19’ to 42’; narrowest at dead-end and widest at intersection with 40th Ave S.
- Occasional overhead utility poles on NE side of Interurban Place S. Overhead utilities are located along the Green River Trail, the southwest of Interurban Place S.
- Narrow road with large trees and fences near edge of pavement where ROW narrows.
- No turn-around at end of roadway.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improve connection to Green River Trail, Interurban Ave S and nearby transit routes.
- In conjunction with improvements to S 119th St, this would create a safer corridor to the pedestrian bridge across the Duwamish River.

IMPROVEMENT OPTIONS

- **Option 1:** Acquire ROW along the southwest side of Interurban Place S and expand the roadway. Install a 5’ wide sidewalk with curb and gutter along the northeast side of the road. This option would require negotiations with Seattle City Light, the owner of this property.
- **Option 2:** Add a 5’ sidewalk along the southwest side of Interurban Place S where ROW width allows; approximately 165’ from intersection of 40th Ave S and Interurban Place S. Leave remaining 315’ of road unimproved to avoid ROW acquisition costs.



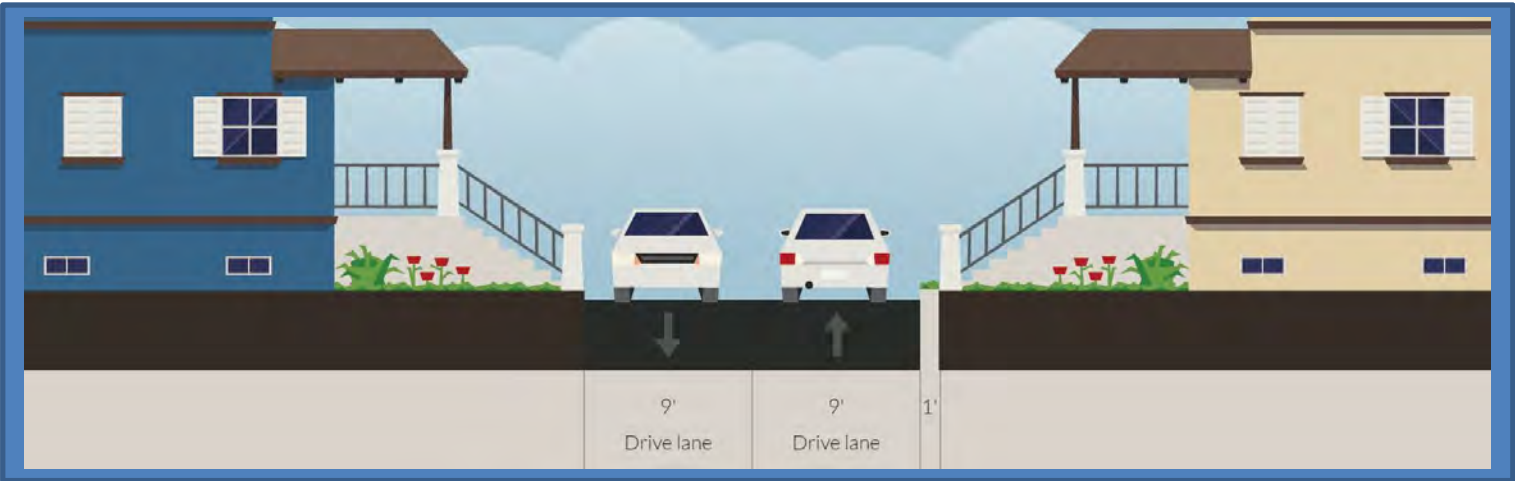
Source: Google Maps



ROW widens near 40th Ave S and gravel shoulder is utilized for parking; looking northwest.



Large trees near roadway; looking southeast.



Typical existing cross section (existing 19’ ROW); looking southeast.

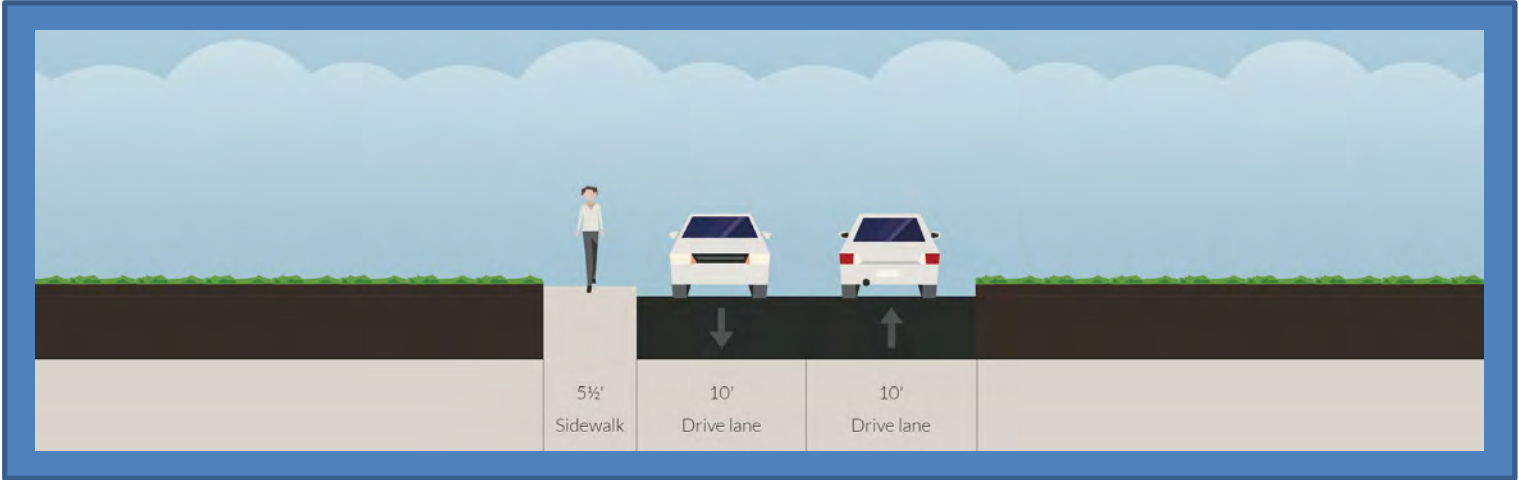
PROJECT DESCRIPTION

This project involves widening Interurban Place S to 20’ and adding a 5’ sidewalk with curb and gutter to the northeast side of the roadway. Storm drainage structures will also be included in the northeast side improvements. This will increase access to the Green River Trail, Interurban Ave S and nearby transit destinations. Access and safety for pedestrian travel to the Duwamish River bridge will be increased if done in conjunction with improvements to S 199th St.

ROW varies along the corridor, in order to complete improvements to Interurban Place S, arrangements must be made with parcel 7340600024 owner, City of Seattle City Light.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$32,000
RIGHT-OF-WAY	\$132,000
CONSTRUCTION	\$209,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$373,000



Typical improved cross section for Option 1 (proposed 25.5' ROW); looking southeast (Preferred Option)

52nd Ave S from North End of Road to S 164th St

EXISTING CONDITIONS

- No striping; average roadway width of 24’.
- Corridor length of 145’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Adjacent properties are single family.
- Dead-end at the north end of 52nd Ave S; the roadway serves local access purposes only.

CONSTRAINTS

- Average ROW* width of 50’.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- In conjunction with the proposed improvements on S 164th St, east of 51st Ave S, provide better pedestrian connectivity to the existing sidewalks and transit stops on 51st Ave S.

IMPROVEMENT OPTIONS

- Option 1: Widen existing roadway to 28’ to provide two 14’ travel/parking lanes. Install 5’ sidewalks with curb and gutter along both sides of the roadway. Install storm drainage structures throughout corridor.



Source: Google Maps



Facing north from intersection of 52nd Ave S and S 164th St.



Dead-end at north end of 52nd Ave S.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

52nd Ave S, north of S 164th St, is a dead-end corridor approximately 145’ in length. The existing cross section includes 24’ of pavement. This project involves widening the existing roadway to 28’ to incorporate two 14’ travel/parking lanes. Additionally, 5’ sidewalks with curb and gutter will be installed on both sides of the street.

There are no overhead utilities in the corridor, but the existing pedestrian lights on the east side of the roadway will be replaced as part of the proposed project.

These improvements can be made in the existing ROW. No temporary construction easements are required to complete suggested improvements. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$25,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$162,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$187,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 12’.
- Corridor length of 340’.
- No designated bicycle facilities or sidewalks.

CONSTRAINTS

- Average ROW* width of 17’.
- Stone retaining wall supports residence to west of roadway near S 130th St.
- Overhead utility lines along east side of roadway.

*ROW widths based on King County GIS data

IMPROVEMENT OPTIONS

- **Option 1:** Narrow existing roadway width from 12’ to 11.5’. Install curb, gutter, and 5’ sidewalk along east side within existing ROW. Underground existing utilities and replace streetlights. Install drainage system on east side.

CONTEXT

- Adjacent properties are single family.
- Dead-end roadway.

OPPORTUNITIES

- Improve pedestrian corridor to Tukwila International Blvd and Public Transit Stops.



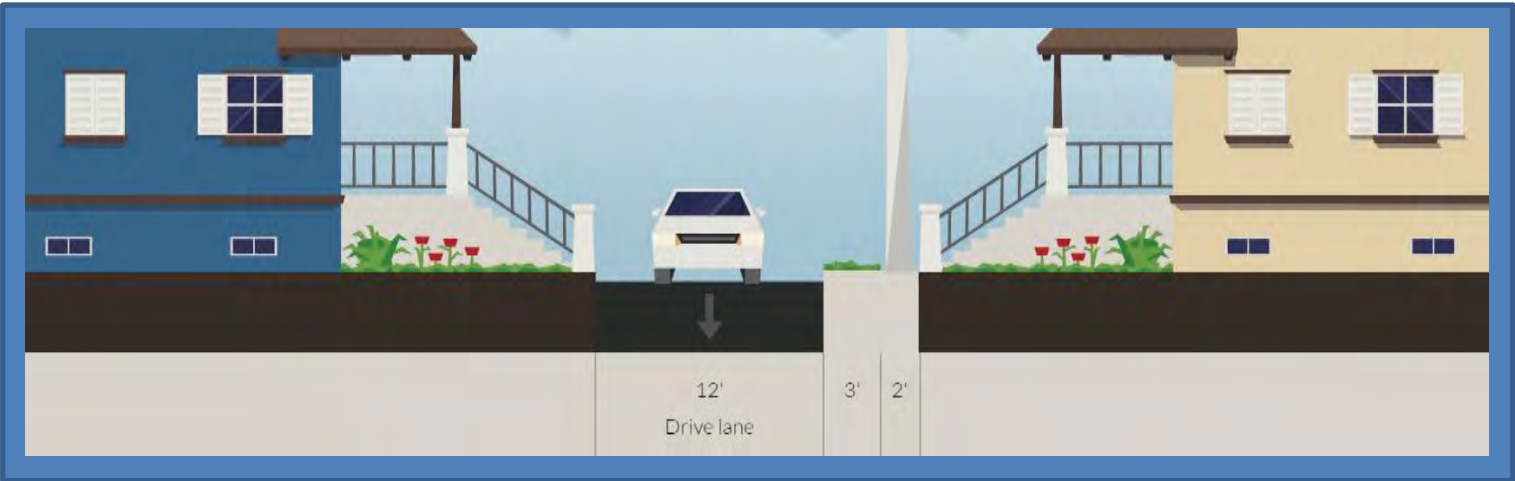
Source: Google Maps



Near cul-de-sac, facing north.



Near S 130th St, facing south.



Typical existing cross section; looking north.

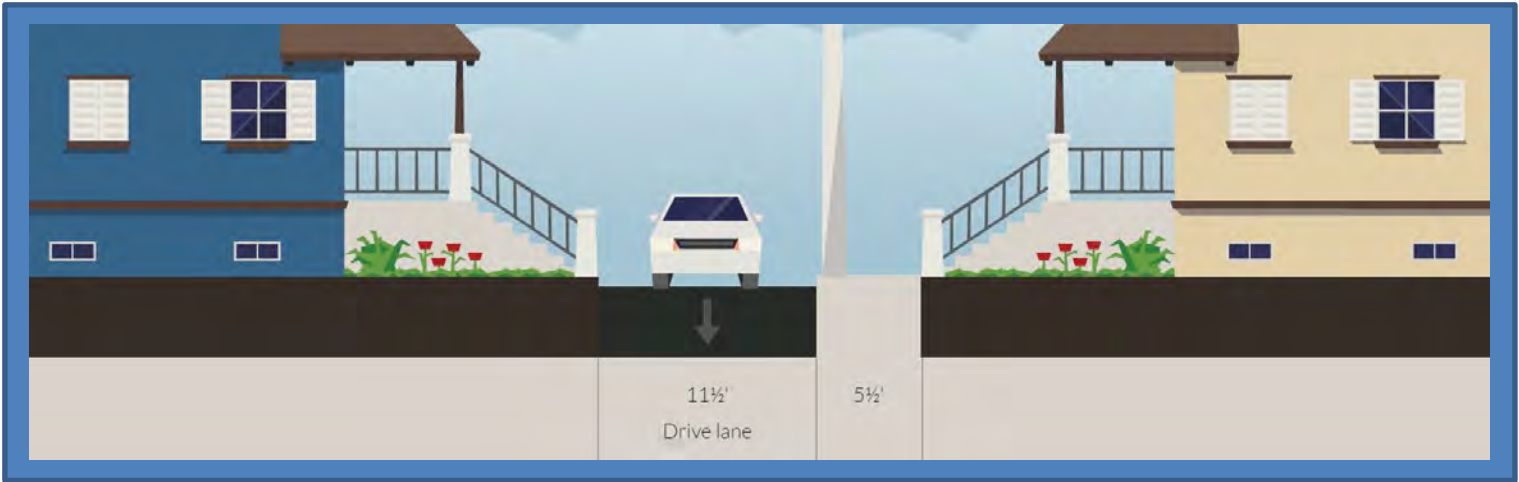
PROJECT DESCRIPTION

This project narrows the existing roadway by 0.5' along the east side to allow for the installation of a 5' sidewalk with curb and gutter. Underground overhead utilities located along the east side of 33rd Pl S. Install storm drainage structures throughout corridor.

Suggested improvements can be made within existing ROW. 5' temporary construction easement is required along the east side of the sidewalk installation for the length of project limits. There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$26,000
RIGHT-OF-WAY	\$39,000
CONSTRUCTION	\$171,000
UTILITY UNDERGROUNDING	\$280,000
<hr/>	
TOTAL COST	\$516,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 300’.
- Existing sidewalk along south side of S 126th St.

CONTEXT

- Adjacent properties are single family.
- 42nd Ave S is a short, dead-end roadway.

CONSTRAINTS

- Average ROW* width of 56’.
 - Roadway has steep slope, complicating adjacent driveway design and ADA-accessibility.
 - Overhead utilities along the south side of roadway, with two utility poles embedded in sidewalk.
- *ROW widths based on King County GIS data

OPPORTUNITIES

- Provide north side sidewalk to provide ADA-accessibility for residents along north side of roadway.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing pavement and install 5’ sidewalk with curb and gutter along north side of roadway. Underground overhead utilities and replace removed streetlights. Install Storm drainage structures throughout corridor.
- **Option 2:** Widen roadway to 28’ to provide two 10’ travel lanes and an 8’ parking lane along the south side of S 126th St. Install 5’ sidewalk with curb and gutter along the north side of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.



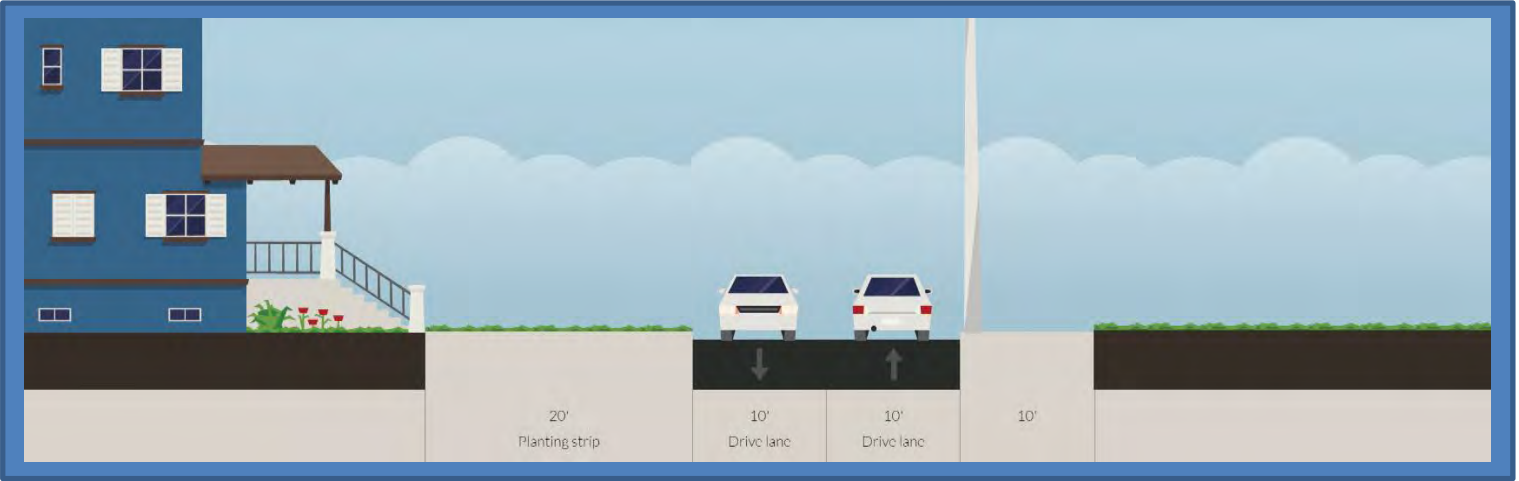
Source: Google Maps



Facing west.



Facing east.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

This project involves maintaining the existing pavement and installing a 5' sidewalk with curb and gutter along the north side of S 126th St, opposite the existing sidewalk along the south side. Due to the steep roadway grade, driveway reconstruction will be necessary. The sidewalk near the existing brick-and-mortar fence will be narrowed to maintain the existing features.

The recently-installed curb line along the south side will not be modified.

The new curb line will require new drainage structures, which will laterally connect to the existing drainage mainline serving the south side of the street. The aerial utility lines will be undergrounded (under the north side of the roadway) and the existing utility poles on the south side will be replaced with new streetlight poles.

These improvements can be made in the existing ROW. No temporary construction easements are be required to complete suggested improvements. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$26,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$171,000
UTILITY UNDERGROUNDING	\$280,000
<hr/>	
TOTAL COST	\$477,000



Typical improved cross section for Option 1; looking north (Preferred Option)

51st Ave S from S 159th St to North End of Road

EXISTING CONDITIONS

- Dashed yellow centerline with RPMs; average roadway width of 24’.
- Corridor length of 500’.
- Sidewalk with illumination on west side of corridor.
- Existing curb along east side of 51st Ave S.

CONTEXT

- Few properties, primarily single family.
- 51st Ave S dead-ends at north end of road.
- Crystal Springs Park in southwest quadrant of corridor.

CONSTRAINTS

- ROW is 100’ for southern 200’ reduces from 50’ to 36’ over northern most 300’ of corridor
- Fence and trees along east side of roadway near S 159th St

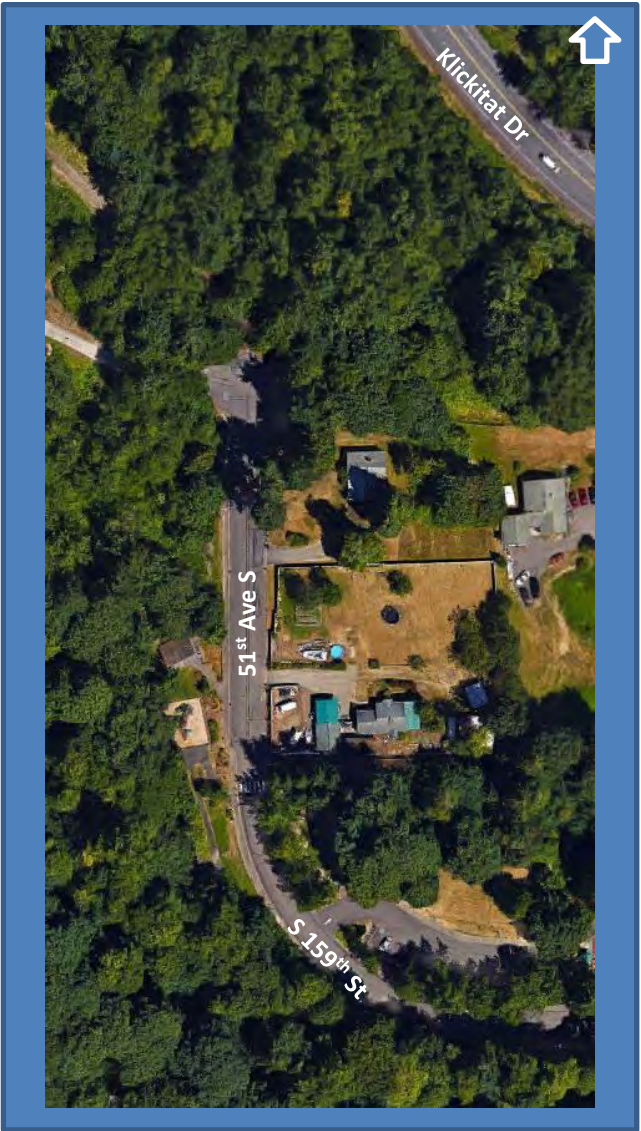
**ROW widths based on King County GIS data*

OPPORTUNITIES

- East sidewalk would connect homes on east side of corridor to Crystal Springs Park.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing pavement width of 24’ and 5’ sidewalk along the west side of 51st Ave S. Install a 5’ sidewalk behind the existing curb along the east side of the roadway. Remove conflicting trees and fence.



Source: Google Maps



51st Ave S, facing north.



51st Ave S, facing south.



Typical existing cross section (50’ ROW); looking north.

PROJECT DESCRIPTION

This project involves maintaining the existing pavement and west side 5' sidewalks and installing a 5' sidewalk behind the existing curb which runs along the east side of the road.

Due to the location of this corridor, a pedestrian network could be created if proposed improvements on S 159th St between 51st Ave S and 53rd Ave S are also implemented. These improvements would enhance pedestrian safety and accessibility along the corridor.

These improvements can be made in the existing ROW. No temporary construction easements will be needed to complete suggested improvements. There will be impacts to existing landscaping, fire hydrants, and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$15,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$98,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$113,000



Typical improved cross section for Option 1 (50' ROW); looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 690’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Adjacent properties are single family homes.
- 48th Ave S is bound by S 122nd St and S 124th St; roadway is for local access only.

CONSTRAINTS

- Average ROW* width of 50’.
- Overhead utility lines on east side.

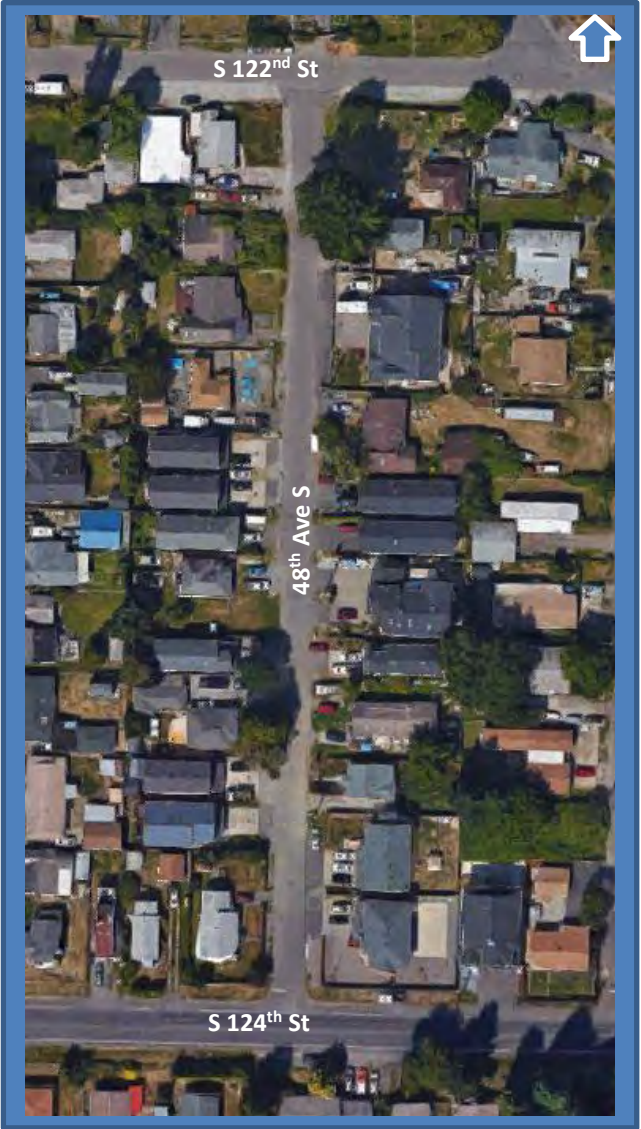
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improve pedestrian mobility.
- Provide designated on-street parking.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28’ to provide two 14’ travel/parking lanes. Shift roadway centerline by 6’ to the east to center roadway in ROW. Install 5’ sidewalks with curb and gutter along each side. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



S 124th St and 48th Ave S, Facing north.



S 122nd St and 48th Ave S, Facing south.



Typical existing cross section; looking north.

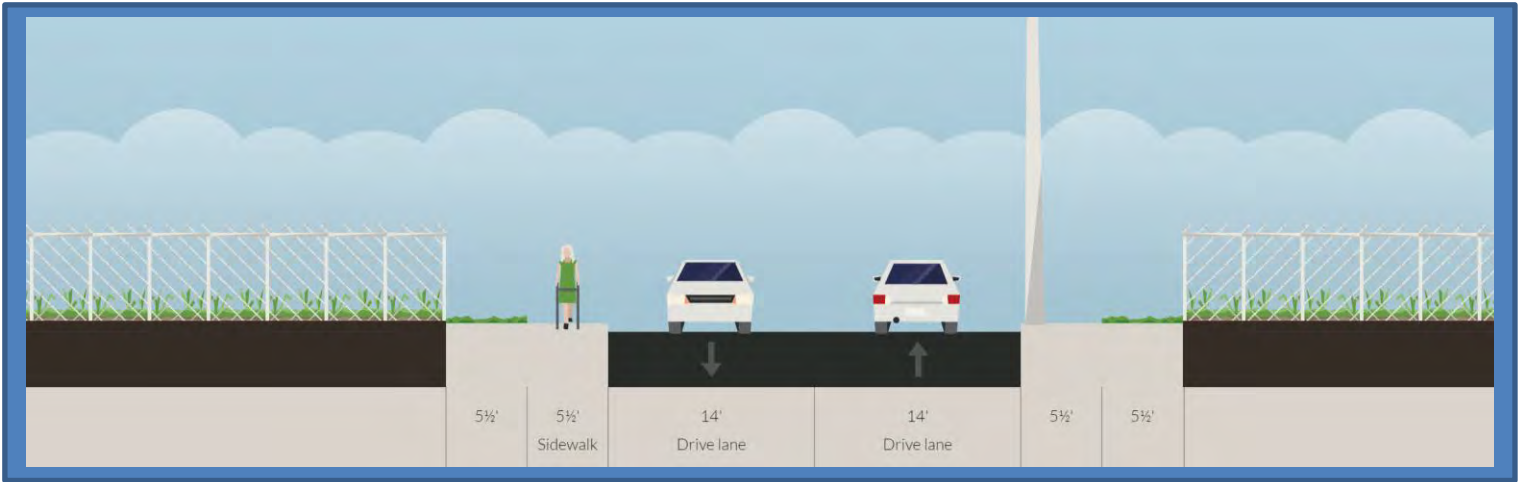
PROJECT DESCRIPTION

48th Ave S between S 122nd St and S 124th St is approximately 690’ in length and serves as local access to the surrounding single family homes. The existing cross section includes two 10’ travel lanes and gravel shoulders on both sides of the street. The proposed cross section will increase pedestrian mobility by constructing 5’ sidewalks on both sides of the road. Storm drainage structures will be installed throughout the corridor. To preserve parking, the roadway will be widened to 28’ to provide two 14’ travel/parking lanes and the centerline will be shifted 6’ to the east to match the ROW centerline.

These improvements can be made in the existing ROW. No temporary construction easements are required to complete suggested improvements. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$134,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$888,000
UTILITY UNDERGROUNDING	\$635,000
<hr/>	
TOTAL COST	\$1,657,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 113th St from West End of Road to 41st Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 16’.
- Corridor length of 450’.
- No designated bicycle facilities or sidewalks.
- Soft shoulder along both sides of S 113th St.

CONTEXT

- Surrounding area land use is predominantly single family.
- S 113th St turns to become 41st Ave S.
- The Duwamish Hill Preserve is a local park with multiple trails providing pedestrian access to S 115th St and East Marginal Way S. These trails are accessible via S 113th St.
- Parking along soft shoulder along both sides of roadway.

CONSTRAINTS

- Average ROW* width of 40’; existing fences along properties near 41st Ave S are currently limiting the usable space to 27’.
- Overhead utilities on south side of S 113th St.
- S 113th St is a dead-end street with no turn-around area.
- Access to S 113th St only possible via roads with steep slopes and sharp turns.

*ROW widths based on King County GIS data

OPPORTUNITIES

- Improved access to a local park; access to the Duwamish Hill Preserve at the west end of S 113th St.
- In conjunction with improvements between S 113th St and S 115th St this would create a connection to existing sidewalks and improve access to nearby transit routes.

IMPROVEMENT OPTIONS

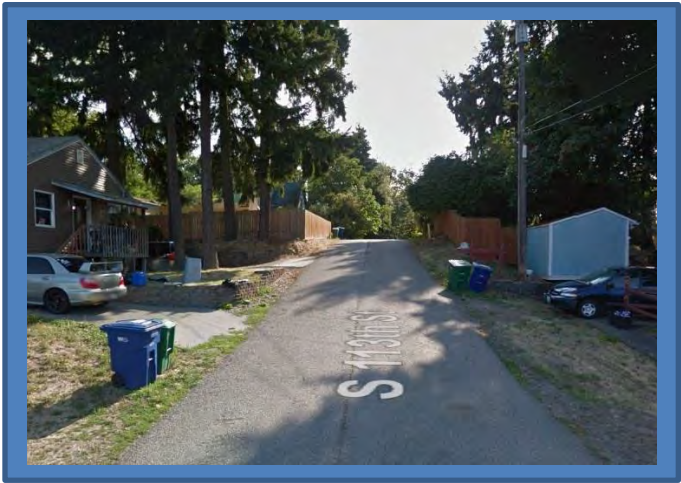
- **Option 1:** Widen roadway to 28’ to provide two 14’ travel/parking lanes and install a 5’ sidewalk with curb and gutter along the north side of the road. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.
- **Option 2:** Increase the roadway width to 18’ and add a 6’ wide sidewalk to the north side of S 113th St. Underground overhead utilities, replace streetlights and add storm drainage facilities.



Source: Google Maps



Facing west.



Facing east.



Typical existing cross section; looking west.

PROJECT DESCRIPTION

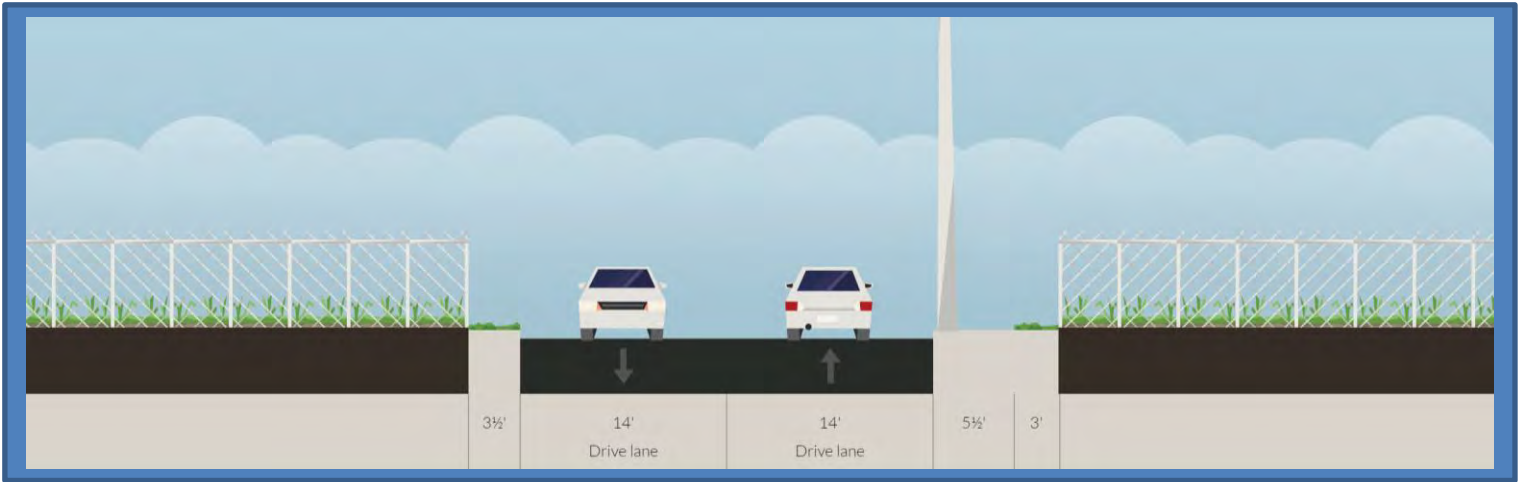
This project involves widening the roadway width to 28’ to provide two 14’ travel/parking lanes and installing a 5’ sidewalk with curb and gutter along the north side of S 113th St. Underground overhead utilities located along the south side s 113th St and install storm drainage structures throughout corridor.

A south sidewalk is not recommended to limit the cross section width and to minimize property impacts.

These improvements can be made in the existing ROW; 1.5’ temporary construction easements will be needed along the south side of the project and 2’ will be needed along north side of the project. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$64,000
RIGHT-OF-WAY	\$40,000
CONSTRUCTION	\$422,000
UTILITY UNDERGROUNDING	\$410,000
<hr/>	
TOTAL COST	\$936,000



Typical improved cross section for Option 1; looking west (Preferred Option)

S 144th St from End of Road to 59th Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 18’.
- Corridor length of 210’.
- No overhead utilities or utility poles.

CONTEXT

- Surrounding land use predominantly single family residences.
- Existing sidewalks on 59th Ave S and S 144th St.

CONSTRAINTS

- Average ROW* width of 44’.
- No turn-around area at east end of S 144th St.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect to existing sidewalk on 59th Ave S.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of the roadway. Install storm drainage structures throughout corridor.
- **Option 2:** Maintain existing roadway width of 18’ and install 5’ sidewalks with curb and gutter along both sides of S 144th St. Install storm drainage structures throughout corridor.



Source: Google Maps



Existing retaining wall on south side of S 144th St; looking east.



East end of S 144th St; looking east.



Typical existing cross section; looking west.

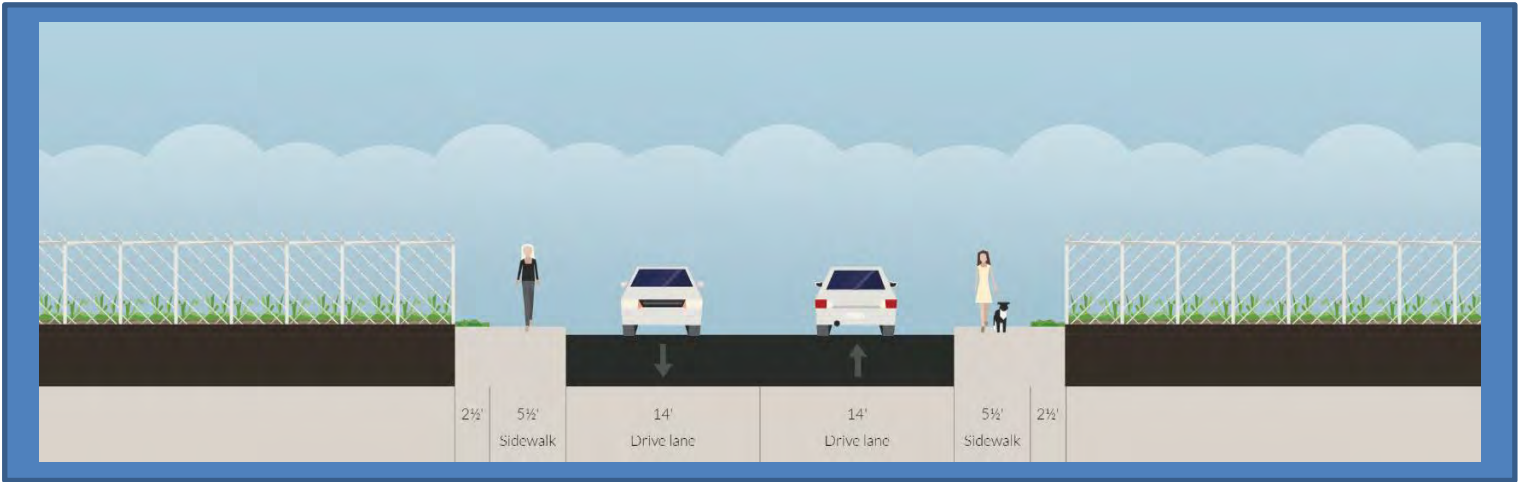
PROJECT DESCRIPTION

This project involves widening the existing roadway to 28' to provide two 14' travel/parking lanes and installing 5' sidewalks with curb and gutter along both sides of S 144th St. Installing storm drainage structures throughout corridor and replacing the existing stop bar. Adding sidewalks to this corridor will provide connections to existing sidewalks. There are no overhead utilities along this corridor and no streetlights.

These improvements can be made in the existing ROW. No temporary construction easements will be needed to complete suggested improvements. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$36,000
RIGHT-OF-WAY	\$27,000
CONSTRUCTION	\$240,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$303,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 580’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Adjacent properties are single family.
- Connection to S 162nd St on south end is a gravel road.

CONSTRAINTS

- Average ROW* width of 56’.
- Overhead utility lines on east side.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Define a pedestrian presence in the corridor.

IMPROVEMENT OPTIONS

- Option 1: Increase the roadway width to 28’ to accommodate two 10’ drive lanes and one 8’ parking lane. Add curb, gutter, and 5’ sidewalks. Underground overhead utilities and add storm drainage facilities.



Source: Google Maps



Facing north.



Facing south.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

This project involves widening the road to 28’ to allow for on-street parking; adding curb, gutter, and 5’ sidewalks; undergrounding overhead utilities; and adding storm drainage facilities.

In addition to providing pedestrian routes, this corridor will be improved due to the demand for on-street parking. The pavement width will be increased from 20’ to 28’ throughout the corridor. Currently, the corridor has gravel shoulders adjacent to residential properties where on-street parking was observed to be common.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$82,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$544,000
UTILITY UNDERGROUNDING	\$530,000
<hr/>	
TOTAL COST	\$1,156,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 20', roadway width is 30' where existing sidewalk exists.
- Corridor length of 640'.
- Existing sidewalk from church parking lot to 44th Ave S. (Approximately 390') in private ROW

CONTEXT

- 44th Ave S provides access to St. Thomas Catholic Church, which is located at the corner of 44th Ave S and S 142nd St.
- Other adjacent properties are single family.

CONSTRAINTS

- 40' ROW
- Overhead utilities along west side of 44th Ave S.
- Two fire hydrants along 44th Ave S, located near S 142nd St along the east side of the street between the sidewalk and roadway.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Connect pedestrians on west side of roadway with Church.
- Project in conjunction with S 140th St would increase pedestrian access to public transit.

IMPROVEMENT OPTIONS

- **Option 1:** Widen or reduce roadway to maintain consistent width of 28' to provide two 14' travel/parking lanes and install 5' sidewalks with curb and gutter to both sides of 44th Ave S. Maintain existing sidewalk and curb line adjacent to Church. Underground overhead utilities located along the west side of the corridor and replace street lights. Install storm drainage with new curb.



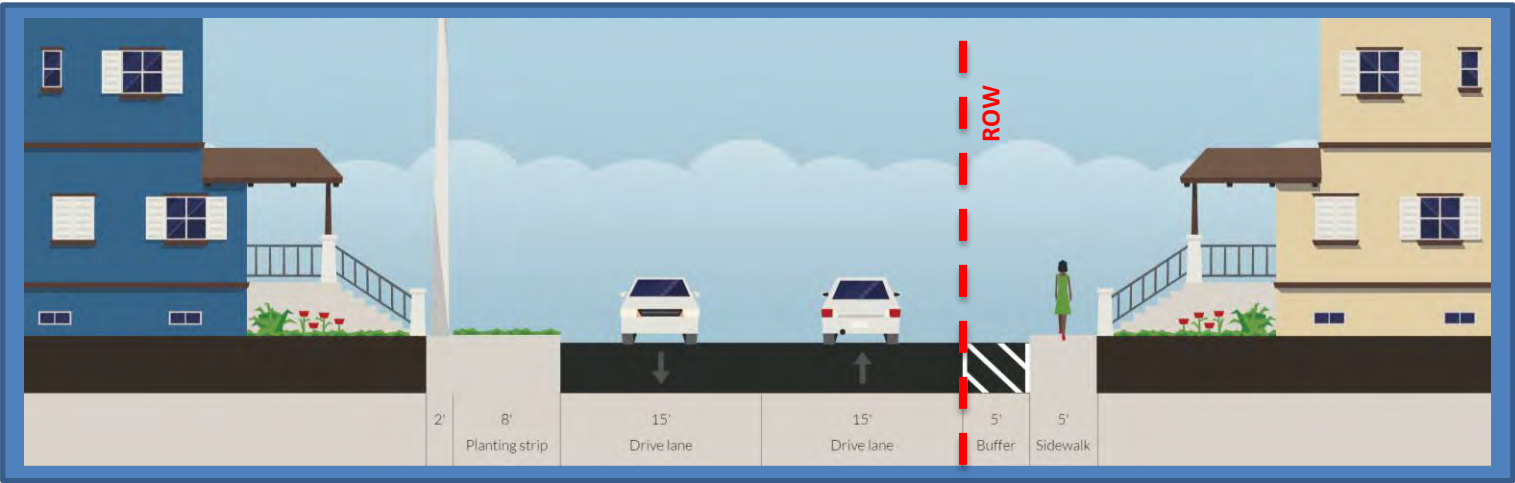
Source: Google Maps



Near St. Thomas Catholic Church, facing north.



Near S 140th St, facing north.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

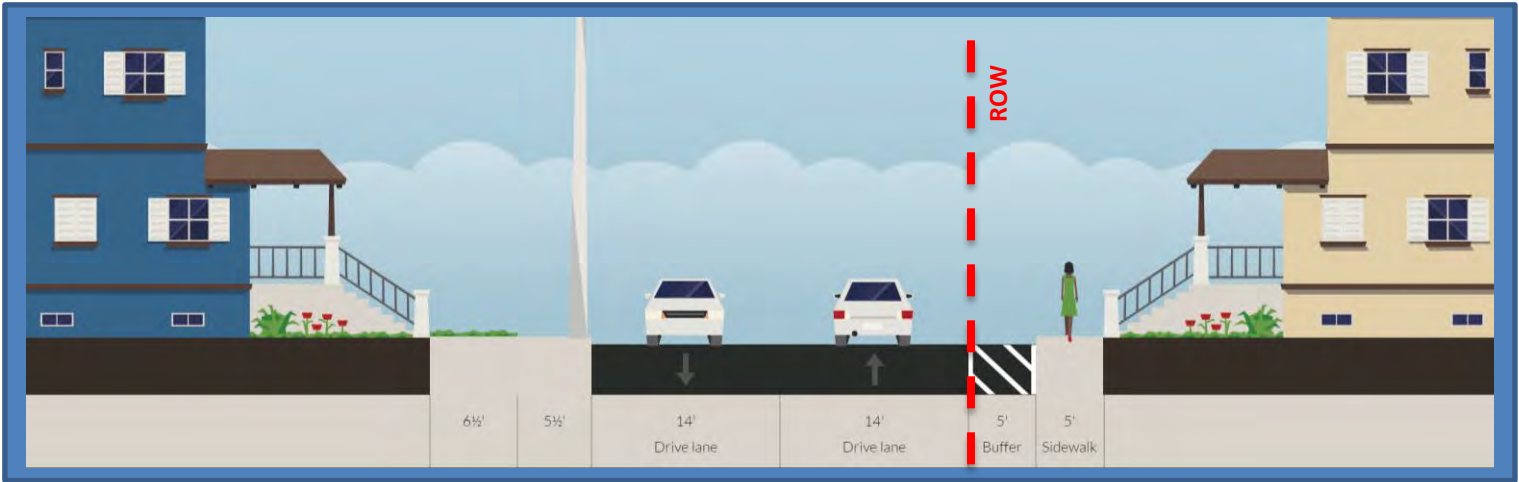
This project involves widening or reducing the roadway to maintain a consistent width of 28’ to provide two 14’ travel/parking lanes and installing a 5’ sidewalk with curb and gutter along the west side of the street. Maintain existing east side sidewalk and only install sidewalk along west side of corridor. Sidewalks will provide residents on the west side of 44th Ave S access to the church on S 142nd St. This project in conjunction to improvements to S 140th St will improve pedestrian accessibility and safety to public transit.

Underground overhead utilities running along the west side of the corridor. Adjust fire hydrants located west of 44th Ave S, near S 142nd St to be on edge of sidewalk. Install new catch basins and mainline.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$81,000
RIGHT-OF-WAY	\$57,000
CONSTRUCTION	\$536,000
UTILITY UNDERGROUNDING	\$590,000
<hr/>	
TOTAL COST	\$1,264,000



Typical improved cross section for Option 1; looking north (Preferred Option)

43rd Ave S from Macadam Rd to End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 24’.
- Corridor length of 780’.
- Existing sidewalk along east side of 43rd Ave S.
- Soft shoulder along west side of 43rd Ave S.

CONTEXT

- Adjacent properties are residential and primarily single family homes.
- Parking along both sides of roadway throughout project limits.

CONSTRAINTS

- 60’ ROW
- Overhead utilities along the west side of 43rd Ave S.
- Segments of drainage ditch along the west side of roadway.

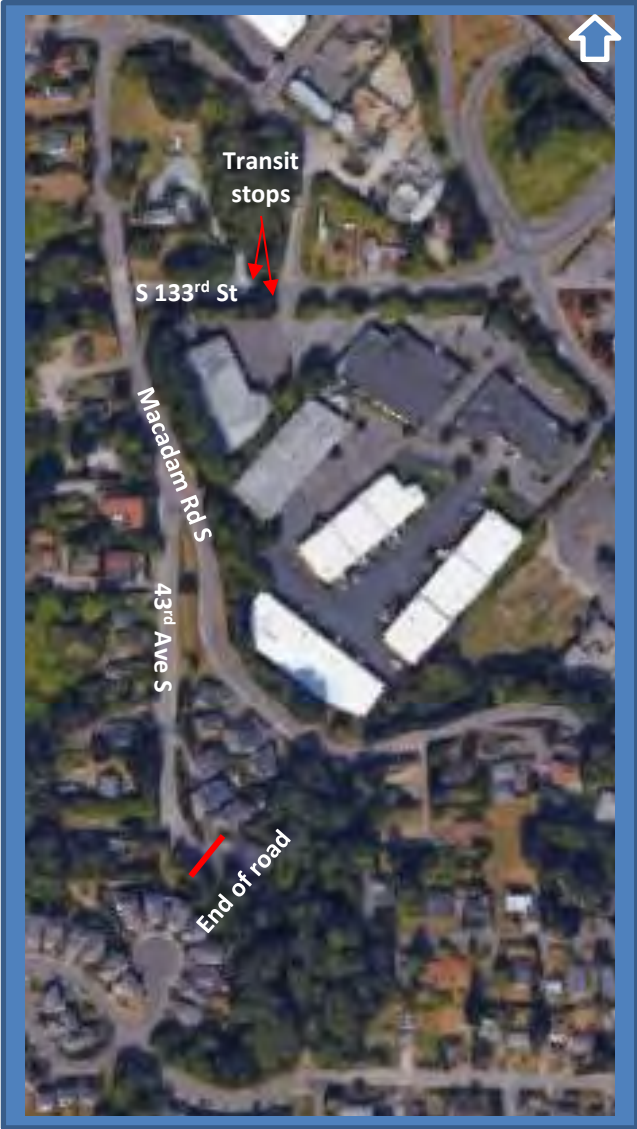
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Project in conjunction with Macadam Rd S would increase pedestrian access to Riverton Park.

IMPROVEMENT OPTIONS

- **Option 1:** Widen to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along the west side of 43rd Ave S. Underground overhead utilities and replace street lights. Connect new storm drainage to existing mainline.



Source: Google Maps



43rd Ave S and Macadam Rd S, looking south.



43rd Ave S looking at end of road, facing south



Typical existing cross section; looking north.

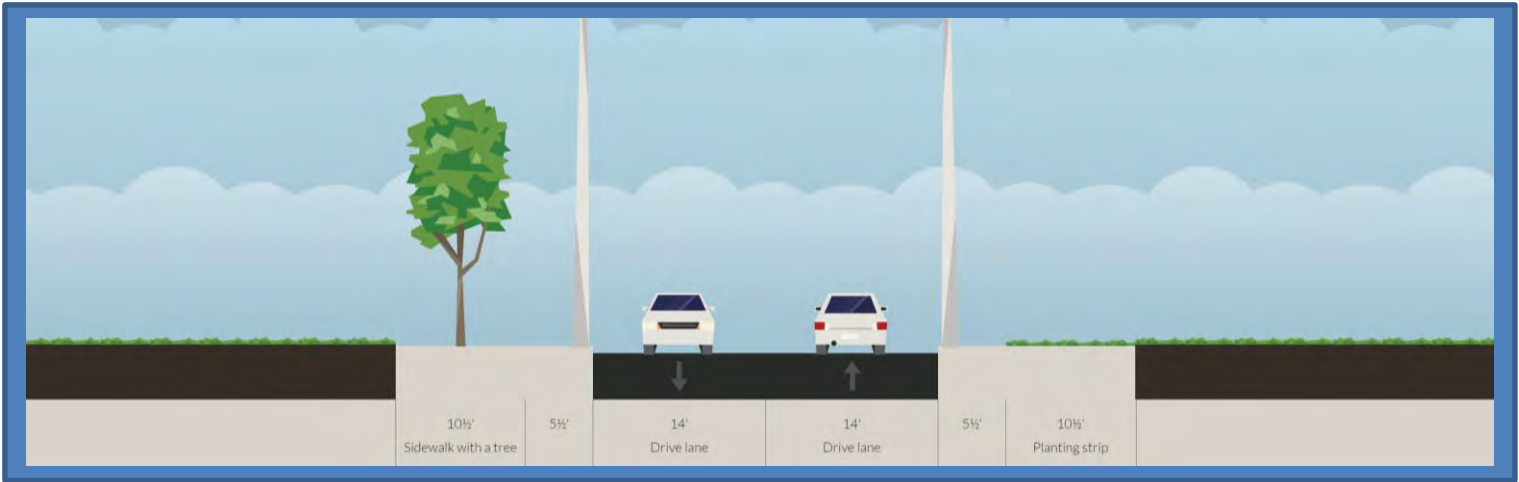
PROJECT DESCRIPTION

This project involves widening the roadway to 28' to provide two 14' travel/parking lanes and installing a 5' sidewalk with curb and gutter along the west side of the street. Maintain existing east side sidewalk. Underground overhead utilities located along the west side of the corridor.

These improvements can be made in the existing ROW. No temporary construction easements will be required. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$78,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$520,000
UTILITY UNDERGROUNDING	\$720,000
<hr/>	
TOTAL COST	\$1,318,000



Typical improved cross section for Option 1; looking north (Preferred Option)

EXISTING CONDITIONS

- Posted speed of 25 mph.
- No striping; average roadway width of 20’.
- Corridor length of 1660’.
- No designated bicycle facilities or sidewalks.

CONTEXT

- Property access (single family) on south/west side of roadway only. North/east side lined with trees separating corridor from BNSF property.

CONSTRAINTS

- ROW* width is 60’.
- Dense trees separate east side of road from BNSF yard.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Improve parking adjacent to residential properties.

IMPROVEMENT OPTIONS

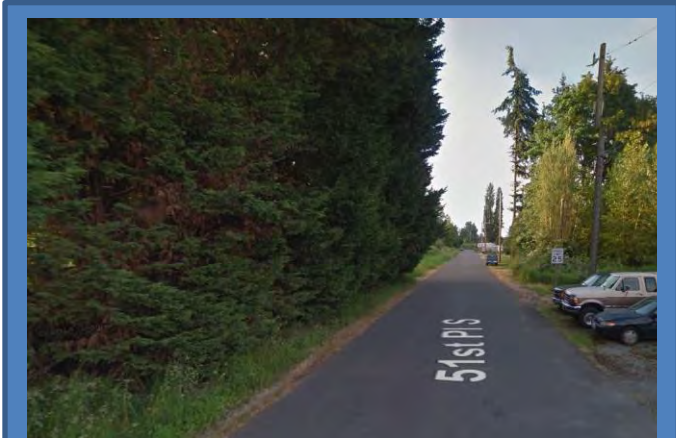
- Option 1: Increase the roadway width to 28’ to accommodate two 14’ drive/parking lanes. Construct 5’ sidewalks with curb and gutter on both sides of the corridor. Underground overhead utilities, replace streetlights, and add storm drainage facilities.



Source: Google Maps



Near S 122nd St, facing northwest.



Near S 124th St, facing southeast.



Typical existing cross section; looking northwest.

PROJECT DESCRIPTION

This project involves widening the road to create two 14’ travel/parking lanes, in addition to constructing two 5’ sidewalks with curb and gutter on both sides of the corridor, undergrounding overhead utilities and adding storm drainage facilities.

In addition to providing pedestrian routes, this corridor will be improved due to the demand for on-street parking. The roadway width will be increased from 20’ to 28’ throughout the corridor. Currently, the corridor has gravel shoulders adjacent to residential properties where on-street parking was observed to be common.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$281,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$1,871,000
UTILITY UNDERGROUNDING	\$1,530,000
<hr/>	
TOTAL COST	\$3,682,000



Typical improved cross section for Option 1; looking northwest (Preferred Option)

EXISTING CONDITIONS

- No striping; average roadway width of 12’.
- Corridor length of 240’.
- No designated bicycle facilities or sidewalks.
- Gravel roadway.

CONTEXT

- Adjacent properties are single family homes.
- Dead-end roadway.
- Dense vegetation surrounding project.

CONSTRAINTS

- ROW* width 60’.
- Adjacent ground is sloped.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Pave roadway.
- Widen roadway to accommodate two-way traffic.
- Construct sidewalk to provide pedestrian route.

IMPROVEMENT OPTIONS

- **Option 1:** Replace gravel with 20’ paved roadway to accommodate two 10’ travel lanes. Install 5’ sidewalk with curb and gutter along the east side of the roadway. Install storm drainage structures throughout corridor.



Source: Google Maps



Facing north at south end of street.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

This project involves widening the roadway to allow for two-way traffic in addition to paving the existing gravel roadway. Curb, gutter, and 5’ sidewalk will be installed along the east side of the corridor. A retaining wall is assumed to be needed to support the cut slope on the east side behind the sidewalk.

Enhancing access to two residential properties while providing a safe pedestrian path will improve corridor. These improvements can be made in the existing ROW. No temporary construction easements will not be required along the corridor to complete suggest improvements. There may be impacts to existing landscaping and mailboxes.

Sidewalk will not be installed along the west side of the roadway because there is no adjoining property, minimizing demand for a facility. Too, because the west side also features a cut slope, the low-demand facility would also require a retaining wall. The roadway expansion is assumed to be feasible without needing a west-side retaining wall.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$39,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$254,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$293,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 138th St from Macadam Rd to East End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 275’.
- No designated bicycle facilities or sidewalks.
- Soft shoulder along both sides of roadway.

CONTEXT

- Adjacent properties are single family.
- Dead-end roadway.
- Parking along south soft shoulder and at end of corridor.

CONSTRAINTS

- ROW* width 35’.
- Overhead utility lines along south side of roadway.

*ROW widths based on King County GIS data

OPPORTUNITIES

- In conjunction with Macadam Rd S improvements, construct sidewalk to provide a safe pedestrian route to public transit locations.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing roadway width and install a 5’ sidewalk with curb and gutter along the south side of S 138th St. Underground overhead utilities and replace streetlights. Install storm drainage structures throughout corridor.
- **Option 2:** Widen roadway to 28’ to provide two 14’ travel/parking lanes and install a 5’ sidewalk with curb and gutter along the south side of S 138th St. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor. Acquire ROW to fit improvements.



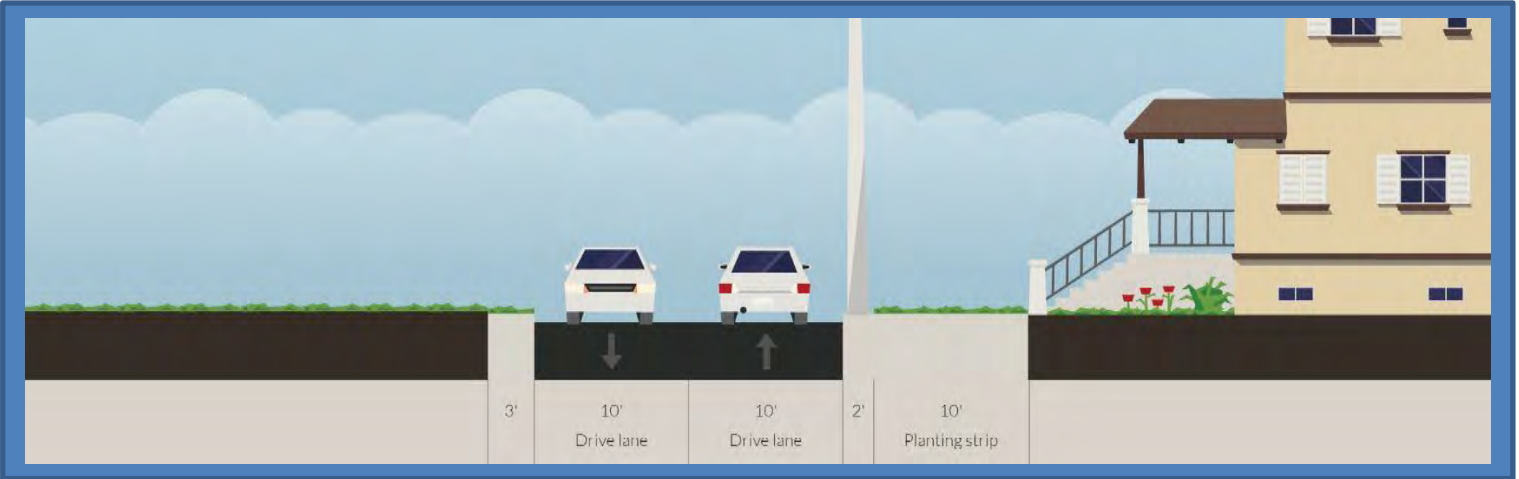
Source: Google Maps



S 138th St at end of road, Facing west.



S 138th St and Macadam Rd S, Facing east.



Typical existing cross section; looking east.

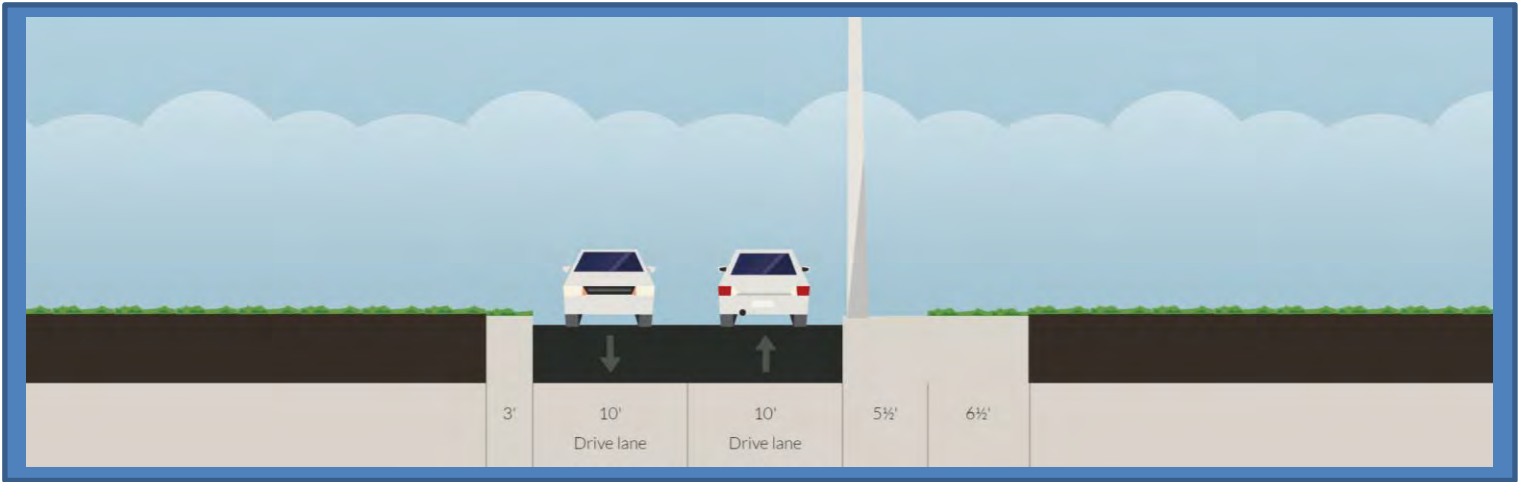
PROJECT DESCRIPTION

This project involves maintaining the existing roadway width of 20’ and install a 5’ sidewalk with curb and gutter along the south side of the roadway. Underground overhead utilities and install storm drainage structures throughout corridor.

These improvements can be made in the existing ROW. No temporary construction easements are required to complete suggested improvements. There may be impacts to existing landscaping, fences and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$24,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$158,000
UTILITY UNDERGROUNDING	\$250,000
<hr/>	
TOTAL COST	\$432,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 113th St from West End of Road to 51st Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 20’.
- Corridor length of 290’.
- No designated bicycle facilities or sidewalks.
- Soft shoulder along both sides of roadway

CONTEXT

- Adjacent properties are single family.
- Dead-end roadway.
- 51st Ave S within City of Seattle limits.
- Parking along north soft shoulder.

CONSTRAINTS

- ROW* width 40’.
- Overhead utilities along north side of S 113th St.
- Dense vegetation and trees along corridor.

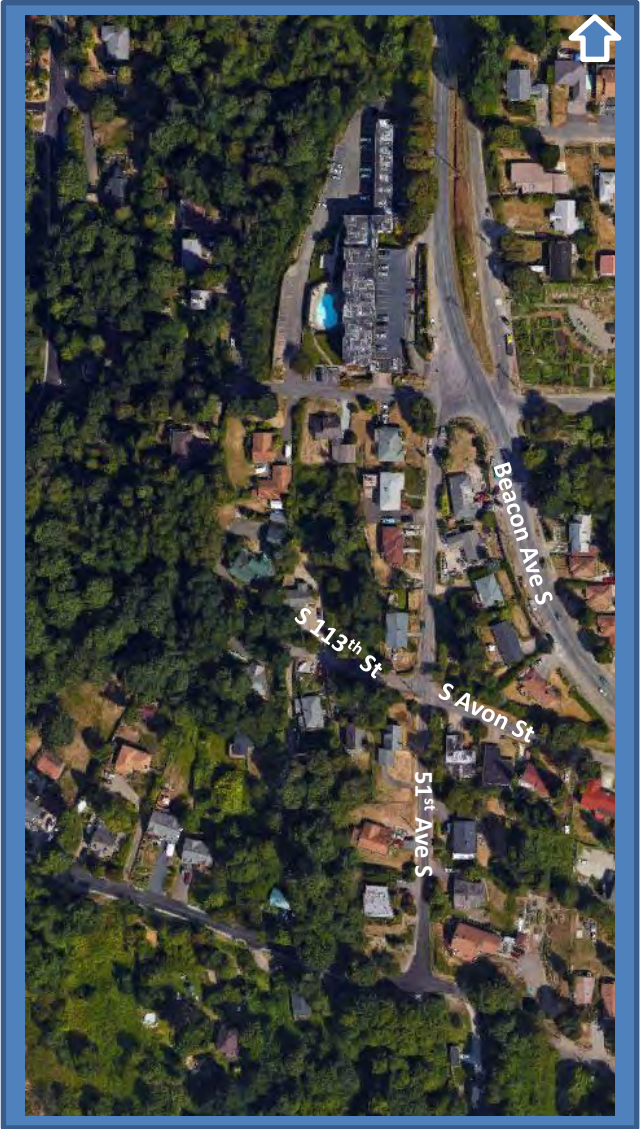
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Construct sidewalk to provide safe pedestrian route to public transit locations.

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28’ to provide two 14’ travel/parking lanes and install a 5’ sidewalk with curb and gutter along both sides of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.
- **Option 2:** Maintain existing roadway width and install 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



S 113th St, Facing west.



S 113th St, Facing east.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

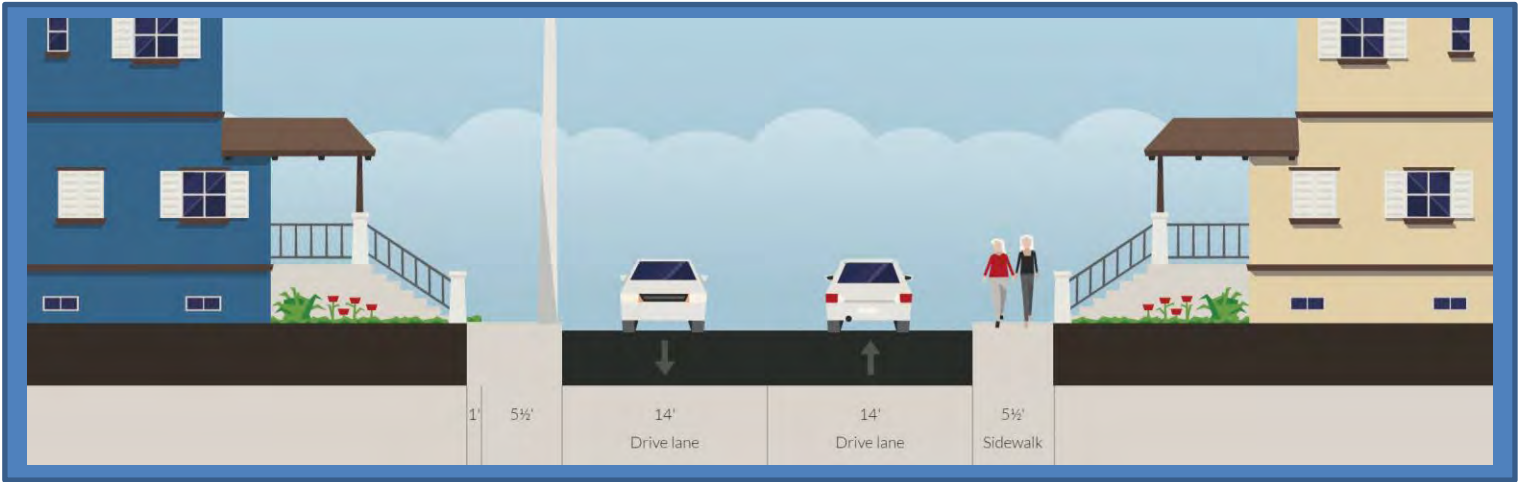
This project involves widening roadway width to 28’ to provide two 14’ travel/parking lanes and installing 5’ sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities located along the north side of S 113th St and install storm drainage structures throughout corridor.

This corridor will be improved by providing pedestrian routes throughout the corridor that connect with 51st Ave S.

These improvements can be made in the existing ROW. 4.5’ temporary construction easement will be required along both sides of project for length of project limits. There may be impacts to existing landscaping, fences and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$47,000
RIGHT-OF-WAY	\$66,000
CONSTRUCTION	\$308,000
UTILITY UNDERGROUNDING	\$270,000
<hr/>	
TOTAL COST	\$691,000



Typical improved cross section for Option 1; looking east (Preferred Option)

S 162nd St from 46th Ave S to End of Road

EXISTING CONDITIONS

- No striping; average roadway width of 15’.
- Corridor length of 120’.
- No sidewalks or designated bike facilities.
- Existing concrete curb along south side, asphalt curb along north side

CONTEXT

- Surrounding area land use is single family
- Dead-end roadway

CONSTRAINTS

- 50’ ROW.
- Large trees along south side and at end of corridor.
- Retaining wall along south side of corridor appears to be approximately 4’ from back of curb.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- In conjunction with improvements to 46th Ave S, will increase accessibility and safety for pedestrian and bicycle traffic to S 160th St.

IMPROVEMENT OPTIONS

- **Option 1:** Shift roadway north by 2’ and remove southern curb. Install curb and gutter along both sides of roadway with 5’ sidewalks. Maintain 15’ roadway width. Adjust fire hydrant to align with edge of sidewalk in order to maintain 4’ minimum sidewalk width.



Source: Google Maps



S 162nd St and 46th Ave S; looking east.



S 162nd St; looking west.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

This project involves shifting the existing 15’ roadway by 2’ to the north. Existing curbs will be removed. Install new curb and gutter with 5’ sidewalks along both sides of roadway. Because of the shifting, these improvements should not impact the existing retaining walls or large trees along the south side.

Install new storm drainage catch basins along new gutters and connect to existing mainline. Adjust fire hydrant located at northeast quadrant of S 162nd St and 46th Ave S to align with outside of sidewalk to maintain minimum width of 4.

All improvements can be made within ROW. There may be impacts to existing landscaping or mailboxes.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$15,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$99,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$114,000



Typical improved cross section for Option 1; looking east (Preferred Option)

S 109th St from West End of Road to 51st Ave S

EXISTING CONDITIONS

- No striping; average roadway width of 18’.
- Corridor length of 215’.
- No designated bicycle facilities or sidewalks.
- Soft shoulder along both sides of roadway.

CONTEXT

- Adjacent properties are single family.
- Dead-end roadway.
- Parking along soft shoulder along both sides of roadway.

CONSTRAINTS

- ROW* width 60’. (King county parcel viewer shows ROW crossing adjacent homes; assume roadway is centered in ROW)
- Overhead utility lines along south side of roadway
- Large trees on north side of corridor along S 109th St may need to be removed.

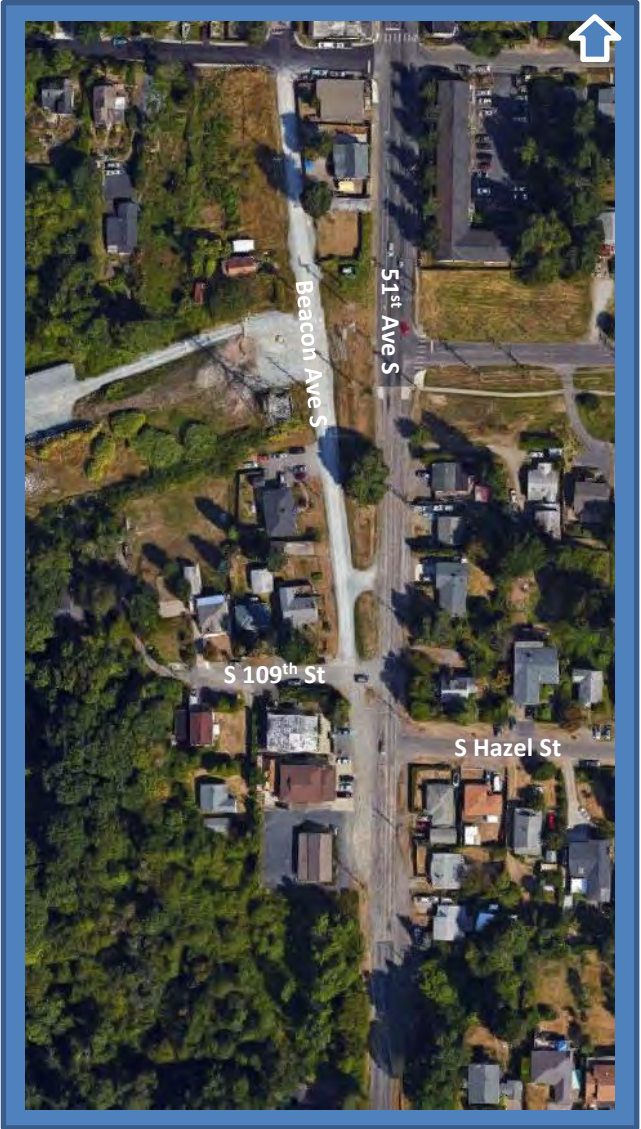
**ROW widths based on King County GIS data*

OPPORTUNITIES

- Would improve access to transit routes if done in conjunction with improvements along 51st Ave S (in City of Seattle ROW)

IMPROVEMENT OPTIONS

- **Option 1:** Widen roadway to 28’ to provide two 14’ travel/parking lanes and install 5’ sidewalks with curb and gutter along both sides of S 109th St to improve pedestrian access and safety for residents of adjacent homes. Install storm drainage structures throughout corridor, underground all overhead utilities and replace streetlights.



Source: Google Maps



S 109th St and 51st Ave S, Facing west.



S 109th St at West End of Road, Facing east.



Typical existing cross section; looking east.

PROJECT DESCRIPTION

This project proposes to widen the roadway to 28’ to provide two 14’ travel/ parking lanes between 51st Ave S and the west end of the street. Install 5’ sidewalks with curb and gutter along both sides of the road. Storm drainage structures will be installed throughout the corridor.

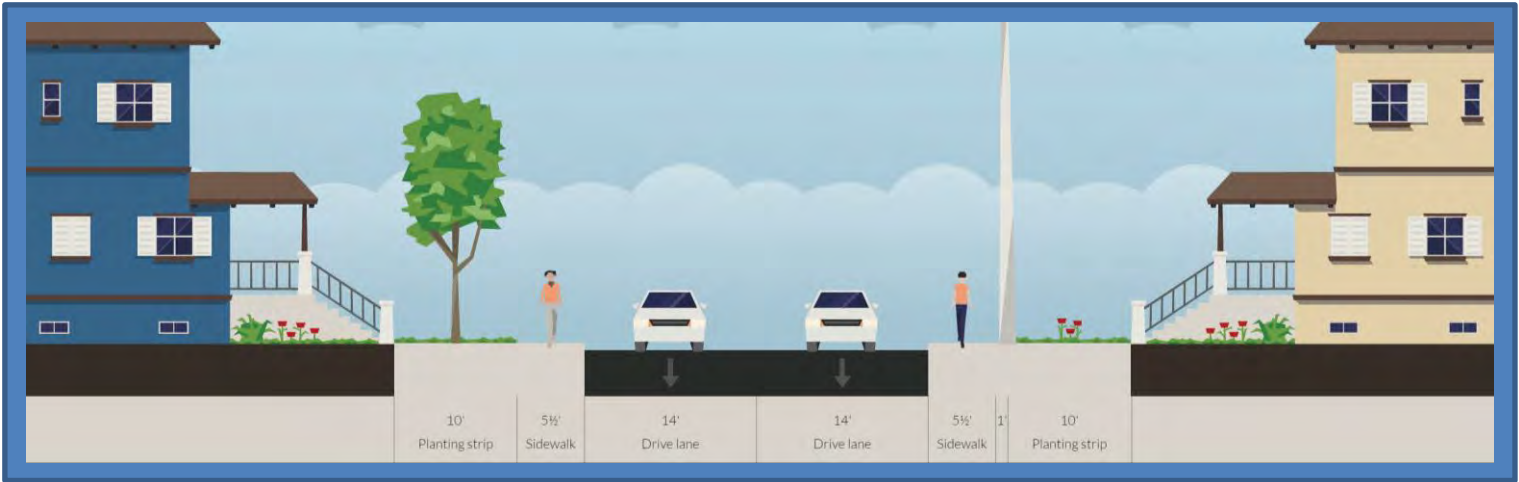
Overhead utilities along the south side of the corridor will be undergrounded, and streetlights will be replaced. Large trees on the north side of corridor may need to be removed to complete construction.

Project will improve safety for pedestrians along S 109th Ave. Project done in conjunction with 51st Ave S will improve safety and access to public transit.

These improvements can be made in the existing ROW. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$50,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$330,000
UTILITY UNDERGROUNDING	\$200,000
<hr/>	
TOTAL COST	\$580,000



Typical improved cross section for Option 1; looking east (Preferred Option)

S 107th St from W of S Ryan Way to E of S Ryan Way

EXISTING CONDITIONS

- No striping; average roadway width of 18’.
- Corridor length of 430’.
- No designated bicycle facilities or sidewalks.
- S 107th St intersects with S Ryan Way to the west and

CONTEXT

- Adjacent properties are single family.
- S 107th St operates like an access road.

CONSTRAINTS

- 60’ ROW west of 47th Ave S, 48’ ROW east of 47th Ave S.
- Overhead utility lines on the south side of the roadway.
- Guardrail creates boundary between S Ryan way and S 107th St at both ends of corridor.

OPPORTUNITIES

- Replace existing non-functioning impervious surface with vegetation.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing pavement and install 5’ sidewalks with curb and gutter along both sides of S 107th St. Underground overhead utilities and replace removed streetlights. Install storm drainage structures throughout corridor.



Source: Google Maps



S Ryan Way and S 107th St, Facing east.



S 107th St and east of S Ryan Way, Facing east.



Typical existing cross section; looking west.

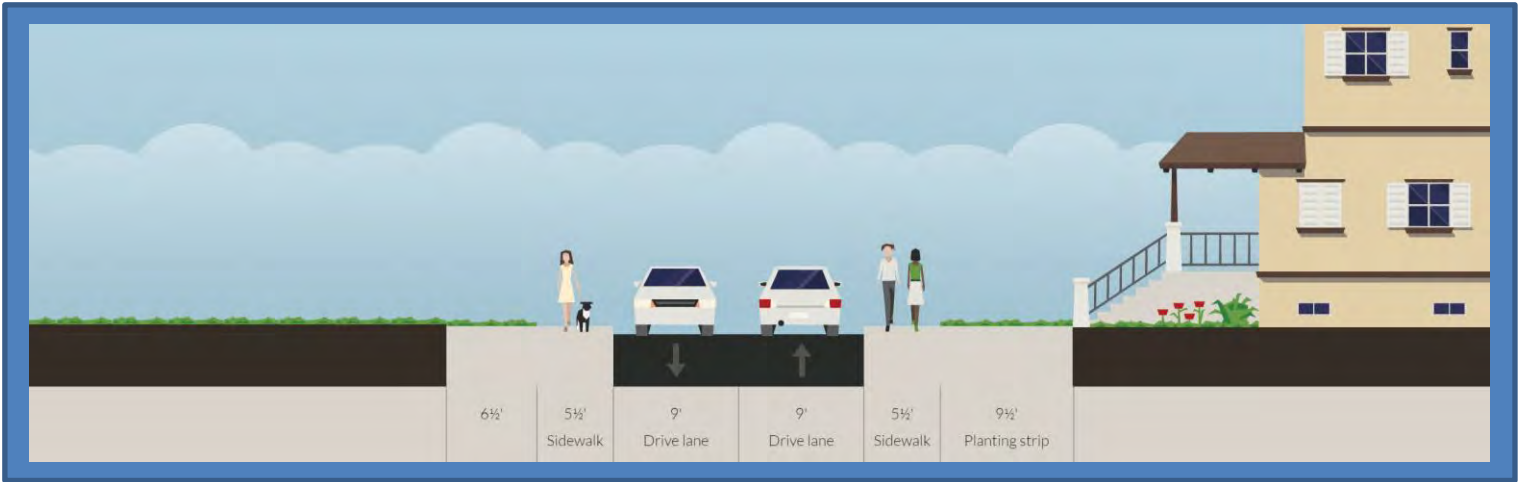
PROJECT DESCRIPTION

This project involves maintaining the existing pavement width and installing 5' sidewalks with curb and gutter along both sides of the roadway. Underground overhead utilities crossing over segment and install storm drainage structures throughout corridor.

These improvements can be made in the existing ROW. No temporary construction easements will be required to complete suggested improvements. There may be impacts to existing landscaping and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$60,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$396,000
UTILITY UNDERGROUNDING	\$400,000
<hr/>	
TOTAL COST	\$856,000



Typical improved cross section for Option 1; looking west (Preferred Option)

EXISTING CONDITIONS

- 25 mph posted speed limit.
- Double yellow RPM centerline with 32' roadway width.
- Corridor length of 3,340'.
- No designated bicycle facilities.
- 5' sidewalk along the north side of S 144th St throughout, with 5' sidewalk along south side for approximately 200' across from High School parking lot.

CONTEXT

- Adjacent land use is a mix of commercial and residential, with businesses near Tukwila International Blvd and Foster High School & Library along the north side of S 144th St. remaining properties along S 144th St are single family homes.

CONSTRAINTS

- ROW varies along corridor with property boundaries between 40' and 80'. 40' ROW for 1430', 43' ROW for 60', 50' ROW for 785', 53' ROW for 115', 60' ROW for 450', 66' ROW for 160' and 75' ROW or more for 340'.
- Large trees along both sides of S 144th St.
- Illumination poles along north side of corridor.
- Downhill slope approaching 51st Ave S.
- New existing sidewalks show in Google Street View, but not google Earth.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Provide a south sidewalk that connects residents to transit and Foster High School.
- Complete the existing sidewalk along south side of S 144th St.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain the existing roadway width of 32' and restripe it to provide two 11' travel lanes and two 5' bicycle lanes in each direction. Install 5' sidewalk along the south side of S 144th St where existing sidewalk does not exist.



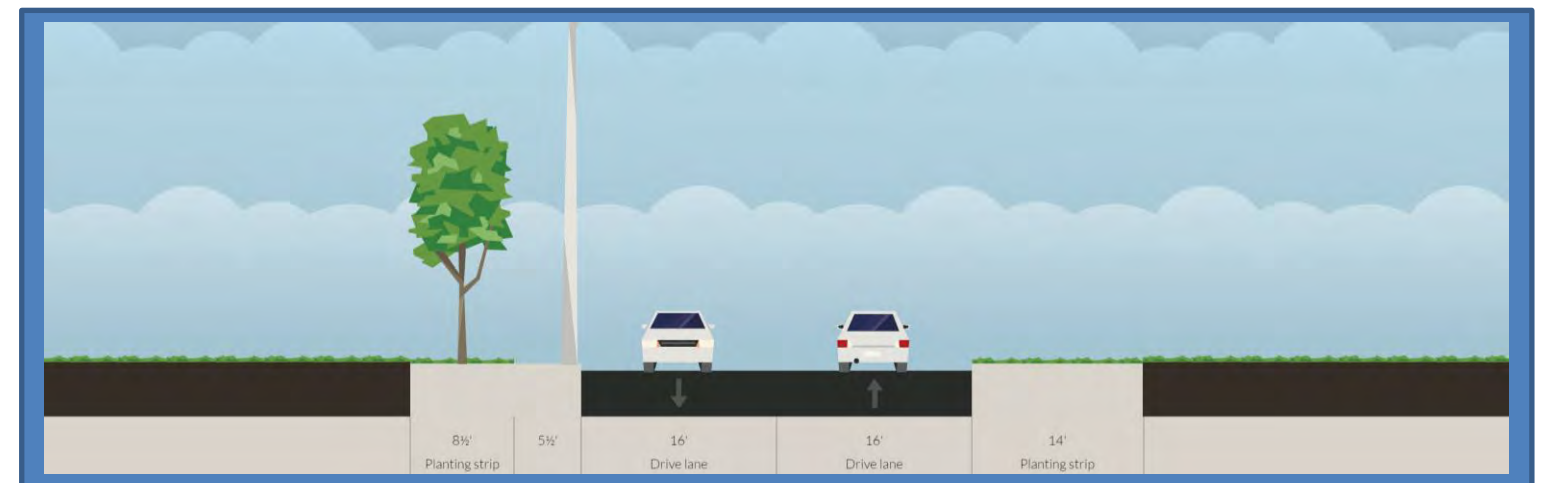
Source: Google Maps



S 144th St and Tukwila International Blvd, looking east



S 144th St and 51st Ave S, looking west.



Typical existing cross section (60' ROW); looking east.

PROJECT DESCRIPTION

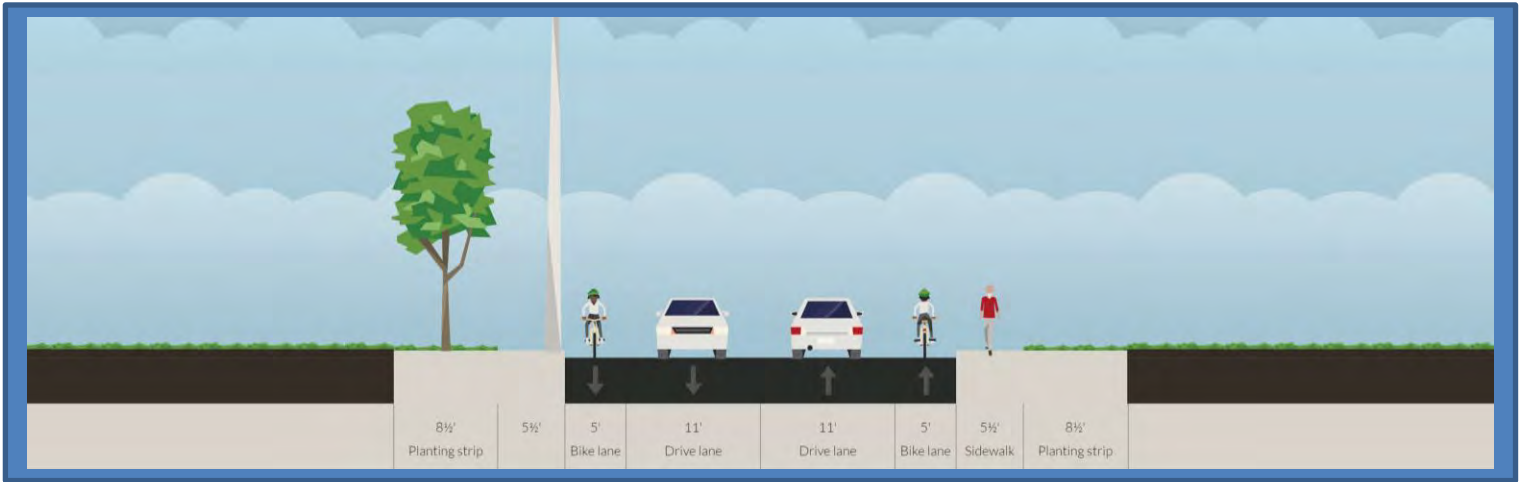
This project involves maintaining the existing roadway width of 32'. S 144th St will be restriped to provide two 11' travel lanes and two 5' bicycle lanes in each direction. The existing sidewalks will be maintained and segments of 5' sidewalk will be installed to complete existing sidewalks and complete the pedestrian corridor.

Improvements will require the acquisition of 3' of ROW where ROW is 40', approximately 1235' (discounting existing sidewalk location). Temporary construction easements will be required for all parcels adjacent to the south side of the roadway where ROW is less than 55', approximately 2080' (discounting existing sidewalk location).

There may be impacts to existing landscaping, fire hydrants, and mailboxes. Streetlights will be replaced during utility undergrounding.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$101,000
RIGHT-OF-WAY	\$563,000
CONSTRUCTION	\$669,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$1,333,000



Typical improved cross section for Option 1 (60' ROW, developed section); looking east (Preferred Option)

EXISTING CONDITIONS

- Dashed yellow centerline with RPMs; average roadway width of 32’.
- Corridor length of 1090’.
- Only approximately 525’ are missing east-side sidewalks. East-side curb/gutter is continuous, and storm drainage facilities appear to be in place.
- West-side sidewalk is continuous.

CONTEXT

- Surrounding area land use is predominantly single family.
- S 166th St bounds the corridor at the north end.
- Pedestrian lighting alternates sides of the roadway.

CONSTRAINTS

- Average ROW* width of 60’.
- Some existing fence lines placed at curb line in ROW.
- Existing landscape and driveways slope away from roadway along east-side of corridor.

**ROW widths based on King County GIS data*

OPPORTUNITIES

- Fill in missing sidewalk segments between residential driveways along east side of roadway.

IMPROVEMENT OPTIONS

- **Option 1:** Maintain existing east-side curb line and storm drainage facilities. Remove and replace existing sidewalk and driveway aprons with 5’ wide improvements. Regrade existing driveway approaches and landscaping as needed. Maintain west side of corridor.



Source: Google Maps



Near S 170th St, facing north.



Near S 166th St, facing south.



Typical existing cross section; looking north.

PROJECT DESCRIPTION

This project involves no roadway work. The west side of the corridor already includes continuous sidewalks, curb, and gutter. The east side of the corridor already includes curb and gutter, with approximately 525’ of existing sidewalk and defined driveway aprons. However, the existing aprons are not ADA-compliant.

Sidewalk will be installed behind the existing curb line along the east side of the roadway. The existing sidewalk and non-compliant driveways will be removed and replaced with 5’ wide ADA facilities. Planter strips will not be installed along the east side to protect existing private landscaping.

Because the existing landscaping and driveways along the east side slope away from the roadway, re-grading will be necessary in some locations. The slopes are not steep enough to require retaining walls.

The existing improvements along the west side will not be impacted.

These improvements can be made in the existing ROW. No temporary construction easements are necessary to complete suggested improvements. There may be impacts to existing fences and mailboxes. Along the east side where sidewalk is installed or replaced. Utility lines are already undergrounded along this corridor.

PLANNING LEVEL OPINION OF COST

ENGINEERING	\$85,000
RIGHT-OF-WAY	\$0
CONSTRUCTION	\$561,000
UTILITY UNDERGROUNDING	\$0
<hr/>	
TOTAL COST	\$646,000



Typical improved cross section for Option 1; looking north (Preferred Option)

S 148th St from Military Rd S to Tukwila International Blvd

EXISTING CONDITIONS

- No striping; average roadway width of 35 feet
- Corridor length of 770’.
- Sidewalks in front of King County Water and Sewer properties and church property on north side.

CONTEXT

- Surrounding properties currently occupied by churches and King County Sewer & Water District.
- Transit routes serve Tukwila International Blvd.

CONSTRAINTS

- Average ROW* width of 50’.
- Overhead utilities on south side of S 148th St.

**ROW widths based on King County GIS data*

OPPORTUNITIES

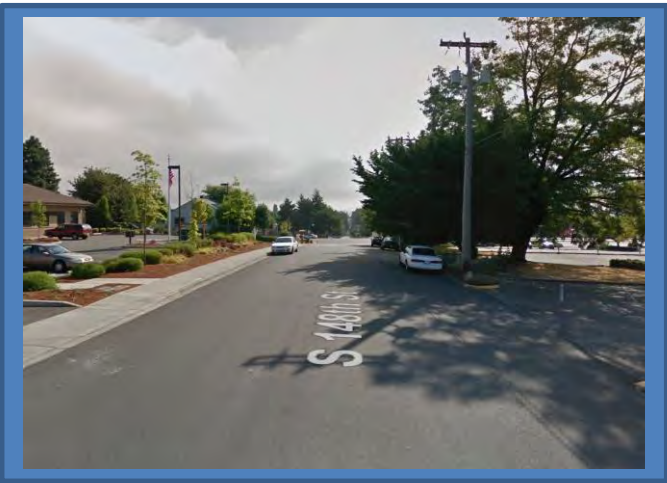
- Improved pedestrian corridor between Tukwila International Blvd and Military Rd S and associated transit routes.
- Improved access to local church and food bank.
- Bring some existing non-compliant driveways into compliance with ADA.

IMPROVEMENT OPTIONS

- Option 1: Maintain existing roadway width and complete the existing 5’ sidewalk segments throughout the corridor, installing 5’ sidewalk behind existing curb. Underground overhead utilities and replace removed streetlights.



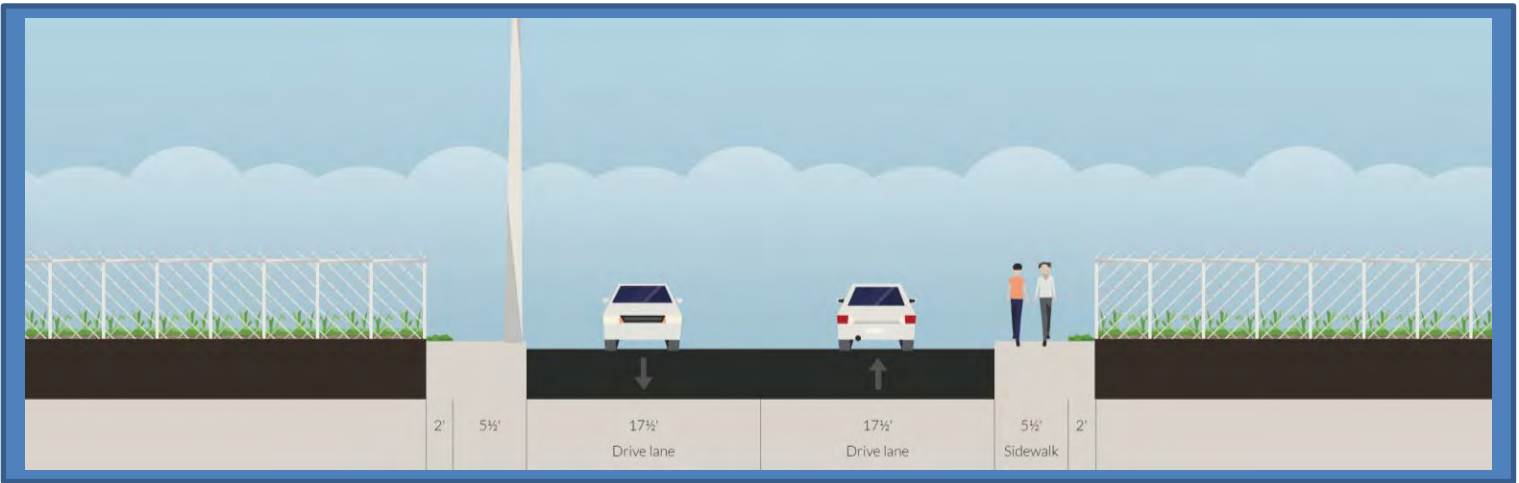
Source: Google Maps



New sidewalk on north side of S 148th St; looking east.



New sidewalk on south side of S 148th St; looking east.



Typical existing section with no striping; looking west.

PROJECT DESCRIPTION

This project involves maintaining the existing pavement width and installing 5’ sidewalk to complete the existing sidewalk segments located along three block faces (approximately 270’ on the south side and 430’ on the north).

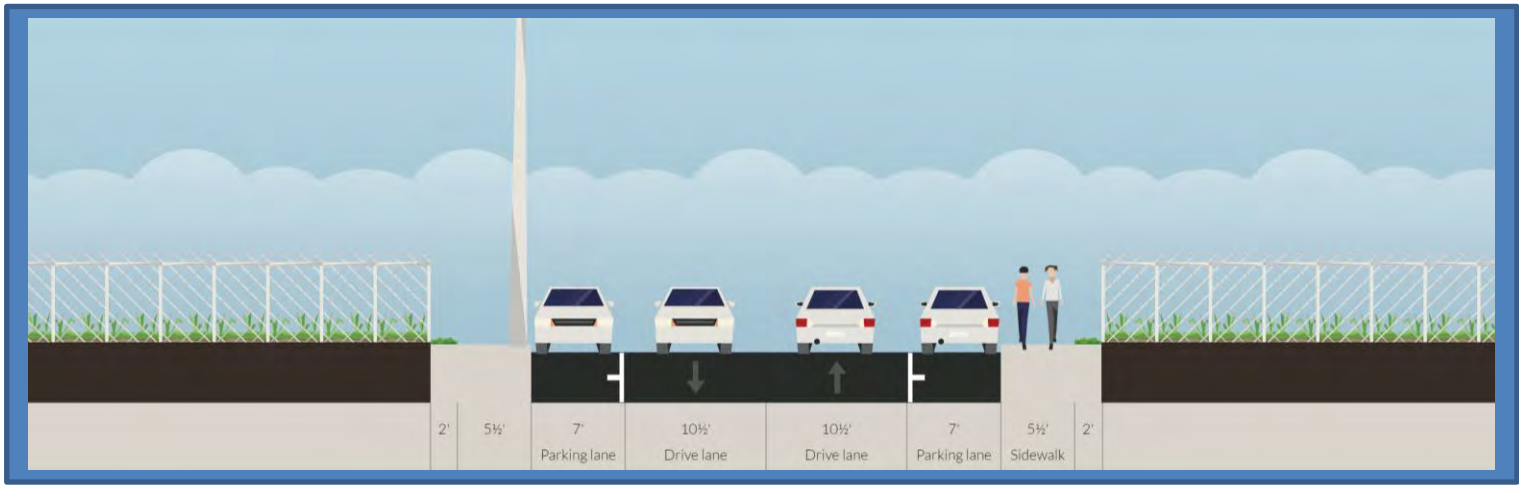
The corridor appears to have existing storm drainage lines in place. Minor pipe and catch basin work is assumed to provide new or extended connections where new sidewalk is installed.

Overhead utility lines along the south side of the roadway will be undergrounded. The illumination fixtures currently attached to these poles will be removed and new a new lighting system will be constructed in the corridor.

The existing improvements can be made within ROW. Temporary construction easements are assumed to be needed so that work can be down within 5’ of the back of sidewalk where new sidewalks or driveways are installed. No extensive property restoration is anticipated.

PLANNING LEVEL OPINION OF COST

RIGHT-OF-WAY	\$70,000
CONSTRUCTION	\$59,000
ENGINEERING	\$462,000
PERMITS	\$710,000
<hr/>	
TOTAL COST	\$1,301,000



Typical Cross section for Option 1, looking west (Preferred Option)