

Arterial Paving Projects – Alternates / Unfunded

Year	Lane-miles	2010 or Last Pavement Condition Index (PCI) / Pavement Condition Rating (PCR) and Primary Paving Action	Estimated Cost, 2011 Dollars	Project	2010 Traffic Count, Segment Max AAWDT	Transit Class	Bicycle Class (Current, Bike Master Plan, Other)	Urban Village / Pedestrian Overlay
---	5.9	39 Very Poor --- Reconstruction PCCP	\$15.5M	NW Market St <i>NW Market St, NW 54th St to 9th Ave NW</i> <u>Description:</u> Market is the principal arterial through the Ballard business district. The section of pavement in the core area is in extremely poor condition, with a PCI of 18 (Serious). That section, between roughly 17 th and 24 th Avenues NW, 1.8lm, could be rebuilt for approximately \$4.8M if the project was phased. Market carries Metro's busy number 44 trolley bus (60ft articulated) line, an important east-west transit connector between Ballard, Wallingford and the University District. There are sidewalk repair needs along this corridor and that repair work would benefit pedestrians in the urban village. Sidewalk work would be coordinated with the paving. Improvements would also include new ADA compliant curb ramps at intersections.	24,100	Major (2)	Arterial Commonly Used (5) --- Not Designated, Evaluate Signals	Yes / Yes
---	4.5	42 Poor --- Reconstruction PCCP	\$12.2M	24th Ave E and Montlake Pl <i>24th Ave E / Montlake Pl, E Madison St to Montlake Bridge</i> <u>Description:</u> 23 rd and 24 th connect the Central District and Capitol Hill to the State Route 520, the University of Washington and points north. This section carries Metro's number 43 (60ft articulated trolley) and 48 (40ft) bus lines. PCI's are as low as 30 along the route, even with some recently completed spot repairs. Paving on 23 rd just to the south in the Central District is already part of the BTG paving plan in 2015; this would complete the corridor. Improvements would also include new ADA compliant curb ramps at intersections. There are sidewalk repair needs along this corridor and that repair work would be coordinated with the paving. This project should be coordinated with the SR 520 floating bridge replacement project.	20,000	Major (2)	Not Designated (0) --- Not Designated, Evaluate Signals	Yes / Yes

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---	7.9	41 Poor --- Partial Reconstruction ACP	\$9.8M	<p>California Ave SW - West Seattle Metro RapidRide Line <i>California Ave SW, SW Edmunds St to Fauntleroy Way SW (PR ACP)</i> <i>California Ave SW, SW Myrtle St to Fauntleroy Way SW (MI OL ACP)</i> <i>SW Alaska St, Fauntleroy Way SW to California Ave SW (PR PCCP)</i> <i>Fauntleroy Way SW, Fauntleroy Way SW to SW Myrtle St (PR PCCP)</i></p> <p><u>Description:</u> This section of California is part of Metro's West Seattle RapidRide bus line. We understand the RR service is to begin in 2012. The main pavement segment on California is currently in very poor condition, in need of rehabilitation, with PCI values as low as 28. The main section of California Ave SW, from Fauntleroy Way SW to SW Edmunds St, 3.9lm, could be partially reconstructed in asphalt for around \$4.8M if the project was broken into smaller segments. Alaska is currently in serviceable condition, but structural distress indicates the street may deteriorate rapidly with bus traffic. Fauntleroy should be overlaid. Paving improvements will include new ADA compliant curb ramps at intersections. There are sidewalk repair needs south from the West Seattle Junction. Sidewalk work to address tree root uplifts and other defects would be coordinated with the paving project. Signal improvements would be coordinated. Fauntleroy might be used as an alternate RapidRide route during construction.</p>	California 12,600 --- Fauntleroy 43,700	Major (2)	Not Designated (0) --- Sharrow, Evaluate Signals --- Cycle track was under consideration	Yes / Yes
---	2.2	54 Poor --- Reconstruction PCCP	\$5.8M	<p>3rd Ave - Downtown <i>3rd Ave NW, Virginia St to Cedar St</i></p> <p><u>Description:</u> This section of 3rd Ave was overlaid in 2006 to keep it serviceable through the transit tunnel and viaduct projects. Bus traffic has already caused significant deterioration of the pavement. It should be rebuilt in concrete, as other sections of 3rd, to accommodate the heavy bus use. This work might be packaged with James St in 2015 or used as an alternate if bus traffic is moved from James to Yesler.</p>	8,300	Principal (1)	Not Designated (0) --- Not Designated, Evaluate Signals	Yes / No

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---	8.1	50 Poor --- Reconstruction PCCP, Mill & Overlay ACP	\$15.9M	<p>Broadway - Capitol Hill / First Hill ST Streetcar Line Paving <i>Broadway, Yesler Way to E Pine St (RC PCCP)</i> <i>Broadway, E Pine St to Olive Way (MI OL ACP)</i> <i>S Jackson St, 4th Ave to 12th Ave (PR PCCP)</i></p> <p><u>Description:</u> These segments are part of planned streetcar route connecting Sound Transit North Link Capitol Hill Station, First Hill, and the International District. Broadway is in poor condition along this route, in particular between E Pine St and Yesler (PCI of 35, Very Poor). The section between E Pine St and E Olive Way is in better condition (PCI is 74), but some overlay work is anticipated at minimum to match streetcar (as occurred on Westlake). Concrete work should be done on Jackson (PCI 59, Fair) to match the streetcar tracks. Work should be packaged and executed with streetcar contract if possible.</p>	Broadway 23,500 --- Jackson 13,600	Minor(3), Major (2)	Arterial Commonly Used (5) --- Sharrow, Bicycle Lane, Evaluate Signals --- Functions with streetcar (?)	Yes / Yes
---	6.2	37 Very Poor --- Reconstruction ACP	\$13.2M	<p>Rainier Ave S <i>Rainier Ave S, City Limits to 57th Ave S</i></p> <p><u>Description:</u> The southern section of Rainier has bicycle lanes and is designated as a major transit street. Some recent spot repairs have improved the condition of this street but there are large sections in bad shape (the PCI is as low as 18 / Very Poor). Rainier generates citizen complaints and requires frequent attention from pothole crews. The paving project would install new ADA curb ramps at intersections.</p>	18,000	Major (2)	Existing Bicycle Lane (1) --- Existing Bicycle Lane, Signed Bicycle Route	Yes / No

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---	15.5	51 Poor --- Mill & Overlay ACP	\$9.8M	<p>Sand Point Way NE and NE 125th / Roosevelt / 130th St <i>Sand Point Way NE, NE 77th St to NE 125th St (MI OL ACP)</i> <i>NE 125th / Roosevelt / 130th St, Sand Point Way NE to Interstate 5 (MI OL ACP)</i></p> <p><u>Description:</u> Improvements to the shoulder along Sand Point Way NE have been identified as a priority by SDOT Traffic. This corridor is a designated major transit street and is identified for improvements in the Bicycle Master Plan. Projecting into the future, it is hard to determine what kind of rehabilitation will be possible. We anticipate parts of Sand Point and 125th/130th/Roosevelt are currently sound enough where an asphalt overlay could be applied. Costs will rise (to approximately \$33M) if the pavement deteriorates to the point where reconstruction is required or if roadway reconfiguration / reconstruction is desired.</p>	Sand Point 9,900 --- NE 125 th 18,000 --- Roosevelt 18,400	Major (2)	Arterial Commonly Used (5) --- Paved Shoulder, Sharrow, Bicycle Lane, Wide Outside Lane, Evaluate Signals	Yes / Yes
---	4.9	39 Very Poor --- Reconstruction PCCP	\$13.1	<p>10th Ave E and Broadway <i>10th Ave E, E Roy St to E Boston St (RC PCCP)</i> <i>Broadway, Olive Way to E Roy St (RC PCCP)</i></p> <p><u>Description:</u> These sections of 10th Ave E and Broadway carry Metro's busy number 49 (60 ft articulated) trolley bus line. Bike lanes were recently added to the segment. 10th is currently in need of reconstruction (PCI of 26, Very Poor). Rebuilding the street with a long lived concrete section would benefit a large number of bicyclists and transit users. Although in currently in better condition than 10th, paving the northern portion of Broadway (PCI 66, Fair) should be planned with this work. Improvements would also include new ADA compliant curb ramps at intersections.</p>	13,000	Major (2)	Climbing Lane and Sharrow (2) --- Sharrow, Evaluate Signals	Yes / Yes

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---	8.0	43 Poor --- Reconstruction PCCP	\$21.2M	<p>E Marginal Way S and Alaskan Way S <i>E Marginal / Alaskan Way S, S Idaho St to Royal Brougham Way S (RC PCCP)</i> <i>Duwamish Ave S, E Marginal Way S to S Spokane St (RC PCCP)</i></p> <p><u>Description:</u> This street is a critical connector for bicyclists commuting from West Seattle to Downtown, and rebuilding it is recommended in the Bicycle Master Plan. It is also a major truck street serving the Port of Seattle. Recent spot repairs have improved the condition of the bike lane. However, those are not long term fixes. It is expected that hauling along this street for the demolition of the Alaskan Way Viaduct and construction of a replacement will further damage the pavement. It would be advisable to time this project toward the end of the Viaduct work. Improvements should include dedicated bike facilities and address rail crossings along the route. Paving would include ADA curb ramps as needed.</p>	10,200	Minor (3)	Existing Bicycle Lane (1) --- Existing Bicycle Lane, Signed Bicycle Route, Evaluate Signals	No / No
---	2.6	27 Very Poor --- Reconstruction ACP	\$5.5M	<p>E Union St <i>E Union St, E Madison St to 23rd Ave E</i></p> <p><u>Description:</u> Union carries Metro's number 2 trolley (40 ft) bus line, connecting the Central District to Capitol Hill, First Hill, Downtown and Queen Anne. It is also a designated bicycle route with bike lanes. Improvements would also include new ADA compliant curb ramps at intersections. There are sidewalk repair needs along this corridor and that work would be coordinated with the paving.</p>	9,600	Minor (3)	Existing Bicycle Lane (1) --- Bicycle Lane, Signed Bicycle Route, Evaluate Signals	Yes / Yes