

**City of Des Moines
Transportation Gateway Project
Project Update: October 29, 2012**

**CITY OF DES MOINES
TRANSPORTATION GATEWAY PROJECT**



Update: The Washington State Transportation Improvement Board awarded the City of Des Moines a \$4 million grant for construction and management of improvements to S. 216th Street, Segment 2 (24th Avenue to 18th Avenue South including the 24th Avenue S. intersection). The City Council certified funding for this segment and the South 216th Street Segment 2 has been advertised for bid. It is anticipated that a construction contract will be awarded this fall with construction beginning as early as the first quarter of 2013.

South 216th Street - Segment 2 is the first of (3) projects that make up the Transportation Gateway Project. The current advertised project is the first phase followed by 24th Avenue South to be advertised late spring/early summer, and South 216th Street – Segment 1A as the third phase anticipated in 2-3 years. The City Council also passed a motion to partner with the City of SeaTac to seek grant funding for construction of 24th/28th Avenue South connection to S. 200th Street. These improvements are designed to support anticipated growth of this area. Included is development of the 89 acre Des Moines Creek Business Park on Port of Seattle property. The City and the Port of Seattle ratified an agreement to provide matching funds for the frontage improvements on S. 216th Street and 24th Avenue S.

Background

The City of Des Moines initiated design of improvements to S. 216th Street and 24th Avenue S in the Spring of 2009 to widen these roadways to accommodate multiple modes of travel (pedestrians, bicycles, transit, automobiles, & trucks) as well as accommodate future growth as reflected in the City's comprehensive plan and zoning. The project limits are on S. 216th Street between I-5 and

20th Avenue S. and between S. 208th Street and S. 216th Street, including roadway transitions to match existing streets. The Des Moines City Council reviewed preliminary design recommendations and feedback from the community, approving a plan to advance into final design utilizing the “offset” alignment. The segment of S. 216th Street between I-5 and Pacific Highway S. will be deferred, except improvements necessary to accommodate lane transitions between Pacific Highway S. and 29th Avenue S. Illustrated below is a vicinity map highlighting the project corridors as well as dotted lines showing conceptual plans for SR509 and 24th/28th Avenue S extensions as well as the future Sound Transit light rail station (polygon) and park and ride lot (2016) .



Public Involvement

The City published articles in its newsletter, distributed updates to the project web site (see below), sent out notices to the adjoining community, provided press releases and distributed flyers to affected properties and neighbors to solicit comments on the project. Three public open meetings

were held on April 14, June 2 and October 8 2009 to initiate the design and seek public input on alternative alignment layouts and preliminary design plans.

On March 24, 2010, the City sponsored another public open house on a proposal to transfer part of the old SR509 ROW south of S. 216th Street to the City for storm water retention facilities related to the project as well as other future uses such as roadway and Barnes Creek Trail extensions. The November 2, 2010 open house was scheduled to give the public an opportunity to view the details of the final design and comment on environmental studies. Environmental work is now complete. In 2012, the City acquired and certified the right of way (ROW) needed for the 24th Avenue S Improvements and acquired most of the ROW for the S. 216th Street, Segment 2 improvements (18th Avenue South to 24th Avenue S). As the project advances into construction property owners and the traveling public will be notified. Construction is take approximately 18 months to complete

Alternatives

Alternatives included an alignment that was symmetrical to the existing roadway vs. an alignment that offset from the current centerline to minimize impacts on developed properties. After consideration of public input from the neighborhood and feedback from the City of SeaTac, the Port of Seattle and others, the City Council directed staff to develop final design plans for the “Offset Alignment”. As previously mentioned, final design of the S 216th Street east of SR 99 to I-5, (except for creating a U-turn pocket and lane transitions to 29th Avenue S) was deferred as a future phase.



S 216 th Street Segment 2 18 th Ave S to 24 th Ave S (Inc. 24 th /216 th Intersection)	S 216 th Street Segment 1A 24 th Ave S to Pac Highway (Inc. Transition to 29 th Ave S)	S 216 th Street Segment 1B Pac Highway to I-5 (Future Phase w/SR509)
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Transportation Gateway Project

Design Report

Engineers developed a full design report that analyzed the project and the City Council approved

advancing the project into final design. The Council sponsored a study session early this year to discuss the design report and urban design elements. Much of the discussion centered on the need to contain future operations and maintenance costs.

The design report is a technical working document that guided the City while developing final construction documents. The report contains alignment information that illustrates the extent of the proposed improvements, signalization, lane configurations, landscaping as well as technical information on traffic, drainage, environmentally sensitive areas and lighting. Generally, both roadways require widening to nearly 100', adding two lanes in each direction, center medians and/or turn lanes, bicycle lanes, landscaping, lighting and ADA accessible sidewalks and bus stops. Storm water will be collected and treated to protect water quality.

The design is "context" sensitive to the development characteristics along each segment of these roadways as illustrated on the below diagram.



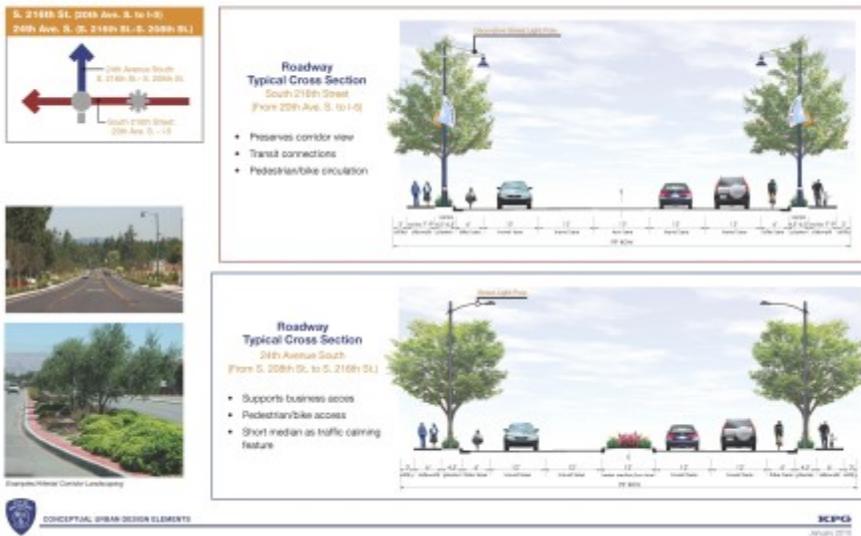
A graphic example of the S. 216th Street western approach to Pacific Highway S, (below) extends the retail and pedestrian oriented streetscape components of Pacific Highway S towards the transportation gateway and downtown Des Moines. A U-turn pocket is provided to maintain access to local businesses.



Intersection of S. 216th Street and 24th Avenue S



Differences in design concept between the two roadways are illustrated below. Lighting and landscape design elements are more consistent with future development of aviation support logistics, light manufacturing and office facilities as well as plans to extend 24th/28th Avenue S. into the City of SeaTac. The proposal includes bike lanes, planted medians as well as planters next to the sidewalk and overhead street lighting. S. 216th Street between Pacific Highway S. and 24th Avenue S. employs urban design details that are reflective of a Gateway to the City.



The City's engineers finalized the offset alignment design with surveyed plans and profiles so one can, for example, see how curbs, driveways, sidewalks and planter strips are aligned as well as details on urban design elements. Detailed environmental and engineering studies have been completed and a Washington State Environmental Policy Act Checklist (SEPA) and Notice of SEPA Determination was issued and finalized. WSDOT certified the right of way acquisition process for 24th Avenue South. An agreement to acquire a significant amount of right of way from the Port of Seattle was executed in December 2010. In 2012, WSDOT transferred a portion of the old SR509 right of way to the City for roadway purposes that will be used initially for storm water retention and treatment.

Schedule

In 2012, the project focused on securing funds and readying the project for construction. Right of way purchases on 24th Avenue South and S. 216th Street, Segment 2 (west of 24th Avenue) are complete. Construction of the S. 216th Street, Segment 2 is expected to begin in early 2013 followed by 24th Avenue South. The segment of S. 216th Street 1A from 24th Avenue S to 29th requires funding for right of way acquisition prior to construction and remains a priority capital improvement for the City.

Funding

The engineering work is funded, in part, with a loan from the Washington State Public Works Trust Board as well as development fees and arterial road funds as approved in the City's Capital Improvement Program. The Washington State Transportation Improvement Board authorized up to \$4 million for construction for S. 216th Street Segment #2 including revisions to the 24th Avenue South Intersection. Full funding of the 24th Avenue South improvements is anticipated by the end of 2012. Segment 1A is designed, but full right of way acquisition and construction is expected to follow 24th Avenue South. Development will contribute a fair share to the improvements.

Questions?

Persons with questions or comments are urged to contact the Len Madsen, Project Manager at lmadsen@desmoineswa.gov.