



**SCOPED PROJECT COSTS**

Preliminary Engineering	\$ 615,000
Environmental	\$ 40,000
Right-of-Way	\$ -
Construction Engineering	\$ 285,000
Construction	\$ 1,100,000
Contingency	\$ 200,000
<b>TOTAL</b>	<b>\$ 2,240,000</b>
<b>REQUESTED FUNDS</b>	<b>\$ 2,009,952</b>
<b>MATCH %</b>	<b>10.27%</b>

**PROJECT DESCRIPTION:**

Design and construct various operational improvements, including new curb ramps, marked crossed walks, signal upgrades and connectivity improvements

**PURPOSE/NEED:**

The proposed reconfiguration will simplify the intersection at the end of the Couch/Burnside off-ramp, resulting in more efficient operations through reduced congestion, queuing, and idling time for both local and freeway traffic. It will extend a critical link in the ped/bike network of the central city, contributing to a more seamless multimodal transportation system.

**BENEFITS:**

- Reduce traffic queuing and idling time by simplifying the intersection configuration and by separating local and freeway traffic
- Increases bicyclist and pedestrian safety by reducing crossing distances, enhancing crosswalks, and improving visibility
- Encourages active transportation by addressing an critical gap in the bike/ped network over I-405
- Improves the air quality by promoting alternate modes of transportation and reducing congestion

- Promotes economic vitality by improving access to the stadium, restaurants, and entertainment venues

**ASSUMPTIONS:**

- Upgrade traffic signal at NW 16th Street and Burnside
- Remove slip lane, construct corner extension, and install marked crosswalks at NW 15th Street and Burnside
- Full signal replacement at 15th Street and Couch
- Remove on street parking on 16th Street north of Couch to accommodate modified lane configuration on SB 16th Street
- Close connection to 16th Street from Couch
- Modify curb returns to reduce crossing width at select intersections and provide ADA ramps
- No improvements on interior of 15th Street, 14th Street, and Burnside near the bridge
- Illumination and storm water work
- No right-of-way acquisitions or HazMat issues
- All cost over-runs are the responsibility of the applicant

**RISKS:**

- State Traffic Engineer's approval will be required for signals, Rapid Flashing Beacons, and marked cross walk
- Parking removal may be contested
- Section 106 impacts will need to be evaluated if a change in project scope impacts adjacent historic buildings
- Potential utility conflicts

**LEGEND**

Project Area	Improve Traffic Signal Operations	Reconstruct Pedestrian Crossing
Reconstruct Curb Extension	Install new signals and ADA compliant Pedestrian Crossing	