



Schuster Parkway Promenade Project

City of Tacoma | Public Works

Infrastructure, Planning, and Sustainability

July 16, 2018

ITEM 3

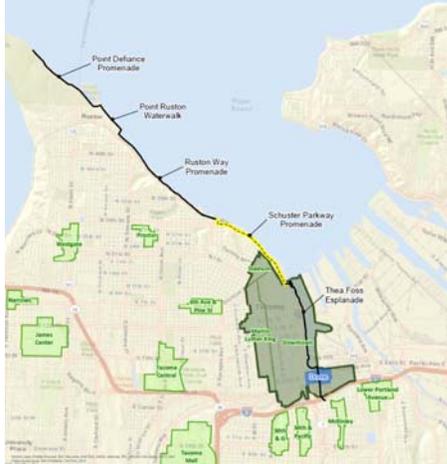


OVERVIEW



- Background
- Available funding
- Options

Background



- Dome to Defiance
 - 9 mile waterfront promenade
- Schuster Parkway Promenade
 - 1.6 mile gap in the system



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Available Funding



- \$1,170,172 - Design Grant (2015)
 - South 4th Street to Ruston Way at McCarver Street
- \$4,000,000 - Construction Funds (2021-2025)
 - Connecting Washington earmark

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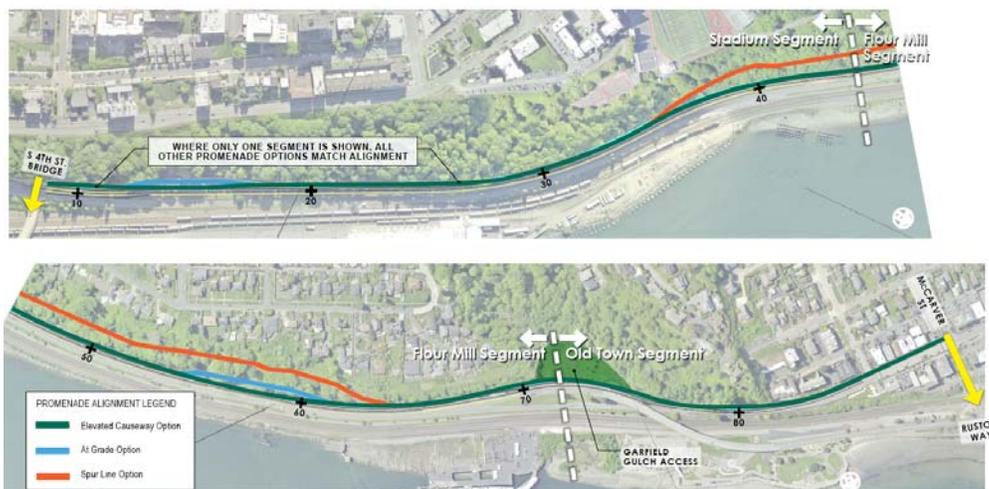
Three Options



- Full Scale Project
- Phased Approach
 - Design and construct Phase 1 with current funding
 - Meets technical and funding criteria for design grant
 - Project eligible for proportionate grant share (27%)
- Cancel Project

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Option 1



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Option 1 – Full Scale Project



- Location
 - South 4th Street to Ruston Way
- Design
 - \$1.1 million design grant
 - \$2 million design shortfall
- Construction
 - Expect \$4 million construction funds available 2021-2025
 - \$25-\$40 million construction shortfall
 - Construction required within 10 years of ROW obligation
 - Approach not recommended by WSDOT

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Option 2 – Phased Approach



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Option 2 – Phased Approach



- Location
 - Ruston Way to Garfield Gulch
- Design
 - \$500,000 needed to complete design
- Construction
 - Expect \$4 million in construction funds available 2021-2025
 - Need to verify funding with State Legislature

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Option 3 – Cancel Project



- Design
 - Refund WSDOT \$280,000 grant funds expended
- Construction
 - Do not use \$4 million Connecting Washington Funds

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South 4th Street and Schuster Parkway



- Improvements that could be made
 - Curb ramps reconstructed to ADA standards
 - Crosswalk striped
 - Pedestrian push button improvements

Matrix

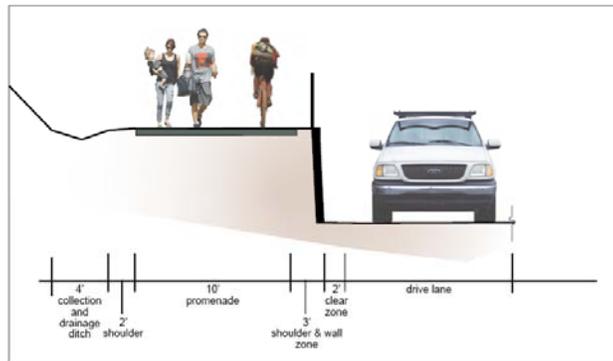


Schuster Parkway Promenade Matrix of Options and their Constructability

4th to Ruston Way with connection near McCarver – connection to Pacific Avenue not included in this project

Option	Layout	Issues/Information	City Prelim. 2023 Estimated Total Project Cost (Assumes 3% inflation per year and 15% contingency)
Elevated Causeway – Ruston connection through Old Town	<ul style="list-style-type: none"> Gravity and/or MSE Walls used to elevate the trail Shoring walls required to support slope cuts in specific areas 	<ul style="list-style-type: none"> Best scenic views from promenade – elevation varies between 12 and 20' Council endorsed moving forward with this option after planning study Allows potential future connection to waterfront over BNSF tracks (near Sperry Terminal or Chinese Reconciliation Park - additional elevation needed would increase cost, but could be added in the future) 35,000 CY clearing/grading required (2,950 truckloads) Expected wall life 100 years 	\$30-35M
Promenade at grade adjacent to existing lanes	<ul style="list-style-type: none"> MSE & Soldier Pile Walls required due to soil conditions 	<ul style="list-style-type: none"> Limited views from promenade 24,000 CY clearing/grading required (1,975 truckloads) utilizing walls 78,000 CY clearing/grading required (6,525 truckloads) with a slope cut Expected wall life 100 years 	\$45-50M utilizing walls \$40-45 million with a slope cut
Old Spurline Option	<ul style="list-style-type: none"> Utilize existing hillside grading where possible Gravity and/or MSE Walls & Soldier Pile Walls required due to soil conditions Nailed flexible slope facing required in flour mill segment 	<ul style="list-style-type: none"> Best scenic views from promenade Close proximity to residences Safety concerns related to seclusion Allows potential future connection to waterfront over BNSF tracks (near Sperry Terminal or Chinese Reconciliation Park) 58,000 CY clearing required (4,870 truckloads) Expected wall life 100 years 	\$35-40M
Enhancements to Existing	<ul style="list-style-type: none"> Widen existing sidewalk where feasible, add lighting Continue slope stability maintenance Could fund construction of promenade from Garfield Gulch to Ruston Way 	<ul style="list-style-type: none"> Limited views Potential requirement to repay Federal grant funds expended to date. Dependent on approval to repurpose existing \$4 million Connecting Washington construction funds Returning funds may negatively affect future funding opportunities 	Utilize \$4M secured
Existing Grant Funds: Federal Design Grant: \$1,170,177 City Match: \$182,628 Additional ES: \$114,986 State Construction Funds: \$4 million (2023-2025 biennium) Additional Design Funding Needed: \$1.5 - \$2M	Common to all Options: <ul style="list-style-type: none"> BNSF 2016 guidelines require a variance for MSE walls (likely to be allowed over 50' from tracks) Wetland Mitigation Required BNSF easement needed for construction <ul style="list-style-type: none"> BNSF requires 24' clearance above rail to consider future cross over to waterfront Scar to hillside Garfield Gulch 20-23' promenade width total <ul style="list-style-type: none"> 13-14' min. shared-use width (incl. shoulders, 4'-6" storm catchment, 3' barrier, 3' lighting needed (shared area)) Significant public outreach needed Road realignment and reconfiguration allows shoring walls and slope cuts to be avoided 		

Typical Promenade Section



REQUIREMENTS

- ADA GRADE GOAL LESS THAN 5%
- AT GROUND SURFACE AT 4TH STREET BRIDGE
- AT GROUND SURFACE ACROSS GARFIELD GULCH
- AT GROUND SURFACE INTO OLD TOWN
- BNSF REQUIREMENT MSE WALLS WILL REQUIRE VARIANCE
- BNSF CLEARANCE FOR OVERCROSSINGS 24 FEET ABOVE TRACKS

PRELIMINARY GEOTECHNICAL GUIDELINES

- MINIMIZE CUTS ALONG SLOPE IN STADIUM WAY SEGMENT
- IH-IV TEMPORARY CUT ALLOWABLE FOR WALL CONSTRUCTION
- MAXIMUM SLOPE LENGTH WITHOUT BENCH SIMILAR TO EXISTING
- ASSUME PLANNED CUTS NO STEEPER THAN EXISTING
- MAINTAIN SIMILAR FACTOR OF SAFETY FOR SLOPE STABILITY

