



City of Tukwila Transportation and Infrastructure Services Committee

- ❖ Verna Seal, Chair
- ❖ De'Sean Quinn
- ❖ Thomas McLeod

Distribution: V. Seal D. Quinn T. McLeod K. Kruller C. Hougardy L. Humphrey H. Ponnekanti G. Labanara B. Still (email)	City Attorney (email) Clerk File Copy Place pkt pdf on SharePoint Z Trans & Infra Agendas email cover to: F. Ayala, A. Le, C. O'Flaherty, A. Youn, B. Saxton, S. Norris, L. Humphrey
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AGENDA

MONDAY, MAY 24, 2021 – 5:30 PM


Virtual Meeting - Members of the public may listen by dialing 1-253-292-9750 and entering conference ID, 299274146#

[Click here to join the meeting](#)

6300 BUILDING, SUITE 100)

Item	Recommended Action	Page
1. PRESENTATIONS		
2. BUSINESS AGENDA		
a) 2021 Overlay and Repair Program (Scott Bates) Bid Award	Forward to the 06/07/21 Regular Consent Agenda	Pg. 1
b) 2021 Overlay and Repair Program (Scott Bates) Contract Amendment No.1	Forward to the 06/07/21 Regular Consent Agenda	Pg. 5
c) Resolution for Six-Year Transportation Improvement Program (2022 - 2027) (Cyndy Knighton)	Forward to the 06/14/21 Committee of the Whole	Pg. 17
d) 2021 Resolution of Fleet Surplus (Hari Ponnekanti)	Forward to the 06/07/21 Regular Consent Agenda	Pg. 53
e) State of Bridges in Tukwila (Adam Cox)	Discussion only	Pg. 67
f) 42 nd Ave S Bridge Replacement Project (Adam Cox) Update and Next Steps	Discussion only	Pg. 87
g) BNSF Alternative Access Study (Hari Ponnekanti) Update and Next Steps	Discussion only	Pg. 93
3. MISCELLANEOUS		
	Future Agenda:	

Next Scheduled Meeting: Monday, June 14, 2021

 *The City of Tukwila strives to accommodate individuals with disabilities.
Please contact the Public Works Department at **206-433-0179** for assistance.*



INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**
 FROM: **Hari Ponnekanti, Public Works Director/City Engineer**
 BY: **Scott Bates, Project Manager**
 CC: **Mayor Ekberg**
 DATE: **May 21, 2021**
 SUBJECT: **2021 Overlay and Repair Program**
Project No. 92110401
Bid Award

ISSUE

Award the bid for construction of the 2021 Overlay and Repair Program.

BACKGROUND

The Overlay and Repair Program preserves and maintains the street structure in a safe and useable condition. Construction will include pavement repairs and an asphalt overlay at seven locations citywide, new raised sidewalk sections on 53rd Ave S and S 137th St, and a new Rectangular Rapid Flashing Beacon at the crosswalk near Thorndyke Elementary School at 46th Ave S. In a separate but related project, City crews will be adding speed cushions to the Thorndyke school zone on S.150th St as well as on S 37th St near S.140th St in the Cascade View neighborhood. The cushions were purchased in 2019.

ANALYSIS

A call for bids was advertised for the 2021 Overlay and Repair Program on May 4 and May 11, 2021. Three bids were opened on May 18, 2021. The confirmed lowest bidder was Miles Resources, LLC. with a bid of \$1,037,358.40. The Engineer’s Estimate was \$1,079,420. There were no bidding errors.

FINANCIAL IMPACT AND BID SUMMARY (All amounts include sales tax)

	<u>Bid Results</u>	<u>Engineer’s Estimate</u>	<u>2021 Budget</u>
Miles Resources, LLC	\$1,037,358.40	\$1,079,420.00	\$1,050,000.00
Contingency (5%)	\$51,867.92		
Unused CM/PE			\$50,000.00
Total	<u>\$1,089,226.32</u>	<u>\$1,079,420.00</u>	<u>\$1,100,000.00</u>

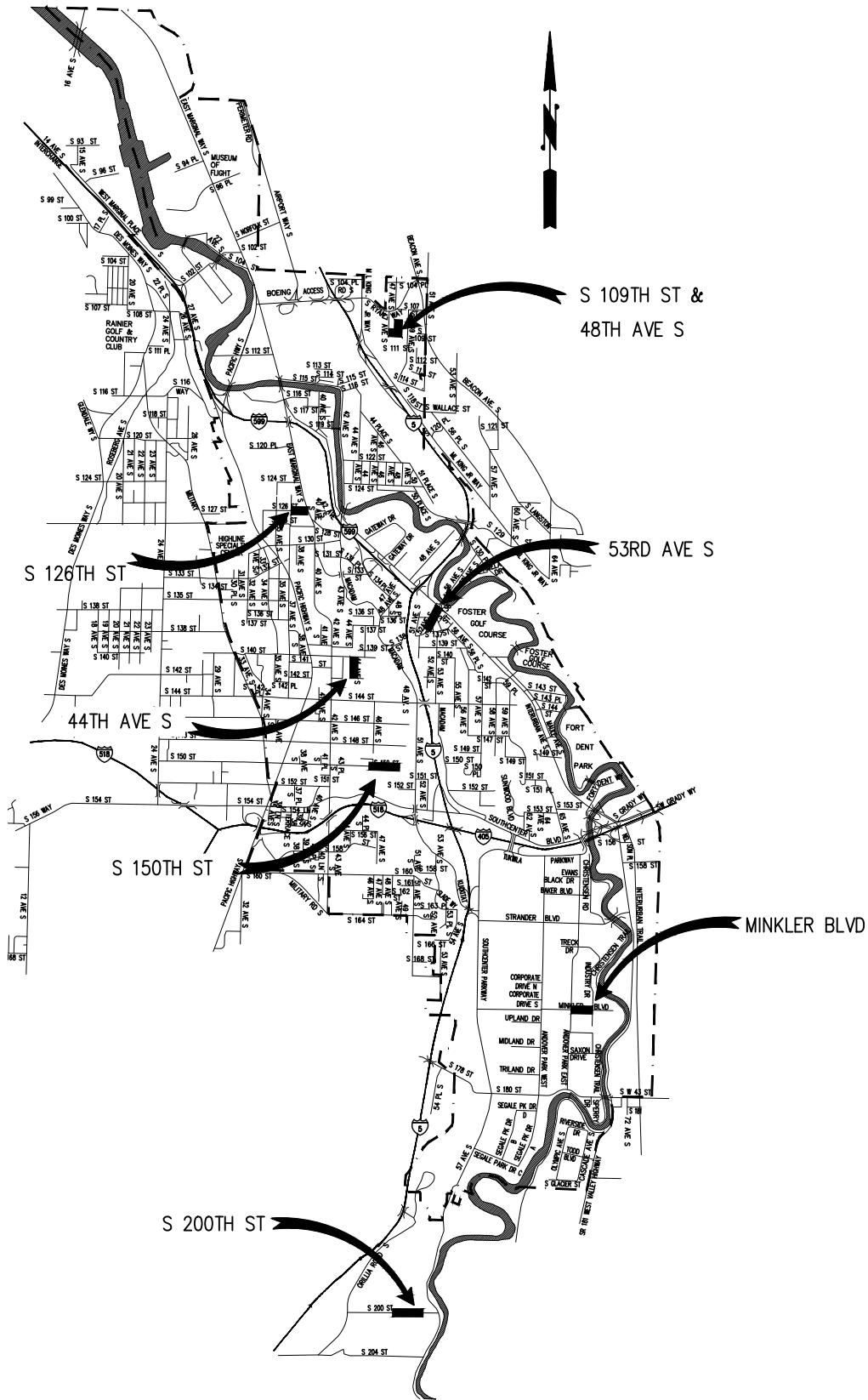
The KPG supplemental contract for construction management is \$50,000.00 less than the available budget and the remaining funds will be reallocated to the construction phase.

RECOMMENDATION

Council is being asked to award construction of the 2021 Overlay and Repair Program to Miles Resources, LLC. in the amount of \$1,037,358.40 and to consider this item on the Consent Agenda of the June 7, 2021 Regular Meeting.

ATTACHMENTS

- Vicinity Map
- 2021 CIP Page 12
- Bid Tabulation



CITY OF TUKWILA CAPITAL PROJECT SUMMARY

2021 to 2026

PROJECT: **Annual Overlay and Repair Program** Project No. 9xx10401

DESCRIPTION: Select, design and construct asphalt and concrete pavement overlays of arterial and residential streets.

JUSTIFICATION: Preserve and maintain the street structure in a safe and useable state by resurfacing before failure which also

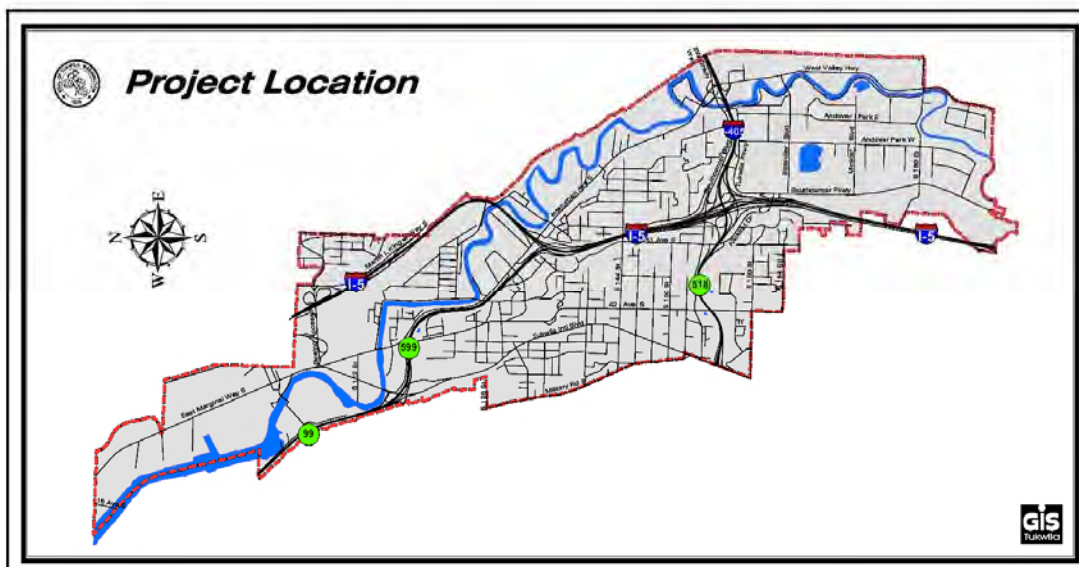
minimizes costs. Some individual sites may be coordinated with water, sewer, and surface water projects. Each year various sections of roadway throughout the City are designed and constructed for asphalt overlay.

STATUS:

MAINT. IMPACT: Reduces annual maintenance.

COMMENT: Ongoing project. Only one year actuals shown in first column.

FINANCIAL (in \$000's)	Through Estimated									TOTAL
	2019	2020	2021	2022	2023	2024	2025	2026	BEYOND	
EXPENSES										
Design	209	190	150	150	150	150	150	150	150	1,449
Land (R/W)										0
Const. Mgmt.	121	15	200	200	200	200	200	200	200	1,536
Construction	1,224	312	1,050	1,050	1,050	1,050	1,150	1,150	1,300	9,336
TOTAL EXPENSES	1,554	517	1,400	1,400	1,400	1,400	1,500	1,500	1,650	12,321
FUND SOURCES										
Awarded Grant										0
Proposed Grant										0
Mitigation Actual										0
Mitigation Expected										0
City Oper. Revenue	1,554	517	1,400	1,400	1,400	1,400	1,500	1,500	1,650	12,321
TOTAL SOURCES	1,554	517	1,400	1,400	1,400	1,400	1,500	1,500	1,650	12,321



CITY OF TUKWILA
DEPARTMENT OF PUBLIC WORKS
2021 Overlay Program
BID TABULATION
Tukwila Project #
May 18, 2021

Apparent Low Bid

No.	Section No.	Item	Qty	Unit	Engineer's Estimate		Miles Resources, LLC		Icon		Tucci & Sons, Inc		Lakeside Industries		Westwater	
					Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost
SCHEDULE A - Overlay Program																
ROADWAY																
1	1-04	Unexpected Site Changes	1	FA	\$ 6,750.00	\$ 6,750.00	\$ 6,750.00	\$ 6,750.00	\$ 6,750.00	\$ 6,750.00	\$ 6,750.00	\$ 6,750.00	\$ 6,750.00	\$ 6,750.00	\$ 6,750.00	\$ 6,750.00
2	1-05	ADA Features Surveying	1	LS	\$ 7,000.00	\$ 7,000.00	\$ 10,440.00	\$ 10,440.00	\$ 5,000.00	\$ 5,000.00	\$ 7,500.00	\$ 7,500.00	\$ 16,000.00	\$ 16,000.00	\$ 10,000.00	\$ 10,000.00
3	1-07	Resolution of Utility Conflicts	1	FA	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00
4	1-07	SPCC Plan	1	LS	\$ 4,000.00	\$ 4,000.00	\$ 255.00	\$ 255.00	\$ 115.00	\$ 115.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 1,000.00	\$ 1,000.00
5	1-09	Mobilization	1	LS	\$ 96,000.00	\$ 96,000.00	\$ 50,535.00	\$ 50,535.00	\$ 101,000.00	\$ 101,000.00	\$ 171,000.00	\$ 171,000.00	\$ 140,000.00	\$ 140,000.00	\$ 135,000.00	\$ 135,000.00
6	1-10	Project Temporary Traffic Control	1	LS	\$ 49,500.00	\$ 49,500.00	\$ 73,162.00	\$ 73,162.00	\$ 100,000.00	\$ 100,000.00	\$ 125,000.00	\$ 125,000.00	\$ 140,000.00	\$ 140,000.00	\$ 135,000.00	\$ 135,000.00
7	2-02	Off-Duty Uniformed Police Officer	60	HR	\$ 120.00	\$ 7,200.00	\$ 123.00	\$ 7,380.00	\$ 115.00	\$ 6,900.00	\$ 125.00	\$ 7,500.00	\$ 115.00	\$ 6,900.00	\$ 150.00	\$ 9,000.00
8	2-02	Asphalt Pavement Removal	540	SY	\$ 15.00	\$ 8,100.00	\$ 20.00	\$ 10,800.00	\$ 41.65	\$ 22,491.00	\$ 10.00	\$ 5,400.00	\$ 30.00	\$ 16,200.00	\$ 60.00	\$ 32,400.00
9	2-02	Cement Conc. Sidewalk Removal Incl. Haul	160	SY	\$ 35.00	\$ 5,600.00	\$ 92.00	\$ 14,720.00	\$ 58.00	\$ 9,280.00	\$ 30.00	\$ 4,800.00	\$ 46.00	\$ 7,360.00	\$ 75.00	\$ 12,000.00
10	2-02	Cement Conc. Curb Removal Incl. Haul	490	LF	\$ 12.00	\$ 5,880.00	\$ 22.00	\$ 10,780.00	\$ 16.00	\$ 7,840.00	\$ 10.00	\$ 4,900.00	\$ 16.00	\$ 7,840.00	\$ 20.00	\$ 9,800.00
11	2-02	Removal of Structure and Obstruction	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 1,300.00	\$ 1,300.00	\$ 1,150.00	\$ 1,150.00	\$ 10,000.00	\$ 10,000.00	\$ 12,000.00	\$ 12,000.00	\$ 15,000.00	\$ 15,000.00
12	2-03	Roadway Excavation Incl. Haul	1	LS	\$ 17,000.00	\$ 17,000.00	\$ 11,425.00	\$ 11,425.00	\$ 7,600.00	\$ 7,600.00	\$ 1,000.00	\$ 1,000.00	\$ 14,000.00	\$ 14,000.00	\$ 85,000.00	\$ 85,000.00
13	2-03	Unsuitable Foundation Excavation Incl. Haul	33	CY	\$ 95.00	\$ 3,135.00	\$ 61.00	\$ 2,013.00	\$ 77.00	\$ 2,541.00	\$ 65.00	\$ 2,145.00	\$ 80.00	\$ 2,640.00	\$ 85.00	\$ 2,805.00
14	4-04	Gravel Borrow Incl. Haul	205	TON	\$ 25.00	\$ 5,125.00	\$ 50.00	\$ 10,250.00	\$ 29.50	\$ 6,047.50	\$ 30.00	\$ 6,150.00	\$ 60.00	\$ 12,300.00	\$ 40.00	\$ 8,200.00
15	5-04	Crushed Surfacing Top Course	645	TON	\$ 60.00	\$ 38,700.00	\$ 72.20	\$ 46,569.00	\$ 61.00	\$ 39,345.00	\$ 35.00	\$ 22,575.00	\$ 70.00	\$ 45,150.00	\$ 45.00	\$ 29,025.00
16	5-04	Pavement Repair Excavation Incl. Haul	110	CY	\$ 90.00	\$ 9,900.00	\$ 42.00	\$ 4,620.00	\$ 110.00	\$ 12,100.00	\$ 90.00	\$ 9,900.00	\$ 85.00	\$ 9,350.00	\$ 90.00	\$ 9,900.00
17	5-04	HMA Cl. 1/2" PG 58H-22	3,370	TON	\$ 115.00	\$ 387,550.00	\$ 99.50	\$ 335,315.00	\$ 102.00	\$ 343,740.00	\$ 95.00	\$ 320,150.00	\$ 108.00	\$ 363,960.00	\$ 100.00	\$ 337,000.00
18	5-04	HMA for Pavement Repair Cl. 1/2" PG 58H-22	205	TON	\$ 150.00	\$ 30,750.00	\$ 166.00	\$ 34,030.00	\$ 120.00	\$ 24,600.00	\$ 140.00	\$ 28,700.00	\$ 120.00	\$ 24,600.00	\$ 200.00	\$ 41,000.00
19	5-04	Temporary Pavement	55	TON	\$ 175.00	\$ 9,625.00	\$ 215.00	\$ 11,825.00	\$ 119.00	\$ 6,545.00	\$ 75.00	\$ 4,125.00	\$ 100.00	\$ 5,500.00	\$ 200.00	\$ 11,000.00
20	5-04	Thickened Edge	2,155	LF	\$ 3.00	\$ 6,465.00	\$ 1.30	\$ 2,801.50	\$ 1.10	\$ 2,370.50	\$ 3.25	\$ 7,003.75	\$ 1.00	\$ 2,155.00	\$ 15.00	\$ 32,325.00
21	7-12	Planing Bituminous Pavement	18,070	SY	\$ 5.00	\$ 90,350.00	\$ 4.90	\$ 88,543.00	\$ 5.80	\$ 104,806.00	\$ 5.00	\$ 90,350.00	\$ 6.10	\$ 110,227.00	\$ 5.00	\$ 90,350.00
22	8-01	Adjust Water Valve	10	EA	\$ 500.00	\$ 5,000.00	\$ 784.00	\$ 7,840.00	\$ 710.00	\$ 7,100.00	\$ 1,000.00	\$ 10,000.00	\$ 450.00	\$ 4,500.00	\$ 500.00	\$ 5,000.00
23	8-01	Erosion/Water Pollution Control	1	FA	\$ 4,250.00	\$ 4,250.00	\$ 4,250.00	\$ 4,250.00	\$ 4,250.00	\$ 4,250.00	\$ 4,250.00	\$ 4,250.00	\$ 4,250.00	\$ 4,250.00	\$ 4,250.00	\$ 4,250.00
24	8-04	Inlet Protection	39	EA	\$ 80.00	\$ 3,120.00	\$ 101.00	\$ 3,939.00	\$ 50.00	\$ 1,950.00	\$ 60.00	\$ 2,340.00	\$ 60.00	\$ 2,340.00	\$ 100.00	\$ 3,900.00
25	8-04	Cement Conc. Rolled Curb and Gutter	55	LF	\$ 75.00	\$ 4,125.00	\$ 30.00	\$ 1,650.00	\$ 30.00	\$ 1,650.00	\$ 45.00	\$ 2,475.00	\$ 30.00	\$ 1,650.00	\$ 50.00	\$ 2,750.00
26	8-06	Cement Conc. Curb and Gutter	830	LF	\$ 45.00	\$ 37,350.00	\$ 27.00	\$ 22,410.00	\$ 28.00	\$ 23,240.00	\$ 45.00	\$ 37,350.00	\$ 26.50	\$ 21,995.00	\$ 60.00	\$ 49,800.00
27	8-11	Cement Conc. Driveway Entrance	90	SY	\$ 80.00	\$ 7,200.00	\$ 84.75	\$ 7,627.50	\$ 86.00	\$ 7,740.00	\$ 95.00	\$ 8,550.00	\$ 83.00	\$ 7,470.00	\$ 250.00	\$ 22,500.00
28	8-11	Adjust Monument Case and Cover	2	EA	\$ 700.00	\$ 1,400.00	\$ 504.00	\$ 1,008.00	\$ 725.00	\$ 1,450.00	\$ 1,000.00	\$ 2,000.00	\$ 450.00	\$ 900.00	\$ 1,500.00	\$ 3,000.00
TRAFFIC SIGNALS																
29	8-20	Traffic Signal Modifications (S 200th St & Southcenter Pkwy - WB Approach)	1	LS	\$ 11,200.00	\$ 11,200.00	\$ 28,493.00	\$ 28,493.00	\$ 24,100.00	\$ 24,100.00	\$ 29,000.00	\$ 29,000.00	\$ 23,000.00	\$ 23,000.00	\$ 30,000.00	\$ 30,000.00
30	8-20	Traffic Signal Modifications (Minkler Blvd & Andover Park E)	1	LS	\$ 8,300.00	\$ 8,300.00	\$ 26,700.00	\$ 26,700.00	\$ 22,000.00	\$ 22,000.00	\$ 27,000.00	\$ 27,000.00	\$ 21,000.00	\$ 21,000.00	\$ 30,000.00	\$ 30,000.00
31	8-20	RRFB and Luminaire System (S 150th St & 46th Ave S), Complete	1	LS	\$ 48,200.00	\$ 48,200.00	\$ 43,800.00	\$ 43,800.00	\$ 43,000.00	\$ 43,000.00	\$ 44,000.00	\$ 44,000.00	\$ 42,000.00	\$ 42,000.00	\$ 50,000.00	\$ 50,000.00
SIDEWALK																
32	8-14	Cement Conc. Sidewalk	265	SY	\$ 70.00	\$ 18,550.00	\$ 68.15	\$ 18,059.75	\$ 70.00	\$ 18,550.00	\$ 85.00	\$ 22,525.00	\$ 67.00	\$ 17,755.00	\$ 85.00	\$ 22,525.00
33	8-14	Cement Conc. Curb Ramp	11	EA	\$ 2,700.00	\$ 29,700.00	\$ 2,035.00	\$ 22,385.00	\$ 2,087.00	\$ 22,957.00	\$ 3,000.00	\$ 33,000.00	\$ 2,000.00	\$ 22,000.00	\$ 4,500.00	\$ 49,500.00
34	8-14	Cement Conc. Pedestrian Curb	85	LF	\$ 20.00	\$ 1,700.00	\$ 27.00	\$ 2,295.00	\$ 20.00	\$ 1,700.00	\$ 40.00	\$ 3,400.00	\$ 27.00	\$ 2,295.00	\$ 30.00	\$ 2,550.00
35	8-26	Non-Skid Surface Treatment	60	SF	\$ 25.00	\$ 1,500.00	\$ 65.00	\$ 3,900.00	\$ 19.00	\$ 1,140.00	\$ 30.00	\$ 1,800.00	\$ 80.00	\$ 4,800.00	\$ 25.00	\$ 1,500.00
STORM SEWER																
36	7-04	Ductile Iron Storm Sewer Pipe, 8 In. Diam.	20	LF	\$ 65.00	\$ 1,300.00	\$ 109.50	\$ 2,190.00	\$ 300.00	\$ 6,000.00	\$ 75.00	\$ 1,500.00	\$ 130.00	\$ 2,600.00	\$ 125.00	\$ 2,500.00
37	7-04	Ductile Iron Storm Sewer Pipe, 12 In. Diam.	30	LF	\$ 75.00	\$ 2,250.00	\$ 168.00	\$ 5,040.00	\$ 300.00	\$ 9,000.00	\$ 95.00	\$ 2,850.00	\$ 130.00	\$ 3,900.00	\$ 200.00	\$ 6,000.00
38	7-05	Adjust Catch Basin	24	EA	\$ 800.00	\$ 19,200.00	\$ 1,065.00	\$ 25,560.00	\$ 57.50	\$ 1,380.00	\$ 500.00	\$ 12,000.00	\$ 500.00	\$ 12,000.00	\$ 750.00	\$ 18,000.00
39	7-05	Storm Drain Marker	24	EA	\$ 30.00	\$ 720.00	\$ 168.00	\$ 4,032.00	\$ 18.50	\$ 444.00	\$ 50.00	\$ 1,200.00	\$ 25.00	\$ 600.00	\$ 15.00	\$ 360.00
40	7-05	Combination Inlet	1	EA	\$ 750.00	\$ 750.00	\$ 1,750.00	\$ 1,750.00	\$ 550.00	\$ 550.00	\$ 1,500.00	\$ 1,500.00	\$ 4,400.00	\$ 4,400.00	\$ 1,500.00	\$ 1,500.00
41	7-05	Concrete Inlet	2	EA	\$ 2,000.00	\$ 4,000.00	\$ 1,670.00	\$ 3,340.00	\$ 550.00	\$ 1,100.00	\$ 1,500.00	\$ 3,000.00	\$ 4,400.00	\$ 8,800.00	\$ 4,500.00	\$ 9,000.00
SANITARY SEWER																
42	7-05	Adjust Manhole	8	EA	\$ 1,000.00	\$ 8,000.00	\$ 1,010.00	\$ 8,080.00	\$ 1,000.00	\$ 8,000.00	\$ 1,000.00	\$ 8,000.00	\$ 600.00	\$ 4,800.00	\$ 1,000.00	\$ 8,000.00
TRAFFIC CONTROL DEVICES																
43	8-05	Speed Cushion	1	EA	\$ 1,500.00	\$ 1,500.00	\$ 1,960.00	\$ 1,960.00	\$ 650.00	\$ 650.00	\$ 775.00	\$ 775.00	\$ 400.00	\$ 400.00	\$ 2,500.00	\$ 2,500.00
44	8-09	Raised Pavement Marker Type 1	505	EA	\$ 2.50	\$ 1,262.50	\$ 4.25	\$ 2,146.25	\$ 4.40	\$ 2,222.00	\$ 4.00	\$ 2,020.00	\$ 4.25	\$ 2,146.25	\$ 5.00	\$ 2,525.00
45	8-09	Raised Pavement Marker Type 2	300	EA	\$ 2.50	\$ 750.00	\$ 6.16	\$ 1,848.00	\$ 5.75	\$ 1,725.00	\$ 6.00	\$ 1,800.00	\$ 6.00	\$ 1,800.00	\$ 5.00	\$ 1,500.00
46	8-21	Permanent Signing	1	LS	\$ 8,750.00	\$ 8,750.00	\$ 5,152.00	\$ 5,152.00	\$ 5,200.00	\$ 5,200.00	\$ 12,000.00	\$ 12,000.00	\$ 5,200.00	\$ 5,200.00	\$ 10,000.00	\$ 10,000.00
47	8-22	Plastic Bike Symbol	2	EA	\$ 100.00	\$ 200.00	\$ 246.50	\$ 493.00	\$ 287.00	\$ 574.00	\$ 275.00	\$ 550.00	\$ 250.00	\$ 500.00	\$ 500.00	\$ 1,000.00
48	8-22	Plastic Traffic Letters	6	EA	\$ 100.00	\$ 600.00	\$ 95.00	\$ 570.00	\$ 74.50	\$ 447.00	\$ 75.00	\$ 450.00	\$ 95.00	\$ 570.00	\$ 300.00	\$ 1,800.00
49	8-22	Plastic Traffic Arrow	9	EA	\$ 80.00	\$ 720.00	\$ 168.00	\$ 1,512.00	\$ 115.00	\$ 1,035.00	\$ 110.00	\$ 990.00	\$ 165.00	\$ 1,485.00	\$ 300.00	\$ 2,700.00
50	8-22	Plastic Stop Line	250	LF	\$ 50.00	\$ 12,500.00	\$ 8.40	\$ 2,100.00	\$ 10.35	\$ 2,587.50	\$ 10.00	\$ 2,500.00	\$ 8.00	\$ 2,000.00	\$ 10.00	\$ 2,500.00
51	8-22	Plastic Crosswalk Line	200	SF	\$ 8.00	\$ 1,600.00	\$ 8.40	\$ 1,680.00	\$ 8.00	\$ 1,600.00	\$ 8.00	\$ 1,600.00	\$ 8.00	\$ 1,600.00	\$ 10.00	\$ 2,000.00
52	8-22	Plastic Line, 12 Inch	10	LF	\$ 3.00	\$ 30.00	\$ 8.40	\$ 84.00	\$ 8.00	\$ 80.00	\$ 8.00	\$ 80.00	\$ 8.00	\$ 80.00	\$ 10.00	\$ 100.00
53	8-22	Plastic Line, 4 Inch	11,390	LF	\$ 1.00	\$ 11,390.00	\$ 1.80	\$ 20,502.00	\$ 1.40	\$ 15,946.00	\$ 1.50	\$ 17,085.00	\$ 1.75			



INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**
 FROM: **Hari Ponnekanti, Public Works Director/ City Engineer**
 BY: **Scott Bates, Project Manager**
 CC: **Mayor Allan Ekberg**
 DATE: **May 21, 2021**
 SUBJECT: **2021 Overlay and Repair Program**
Project No. 92110401, Contract No. 21-002
Amendment No. 1 for Construction Management Services

ISSUE

Execute Amendment No. 1 to Contract No. 21-002 with KPG, Inc. (KPG) to provide construction management services for the 2021 Overlay and Repair Program.

BACKGROUND

On December 4, 2020, the Council approved the contract with KPG to provide engineering design services for the 2021 Overlay and Repair Project. KPG was selected to provide construction management services as Amendment No.1 to the 2021 Overlay and Repair Program Design contract.

DISCUSSION

The KPG design contract was for \$149,912.00 and will reallocate \$53,000.00 in remaining design funds for construction management. KPG has provided a Contract Amendment No.1, with the scope of work and fee estimate for construction management services for \$147,206.00. The new contract total will now be \$297,118.00. Construction bid opening was May 18, 2021.

FISCAL IMPACT

	<u>Contract Amount</u>	<u>Budget</u>
Design Contract	\$ 149,912.00	\$ 150,000.00
Construction Management Am No. 1	<u>147,206.00</u>	<u>200,000.00</u>
	\$ 297,118.00	\$ 350,000.00

RECOMMENDATION

Council is being asked to approve Amendment No. 1 to Contract No. 21-002 for construction management services with KPG, Inc. for the 2021 Overlay and Repair Program in the amount of \$147,206.00 for a new total contract amount of \$297,118.00 and consider this item on the Consent Agenda at the June 7, 2021 Regular Meeting.

Attachments: Page 12, 2021 CIP
Contract Am No.1, Scope of Work and Fee Estimate

CITY OF TUKWILA CAPITAL PROJECT SUMMARY

2021 to 2026

PROJECT: Annual Overlay and Repair Program Project No. 9xx10401

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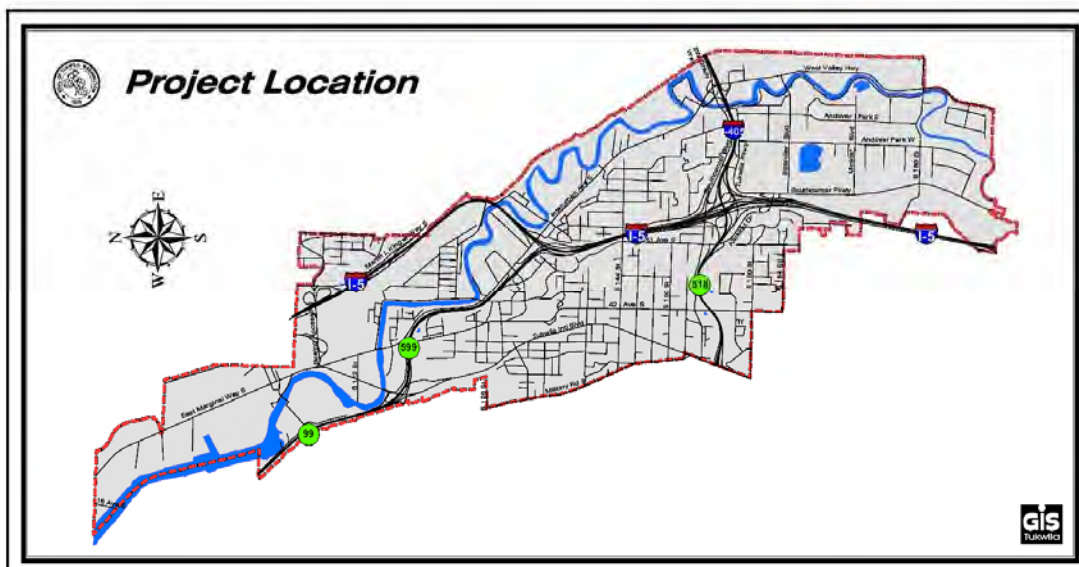
minimizes costs. Some individual sites may be coordinated with water, sewer, and surface water projects. Each year various sections of roadway throughout the City are designed and constructed for asphalt overlay.

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COMMENT: Ongoing project. Only one year actuals shown in first column.

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Construction	1,224	312	1,050	1,050	1,050	1,050	1,150	1,150	1,300	9,336
TOTAL EXPENSES	1,554	517	1,400	1,400	1,400	1,400	1,500	1,500	1,650	12,321
FUND SOURCES										
Awarded Grant										0
Proposed Grant										0
Mitigation Actual										0
Mitigation Expected										0
City Oper. Revenue	1,554	517	1,400	1,400	1,400	1,400	1,500	1,500	1,650	12,321
TOTAL SOURCES	1,554	517	1,400	1,400	1,400	1,400	1,500	1,500	1,650	12,321





City of Tukwila

6200 Southcenter Boulevard, Tukwila WA 98188

Agreement Number:

CONTRACT FOR SERVICES

Amendment #1

Between the City of Tukwila and KPG, P.S.

That portion of Contract No. 21-002 between the City of Tukwila and KPG, P.S. is hereby amended as follows:

Article 2, Scope of Services, shall be amended with the following:

The Consultant agrees to provide construction support services in accordance with the scope of work included as Exhibit A-1.

Article 4, Payment, shall be modified as follows:

An estimated budget for work provided by Consultant is included as Exhibit B-1, attached hereto, provided that the total amount of payment to the Consultant under this agreement shall not exceed \$297,118.00 without express written modification of the Agreement signed by the City.

All other provisions of the contract shall remain in full force and effect.

Dated this _____ day of _____, 20_____.

CITY OF TUKWILA

CONTRACTOR

Allan Ekberg, Mayor

Printed Name: Nelson Davis, KPG, P.S.

ATTEST/AUTHENTICATED

APPROVED AS TO FORM

Christy O'Flaherty, MMC, City Clerk

Office of the City Attorney

Construction Management Services

Scope of Work

City of Tukwila

2021 Overlay Program

Amendment #1

Project No: 92110401

This work will provide construction management services for the construction contract to complete Hot Mix Asphalt (HMA) Overlay of up to SEVEN (7) sites, all within the City of Tukwila. Specific tasks shall include, but are not necessarily limited to: Paving with HMA, planing bituminous pavement, removing pavement and pavement repairs; Adjusting surface utilities to grade; installing drainage modifications at two project sites; Installing RRFB system at pedestrian crossing; Installation of traffic loops and junction boxes; installing new channelization and signage; Removing and replacing concrete curbs, sidewalks, driveways, and ramps; providing temporary erosion/water pollution control and all necessary property restoration; Providing all necessary traffic control labor and devices; And, other items necessary to complete the Work as shown on the Contract Documents.

This amendment assumes the 2021 design scope is completed to the City's satisfaction and the unused budget amount of \$53,000 will be used to offset construction services costs.

A detailed scope for the Contract follows:

I. INTRODUCTION

The following scope of services and associated costs are based upon the assumptions outlined below.

General Assumptions:

- The level of service and fee is based on project duration of 2.5 months, or **50 working days** with 5 days prior to construction and 10 days for closeout for a total of 65 days.
- The **proposed project team** will include part-time project manager full-time resident engineer, part-time documentation control specialist, and full-time inspector. Team also includes sub-consultants to provide services for materials testing.
- KPG will utilize the Record of Materials (ROM). This scope of services provides the management of the ROM and scheduling of required materials testing respectively.
- City will review and execute the insurance, bonds, and the Construction Contract.
- KPG will work with the City's Contractor to conduct all community outreach in relation to phasing and direct impacts due to construction. The City's Contractor shall be responsible for the communication to the community on schedule and work activities.

- KPG design engineers will be available during construction to answer questions and review RAM's, shop drawings, and answer RFI's.
- Services will be performed in accordance with the Contract plans & special provisions, and City of Tukwila engineering standards.
- City will be responsible for all aspects of PSIFE. This will include monthly PSIFE inspections, final PSIFE acceptance and final PSIFE payment.

II. SCOPE OF WORK

The objective and purpose of this Construction Management Services Agreement is for the Consultant to successfully deliver the construction of the Project to the City by ensuring that the improvements are constructed in accordance with the approved Plans and Specifications, as may be amended or revised, that all of the required Project documentation is accounted for, and ultimately that the City of Tukwila receives a successful Project.

TASK 1: MANAGEMENT / COORDINATION /ADMINISTRATION

Provide overall project management, coordination with the City, monthly progress reports, and invoicing. This effort will include the following elements.

- 1.1** Organize and layout work for project staff. Prepare project instructions on contract administration procedures to be used during construction.
- 1.2** Review monthly expenditures and CM team scope activities. Prepare and submit monthly project progress letters to the City along with invoices describing CM services provided each month. Prepare and submit reporting required by funding source(s), if any.

Deliverables:

- Monthly invoices and progress reports

TASK 2: Assist City with the award process

This task assists the City with vetting the bid package for contract compliance, drafting recommendation of award, and award letter.

- Attend bid opening
- Review for responsible bids to include
 - Preparation and review of Bid Tabs for math errors
 - Verification of the Contractor's
 - ✓ license from the Department of Labor and Industries
 - ✓ City Business License
 - ✓ Current status with their "Certificate of Worker's Compensation Coverage" with the Department of Labor and Industries

- ✓ Status with the Department of Revenue’s “Delinquent Taxpayer List – Western Washington”
- ✓ Status with the Department of Labor and Industries “Employers That Have Violated Wage Law”
- ✓ Status that they are not on Labor and Industries “Debarred Contractor’s List”
- ✓ State Excise Tax Registration
- ✓ Status that they are not shown on Labor and Industries “Contractor Strike List”
- ✓ Status that they are not on the list of Parties excluded from Federal Procurement or Non-Procurement Programs
- Reference Check
- Recommendation of Award Letter
- Draft Award Letter

TASK 3: Administrative Services up to Contractor Notice to Proceed (NTP)

Administrative services are required up to NTP to establish procedures, communication and documentation with the City. This task also provides set up of the files, familiarization with the contract, and the beginning of material management and general “kick-off” coordination activities. Work under task 300 includes the following.

- Solicit input from the City to establish system and procedures for managing
- Tracking and storing project documentation to include the following
- Communications
 - Change Management
 - ✓ Authority
 - ✓ Field Directives
 - ✓ Change Orders to include justifications
- Administrative process
 - Approval of Subcontractors
 - Material management
 - Contractor progress payments
 - Consultant invoices
- Prepare hard and electronic files
- The following logs will be prepared
 - Record of Materials (ROM)
 - Material Tracking
 - ✓ Monitors testing frequency per WSDOT Construction Manual
 - ✓ Log acceptance and compaction tests
 - ✓ Log pass or fail to include resolution of failing tests
 - ✓ Track Tickets and tonnages
 - Submittal Reviews
 - Request for Information (RFI)
 - Change Management
 - ✓ Change Order

- ✓ Case Log (Issues)
 - ✓ Design Changes/Clarifications
 - Subcontractors
 - Certified Payroll
 - Materials on Hand
 - Training
- The following templates will be prepared
 - Field Note Records
 - Estimate
 - Forecasted Cost at Completion
 - Project Report
 - Weekly Statement of Working Days
 - Change Order
 - Change Order Justifications
 - Design Changes/Clarifications
 - Field Material Verifications
- Site visits to become familiar with project limits and physical constraints
- Familiarization with Contract Plans, Specifications, Permits and Geotechnical Report
- Review ROW commitment files
- Manage RAMs by reviewing against the Contract and/or facilitating Engineer of Record Reviews
- Manage the ROM
- Develop Team Communications and Stakeholders List
- Comb the Contract Provisions and compile list of submittals
- Prepare Pre-Construction (Precon) Agenda
- Comb the Contract Provisions to insert Precon agenda items
- Prepare Precon attendees list
- Send invite to Precon attendees
- Attend Precon, take notes, prepare and distribute minutes
- Pre-construction photographs
- Review Contractor's Schedule for Contract Compliance

TASK 4: Construction Management (CM) and Administrative Services. NTP to Project Closeout.

CM and administrative services are provided by the Resident Engineer (RE) and Documentation Specialist. Support includes stakeholder coordination, documentation and change management in general compliance with City and State requirements. Work includes the following.

- Maintain Logs identified in Task 300
- Coordinate material inspections from materials lab
- Facilitate WSDOT special inspections (signal and luminaire poles), if applicable.
- Review material reports from testing lab, Task 700, for Contract compliance and contact the Contractor to bring resolution to any deficiencies
- Track quantities according to the Construction Manual to get the required amount of testing

- Review RAMs and apply or facilitate approval codes
- Transmit ROM to the Contractor and request that they submit material requirements via the RAM process
- Facilitate approved RAMs to the Inspector who will verify that all the material delivered to the site is according to the approved RAMs
- Administer Contractor adherence of the ROM
- Cursory review and facilitation of Traffic Control Plans
- Review and respond to Contractor Serial Letters
- Issue Field Directives/Corrective Action memorandums
- Receive RFIs and issues raised by the Contractor answer RFIs and/or facilitate responses
- Change Management
 - Negotiations with Contractor regarding 1-04.4 Changes
 - Writing Change Orders to include Engineer's Estimate and Justifications
 - Update Case Log which includes
 - ✓ Tracking issues
 - ✓ Anticipated impact to schedule
 - ✓ Costs
 - ✓ Forecast cost at completion
 - ✓ Warrant assessment for additional working days
- Confirm that submittals are in general Contract conformance. Review and/or facilitate review and approvals of submittals
- Maintain project electronic and hard files
- Review Contractor's schedule for contract compliance
- Prepare coordination agendas, conduct coordination meetings
- Prepare minutes for coordination meetings and distribute to attendees
- Prepare Weekly Statement of Working Days and send to Contractor
- Obtain Request to Sublet (421-012), review for compliance and return to the Contractor
- Utility Coordination
- Employee Interviews (424-003)
- Payroll Compliance to include checking
 - Certified Payrolls
 - Labor and Industry documentation (Statement of Intent, Affidavits of Wages Paid)
 - Notification to the Contractor of non-compliance
- Perform quality control checks on Inspector Field Note Records and Inspector Daily Reports
- Prepare progress pay estimates
- Review Contractor's weekly "look ahead" and monthly schedule and compare with the Contractor's approved schedule
- Maintain a submittals list and prompt the Contractor for submittals
- Prepare and be available for outside audits and/or record reviews
- Secure Contract schedule and activities for coordination with the public. Respond to general coordination regarding items such as status, schedule and access. Provide a broader public involvement that may involve flyers, news releases and public meetings
- Maintain hard and electronic files

- Perform internal monthly audits for compliance

TASK 5: Provide Field Inspection for each of the Project's Working Days

Inspections shall be made for each working day. The Inspector will act as the projects "in the field" focal point of coordination and field documentation. The inspector will monitor the Contractor's activities, produce Inspector Daily Reports, Field Note Records, verify that material delivered to the site is in contract compliance, coordinate with stakeholders to include the Contractor, material testing lab, Fire and Police Departments, School Districts, businesses, residents and traveling public. The following Tasks will be the responsibility of the Inspector:

- Produce and Conduct
 - Inspector Daily Reports
 - Field Note Records for all Contract Items
 - Progress photographs
 - Punch list items
- Observe and Monitor the Contractor's
 - Work for compliance with the Contract Documents
 - Traffic control procedures and implementation of the approved traffic control plans which could include notification to the Contractor on deficiencies that require immediate correction
 - Temporary erosion and sediment control procedures and systems and provide recommendations
 - Compliance with project permits
- Coordinate
 - Materials testing as required under the ROM and WSDOT Construction Manual with materials Sub-Consultant. See Task 7
 - With stakeholders like utilities, City departments, local businesses, traveling public, fire and police departments, and residences
 - With the Resident Engineer to identify and resolve project conflicts between the plans, special provisions and unforeseen conditions
- Meetings
 - Provide input to the RE for meeting agendas
 - Attend meetings as required to include
 - Weekly Coordination
 - Others such as pre-paving, signal turn on, utility coordination and public outreach

TASK 6: Project Close Out

Assume the Contractor will be completed with punch list work and missing documentation within 50 calendar days of Substantial Completion at which time Physical Completion will be issued (all but plant establishment). Items of work within these 10 calendar days include the following:

- Inspector

- Prepare and monitor completion of the Punch List
- Final Field Note Records
- Administrative
 - Project resolution meetings with the Contractor to resolve final quantities and issues
 - Prepare Substantial, Physical and Completion letters
 - Final pay estimate excluding PSIFE
 - Gather remaining documentation for ROM and facilitate signature on Materials Certifications
 - Gather outstanding labor compliance documentation such missing Certified Payrolls and Affidavits of Wages Paid with Labor and Industries
 - Facilitate “Final Notice of Completion of Public Works Contract” form (F215-038-000)
 - Coordinate final Record Reviews by funding agencies

TASK 7: Materials Testing

Material testing is performed by a Sub-Consultant. Task 700 Scope and Fee belongs entirely with KPG Sub-Consultant. All KPG fee affiliated with managing the Task 700 Subconsultant are included in Tasks 300 through 600. The Sub-Consultant material’s lab will perform services such as;

- Review Record of Materials (ROM)
- Perform HMA Job Mix Formula Verification under Special Provision 5-04.3(7)A
- Review Concrete RAM submittals and provide recommendations for approval codes
- Conduct material testing for Document items in accordance with the Local Agencies Guidelines (LAG), WSDOT Construction Manual and the ROM
- Provide written field reports for all inspections
- Coordinate with Inspector regarding test results and re-testing as necessary
- Assist RE with end of project Materials Certification

TASK 8 – ADDITIONAL SERVICES

8.1 Management Reserve: A five percent (5%) fee has been included in the cost for services as a placeholder and serves as the Management Reserve for the Project. At the time these services are required, the Consultant shall provide a detailed scope of work and an estimate of costs. The Consultant shall not proceed with the work until the City has authorized the work and issued a notice to proceed.

Additional services requested by the City will be performed only when authorized by the City. Authorization to perform additional services will be in writing, specifying the work to be performed, and basis of payment. Items such as Community Outreach (except as completed on a day to day basis by the inspector and resident engineer as described in task 3.1 – vii), Public Meetings, Ribbon Cutting Ceremony, claims analysis, surveying, services during shutdown periods of non-working days, and services for extended working days are examples of possible additional services. This fee is based on 1 week prior to construction, an 50 working day contract, and 2 weeks for closeout, 8 hour days, additional extension of days will be approximately \$1,040.00 per day for one person. (8 hours x \$130.00 = \$1,040.00)

EXHIBIT B-1

PRIME CONSULTANT COST COMPUTATIONS

Client: City of Tukwila

Project: 2021 Overlay Program

KPG, P.S. PROJECT NUMBER: 20139

50 working days + 1 week startup and 2 weeks closeout (65 days/ 8 hour days= 520 hours)

DATE: 5/11/2021

Task No.	Task Description	Labor Hour Estimate						Total Hours and Labor Fee Estimate by Task	
		Project Engineer II	Senior Construction Manager	Resident Engineer	Construction Observer III	Document Control Specialist	Office Admin		
		146	224	130	134	117	92	Hours	Fee
Task 1 - MANAGEMENT / COORDINATION / ADMINISTRATION									
1.1	Project Management and Administrative Services		10				20	30	\$ 4,080.00
1.2	Prepare, review and submit monthly expenditures		2				10	12	\$ 1,368.00
	Task Total	0	12	0	0	0	30	42	\$ 5,448.00
Task 2 - Assist City with the Award Process									
2.1	Assist City with Award Process			5				5	\$ 650.00
2.2	Bid Tab Analysis and Verify Contractor					5		5	\$ 585.00
2.3	Communications			5				5	\$ 650.00
	Task Total	0	0	10	0	5	0	15	\$ 1,885.00
Task3 - Administrative Services up to Contractor Notice to Proceed (NTP)									
3.1	Administrative Services up to Contractor Notice to Proceed			30	40	15		85	\$ 11,015.00
	Task Total	0	0	30	40	15	0	85	\$ 11,015.00
Task 4 - Construction Management (CM) and Administrative Services. NTP to Project Closeout.									
4.1	Construction Management Office Support	50	20	400		200		670	\$ 87,180.00
4.2	Construction Management Field Paperwork							0	\$ -
	Task Total	50	20	400	0	200	0	670	\$ 87,180.00
Task 5 - Provide Field Inspection for Each of the Project's Working Days									
5.1	Construction Inspection				400			400	\$ 53,600.00
	Task Total	0	0	0	400	0	0	0	\$ 53,600.00
Task 6 - Project Closeout									
6.1	Construction Management Office Support			80		40		120	\$ 15,080.00

6.2	Construction Management Field Paperwork/Inspection				80			80	\$	10,720.00	
Task Total		0	0	80	80	40	0	200	\$	25,800.00	
Task 7 - Materials Testing											
7.1	Subcontract with Material Tester							0	\$	-	
Task Total		0	0	0	0	0	0	0	\$	-	
Task 8 - Management Reserve											
8.1	Upon City Authorization Only (5% of contract)							0	\$	9,600.00	
Task Total		0	0	0	0	0	0	0	\$	9,600.00	
Total Labor Hours and Fee		7,300	7,168	67,600	69,680	30,420	2,760	1,012	\$	194,528.00	
Subconsultants											
Task 7 Material Testing											
									Subtotal	\$	5,000.00
									Administrative Charge (5%)	\$	250.00
									Total Subconsultant Expense	\$	5,250.00
Reimbursable Direct Non-Salary Costs											
									Mileage at current IRS rate	\$	428.00
									Reproduction Allowance	\$	-
									Total Reimbursable Expense	\$	428.00
									Total Estimated Budget	\$	200,206.00
									Less Remaining Design Contract	\$	53,000.00
									Total Budget Amendment #1	\$	147,206.00



INFORMATION MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**
FROM: **Hari Ponnekanti, Public Works Director/ City Engineer**
BY: **Cyndy Knighton, Senior Program Manager**
CC: **Mayor Ekberg**
DATE: **May 21, 2021**
SUBJECT: **Resolution for Six-Year Transportation Improvement Program (2022 - 2027)**

ISSUE

Approve a Resolution adopting the annual update of the Six-Year Transportation Improvement Program for 2022 - 2027.

BACKGROUND

The Transportation Improvement Program (TIP) is updated annually as required by the Revised Code of Washington (RCW). The TIP is adopted by resolution after a public hearing at the local agency level and incorporated into regional and state TIPs. The TIP is primarily a financial planning document for projects competing for grants. Any project submitted for federal grant funding must be included in the local, regional, and state adopted TIPs. The TIP is a rolling plan showing various funding sources: grants, developer and local funds. Projects “roll” as funds or stages occur (design report, final design and construction).

Tukwila’s TIP and Capital Improvement Program (CIP) list many of the same transportation-related projects. The TIP generally lists only those transportation-related projects planned within the next six years that are deemed regionally significant or that have grant funding awarded or expected. The TIP is scheduled for adoption on June 21, 2021.

ANALYSIS

The attached spreadsheet is the “Draft” 2022 - 2027 TIP and was created by modifying the 2021 - 2026 TIP to add or remove projects and adjust project costs. No prioritization was assigned and the list of projects is presented in alphabetical order. Prioritization of projects is reflected in the current CIP. Five new projects were added, and one project was removed because it is expected to be completed before July 1, 2021.

New: Keeping South King County Moving with TDM, South King County Regional TDM, Transportation Demand Management Implementation, S 119th Street Pedestrian Bridge Painting, Southcenter Blvd/65th Avenue S Signal

Deleted: BAR over Airport Way Bridge Seismic Retrofit.

FINANCIAL IMPACT

None.

RECOMMENDATION

Council is being asked to approve the Resolution for the 2022 - 2027 Six-Year Transportation Improvement Program and consider this item at a Public Hearing at the June 14, 2021 Committee of the Whole and subsequent June 21, 2021 Regular Meeting.

ATTACHMENTS: Draft Resolution
Draft 2022-2027 TIP Summary
2022– 2027 “Draft” Transportation Improvement Program
Current Adopted 2021 – 2026 TIP

DRAFT

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, ADOPTING A SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM (2022-2027), AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND THE TRANSPORTATION IMPROVEMENT BOARD.

WHEREAS, pursuant to the requirements of RCW Chapters 35.77 and 47.26, the City Council of the City of Tukwila has previously adopted a Transportation Improvement Program and thereafter periodically modified said Transportation Improvement Program by resolution; and

WHEREAS, the City Council has reviewed the work accomplished under said program, determined current and future City street and arterial needs and, based upon these findings, has prepared a Six-Year Transportation Improvement Program for the ensuing six calendar years (2022-2027); and

WHEREAS, on June 14, 2021, a public hearing was held regarding the City's Six-Year Transportation Improvement Program;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Program Adopted. A Six-Year Transportation Improvement Program for the calendar years 2022 to 2027, attached hereto as Exhibit A, is hereby adopted.

Section 2. Filing of Program. The City Clerk is hereby authorized and directed to file a copy of this resolution, together with the exhibit attached hereto, with the Secretary of Transportation and the Transportation Improvement Board of the State of Washington

PASSED BY THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, at
a Regular Meeting thereof this _____ day of _____, 2021.

ATTEST/AUTHENTICATED:

Christy O'Flaherty, MMC, City Clerk

Kate Kruller, Council President

APPROVED AS TO FORM BY:

Filed with the City Clerk: _____
Passed by the City Council: _____
Resolution Number: _____

Office of the City Attorney

Exhibit A: City of Tukwila Six-Year Transportation Improvement Program for 2022 to 2027

DRAFT 2022 - 2027 TIP SUMMARY

May 19, 2021

2021-2026		Project Costs in Thousands of Dollars							FUNDING SOURCES			
CIP Sheet	PROJECT TITLE	2022	2023	2024	2025	2026	2027	TOTAL	Federal	State/TIB	Unsecured	City
9	42nd Avenue S Bridge Replacement	750	1,250	9,450	9,450	0	0	20,900	15,500	3,500	17,500	1,900
4	46th Avenue Safe Routes to School	265	250	2,065	0	0	0	2,580		2,275	2,275	305
14	ADA Improvements	35	50	50	50	50	50	285				285
20	APE/Minkler Blvd Intersection	144	1,570	0	0	0	0	1,714				1,714
13	Annual Bridge Inspections and Repairs	75	200	200	200	200	200	1,075				1,075
12	Annual Overlay and Repair Program	1,400	1,400	1,400	1,500	1,500	1,650	8,850				8,850
-	BNSF Regional Center Access	0	0	0	0	0	100	100				100
11	Green River Trail	74	1,200	0	0	0	0	1,274		966	966	308
-	Keeping South King County Moving with TDM	210	210	210	210	0	0	840		840	672	0
5	Macadam Road S Complete Streets Project	0	500	3,100	0	0	0	3,600		3,250	3,250	350
18	S 119th St Pedestrian Bridge Painting	0	0	200	0	0	0	200				200
-	S 140th St Intersection Improvements	0	200	1,200	0	0	0	1,400			1,400	1,400
21	S 144th St Bridge Sidewalks	0	443	0	0	0	0	443	400		400	43
3	S 152nd Street Safe Routes to School	0	2,600	0	0	0	0	2,600		2,340	2,340	260
-	South King County Regional TDM	100	175	175	76	0	0	526	450	76		0
19	Southcenter Blvd/65th Avenue S Signal	100	900	0	0	0	0	1,000		550	550	450
-	Transportation Demand Management Implemente	37	37	37	37	37	38	223		223	148	0
8	West Valley Highway/Longacres Way	140	0	0	0	0	0	140		100		40
TOTAL		3,330	10,985	18,087	11,523	1,787	2,038	47,750	16,350	14,120	29,501	17,280

PROJECTS REVISED FROM 2021-2027 TIP

New

Keeping South King County Moving with TDM
 S 119th St Pedestrian Bridge Painting
 South King County Regional TDM
 Southcenter Blvd/65th Avenue S Signal
 Transportation Demand Management Implementation

Deleted/Completed:

BAR over Airport Wy Bridge Seismic Retrofit

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
			G. Structure ID									
05		42nd Ave S Bridge Replacement 42nd Ave S over the Duwamish River Interurban Ave S to Northern end of bridge Replace the existing 42nd Ave S steel truss bridge. The replacement will require preliminary engineer design, right-of-way, and construction phases. The new structure will meet current road and bridge design standards. The replacement structure configuration will be two through-lanes, possibly a turn pocket, and include sidewalks.	TUK-62	06/14/21	06/21/21			11		0.100	DCE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2022	STP	1,500,000		0	0	1,500,000
P	CN	2024	STP(BR)	12,000,000	TIB	3,000,000	0	15,000,000
P	CN	2024	STP	2,000,000	FMSIB	500,000	3,029,000	5,529,000
Totals				15,500,000		3,500,000	3,029,000	22,029,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	750,000	1,250,000	0	0	0
CN	0	0	9,450,000	9,450,000	0
Totals	750,000	1,250,000	9,450,000	9,450,000	0

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
19		46th Avenue Safe Routes to School 46th Avenue S S 150th Street to S 144th Street Design and construct curb, gutter and sidewalk on the west side of 46th Avenue S, including curb bulb-out at the SE corner of 46th Avenue S/S 144th Street with raised crosswalk across S 144th Street with RRFB.	WA-11113	06/14/21	06/21/21			05		0.370		Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0	SRTS	180,000	85,000	265,000
P	RW	2023		0	SRTS	230,000	20,000	250,000
P	CN	2024		0	SRTS	1,865,000	200,000	2,065,000
Totals				0		2,275,000	305,000	2,580,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	265,000	0	0	0	0
RW	0	250,000	0	0	0
CN	0	0	2,065,000	0	0
Totals	265,000	250,000	2,065,000	0	0

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Americans with Disabilities Act (ADA) Improvements Various locations to Design and construct ADA compliant upgrades to City infrastructure in conjunction with a City developed plan.	WA-05405	06/14/21	06/21/21			06				No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2022		0		0	285,000	285,000
Totals				0		0	285,000	285,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	35,000	50,000	50,000	50,000	100,000
Totals	35,000	50,000	50,000	50,000	100,000

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		Andover Park E/Minkler Blvd Intersection Andover Park E Minkler Blvd to Construct left turn lanes on Andover Park East and reconstruct traffic signal	WA-07746	06/14/21	06/21/21			03	CG OPS TW			No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0		0	134,000	134,000
P	RW	2022		0		0	10,000	10,000
P	CN	2023		0		0	1,570,000	1,570,000
Totals				0		0	1,714,000	1,714,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	134,000	0	0	0	0
RW	10,000	0	0	0	0
CN	0	1,570,000	0	0	0
Totals	144,000	1,570,000	0	0	0

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14		Annual Bridge Inspections and Repairs Various City Street to Perform load ratings and bi-annual inspections as well as construct necessary repairs and maintenance	WA-03731	06/14/21	06/21/21			06				No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2022		0		0	1,075,000	1,075,000
Totals				0		0	1,075,000	1,075,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	75,000	200,000	200,000	200,000	400,000
Totals	75,000	200,000	200,000	200,000	400,000

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		Annual Overlay and Repair Program Various City Streets to Repair, rehabilitate, and overlay City streets as needed in an annual program	WA-03733	06/14/21	06/21/21			06	CG O P S T W			No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2022		0		0	8,850,000	8,850,000
Totals				0		0	8,850,000	8,850,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,400,000	1,400,000	1,400,000	1,500,000	3,150,000
Totals	1,400,000	1,400,000	1,400,000	1,500,000	3,150,000

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		BNSF Regional Center Access New Facility to Construct a new access to the BNSF Regional Distribution Center, relocating the 900+ daily truck trips from residential streets in Allentown.	WA05409	06/14/21	06/21/21			08			EIS	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	100,000	100,000
Totals				0		0	100,000	100,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	100,000
Totals	0	0	0	0	100,000

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Green River Trail Green River Trail Christensen Road to Green River Replace the existing 8-foot wide Green River Trail with 12-foot wide concrete paved trail with 2-foot gravel shoulders, including illumination, CCTV, wayfinding, and pedestrian plaza.	WA-11115	06/14/21	06/21/21			28		0.140	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0	Ped/Bike Program	66,000	8,000	74,000
P	CN	2023		0	Ped/Bike Program	900,000	300,000	1,200,000
Totals				0		966,000	308,000	1,274,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	74,000	0	0	0	0
CN	0	1,200,000	0	0	0
Totals	74,000	1,200,000	0	0	0

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		<p>Keeping South King County Moving with TDM</p> <p>South King County</p> <p>Various to Various</p> <p>This project will help people access sustainable transportation options that reduce drive-alone travel and traffic congestion in South King County. TDM programming and services will be provided to residents, workers, visitors, employers, property managers, and students in Tukwila and the partnering jurisdictions of Burien, Des Moines, Kent, Renton, and SeaTac. The program will target those willing and able to try sustainable modes of transportation at activity centers (community hubs, commercial areas, business parks, multifamily housing complexes, and educational institutions). Examples of activity centers include the Tukwila International Boulevard District, Southcenter, and Sea-Tac Airport. The TDM Program will work in partnership with transit agencies, nonprofits, employers, and community organizations to reach priority populations through trusted channels. The project aims to reduce 542,997 vehicle trips and 8,093,549 vehicle miles traveled.</p>	TUK-63	06/14/21	06/21/21			44		0.000		No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2022		0	OTHER	672,000	0	672,000
S	ALL	2022		0	OTHER	168,000	0	168,000
Totals				0		840,000	0	840,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	210,000	210,000	210,000	210,000	0
Totals	210,000	210,000	210,000	210,000	0

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17		Macadam Rd S Complete Streets Project Macadam Road S 150th Street to S 144th Street Design and construction of a complete street on Macadam Road. Road widening and rechannelization to add 5-foot bike lanes and 5-foot sidewalks on both sides of the roadway. Includes illumination, curb, and storm drainage.	WA-11110	06/14/21	06/21/21			04		0.350	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0	Ped/Bike Program	360,000	40,000	400,000
P	RW	2022		0	Ped/Bike Program	90,000	10,000	100,000
P	CN	2023		0	Ped/Bike Program	2,800,000	300,000	3,100,000
Totals				0		3,250,000	350,000	3,600,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	400,000	0	0	0
RW	0	100,000	0	0	0
CN	0	0	3,100,000	0	0
Totals	0	500,000	3,100,000	0	0

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		S 119th St Pedestrian Bridge Painting S 119th Street West bank Duwamish River to East bank Duwamish River Ongoing maintenance of the S 119th Street Pedestrian Bridge in the Allentown/Duwamish neighborhoods. Painting of bridge is outstanding maintenance needed.	WA-13494	06/14/21	06/21/21			06		0.040		No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2024		0		0	200,000	200,000
Totals				0		0	200,000	200,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	200,000	0	0
Totals	0	0	200,000	0	0

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14		S 140th St Intersection Improvements S 140th Street Tukwila International Blvd to Design and construct a new traffic signal at the S 140th Street/Tukwila International Blvd intersection	WA-09873	06/14/21	06/21/21			04	C G P S T W	0.100	DCE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	150,000	150,000
P	RW	2027		0		0	50,000	50,000
P	CN	2027		0		0	1,200,000	1,200,000
Totals				0		0	1,400,000	1,400,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	150,000	0	0	0
RW	0	50,000	0	0	0
CN	0	0	1,200,000	0	0
Totals	0	200,000	1,200,000	0	0

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17		S 144th St Bridge Sidewalks S 144th Street 51st Ave S to 53rd Ave S Widen existing sidewalks on bridge over I-5 between 51st Ave S and 53rd Ave S	WA03782	06/14/21	06/21/21			28		0.250		No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2023	SRTS	400,000		0	43,000	443,000
Totals				400,000		0	43,000	443,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	443,000	0	0	0
Totals	0	443,000	0	0	0

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
19		S 152nd Street Safe Routes to School S 152nd Street Tukwila International Blvd to 42nd Avenue S Design and construct curb, gutter and sidewalks on both sides including widening pavement width by 3 feet to construct on-street parking lane on north side of street.	WA-11112	06/14/21	06/21/21			05		0.300		No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2023		0	SRTS	2,340,000	260,000	2,600,000
Totals				0		2,340,000	260,000	2,600,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	2,600,000	0	0	0
Totals	0	2,600,000	0	0	0

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		South King County TDM South King County N/A to N/A This project will provide TDM programming and services at selected activity centers in Tukwila and partnering South King County jurisdictions. Activity centers include community hubs, commercial areas, business parks, multifamily housing complexes, and educational institutions. For example, places such as Tukwila International Boulevard District, Southcenter, and Sea-Tac Airport. By providing transportation resources and incentives, the project will encourage people to choose sustainable transportation options that reduce drive-alone travel and traffic congestion in South King County. TDM services will be provided to residents, commuters, and visitors, targeting those willing and able to try sustainable modes of transportation. The program will work in partnership with partner agencies, nonprofits, employers, and community organizations.	TUK-64	06/14/21	06/21/21			24		0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2023	CMAQ	450,000	OTHER	60,750	15,000	525,750
Totals				450,000		60,750	15,000	525,750

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	100,000	175,000	175,000	75,750	0
Totals	100,000	175,000	175,000	75,750	0

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		Southcenter Blvd/65th Avenue S Signal Southcenter Boulevard 65th Avenue S to Design and construct a new traffic signal at the Southcenter Boulevard/65th Avenue S intersection to improve level of service and safety.	WA-13495	06/14/21	06/21/21			21				No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0	TIB	50,000	50,000	100,000
P	CN	2023		0	TIB	500,000	400,000	900,000
Totals				0		550,000	450,000	1,000,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	100,000	0	0	0	0
CN	0	900,000	0	0	0
Totals	100,000	900,000	0	0	0

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Transportation Demand Management Implementation to Provision of TDM services to Commute Trip Reduction-affected employment sites. Facilitate employer reporting and records associated with biennial CTR survey. Engage CTR employment sites with opportunities for improvement and remain connected via technical meetings with other CTR jurisdictional representatives.	WA-13491	06/14/21	06/21/21			44		0.000		No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2022		0	WSDOT	74,204	0	74,204
P	ALL	2022		0	WSDOT	148,408	0	148,408
Totals				0		222,612	0	222,612

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	37,102	37,102	37,102	37,102	74,204
Totals	37,102	37,102	37,102	37,102	74,204

Six Year Transportation Improvement Program From 2022 to 2027

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		/ 0181(019) West Valley Highway/Longacres Way Shared Use Pathways SR 181 & Longacres Way West end of planned Green River Bridge to Longacres Way The West Valley Highway/Longacres Way project modifies northbound channelization between Strander Boulevard and S 156th Street. A 600ft section of general-purpose lane will be added, north of Strander. The existing dedicated NB turn lane at Longacres will change to a thru-right lane, transitioning into 2 NB thru lanes on the north leg as the existing inside lane will be changed to a dedicated NB left turn lane. Sidewalks will be added to the east side of the roadway where there are currently none. A wider, shared-use path will replace the existing sidewalk on the west side of the road between Longacres Way and the new sidewalks installed for the Pedestrian-Bicycle bridge. A new two-way cycle track will be added to Longacres Way from WVH to the Tukwila Station, including new street and pedestrian illumination. A pedestrian signal crossing of WVH near the landing of the Ped-Bike bridge and a rapid flashing beacon on Longacres at the Interurban Trail crossing will be added.	TUK-60	06/14/21	06/21/21			28		0.170	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2022		0	TIB	100,000	40,000	140,000
Totals				0		100,000	40,000	140,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	140,000	0	0	0	0
Totals	140,000	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total Funds
Grand Totals for Tukwila	16,350,000	14,104,362	18,424,000	48,878,362

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05		42nd Ave S Bridge Replacement 42nd Ave S over the Duwamish River Interurban Ave S to Northern end of bridge Replace the existing 42nd Ave S steel truss bridge. The replacement will require preliminary engineer design, right-of-way, and construction phases. The new structure will meet current road and bridge design standards. The replacement structure configuration will be two through-lanes, possibly a turn pocket, and include sidewalks.	TUK-62					11		0.100	DCE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2021	STP(UL)	1,500,000		0	1,078,000	2,578,000
Totals				1,500,000		0	1,078,000	2,578,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,578,000	0	0	0	0
Totals	2,578,000	0	0	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
19		46th Avenue Safe Routes to School 46th Avenue S S 150th Street to S 144th Street Design and construct curb, gutter and sidewalk on the west side of 46th Avenue S, including curb bulb-out at the SE corner of 46th Avenue S/S 144th Street with raised crosswalk across S 144th Street with RRFB.	WA-11113	06/22/20	07/06/20		1993	05		0.370		Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0	SRTS	180,000	90,000	270,000
P	RW	2022		0	SRTS	232,000	24,000	256,000
P	CN	2023		0	SRTS	1,865,000	205,000	2,070,000
Totals				0		2,277,000	319,000	2,596,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	270,000	0	0	0
RW	0	256,000	0	0	0
CN	0	0	2,070,000	0	0
Totals	0	526,000	2,070,000	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Americans with Disabilities Act (ADA) Improvements Various locations to Design and construct ADA compliant upgrades to City infrastructure in conjunction with a City developed plan.	WA-05405	06/22/20	07/06/20		1993	06				No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2021		0		0	1,200,000	1,200,000
Totals				0		0	1,200,000	1,200,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	200,000	200,000	200,000	200,000	400,000
Totals	200,000	200,000	200,000	200,000	400,000

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		Andover Park E/Minkler Blvd Intersection Andover Park E Minkler Blvd to Construct left turn lanes on Andover Park East and reconstruct traffic signal	WA-07746	06/22/20	07/06/20		1993	03	CG O P S T W			No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0		0	134,000	134,000
P	RW	2022		0		0	10,000	10,000
P	CN	2023		0		0	1,570,000	1,570,000
Totals				0		0	1,714,000	1,714,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	134,000	0	0	0
RW	0	10,000	0	0	0
CN	0	0	1,570,000	0	0
Totals	0	144,000	1,570,000	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14		Annual Bridge Inspections and Repairs Various City Street to Perform load ratings and bi-annual inspections as well as construct necessary repairs and maintenance	WA-03731	06/22/20	07/06/20		1993	06				No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2021		0		0	2,380,000	2,380,000
Totals				0		0	2,380,000	2,380,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	335,000	335,000	405,000	405,000	900,000
Totals	335,000	335,000	405,000	405,000	900,000

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		Annual Overlay and Repair Program Various City Streets to Repair, rehabilitate, and overlay City streets as needed in an annual program	WA-03733	06/22/20	07/06/20		1993	06	CG O P S T W			No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2021		0		0	11,800,000	11,800,000
Totals				0		0	11,800,000	11,800,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,850,000	1,850,000	1,950,000	2,050,000	4,100,000
Totals	1,850,000	1,850,000	1,950,000	2,050,000	4,100,000

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		BNSF Regional Center Access New Facility to Construct a new access to the BNSF Regional Distribution Center, relocating the 900+ daily truck trips from residential streets in Allentown.	WA05409	06/22/20	07/06/20		1993	08			EIS	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2026		0		0	100,000	100,000
Totals				0		0	100,000	100,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	100,000
Totals	0	0	0	0	100,000

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Green River Trail Green River Trail Christensen Road to Green River Replace the existing 8-foot wide Green River Trail with 12-foot wide concrete paved trail with 2-foot gravel shoulders, including illumination, CCTV, wayfinding, and pedestrian plaza.	WA-11115	06/22/20	07/06/20		1993	28		0.140	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2022		0	Ped/Bike Program	1,146,000	128,000	1,274,000
Totals				0		1,146,000	128,000	1,274,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	74,000	1,200,000	0	0	0
Totals	74,000	1,200,000	0	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17		Macadam Rd S Complete Streets Project Macadam Road S 150th Street to S 144th Street Design and construction of a complete street on Macadam Road. Road widening and rechannelization to add 5-foot bike lanes and 5-foot sidewalks on both sides of the roadway. Includes illumination, curb, and storm drainage.	WA-11110	06/22/20	07/06/20		1993	04		0.350	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0	Ped/Bike Program	360,000	40,000	400,000
P	RW	2022		0	Ped/Bike Program	90,000	10,000	100,000
P	CN	2023		0	Ped/Bike Program	2,800,000	300,000	3,100,000
Totals				0		3,250,000	350,000	3,600,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	400,000	0	0
RW	0	0	100,000	0	0
CN	0	0	0	3,100,000	0
Totals	0	0	500,000	3,100,000	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14		S 140th St Intersection Improvements S 140th Street Tukwila International Blvd to Design and construct a new traffic signal at the S 140th Street/Tukwila International Blvd intersection	WA-09873	06/22/20	07/06/20		1993	04	C G P S T W	0.100	DCE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2023		0		0	150,000	150,000
P	RW	2023		0		0	50,000	50,000
P	CN	2024		0		0	1,200,000	1,200,000
Totals				0		0	1,400,000	1,400,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	150,000	0	0
RW	0	0	50,000	0	0
CN	0	0	0	1,200,000	0
Totals	0	0	200,000	1,200,000	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17		S 144th St Bridge Sidewalks S 144th Street 51st Ave S to 53rd Ave S Widen existing sidewalks on bridge over I-5 between 51st Ave S and 53rd Ave S	WA03782	06/22/20	07/06/20		1993	28		0.250		No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2023	SRTS	400,000		0	43,000	443,000
Totals				400,000		0	43,000	443,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	443,000	0	0
Totals	0	0	443,000	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
19		S 152nd Street Safe Routes to School S 152nd Street Tukwila International Blvd to 42nd Avenue S Design and construct curb, gutter and sidewalks on both sides including widening pavement width by 3 feet to construct on-street parking lane on north side of street.	WA-11112	06/22/20	07/06/20		1993	05		0.300		No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2021		0		0	369,000	369,000
P	CN	2022		0	SRTS	2,340,000	260,000	2,600,000
Totals				0		2,340,000	629,000	2,969,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	369,000	0	0	0	0
CN	0	2,600,000	0	0	0
Totals	369,000	2,600,000	0	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		<p>South King County Regional TDM for Centers and Corridors</p> <p>South King County</p> <p>Various to Various</p> <p>The project will focus on providing TDM services at selected activity centers (e.g. business parks, commercial and residential multi-tenant buildings, educational institutions) and/or congested corridors in Tukwila, Renton, SeaTac, and Kent to reduce drive alone travel and traffic congestion in south King County. A key strategy will include the development of partnerships with embedded organizations in the communities we are serving to facilitate more effective outreach and improve long-term program outcomes.</p>	TUK-63					24		0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2021		0	OTHER	200,000	0	200,000
Totals				0		200,000	0	200,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	200,000	0	0	0	0
Totals	200,000	0	0	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Tukwila

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		/ 0181(019) West Valley Highway/Longacres Way Shared Use Pathways SR 181 & Longacres Way West end of planned Green River Bridge to Longacres Way The West Valley Highway/Longacres Way project modifies northbound channelization between Strander Boulevard and S 156th Street. A 600ft section of general-purpose lane will be added, north of Strander. The existing dedicated NB turn lane at Longacres will change to a thru-right lane, transitioning into 2 NB thru lanes on the north leg as the existing inside lane will be changed to a dedicated NB left turn lane. Sidewalks will be added to the east side of the roadway where there are currently none. A wider, shared-use path will replace the existing sidewalk on the west side of the road between Longacres Way and the new sidewalks installed for the Pedestrian-Bicycle bridge. A new two-way cycle track will be added to Longacres Way from WVH to the Tukwila Station, including new street and pedestrian illumination. A pedestrian signal crossing of WVH near the landing of the Ped-Bike bridge and a rapid flashing beacon on Longacres at the Interurban Trail crossing will be added.	TUK-60					28		0.170	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2021		0	TIB	2,260,000	2,995,000	5,255,000
Totals				0		2,260,000	2,995,000	5,255,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	5,255,000	0	0	0	0
Totals	5,255,000	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total Funds
Grand Totals for Tukwila	1,900,000	11,473,000	24,136,000	37,509,000



INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**
FROM: **Hari Ponnekanti, Public Works Director/City Engineer**
BY: **Cody-Lee Gray, Operations Manager**
Garron Herdt, Fleet Superintendent
CC: **Mayor Ekberg**
DATE: **May 21, 2021**
SUBJECT: **Resolution to Surplus City Equipment for 2021**

ISSUE

Approve Resolution authorizing the sale of surplus equipment no longer needed by the City.

ANALYSIS

The Fleet Department has identified 30 pieces of equipment that have outlived their service life, are no longer required, or have been replaced by the City. Most of these items still operate, but in some cases require extensive repairs, are no longer used, or too costly to overhaul.

FISCAL IMPACT

All pieces of equipment are fully depreciated and are currently valued at \$33,800.00. Selling the equipment at auction in an “as is” condition is now the most practical solution for disposal.

RECOMMENDATION

Council is being asked to approve the Resolution declaring 30 pieces of equipment, estimated value at \$33,800.00, as surplus and authorize their sale, and to consider this item on the Consent Agenda of the June 7, 2021 Regular Council Meeting.

Attachments: Draft Resolution
Exhibit A Surplus Equipment List
Exhibit B Surplus Equipment Photos

[https://tukwilawa.sharepoint.com/sites/publicworks/fleet/Surplus/SURPLUS 2021/2021 Fleet Surplus Info Memo.docx](https://tukwilawa.sharepoint.com/sites/publicworks/fleet/Surplus/SURPLUS%2021/2021%20Fleet%20Surplus%20Info%20Memo.docx)

Fleet & Facility Services – 14000 Interurban Avenue, Tukwila, WA 98168 – 206-431-0166

DRAFT

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
TUKWILA, WASHINGTON, DECLARING CERTAIN FLEET
VEHICLES AND EQUIPMENT SURPLUS, AND AUTHORIZING
THEIR SALE OR DISPOSAL.**

WHEREAS, the City of Tukwila purchased 30 vehicles and other pieces of equipment described and depicted in an inventory list with estimated salvage values and photographs on Exhibits A and B, respectively, which were utilized by various City departments; and

WHEREAS, the 30 vehicles and other pieces of equipment described and depicted on Exhibits A and B, have a combined estimated salvage value of \$33,800; and

WHEREAS, the vehicles and other pieces of equipment described and depicted on Exhibits A and B have outlived their usefulness and are no longer needed by the City of Tukwila's Fleet (Equipment Rental) Department or any other City Department; and

WHEREAS, the City of Tukwila has statutory authority to dispose of personal property under RCW 35A.11.010, provided such personal property is declared surplus to the City's needs;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Declaration of Surplus. The 30 vehicles and other pieces of equipment described and depicted on the attached Exhibits A and B are hereby declared surplus.

Section 2. Fleet Department authorized to sell. The Fleet Department, as part of the City's replacement program, is hereby authorized to sell the 30 vehicles and other pieces of equipment described and depicted in the inventory list and photographs on Exhibits A and B, respectively, for the best available price, or properly dispose of those remaining items it is unable to sell in any commercially reasonable manner for the common benefit.

PASSED BY THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, at
a Regular Meeting thereof this _____ day of _____, 2021.

ATTEST/AUTHENTICATED:

Christy O'Flaherty, MMC, City Clerk

Kate Kruller, Council President

APPROVED AS TO FORM BY:

Filed with the City Clerk: _____
Passed by the City Council: _____
Resolution Number: _____

Office of the City Attorney

Exhibit A: 2021 Fleet Surplus List

Exhibit B: 2021 Fleet Surplus Equipment – Photographs

2021 FLEET SURPLUS - Exhibit A

RES #	EQ#	DIV	O&M ACCT	Dept	Yr	Description	Color	Serial Number / Vehicle Identification Number	License	EST. SALVAGE VALUE
	1024	PD TRAFFIC	000.10.521.700.45.95	PD	2008	RADAR TRAILER, RU2 FAST 850	WHITE	1R9BR08108B482332	49211D	\$400
	1025	PD INVEST / MAJOR CRIMES	000.10.521.210.45.95	PD	2010	TRAILER, REMOTE VIDEO SECURITY CAMERA	WHITE	1MPBE1416AG850045	50260D	\$500
	1204	PD INVEST / MAJOR CRIMES	000.10.521.210.45.95	PD	1997	CARGO VAN, CHEVY ASTRO	DK GREEN	1GCDM19W3VB198314	23879D	\$800
	1207	WATER	401.01.534.800.45.95	WA	1995	PICKUP, CHEVY S-10	TEAL GREEN	1GCCS19ZOS8257095	20614D	\$1,000
	1212	WATER	401.01.534.800.45.95	WA	1999	STEP VAN, GMC Grumman Walk-in	Blue	1GDKP32R9X3500437	29301D	\$1,000
	1257	PW FAC MAINT	000.13.518.300.45.95	BM	2000	Step Van, Chevy Workhorse	RED	5B4JP32RXY3318169	31177D	\$1,500
	1258	STREET MAINT	000.16.543.300.45.95	ST	2001	3/4-TON Pickup, Dodge Ram Quad Cab WITH DIESEL TANK	DARK GREEN	1B7KC23Z61J262266	33252D	\$1,000
	1277	WATER	401.01.534.800.45.95	WA	2003	STEP VAN, Grumman/Wrkhorse 16' Walk-in	Blue	5B4KP42R833374842	37695D	\$1,500
	1283	SEWER	402.01.535.800.45.95	SE	1999	STEP VAN, Grumman GMC	BLUE	1GDKP32R6X3500265	28939D	\$1,500
	1286	FD TRAINING	000.11.522.410.45.95	FD	2004	SUV, Ford Expedition	WHITE	1FMPU16L44LB54365	38264D	\$1,000
	1318	STREET MAINT	000.16.543.300.45.95	ST	1996	1-Ton Dump Truck, FORD CAB/CHASSIS	BLUE	2FDKF37G8TCA46678	23812D	\$1,200
	1378	STREET MAINT	000.16.543.300.45.95	ST	2001	1-Ton DUMP, Dodge Ram Cab/Chassis	DARK GREEN	3B6MC36511M258446	31175D	\$1,200
	1380	SPLIT ST 40% / SW 40% / WA 20%	000.16.543.300.45.95 401.01.534.800.45.95 412.01.538.200.45.95	ST / SW / WA	1992	Dump Truck 12-yd, International	BLUE	1HTGGCUT6NH395703	11544D	\$4,000
	1406	STREET MAINT	000.16.543.300.45.95	ST	1991	Sander, Swenson 14'	METAL	S/N: 58634	N/A	incl w/ 1380
	1407	STREET MAINT	000.16.543.300.45.95	ST	1992	Snow Plow, FLINK 12'		MODEL # PF91QL2, S/N: 6749	N/A	incl w/ 1380
	1714	PD ADMIN	000.10.521.100.45.95	PD	2006	SEDAN, FORD CROWN VICTORIA	DK BLUE	2FAHP71W16X164481	43841D	\$1,200
	1717	PD ADMIN	000.10.521.100.45.95	PD	2007	Patrol, Crown Victoria	DARK BLUE	2FAFP71W07X111103	43876D	\$1,200
	1731	PD PATROL	000.10.521.220.45.95	PD	2010	PATROL, FORD CROWN VICTORIA AFV	BLACK/WHITE	2FABP7BV8AX136701	50255D	\$1,000
	1732	PD PATROL	000.10.521.220.45.95	PD	2010	PATROL, FORD CROWN VICTORIA AFV	BLACK/WHITE	2FABP7BVXAX136702	50254D	\$1,000
	1739	PD PATROL	000.10.521.220.45.95	PD	2011	PATROL, FORD CROWN VICTORIA AFV	BLACK/WHITE	2FABP7BVXBX177199	53016D	\$1,000

2021 FLEET SURPLUS - Exhibit A

RES #	EQ#	DIV	O&M ACCT	Dept	Yr	Description	Color	Serial Number / Vehicle Identification Number	License	EST. SALVAGE VALUE
	1740	PD PATROL	000.10.521.220.45.95	PD	2011	PATROL, FORD CROWN VICTORIA AFV	BLACK/WHITE	2FABP7BV2BX177200	53017D	\$1,000
	1741	PD PATROL	000.10.521.220.45.95	PD	2011	PATROL K-9, FORD CROWN VICTORIA AFV	BLACK/WHITE	2FABP7BV4BX177201	53011D	\$1,000
	1742	PD PATROL	000.10.521.220.45.95	PD	2011	PATROL, FORD CROWN VICTORIA AFV	BLACK/WHITE	2FABP7BV6BX177202	53013D	\$1,000
	1743	PD PATROL	000.10.521.220.45.95	PD	2011	SUV, CHEVY TAHOE PPV (SGT.)	BLACK	1GNLC2E03BR328642	52158D	\$1,200
	1745	PD PATROL	000.10.521.220.45.95	PD	2014	PATROL, FORD INTERCEPTOR	BLACK/WHITE	1FAHP2MTXEG101078	54994D	\$2,000
	1808	EQUIP RENTAL	501.01.548.650.45.95	ER	1992	TOOL, WELDER, MIG GUN & TRAILER		43EFC0513N1001772	15987D	\$500
	1844	PD TRAFFIC	000.10.521.700.45.95	PD	2000	RADAR TRAILER, SMART II	WHITE	1K9BS0810YK118119	31107D	\$400
	1865	EQUIP RENTAL	501.01.548.650.45.95	ER	1983	Generator, KOHLER 80 KW, Trailer mount	BLUE	S/N: 144079	D33858	\$2,300
	3100	ADMIN	000.03.513.100.45.95	AD	2006	SEDAN, DODGE STRATUS FFV	WHITE	1B3AL46T56N280578	43263D	\$900
	5567	FD PREVENTION & INVEST.	000.11.522.300.45.95	FD	2007	1/2-TON PICKUP, CHEVROLET SILVERADO 2WD EXT CAB WT	WHITE	1GCEC19C27Z608608	45149D	\$1,500
TOTAL	30									\$33,800

2021 Fleet Surplus Equipment – Exhibit B



Unit 1024, 2008 RU2 Fast 850 Radar Trailer.
Plate: 49211D. VIN: 1R9BR08108B482332.
Estimated value: \$400



Unit 1204, 1997 Chevy Astro Cargo Van
48,130 miles. Plate: 23879D
VIN: 1GCDM19W3VB198314. Estimated value: \$800



Unit 1025, Remote Video Security Camera Trailer.
Plate: 50260D. VIN: 1MPBE1416AG850045.
Estimated value: \$500



Unit 1207, 1995 Chevy S-10 Pickup, 68,377 miles.
Plate: 20614D. VIN: 1GCCS19ZOS8257095.
Estimated value: \$1,000

2021 Fleet Surplus Equipment – Exhibit B



Unit 1212, 1999 GMC Grumman Walk-in Step Van,
76,759 miles. Plate: 29301D.
VIN: 1GDKP32R9X3500437. Estimated value: \$1,000



Unit 1258, 2001 3/4-ton Dodge Ram Quad Cab
Pickup, 86,076 miles. Plate: 33252D
VIN: 1B7KC23Z61J262266. Estimated value: \$1,000



Unit 1257, 2000 Chevy Workhorse Step Van,
61,672 miles. Plate: 31177D.
VIN: 5B4JP32RXY3318169. Estimated value: \$1,500



Unit 1277, 2003 Grumman Workhorse 16' Walk-in
Step Van, 99,365 miles. Plate: 37695D
VIN: 5B4KP42R833374842. Estimated value: \$1,500

2021 Fleet Surplus Equipment – Exhibit B



Unit 1283, 1999 Grumman GMC Step Van,
87,269 miles. Plate: 28939D.
VIN: 1GDKP32R6X3500265. Estimated value: \$1,500



Unit 1318, 1996 1-ton Ford cab/chassis
Dump Truck, 81,634 miles. Plate: 23812D.
VIN: 2FDKF37G8TCA46678. Estimated value: \$1,200



Unit 1286, 2004 Ford Expedition, 66,746 miles.
Plate: 38264D. VIN: 1FMPU16L44LB54365.
Estimated value: \$1,000



Unit 1378, 2001 1-ton Dodge Ram cab/chassis Dump
Truck, 121,403 miles. Plate: 31175D.
VIN: 3B6MC36511M258446. Estimated value: \$1,200

2021 Fleet Surplus Equipment – Exhibit B



Unit 1380, 1992 12-yd International Dump Truck, 31,501 miles / 3,832 hours. Plate: 11544D. VIN: 1HTGGCUT6NH395703. Estimated value: \$4,000



Unit 1714, 2006 Ford Crown Victoria, 111,458 miles. Plate: 43841D. VIN: 2FAHP71W16X164481. Estimated value: \$1,200

Unit 1406, 1991 Swenson 14' Sander, S/N: 58634. Estimated value included w/ truck value (Unit 1380).

-No Photo-

Unit 1407, 1992 Flink 12' Plow Model PF91QL2, S/N: 6749. Estimated value included w/ truck value (Unit 1380). **-No Photo-**



Unit 1717, 2007 Ford Crown Victoria, 138,910 miles. Plate: 43876D. VIN: 2FAFP71W07X111103. Estimated value: \$1,200

2021 Fleet Surplus Equipment – Exhibit B



Unit 1731, 2010 Ford Crown Victoria AFV,
80,178 miles. Plate: 50255D.
VIN: 2FABP7BV8AX136701. Estimated value: \$1,000



Unit 1739, 2011 Ford Crown Victoria AFV,
111,045 miles. Plate: 53016D.
VIN: 2FABP7BVXBX177199. Engine knocks.
Estimated value: \$1,000



Unit 1732, 2010 Ford Crown Victoria AFV,
108,366 miles. Plate: 50254D.
VIN: 2FABP7BVXAX136702. Estimated value: \$1,000



Unit 1740, 2011 Ford Crown Victoria AFV,
108,049 miles. Plate: 53017D.
VIN: 2FABP7BV2BX177200. Estimated value: \$1,000

2021 Fleet Surplus Equipment – Exhibit B



Unit 1741, 2011 Ford Crown Victoria AFV (K-9), 106,498 miles. Plate: 53011D. VIN: 2FABP7BV4BX177201. Estimated value: \$1,000



Unit 1743, 2011 Chevy Tahoe PPV, 85,528 miles. Plate: 52158D. VIN: 1GNLC2E03BR328642. Estimated value: \$1,200



Unit 1742, 2011 Ford Crown Victoria AFV, 110,205 miles. Plate: 53013D. VIN: 2FABP7BV6BX177202. Estimated value: \$1,000



Unit 1745, 2014 Ford Interceptor, 90,087 miles. Plate: 54994D. VIN: 1FAHP2MTXEG101078. Estimated value: \$2,000

2021 Fleet Surplus Equipment – Exhibit B



Unit 1808, 1992 Mig Welder/Trailer, 92 hours.
Plate: 15987D. VIN: 43EFC0513N1001772.
Estimated value: \$500



Unit 1865, 1983 Kohler 80KW generator trailer,
1,013 hours. Plate: D33858. S/N: 144079.
Estimated value: \$2,300



Unit 1844, 2000 Smart II Radar Trailer.
Plate: 31107D. VIN: 1K9BS0810YK118119.
Estimated value: \$400



Unit 3100, 2006 Dodge Stratus FFV, 32,393 miles.
Plate: 43263D. VIN: 1B3AL46T56N280578.
Estimated value: \$900

2021 Fleet Surplus Equipment – Exhibit B



Unit 5567, 2007 1/2-ton Chevy Silverado 2wd
Ext Cab Pickup, 109,982 miles. Plate: 45149D.
VIN: 1GCEC19C27Z608608. Estimated value: \$1,500



INFORMATIONAL MEMORANDUM

TO: Transportation and Infrastructure Services Committee
 FROM: Hari Ponnekanti, Public Works Director/City Engineer
 BY: Adam Cox, Transportation Project Manager
 CC: Mayor Allan Ekberg
 DATE: May 21, 2021
 SUBJECT: Annual Bridge Inspections and Repairs Update
 Project No. 91610402
 2020 Presentation on the State of the City’s Bridges

ISSUE

Provide the Transportation and Infrastructure Services Committee with information about the status of the City’s bridge program and inventory, showing the overall condition of the City’s bridges after completion of the 2020 inspections.

BACKGROUND

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) require regularly-scheduled inspections of all the City’s vehicle-carrying bridge structures. The City extends this effort to include its pedestrian bridges. This requirement allows for continuity in reporting, as well as the opportunity to identify and potentially fund bridges in need of replacement and rehabilitation.

ANALYSIS

The City currently owns 23 bridges (16 traffic bearing and 7 pedestrian). Of those, two are jointly owned jurisdictional bridges with shared ownership between the City of Renton (Grady Way) and the City of Kent (S 196th/200). The bridge structure types vary from steel through truss, pre-cast concrete girders, cast-in-place concrete girders, steel girder, wood girder, and steel tied arch spans. The discussion will focus on why the City inspects its bridges, where the City stands with respect to the state and the country, and recommendations for additional steps that can be taken to address known issues. There were no new key findings or major concerns observed during the 2020 inspections.

The following structures were inspected in 2020:

Bridge Number	Bridge Name	Inspection Date
Tukwila 05	Southcenter Blvd Bridge	August 19, 2020
Tukwila 14	42 nd Ave S Bridge	March 02, 2020
Tukwila 15	Tukwila International Blvd Bridge	August 04, 2020
Tukwila 18	Green River Ped Bridge	August 19, 2020
Tukwila 20	180 th Ped Bridge	August 19, 2020
Tukwila 21	Fort Dent Park Bridge	August 19, 2020
Tukwila 22	Fort Dent Trail Bridge	August 19, 2020
Tukwila 25	Tukwila Urban Center Ped Bridge	October 27, 2020

The following Tukwila Bridges are scheduled to receive inspections in 2021:

Bridge Number	Bridge Name
Tukwila 01	Macadam Road Bridge
Tukwila 02	42 nd Ave S Frank Zepp
Tukwila 03	Lois T Newton Bridge
Tukwila 06	Foster 56 Ave S Bridge

Bridge Number Cont.	Bridge Name Cont.
Tukwila 07	51 st Ave S Bridge
Tukwila 08	Grady Way Bridge
Tukwila 09	East Marginal Way Bridge
Tukwila 11	Boeing Access Road over BNRR Bridge
Tukwila 12	Boeing Access Road over Airport Way Bridge
Tukwila 13	Beacon Ave S Bridge
Tukwila 14	42 nd Ave S Bridge
Tukwila 16	S 119 th Street Bridge
Tukwila 24	Klickitat Bridge
4001	196 th /200 th Street Bridge

The City of Tukwila maintained its compliance with the FHWA-mandated inspections and record keeping in 2017 and 2019 through federal funding awards. The City continues to maintain its compliance with the FHWA and has applied for federal funding through the Local Bridge Program (formally known as BRAC) for the 42nd Ave S Bridge Replacement Project. Currently, results for the Local Bridge Program selection is expected in fall 2021.

FISCAL IMPACT

The cost for King County to perform the 2020 inspections was \$20,525.00, and the estimated cost to perform the 2021 inspections is \$28,010.00.

The following dollar amounts have been spent on the City's Annual Bridge Repair and Maintenance program since 2010:

Year	Expense
2010	\$3,608.03
2011	\$1,035,710.24
2012	\$1,252,873.11
2013	\$149,332.33
2014	\$1,327,246.74
2015	\$1,717,474.71
2016	\$1,417,963.55
2017	\$886,821.68
2018	\$1,222,643.12
2019	\$1,595,164.27
2020	\$501,198.98
Total	\$11,110,036.76

RECOMMENDATION

Discussion only.

Attachment: Annual Bridge Inspection Report
 2020 City of Tukwila Bridge Inspection Cover Letter
 Map of Tukwila's Bridges
 Annual Bridge Repair & Maintenance CIP page

CITY OF TUKWILA



ANNUAL BRIDGE INSPECTION REPORT

May 2021



Tukwila Urban Center Pedestrian Bridge

City of Tukwila



Annual Bridge Inspection Report May 2021

Hari Ponnekanti, P.E., PW Director/City Engineer

**Public Works Department
6300 Southcenter Blvd
Tukwila, WA 98188**

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Executive Summary

The City currently has ownership of 23 bridges (16 traffic bearing and 7 pedestrian). Of those, two are jointly owned jurisdictional bridges with shared ownership between the City of Renton (Grady Way) and the City of Kent (S 196th/200). The different types of bridge configuration vary from steel through truss, pre-cast concrete girders, cast-in-place concrete girders, steel girder, wood girder, and steel tied arch spans.

Currently the City has a total of five (5) bridges that have a sufficiency rating between 80 to 100; six (6) bridges that have a sufficiency rating between 60 to 79; two (2) bridges that have a sufficiency rating between 40 to 59; and three (3) bridges that have a sufficiency rating of 39 or less. Note, pedestrian bridges do not receive a sufficiency rating. Please refer to the Quick Bridge Reference sheet for the break down of city owned bridges and the assigned sufficiency rating.

The sufficiency rating formula provides a method of evaluating highway bridge data by calculating four (4) separate factors to obtain a numeric value which is indicative of bridge sufficiency to remain in service. The result of this method is a percentage in which 100 percent would represent an entirely sufficient bridge and zero (0) percent would represent an entirely insufficient or deficient bridge. The formula considers the structural adequacy, functional obsolescence, level of service and essentiality for public use.

Forward

The *City Engineer's Bridge Inspection Report*, dated April 2021, is published by the City of Tukwila Public Works Department, and the information contained herein is the best available at the time of publication. It is to be used as an information tool for planning and maintenance activities, and reflects the general condition of the City's bridges. The repairs indicated are summarized for brevity from actual bridge inspection reports.

Background

The FHWA (Federal Highway Administration) issued the NBIS (National Bridge Inspection Standards) in 1971. These standards established a comprehensive inspection for all federal highway system bridges. Minimum qualifications were set forth for bridge inspectors. Specific types and frequencies of inspections for bridges were established, and the reporting of certain standard information about each bridge was required. In 1978, these requirements were extended to all public bridges carrying vehicular traffic.

A national bridge inspection program has been in place ever since, and state and local agencies have performed bridge inspection in accordance with these guidelines. Inspections for the City of Tukwila's bridges are conducted every two years unless conditions warrant additional inspections or frequencies as dictated by the NBIS.

Bridge Quick Check Informational Sheet

Bridge Number	Name	Year Built	Suff. Rating	WSDOT Bridge ID	ADT	Next ADT Reqd	Last Inspection	Next Inspection Date	UBIT Required	Last UBIT Inspection	Next UBIT Insp Reqd	Fracture Critical	Special Notes
Tukwila 01	Macadam Road	1997	80.58	08674200	3,600	2024	4/18/2019	2021	N	-	-	N	
Tukwila 02	Frank Zepp	1968	75.37 FO	08561400	36,000	2022	4/18/2019	2021	Y	2017	2021	N	
Tukwila 03	Lois T Newton	1973	75.36	08544400	18,900	2021	4/18/2019	2021	Y	2017	2023	N	
Tukwila 05	South-center Blvd	1994	96.98	0014269D	10,616	2023	8/4/2020	2022	Y	2020	2026	N	
Tukwila 06	Foster 56th Ave	1985	58.05	08166200	2,850	2024	4/11/2019	2021	Y	2017	2023	N	
Tukwila 07	51st Ave South	1996	69.09	08634500	4,600	2024	4/16/2019	2021	N	-	-	N	
Tukwila 08	Grady Way	1986	64.93	08543600	25,500	2024	4/16/2019	2021	Y	2018	2023	N	Jointly owned with City of Renton
Tukwila 09	E Marginal Way	1989	89.83	08110200	13,000	2024	4/11/2019	2021	Y	2017	2023	N	
Tukwila 11	BAR Airport Way	1952	39.80 SD	08001800	40,000	2024	4/25/2019	2021	N	-	-	N	*See note below
Tukwila 12	BAR BNSF	1945	37.19 SD	08002500	38,800	2021	4/25/2019	2021	Y	2017	2021	N	*See note below
Tukwila 13	Beacon Ave S	1971	78.36	7996800	500	2020	4/9/2019	2021	N	2017	2019	Y	
Tukwila 14	42nd Ave S	1949	7.56 SD	08651500	10,300	2023	4/2/2020	2021	Y	2019	2021	Y	Applied for replacement funding in Feb 2021
Tukwila 15	Pacific Hwy	2000	86.36	08651500	30,300	2021	8/4/2020	2022	Y	2020	2026	N	
Tukwila 16	S 119th	1965	--	08104300	NA	NA	4/25/2019	2024	N	-	-	N	
Tukwila 17	Foster Golf Course	1987	--	08584100	NA	NA	4/11/2019	2024	N	-	-	N	
Tukwila 18	Green River Ped & Utility	1983	--	08584200	NA	NA	8/18/2020	2026	N	-	-	N	
Tukwila 19	Inter-urban Trail	2006	--	08742500	NA	NA	9/11/2018	2023	N	-	-	N	
Tukwila 20	180th Street Trail	2001	--	08742600	NA	NA	8/19/2020	2026	Y	2016	2022	Y	
Tukwila 21	Fort Dent Road	1975	63.00	08328300	1,115	2023	8/19/2020	2022	Y	2014	2020*	N	*Unable to perform UBIT inspection in 2020 due to COVID availability, will reschedule
Tukwila 22	Fort Dent Trail	2002	--	8718400	NA	NA	8/19/2020	2026	N	-	-	N	
Tukwila 24	Klickitat	2012	93.93 FO	08853600	14,024	2023	4/25/2019	2021	N	-	-	N	
Tukwila 25	TUC Ped Bridge	2018	-	8919000	-	-	2020	2025	Y	2019	2024	Y	
4001	196-200th	1998	59 SD	08712100	17,406	2023	4/18/2019	2021	Y	2015	2021	N	Jointly owned with City of Kent

NOTES:
 Bridge Rating is out of 100.
 SD - Indicates the bridge structure is "Structural Deficient" as defined by the WSDOT (Washington State Department of Transportation) bridge inspection program. The structure is still safe for use by the public and the condition is being monitored.
 FO - Indicates the bridge structure is "Functionally Obsolete" as defined by the WSDOT (Washington State Department of Transportation) bridge inspection program. This designation only indicates the roadway geometrics do not meet current standards for bridge design.
 UBIT - Under Bridge Inspection Truck. This indicates the bridge needs special equipment in order to reach portions of the structure for inspection.
 ADT - Average Daily Traffic
 NA - Sufficiency ratings are not given on pedestrian facilities since they are not a part of the NBI system so a Suff. Rating of NA is given in that location.
 All pedestrian bridges do not have a calculated sufficiency rating - they are not traffic loaded bridges and the rating numbers are not calculated per Federal Requirements

*Boeing Access Road over BNR and Boeing Access Road over Airport Way SR will increase with the 2021 Bridge inspections as both bridges received a seismic upgrade.

Bridges Recommended for Replacement or Rehabilitation

Bridge Number	Bridge Name	Location	Reason
Tukwila 14	42nd Ave South*	Allentown (42nd Ave)	Deteriorating Structural Condition of the steel superstructure
Tukwila 12	Boeing Access Road over Airport Way**	Boeing Access Road	Substructure Seismic Rehabilitation

Note: See individual bridge reports in Public Works for detailed repair work.

* Application is currently under review by the Washington State Department of Transportation Local Bridge Program (formally known as the Bridge replacement Advisory Committee (BRAC)). Application results will likely be announced in September/October 2019.

** The seismic retrofit is currently under construction with funding from the Local Bridge Program. Construction completion is estimated for June 2021.

Bridges Recommended for Major Maintenance

Bridge Number	Bridge Name	Location	Reason
Tukwila 16	South 119th Pedestrian Bridge	119th Str (Allentown)	Painting of entire structure with possible rot repair as encountered
Tukwila 18	Green River Pedestrian and Utility	Interurban Trail near 180th	Rehabilitation of structure coating and timber rot repair and replacement

Posted Bridges

Bridge Number	Bridge Name	Location	Reason
Tukwila 14	42nd Ave South	Allentown	Bridge is posted for reduced truck speed and posted for reduced loading on AASHTO Type 3 trucks and 6 and 7 axle vehicles.

Note: See individual bridge reports in Public Works for detailed repair work.

Bridges Recommended for Rail Retrofit

Bridge Number	Bridge Name	Location	Reason
Tukwila 1	Macadam	Macadam Road	Provide Guardrail, terminal and transitions that meet current standards
Tukwila 2	Frank Zepp	180th Street	Provide bridge rail that meet current standards
Tukwila 3	Lois T Newton	Stander Boulevard	Provide bridge rail, guardrail, terminal and transitions that meet current standards
Tukwila 6	Foster 56th Ave South	56th Avenue South	Provide bridge rail, guardrail, terminal and transitions that meet current standards
Tukwila 8	Grady Way	Grady Way	Provide Guardrail, terminal and transitions that meet current standards
Tukwila 9	East Marginal Way	East Marginal Way	Provide bridge rail, guardrail, terminal and transitions that meet current standards
Tukwila 11	Boeing Access Road - Airport Way	Boeing Access Road	Provide bridge rail, guardrail, terminal and transitions that meet current standards
Tukwila 13	Beacon Ave South	Victor Street	Provide bridge rail, guardrail, terminal and transitions that meet current standards
Tukwila 14	42nd Avenue South	42nd Avenue South	Provide Guardrail, terminal and transitions that meet current standards

Note: See individual bridge reports in Public Works for detailed repair work.

Bridges Repair Recommendations

Bridge Number	Bridge Name	Location	Repair Recommendations	Priority	Inspection Date
<p>PRIORITY CODE 'A' Highest Priority - Structural integrity and safety involved.</p> <p>PRIORITY CODE 'B' Regular Priority - General bridge structural repair work not requiring immediate response.</p> <p>PRIORITY CODE 'C' Low Priority - General minor maintenance or other work to be accomplished as time and money permit.</p> <p>PRIORITY CODE 'M' Monitor - The repair or item described needs to be monitored at the rate indicated.</p> <p>Note: See individual bridge reports in Public Works for detailed repair work.</p>					
Tukwila 1	Macadam	Macadam	<ol style="list-style-type: none"> 1. Replace rotting guardrail posts 2. Replace missing guardrail hardware 3. Upgrade guardrail to current standards 4. Replace missing pedestrian rail bar at the SW corner. 	B B B	18-Apr-19
Tukwila 2	Frank Zepp	180th Street	<ol style="list-style-type: none"> 1. Remove dirt, debris, and concrete debris from around bearings at both abutments. Clean and repaint bearings. 2. Epoxy inject crack at the interface between new and old concrete at Pier 3. 3. Saw cut and remove all delaminated concrete from the northeast corner of the deck and patch it with high strength non-shrink grout. 4. Correct the vertical height difference between the steel finger joints 	B B B	18-Apr-19
Tukwila 3	Lois Newton	Strander Blvd	1. No repairs recommended at this time.	NA	18-Apr-19
Tukwila 5	South center Blvd	SC Blvd	<ol style="list-style-type: none"> 1. replace missing block spacer on guardrail post 2. Fix broken light above pile 2c 3. Trim the trees on the north side of the bridge. 	C B B	4-Aug-20
Tukwila 6	Foster 56th Ave S	56th Ave S	<ol style="list-style-type: none"> 1. Fill scour void under SE wingwall 2. replace expansion joint material 3. repair damaged guardrail terminal end 	B B B	11-Apr-19
Tukwila 7	51st Ave S	51st Ave S	<ol style="list-style-type: none"> 1. Apply deck sealer to prevent ponding water to leak in to the cox girders 2. Remove waste and transient debris beneath bridge 3. Repair spalls at expansion joint 4. Repair northwest rail terminal 	B M B B	16-Apr-19
Tukwila 8 (Renton-Tukwila Joint Ownership)	Grady Way	Grady Way	<ol style="list-style-type: none"> 1. Repair vertical sliding surfaces on columns 2. Repair damage bridge rail (spalling and delamination's) 4. Repair pedestrian fencing 5. Monitor homeless encampment and makeshift facilities under structure 6. Clear out material between bearings at Abutment 1 6. Remove vegetation on retaining wall 	B B B M B C	16-Apr-19
Tukwila 9	E Marginal Way	E Marginal Way	1. Replace compression seals at expansion joints	B	11-Apr-19
Tukwila 11	BAR Airport Way	Boeing Access Road	<ol style="list-style-type: none"> 1. Repair column delamination 2. Repair bridge rail damage 	A B	25-Apr-19
Tukwila 12	BAR BNSF	Boeing access road	1. Repair the southeast approach rail.	B	25-Apr-19
Tukwila 13	Beacon Ave South	At Victor Street	1. Repair interior lighting.	B	9-Apr-19
Tukwila 14	42nd Ave S	42nd Ave S	<ol style="list-style-type: none"> 1. Clean out open joints over floor beams thoroughly and fill with a flexible sealant, priority 1 due to corrosion at top flanges of floor beams from leaking joints. 2. Rework the sliding plate expansion joint so it is smooth with sidewalk and patch spalls near panel points, seal open cracks. 3. Replace missing guard rail and terminal at SW corner, replace damaged rail at SE corner, reset NW rail and posts to bring rail up to standard height. 4. Thoroughly pressure wash clean truss of all dirt/algae/guano, prepare surface, paint bridge to encapsulate pack rust and protect truss members. Add bird deterrent at all panel points, upper and lower chords. 5. Replace steel sliding plate expansion joints with either a strip seal with steel header or modular joint to eliminate water intrusion onto steel bearings. 6. Recommend design seismic retrofit steel collar and construct around bearing columns, anchored to cap, then fill tight with epoxy. 7. FRP wrap columns 4 A-C. Reinforce west wingwall. Add quarry spall along abutment 4 and under span 3 to retain fill and discourage transient activity. 8. Replace missing riprap along banks and in front of piers. 9. Recommend raising portals and sways due to the high volume of truck traffic and existing damage to sway members. 10. Replace sliding plates with elastomeric dynamic isolation bearings. 11. Chip any delaminated concrete from exposed rebar, clean and seal exposed bar and patch spalls. Sack honeycombed areas throughout soffit. Shotblast 	B S B B B B B B B B B	2-Mar-20
Tukwila 15	Pacific Hwy	Pacific/TIB at Duwamish	<ol style="list-style-type: none"> 1. Repair leaky pipe inside the west girder 2. Arrest channel erosion along the south bank 3. Repair the approach guardrails at the southwest, southeast, and northeast ends 4. Apply epoxy overlay on the bridge deck 5. Spot paint at slice locations to extend paint life 	A A B C B	4-Aug-20
Tukwila 16	S 119th Pedestrian	S 119th Street	<ol style="list-style-type: none"> 1. Repair warped and twisted deck planks, deck has non-skid coating but timber is still weathered 2. Major rehabilitation or replacement in near future 3. Special inspection requested to inspect the underside of the superstructure 	B A A	25-Apr-19
Tukwila 17	Foster Golf Course	Foster GC	<ol style="list-style-type: none"> 1. Monitor bearing movement at Abutment 1 2. Remove blackberry bushes under the bridge 	M C	11-Apr-19
Tukwila 18	Green River	Interurban trail near 180th	<ol style="list-style-type: none"> 1. Monitor utility pipe alignment 2. Repair chord patching material debonding 3. repair and replace rotting timber pedestrian rail 4. Paint entire superstructure 5. Perform in-depth inspection 	M B B B M	19-Aug-20
Tukwila 19	Interurban Trail	Interurban Trail	No repairs noted	-	11-Sep-18
Tukwila 20	180th Ped	Interurban trail at 180th	<ol style="list-style-type: none"> 1. Monitor leaching cracks in abutment and retaining walls 2. Remove debris from bearing seat 3. repair approach settlement 4. Repair broken conduit splices 5. Replace and repair approach bollards 	M C B B B	19-Aug-20
Tukwila 21	Fort Dent Road	Fort Dent Road	<ol style="list-style-type: none"> 1. Trim vegetation overhanging along sidewalk 2. Repair/replace wire cover plate at the NE approach 3. Post clearance at trail undercrossing under Span 3 	C C C	19-Aug-20
Tukwila 22	Fort Dent Trail	Interurban trail	<ol style="list-style-type: none"> 1. Trim overgrowing vegetation at approaches 2. Remove debris on chords of bridge girders 3. Replace missing safety chains at corners of bridge 4. Replace popped bolts at diagonal bracing 5. Smooth out approach pathway at approach header 	C M B B B	19-Aug-20
Tukwila 24	Klickitat Drive	Klickitat Drive	No repairs noted	NA	25-Apr-19
Tukwila 25			No repairs noted	NA	
4001 (Kent-Tukwila Joint Ownership)	196-200th	196th Street	<ol style="list-style-type: none"> 1. Repair west approach settlement (Scheduled for Fall/Winter 2019) 2. repair guardrail at bridge approaches and replace damaged W Beam 3. Repair joints and seals 4. Clean deck drains 	A B B B	18-Apr-19

Bridge Average Daily Traffic (ADT)					
Bridge Number	Name	Year Built	Structure ID	ADT	Next ADT Reqd (5 yr Cycle)
Tukwila 01	Macadam Road	1997	08674200	3,600	2024
Tukwila 02	Frank Zepp	1968	08561400	36,000	2022
Tukwila 03	Lois T Newton	1973	08544400	18,900	2021
Tukwila 05	South-center Blvd	1994	0014269D	10,616	2023
Tukwila 06	Foster 56th Ave	1985	08166200	2,850	2024
Tukwila 07	51st Ave South	1996	08634500	4,600	2024
Tukwila 08	Grady Way	1986	08543600	25,500	2024
Tukwila 09	E Marginal Way	1989	08110200	13,000	2024
Tukwila 11	BAR Airport Way	1952	08001800	40,000	2024
Tukwila 12	BAR BNSF	1945	08002500	38,800	2021
Tukwila 13	Beacon Ave S	1971	7996800	550	2024
Tukwila 14	42nd Ave S	1949	08651500	10,300	2023
Tukwila 15	Pacific Hwy	2000	08651500	30,300	2021
Tukwila 21	Fort Dent Road	1975	08328300	1,115	2023
Tukwila 24	Klickitat	2012	08853600	14,024	2023
4001	196-200th	1998	08712100	17,406	2023

2010 - 2020 Bridges Maintenance and Repair History				
Bridge Number	Bridge Name	Year	Amount	Repair/Maintenance
Tukwila 2	Frank Zepp	2015	\$2.6M	Paint steel, deck overlay, replace deck joint, seismic protection
Tukwila 8	Grady Way	2015	\$350K	Seismic protection
Tukwila 11	Boeing Access Road - Airport Way	2021	\$1.6M	Siesmic Retro Fit
Tukwila 12	Boeing Access Road BNRR	2019	\$10M	Siesmic Retrofit and deck repair
Tukwila 13	Beacon Ave South	2015	\$1.1M	Replace bridge deck and paint steel
Tukwila 14	42nd Avenue South	1994	*	Paint Truss
Tukwila 14	42nd Avenue South	2017	\$17k	42nd Ave S Bridge Structural Assessment
Tukwila 14	42nd Avenue South	2020	\$39K	In-depth inspection beyond the King County inspections
Tukwila 16	S 119th St	2015	\$100K	Paint and timber repair,
Tukwila 18	Green River	2007	\$100K	Paint and timber repair
Tukwila 18	Green River	2008	\$126K	Paint and timber repair
4001	196th/200th	2019	\$500K	Approach Slab repair

* Unable to verify cost as project cost data is typical kept for 6 years and project was performed before the City's current project tracking system

Annual Bridge Maintenance and Repair In-house Labor Hours

Year	Hours
2011	45
2012	35
2013	167
2014	108
2015	131
2016	283
2017	121
2018	126
2019	151
2020	62
Annual Average	122.9
Total	1229



King County

Road Services Division

Department of Local Services
201 South Jackson Street
KSC-LS-0315
Seattle, WA 98104-3856
www.metrokc.gov/roads

March 2, 2021

Adam Cox, P.E.
Transportation Project Manager
6300 Southcenter Blvd., Suite 100
Tukwila, WA 98188-2544

RE: Inspection of City of Tukwila Bridges

Dear Mr. Hash:

King County bridge engineers inspect the bridges owned by the City of Tukwila, in accordance with agreements between the City of Tukwila and King County Department of Local Services. The bridge inspections were conducted as follows:

Interim Inspection

March 02, 2020 No. TUKxNx14, 42nd Ave South Bridge

UBIT Inspections

August 04, 2020 No. TUKxNx05, SC Blvd. Green River Bridge
No. TUKxNx15, Tukwila International Boulevard

Routine Inspections

August 19, 2020
No. TUKxNx18, Green River Ped & Utility Bridge
No. TUKxPx20, 180th Pedestrian Bridge
No. TUKxNx21, Fort Dent Park Bridge
No. TUKxPx22, Fort Dent Trail Bridge

Inventory Inspection

October 27, 2020 No. TUKxPx25, Tukwila Urban Center Ped Bridge

Enclosed are the reports from the bridge inspections and the actions we recommend you take to maintain the bridges. We submit the data in the report to Washington State Department of Transportation (WSDOT), in accordance with state and federal laws, to inform them of the

Adam Cox, P.E.

March 2, 2021

Page 2

bridge's condition and to assure them the bridge has been inspected on a timely basis. The information is incorporated into state and federal databases.

The bridge inspection report is divided into three main sections. The first section consists of three parts: the National Bridge Inspection Standards (NBIS) elements, Load Capacity Information, and Inspections Performed. The NBIS fields, which are numbered 1657 to 1687 are used for rating the components of the bridge. In general, the codes rate the components from eight (best) to one (worst); however, other rating scales apply to some of the fields in this first section. Explanations of these codes are found in the Washington State Bridge Inspection Manual (<http://www.wsdot.wa.gov/TA/Operations/BRIDGE/BIC.html>).

The second section of the report, Bridge Management System (BMS) Elements, lists quantities and rates them, breaking down the condition of each component into categories that indicate how widespread a component is deteriorated. State 1 is best; State 4 is worst.

The third section consists of three parts: Notes, Repairs, and Inspection Resources Required. The Notes section is comprised of information that provides details of the numbered fields in the first two sections. Please note that any deficiencies listed in the "Repairs" section are prioritized between 1 - High priority, and 3 - Low priority. The Resources Required section indicates any special equipment or tools used to inspect the bridge.

I hope this letter helps you in reviewing these inspection reports. We recommend that the City of Tukwila bridges continue to be inspected on a 24-month schedule. Our next scheduled inspections of the City of Tukwila Bridges will be in spring 2021. Please call Margaret Germeaux at 206-477-3539 if you need any additional information. We appreciate assisting your city with bridge engineering and inspection services.

Sincerely,

DocuSigned by:



38420FF2A3BC444...

Larry Jaramillo, P.E.

Managing Engineer

Bridge and Structural Design Unit

LJ:MH:

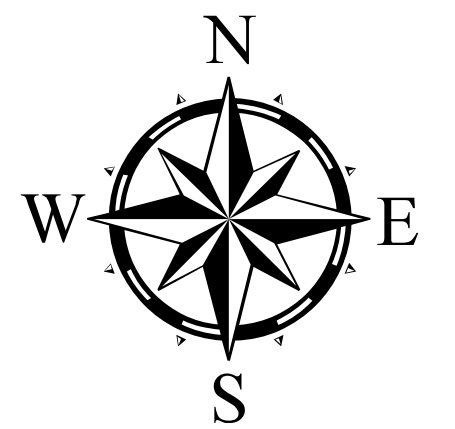
Enclosures

cc: Rey Sugui, Program Analyst, Road Services Division (RSD), Department of Local Services (DLS)
Margaret Germeaux, Engineer III, Bridge and Construction Unit,
RSD, DLS
(w/ enclosures)



City of Tukwila

Bridges



Not to Scale

NBIS Vehicle Bridges

- 1) Macadam Road
- 2) Frank Zapp Bridge (S 180th St)
- 3) Louis T. Newton Bridge (Strander Blvd)
- 4) Southcenter Green River Bridge
- 5) Foster 56th Ave S
- 6) 51st Ave S
- 7) East Marginal Way
- 8) Boeing Access Road Bridge over Airport Way
- 9) Boeing Access Road Bridge over BNSF
- 10) Beacon Ave S
- 11) 42nd Ave S
- 12) Pacific Highway/TIB
- 13) Fort Dent Park Bridge
- 14) Klickitat Drive

Jointly Owned NBIS Vehicle Bridges

- 15) Grady Way (Renton)
- 16) S 196th St/S 200th St (Kent)

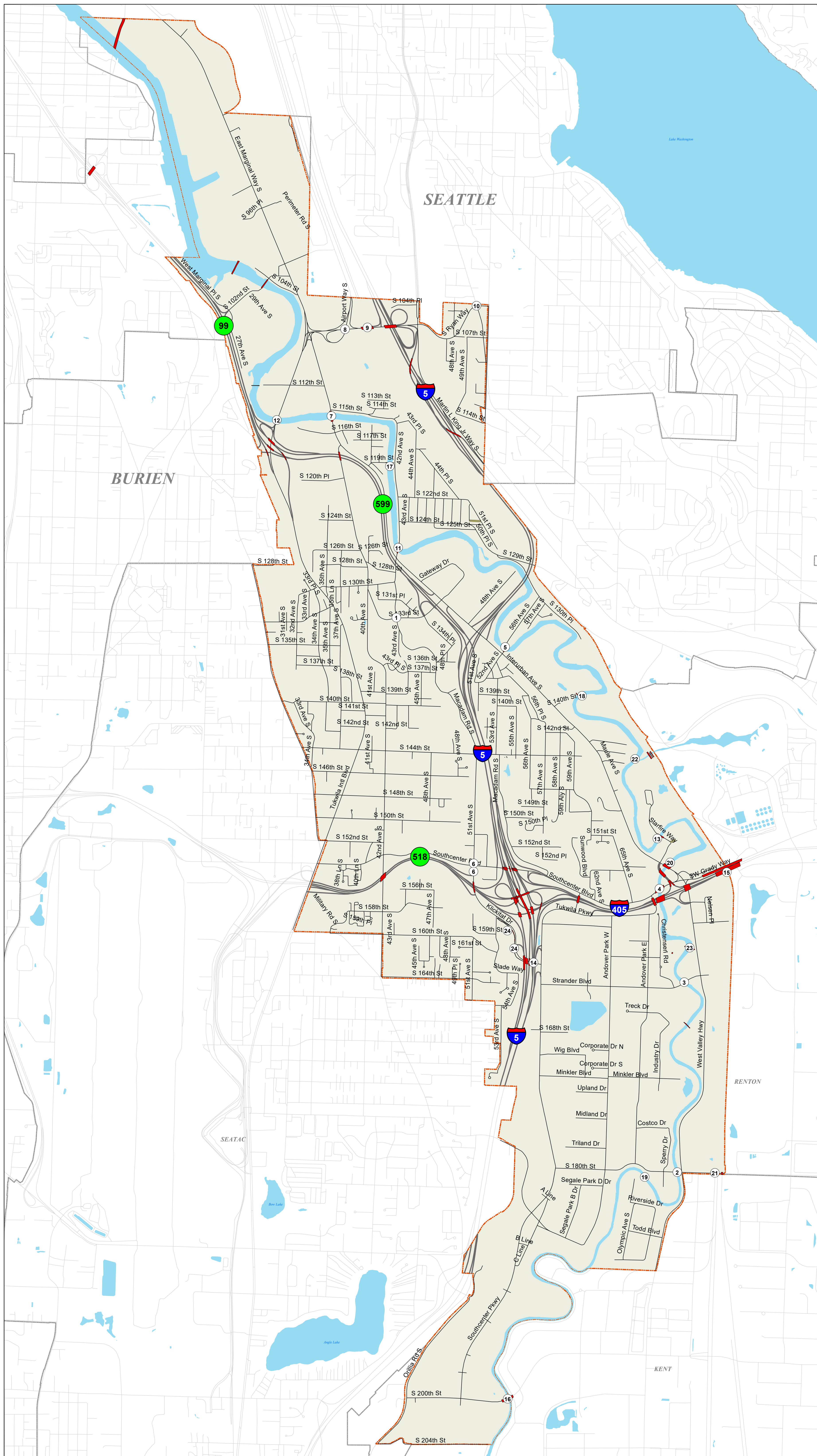
Pedestrian Bridges

- 17) S 119th Pedestrian Bridge
- 18) Foster Golf Course Bridge
- 19) Green River Pedestrian and Utility Bridge
- 20) Interurban Trail Bridge
- 21) S 180th Pedestrian Bridge
- 22) Fort Dent Trail Bridge
- 23) TUC Pedestrian Bridge
- 24) Klickitat Elevated Walkway

Vicinity Map



Disclaimer:
The location of features and boundaries are approximate and are intended for reference only. Data is based on best information available.



CITY OF TUKWILA CAPITAL PROJECT SUMMARY

2021 to 2026

PROJECT: Annual Bridge Inspections and Repairs Project No. 9XX10402

DESCRIPTION: Ongoing program of bi-annual inspections, repairs, painting and rehabilitation of the 22 City bridges.

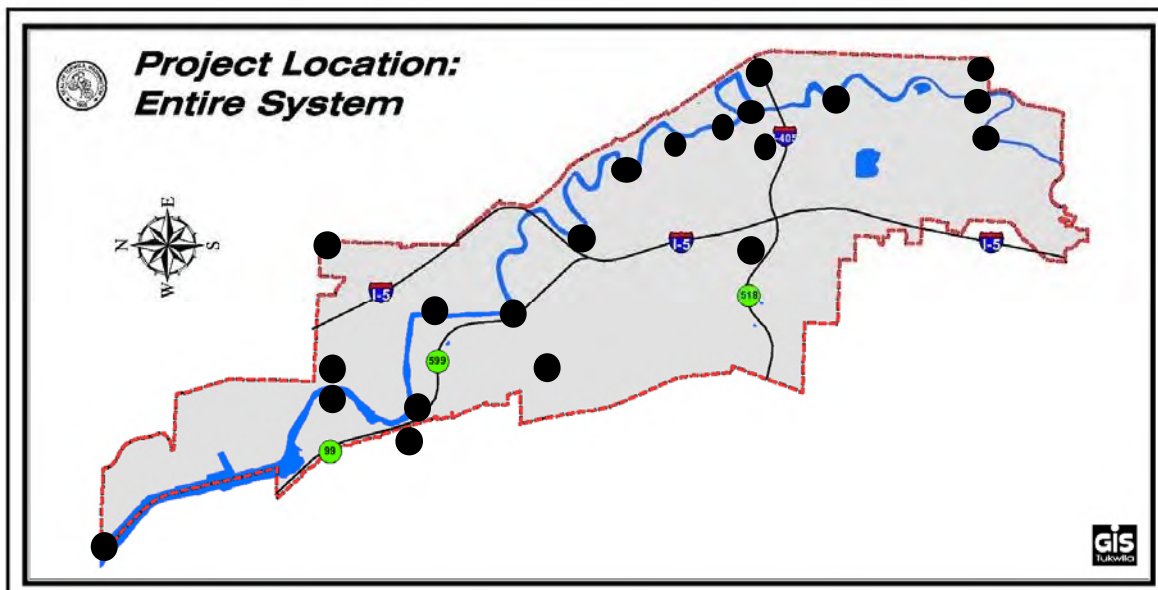
JUSTIFICATION: Federally required program identifies safety or repair needs in the early stages to minimize hazards and costs. The number of bridge inspections necessary each year can vary year to year. Inspection frequencies vary from bridge to bridge and King County has provided some inspection services.

STATUS: Construction projects will be determined from inspection reports and noted deficiencies/problems.

MAINT. IMPACT: Reduces maintenance costs.

COMMENT: Ongoing project, only one year actuals are shown in the first column.

FINANCIAL (in \$000's)	Through 2019	Estimated 2020	2021	2022	2023	2024	2025	2026	BEYOND	TOTAL
EXPENSES										
Inspections	111	45	75	75	110	115	120	125	130	906
Land (R/W)										0
Const. Mgmt.	43	40			15	15	15	15	15	158
Construction	314	250			75	70	65	60	55	889
TOTAL EXPENSES	468	335	75	75	200	200	200	200	200	1,953
FUND SOURCES										
Awarded Grant										
Proposed Grant										0
Mitigation Actual										0
Mitigation Expected										0
City Oper. Revenue	468	335	75	75	200	200	200	200	200	1,953
TOTAL SOURCES	468	335	75	75	200	200	200	200	200	1,953





INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**
 FROM: **Hari Ponnekanti, Public Works Director/City Engineer**
 BY: **Adam Cox, Transportation Program Manager**
 CC: **Mayor Allan Ekberg**
 DATE: **May 21, 2021**
 SUBJECT: **42nd Ave South Bridge Replacement Project**
Project No. 91810404
Project Update and Next Steps

ISSUE

Provide a quarterly update and information regarding the 42nd Ave South Bridge Replacement Project and next steps moving forward.

BACKGROUND

City Infrastructure Priority Project

The 42nd Ave S Bridge was built in 1949 and is reaching the end of its useful life. Built to last 75 years, it turned 72 years old in 2021. The 42nd Ave S. bridge is a critical bridge and infrastructure link that serves an important residential community, Allentown, key community assets such as the Tukwila Community Center (TCC), several businesses and is a key link to other nearby communities such as Skyway. The Bridge currently is used by approximately 10,000 vehicles per day.

The current need to replace the 42nd Ave South Bridge has been listed as the City’s top state and federal priority due to its low sufficiency rating (currently at 7.56 out of 100) and concerns of failure. The City applied for state and federal grant funds in 2017 and 2019 for bridge replacement and was unsuccessful. To be more competitive in the next round of the state two-year grant cycle as well as other state and federal grants, the City approved a 30% design contract with TranTech Engineering, LLC in November 2020 for \$1.1 million. Based on the initial work from this design contract, the City applied for the next round of state grant funding for 42nd Ave S Bridge Replacement Project in February 2021. The state is expected to do an on-site review in August 2021 and make a grant determination by fall 2021. City and TranTech representative have been working closely with the state and federal delegations to secure the full \$2.5 million to replace this critical bridge.

Historical Perspective 42nd Ave S Bridge Replacement Timeline

Shown below are activities associated with replacing the 42nd Ave S Bridge due to end-of-life concerns:

Date	Activity
May 2013	<ul style="list-style-type: none"> • Skagit Bridge Collapse on I-5. Similar bridge design as 42nd Ave S Bridge
2015	<ul style="list-style-type: none"> • City receives updated rating of bridge with a sufficiency rate of 17.29 (see section below on history of inspections and sufficiency ratings)
March 2017	<ul style="list-style-type: none"> • City Engineer’s Bridge Inspection Report stated 42nd Ave S Bridge has Sufficiency Rating of 19.44 and recommended replacement or rehabilitation.
April 2017	<ul style="list-style-type: none"> • City applies for state and federal grant funding (BRAC) for 42nd Ave S Bridge Replacement

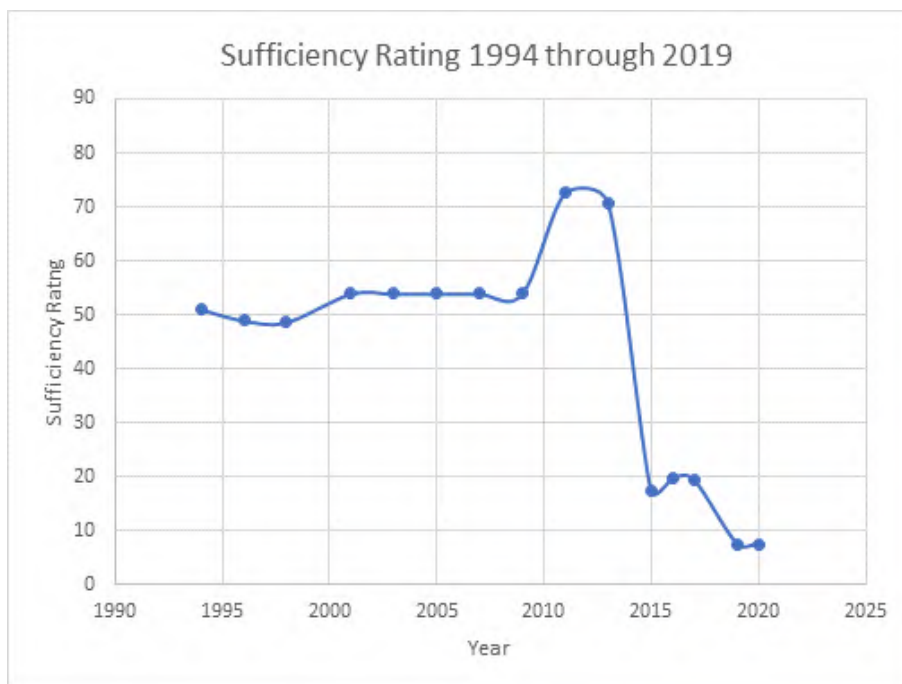
Date	Activity
December 2017	<ul style="list-style-type: none"> City receives notification that 42nd Ave S Bridge did not receive state and federal grant funding (BRAC)
February 2018	<ul style="list-style-type: none"> Council adopts Ordinance No. 2566 restricting speeds on 42nd Ave S Bridge
April 2019	<ul style="list-style-type: none"> City applied for state and federal grant funding (BRAC) for 42nd Ave S Bridge
July 2019	<ul style="list-style-type: none"> City receives updated rating of bridge with a sufficiency rate of 7.56
September 2019	<ul style="list-style-type: none"> Transportation & Infrastructure Services (TIS) Committee discussed State of the Bridges Report, which Chair Idan reported on to the full Council
November 2019	<ul style="list-style-type: none"> City receives notification that 42nd Ave S Bridge did not receive state grant funding (BRAC)
November 2019	<ul style="list-style-type: none"> Council Adopts Legislative Priorities with 42nd Ave S Bridge Replacement as a top capital priority
December 2019	<ul style="list-style-type: none"> TIS Committee requested additional analysis to weigh options
February 2020	<ul style="list-style-type: none"> TIS Committee discussed next steps for 42nd Avenue South, including need to fund design to make shovel-ready project Finance Committee discussed funding
April 2020	<ul style="list-style-type: none"> Surface Transportation Program (STP) funding pursued through Puget Sound Regional Council (PSRC)
July 2020	<ul style="list-style-type: none"> 42nd Avenue South Bridge in-depth inspection and closure
September 2020	<ul style="list-style-type: none"> 42nd Avenue South Bridge in-depth inspection confirmed bridge is approaching end of service life and the cost of repair would exceed the replacement cost
November 2020	<ul style="list-style-type: none"> Council adopts contract for 42nd Ave S. 30% design
February 2021	<ul style="list-style-type: none"> City applied for state and federal grant funding (BRAC) for 42nd Ave S Bridge
2021	<ul style="list-style-type: none"> Administration and staff met with Representative Adam Smith to request a \$1.7M earmark for FY 2022 to finish the design of the bridge; Congressman Smith indicated he was supportive of the request Senator Murray’s office requested infrastructure funding priority list from jurisdictions in advance of the coming federal infrastructure package. Staff requested \$17 million for construction; the Port of Seattle has written a letter of support to the delegation With the sponsorship of Representative David Hackney and the assistance of David Foster (State lobbyist), Representative Fey included \$17 million in funding for the construction of the 42nd Ave. Bridge in his proposed House transportation package. With support from Senator Hasegawa, \$17 million is also included in the Senate transportation package. Both transportation packages were not acted upon in the 2021 legislative session, but are expected to be taken up in future sessions City receives notice of \$1.5 million PSRC grant to be used to complete the design of 42nd Ave. S. Bridge Replacement

42nd Ave S Bridge Sufficiency Rating

The City has been monitoring the Sufficiency Rating (SR) of the bridge through routine and fracture critical inspections. Sufficiency Ratings were developed by the Federal Highway Administration to serve

as a prioritization tool to allocate funds. The rating varies from 0 percent (poor) to 100 percent (very good). The formula considers structural adequacy, whether the bridge is functionally obsolete, and level of service provided to the public. The SR is calculated, based 55% on the structural evaluation, 30% on the obsolescence of its design, and 15% on its importance to the public.

The inspection records obtained by the City illustrates that the Sufficiency Rating (SR) of the 42nd Ave S Bridge began in 1994 and is calculated during the routine and fracture critical inspection. The 1994 inspection report states that the SR of the bridge was 51.04. The SR hovered between 51 to 54 from 1994 to 2009. Then in 2011 through 2013 the SR increased to 72 and then dropped to 17.29 in 2015. The SR then dropped again in 2019 to the current 7.56. Please refer to the graph below for the SR over the last 17 years.



Additional research was performed to investigate the drop of 54 points (from 72 to 17) from 2013 through 2015. The City met with current King County bridge inspectors to understand the precipitous drop in the SR in such a short timeframe. Recognizing the original inspectors from 2013 and 2015 have since retired, and that the City's former bridge engineer during this time recently passed away, the following are the stated reasons for this change in rating;

- Rating change from Satisfactory to Fair/Poor: Both the superstructure (steel truss) and substructure (concrete bridge piers) went from satisfactory condition (6 in the NBI ratings) to Fair for the superstructure (5 in the NBI ratings) and Poor for the substructure (4 in the NBI ratings)
- Load ratings reduced: The load ratings during the timeframe also reduced the Inventory Rating or Capacity Rating from 33 tons to 16 tons; then to 14 tons in 2019
- Actual clearance was lowered: Previous inspections had clearance incorrectly rated at 15' 07" which was lowered to the actual clearance of 15'.
- Weight and Speed Restrictions: In 2017 through 2019 the bridge analysis was performed to enforce weight and speed restrictions for trucks to ensure that the bridge would remain operational beyond the designed life expectancy.

Summary:

The deterioration of sufficiency ratings (SR) shows the bridge is not effectively supporting the capacity and load requirements needed to be efficient, and its poor structural integrity makes it a hazard. If one or more of the beams were impacted by a large seismic event or vehicle collision, it could cause the bridge to collapse into the river.

The bridge has been maintained properly and inspected regularly to make the bridge last the entire design life. The King County Bridge Inspector inspected the bridge on Tuesday, April 20, 2021. The preliminary indications illustrated that it is no worse than expected, and the county will provide an inspection report within the next few months.

Community Outreach Update and Next Steps

Community outreach is a critical component of the 30% design process. City staff, TranTech Engineering LLC, and EnviroIssues, a communications consultant, conducted a Zoom meeting on March 30th with representatives from Allentown to inform the residents of the next steps for the 42nd Ave S Bridge Replacement Project design and to receive input from the residents on how to engage the entire Allentown community for steps moving forward. A follow-up meeting with Allentown representatives was held on May 4, 2021. A community open house will take place in summer of 2021 to gather community feedback for the Type, Size, & Location (TS&L) report for the 42nd Ave S Bridge. Findings for the TS&L report will be shared with the public at a virtual meeting in fall of 2021.

TranTech Engineering has progressed the following design items for the 30% plans and estimate and the type, size, and location study:

- Surveying – Complete
- Geotechnical – Collected enough data for the TS&L
- Aesthetics – Oh hold until the public meeting
- Traffic Engineering – First report completed. Traffic is on-hold until TS&L report
- Roadway/Utilities – Alignments have been created using the surveying data. Utilities will be investigated more in the TS&L report
- Structural Design – Once roadway alignment is complete, the structural analysis can be performed for the TS&L report
- Constructability – Constructability study will be performed once the structural analysis is complete

FISCAL UPDATE

The City applied for \$1.5M in federal Surface Transportation Program (STP) funds from the Puget Sound Regional Council (PSRC) to complete 100% design of the 42nd Ave S Bridge Replacement Project. This funding has been approved by PSRC and will be brought to Council once the award letter has been received.

RECOMMENDATION

Discussion only.

CITY OF TUKWILA CAPITAL PROJECT SUMMARY

2021 to 2026

PROJECT: 42nd Ave S Bridge Replacement

Project No. 91810404

DESCRIPTION: Design and construct a replacement structure for the existing 42nd Ave S Bridge near the Tukwila Community Center. Council approved 30% design with City funding of \$1M in 2020, remaining scheduled in 2022.

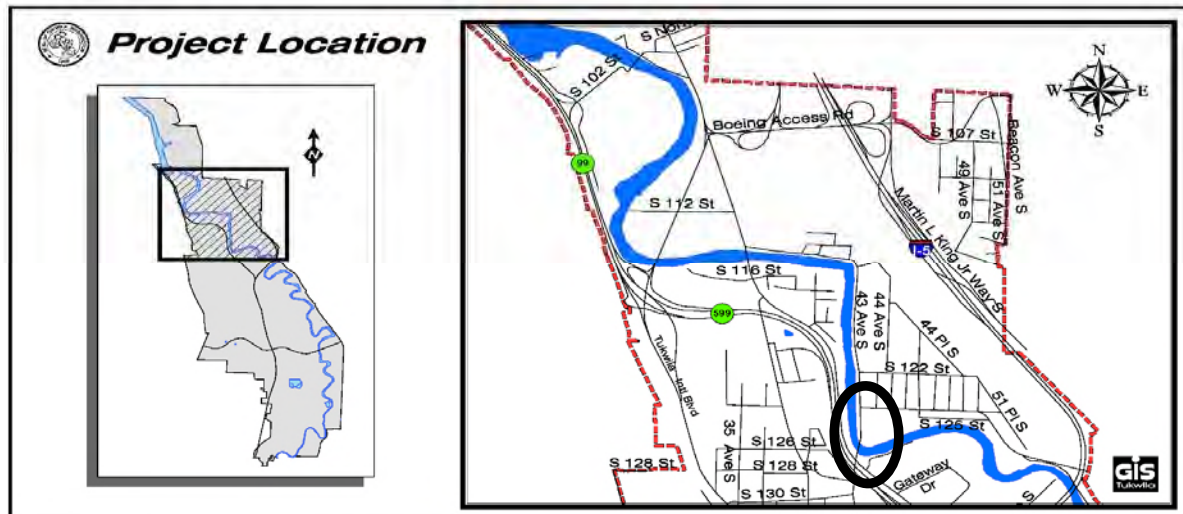
JUSTIFICATION: The current bridge has a sufficiency rating of 7.6 (out of 100), is load restricted for AASHTO Type 3 trucks and is structurally deficient. Truck speed was reduced to 15 mph in 2018.

STATUS: In 2017 and 2019, Bridge Replacement Advisory Committee (BRAC) funding was submitted, but not awarded. Staff will apply for future BRAC funding during the next call. Applying for STP funding in 2020 for \$1.5m for design.

MAINT. IMPACT: New bridge.

COMMENT: STP funding has 13.5% match requirement. BRAC funding would be at 80% match for up to \$12 million. Project partners may include FMSIB & BNSF Railroad as they have over 1,800 trips a day on the 42nd Ave S Bridge and it is the only ingress/egress available for their intermodal yard. Also State TIB for \$3M.

FINANCIAL (in \$000's)	Through Estimated									TOTAL
	2019	2020	2021	2022	2023	2024	2025	2026	BEYOND	
EXPENSES										
Design	19	200	878		1,252					2,349
Land (R/W)					30					30
Const. Mgmt.					250	1,650	1,650			3,550
Construction						7,800	7,800			15,600
TOTAL EXPENSES	19	200	878	0	1,532	9,450	9,450	0	0	21,529
FUND SOURCES										
Awarded Grant										0
Proposed BRAC Grant						6,000	6,000			12,000
Proposed STP Grant						1,000	1,000			2,000
Proposed TIB						1,500	1,500			3,000
Proposed FMSIB							500			500
Solid Waste Utility Tax			650	700	700	710	720	549		4,029
City Oper. Revenue	19	200	228	(700)	832	240	(270)	(549)	0	0
TOTAL SOURCES	19	200	878	0	1,532	9,450	9,450	0	0	21,529





INFORMATIONAL MEMORANDUM

TO: Transportation and Infrastructure Services Committee
FROM: Hari Ponnekanti, Public Works Director/City Engineer
CC: Mayor Allan Ekberg
DATE: May 21, 2021
SUBJECT: BNSF Alternative Access Study
Project No. 99510409
Project Update and Next Steps

ISSUE

Information regarding the BNSF Intermodal Facility Access Study.

BACKGROUND

The purpose of this memorandum is to share history and information regarding alternatives for a new truck traffic route into the BNSF intermodal yard to relieve truck traffic from the Allentown neighborhood (“the Project”). While the Tukwila City Council has been considering access alternatives for the BNSF intermodal yard since the late 1990’s, no preferred alternative route has been selected.

The goal of an alternative route has always been to improve the quality of life for residents in the Allentown, Duwamish and surrounding areas, which are impacted by the estimated 3,000 trucks per day (of the total 10,000 vehicles per day) which use the current route (status quo) on S. 124th St. and 42nd Ave. S. bridge to access the BNSF intermodal yard. These trucks impact air quality, noise, and the safety of residents. A common goal is to move this truck traffic out of the residential area. Selecting and creating an alternative route into the BNSF intermodal yard has several challenges due to overall costs, lack of funding options for an alternative route, environmental concerns and potential litigation.

Immediately below is a historical timeline of events related to consideration of alternative routes. This timeline is based on available records and remembrances of those involved.

I. Historical Alternative Route Consideration Timeline

As shown below, in 1997, the City of Tukwila began studying access alternatives to the BNSF Intermodal Facility.

Date	Activity
1997	<ul style="list-style-type: none">• Hanson & Wilson Co. Access Study for BNSF
1998	<ul style="list-style-type: none">• Harding Lawson Associates Study
2000	<ul style="list-style-type: none">• Cooper Consulting Engineering Study (because previous two studies presented substantially different capital estimates)
May 2011	<ul style="list-style-type: none">• City Council adopted Res 1741 opposing federal pre-emption relating to railroads• Council Member (CM) Hougardy met with Port Commissioner Tarleton to discuss BNSF expansion concerns• City met with BNSF to discuss alternate access• City sent letter to BNSF discussing lack of financial assistance, deterioration of 42nd Ave Bridge from truck traffic• BNSF response letter offering further discussions but no specifics

Date	Activity
July 2011	<ul style="list-style-type: none"> • City met with BNSF to clarify understandings and address neighborhood concerns, Council Members (CMs), Ball Janik (Federal Lobbyist) and reps from Senator Murray, Senator Cantwell, Congressman Smith in attendance • City met with Allentown residents
August 2011	<ul style="list-style-type: none"> • BSNF letter to city proposing to meet every six months and asserting no plans for expansion (follow up meetings were not made)
February 2012	<ul style="list-style-type: none"> • City met with Ball Janik (Federal Lobbyist) to discuss BNSF and Strander Blvd Ext
May 2012	<ul style="list-style-type: none"> • DC trip to meet with reps from Surface Transportation Board
July 2012	<ul style="list-style-type: none"> • City met with BNSF followed by letter to Sen. Cantwell
August 2012	<ul style="list-style-type: none"> • Allentown residents give public comment opposing alternative route on 115th/116th
November 2012	<ul style="list-style-type: none"> • City met with BNSF
April 2013	<ul style="list-style-type: none"> • City Council discussed BNSF Railyard • City met with BNSF and Ball Janik to discuss engineering options, 30% design, EIS, cost sharing, pursuit of TIGER (Federal grant opportunity), neighborhood livability • Council's CAP Committee discussed scope of work for neighborhood livability study
May 2013	<ul style="list-style-type: none"> • City met with BNSF
June 2013	<ul style="list-style-type: none"> • Council added BNSF Regional Access Center to Transportation Improvement Program (TIP)
August 2013	<ul style="list-style-type: none"> • City Council discussed options for study/report for Allentown and BNSF intermodal facility
October 2013	<ul style="list-style-type: none"> • City receives Request for Proposal (RFP) from BNSF on southern access alternatives for review
March 2014	<ul style="list-style-type: none"> • City met with BNSF
April 2014	<ul style="list-style-type: none"> • City forms internal working group of staff and three CMs
May 2014	<ul style="list-style-type: none"> • BNSF group meets with Allentown residents on draft Request for Quote (RFQ) for livability • Mayor and CMs meet with Murray, Cantwell and Smith in DC
June 2014	<ul style="list-style-type: none"> • City talked with Smith office about cooperative funding agreement • BNSF group met with Allentown residents
July 2014	<ul style="list-style-type: none"> • BNSF Workgroup Tour arranged by Ball Janik • Cooperative Funding Agreement with BNSF for alternative access study
November 2014	<ul style="list-style-type: none"> • Neighborhood canvassing re: livability • City Council discussion on draft scope of work for BNSF Facility Access Study
March 2015	<ul style="list-style-type: none"> • Contract with David Evans and Associates for BNSF Facility Access Study
August 2015	<ul style="list-style-type: none"> • Council briefed on progress of BNSF study - August 10, 2015 Council of the Whole (C.O.W.)
December 2015	<ul style="list-style-type: none"> • Council briefed on progress of BNSF study - December 14, 2015 C.O.W.
March 2016	<ul style="list-style-type: none"> • BNSF Access Study Open House (Tukwila Community Center and Online)
November 2016	<ul style="list-style-type: none"> • BNSF Intermodal Facility Access Study – Draft Alternative Screening Analysis Report November 28, 2016
December 2016	<ul style="list-style-type: none"> • Draft Study findings transmitted to City Council
March 2017	<ul style="list-style-type: none"> • City met with BECU to discuss their concerns with the Gateway Drive alternative

Date	Activity
May 2017	<ul style="list-style-type: none"> • Notice of SEPA Application issued with comment period ending - June 2, 2017
August 2017	<ul style="list-style-type: none"> • Open House – Preferred Alternative Outreach - . August 17, 2017
September 2017	<ul style="list-style-type: none"> • Bob Giberson retires; Robin Tischmak becomes Interim Public Works Director
January 2018	<ul style="list-style-type: none"> • Henry Hash becomes Public Works Director
March 2019	<ul style="list-style-type: none"> • Great Northern Corridor Coalition (GNCC) Meeting and Tour of the BNSF South Seattle Intermodal Facility. March 27, 2019
June 2019	<ul style="list-style-type: none"> • TIS Committee discussed project and sent to C.O.W. • Councilmembers toured BNSF facility
October 2019	<ul style="list-style-type: none"> • CM Kruller toured BNSF facility with NLC's Brittney Kohler
July 2020	<ul style="list-style-type: none"> • Hari Ponnekanti named Interim Public Works Director
February 2021	<ul style="list-style-type: none"> • Hari Ponnekanti appointed Public Works Director
May 2021	<ul style="list-style-type: none"> • Council's Transportation and Infrastructure Committee agenda item
June 2021	<ul style="list-style-type: none"> • Public open house to be held

II. PROJECT ALTERNATIVES ANALYSIS

In 2015, the City of Tukwila and BNSF jointly funded an access study for a total cost of \$241,173.23 to determine a potential new alternative route for truck traffic into the intermodal yard. As part of the study, open houses were held and community input was collected. The following four alternatives were considered along with the status quo (S. 124th St. and 42nd Ave. S. bridge).

1	Airport Way S.	3	Gateway Drive - north leg
2	S. 112 th Street	4	48 th Avenue S.

In December 2016, the City began environmental review of the access study by completing a SEPA checklist. After receiving comments that probable, significant adverse environmental impacts of some for the truck route alternatives would trigger the requirement for a full Environmental Impact Statement (EIS), the City paused environmental review in August 2017 due to several factors, including but not limited to:

- City staff did not clearly articulate the various challenges associated with the alternative access effort, including:
 - o No budget or clear direction for completing next phases of alternative access study
 - o Required environmental regulatory process and potential project opponents
 - o Increased concerns regarding 42nd Ave S. Bridge and focus on securing state grant funds (City applied for bridge replacement grant funds in 2017 and 2019 without success)
 - o Other capital project priorities on Capital Improvement Plan, (such as the Strander Boulevard extension into Renton and 42nd Ave S. Bridge replacement)
- Changes in city personnel

Map of the study area and alternatives routes



III. POTENTIAL NEXT STEPS

To move forward with an alternative access analysis, the environmental review must be resumed for a set of feasible alternatives and the status quo (no action alternative). Early SEPA review requires having each of the access alternatives defined well enough to adequately conduct the review for possible environmental impacts.

A. SEPA Review of All Routes (EIS).

Preparation of an Environmental Impact Statement (“EIS”) on all four alternative routes as compared to the status quo / “no action” alternative is recommended prior to choosing a preferred route. An EIS is intended to be an impartial tool to identify and analyze probable adverse environmental impacts, reasonable alternatives, and possible mitigation for the impacts. An EIS is required when significant adverse environmental impacts are likely from a project, such as here, where two of the alternatives involve a new bridge across a salmon bearing river. If a full scope EIS is undertaken, all of the alternatives in the 2016 Draft BNSF Access Study would be analyzed.

Below are the elements considered during SEPA review/analysis:

Environmental Elements for SEPA Analysis

- | | |
|---------------------------------|--|
| 1. Earth | 9. Housing |
| 2. Air | 10. Aesthetics |
| 3. Water | 11. Light and Glare |
| 4. Plants | 12. Recreation |
| 5. Animals | 13. Historic and Cultural Preservation |
| 6. Energy and Natural Resources | 14. Transportation |
| 7. Environmental Health | 15. Public Services |
| 8. Land and Shoreline Use | 16. Utilities |

Scoping is the first step in the EIS process. The purpose of scoping is to narrow the focus of the EIS to significant environmental issues, eliminate insignificant impacts from detailed study, and identify alternatives to be analyzed in the EIS. Scoping also provides notice to the public and other agencies that an EIS is being prepared, and initiates their involvement in the process. The result of the scoping process might be a reduced number of access alternatives and/or environmental elements to be studied. While a narrower document will reduce costs, one that does not fully consider environmental impacts may be more vulnerable to legal challenge.

IV. PROJECT CHALLENGES

The Project presents numerous, significant challenges. The status quo involves the 42nd Ave S bridge, which is nearing the end of its useful life, is beyond repair and requires replacement. All potential alternatives are challenging due to overall costs, lack of funding options for an alternative route, environmental concerns and potential litigation.

Anticipated Cost Considerations:

Option 1: Update Previous Cost Estimates: Estimated cost is \$15,000 to \$50,000

Staff estimates that the supplemental costs to update the David Evans contract for the cost estimate revisions to the report will be approximately \$15,000 to \$50,000.

Option 2: EIS on all alternatives: Estimated cost is \$750,000 to \$900,000¹

Staff estimates that the supplemental costs to start and finish an environmental impact application process is approximately \$750,000 to \$900,000. The cost would depend on the scope, such as the number of route alternatives (or the number of environmental elements) selected for review. The estimated timeline for completing this EIS is 18 to 24 months. This EIS would be useful only for a certain period of time and depending on when funding was secured (if several years later due to Federal or

¹ Updated (April 2021) cost estimate from David Evans and Associates; a limited scope EIS would be less, yet likely could still cost between \$500,000 and \$750,000.

State funding availability), it may need to be updated (supplemented) for an additional cost. A full EIS or partial EIS will both require the City to hire a term-limited Project Manager at a cost of approximately \$300,000 for two years. This brings the total estimated costs up to \$1.2 million dollars for the EIS and City staff requirements.

Option 3: Research and analyze funding options to secure future funding if feasible:

Seek via State and Federal funding for an alternative access route, once it has been defined. At this time there is a current lack of funding for new bridges, which are proposed in two of the four alternatives, as such, there is not currently a good fit for state and federal funding. However, the potential for a Federal infrastructure package may occur, but is unknown at this time. Nor are the application requirements known. Those potential funds may be used to fix deteriorating infrastructure rather than ‘build new’. The City will follow this closely. In addition, if a bridge was chosen as the alternate access, it will serve primarily as a bridge for freight traffic. Access to Baker Commodities or residential use would have to be considered but may be a design challenge in certain cases. The reality that the public will not be able to use this infrastructure, and that it will largely benefit private industry, makes it a difficult candidate for public funding.

Project Costs

Project costs for any alternative are unknown until preliminary engineering is underway. For example, an estimated cost for the 48th Ave S. route alternative, developed in 2016, was approximately \$20 million. Due to price escalation, in 2019, it was estimated that this cost could have nearly doubled to \$34M. Any estimate will need to be updated, and based on this alternative’s less than 10% design, any alternative’s design would need to progress further to get a better cost estimate.

An example of a project in the City for comparison is the Strander Boulevard easterly extension into Renton, WA. That project was originally estimated at \$29 million, upon completion of design work, it was identified at \$80 million. The City, even with existing State and Federal resources, did not have the money to proceed with the project, so it was cancelled. The City had received Federal grant funding of \$5 million for the design work, but since the project was stopped, the City had to return that funding to the Federal Government.

Potential Litigation

Due to the complexity of these alternatives, there are various entities who may challenge any of these alternatives, including adjacent property owners, tribal governments, other city and state governments, and local businesses.

FINANCIAL IMPACT

Option 1: Staff estimates that the supplemental costs to update the David Evans contract for the cost estimate revisions to the report will be approximately \$15,000 to \$50,000. Please note that these cost estimates are based on a very preliminary engineering design and are subject to change.

Option 2: Staff also estimates that the supplemental costs to start and finish an environmental impact statement process is approximately \$750,000 to \$900,000. This effort will also require a term-limited Project Manager at a cost of approximately \$300,000 for two years. The total for Option 2 is approximately up to \$1.2 million dollars.

RECOMMENDATION

It is Staff’s recommendation that it would be most appropriate to proceed with Options 1 and 2.

ATTACHMENTS: Draft BNSF Intermodal Facility Access Study - Draft Alternative Screening Analysis (*full draft*)
Draft BNSF Intermodal Facility Access Study – Preferred Alternative Outreach Summary

BNSF RAILWAY INTERMODAL FACILITY ACCESS STUDY

ALTERNATIVE SCREENING ANALYSIS REPORT

Prepared for:

**City of Tukwila
Public Works Department
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Prepared by:

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November 28, 2016

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EXECUTIVE SUMMARY

This Alternative Screening Analysis Report for the City of Tukwila was prepared by David Evans and Associates, Inc. to evaluate alternative access to the Burlington Northern Santa Fe (BNSF) Railway intermodal facility in Tukwila, Washington. This facility is also known as South Seattle Yard. BNSF Railway also sponsored this study.

The existing access to the intermodal facility uses 42nd Avenue S and S 124th Street. S 124th Street is also a residential collector street serving the community of Allentown. Several residential homes with driveways are located on S 124th Street, as is the Tukwila Community Center which houses an aquatic center, meeting rooms, classes and activities for all ages, and playground and ball fields.

This study did not create new alternatives but used alternatives that were developed by previous studies. A total of five alternatives were studied: Airport Way S, S 112th Street, S 124th Street, Gateway Drive – North Leg, and 48th Avenue S.

Several desktop researches were performed as part of this study. These researches included critical and sensitive areas, fish and wildlife, water resources, hazardous materials, geological and soils, and cultural and historical resources.

A scored screening matrix was developed collaboratively between the City of Tukwila, BNSF Railway, and David Evans and Associates, Inc. The matrix was presented to Tukwila City Council as well as to the public for their feedback on the screening matrix criteria. The public was allowed to provide feedback via an on-line open house and an in-person open house.

Representatives from Tukwila, BNSF Railway, and David Evans and Associates, Inc. met to score each alternative using a numerical scoring system from 1 to 9. The score for each criteria was added, and the lowest score is the preferred alternative.

Based on the scoring result, the 48th Avenue S alternative is the preferred alternative.

INTRODUCTION

Burlington Northern Santa Fe (BNSF) Railway owns an intermodal facility that transfers containers from trucks to railroad and vice versa. This facility is located within the City of Tukwila city limits in the Allentown community. The intermodal facility is adjacent to Interstate 5 (I-5) and just south of King County International Airport, also known as Boeing Field. BNSF calls this facility South Seattle Yard.

The only access route to the intermodal facility is along the southern edge of the Allentown community on S 124th Street. In order to improve livability and safety without compromising the operations of the yard, the community and the City are seeking an alternative access route to the intermodal facility.

PROJECT BACKGROUND

The project area is located in the incorporated community of Allentown, within the City of Tukwila. For several years, the City has worked with Allentown residents on issues related to community impacts resulting from the BNSF South Seattle Intermodal Facility, and on identifying alternatives for a rerouted truck access—one with fewer adverse impacts on the neighborhood. Trucks currently use 42nd Avenue S and S 124th Street to access the rail facility. Over 20 different alternatives for truck access to the rail facility have been studied since 1998.

Truck traffic has increased along the existing truck route over the last several years, due to increased rail activity. The approximately 50 homes along S 124th Street experience 24-hour per day truck traffic, adding to the other existing airport, highway, and train noise levels in the neighborhood. Truck traffic also creates safety issues for residents. Trucks back up at the checkpoint station at the east end of S 124th Street, idling on S 124th Street, waiting to check into the rail facility, creating access difficulties, vehicle exhaust, noise, and safety issues for residents.

SUMMARY OF DESIGN CRITERIA

After discussions with the City, the typical roadway section for this project used a 12-foot lane, 5-foot bike lane, 5-foot landscape strip, and 5-foot sidewalk. The total width for this roadway section is 75 feet (includes 1-foot for curbs on both side of the street). This same width was also used for the bridge section.

In developing the concept roadway profiles, a design speed of 35 mph was used.

Since the new access would primarily be used by trucks, the maximum roadway grade used was five percent.

ALTERNATIVES

The City of Tukwila began studying access alternatives to the BNSF Intermodal Facility in 1998. An alternative study was performed by Harding Lawson Associates. Another access alternative study was performed by Cooper Consulting Engineering in 2000. This access study did not develop new alternatives, but used leading alternatives from these previous studies.

Figure 1 shows the project study area. The following provides a description for each alternative.

Figure 1 – Project Study Area



Airport Way S Alternative

This alternative access would connect the northern end of the intermodal facility to Airport Way S. The existing railroad maintenance road would be reconstructed and provide ingress and egress to the intermodal facility. A new intersection and traffic signal would be required at Airport Way and the access road. Plan sheets for this alternative can be found in **Appendix A**.

Due to geometric constraints and the alignments of Airport Way S and the new access road, access from Airport Way south of the new intersection to the intermodal facility is not feasible. Entry and exit from the intermodal facility would only be north of the new intersection. Taking into account these restrictions, I-5 freeway access would be via S Norfolk Street, East Marginal Way S, and S Boeing Access Road. A figure of the truck freeway access route can be found in **Appendix B**.

This alternative access would require the existing bridge on S Boeing Access Road over the railroad tracks to be reconstructed due to the width of the new access road and the existing bridge configuration.

This alternative would require the intermodal facility to construct the following at the north end of the yard: a check-in/check-out facility, truck queuing lanes, an operations building, and a truck storage access road along the western edge of the facility. This new road cannot be built within the existing BNSF parcel, so new right-of-way would be required.

S 112th Street Alternative

This alternative would connect to the northern half of the intermodal facility. This new roadway would begin at East Marginal Way S and use the existing Seattle Public Utilities and Seattle City Light utilities corridor. The utilities corridor borders a shooting range to the north, and Duwamish Hill Preserve and a residential neighborhood to the south. A bluff separates the higher-elevation residential neighborhood from S 112th Street to the north and the rail facility to the east.

The existing utility corridor contains three separate high-power transmissions lines and a large-diameter water line, as seen in aerial photos.

Plan sheets for this alternative can be found in **Appendix A**.

The truck freeway access route to I-5 would be via East Marginal Way S and S Boeing Access Road. A figure of the truck freeway access route can be found in **Appendix B**.

This alternative would require the intermodal facility to construct the following at the north end of the yard: a check-in/check-out facility, truck queuing lanes, an operations building, and a truck storage access road along the western edge of the facility. This new road cannot be built within the existing BNSF parcel, so new right-of-way would be required.

S 124th Street Alternative

This alternative would use the existing route and connect into the intermodal facility at its current location. Truck traffic would continue to access the rail facility using Interurban Avenue S, 42nd Avenue S, S 124th Street, and the existing check-in/check-out facility. No improvements or changes would occur to the streets along the route as part of this project. This route is adjacent to

approximately 50 homes and the Tukwila Community Center, and runs through the middle of the Allentown neighborhood. Impacts to the neighborhood associated with the truck traffic would continue, similar to existing conditions, and could continue to worsen, based on recent increases in freight-related truck traffic in this area. Due to its age and service life, the 42nd Avenue S bridge over the Duwamish River would require replacement. Plan sheets for this alternative can be found in **Appendix A**.

As a mitigation measure for the truck noise, it is assumed that a noise wall would be constructed along the northern edge of 42nd Avenue S. The construction of this new noise wall would require the acquisition of all homes whose driveways are on 42nd Avenue S. Also, seven roadways (43rd Avenue S, 44th Avenue S, 45th Avenue S, 46th Avenue S, 47th Avenue S, 48th Avenue S, and 49th Avenue S) would have their access to 42nd Avenue S closed. These streets would become dead-end streets, and new cul-de-sacs would be constructed at the south end of each street. All of the neighbor access would be shifted to S 122nd Street to the north.

There would be no changes to freeway access with this alternative. A figure of the truck freeway access route can be found in **Appendix B**.

There would be no changes to the intermodal facility as part of this alternative.

Gateway Drive Alternative

This alternative access would connect to the intermodal facility at its current check-in/check-out location. This alternative would begin at Interurban Avenue S, use the north leg of Gateway Drive, construct a new roadway between the Boeing Employee Credit Union (BECU) buildings, construct a bridge over the Green River Trail and Duwamish River, go through residential parcels, and tie into the existing intermodal check-in/check-out facility. This alternative would construct three new at-grade intersections at Gateway Drive (east leg), 50th Place S, and 51st Place S. The new bridge would include a 10-foot-wide pedestrian facility. Plan sheets for this alternative can be found in **Appendix A**.

The truck freeway access route to I-5 would be via Interurban Avenue S. A figure of the truck freeway access route can be found in **Appendix B**.

There would be no changes to the intermodal facility as part of this alternative.

48th Avenue S Alternative

This alternative access would connect to the southern end of the intermodal facility. This alternative would begin at Interurban Avenue S, use the existing 48th Avenue S roadway, and construct a new bridge over the Green River Trail and Duwamish River, as well as a roadway that goes under the existing S 129th Street bridge and into the rail yard facility. The new bridge would include a 10-foot-wide pedestrian facility. Plan sheets for this alternative can be found in **Appendix A**.

The truck freeway access route to I-5 would be via Interurban Avenue S. A figure of the truck freeway access route can be found in **Appendix B**.

This alternative would require the intermodal facility to construct new truck queuing and exiting lanes. All new lanes can be constructed within BNSF parcels. No construction or modification would be needed at the existing check-in/check-out facility or operation building.

SUMMARY OF BACKGROUND DATA COLLECTION

To assist in screening the alternatives, existing information in the following subjects was gathered and displayed as geographic information system (GIS) maps. No field work was conducted, and the information for the existing conditions came from publicly-available sources. An Existing Conditions Technical Memorandum was prepared for each subject area. This information will also be used in the technical discipline reports prepared as part of the environmental documentation under SEPA.

- Critical and Sensitive Areas
- Fish and Wildlife
- Water Resources
- Hazardous Materials
- Geological and Soils
- Cultural and Historical Resources

The following sections provide a summary of the findings.

Critical and Sensitive Areas

The project area is located in the Puget Sound lowlands, within the tidally-influenced Duwamish estuary ecosystem. Category III and IV wetlands exist within the project study area. The Duwamish River runs through the middle of the project area and is designated by the City of Tukwila as a shoreline of statewide significance.

Fish and Wildlife

Fish and wildlife use of the project study area is limited by its high density of industrial, commercial, and residential development. Terrestrial wildlife habitat in the project area is limited to the buffers of wetlands, the narrow riparian fringe along the Duwamish River, and a few scattered undeveloped steep slopes and undeveloped parcels.

Fish use in the Duwamish River, which contains a wide range of native and nonnative fish species, includes several species listed as threatened species under the federal Endangered Species Act (ESA), including Chinook salmon, steelhead trout, and bull trout.

Water Resources

According to the King County Aquifer Recharge Area map, no critical aquifer recharge areas are located within the project area. Since the Duwamish River is a designated floodway that is contained by constructed levees, there are no 100-year or 500-year floodplains located within the project study area.

All alternatives fall within Tukwila's shoreline jurisdiction.

The Duwamish River is on the Ecology 303(d) list for over 300 water quality pollutants.

Hazardous Materials

Hazardous material sites were identified within the project study area. Each site was assigned a risk rating (low, medium, or high). The risk assigned was based on professional judgment considering each site's distance to the alternative footprint, type, duration of historical development, contaminated media, known gradient and contaminant migration potential. The majority of the sites were classified as low risk. Concerns exist based on historical or current development, but the likelihood for conditions at the site to affect the project is assessed as relatively low.

Geological and Soils

The project study area is located within the Duwamish River valley. Prior to human modifications, the Duwamish River was a natural distributary channel of the Cedar and Green Rivers, as well as the White River. These rivers originate on the flanks of Mount Rainier.

Predominate geologic units mapped in the area of the proposed route alternatives include: alluvium, bedrock, and glacial deposits. The alternative routes are primarily located within the areas mapped as alluvial deposits. Bedrock is mapped along the southeastern edge of the Duwamish River valley in the project study area. Exposed bedrock outcrops are also mapped in the northern portion of the project area while a glacial deposit area was mapped along the southwestern edge of the project study area.

In general, there are relative good soils within the project area; however, the potential of liquefaction does exist within the project study area, especially along the riverbanks.

Cultural and Historical Resources

The project study area is within an area identified by local Native American groups as a traditionally important landscape. Traditional cultural properties are known to be in the vicinity of each access alternative.

Remnants of electric railroad may be located at the western ends of all of the alternatives, and would be considered as items of archaeological importance if encountered.

The project study area contains several buildings, structures, and objects (BSO) that are 35 years or older. The majority of these BSOs are residential homes. Survey and elevations need to be performed to determine if they are eligible for registry.

SCREENING MATRIX

In the following two sections, an explanation of the selection criteria matrix is presented. The first section, Matrix Criteria, discusses the criteria groups and each individual criterion. The second section, Scoring Methodology, discusses the approach used to score each alternative.

Matrix Criteria

A screening matrix was developed to score the alternatives. The City of Tukwila, BNSF Railway, and David Evans and Associates, Inc. worked collaboratively to create the screening matrix. The matrix was then presented to the City Council and the public for their comments. Bob Giberson, Tukwila Public Works Director, presented the screening matrix to the City Council. The City Council did not have any comments on the screening matrix.

The screening matrix was presented to the public via two venues: an on-line open house and an in-person open house. The public did not have any comments on the screening matrix.

The screening matrix contained four groups of scoring criteria. The groups and group descriptions are as follow:

- Right-of-Way
This group evaluates the need for new right-of-way to construct the alternative and railroad yard modifications and the complexity or difficulties in obtaining the new right-of-way.
- Construction
This group evaluates the complexity, difficulties, and impacts of constructing the alternatives.
- Railroad
This group evaluates the complexity, difficulties, and impacts to the operations of the existing railroad intermodal facility.
- Environmental
This group evaluates the complexity, difficulties, and impacts to the environment, preparing the required environmental documentation, and obtaining construction permits.

For each of these groups, more in depth scoring criteria were used. The following section describes these additional scoring criteria.

Right-of-Way

- Residential
This criterion evaluates the need for new residential right-of-way to construct the alternative, and the complexity or difficulties in obtaining the new residential right-of-way.
- Commercial
This criterion evaluates the need for new commercial right-of-way to construct the alternative, and the complexity or difficulties in obtaining the new commercial right-of-way.

- Vacant Land

This criterion evaluates the need for new vacant land right-of-way to construct the alternative, and the complexity or difficulties in obtaining the new vacant land right-of-way.

Construction

- Utilities Relocation

This criterion evaluates the complexity or difficulties of relocating existing utilities (power, telephone, gas, water, etc.). A couple of examples are the type of overhead lines (transmission versus distribution), and the size of water line (12 inches versus 6 feet).

- Road Construction

This criterion evaluates the complexity, difficulties, and impacts to existing roadways in constructing the alternative. Some examples are roadway horizontal or profile revisions, stormwater or sidewalk reconstruction, and illumination/traffic signals construction or revisions.

- Impacts Traffic during Construction

This criterion evaluates the complexity, difficulties, and impacts to existing traffic in constructing the alternative. Some impact examples are the number of days and hours for lane or roadway closures, the length of detour routes, and the delays for vehicles to reach their destination.

Railroad

- Railroad Yard Access To and From Freeway

This criterion evaluates the complexity or difficulties of vehicle access from the railroad intermodal facility to the freeway and vice versa. Some examples are the distance a vehicle travels from the intermodal facility to the freeway, the number of signalized intersections a vehicle will cross, and the turning movements (i.e., right turns versus left turns).

- BNSF Yard Access Reliability

This criterion evaluates the complexity, difficulties, and impacts to providing a reliable access to the intermodal facility. The main criterion is the risk associated with an alternative for a closure of a route that restricts access to the facility. This could be due to any reason: bridge closure or collapse, flooding, or road closure.

- Impacts to Railroad Operations

This criterion evaluates the complexity, difficulties, and impacts to existing intermodal facility operations. Some examples are relocating the check-in/check-out facility, relocating the operations building, vehicle circulations within the facility, or access to storage areas.

Environmental

- Air Quality
This criterion evaluates the complexity, difficulties, and impacts of air quality.
- Noise
This criterion evaluates the complexity, difficulties, and impacts of noise to sensitive receivers.
- Historic, Cultural, and Archaeological Resources
This criterion evaluates the complexity, difficulties, and impacts on historical structures and to cultural or archaeological sites.
- Critical/Sensitive Areas
This criterion evaluates the complexity, difficulties, and impacts to critical and sensitive areas.
- Geotechnical
This criterion evaluates the complexity, difficulties, and impacts of geotechnical items to the construction of the alternative.
- Traffic - Operations
This criterion evaluates the complexity, difficulties, and impacts of traffic operations due to the alternative.
- Permitting
This criterion evaluates the complexity, difficulties, and impacts of obtaining permits needed to construct each alternative.

Cost

The last group in the screening matrix is construction cost. This was included for information purposes only. The construction cost was separated into two groups. The first one, Roadway Construction, represents the cost to construct the roadway improvements, or reconstruction of the existing roadway. The second one, Railroad Yard Construction, represents the cost to construct improvements or reconstruct the intermodal facility.

Scoring Methodology

A numerical scoring system was used to score each alternative. The scoring range was 1-9 with 1 representing the least difficulty or complexity and 9 representing the most difficulty or complexity. With this system, the preferred alternative will have the lowest total.

In addition to a numerical score, a color coding system was implemented in order to provide a quick of the scoring. The colors used were red, yellow, and green. The color assignment for the numerical scores is as follows:

Color	Numerical Score	Description
Green	1 through 3	Low Complexity/Difficulty
Yellow	4 through 6	Medium Complexity/Difficulty
Red	7 through 9	High Complexity/Difficulty

SCORING OF ALTERNATIVES

The selection criteria matrix was sent to the City of Tukwila and BNSF Railway in order for them to score, independently, each alternative. David Evans and Associates, Inc. also scored each alternative independently. On July 20, 2016, representatives from City of Tukwila, BNSF Railway, and David Evans and Associates, Inc. met to develop a collaborative score for each alternative. The following figure shows the scoring as a result of this meeting.

Draft

Figure 2 -- Selection Criteria Screening Matrix

Alternatives		SELECTION CRITERIA MATRIX																							
		Right-of-Way				Construction				Railroad				Environmental								Total	Cost		
		Residential	Commercial	Vacant Land	Subtotal	Utilities Relocation	Road Construction	Impacts Traffic during Construction	Subtotal	Railroad Yard Access to and from Freeway	BNSF Yard Access Reliability	Impacts to Railroad Operations	Subtotal	Air Quality	Noise	Historic, Cultural, and Archaeological Resources	Critical/Sensitive Areas	Geotechnical	Traffic - Operations	Permitting	Subtotal	Total Score	Roadway Construction Cost (Millions)	Railroad Yard Construction Cost (Millions)	Total Project Cost (Millions)
Airport Way S		8	9	9	26	9	9	9	27	8	9	9	26	6	1	2	7	4	6	6	32	111	\$19.3	\$90.0	\$109.3
S 112th Street		8	9	9	26	9	2	4	15	8	4	9	21	7	5	2	4	4	7	7	39	101	\$21.4	\$68.0	\$89.4
S 124th Street		9	2	3	14	4	9	9	22	6	5	1	12	5	9	9	4	7	8	8	50	98	\$28.9	\$0.0	\$28.9
Gateway Drive - North Leg		7	9	6	22	7	8	8	23	4	4	1	9	3	6	6	7	7	5	6	40	94	\$23.3	\$0.0	\$23.3
48th Avenue SE		1	8	6	15	6	7	7	20	3	4	5	12	2	7	6	7	7	5	6	40	87	\$15.9	\$4.4	\$20.3

Legend:

- 1-3 Low Complexity/Difficulty
- 4-6 Medium Complexity/Difficulty
- 7-9 High Complexity/Difficulty

CONCEPTUAL CONSTRUCTION COSTS AND RIGHT-OF-WAY ESTIMATES

Conceptual construction costs and right-of-way estimates were determined for each alternative. The construction cost estimates were separated into three categories: roadway construction cost (includes bridge construction), railroad construction cost, and right-of-way acquisition cost.

The estimates were by three separate entities. The conceptual roadway construction cost estimates were determined by David Evans and Associates, Inc. (DEA). The railroad costs were determined by BNSF Railway. The right-of-way costs were determined by Abeyta & Associates, a right-of-way specialist, and a subconsultant to DEA.

The following table provides the conceptual costs for roadway construction, roadway right-of-way, railroad facilities construction, and railroad right-of-way.

Alternative	Conceptual Cost Estimate (in millions)				
	Roadway Costs		Railroad Costs		Total
	Roadway	Right-of-Way	Railroad	Right-of-Way	
Airport Way S	\$14.5 – \$19.3	\$0	\$58.5 – \$78.0	\$9.0 – \$12.0	\$98.3 – \$109.3
S 112th Street	\$12.4 – \$16.6	\$3.6 – \$4.8	\$47.7 – \$63.6	\$3.3 – \$4.4	\$80.5 – \$89.4
S 124th Street	\$18.9 – \$25.3	\$ 2.7 – \$3.6	\$0	\$0	\$26.0 – \$28.9
Gateway Drive – North Leg	\$11.3 – \$15.0	\$6.2 – \$8.3	\$0	\$0	\$21.0 – \$23.3
48th Avenue S	\$10.2 – \$13.6	\$1.7 – \$2.3	\$3.3 – \$4.4	\$0	\$18.3 – \$20.4

CONCEPTUAL PLAN SHEETS

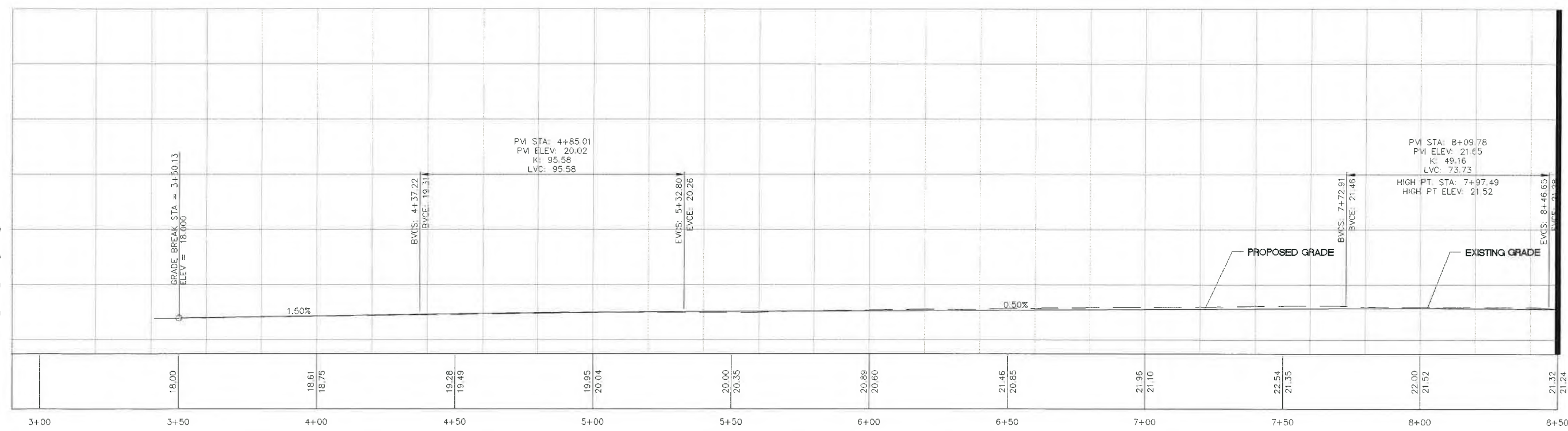
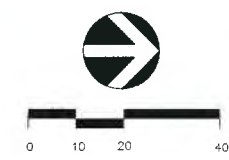
For each alternative, plan sheets were created. These plan sheets show the proposed roadway edges and new right-of-way. Intermodal facility new construction is not included in these plans.

Appendix A – Alternative Plan Sheets

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**BNSF INTERNATIONAL FACILITY ACCESS PROJECT
ALTERNATIVE CONCEPTUAL DESIGN**

AIRPORT WAY S. ALTERNATIVE

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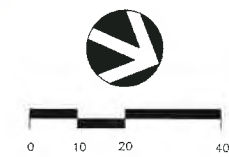
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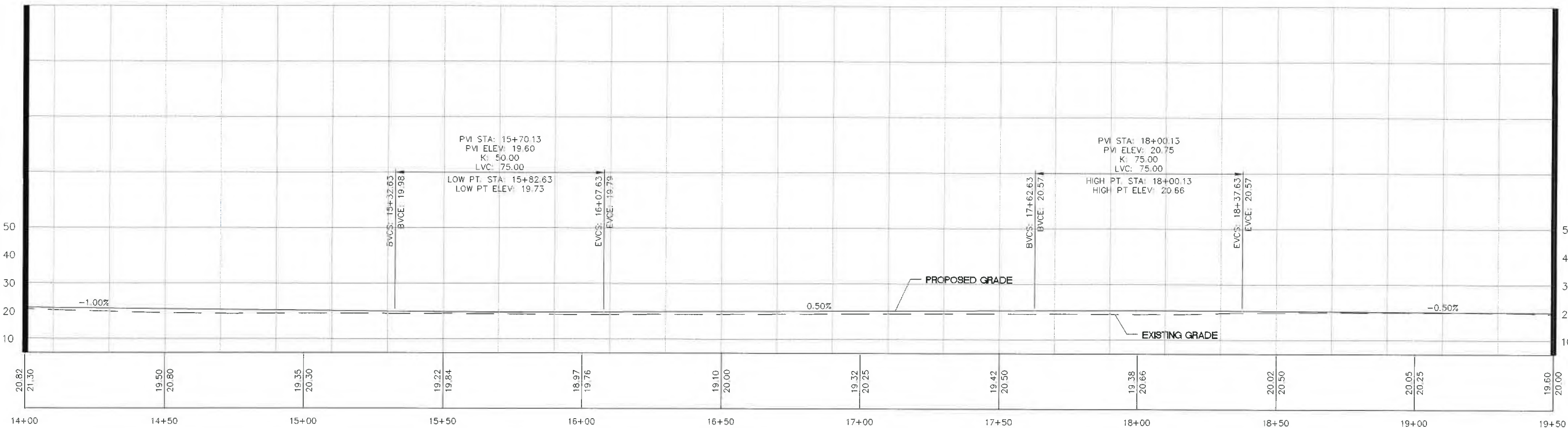
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**BNSF INTERNATIONAL FACILITY ACCESS PROJECT
ALTERNATIVE CONCEPTUAL DESIGN**

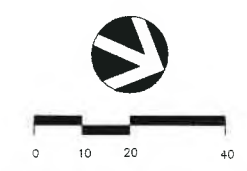
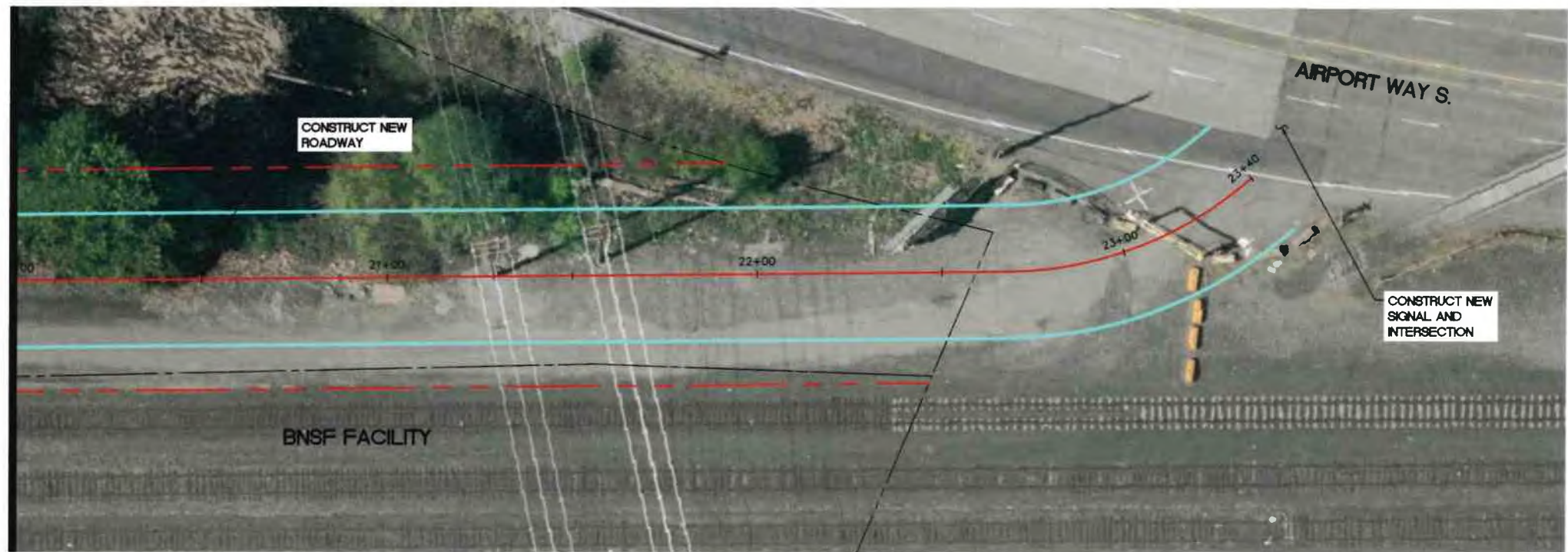
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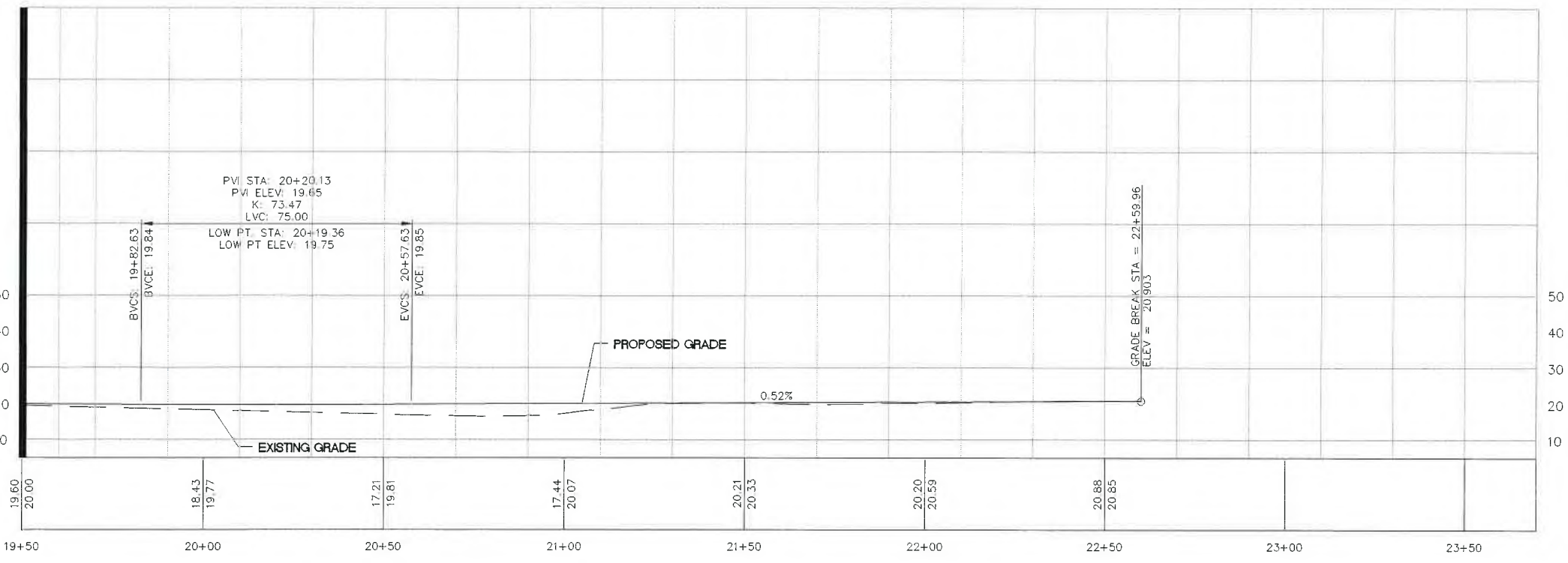
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**BNSF INTERNATIONAL FACILITY ACCESS PROJECT
ALTERNATIVE CONCEPTUAL DESIGN**

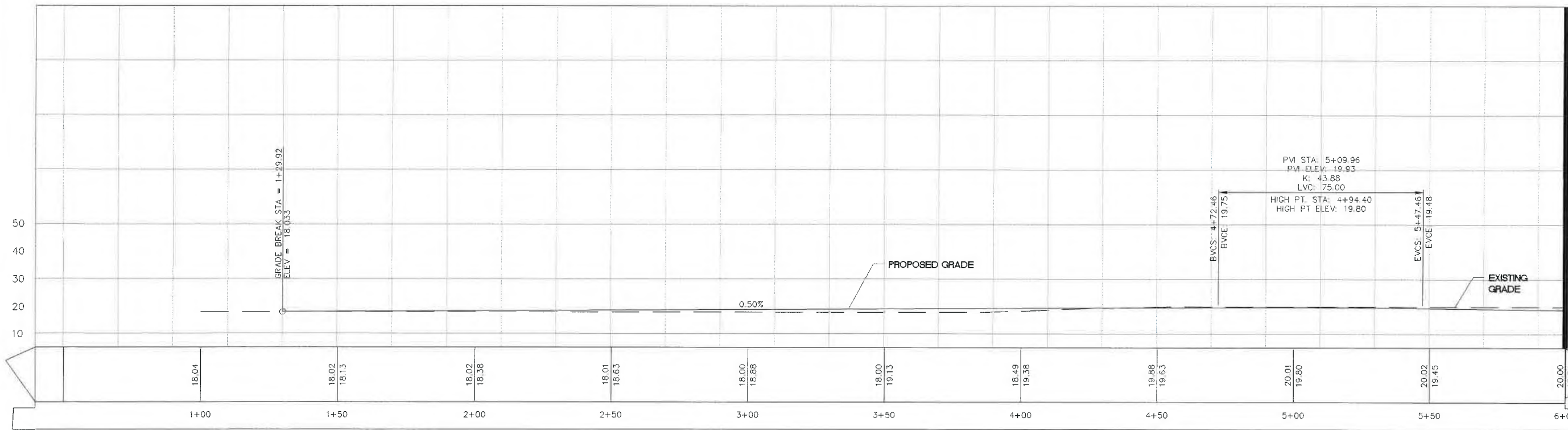
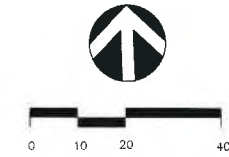
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Bellevue Washington 98005-3518
Phone: 425.519.6500

BNSF INTERNATIONAL FACILITY ACCESS PROJECT
ALTERNATIVE CONCEPTUAL DESIGN

S. 112TH ST. ALTERNATIVE

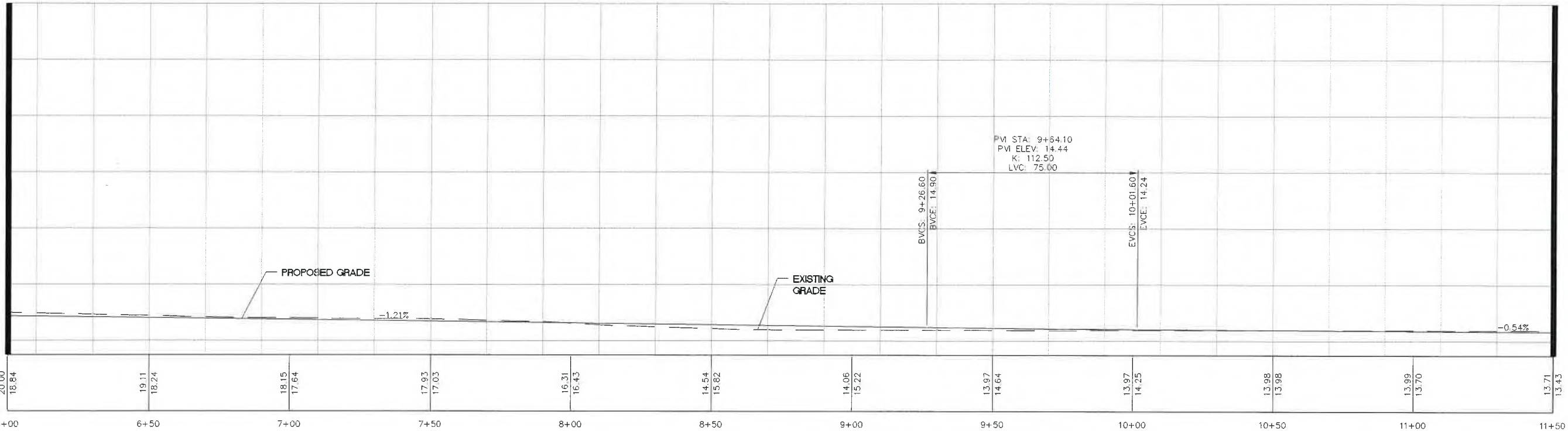
PP01
of

File No. 119
Scale AS SHOWN

CITY OF TUKWILA

mlt 11/18/15 5:55pm - P:\ATLKA000001\3\0400\CAD\TTSHEETS\T1T-ALT_112TH_PP02-TUKA0013.dwg

MATCHLINE STA. 6+50
SEE SHEET PP01



MATCHLINE STA. 12+00
SEE SHEET PP03

MATCHLINE STA. 6+00
SEE SHEET PP01



MATCHLINE STA. 12+00
SEE SHEET PP03



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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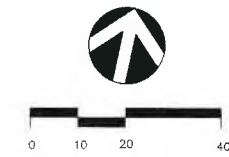
S. 112TH ST. ALTERNATIVE

PP02

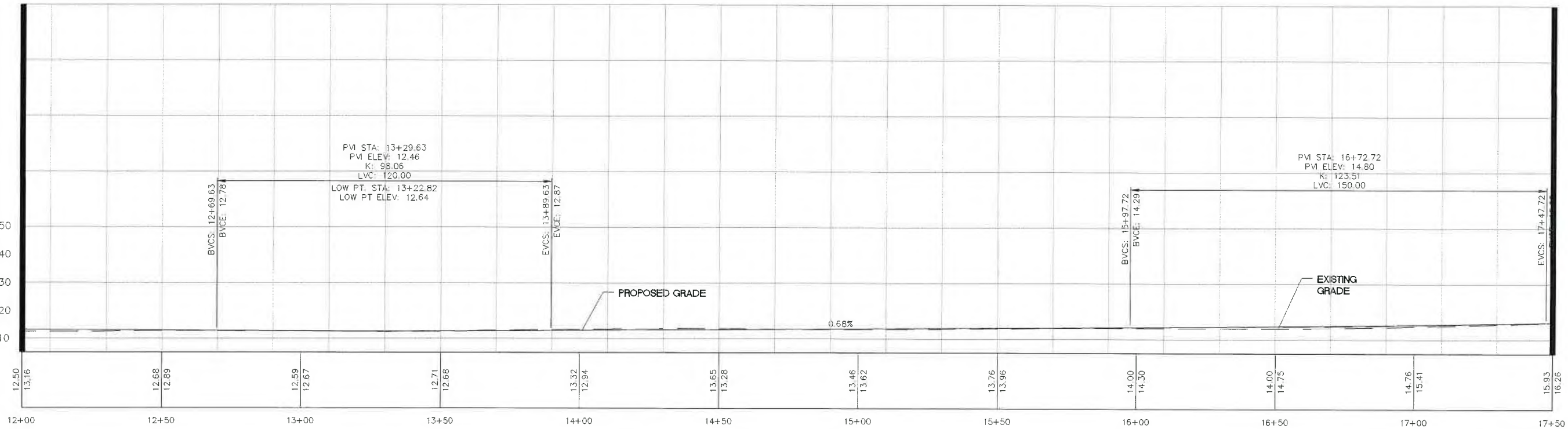
of

File No. 120
Scale AS SHOWN

CITY OF TUKWILA



MATCHLINE STA. 12+00
SEE SHEET PP02



MATCHLINE STA. 17+50
SEE SHEET PP04

mfl 11/18/15 5:56pm - P:\TUKWILA\CAD\TISHSHEET\TIT-ALT_112TH_PP03-TUKA013.dwg



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



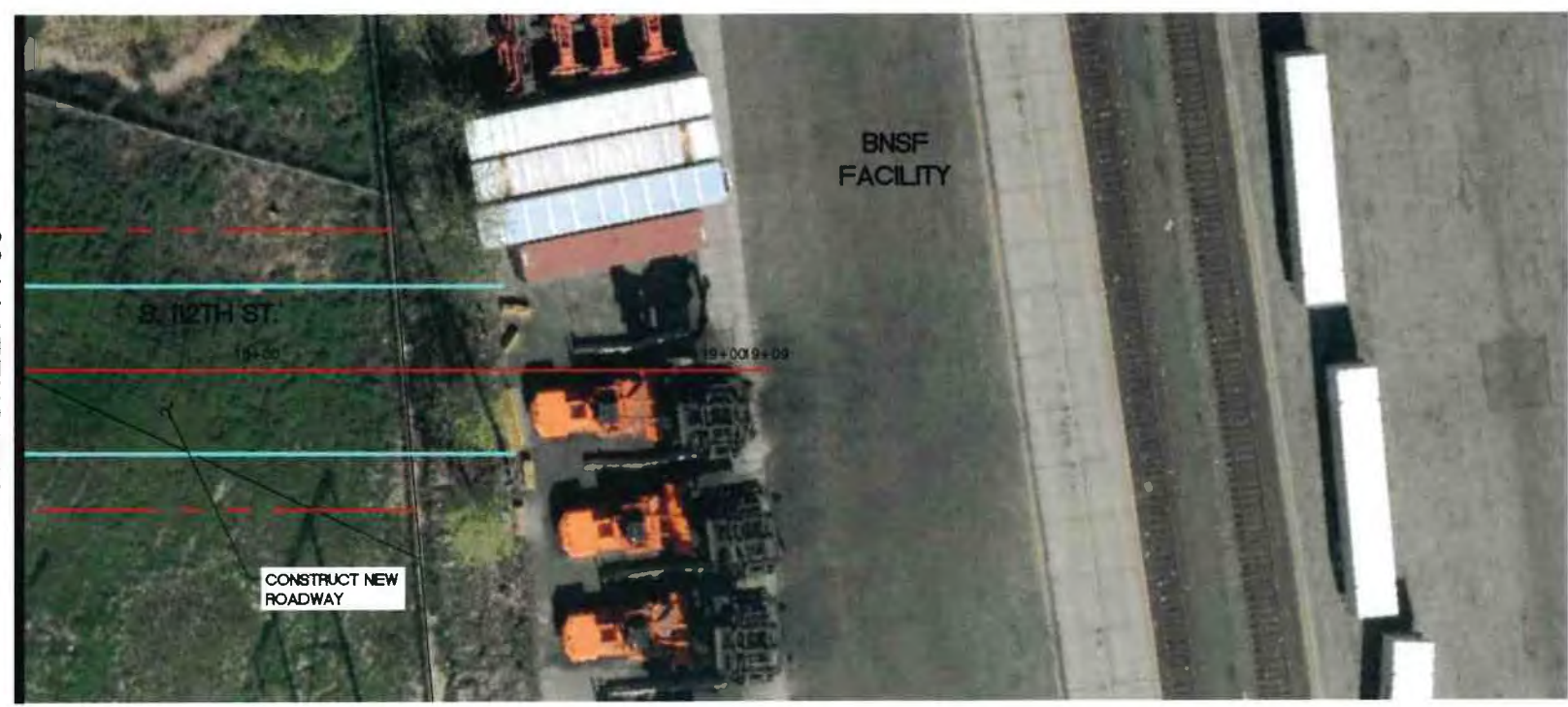
**DAVID EVANS
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Bellevue Washington 98005-3518
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ALTERNATIVE CONCEPTUAL DESIGN

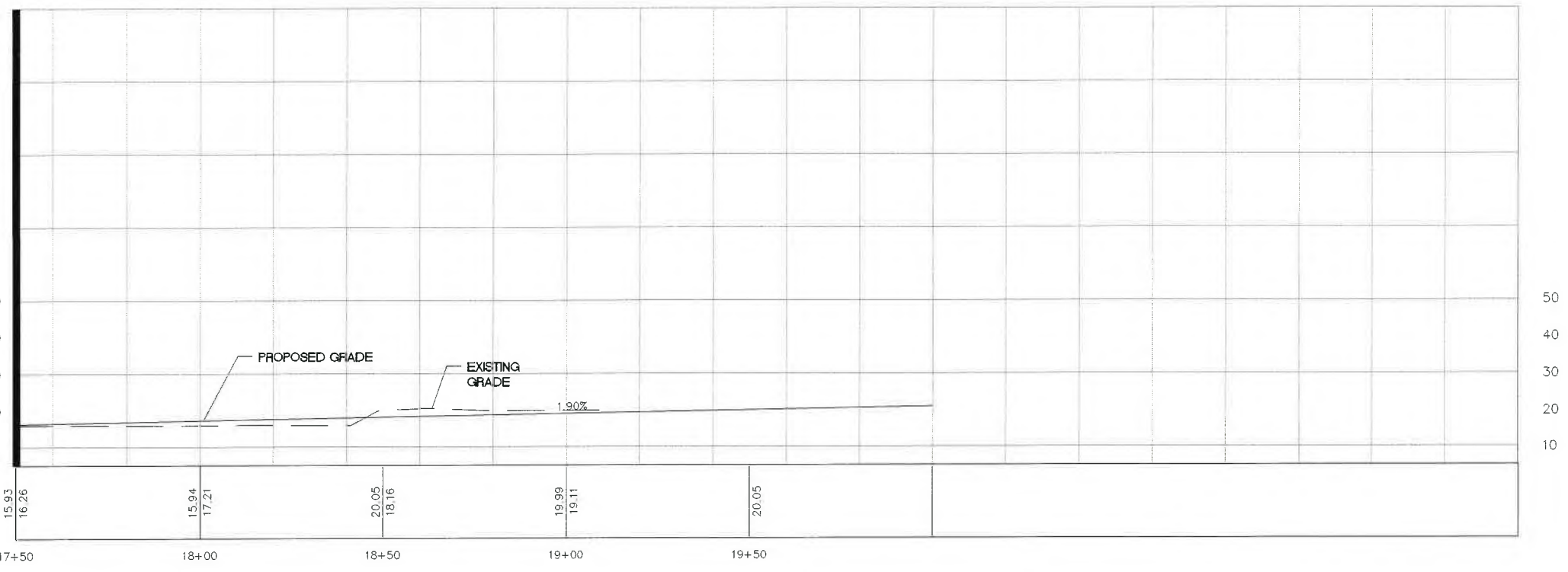
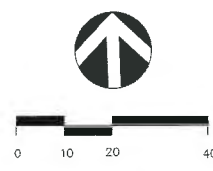
S. 112TH ST. ALTERNATIVE

PP03
of
121
File No:
Scale AS SHOWN

CITY OF TUKWILA



MATCHLINE STA. 17+50
SEE SHEET PP03



MATCHLINE STA. 17+50
SEE SHEET PP03

mfl 11/18/15 5:56pm - P:\11TUKA00000013\0400CAD\11SHEET\11T-ALT_112TH_PP04-TUKA0013.dwg



PUBLIC WORKS DEPT.

• ENGINEERING • STREETS • WATER • SEWER • PARKS • BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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ALTERNATIVE CONCEPTUAL DESIGN

S. 112TH ST. ALTERNATIVE

PP04
of
122
Scale AS SHOWN

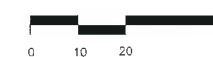


MATCHLINE
SEE BELOW LEFT



MATCHLINE
SEE ABOVE RIGHT

MATCHLINE
SEE SHEET PP02



CITY OF TUKWILA

d:\11\12\15 1:58pm - P:\TUKWA000001\30400CAD\TTSHEETS\TIT-ALT_124TH_PP01-TUKA0013.dwg



PUBLIC WORKS DEPT.

• ENGINEERING • STREETS • WATER • SEWER • PARKS • BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		

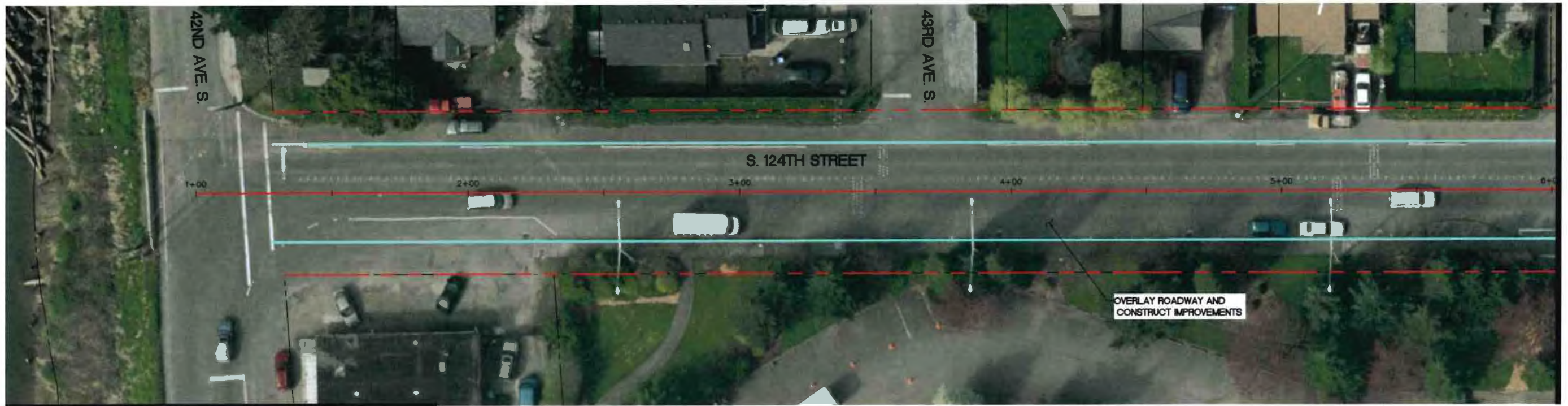


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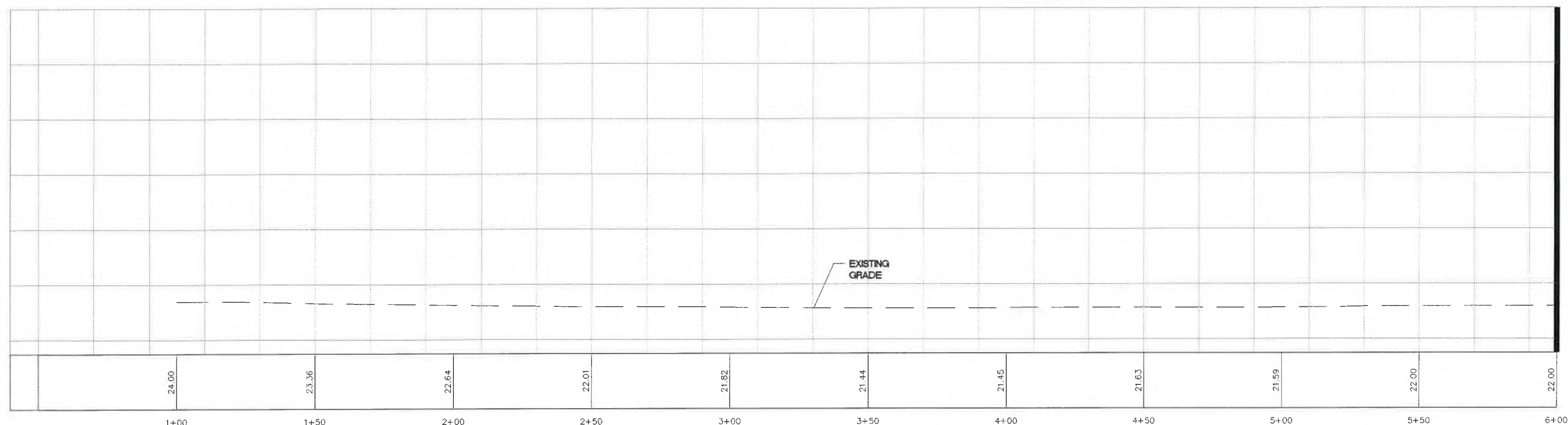
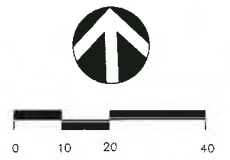
S. 124TH ST. ALTERNATIVE

PP01
of
File No. 123
Scale AS SHOWN



MATCHLINE STA. 6+00
SEE SHEET PP03

MATCHLINE
SEE SHEET PP01



MATCHLINE STA. 6+00
SEE SHEET PP03

CITY OF TUKWILA

d:\11\12\15 2:02pm - P:\TUKA0000013\0400CAD\TTSHEETS\T-ALT_124TH_PP02-TUKA0013.dwg



PUBLIC WORKS DEPT.
•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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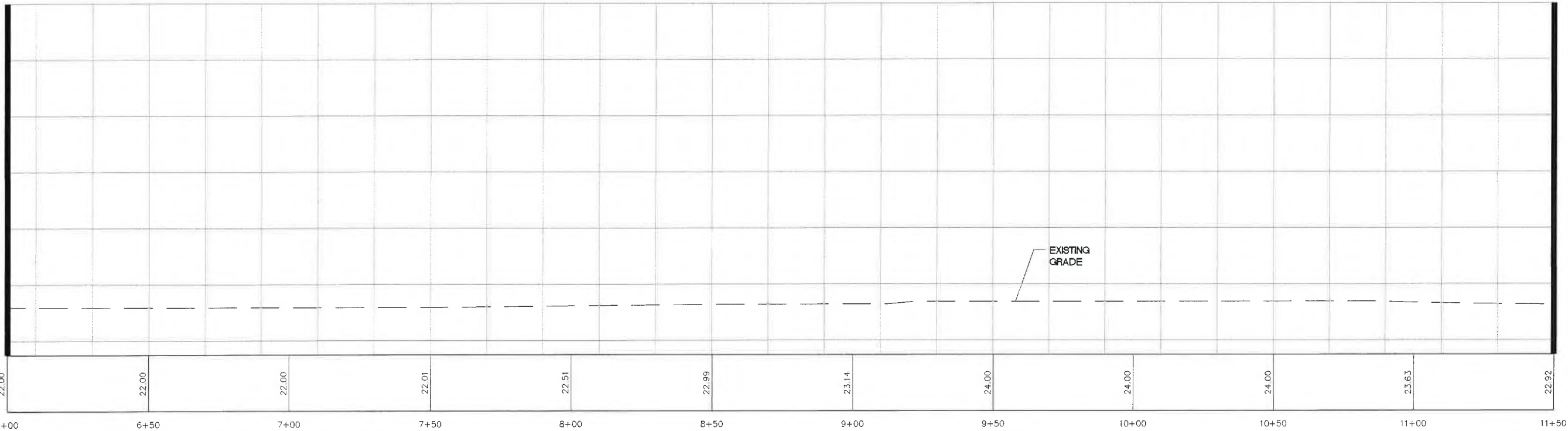
S. 124TH ST. ALTERNATIVE

No.	Date	Revisions

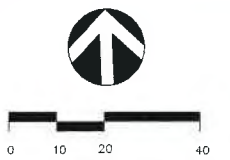
PP02
of
File 124
Scale AS SHOWN
Date

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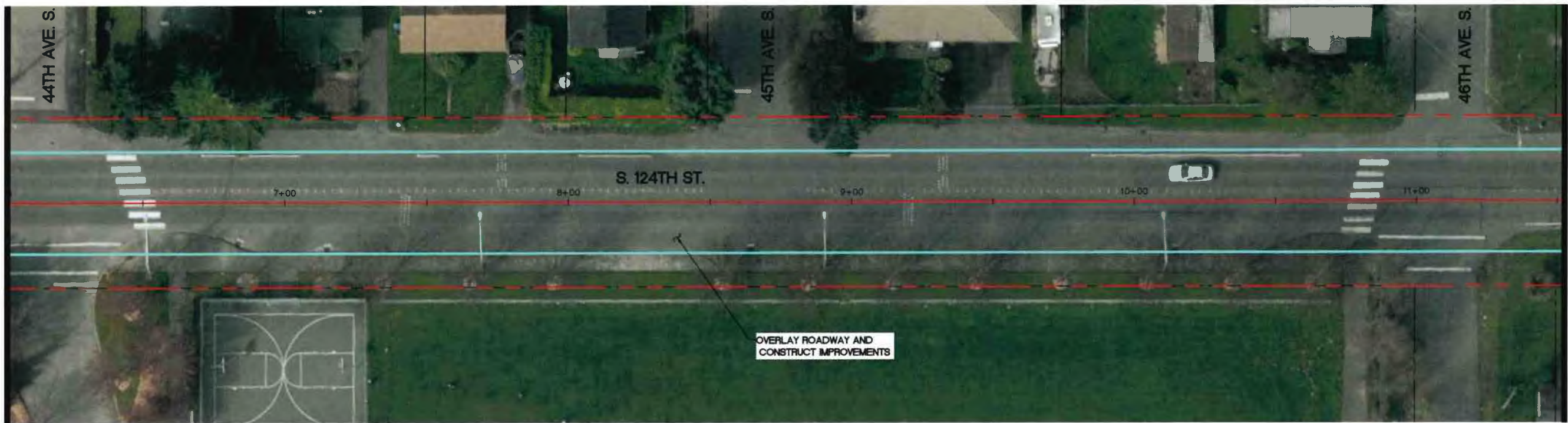
MATCHLINE STA. 6+00
SEE SHEET PP02



MATCHLINE STA. 11+50
SEE SHEET PP04



MATCHLINE STA. 6+00
SEE SHEET PP02



MATCHLINE STA. 11+50
SEE SHEET PP04



PUBLIC WORKS DEPT.

• ENGINEERING • STREETS • WATER • SEWER • PARKS • BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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ALTERNATIVE CONCEPTUAL DESIGN

S. 124TH ST. ALTERNATIVE

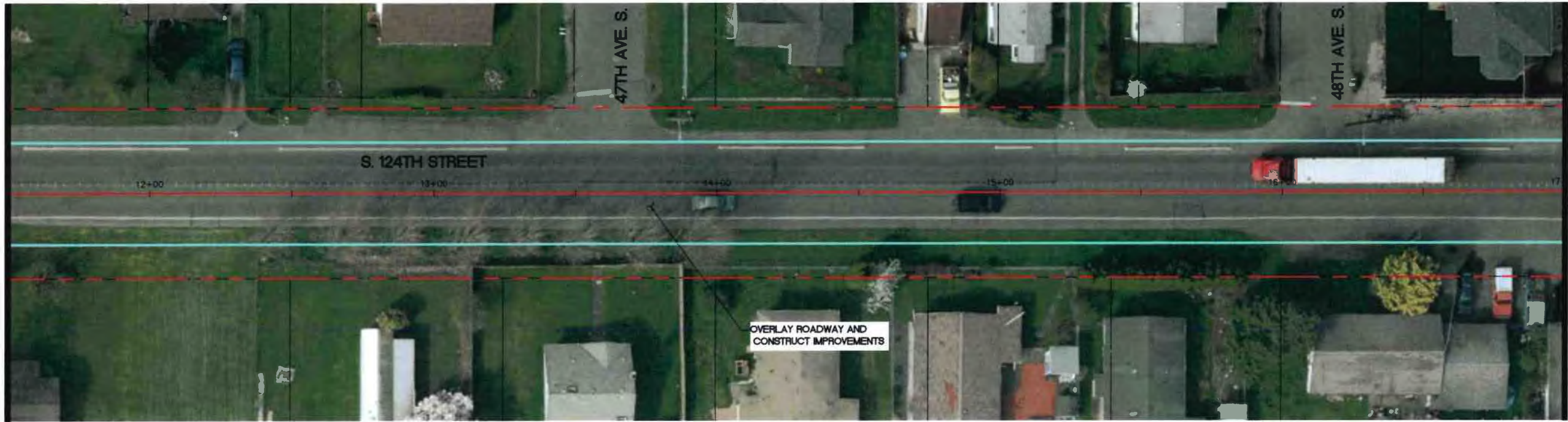
PP03

File 125
Scale AS SHOWN

CITY OF TUKWILA

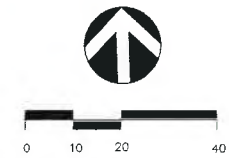
dlc 11/12/15 2:06pm - P:\TUKA\000001304\00CAD\T\T\SH\T\T\T-ALT_124TH_PP04-TUKA013.dwg

MATCHLINE STA. 11+50
SEE SHEET PP03

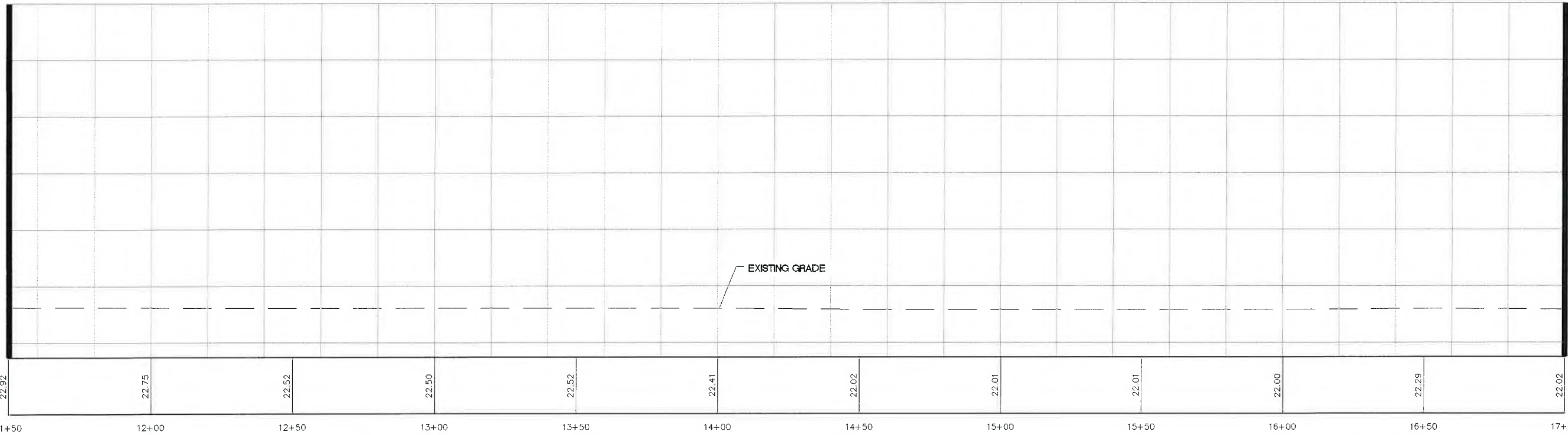


MATCHLINE STA. 17+00
SEE SHEET PP05

OVERLAY ROADWAY AND
CONSTRUCT IMPROVEMENTS



MATCHLINE STA. 11+50
SEE SHEET PP03



MATCHLINE STA. 17+00
SEE SHEET PP05



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		
Client Dir #		



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ALTERNATIVE CONCEPTUAL DESIGN

S. 124TH ST. ALTERNATIVE

No.	Date	Description

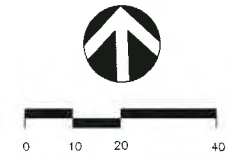
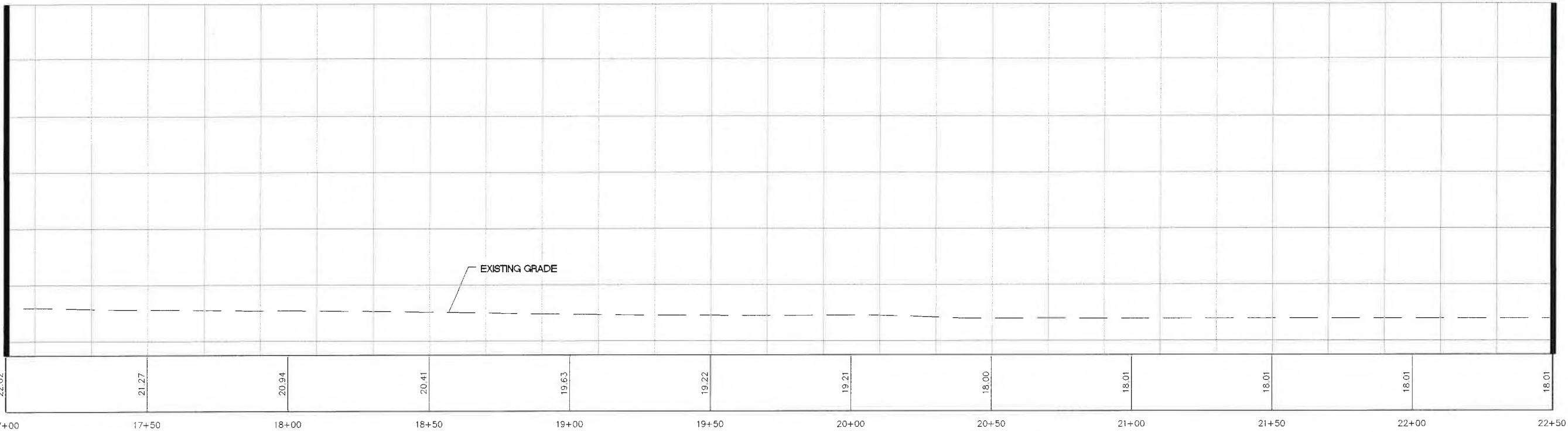
PP04

File 126
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Date

CITY OF TUKWILA

do 11/12/15 2:09pm - P:\M\TUKA0000013\04\00\CAD\T\T\SHEETS\T-ALT_124TH_PP05-TUKA0013.dwg

MATCHLINE STA. 17+00
SEE SHEET PP04



MATCHLINE STA. 22+50
SEE SHEET PP06



MATCHLINE STA. 17+00
SEE SHEET PP04

MATCHLINE STA. 22+50
SEE SHEET PP06



PUBLIC WORKS DEPT.
 *ENGINEERING *STREETS *WATER *SEWER *PARKS *BUILDING *

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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 ALTERNATIVE CONCEPTUAL DESIGN

S. 124TH ST. ALTERNATIVE

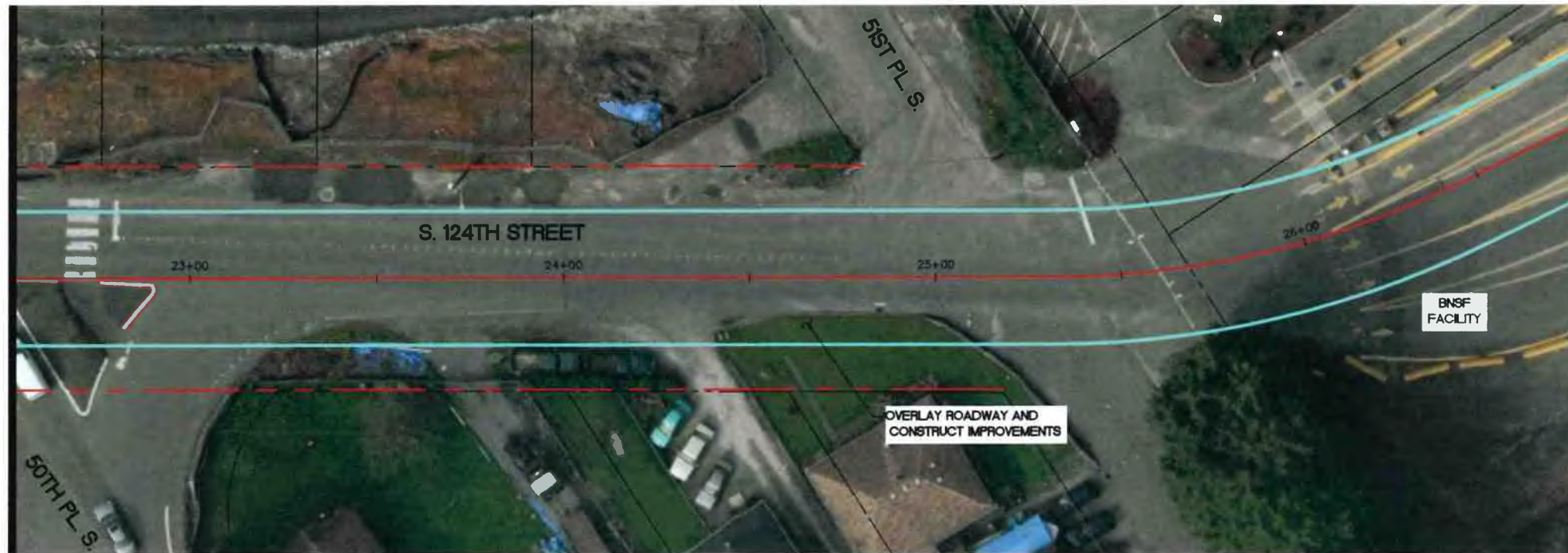
No.	Date	Revisions

PP05
 of
 File 127
 Scale AS SHOWN
 Date

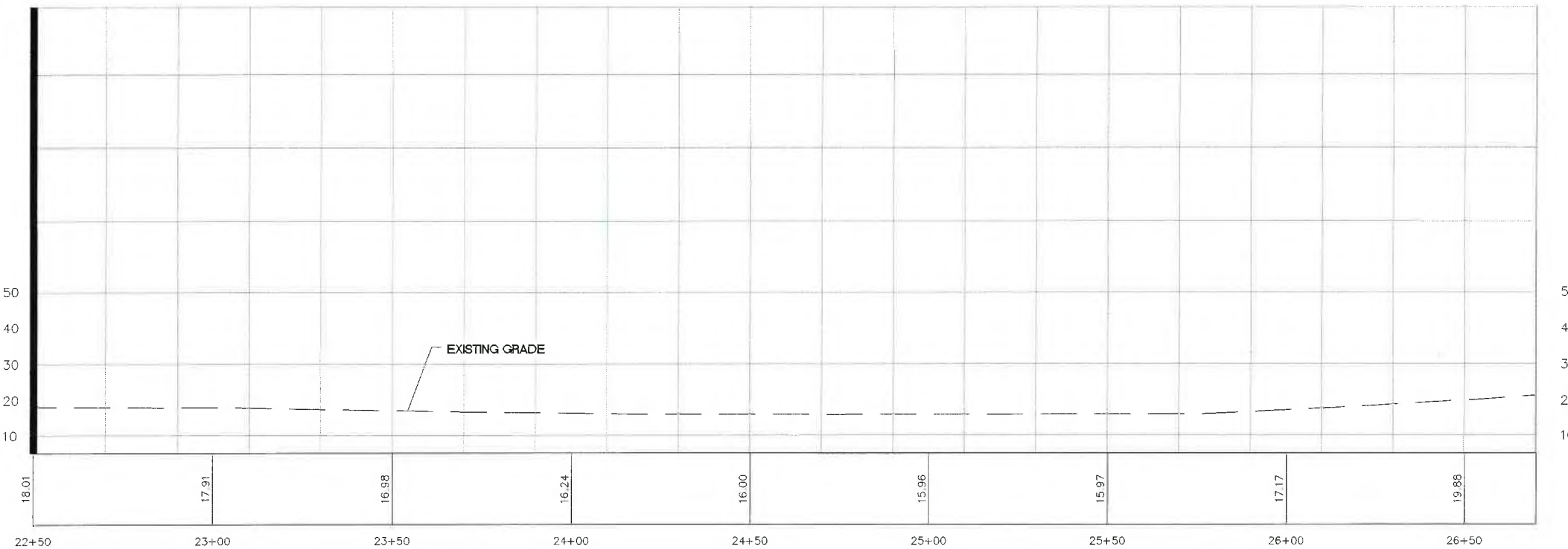
CITY OF TUKWILA

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MATCHLINE STA. 22+50
SEE SHEET PP05



MATCHLINE STA. 22+50
SEE SHEET PP05



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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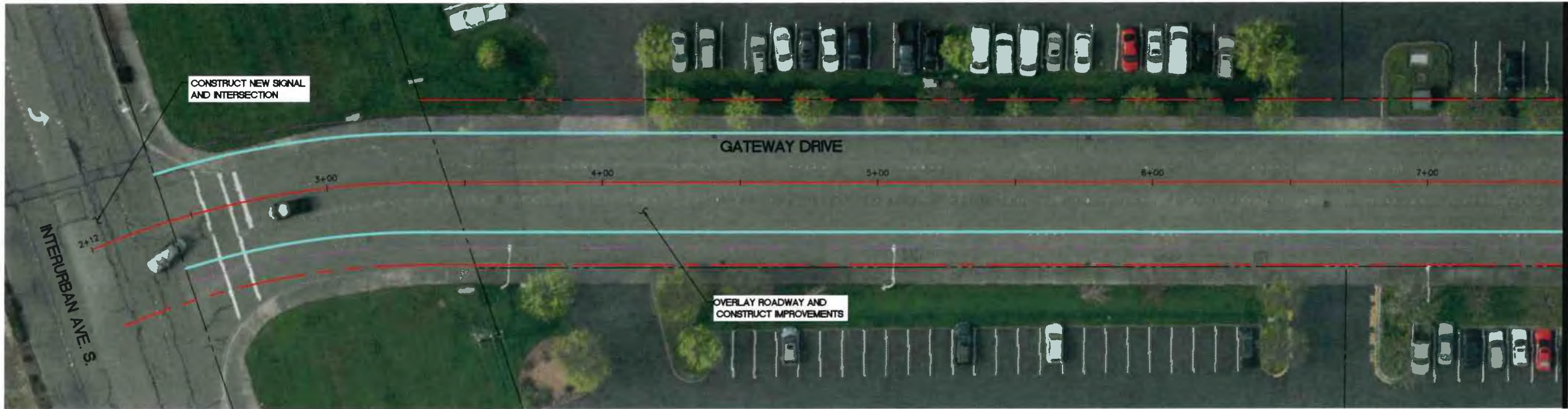
S. 124TH ST. ALTERNATIVE

PP06

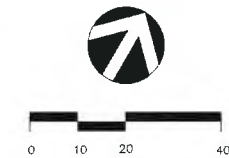
of

File No. 128
Scale AS SHOWN

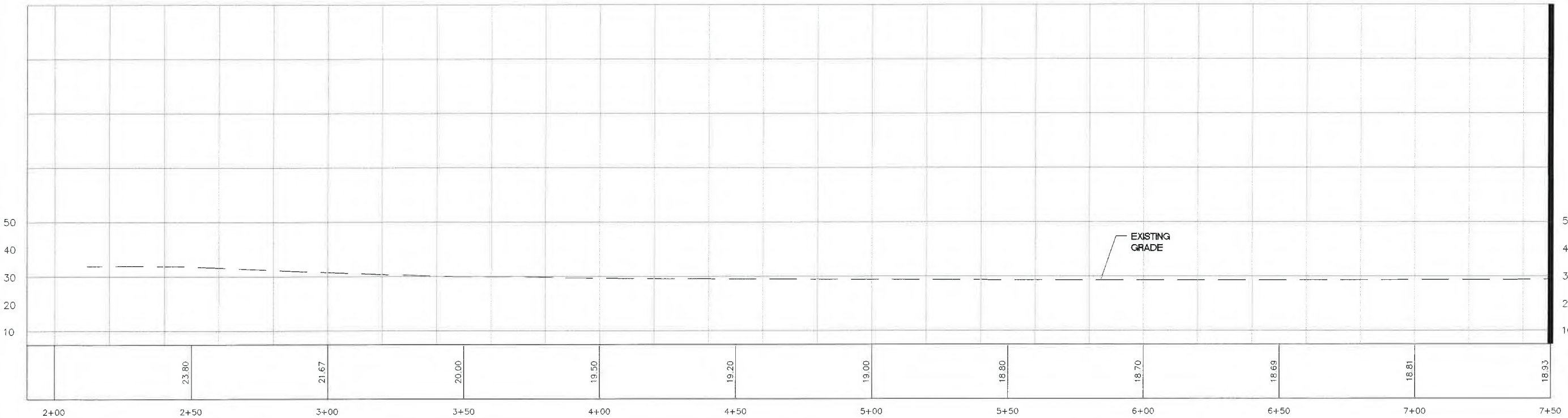
CITY OF TUKWILA



MATCHLINE STA. 7+50
SEE SHEET PP02



CALL 48 HOURS BEFORE YOU DIG
COMMON GROUND ALLIANCE
811



MATCHLINE STA. 7+50
SEE SHEET PP02

d:\11\12\15 1:26pm - P:\ATL\K00000013\04\CAD\TTS\TTS\TTS\TTS-ALT_GATEWAY_PP01-TUKA0013.dwg



PUBLIC WORKS DEPT.
• ENGINEERING • STREETS • WATER • SEWER • PARKS • BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		
Proj No.		



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ALTERNATIVE CONCEPTUAL DESIGN
GATEWAY DRIVE ALTERNATIVE

No.	Date	Revisions

PP01

File 129
Scale AS SHOWN
Date

CITY OF TUKWILA

MATCHLINE STA. 7+50
SEE SHEET PP01



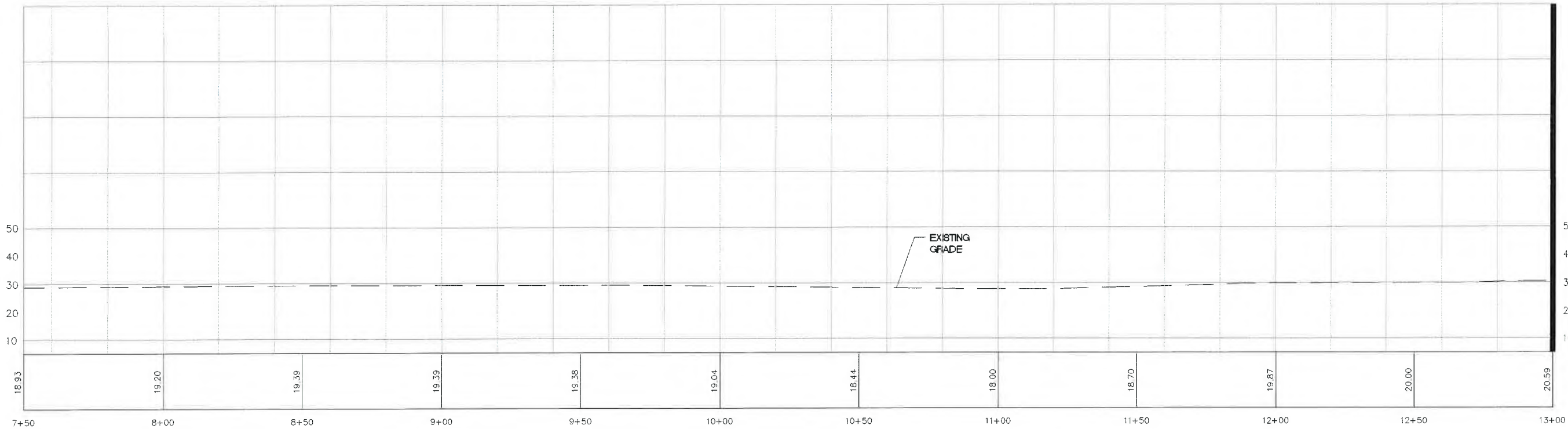
MATCHLINE STA. 13+00
SEE SHEET PP03

OVERLAY ROADWAY AND
CONSTRUCT IMPROVEMENTS

CONSTRUCT NEW SIGNAL
AND INTERSECTION

GATEWAY DRIVE

MATCHLINE STA. 6+50
SEE SHEET PP01



MATCHLINE STA. 13+00
SEE SHEET PP03

d:\11\12\15 1:30pm - P:\MUTUKA0000013\04\00CAD\TTSHEETS\T-ALT_GATEWAY_PP02-TUKA0013.dwg



PUBLIC WORKS DEPT.
• ENGINEERING • STREETS • WATER • SEWER • PARKS • BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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ALTERNATIVE CONCEPTUAL DESIGN

GATEWAY DRIVE ALTERNATIVE

No.	Date	Revisions

PP02
of
File 130
Scale AS SHOWN
Date

CITY OF TUKWILA

d:\11\17\15_138pm - P:\TUKA000001\3\0400CAD\TTSHEETS\T-ALT_GATEWAY_PP03-TUKA0013.dwg



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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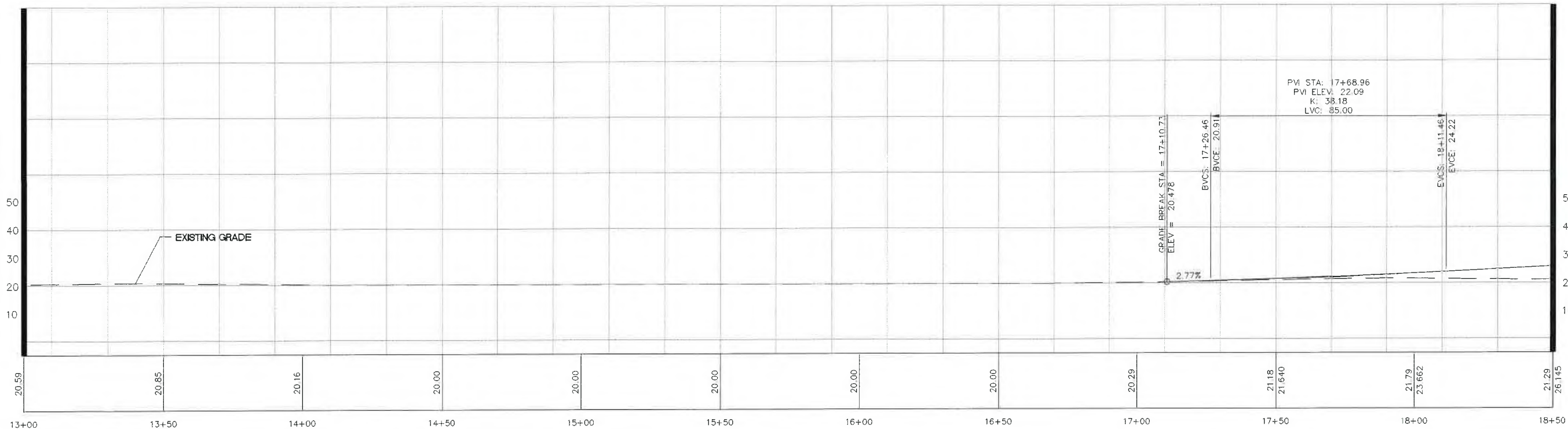
BNSF INTERNATIONAL FACILITY ACCESS PROJECT
 ALTERNATIVE CONCEPTUAL DESIGN

GATEWAY DRIVE ALTERNATIVE

No.	Date	Description

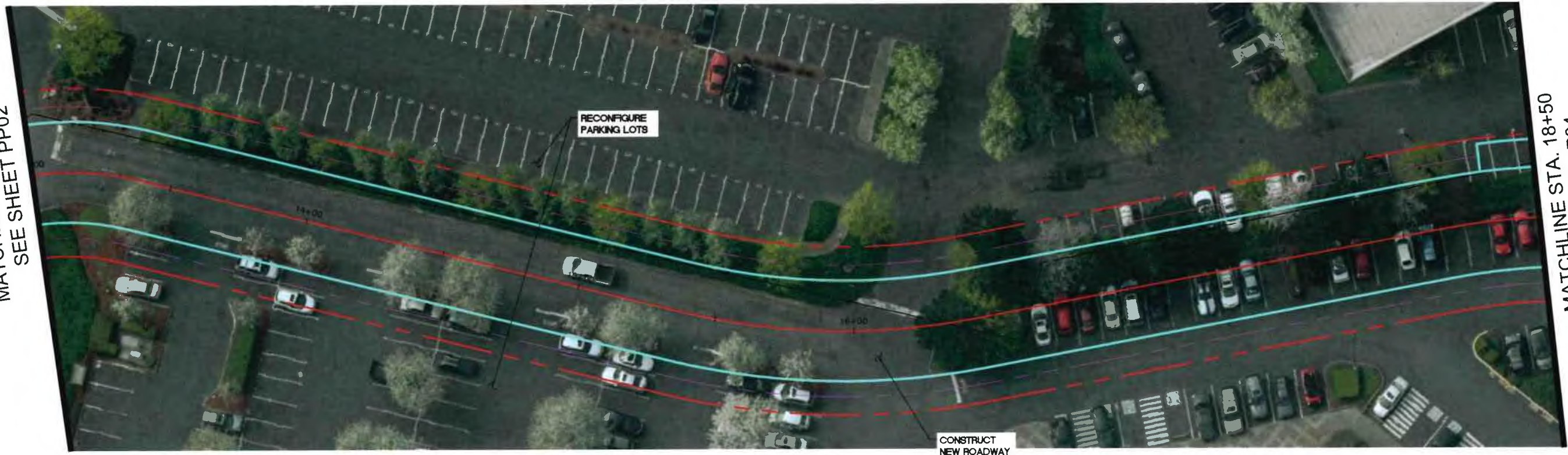
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 of
 File 13.1
 Scale AS SHOWN
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SEE SHEET PP02



MATCHLINE STA. 18+50
SEE SHEET PP04

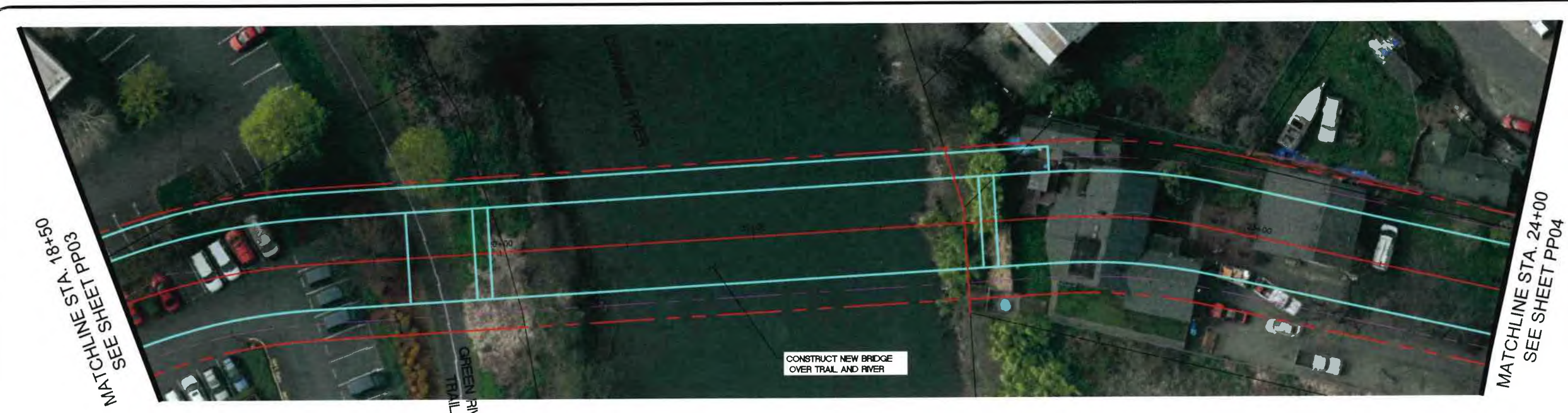
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SEE SHEET PP02



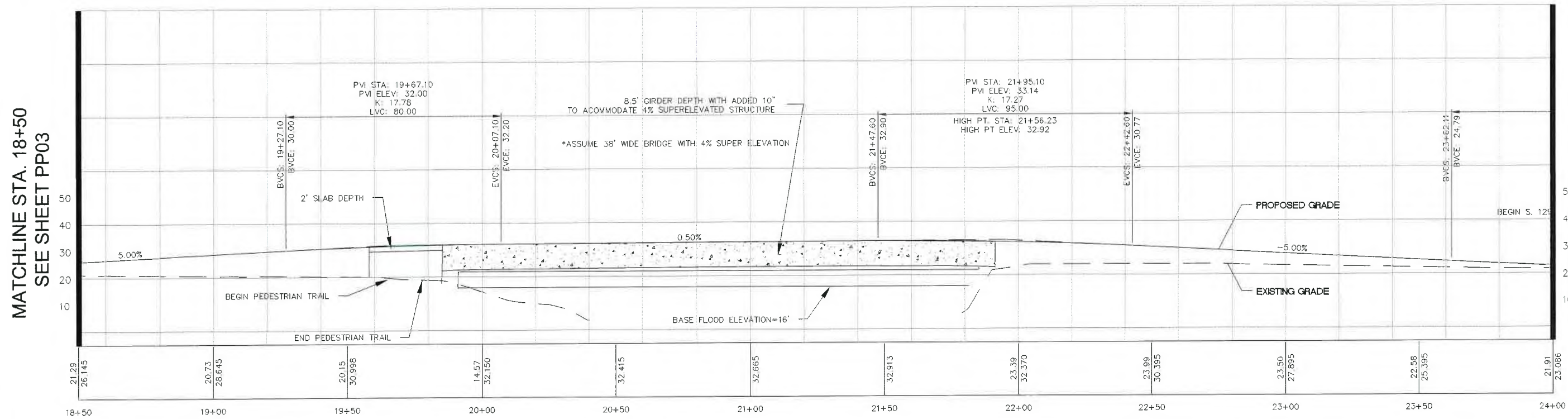
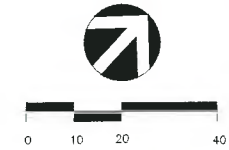
MATCHLINE STA. 18+50
SEE SHEET PP04

CITY OF TUKWILA

d:\11\1215 1:41pm - P:\M\LUKAD0000130400CAD\TTSHEETS\T-ALT_GATEWAY_PP04-TUKA0013.dwg



CITY OF TUKWILA



MATCHLINE STA. 18+50
SEE SHEET PP03

MATCHLINE STA. 24+00
SEE SHEET PP04



PUBLIC WORKS DEPT.

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	By	Date
Designed	VXV	
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Checked	MLF	
Proj Eng		
Proj Dir		
Field Rv #		



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ALTERNATIVE CONCEPTUAL DESIGN**

GATEWAY DRIVE ALTERNATIVE

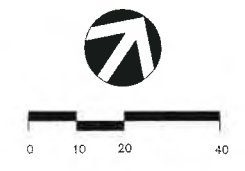
No.	Date	Revisions

PP04
of

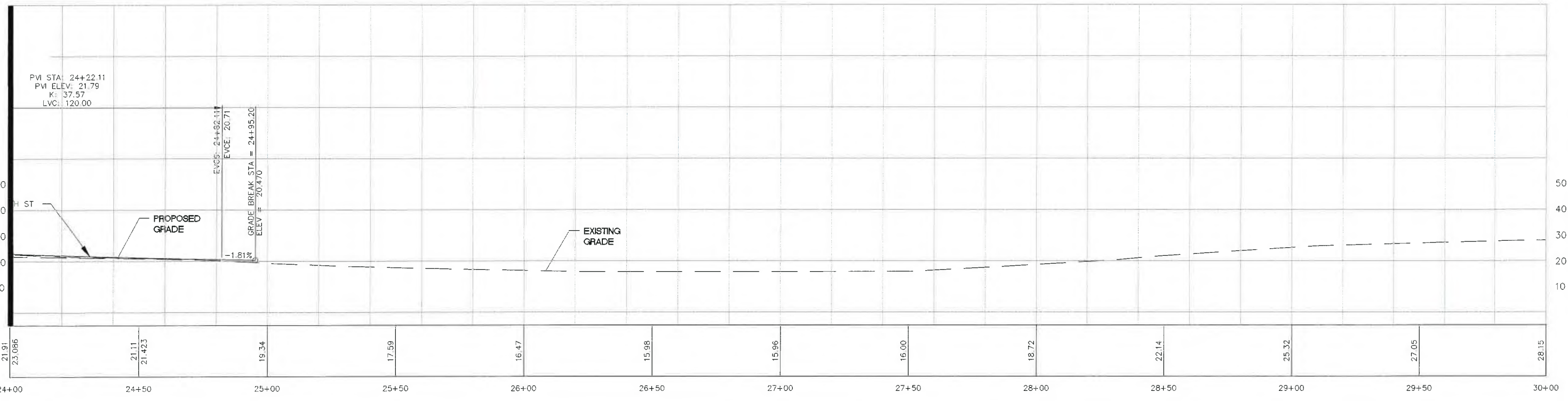
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MATCHLINE STA. 24+00
SEE SHEET PP04



MATCHLINE STA. 24+00 SEE SHEET PP04



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

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Proj Eng		
Proj Dir		



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**BNSF INTERNATIONAL FACILITY ACCESS PROJECT
ALTERNATIVE CONCEPTUAL DESIGN**

GATEWAY DRIVE ALTERNATIVE

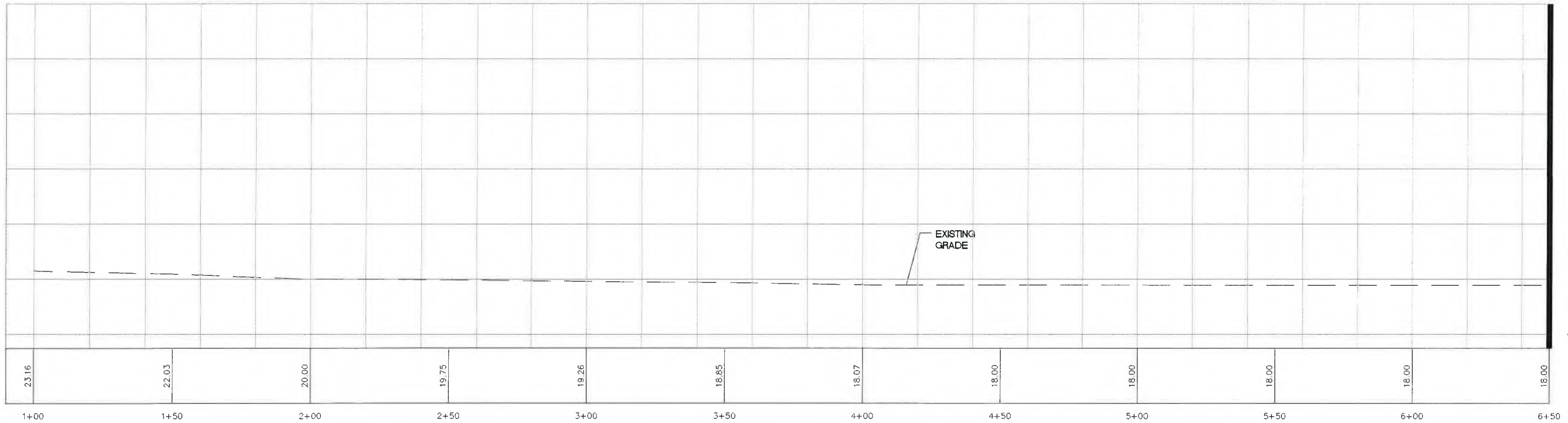
PP05
of

File 133
Scale AS SHOWN

CITY OF TUKWILA



MATCHLINE STA. 6+50
SEE SHEET PP02



MATCHLINE STA. 6+50
SEE SHEET PP02

CITY OF TUKWILA

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PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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ALTERNATIVE CONCEPTUAL DESIGN

48TH AVE. S. ALTERNATIVE

PP01

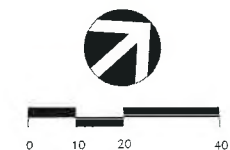
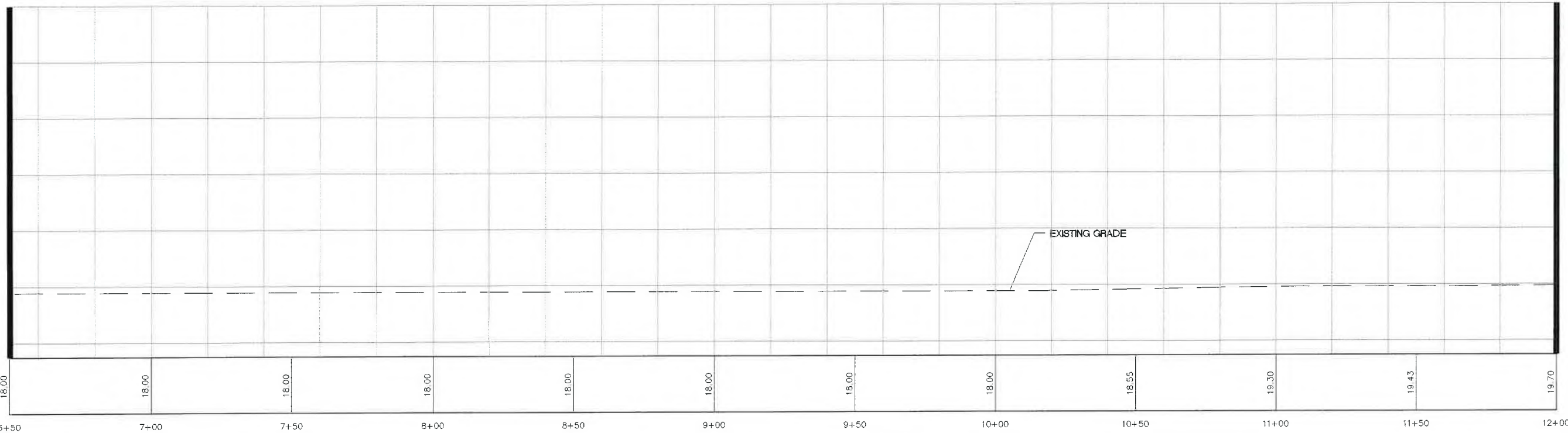
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File No. 134

Scale AS SHOWN

dlc 11/17/15 10:32am - P:\TUKA\00000130400CAD\TTSHEETS\TIT-ALT_48TH_PP02-TUKA0013.dwg

MATCHLINE STA. 6+50
SEE SHEET PP01



MATCHLINE STA. 12+00
SEE SHEET PP03



MATCHLINE STA. 6+50
SEE SHEET PP01

MATCHLINE STA. 12+00
SEE SHEET PP03



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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BNSF INTERNATIONAL FACILITY ACCESS PROJECT
ALTERNATIVE CONCEPTUAL DESIGN

48TH AVE. S. ALTERNATIVE

No.	Date	Revision

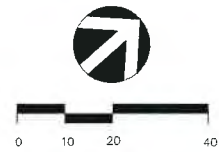
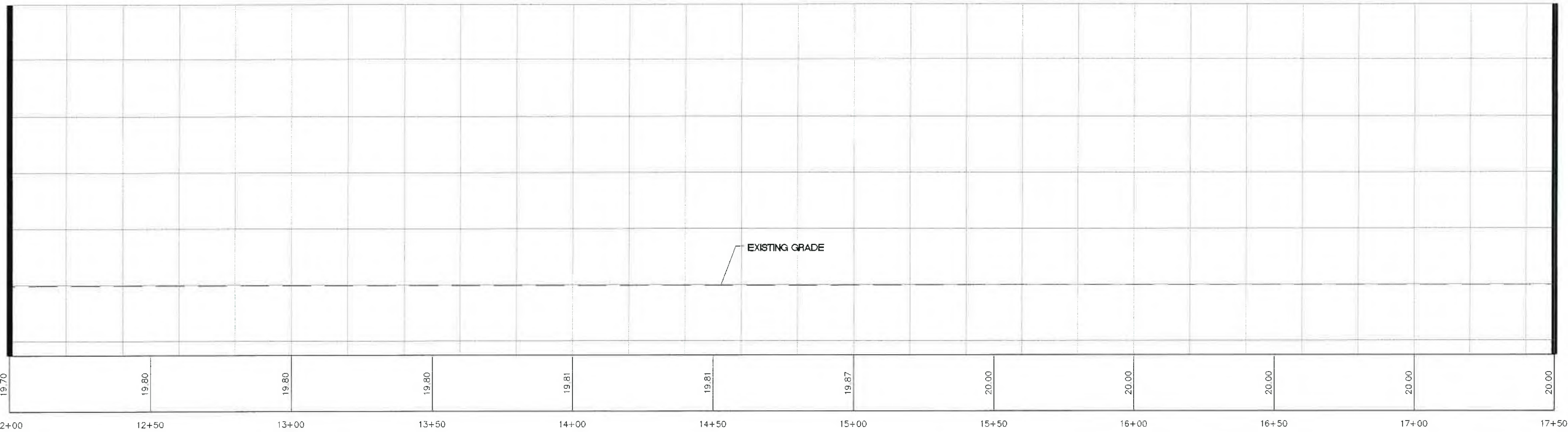
PP02
of

File 185
Scale AS SHOWN
Date

CITY OF TUKWILA

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MATCHLINE STA. 12+00
SEE SHEET PP02



MATCHLINE STA. 17+50
SEE SHEET PP04

MATCHLINE STA. 12+00
SEE SHEET PP02



MATCHLINE STA. 17+50
SEE SHEET PP04



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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Bellevue Washington 98005-3518
Phone: 425.519.6500

BNSF INTERNATIONAL FACILITY ACCESS PROJECT
ALTERNATIVE CONCEPTUAL DESIGN

48TH AVE. S. ALTERNATIVE

PP03

File 136
Scale AS SHOWN

CITY OF TUKWILA

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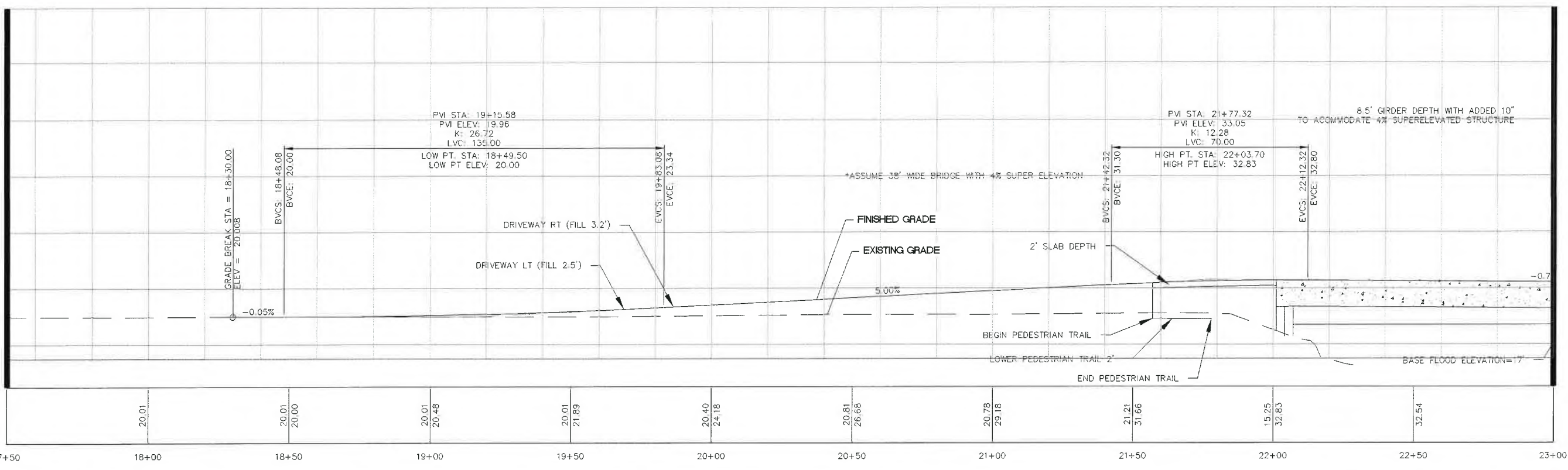
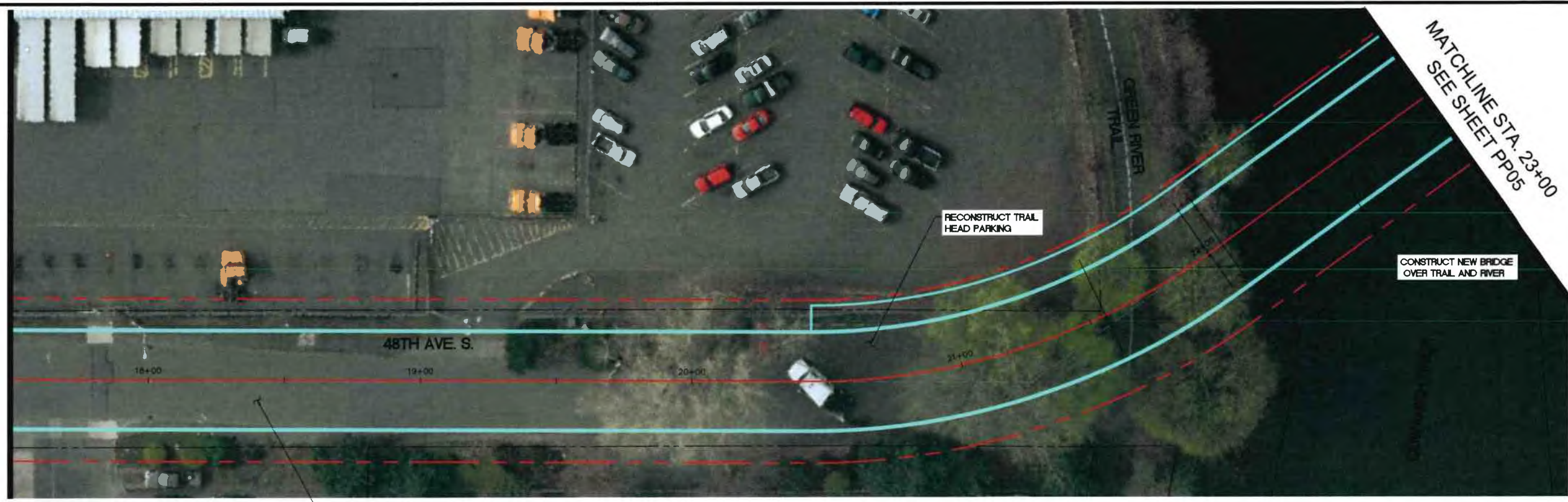
MATCHLINE STA. 17+50
SEE SHEET PP03

MATCHLINE STA. 23+00
SEE SHEET PP05

CITY OF TUKWILA

MATCHLINE STA. 23+00
SEE SHEET PP05

MATCHLINE STA. 17+50
SEE SHEET PP03



PUBLIC WORKS DEPT.

•ENGINEERING•STREETS•WATER•SEWER•PARKS•BUILDING•

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		
Field Rk #		



DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

**BNSF INTERNATIONAL FACILITY ACCESS PROJECT
ALTERNATIVE CONCEPTUAL DESIGN**

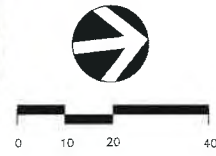
48TH AVE. S. ALTERNATIVE

No.	Date	Revisions

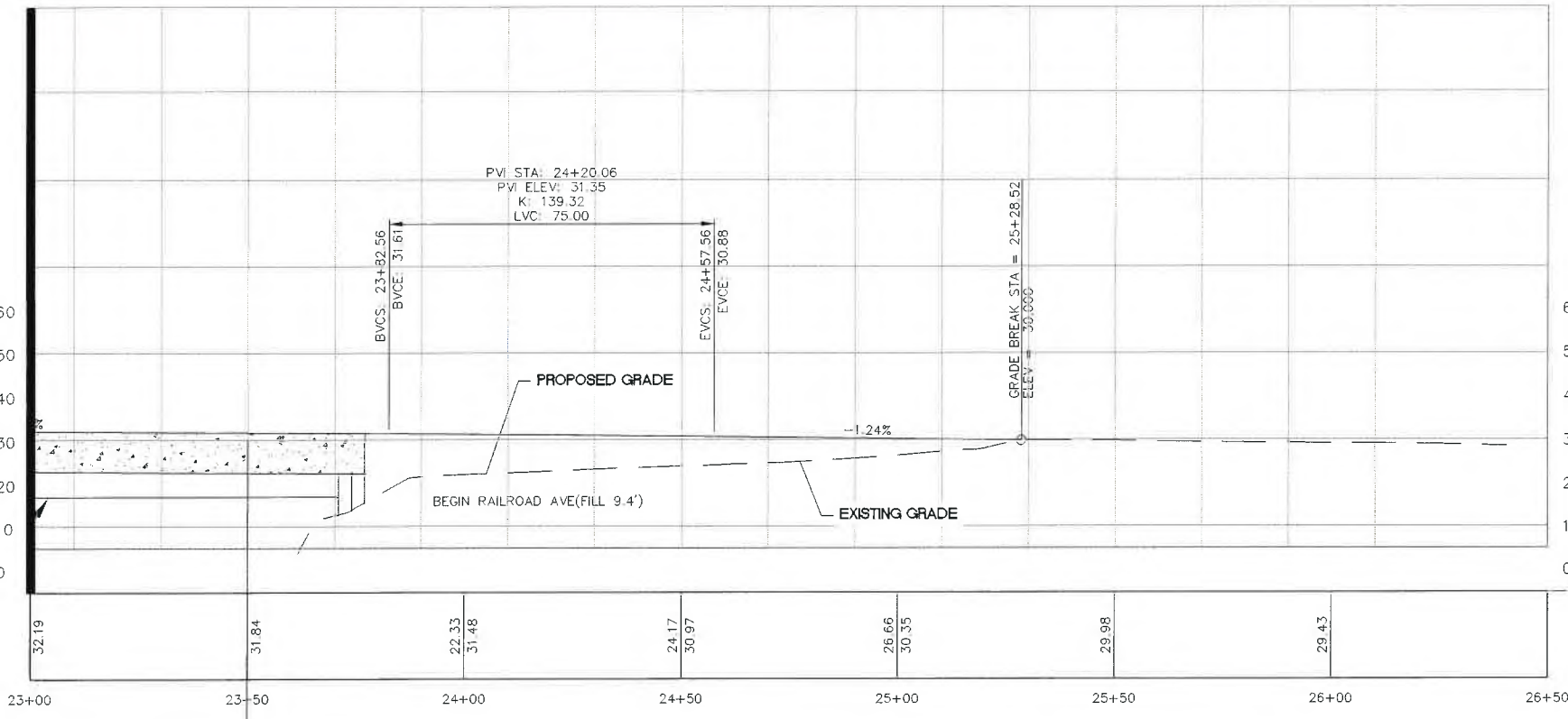
PP04
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File 187
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MATCHLINE STA. 23+00
SEE SHEET PP04



MATCHLINE STA. 23+00
SEE SHEET PP04



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		
Field Rk #		



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BNSF INTERNATIONAL FACILITY ACCESS PROJECT
ALTERNATIVE CONCEPTUAL DESIGN

48TH AVE. S. ALTERNATIVE

No.	Date	Revisions

PP05

of

File 188

Scale AS SHOWN

Date

CITY OF TUKWILA

Appendix B – Truck Access Routes

Draft



NOT TO SCALE

LEGEND

- ROUTE: FREEWAY TO BNSF YARD (0.5 MILE)
- ROUTE: BNSF YARD TO FREEWAY (0.5 MILE)
- TRAFFIC SIGNAL

CITY OF TUKWILA

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PUBLIC WORKS DEPT.
 *ENGINEERING *STREETS *WATER *SEWER *PARKS *BUILDING*

	By	Date
Designed	VXV	10/15
Drawn	DLO	10/15
Checked	MLF	10/15
Proj Eng		
Proj Dir		



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 Bellevue Washington 98005-3518
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BNSF INTERNATIONAL FACILITY ACCESS PROJECT
 ALTERNATIVE CONCEPTUAL DESIGN

48TH AVE. S
TRUCK ACCESS TO FREEWAY

File 140
 Scale AS SHOWN
 Date



NOT TO SCALE

LEGEND

- ROUTE: FREEWAY TO BNSF YARD (0.9 MILE)
- ROUTE: BNSF YARD TO FREEWAY (0.9 MILE)
- TRAFFIC SIGNAL

CITY OF TUKWILA

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PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	10/15
Drawn	DLO	10/15
Checked	MLF	10/15
Proj Eng		
Proj Dir		



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 415 - 118th Avenue SE
 Bellevue Washington 98005-3518
 Phone: 425.519.6500

BNSF INTERNATIONAL FACILITY ACCESS PROJECT
 ALTERNATIVE CONCEPTUAL DESIGN




**GATEWAY DR.
 TRUCK ACCESS TO FREEWAY**

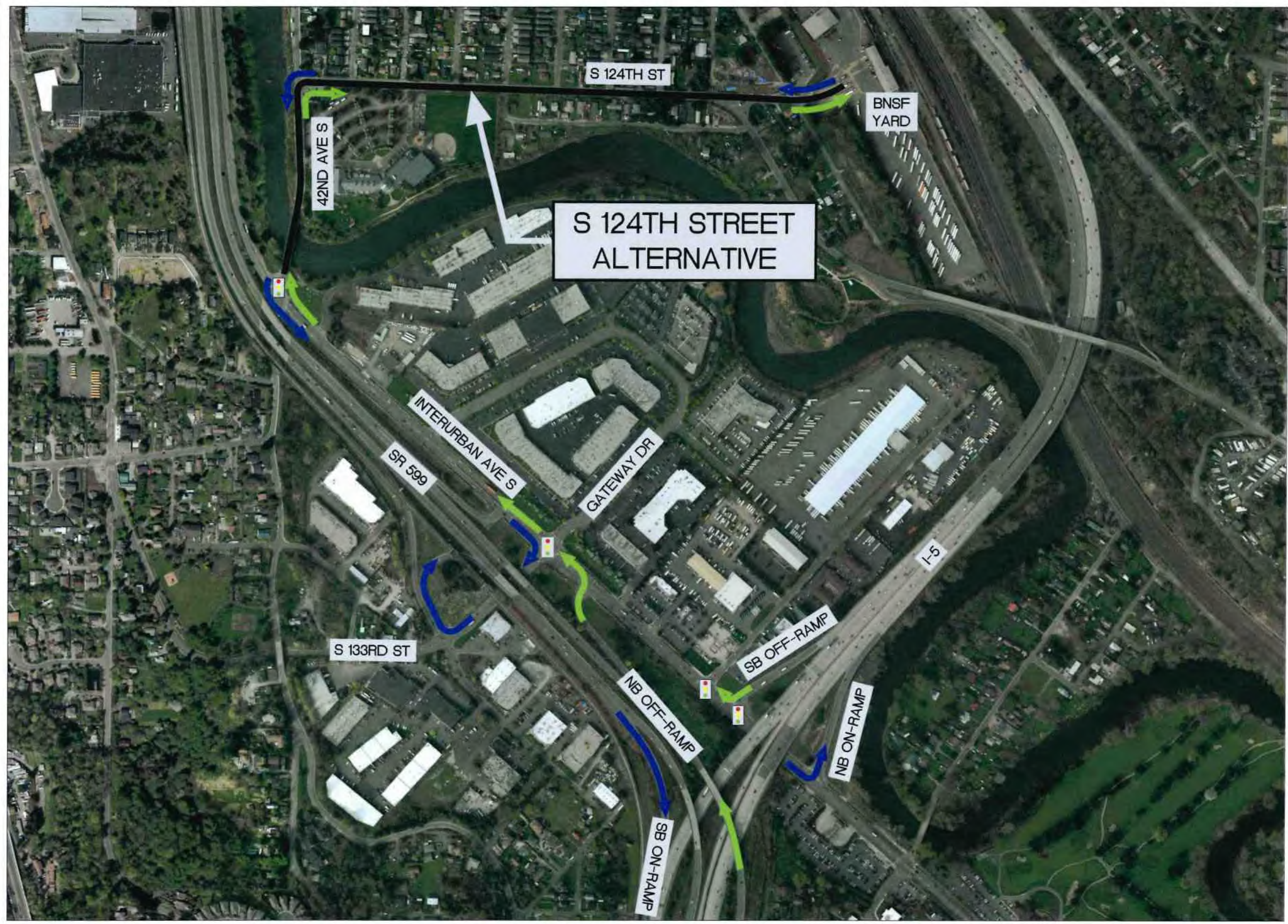
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NOT TO SCALE

LEGEND

-  ROUTE: FREEWAY TO BNSF YARD (1.3 MILE)
-  ROUTE: BNSF YARD TO FREEWAY (1.3 MILE)
-  TRAFFIC SIGNAL



CITY OF TUKWILA

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PUBLIC WORKS DEPT.

• ENGINEERING • STREETS • WATER • SEWER • PARKS • BUILDING •

	By	Date
Designed	VXV	10/15
Drawn	DLO	10/15
Checked	MLF	10/15
Proj Eng		
Proj Dir		



DAVID EVANS AND ASSOCIATES INC.
 415 - 118th Avenue SE
 Bellevue Washington 98005-3518
 Phone: 425.519.6500

BNSF INTERNATIONAL FACILITY ACCESS PROJECT
 ALTERNATIVE CONCEPTUAL DESIGN

S. 124TH ST.
 TRUCK ACCESS TO FREEWAY

File No. 142
 Scale AS SHOWN

Appendix C – Roadway Cost Estimate Back-up

Draft

City of Tukwila
BNSF Intermodal Access Study
Planning Level Cost Estimate



Alternate: Airport Way S Date: 11/28/16
 Location: Airport Way S to BNSF Intermodal Facility Prepared by: MLF
 Length: 1800' Checked by:
 Description: Alternative uses Airport Way S to northern end of BNSF yard.
 Assumptions: See alternative exhibit

Existing Widths: Pavement Varies 40' to 52' Sidewalk 0 Right-of-Way Varies 60' to 80'
 Proposed Widths: Pavement 44' Sidewalk 6' both sides Right-of-Way 67'

Preparation		
1	Mobilization	\$772,900.00
2-4	Preparation Items	\$164,500.00
5-12	Removal Items	\$82,000.00
Preparation Subtotal		\$1,019,400.00

Grading		
13-14	Roadway Grading	\$112,548.00
15-18	Roadway Foundation	\$150,275.00
19-24	Utility Excavation	\$20,400.00
Grading Subtotal		\$283,223.00

Storm Drainage		
25-36	Conveyance System	\$188,500.00
37	Culvert/Stream Crossing	\$0.00
38	Detention/Water Quality Facility	\$0.00
Storm Drainage Subtotal		\$188,500.00

Hot Mix Asphalt Pavement		
39-42	Hot Mix Asphalt Pavement	\$146,850.00
HMA Subtotal		\$146,850.00

Concrete		
43-44	Sidewalks and Driveways	\$100,345.00
45-46	Curbs and Gutters	\$64,500.00
47	Concrete Roadway	\$0.00
Concrete Subtotal		\$164,845.00

Structures		
48-51	Retaining Walls	\$71,860.00
52	Bridge Structure	\$6,160,000.00
Structure Subtotal		\$6,231,860.00

TESC and Landscaping		
53-55	TESC	\$53,200.00
56-60	Plantings	\$105,000.00
61-62	Irrigation	\$0.00
TESC and Landscaping Subtotal		\$158,200.00

Traffic		
63-71	Markings and Signing	\$5,884.00
72-75	Guardrail/Handrail	\$0.00
76-80	Traffic Signal System	\$170,000.00
81-83	Illumination System	\$75,000.00
84-89	Traffic Control	\$50,000.00
Traffic Subtotal		\$300,884.00

Other Items		
90-91	Utility Relocates	\$0.00
92-94	Misc. Construction	\$22,200.00
Other Items Subtotal		\$22,200.00

CONSTRUCTION SUBTOTAL		\$8,515,962
CONTINGENCY	30%	\$2,554,790
CONSTRUCTION SUBTOTAL (a)		\$11,070,752

DESIGN ENGINEERING	18%	\$1,992,740
CONSTRUCTION ENGINEERING	12%	\$1,328,500
PROJECT ADMINISTRATION	5%	\$553,540
ENGR. AND ADMIN. SUBTOTAL (b)		\$3,874,780

ENVIRONMENTAL ENGINEERING	5%	\$553,540
ENVIRONMENTAL MITIGATION	5%	\$553,540
ENVIRONMENTAL SUBTOTAL (c)		\$1,107,080

ROADWAY IMPROVEMENTS (a+b+c)		\$16,050,000
ROADWAY RIGHT-OF-WAY		\$0
ROADWAY SUBTOTAL		\$16,050,000
MARKET CONTINGENCY	20%	\$3,210,000
ROADWAY TOTAL (d)		\$19,260,000

RAILROAD IMPROVEMENTS		\$65,000,000
RAILROAD RIGHT-OF-WAY		\$10,000,000
RAILROAD SUBTOTAL		\$75,000,000
MARKET CONTINGENCY	20%	\$15,000,000
RAILROAD TOTAL (e)		\$90,000,000

TOTAL PROJECT COST (d+e) (Year 2016)		\$109,300,000
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City of Tukwila
BNSF Intermodal Access Study
Planning Level Cost Estimate



Alternate: South 112th Street Date: 11/28/16
 Location: East Marginal Way to BNSF Intermodal Facility Prepared by: MLF
 Length: 1750' Checked by:
 Description: Alternative uses utility corridor and ties into the northern half of BNSF yard
 Assumptions: see alternative exhibit

Existing Widths: Pavement Varies 40' to 52' Sidewalk 0 Right-of-Way Varies 60' to 80'
 Proposed Widths: Pavement 44' Sidewalk 6' both sides Right-of-Way 67'

Preparation		
1	Mobilization	\$276,700.00
2-4	Preparation Items	\$91,600.00
5-12	Removal Items	\$30,450.00
Preparation Subtotal		\$398,750.00

Grading		
13-15	Roadway Grading	\$96,889.00
16-19	Roadway Foundation	\$122,325.00
20-25	Utility Excavation	\$16,640.00
Grading Subtotal		\$235,854.00

Storm Drainage		
26-37	Conveyance System	\$149,850.00
38	Culvert/Stream Crossing	\$0.00
39	Detention/Water Quality Facility	\$1,500,000.00
Storm Drainage Subtotal		\$1,649,850.00

Hot Mix Asphalt Pavement		
40-43	Hot Mix Asphalt Pavement	\$118,800.00
HMA Subtotal		\$118,800.00

Concrete		
44-45	Sidewalks and Driveways	\$81,690.00
46-47	Curbs and Gutters	\$52,500.00
48	Concrete Roadway	\$0.00
Concrete Subtotal		\$134,190.00

Structures		
49-52	Retaining Walls	\$0.00
53	Bridge Structure	\$0.00
Structure Subtotal		\$0.00

TESC and Landscaping		
54-56	TESC	\$46,400.00
57-61	Plantings	\$84,890.00
62-63	Irrigation	\$32,400.00
TESC and Landscaping Subtotal		\$163,690.00

Traffic		
64-72	Markings and Signing	\$5,084.00
73-76	Guardrail/Handrail	\$0.00
77-81	Traffic Signal System	\$170,000.00
82-84	Illumination System	\$150,000.00
85-90	Traffic Control	\$30,000.00
Traffic Subtotal		\$355,084.00

Other Items		
91-92	Utility Relocates	\$4,000,000.00
93-95	Misc. Construction	\$29,000.00
Other Items Subtotal		\$4,029,000.00

CONSTRUCTION SUBTOTAL		\$7,085,218.00
CONTINGENCY	30%	\$2,125,570.00
CONSTRUCTION SUBTOTAL		\$9,210,788.00

DESIGN ENGINEERING	18%	\$1,657,950.00
CONSTRUCTION ENGINEERING	12%	\$1,105,300.00
PROJECT ADMINISTRATION	5%	\$460,540.00
ENGR. AND ADMIN. SUBTOTAL		\$3,223,790.00

ENVIRONMENTAL ENGINEERING	10%	\$921,080.00
ENVIRONMENTAL MITIGATION	5%	\$460,540.00
ENVIRONMENTAL SUBTOTAL		\$1,381,620.00

ROADWAY IMPROVEMENTS (a+b+c)		\$13,820,000
ROADWAY RIGHT-OF-WAY		\$4,000,000
ROADWAY SUBTOTAL		\$17,820,000
MARKET CONTINGENCY	20%	\$3,560,000
ROADWAY TOTAL (d)		\$21,380,000

RAILROAD IMPROVEMENTS		\$53,000,000
RAILROAD RIGHT-OF-WAY		\$3,700,000
RAILROAD SUBTOTAL		\$56,700,000
MARKET CONTINGENCY	20%	\$11,340,000
RAILROAD TOTAL (e)		\$68,040,000

TOTAL PROJECT COST (d+e) (Year 2016)		\$89,400,000
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City of Tukwila
BNSF Intermodal Access Study
Planning Level Cost Estimate



Alternate: S 124th Street Date: 11/28/16
 Location: Interurban Avenue S to BNSF Intermodal Facility Prepared by: MLF
 Length: 3400' Checked by:
 Description: Alternative uses 42nd Avenue S, over Duwamish River, right on S 124th Street, and into the existing BNSF yard access.
 Assumptions: Improvements along the existing route must be made, i.e. pavement rehabilitation, replacement of bridge over Duwamish River. See alternative exhibit

Existing Widths: Pavement Varies 40' to 52' Sidewalk 0 Right-of-Way Varies 60' to 80'
 Proposed Widths: Pavement 44' Sidewalk 6' both sides Right-of-Way 67'

Preparation		
1	Mobilization	\$937,800.00
2-4	Preparation Items	\$154,400.00
5-12	Removal Items	\$121,228.00
Preparation Subtotal		\$1,213,428.00

Grading		
13-14	Roadway Grading	\$0.00
15-17	Roadway Foundation	\$0.00
18-23	Utility Excavation	\$0.00
Grading Subtotal		\$0.00

Storm Drainage		
24-35	Conveyance System	\$65,200.00
36	Culvert/Stream Crossing	\$0.00
37	Detention/Water Quality Facility	\$75,000.00
Storm Drainage Subtotal		\$140,200.00

Hot Mix Asphalt Pavement		
38-41	Hot Mix Asphalt Pavement	\$311,500.00
HMA Subtotal		\$311,500.00

Concrete		
42-43	Sidewalks and Driveways	\$44,000.00
44-45	Curbs and Gutters	\$66,300.00
46	Concrete Roadway	\$0.00
Concrete Subtotal		\$110,300.00

Structures		
47-52	Retaining Walls	\$4,811,400.00
53	Bridge Structure	\$2,745,600.00
Structure Subtotal		\$7,557,000.00

TESC and Landscaping		
54-56	TESC	\$256,200.00
57-61	Plantings	\$86,860.00
62-63	Irrigation	\$13,500.00
TESC and Landscaping Subtotal		\$356,560.00

Traffic		
64-72	Markings and Signing	\$17,680.00
73-76	Guardrail/Handrail	\$73,500.00
77-81	Traffic Signal System	\$180,000.00
82-84	Illumination System	\$125,000.00
85-90	Traffic Control	\$250,000.00
Traffic Subtotal		\$646,180.00

Other Items		
91-92	Utility Relocates	\$100,000.00
93-95	Misc. Construction	\$33,200.00
Other Items Subtotal		\$133,200.00

CONSTRUCTION SUBTOTAL		\$10,468,368.00
CONTINGENCY	30%	\$3,140,520.00
CONSTRUCTION SUBTOTAL		\$13,608,888.00

DESIGN ENGINEERING	18%	\$2,449,600.00
CONSTRUCTION ENGINEERING	12%	\$1,633,070.00
PROJECT ADMINISTRATION	5%	\$680,450.00
ENGR. AND ADMIN. SUBTOTAL		\$4,763,120.00

ENVIRONMENTAL ENGINEERING	10%	\$1,360,890.00
ENVIRONMENTAL MITIGATION	10%	\$1,360,890.00
ENVIRONMENTAL SUBTOTAL		\$2,721,780.00

ROADWAY IMPROVEMENTS (a+b+c)		\$21,090,000
ROADWAY RIGHT-OF-WAY		\$3,000,000
ROADWAY SUBTOTAL		\$24,090,000
MARKET CONTINGENCY	20%	\$4,820,000
ROADWAY TOTAL (d)		\$28,910,000

RAILROAD IMPROVEMENTS		\$0
RAILROAD RIGHT-OF-WAY		\$0
RAILROAD SUBTOTAL		\$0
MARKET CONTINGENCY	20%	\$0
RAILROAD TOTAL (e)		\$0

TOTAL PROJECT COST (d+e) (Year 2016)		\$28,900,000
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City of Tukwila
BNSF Intermodal Access Study
Planning Level Cost Estimate



Alternate: Gateway Drive - North Leg Date: 11/28/16
 Location: Interurban Avenue S to BNSF Intermodal Facility Prepared by: MLF
 Length: 2700' Checked by:
 Description: Alternative uses north leg of Gateway Drive, goes between the two Boeing Credit Union Building, over Duwamish River, and into the existing BNSF yard access.
 Assumptions: See alternative exhibit

Existing Widths: Pavement Varies 40' to 52' Sidewalk 0 Right-of-Way Varies 60' to 80'
 Proposed Widths: Pavement 44' Sidewalk 6' both sides Right-of-Way 67'

Preparation		
1	Mobilization	\$567,600.00
2-4	Preparation Items	\$115,000.00
5-12	Removal Items	\$50,342.00
Preparation Subtotal		\$732,942.00

Grading		
13-14	Roadway Grading	\$28,995.00
15-19	Roadway Foundation	\$263,004.00
20-25	Utility Excavation	\$4,960.00
Grading Subtotal		\$296,959.00

Storm Drainage		
26-37	Conveyance System	\$62,200.00
38	Culvert/Stream Crossing	\$0.00
39	Detention/Water Quality Facility	\$1,000,000.00
Storm Drainage Subtotal		\$1,062,200.00

Hot Mix Asphalt Pavement		
40-46	Hot Mix Asphalt Pavement	\$207,675.00
HMA Subtotal		\$207,675.00

Concrete		
47-48	Sidewalks and Driveways	\$119,145.00
49-50	Curbs and Gutters	\$66,300.00
51	Concrete Roadway	\$0.00
Concrete Subtotal		\$185,445.00

Structures		
52-57	Retaining Walls	\$245,250.00
58	Bridge Structure	\$2,481,600.00
Structure Subtotal		\$2,726,850.00

TESC and Landscaping		
59-61	TESC	\$256,200.00
62-66	Plantings	\$156,720.00
67-68	Irrigation	\$52,380.00
TESC and Landscaping Subtotal		\$465,300.00

Traffic		
69-77	Markings and Signing	\$13,040.00
78-81	Guardrail/Handrail	\$73,500.00
82-86	Traffic Signal System	\$170,000.00
87-89	Illumination System	\$247,000.00
90-95	Traffic Control	\$100,000.00
Traffic Subtotal		\$603,540.00

Other Items		
96-97	Utility Relocates	\$100,000.00
98-100	Misc. Construction	\$34,600.00
Other Items Subtotal		\$134,600.00

CONSTRUCTION SUBTOTAL		\$6,415,511.00
CONTINGENCY	30%	\$1,924,660.00
CONSTRUCTION SUBTOTAL		\$8,340,171.00

DESIGN ENGINEERING	18%	\$1,501,240.00
CONSTRUCTION ENGINEERING	12%	\$1,000,830.00
PROJECT ADMINISTRATION	5%	\$417,010.00
ENGR. AND ADMIN. SUBTOTAL		\$2,919,080.00

ENVIRONMENTAL ENGINEERING	10%	\$834,020.00
ENVIRONMENTAL MITIGATION	5%	\$417,010.00
ENVIRONMENTAL SUBTOTAL		\$1,251,030.00

ROADWAY IMPROVEMENTS (a+b+c)		\$12,510,000
ROADWAY RIGHT-OF-WAY		\$6,900,000
ROADWAY SUBTOTAL		\$19,410,000
MARKET CONTINGENCY	20%	\$3,880,000
ROADWAY TOTAL (d)		\$23,290,000

RAILROAD IMPROVEMENTS		\$0
RAILROAD RIGHT-OF-WAY		\$0
RAILROAD SUBTOTAL		\$0
MARKET CONTINGENCY	20%	\$0
RAILROAD TOTAL (e)		\$0

TOTAL PROJECT COST (d+e) (Year 2016)		\$23,300,000
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City of Tukwila
BNSF Intermodal Access Study
Planning Level Cost Estimate



Alternate: 48th Avenue South Date: 11/28/16
 Location: Interurban Avenue S to BNSF Intermodal Facility Prepared by: MLF
 Length: 2600' Checked by:
 Description: Alternative uses 48th Avenue S, over Duwamish River, and ties into the southern end of BNSF yard
 Assumptions: See alternative exhibit

Existing Widths: Pavement Varies 40' to 52' Sidewalk 0 Right-of-Way Varies 60' to 80'
 Proposed Widths: Pavement 44' Sidewalk 6' both sides Right-of-Way 67'

Preparation		
1	Mobilization	\$505,500.00
2-4	Preparation Items	\$90,600.00
5-12	Removal Items	\$71,671.00
Preparation Subtotal		\$667,771.00

Grading		
13-14	Roadway Grading	\$950.00
15-22	Roadway Foundation	\$110,341.00
23-28	Utility Excavation	\$23,760.00
Grading Subtotal		\$135,051.00

Storm Drainage		
29-40	Conveyance System	\$201,800.00
41	Culvert/Stream Crossing	\$0.00
42	Detention/Water Quality Facility	\$750,000.00
Storm Drainage Subtotal		\$951,800.00

Hot Mix Asphalt Pavement		
43-49	Hot Mix Asphalt Pavement	\$164,065.00
HMA Subtotal		\$164,065.00

Concrete		
50-51	Sidewalks and Driveways	\$129,400.00
52-53	Curbs and Gutters	\$65,850.00
54	Concrete Roadway	\$0.00
Concrete Subtotal		\$195,250.00

Structures		
55-59	Retaining Walls	\$115,250.00
60	Bridge Structure	\$2,323,200.00
Structure Subtotal		\$2,438,450.00

TESC and Landscaping		
61-63	TESC	\$256,400.00
64-68	Plantings	\$136,820.00
69-70	Irrigation	\$44,280.00
TESC and Landscaping Subtotal		\$437,500.00

Traffic		
71-79	Markings and Signing	\$7,844.00
80-83	Guardrail/Handrail	\$94,000.00
84-88	Traffic Signal System	\$180,000.00
89-91	Illumination System	\$279,000.00
92-97	Traffic Control	\$50,000.00
Traffic Subtotal		\$610,844.00

Other Items		
98-99	Utility Relocates	\$206,000.00
100-102	Misc. Construction	\$18,200.00
Other Items Subtotal		\$224,200.00

CONSTRUCTION SUBTOTAL		\$5,824,931.00
CONTINGENCY	30%	\$1,747,480.00
CONSTRUCTION SUBTOTAL		\$7,572,411.00

DESIGN ENGINEERING	18%	\$1,363,040.00
CONSTRUCTION ENGINEERING	12%	\$908,690.00
PROJECT ADMINISTRATION	5%	\$378,630.00
ENGR. AND ADMIN. SUBTOTAL		\$2,650,360.00

ENVIRONMENTAL ENGINEERING	10%	\$757,250.00
ENVIRONMENTAL MITIGATION	5%	\$378,630.00
ENVIRONMENTAL SUBTOTAL		\$1,135,880.00

ROADWAY IMPROVEMENTS (a+b+c)		\$11,360,000
ROADWAY RIGHT-OF-WAY		\$1,900,000
ROADWAY SUBTOTAL		\$13,260,000
MARKET CONTINGENCY	20%	\$2,650,000
ROADWAY TOTAL (d)		\$15,910,000

RAILROAD IMPROVEMENTS		\$3,700,000
RAILROAD RIGHT-OF-WAY		\$0
RAILROAD SUBTOTAL		\$3,700,000
MARKET CONTINGENCY	20%	\$740,000
RAILROAD TOTAL (e)		\$4,440,000

TOTAL PROJECT COST (d+e) (Year 2016)		\$20,400,000
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BNSF RAILWAY INTERMODAL FACILITY ACCESS STUDY
ALTERNATIVE SCREENING ANALYSIS REPORT

Prepared for:
City of Tukwila
Public Works Department
6300 Southcenter Boulevard
Tukwila, WA 98005

Prepared by:
David Evans and Associates, Inc.
14432 SE Eastgate Way
Bellevue, WA 98007

November 28, 2016

EXECUTIVE SUMMARY

This Alternative Screening Analysis Report for the City of Tukwila was prepared by David Evans and Associates, Inc. to evaluate alternative access to the Burlington Northern Santa Fe (BNSF) Railway intermodal facility in Tukwila, Washington. This facility is also known as South Seattle Yard. BNSF Railway also sponsored this study.

The existing access to the intermodal facility uses 42nd Avenue S and S 124th Street. S 124th Street is also a residential collector street serving the community of Allentown. Several residential homes with driveways are located on S 124th Street, as is the Tukwila Community Center which houses an aquatic center, meeting rooms, classes and activities for all ages, and playground and ball fields.

This study did not create new alternatives but used alternatives that were developed by previous studies. A total of five alternatives were studied: Airport Way S, S 112th Street, S 124th Street, Gateway Drive – North Leg, and 48th Avenue S.

Several desktop researches were performed as part of this study. These researches included critical and sensitive areas, fish and wildlife, water resources, hazardous materials, geological and soils, and cultural and historical resources.

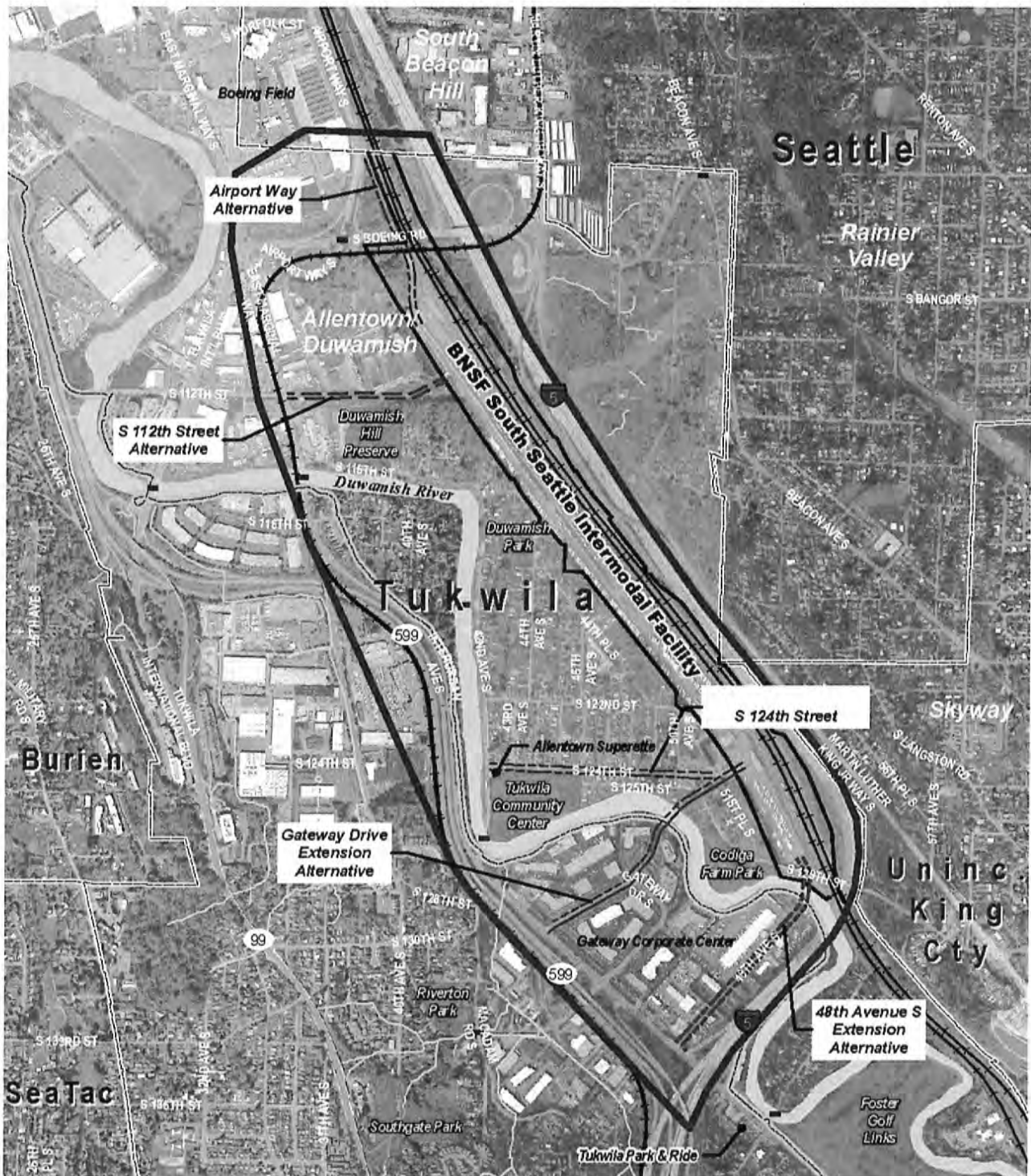
A scored screening matrix was developed collaboratively between the City of Tukwila, BNSF Railway, and David Evans and Associates, Inc. The matrix was presented to Tukwila City Council as well as to the public for their feedback on the screening matrix criteria. The public was allowed to provide feedback via an on-line open house and an in-person open house.

Representatives from Tukwila, BNSF Railway, and David Evans and Associates, Inc. met to score each alternative using a numerical scoring system from 1 to 9. The score for each criteria was added, and the lowest score is the preferred alternative.

Based on the scoring result, the 48th Avenue S alternative is the preferred alternative.

Figure 1 shows the project study area. The following provides a description for each alternative.

Figure 1 – Project Study Area



Preferred Alternative Outreach Summary

BNSF Access Study

DRAFT – September 5, 2017



Background

In 2016, the Tukwila community provided input on the screening criteria that was used to develop the BNSF Access Study report. The City identified a preferred alternative route and shared it with the community at an open house on August 17, 2017.

Summary

The City of Tukwila hosted an in-person open house at the Tukwila Community Center on August 17, 2017. The in-person house accompanied an online open house, which included the same information as the in-person open house and was available from August 15 - 28, 2017.

Notifications

The project team advertised the in-person and online open houses in early August 2017. Notifications included the following:

- Postcard sent to the Allentown and Duwamish neighborhoods
- Emails to the City's project listserv
 - Listserv includes community members, business and property owners, other interested parties
- Flier emailed as attachment to Allentown and Duwamish neighborhood listservs by neighborhood leaders
- Facebook and Twitter posts on the City's social media accounts

Attendance and visitor statistics

- In-person open house attendance: 42
- In-person comment forms completed: 20
- Online open house visitors: 32
- Online surveys completed: 12
- Overall number of participants: 74

Engagement Methods

In-Person Open House

The City gathered shared information about the preferred alternative and other considered alternatives during an open house at the Tukwila Community Center on August 17, 2017, from 5:30 p.m. to 7:30 p.m. Participants viewed informational boards that described the project purpose, schedule, alternative and preferred routes, screening criteria and environmental process. Project staff were on hand to answer questions. Participants contributed comments via comment cards. Comments received at the open house are shown in Appendix 1 and summarized below.



In-person open house participants give feedback on comment cards.

Online Open House

In order to reach Tukwila businesses and residents who were unable to attend the in-person open house, the City advertised an online open house, available 24 hours a day, seven days a week, starting August 15 and ending August 28. The online open house included the same information as at the in-person open house and a survey that gathered specific feedback in a similar fashion to the comment boxes at the in-person open house. Comments received through the online open house are shown in Appendices 2 and summarized below.

Feedback Overview

Several themes emerged from the input received through 32 comments and surveys:

- Those who supported the preferred alternative (15) stated a number of reasons for their support, including **moving the truck route to a commercial street and away from residences, access/proximity to I-5 and current residential impacts on 124th.**
- **All residents who said they live along or near the current access route who participated (4) supported moving the truck access route to another street.**
- Those who opposed the preferred alternative (4) stated **increased traffic, business impacts and residential impacts** as reasons for their opposition.
- Several participants urged the City to **study or investigate cost (4) and traffic (3).** Several participants also expressed interest in **potential environmental impacts (3).**

Next Steps

All feedback presented here is being provided to the project team for consideration. The study and proposed route will be presented to City Council in the fall of 2017.

One participant requested specific follow up regarding business impacts on 48th Ave S: Quinn Closson, 360-607-8178, qclosson@pape.com.

Appendices

1. Comments gathered at in-person open house
2. Online comments
3. Notifications

Appendix 1: Comments Gathered at In-person Open House

Note: comments are verbatim as written. Commenters were asked if they live, work or visit Tukwila.

Live	Work	Visit	Name	Email	Comment (verbatim)
x			Phillip Camball	Phillameball@hotmail.com	Anything except 48th Ave S. Minimum public \$, maximum private funding.
x			Angela Steel	angelasb13@hotmail.com	I prefer the 48th Ave S option as the least impactful to residential properties in Allentown and Duwamish. This option keeps semis on existing truck routes w/out creating new roads through environmentally critical areas or private property. *Also need noise wall along edge of railyard.
			[unknown]	[unknown]	My first choice BNSF move out completely. Second choice I prefer 48th Ave S. Build wall to control noise and shaking control.
x			Mary Fertakis	[unknown]	Thanks for all the work that has been done on this. The grid was particularly helpful - very concrete information and easy to understand. The original study in 1990 shows that the 48th st option was the least expensive and made the most sense. It is the same in 2017. Seems pretty clear that this is still the direction to go.
x	x		David Shumate	David@propelldesigns.com	The 48th Ave and Bridge looks like the best one!
x	x		Sean Albert	seanalbert2001@hotmail.com	I think the preferred 48th ave south route is by far the best alternative!!

x			Patty Cokus pcokus@hotmail.com	I agree wholeheartedly with the preferred study route where it impacts all identified impact criteria the least and is the least expensive. Thank you for working on this and advocating for community input and gathering feedback. The preferred route makes the most sense for all.
x			[Illegible] [unknown]	I think the preferred option makes the most sense of those presented. It takes the traffic completely off residential streets and on to a commercial street that already accomodates semi-truck traffic.
x			Lucia Nilo ltannilo@hotmail.com	I hope this project gets look at seriously as I really enjoy my home at 124th - but the vibration of the trucks in and out 24-7 is really bad and nuisance. It shakes our house especially when sleeping - the NO-Build option: S 124th should not be an option.
x			Wilfredo Nilo wznilo@gmail.com	We live by 124th ave which is active for semi-trucker. Since we moved here from september 2016 we felt a massive vibration everytime those truckets pass by. We live in a brand new home and it created major cracks in aour garage. We worried whats gonna happen next.
x			Oscar Uceda o.ucedata@yahoo.com	We would like to support the prefer alternative for the trucks route coming in and out of the BNSF Railroad Yard facility in Allentown.

x	x	Becky [Illegible]	becarosep@aim.com	Concern the increase in traffic from now and 20 years down the road on the 48th ave purposal. What effects it will have on the businesses on 48th (widening roads etc) Residents being impacted by not being able to get access to the businesses they already go to.
	x	Morgan Llewellyn	mlllewellyn@ccim.net	I'm wonderng how the project will be funded particularly in light of the right away acquisitions required by the preferred route. It appears the northern route would have the least impact on residential AND commercial businesses.
	x	Todd Jones	rain1916@comcast.net	I stronly oppose Gateway Drive option and 124th st options. I do like the 48th st option or others to the north.
x		Hanice Ludington	shofarJCL@gmail.com	My preference is Airport Way s
x		[Illegible]	[Illegible]	The road should go out the north end. I live on 51st (across the street from the flat bed trucks, and am concerned about where the railroad will put the road inside this yard. Will trucks have to be removed and trailers [illegible]? And if so, where will they go? It is close to our homes, your moving one road to another.
	x	Linda McLeod	sam.linda.mcleod@gmail.com	No on Gateway Dr. Divides BECU campuses, has many employees + customers
	x	[unknown]	[unknown]	Airport SO. (BEST) [sic]

<p>x</p>	<p>Edna Derr[illegible] edna0801@gmail.com</p>	<p>I live in 122nd st. I hope the 124th s st. would be closed as entrance of BNSF or trucks facility. The impact to our home and neighborhood is terrible, the house vibrates each time; lots of noise; and traffic gets crowded. 48th st is great alternative for the BNSB entrance.</p>
	<p>Steven steve@xmrine.com</p>	<p>We'd like to see a traffic impact study done on innerurban and exit 156 off I-5. Please go to five and see the issues they have and avoid that happening to us.</p>

Appendix 2: Comments from Online Open House

Note: comments are verbatim as written.

Comment
<p>1. Will all trucks no longer use 124th st ? 2. Will there be entry and exit capability from 50th PL S/129th street? we must have the capability to enter and exit from 50th PL S/129th street. Please make sure this option available. Thanks for your consideration</p>
<p>How much will this cost? What about an option to improve the 42nd st. bridge by the community center and do some mitigation on the streets that the trucks drive down, such as widening the shoulders of the street, side walks and maybe even some sort of sound barrier? How is this project prioritized compared to needs in other neighborhoods such as sidewalks and road repair?</p>
<p>I am an employee of BECU and believe that the 48th Ave So. preferred option is by far the best choice. Not only from a cost perspective but also from a life safety, employee/member environment and the disruption of multiple businesses/residential and land/building value standpoint. The 48th Ave So. option already houses a street with truck yard access and would be a much easier way to execute on this initiative. While I know this still impacts some, it is the reasonable choice and should be adopted.</p>
<p>I am not only a Tukwila resident but also a Tukwila business owner that would be greatly affected by the "preferred" route of 48th AVE S. The overall impact on the businesses along this route would be devastating. People are already frustrated with the current amount of big trucks coming along 48th. We are already lacking suitable gas stations in Tukwila. Please don't make them impossible to get to. Tukwila is a growing city and the north side (Airport way) of it is already industrial. Interurban Ave is an incredibly popular thoroughfare for many people going south/north and the 2 gas stations on 48th Ave services more than half of those people. Please reconsider 112th or Airport way as the better alternative that will impact our growing city the least amount. Thank you.</p>
<p>I am very happy that the city is analyzing other options for the truck route into the BNSF yard. The current route is not sustainable. My family prefers the 48th Av S option since it uses an existing commercial street and is least impactful to residential communities and the environment. I would like you to heavily factor in the environmental impacts the other two northerly options would have on wetlands and existing greenspaces. Will the Airport Way option impede future Light rail/Sounder station location planning efforts? How will the different entrance options impact yard operations? Currently, the BNSF yard is very noisy 24/7 with back up beepers. Will these operations shift or diminish with the varying options? Can the city proceed with pursuing the noise wall installation along the railyard boundary? I think this will make a significant improvement to the quality of life in Duwamish and Allentown. thank you</p>
<p>I represent The Pape' Group, Inc. who owns the Ditch Witch dealership on 48th Ave, South. I understand there will be significant traffic impact during construction. I don't think we're overly concerned about that. However, I'd like a little more information on the traffic study or estimates on additional traffic impact on 48th Ave. South after completion of the project. Also, will there be any improvements done to the 48th Ave road itself? Finally, is there something I'm missing that you think we should be concerned about as a business right on 48th Ave? Thanks, Quinn Closson 360-607-8178 qclosson@pape.com</p>

I wish that this 124th St. access be change to a different access ASAP because we moved here in a new home development last year 2016 of Sept. which we are not aware about this 124th St. right beside our house is the major access for truckers. We encountered 24-7 of a massive vibration like an earthquake multiple times everyday and we felt scary that our house may collapse one of this day. So far we had a multiple long cracks in our garage and hopefully will not affect the foundation. We live right by the stop sign where those truckers heading out from BNSF gate and also for coming in. That really distract us everyday. There's a time when some of the truck driver lost their focus on the stop sign especially in the evening and they made an emergency brakes and it shakes the ground so bad and it vibrates our house also. I Believe that 48th Ave S is the best alternatives route for the truckers.

I work at BECU. The Gateway alternative would have a negative impact on our members who come into our Tukwila Financial Center to conduct their personal business (primarily retail banking, trust services, and investment services). We are about to engage on a Gateway campus upgrade and a truck route cutting through the middle of it would have a negative impact on our employee experience and may have a negative impact on our ability to recruit and retain employees. Given the existing land use abutting most of your preferred alternative (gas stations, commercial, etc.). I can see the potential noise downside for a hotel (but it's already next To I-5 and a busy off ramp so marginal impact seems moderate).

I would like to avoid having another bridge over the river and prefer this option: S 112th Street Thank you.

Thank you for considering all options and explaining the reasoning. What timeframe are you looking at for construction of the new bridge and roadway. What impact will there be on the existing Interurban Bike/Walking Trail both during construction and upon completion. Will traffic studies be done to work on minimalizing impact at the intersection for traffic on Interurban and from the off ramp on I5?

This route makes the most sense as it is a quick, direct route off of I-5, drives through a commercial area only and does not affect the public's experience of their greenspace, except for a small segment of the bike trail. I fully support this preferred route.

What are the costs? How it will be funded?

Appendix 3: Notifications

Social media



City of Tukwila - Government

August 9 at 3:34pm · 🌐

Join us for a BNSF Access Study Project Open House on August 17, 2017

The City of Tukwila has identified 48th Ave S as the preferred route to access the BNSF Railway Intermodal Facility in Allentown. Before the route is formally decided, we're holding an Open House and online forum to talk to you about the route that we selected based on the criteria you helped us shape.

BNSF Access Study Project Open House

Thursday, August 17, 2017

5:30 - 7:30 p.m.

Tukwila Community Center

2424 42nd Ave S, Tukwila, WA 98168

Can't make it to the open house? Share your thoughts online!

Now through August 28, 2017, you can share your thoughts at

<https://TukBNSFAccess.Participate.Online> All information from the Open House will be online. Translation options are available.

Email us at AccessStudy@tukwilawa.gov or call 206-433-0179 with any questions.

CITY OF TUKWILA
BNSF Access Study Project

The City of Tukwila has identified 48th Ave S as the preferred route to access the BNSF Railway Intermodal Facility in Allentown. Before the route is formally decided, we're holding an Open House and online forum to talk to you about the route that we selected based on the criteria you helped us shape.

Review and comment on the preferred alternative route:

- 1. Open House**
Thursday, August 17, 2017
5:30 - 7:30 p.m.
Tukwila Community Center
2424 42nd Ave S, Tukwila, WA 98168
Meet project staff, learn about the preferred alternative route and the environmental process, and share your thoughts.
- 2. Online Forum**
Now through August 28, 2017, you can share your thoughts online!
Visit <https://TukBNSFAccess.Participate.Online>
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Questions?
Email us at AccessStudy@tukwilawa.gov or call 206-433-0179.

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Facebook post published August 9, 2017.



City of Tukwila @CityofTukwila · Aug 9

Join us for a BNSF Access Study Project Open House on August 17, 2017



CITY OF TUKWILA BNSF Access Study Project



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Review and comment on the preferred alternative route:

1. Open House

Thursday, August 17, 2017
5:30 - 7:30 p.m.
Tukwila Community Center
12424 42nd Ave S, Tukwila, WA 98188

Meet project staff, learn about the preferred alternative route and the environmental process, and share your thoughts.

2. Online Forum

Now through August 28, 2017, you can share your thoughts online!
Visit <https://TukBNSFAccess.Participate.Online>

All information from the Open House will be online. Translation options are available.

Questions?

Email us at AccessStudy@tukwilawa.gov or call 206-433-0179.



Tweet published August 9, 2017.

Postcard



CITY OF TUKWILA BNSF Access Study Project



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Review and comment on the preferred alternative route:

1. In person

Thursday, August 17, 2017
5:30 - 7:30 p.m.
Tukwila Community Center
12424 42nd Ave S, Tukwila, WA 98188

Meet project staff, learn about the preferred alternative route and environmental process, and share your thoughts.

2. Online

Now through August 28, you can share your thoughts online!
Visit TukBNSFAccess.Participate.Online

All information from the in-person event will be online. Translation options are available.

Questions?

Email us at AccessStudy@tukwilawa.gov or call 206-433-0179.

One side of a postcard sent to the Allentown and Duwamish neighborhoods.



CITY OF TUKWILA BNSF Access Study Project

Public Works Administration
6300 Southcenter Blvd.
Tukwila, WA 98188

**Review and comment on the
preferred alternative route,
48th Ave S**

In person
Thursday, August 17, 2017
5:30 to 7:30 p.m.
Tukwila Community Center

Online
TukBNSFAccess.Participate.Online

Reverse of a postcard sent to the Allentown and Duwamish neighborhoods.

Emails