



TO: **Transportation and Infrastructure Services Committee**  
FROM: **Hari Ponnekanti, Public Works Director**  
BY: **Joshua Hartley, Deputy Director of Transportation**  
CC: **Mayor Ekberg**  
DATE: **August 4, 2023**  
SUBJECT: **42<sup>nd</sup> Ave S/Allentown Roadside Barrier**

## **ISSUE**

This memo provides a comprehensive update on the history and funding status of the 42nd Ave S/Allentown Roadside Barrier Project.

## **BACKGROUND**

In 2013, the Transportation Committee initiated a study to assess guardrail and/or barrier requirements along 42nd Avenue S and S 115th Street, from Interurban Avenue S to East Marginal Way S. The study aimed to identify design and safety standards, barrier needs, and any upgrades or modifications necessary for the existing guardrails and concrete barriers. The draft study recommended improvements estimated at \$366,480, requiring funding for the next year's Small Roadway and Safety Improvements Capital Improvement Program (CIP). However, the 2013 CIP did not allocate any funding for the project. The 2014 CIP provided \$110,000 for barrier design but only \$70,000 for construction in 2015, with the majority of the funding labeled as "Beyond." Despite a federal safety grant application for construction, it was ultimately unsuccessful.

During the Transportation Committee meetings on November 25, 2014, and June 15, 2015, alternative barrier options were discussed to soften the visual impacts along the river environment. The least expensive option was to use the typical steel W-beam style, estimated at approximately \$345,000 in 2015. However, several Allentown residents expressed concerns over the aesthetics of the barriers. The neighborhood-preferred option was the timber-style guardrail, which required an estimated installation cost of around \$540,000 due to the need for water line relocation, telecom relocation, and embankment stabilization along the Duwamish River. The Council agreed to proceed with Phase 1 work using available funding, acknowledging that any future installations would necessitate additional funding from the Small Roadway and Safety Improvements Program.

## **DISCUSSION**

*Phase 1:* The existing concrete barriers along S 115<sup>th</sup> Street required some minor upgrades and a new guardrail was deemed necessary along 42<sup>nd</sup> Avenue S from S 115<sup>th</sup> Street southward to about the 11800 block, midway between S 116<sup>th</sup> Street and the S 119<sup>th</sup> Street Pedestrian Bridge. The concrete barriers on S 115<sup>th</sup> Street remained in place due to funding constraints, but along 42<sup>nd</sup> Avenue S, the preferred timber guard rail was installed. *In January of 2016, the City contracted with Dirt and Aggregate Interchange to complete Phase 1 of the guardrail installation for just over \$71,000.* However, due to funding constraints, no further design or construction has occurred beyond Phase 1.

## **FINANCIAL IMPACT**

Historically, the roadside barriers in Allentown were not given a unique dedicated project page within the CIP. Instead, they were part of the broader "Small Roadway and Safety Improvements" CIP Project for 2015-2020, which allocated \$148,000 for design and construction in 2015. A proposed grant of \$350,000 for additional construction was included in 2016, but the application was unsuccessful. The available budget was fully utilized to complete Phase 1 in early 2016. In the subsequent 2017-2022 CIP, no funding was allocated in 2017. A proposed grant of \$175,000 with matching City revenue of \$175,000 was shown in 2018.

In the 2019-2024 budget, the Small Roadway and Safety Improvement project was combined with two other 103 fund projects: Neighborhood Traffic Calming and Residential Street Improvements. The current program is now titled "Traffic Calming/Residential Safety Improvements." Funding for this program has fluctuated but currently shows funding throughout the entire 6-year window, utilizing ARPA funds, proposed grants, and general city operating funds.

**RECOMMENDATION**

Information Only

**ATTACHMENTS**

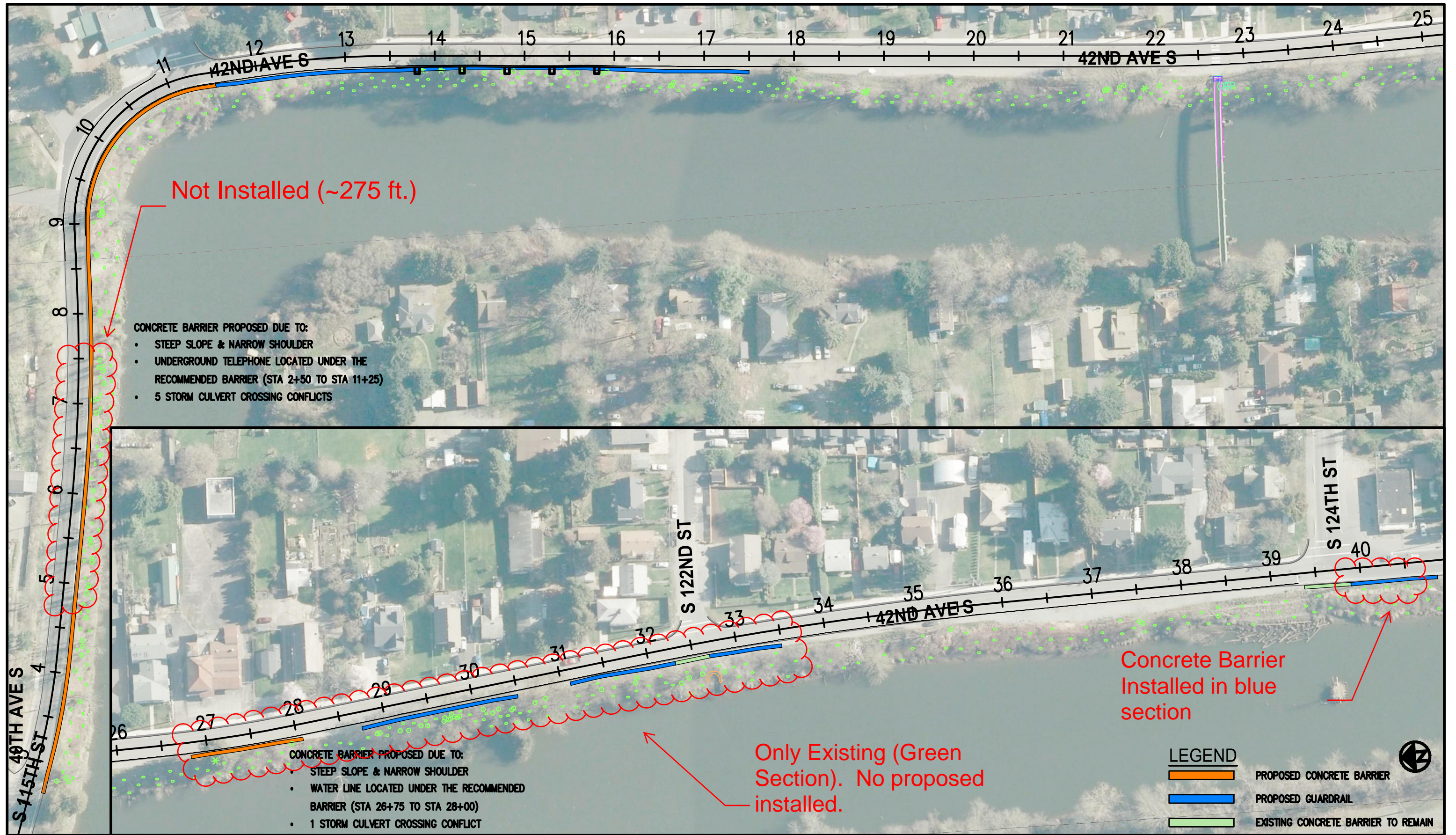
- Exhibit A – Accident History
- 7/23/13 *Transportation Committee Memo*:  
<http://records.tukwilawa.gov/WebLink/ElectronicFile.aspx?docid=72080&dbid=1>
- 11/24/14 *Transportation Committee Memo*:  
<http://records.tukwilawa.gov/WebLink/ElectronicFile.aspx?docid=249703&dbid=1>
- 4/6/15 *Transportation Committee Memo*:  
<http://records.tukwilawa.gov/WebLink/ElectronicFile.aspx?docid=257617&dbid=1>
- 6/15/15 *Transportation Committee Memo*:  
<http://records.tukwilawa.gov/WebLink/ElectronicFile.aspx?docid=258680&dbid=1>

Exhibit A

Accident Data, 2017-2023

Intersecting Road	2017	2018	2019	2020	2021	2022	2023	Total by Location
S 115 <sup>th</sup> St				1				1
S 116 <sup>th</sup> St			1 <sup>^</sup> **				1 <sup>**</sup>	2
S 122 <sup>nd</sup> St					1			1
S 124 <sup>th</sup> St	1			1	1			3
Interurban Ave	2 <sup>*</sup>		1	1				4
<b>Total by Year</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>11</b>

*\*DUI, \*\* Speed, ^Serious Injury*



### 42nd Ave S Roadside Barrier Analysis

30% Design Summary



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