City of Tukwila
Transportation and Infrastructure Services Committee

- ❖ **Jovita McConnell, Chair**
- ❖ **Mohamed Abdi**
- ❖ **Hannah Hedrick**

Distribution:	
J. McConnell H. Hedrick P. Mayer G. Lerner (email)	Share pkt pdf on SharePoint to A. Le, A. Youn M. McCormick

MEETING CANCELLED DUE TO LACK OF A QUORUM

AGENDA

MONDAY, APRIL 28, 2025 – 5:30 PM
HYBRID MEETING – ONSITE AND VIRTUAL
CITY COUNCIL CONFERENCE ROOM,
6200 SOUTHCENTER BOULEVARD TUKWILA, WA

MS Teams: CLICK HERE TO JOIN THE MEETING

Virtual Meeting - Members of the public may listen by dialing 1-253-292-9750 and entering conference ID 252508487#

Item	Recommended Action	Page
1. PRESENTATIONS		
2. BUSINESS AGENDA		
a) Turnover of Underground Stormwater Bypass Pipelines and Appurtenant Facilities Installed within Tukwila Right-of-Way (Kerry Murdock)	a) Forward to the 05/05/2025 Regular Consent Agenda	Pg. 1
b) Resolution to Surplus & Sell qty 2 Additional 2017 Ford Police Interceptors (Shawn Christie)	b) Forward to the 05/05/2025 Regular Consent Agenda	Pg. 25
c) Purchase Replacement Brush Chipper for Unit 2604 (Shawn Christie)	c) Forward to the 05/05/2025 Regular Consent Agenda	Pg. 31
d) 2024 Pavement Condition Index (PCI) Study Update (David Baus)	d) Information only	Pg. 33

Next Scheduled Meeting: May 27, 2025

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

TO: Transportation & Infrastructure Services Committee

FROM: Pete Mayer, Interim Public Works Director

BY: Kerry Murdock, Development Engineer

CC: Mayor Thomas McLeod

DATE: April 7th, 2025

SUBJECT: Turnover of underground stormwater bypass pipelines and appurtenant facilities installed within Tukwila right-of-way

ISSUE
Accept the turnover of stormwater infrastructure improvements from Prologis-Exchange 3301 South Norfolk LLC.

BACKGROUND
Prologis-Exchange 3301 South Norfolk, LLC has completed installation of approximately 688 lateral feet of storm pipe in South Norfolk Street to connect the city storm system to the original point of connection just southwest of the Norfolk Street and Airport Way intersection. As conditions of Public Works permit PW22-0033, Prologis-Exchange has constructed storm drainage infrastructure within S. Norfolk St. to connect the existing city of Tukwila storm system to the existing storm stub. The storm system was routed through the Prologis site and with redevelopment, it was capped off. Now the city of Tukwila storm system needs to be reconnected to the original point of connection. This has been filed under the Bill of Sale as part of the city's turnover process.

DISCUSSION
The public improvements have been constructed to city standards and inspected by Public Works Project Inspectors and are ready for turnover.

FISCAL IMPACT
The value of the transferred improvements from Prologis-Exchange to the city totals $72,088 for the stormwater infrastructure constructed within S. Norfolk St. There will be no expense to the city for accepting the infrastructure other than normal expected maintenance.

RECOMMENDATION
City Council is being asked to authorize the Mayor to sign the turnover documents and consider this item on the Consent Agenda at the May 5th, 2024 Regular Meeting.

ATTACHMENTS
Bill of Sale and as-built site plan
Capital Asset Acquisition Form
Material List
Development Bulletin D3
Maintenance bond
City Turnover Letter

INFRASTRUCTURE
- 688’ of 18” PVC Storm Pipe
- CB#1 Type 2- 48" Saddle Manhole

Total Value: $72,088

NOTE: Prologis-Exchange Development Files are available at the Department of Community Development Permit Center.

RECORD DRAWING

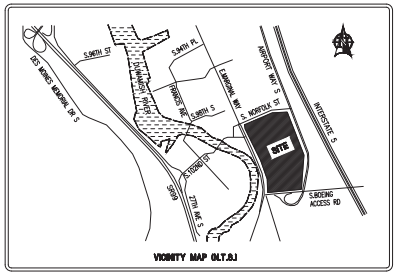
COVER SHEET
FOR
PROLOGIS EMERALD GATEWAY

A PORTION OF THE NW AND NE 1/4 OF SECTIONS 03 AND 04, TOWNSHIP 23N, RANGE 4E W.M.,
CITIES OF TUKWILA AND SEATTLE, KING COUNTY WASHINGTON

1" = 200'
0 100 200 400

811 Know what's below. Call before you dig.

UTILITY SOURCE NOTE:
UTILITY INFORMATION SHOWN ON THESE PLANS ARE DRAWN BY THE SURVEY DEPARTMENT FROM BARGHAUSEN CONSULTING ENGINEERS, SEWER CARDS, EXISTING PLANS AND BASE MAPS FROM CITY PLAN VAULT.



SURVEY INFORMATION:

REFERENCE SURVEYS:
1. BOEING FIELD RECORD OF SURVEY, REC. NO. 20080423900001
2. UNRECORDED SURVEY BY DAVID EVANS AND ASSOCIATES, DATED JANUARY 9, 2007
3. UNRECORDED SURVEY BY DUFFY, LAMVER & KUMPF, INC., ENGINEERS, DATED OCTOBER 17, 1972

DATES OF SURVEY:
FIELD SURVEY BY BARGHAUSEN CONSULTING ENGINEERS, INC. CONDUCTED IN SEPTEMBER 2016. ALL MONUMENTS SHOWN AS FOUND WERE VISITED AT THAT TIME.

BASIS OF BEARING – NAD83/91
BASIS OF BEARING FOR THIS SURVEY IS NAD83/11 PER WSDOT. WSDOT CONTROL POINT NO. HC17 WAS HELD FOR POSITION AND A LINE BETWEEN SAID CONTROL POINT NO. HC17 AND CONTROL POINT NO. GP17099–222 WAS HELD FOR ROTATION, BEING NORTH 62°07'05" WEST.

VERTICAL DATUM: NAVD88
VERTICAL DATUM FOR THIS PROJECT IS NAVD88 PER WSDOT. WSDOT CONTROL POINT NO. HC17 WAS HELD FOR ELEVATION, BEING 51.191' (NAVD88).

ASSESSOR'S PARCEL NUMBER(S) AND SITE ADDRESS(ES):
0323049024 3301 S NORFOLK ST 98168
0003400042 3301 S NORFOLK ST 98168
0003400049 3301 S NORFOLK ST 98168
0003400015 3301 S NORFOLK ST 98168
0003400046 3301 S NORFOLK ST 98168
0003400041 3301 S NORFOLK ST 98168
0003400024 3301 S NORFOLK ST 98168
0423049184 10200 EAST MARGINAL WAY S 98168
0423049101 3301 S NORFOLK ST 98168
0323049062 10230 EAST MARGINAL WAY S 98168
0423049102 10230 EAST MARGINAL LLC
0423049015 10230 EAST MARGINAL LLC
0423049099 3301 S NORFOLK ST 98168
0323049048 3301 S NORFOLK ST 98168
0423049066 3301 S NORFOLK ST 98168
0323049128 3301 S NORFOLK ST 98168
0323049080 3301 S NORFOLK ST 98168
0323049171 3301 S NORFOLK ST 98168
0323049045 3301 S NORFOLK ST 98168
0323049072 N/A
0323049070 3301 S NORFOLK ST
0323049073 3301 S NORFOLK ST 98168
0323049028 3301 S NORFOLK ST 98168
0323049240 3301 S NORFOLK ST 98168
0323049228 3301 S NORFOLK ST 98168
0323049061 3301 S NORFOLK ST 98168
0323049229 3301 S NORFOLK ST 98168
0323049230 3301 S NORFOLK ST 98168
0323049058 3301 S NORFOLK ST 98168

GROSS LOT AREA:
GROSS LOT AREA = 2,731,705± S.F. (62.711± ACRES)

NARRATIVE:
THIS IS A FIELD TRAVERSE SURVEY. A "TOPCON GT-1000" ROBOTIC TOTAL STATION WITH A "TOPCON RC-5" DATA COLLECTOR, A "TOPCON PS" ROBOTIC TOTAL STATION WITH A DELL TABLET WITH MAGNET FIELD SOFTWARE, A "SOKKIA SX" ROBOTIC TOTAL STATION WITH A DELL TABLET WITH MAGNET FIELD SOFTWARE, AND A "TOPCON PS" ROBOTIC TOTAL STATION WITH A DELL TABLET WITH MAGNET FIELD SOFTWARE WERE USED TO MEASURE THE ANGULAR AND DISTANCE RELATIONSHIPS BETWEEN THE CONTROLLING MONUMENTATION AS SHOWN. CLOSURE RATIOS OF THE TRAVERSE MET OR EXCEEDED THOSE SPECIFIED IN WAC 332-130-090. ALL INSTRUMENTS AND EQUIPMENT HAVE BEEN MAINTAINED IN ADJUSTMENT ACCORDING TO MANUFACTURERS' SPECIFICATIONS.

SURVEYOR'S NOTES:
1. ALL MEASUREMENTS ARE IN U.S. SURVEY FEET.
2. SITE ABUTS "S. NORFOLK ST.", "E. MARGINAL WAY S.", "AIRPORT WAY S.", AND "S. BOEING ACCESS RD.". ALL THESE ROADS ARE PUBLIC RIGHT-OF-WAYS. THE SITE HAS ACCESS TO ALL OF THESE ROADS.
3. THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK, PER THE DATE OF THE FIELD SURVEY.
4. THERE IS NO KNOWLEDGE OF ANY PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES, AND THERE IS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION.
5. THERE IS NO EVIDENCE OF ANY WETLAND MARKERS FROM A FIELD DELINEATION OF WETLANDS BY A QUALIFIED SPECIALIST.
6. UNDERGROUND PIPE CONNECTIONS, AND ANY UNDERGROUND "TEE"S ARE PER FIELD OBSERVATIONS, UTILITY MARKINGS, AND BEST AVAILABLE PUBLIC MAPS. THE LOCATION OF PIPES SHOWN HEREON SHALL BE VERIFIED AT THE TIME OF ANY CONSTRUCTION.

SOILS REPORT NOTES:

1. THE FOLLOWING SOILS REPORT FOR THE SITE SHALL BE CONSIDERED PART OF THESE CONSTRUCTION DOCUMENTS:

   SOILS REPORT: REPORT OF GEOTECHNICAL ENGINEERING SERVICES
   JOB NUMBER: 3626-062-00
   DATE: JULY 28, 2017

   PREPARED BY: GEOENGINEERS, INC.
   17425 NE UNION HILL RD, SUITE 250
   REDMOND, WA 98052
   (425) 862-6098

2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL PROVISIONS OF THE SOILS REPORT FOR THE SITE BE OBSERVED AND COMPLIED WITH DURING ALL PHASES OF THE SITE PREPARATION, GRADING OPERATIONS, FOUNDATION, SLAB, AND PAVING CONSTRUCTION.
3. ANY PROVISIONS OF THE SOILS REPORT WHICH CONFLICT WITH INFORMATION SHOWN ELSEWHERE ON THESE DRAWINGS, OR WHICH REQUIRE FURTHER CLARIFICATION, SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER FOR DETERMINATION.
4. A REPRESENTATIVE OF THE SOILS ENGINEER SHALL BE AVAILABLE TO OBSERVE AND APPROVE THE EARTHWORK OPERATIONS AND TO VERIFY FIELD CONDITIONS AS WORK PROCEEDS. THE SOILS ENGINEER SHALL SUBMIT FIELD REPORTS CERTIFYING THAT THE METHODS AND MATERIALS OF THE EARTHWORK OPERATIONS WERE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE SOILS INVESTIGATION AND THAT THE WORK WAS PERFORMED TO HIS/HER SATISFACTION.
5. THE SOILS ENGINEER SHOULD BE NOTIFIED AT LEAST FIVE (5) WORKING DAYS PRIOR TO ANY SITE CLEARING OR GRADING.

SETBACKS:
PORTION OF SITE WITHIN CITY OF SEATTLE:
FRONT/SIDE/REAR: NOT APPLICABLE

PORTION OF SITE WITHIN CITY OF TUKWILA:
FRONT: (S. NORFOLK STREET) 25 FEET WITH 12.5 FEET LANDSCAPED
SECOND FRONT: (E.MARGINAL WAY) (AIRPORT WAY SOUTH) (BOEING ACCESS RD.) 12.5 FEET WITH 12.5 FEET LANDSCAPED
INTERIOR SIDE & REAR: NOT APPLICABLE

BUILDING SIZE:
PORTION OF SITE WITHIN CITY OF SEATTLE:
BUILDING HEIGHT: 85'
BUILDING SITE AREA REQUIREMENTS: NONE SPECIFIED FOR THE USE

PORTION OF SITE WITHIN CITY OF TUKWILA:
BUILDING HEIGHT: 45' (4 STORIES)
BUILDING SITE AREA REQUIREMENTS: NONE SPECIFIED

DENSITY:
PORTION OF SITE WITHIN CITY OF SEATTLE:
MAXIMUM BASE FLOOR AREA RATIO: 2.5

PORTION OF SITE WITHIN CITY OF TUKWILA: NONE SPECIFIED

PARKING:
PORTION OF SITE WITHIN CITY OF SEATTLE:
MANUFACTURING/STORAGE (WAREHOUSE): 1 SPACE PER 2000 S.F. (308 SPACES)
OFFICE: 1 SPACE PER 1000 S.F. (71 SPACES)

PORTION OF SITE WITHIN CITY OF TUKWILA:
WAREHOUSING: 1 SPACE PER 2000 S.F. (138 SPACES)

PARKING SPACES REQUIRED: 517 TOTAL PARKING SPACES

FLOOD ZONE:
SITE LIES WITHIN "FLOOD ZONE X – UNSHADED" PER FEMA FIRM MAP PANEL 645 OF 1725, MAP NUMBER 53033C0645F, AND MAP REVISED MAY 16, 1995.

"FLOOD ZONE X – UNSHADED" ARE AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN.

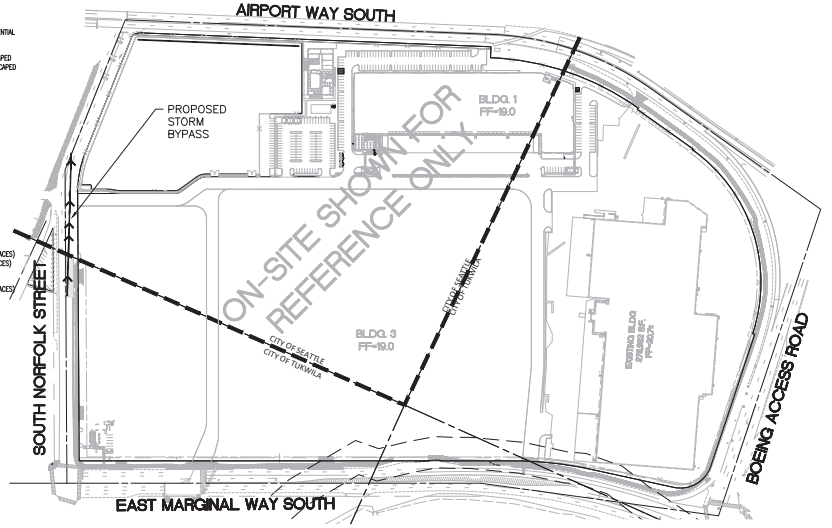
STRIPED PARKING:
(813) PARKING STALLS
(2) PARALLEL PARKING STALLS
(3) HANDICAPPED STALLS

(816) TOTAL PARKING STALLS

ZONING:
(PER "Y2R REPORT" ZONING REPORT DRAFT DATED 10/24/2016)

ZONING DESIGNATION:
PORTION OF SITE WITHIN CITY OF SEATTLE:
"IC-85" INDUSTRIAL COMMERCIAL DISTRICT WITH A MAXIMUM HEIGHT LIMIT OF 85 FEET & VERY SMALL PORTION WITHIN "IC2 U/85" INDUSTRIAL GENERAL 2 UNLIMITED WITH AN UNLIMITED HEIGHT LIMIT FOR GENERAL INDUSTRIAL USES AND MAXIMUM HEIGHT OF 85 FEET FOR UNRELATED RETAIL / COMMERCIAL USES AND WITHIN AN INNER TRANSITIONAL SURFACE AND INNER APPROACH SURFACE AIRPORT HEIGHT OVERLAY, LIQUEFACTION ZONE AND GREATER DUWAMISH MANUFACTURING INDUSTRIAL OVERLAY
PORTION OF SITE WITHIN CITY OF TUKWILA:
"LI" LIGHT INDUSTRIAL DISTRICT

SITE IS NOT ABUTTING ANY RESIDENTIAL DISTRICTS



INDEX OF CIVIL SHEETS:

R1 OF 9 COVER SHEET
R2 OF 9 FRONTAGE IMPROVEMENTS OVERVIEW
R3 OF 9 SOUTH NORFOLK STREET PLAN AND PROFILE
R4 OF 9 SOUTH NORFOLK STREET PLAN AND PROFILE
R5 OF 9 SOUTH NORFOLK STREET PLAN AND PROFILE
R6 OF 9 SOUTH NORFOLK STREET PLAN AND PROFILE
R7 OF 9 SOUTH NORFOLK STREET PLAN AND PROFILE
R8 OF 9 SOUTH NORFOLK STREET PLAN AND PROFILE
R9 OF 9 CONSTRUCTION NOTES AND DETAILS

DEVELOPER/OWNER
PROLOGIS
12720 GATEWAY DRIVE, SUITE 110
TUKWILA, WA. 98168

ENGINEER
BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE S
KENT WA, 98032
PH: (425) 251-6222
CONTACT: DAN BALMELLI, P.E.
EMAIL: DBALMELLI@BARGHAUSEN.COM

LANDSCAPE ARCHITECT
BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE S
KENT WA, 98032
PH: (425) 251-6222
CONTACT: LAUREN PERRY
EMAIL: LPERRY@BARGHAUSEN.COM

SURVEYOR
BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE S
KENT WA, 98032
PH: (425) 251-6222
CONTACT: DAN BALMELLI, P.E.
EMAIL: DBALMELLI@BARGHAUSEN.COM

ARCHITECT
CRAFT ARCHITECTS
2505 THIRD AVENUE, SUITE 324
SEATTLE, WASHINGTON 98121
PH: (206) 720-7001
FAX (206) 720-2949
www.craftarchitects.com

GEOTECH
GEOENGINEERS, INC.
17425 NE UNION HILL RD, SUITE 250
REDMOND, WA 98052
PH: (425) 862-6098

C.O.T. STANDARD CONSTRUCTION NOTES
WORK IN ROADWAYS

ALL WORK IN ROADWAYS SHALL MEET TMC 11, IBC 2018, AND THE FOLLOWING:
A. PRIOR TO ANY ACTIVITY IN CITY RIGHT-OF-WAY, THE PERMITTEE SHALL PROVIDE THE CITY A TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL. THE TRAFFIC CONTROL PLAN SHALL INCLUDE THE LOCATION, ADDRESS AND DESCRIPTION OF TRAFFIC FLOW DURING THE WORK AND SHALL MEET MUTCD REQUIREMENTS.
B. ALL WORK REQUIRING LANE CLOSURES MUST BE BY PERMIT ONLY. FROM THE THIRD THURSDAY IN NOVEMBER TO THE FOLLOWING JANUARY 2ND, THE DIRECTOR DOES NOT ALLOW LANE CLOSURES IN THE TUKWILA URBAN CENTER.
C. FIRE, PEDESTRIAN, AND VEHICULAR ACCESS TO BUILDINGS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT WHEN PERMITTEE HAS PERMISSION FROM THE BUILDING OWNER AND THE DIRECTOR TO CLOSE AN ACCESS.
D. ALL ROADWAYS SHALL BE KEPT FREE OF DIRT AND DEBRIS USING STREET SWEEPERS. USE OF WATER TRUCKS FOR CLEANING ROADWAYS REQUIRES PREAPPROVAL FROM THE DIRECTOR.
E. INSTALL STEEL PLATES OVER ANY TRENCH, AT ANY TIME WORK IS STOPPED AND THE TRENCH IS LEFT OPEN.

CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR OBTAINING PERMITS FROM THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES FOR REMOVING AND REPLACING ALL SURVEY MONUMENTATION THAT MAY BE AFFECTED BY CONSTRUCTION ACTIVITY, PURSUANT TO WAC 332-120. APPLICATIONS MUST BE COMPLETED BY A REGISTERED LAND SURVEYOR. APPLICATIONS FOR PERMITS TO REMOVE MONUMENTS MAY BE OBTAINED FROM THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES, OR BY CONTACTING THEIR OFFICE BY TELEPHONE AT (206) 902-1190.

WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES
PUBLIC LAND SURVEY OFFICE
1111 WASHINGTON STREET S.E.
P.O. BOX 47060
OLYMPIA, WASHINGTON 98504-7060

UPON COMPLETION OF CONSTRUCTION, ALL MONUMENTS DISPLACED, REMOVED, OR DESTROYED SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR, AT THE COST AND AT THE DIRECTION OF THE CONTRACTOR, PURSUANT TO THESE REGULATIONS. THE APPROPRIATE FORMS FOR REPLACEMENT OF SAID MONUMENTATION SHALL ALSO BE THE RESPONSIBILITY OF THE CONTRACTOR.

UTILITY CONFLICT NOTE:
CAUTION:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT BY POTHOLING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 1-800-424-5555 AND THEN POTHOLING ALL OF THE EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

LEGEND:

SURVEY MONUMENT	PROPOSED TYPE II CATCH BASIN
EX. POWER VAULT	PROPOSED TYPE I CATCH BASIN
EX. LUMINAIRE (LUM.)	PROPOSED STORM DRAIN FLOW ARROW
EX. LOT LIGHT	PROPOSED STORM DRAINAGE LINE
EX. POWER POLE	PROPOSED TRENCH DRAIN
EX. JUNCTION BOX	PROPOSED SANITARY SEWER LINE
EX. CATCH BASIN (CB)	PROPOSED SANITARY SEWER CLEANOUT
EX. CATCH BASIN (CB) TYPE 2	PROPOSED SANITARY SEWER MANHOLE
EX. SANITARY SEWER MANHOLE (SSMH)	PROPOSED WATERMAIN
EX. GAS METER	PROPOSED FIRE HYDRANT
EX. GAS VALVE	PROPOSED WATER VALVE
EX. WATER VALVE (WV)	PROPOSED CONCRETE BLOCKING
EX. FIRE HYDRANT (FH)	PROPOSED 90° BEND
MAIL BOX	PROPOSED SPOT ELEVATIONS
EX. WATER METER	EXISTING SPOT ELEVATIONS
EX. SIGN	PROPOSED CONTOURS
EX. WATER LINE	EXISTING CONTOURS
EX. SANITARY SEWER LINE	PROPOSED HEAVY DUTY ASPHALT PAVEMENT
EX. STORM DRAINAGE LINE	PROPOSED CONCRETE
EX. POWER UNDERGROUND	PROPOSED 2" OVERLAY
EX. POWER OVERHEAD	
EX. METAL FENCE	
EX. WOOD FENCE	

No.	Date	By	Ckd.	Appr.	Revision
1	9/29/22	JEP	JEP	DKB	REVISED STORM DESIGN

Designed BDW
Drawn BDW
Checked JEP
Approved DKB
Date 9/29/22

Scale:
Horizontal 1" = 200'
Vertical –

DANIEL K. BALMELLI STATE OF WASHINGTON 25472 REGISTERED PROFESSIONAL ENGINEER 9/29/2022

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 barghausen.com

For: PROLOGIS EMERALD GATEWAY
3601 S. NORFOLK STREET
SEATTLE, WA

Title: COVER SHEET FOR PROLOGIS EMERALD GATEWAY

Job Number 18182
Sheet R1 of 9

P:\18000s\18182\engineering\Frontage Storm Bypass\18182-C-Bypass.dwg 3/29/2022 9:21 AM JPULLEN10

FRONTAGE IMPROVEMENTS OVERVIEW

RECORD DRAWING

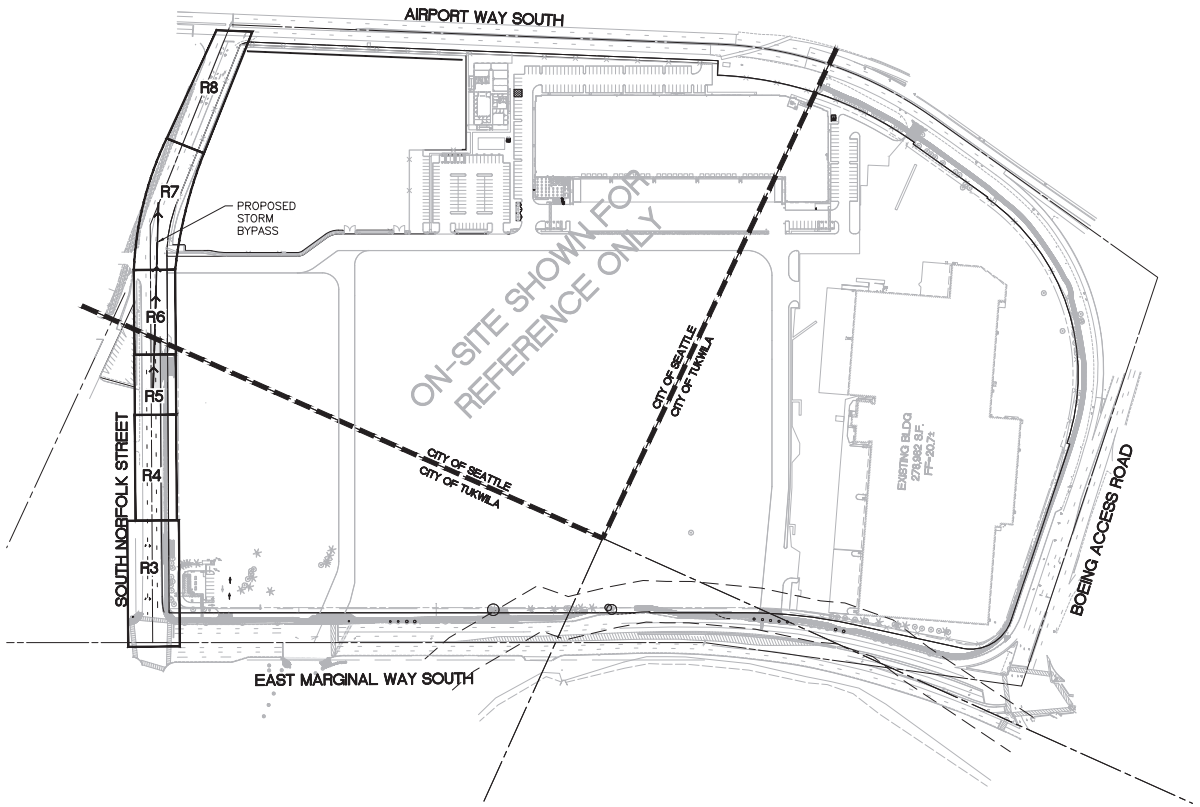
FOR

PROLOGIS EMERALD GATEWAY

A PORTION OF THE NW AND NE 1/4 OF SECTIONS 03 AND 04, TOWNSHIP 23N, RANGE 4E W.M.,
CITIES OF TUKWILA AND SEATTLE, KING COUNTY WASHINGTON

1"=150'

0 100 200 400



LEGAL DESCRIPTION:
(PER FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT NO. 20373268-416-416 DATED SEPTEMBER 28, 2016 AT 8:00 A.M.)

PARCEL A:
THAT PORTION OF TIMOTHY GROWS DONATION LAND CLAIM IN SECTIONS 3 AND 4, TOWNSHIP 23 NORTH, RANGE 4 EAST, W.M., AND OF GOVERNMENT LOT 1 IN SAID SECTION 3, AND OF THE ABANDONED SEATTLE-TACOMA INTERURBAN AND PUGET ELECTRIC COMPANY RIGHT-OF-WAY, AND OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 3, AND OF GOVERNMENT LOTS 8 AND 9 IN SAID SECTION 4, DESCRIBED AS FOLLOWS:
BEGINNING AT THE CONCRETE MONUMENT MARKING THE INTERSECTION OF THE CENTERLINES OF SOUTH NORFOLK STREET AND AIRPORT WAY SOUTH, WHICH POINT BEARS NORTH 88°11'57" EAST 521.23 FEET FROM THE CONCRETE MONUMENT MARKING THE ANGLE POINT IN THE CENTERLINE OF SAID SOUTH NORFOLK STREET;
THENCE SOUTH 88°11'57" WEST, ALONG THE CENTERLINE OF SAID SOUTH NORFOLK STREET, 37.33 FEET;
THENCE SOUTH 01°48'03" EAST 40.00 FEET TO THE INTERSECTION OF THE SOUTHERLY MARGIN OF SAID SOUTH NORFOLK STREET WITH AN ARC OF A CURVE CONNECTING SAID SOUTHERLY MARGIN WITH THE WESTERLY MARGIN OF AIRPORT WAY SOUTH, THE CENTER OF WHICH CURVE BEARS SOUTH 37°51'08" WEST, 48.00 FEET, AND THE TRUE POINT OF BEGINNING;

THENCE SOUTHERLY, ALONG SAID WESTERLY MARGIN OF AIRPORT WAY SOUTH, FOLLOWING SAID ARC OF A CURVE HAVING A RADIUS OF 48.00 FEET, AN ARC DISTANCE OF 29.1 FEET TO A POINT OF TANGENCY;
THENCE SOUTH 21°22'39" EAST, ALONG SAID WESTERLY MARGIN, 1,128.01 FEET TO A POINT OF WIDENING IN SAID AIRPORT WAY SOUTH;
THENCE SOUTH 68°37'21" WEST, ALONG SAID MARGIN, 35.00 FEET TO A POINT OF CURVE IN SAID MARGIN THE CENTER OF WHICH BEARS SOUTH 68°37'21" WEST 880.00 FEET;
THENCE SOUTHERLY, ALONG SAID MARGIN, FOLLOWING AN ARC OF A CURVE HAVING SAID RADIUS OF 880.00 FEET, AN ARC DISTANCE OF 509.06 FEET TO A POINT OF WIDENING IN SAID AIRPORT WAY SOUTH;
THENCE NORTH 78°13'59" WEST, ALONG SAID MARGIN, 5.00 FEET;
THENCE SOUTH 11°46'01" WEST, ALONG SAID MARGIN, 221.60 FEET TO A POINT OF WIDENING IN SAID AIRPORT WAY SOUTH;
THENCE NORTH 78°13'59" WEST 3.00 FEET TO A POINT OF CURVE IN SAID MARGIN, THE CENTERLINE OF WHICH BEARS NORTH 78°13'59" WEST 522.96 FEET;
THENCE SOUTHERLY AND WESTERLY, ALONG SAID CURVE AND MARGIN, AN ARC DISTANCE OF 666.38 FEET TO A POINT ON THE NORTH MARGIN OF THE BOEING ACCESS ROAD;
THENCE SOUTH 05°13'28" EAST, ALONG SAID MARGIN, 7.00 FEET;
THENCE SOUTH 84°46'32" WEST, ALONG SAID MARGIN, 447.92 FEET TO A POINT OF CURVATURE OF A 102.80 FOOT RADIUS CURVE TO THE RIGHT IN SAID MARGIN;
THENCE WESTERLY AND NORTHERLY, ALONG SAID CURVE AND MARGIN, 150.50 FEET TO A POINT OF TANGENCY ON THE NORTHEASTERLY MARGIN OF EAST MARGINAL WAY;
THENCE NORTH 11°20'42" WEST, ALONG SAID NORTHEASTERLY MARGIN, 272.50 FEET TO A POINT OF CURVATURE OF A 1,184.34 FOOT RADIUS CURVE TO THE LEFT;
THENCE NORTHERLY, ALONG SAID CURVE AND MARGIN, AN ARC DISTANCE OF 254.44 FEET;
THENCE CONTINUING ALONG THE NORTHEASTERLY MARGIN OF EAST MARGINAL WAY, NORTH 23°39'16" WEST 429.64 FEET, MORE OR LESS, TO THE SOUTH LINE OF SAID GOVERNMENT LOT 8;
THENCE CONTINUING ALONG THE NORTHEASTERLY MARGIN OF EAST MARGINAL WAY TO AN INTERSECTION WITH THE NORTH LINE OF THE SOUTH 200 FEET OF SAID GOVERNMENT LOT 8, AS MEASURED ALONG THE EAST LINE OF SAID GOVERNMENT LOT 8;
THENCE EAST, PARALLEL TO THE SOUTH LINE OF SAID GOVERNMENT LOT 8, TO THE EAST LINE OF SAID GOVERNMENT LOT 8;
THENCE SOUTH, ALONG THE EAST LINE OF SAID GOVERNMENT LOT 8, TO THE SOUTHEAST CORNER OF SAID GOVERNMENT LOT 8;
THENCE SOUTH 88°07'58" EAST, ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 3, 267.86 FEET TO THE WESTERLY BOUNDARY LINE OF THE SEATTLE-TACOMA INTERURBAN RAILWAY RIGHT-OF-WAY;
THENCE NORTH 09° 11'15" WEST, ALONG SAID WESTERLY BOUNDARY LINE, 738.75 FEET TO THE SOUTH LINE OF SAID TIMOTHY GROW'S DONATION LAND CLAIM;
THENCE SOUTH 89°59'25" WEST, ALONG SAID SOUTH LINE, 157.64 FEET TO THE WEST LINE OF SAID SECTION 3;
THENCE SOUTH 00°23'12" WEST, ALONG SAID WEST LINE, 137.23 FEET;
THENCE NORTH 89°58'12" WEST TO A POINT WHICH BEARS SOUTH 89°58'12" EAST 168.00 FEET FROM THE EASTERLY MARGIN OF EAST MARGINAL WAY SOUTH;
THENCE NORTH 23°39'16" WEST 181.29 FEET;
THENCE NORTH 89°50'45" WEST 168.16 FEET TO THE EASTERLY MARGIN OF EAST MARGINAL WAY SOUTH;
THENCE NORTH 23°39'16" WEST, ALONG SAID MARGIN, 147.95 FEET TO THE INTERSECTION OF SAID EASTERLY MARGIN WITH THE SOUTHERLY MARGIN OF SOUTH NORFOLK STREET AS CONVEYED TO KING COUNTY BY DEED RECORDED UNDER KING COUNTY RECORDING NO. 5388220, RECORDS OF KING COUNTY, WASHINGTON;
THENCE NORTH 68°00'17" EAST, ALONG SAID SOUTHERLY MARGIN, 862.07 FEET TO A POINT OF CURVE;
THENCE EASTERLY, ALONG SAID MARGIN, FOLLOWING AN ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 340.71 FEET, AN ARC DISTANCE OF 131.98 FEET TO A POINT OF TANGENCY;
THENCE NORTH 88°11'57" EAST, ALONG SAID MARGIN, 409.23 FEET TO THE TRUE POINT OF BEGINNING;
EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF TUKWILA BY STATUTORY WARRANTY DEED 9703050486;
TOGETHER WITH THAT PORTION LYING NORTH OF SOUTH NORFOLK STREET DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 3;
THENCE SOUTH 00°23'12" WEST, ALONG THE WEST LINE OF SAID SUBDIVISION, 30.00 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH 30 FEET IN WIDTH OF SAID SUBDIVISION AND THE TRUE POINT OF BEGINNING;
THENCE SOUTH 89°40'52" EAST, ALONG SAID SOUTH LINE, 57.08 FEET TO AN INTERSECTION WITH THE NORTHERLY MARGIN OF SAID SOUTH NORFOLK STREET;
THENCE SOUTH 68°00'17" WEST, ALONG SAID NORTHERLY MARGIN, 203.61 FEET TO AN INTERSECTION WITH A LINE WHICH IS 213 FEET WESTERLY, MEASURED AT RIGHT ANGLES TO AND PARALLEL WITH THE WESTERLY MARGIN OF SAID PUGET SOUND ELECTRIC COMPANY RIGHT-OFWAY;
THENCE NORTH 09°11'15" WEST, ALONG SAID PARALLEL LINE, 88.01 FEET TO A POINT WHICH BEARS NORTH 88°40'52" WEST 140.07 FEET FROM THE TRUE POINT OF BEGINNING;
THENCE SOUTH 88°40'52" EAST 140.07 FEET TO THE TRUE POINT OF BEGINNING;
AND TOGETHER WITH NON-EXCLUSIVE EASEMENTS FOR DRAINAGE RECORDED UNDER RECORDING NOS. 3885858 AND 3885859, RECORDS OF KING COUNTY, WASHINGTON.

PARCEL B-1:
THAT PORTION OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 23 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, LYING SOUTH OF THE SOUTH LINE OF THE TIMOTHY GROW'S DONATION LAND CLAIM AND WEST OF THE RIGHT OF WAY OF PUGET SOUND ELECTRIC RAILWAY.

PARCEL B-2:
THAT PORTION OF GOVERNMENT LOT 8, SECTION 4, TOWNSHIP 23 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:
BEGINNING ON THE EAST LINE OF SAID GOVERNMENT LOT 8 AT A POINT WHICH IS NORTH 0°21'24" EAST 200 FEET FROM THE SOUTHEAST CORNER THEREOF;
THENCE NORTH 0°21'24" EAST 189.77 FEET;
THENCE WEST 375 FEET, MORE OR LESS, TO THE NORTHEASTERLY LINE OF STATE ROAD NO. 1 AS NOW ESTABLISHED;
THENCE SOUTHEASTERLY ALONG SAID ROAD LINE 205 FEET, MORE OR LESS, TO A POINT WHICH BEARS NORTH 89°20'54" WEST FROM THE POINT OF BEGINNING;
THENCE SOUTH 89°20'54" EAST PARALLEL WITH THE SOUTH LINE OF SAID GOVERNMENT LOT 8, 285 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

PARCEL B-3:
THAT PORTION OF GOVERNMENT LOT 8, SECTION 4, TOWNSHIP 23 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:
BEGINNING ON THE EAST LINE OF SAID GOVERNMENT LOT AT A POINT WHICH IS NORTH 0°21'24" EAST 389.77 FEET FROM THE SOUTHEAST CORNER THEREOF;
THENCE NORTH 0°21'24" EAST ALONG SAID EAST LINE 174.65 FEET;
THENCE DUE WEST TO THE NORTHEASTERLY LINE OF PRIMARY STATE HIGHWAY NO. 1 AS ESTABLISHED BY DEED TO THE STATE OF WASHINGTON, RECORDED UNDER RECORDING NUMBER 3440535, IN KING COUNTY, WASHINGTON;
THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE 195 FEET, MORE OR LESS, TO A POINT DUE WEST OF THE POINT OF BEGINNING;
THENCE EAST 375 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

PARCEL B-4:
THAT PORTION OF SECTION 4, TOWNSHIP 23 NORTH, RANGE 4 EAST, W.M, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF THE TIMOTHY GROW'S DONATION LAND CLAIM WITH THE EAST LINE OF SAID SECTION 4;
THENCE SOUTH 0°23'12" WEST ALONG SAID EAST LINE 137.23 FEET TO THE TRUE POINT OF BEGINNING;
THENCE SOUTH 0°23'12" WEST 20.00 FEET;
THENCE NORTH 89°58'12" WEST 448.01 FEET TO THE EASTERLY MARGIN OF EAST MARGINAL WAY SOUTH;
THENCE NORTH 23°39'16" WEST ALONG SAID MARGIN TO A POINT WHICH BEARS NORTH 89°58'12" WEST FROM THE TRUE POINT OF BEGINNING;
THENCE SOUTH 89°58'12" EAST TO THE TRUE POINT OF BEGINNING.

PARCEL C:
THAT PORTION OF SECTION 4, TOWNSHIP 23 NORTH, RANGE 4 EAST, W.M., DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF THE TIMOTHY GROW'S DONATION LAND CLAIM WITH THE EAST LINE OF SAID SECTION 4;
THENCE SOUTH 00°23'12" WEST ALONG SAID EAST LINE 137.23 FEET;
THENCE NORTH 89°58'12" WEST TO A POINT WHICH BEARS SOUTH 89°58'12" EAST 168.00 FEET FROM THE EASTERLY MARGIN OF EAST MARGINAL WAY SOUTH, AND THE TRUE POINT OF BEGINNING;
THENCE NORTH 23°39'16" WEST 181.29 FEET;
THENCE NORTH 89°50'45" WEST 168.00 FEET TO SAID EASTERLY MARGIN;
THENCE SOUTH 23°39'16" EAST ALONG SAID EASTERLY MARGIN TO A POINT WHICH BEARS NORTH 89°58'12" WEST FROM THE TRUE POINT OF BEGINNING;
THENCE SOUTH 89°58'12" EAST 168.00 FEET TO THE TRUE POINT OF BEGINNING.
ALL SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

No.	Date	By	Ckd.	Appr.	Revision
1	9/29/22	JEP	JEP	DKB	REVISED STORM DESIGN

Designed BDW
Drawn BDW
Checked JEP
Approved DKB
Date 9/29/22

Scale:
Horizontal 1:150
Vertical –

DANIEL K. BALMELLI — STATE OF WASHINGTON — 25472 — REGISTERED PROFESSIONAL ENGINEER — 9/29/2022

Berghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 berghausen.com

For: PROLOGIS EMERALD GATEWAY
3601 S. NORFOLK STREET
SEATTLE, WA

Title: FRONTAGE IMPROVEMENTS OVERVIEW FOR PROLOGIS EMERALD GATEWAY

Job Number 18182

Sheet R2 of 9

P:\18000s\18182\engineering\Frontage Storm Bypass\18182-0-Bypass.dwg 3/29/2022 9:21 AM JPULLICINO

SOUTH NORFOLK STREET PLAN AND PROFILE

FOR

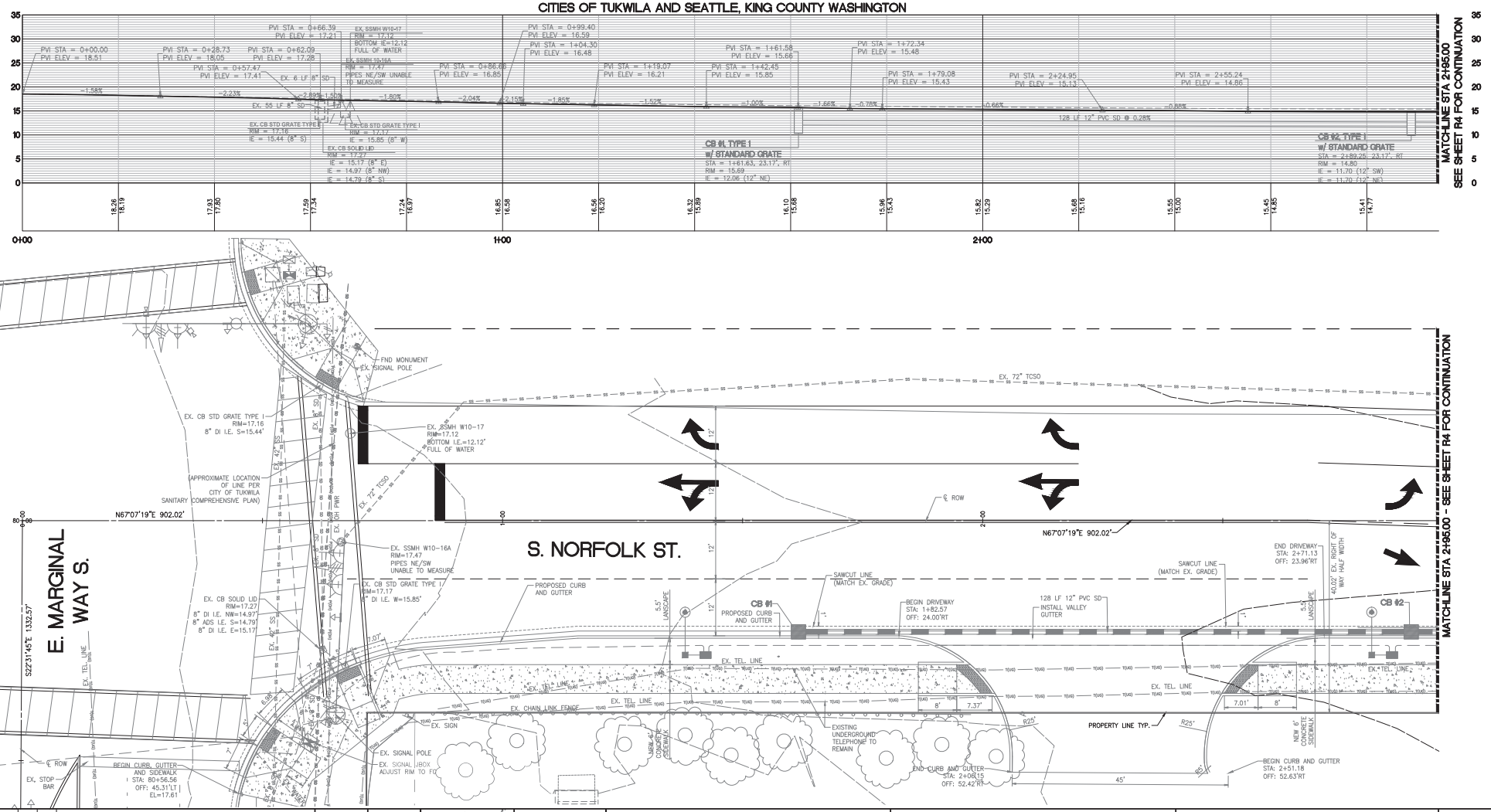
PROLOGIS EMERALD GATEWAY

A PORTION OF THE NW AND NE 1/4 OF SECTIONS 03 AND 04, TOWNSHIP 23N, RANGE 4E W.M.,
CITIES OF TUKWILA AND SEATTLE, KING COUNTY WASHINGTON

RECORD DRAWING

1" = 10'

0 5 10 20



No.	Date	By	Ckd.	Appr.	Revision
1	9/29/22	JEP	JEP	DKB	REVISED STORM DESIGN

Designed BDW
Drawn BDW
Checked JEP
Approved DKB
Date 9/29/22

Scale:
Horizontal 1" = 10'
Vertical 1" = 10'

DANIEL K. BALMELLI — STATE OF WASHINGTON — 25472 — REGISTERED PROFESSIONAL ENGINEER
9/29/2022

Berghausen Consulting Engineers, Inc.
16215 72nd Avenue South
Kent, WA 98032
425.251.6222 berghausen.com

For: PROLOGIS EMERALD GATEWAY
3601 S. NORFOLK STREET
SEATTLE, WA

Title: SOUTH NORFOLK STREET PLAN AND PROFILE FOR PROLOGIS EMERALD GATEWAY

Job Number 18182

Sheet R3 of 9

P:\18000s\18182\engineering\Frontage Storm Bypass\18182-GM - Tukwila Bypass.dwg 8/24/2023 8:33 AM JPULLICINO

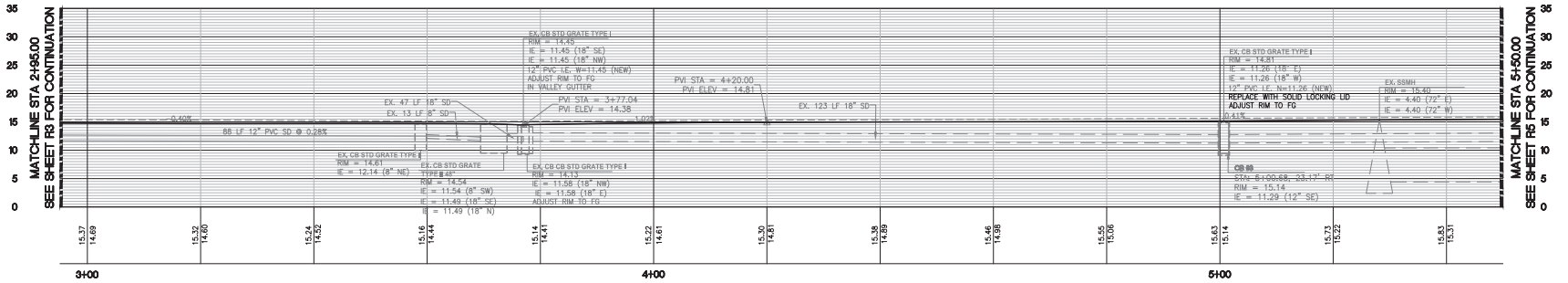
SOUTH NORFOLK STREET PLAN AND PROFILE
FOR
PROLOGIS EMERALD GATEWAY

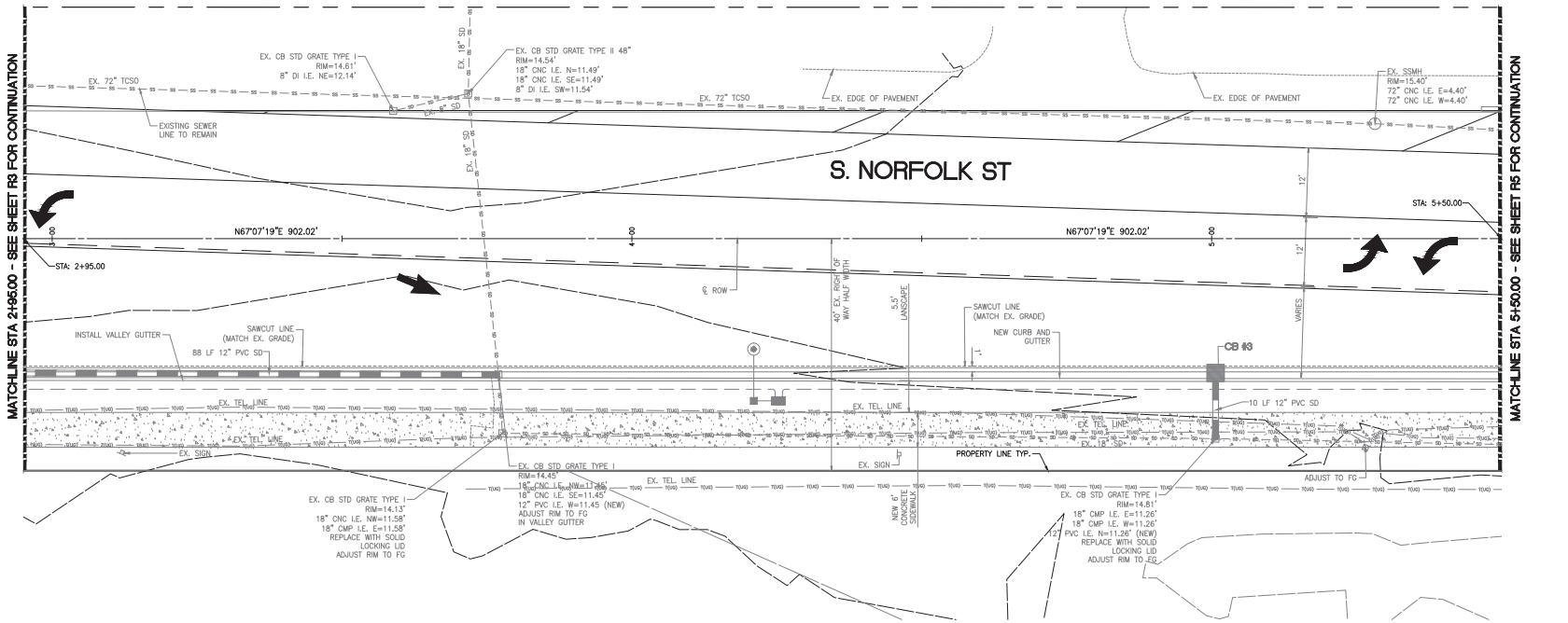
A PORTION OF THE NW AND NE 1/4 OF SECTIONS 03 AND 04, TOWNSHIP 23N, RANGE 4E W.M.,
CITIES OF TUKWILA AND SEATTLE, KING COUNTY WASHINGTON

RECORD DRAWING

1" = 10'
0 5 10 20

NOTE:
THE STORM LINE SHALL BE OWNED AND MAINTAINED BY THE CITY OF TUKWILA.





No.	Date	By	Ckd.	Appr.	Revision
1	9/29/22	JEP	JEP	DKB	REVISED STORM DESIGN

Designed BDW
Drawn BDW
Checked JEP
Approved DKB
Date 9/29/22

Scale:
Horizontal 1" = 10'
Vertical 1" = 10'

DANIEL K. BALMELLI — STATE OF WASHINGTON — 25472 — REGISTERED PROFESSIONAL ENGINEER
9/29/2022

Berghauesen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 berghausen.com

For: PROLOGIS EMERALD GATEWAY
3601 S. NORFOLK STREET
SEATTLE, WA

Title: SOUTH NORFOLK STREET PLAN AND PROFILE FOR PROLOGIS EMERALD GATEWAY

Job Number 18182

Sheet R4 of 9

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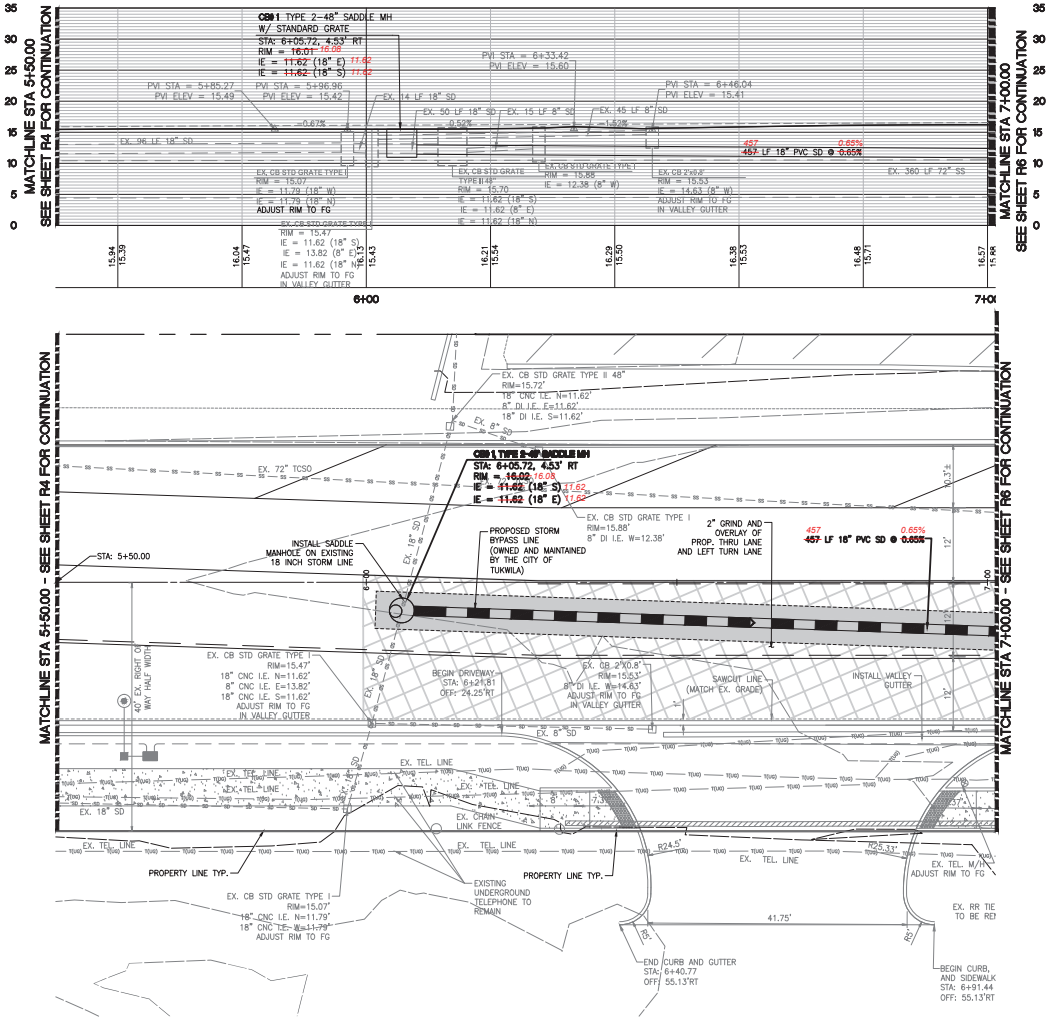
RECORD DRAWING

SOUTH NORFOLK STREET PLAN AND PROFILE
FOR
PROLOGIS EMERALD GATEWAY

A PORTION OF THE NW AND NE 1/4 OF SECTIONS 03 AND 04, TOWNSHIP 23N, RANGE 4E W.M.,
CITIES OF TUKWILA AND SEATTLE, KING COUNTY WASHINGTON

1" = 10'
0 5 10 20

NOTE:
THE STORM LINE SHALL BE OWNED AND MAINTAINED BY THE CITY OF TUKWILA.



No.	Date	By	Ckd.	Appr.	Revision
1	9/29/22	JEP	JEP	DKB	REVISED STORM DESIGN

Designed BDW
Drawn BDW
Checked JEP
Approved DKB
Date 9/29/22

Scale:
Horizontal 1" = 10'
Vertical 1" = 10'

DANIEL K. BALMELLI — STATE OF WASHINGTON — 23472 — REGISTERED PROFESSIONAL ENGINEER
9/29/2022

Berghausen Consulting Engineers, Inc.
16215 72nd Avenue South
Kent, WA 98032
425.251.6222 berghausen.com

For: PROLOGIS EMERALD GATEWAY
3601 S. NORFOLK STREET
SEATTLE, WA

Title: SOUTH NORFOLK STREET PLAN AND PROFILE FOR PROLOGIS EMERALD GATEWAY

Job Number 18182
Sheet R5 of 9

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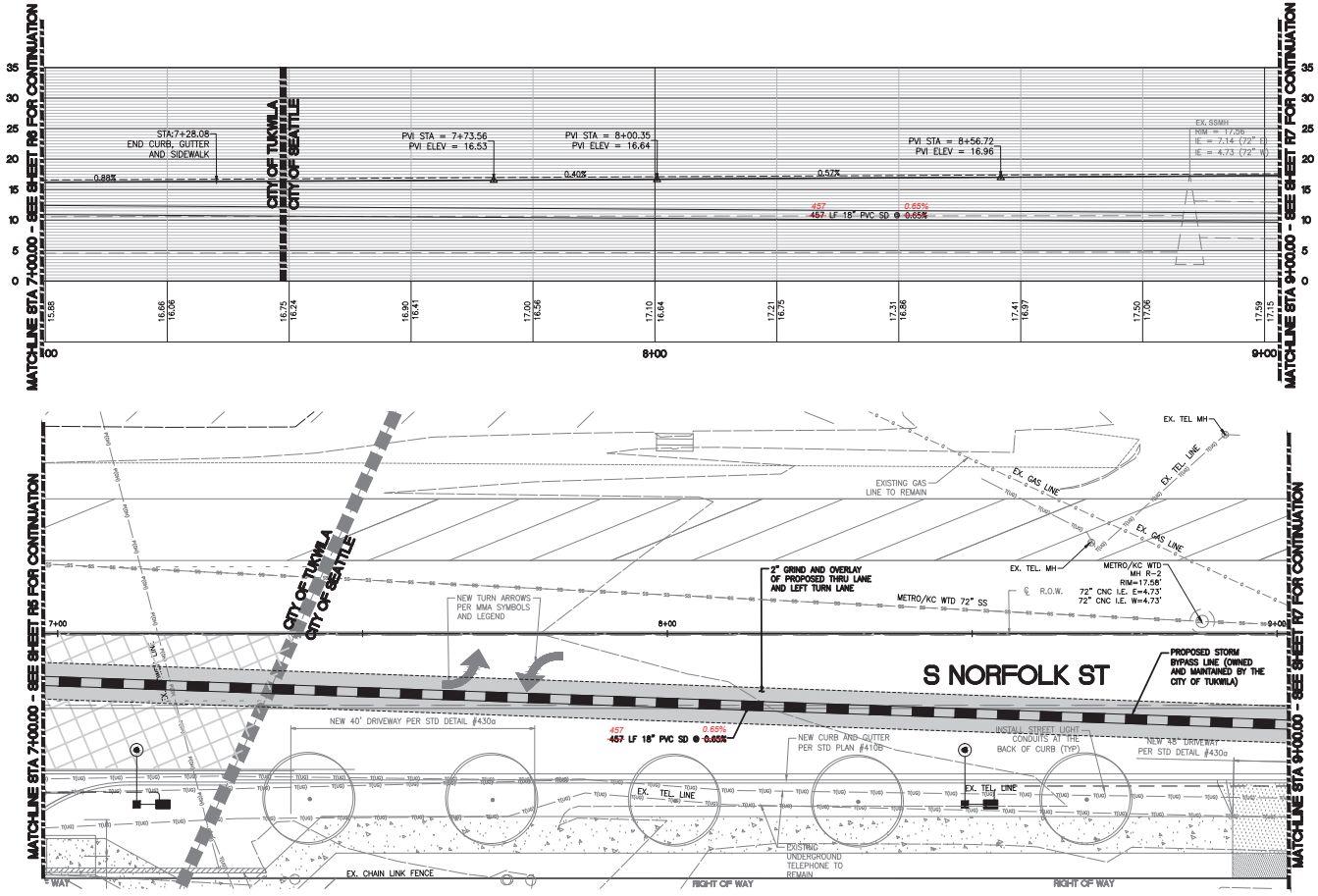
RECORD DRAWING

SOUTH NORFOLK STREET PLAN AND PROFILE
FOR
PROLOGIS EMERALD GATEWAY

A PORTION OF THE NW AND NE 1/4 OF SECTIONS 03 AND 04, TOWNSHIP 23N, RANGE 4E W.M.,
CITIES OF TUKWILA AND SEATTLE, KING COUNTY WASHINGTON

1" = 10'
0 5 10 20

NOTE:
THE STORM LINE SHALL BE OWNED AND MAINTAINED BY THE CITY OF TUKWILA.



No.	Date	By	Ckd.	Appr.	Revision
1	9/29/22	JEP	JEP	DKB	REVISED STORM DESIGN

Designed BDW
Drawn BDW
Checked JEP
Approved DKB
Date 9/29/22

Scale:
Horizontal
1" = 10'
Vertical
-

DANIEL K. BALMER
STATE OF WASHINGTON
25472
REGISTERED
PROFESSIONAL ENGINEER
9/29/2022

Berghausen
Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 berghausen.com

For: PROLOGIS EMERALD GATEWAY
3601 S. NORFOLK STREET
SEATTLE, WA

Title:
SOUTH NORFOLK STREET
PLAN AND PROFILE
FOR
PROLOGIS EMERALD GATEWAY

Job Number
18182

Sheet
R6 of 9

RECORD DRAWING

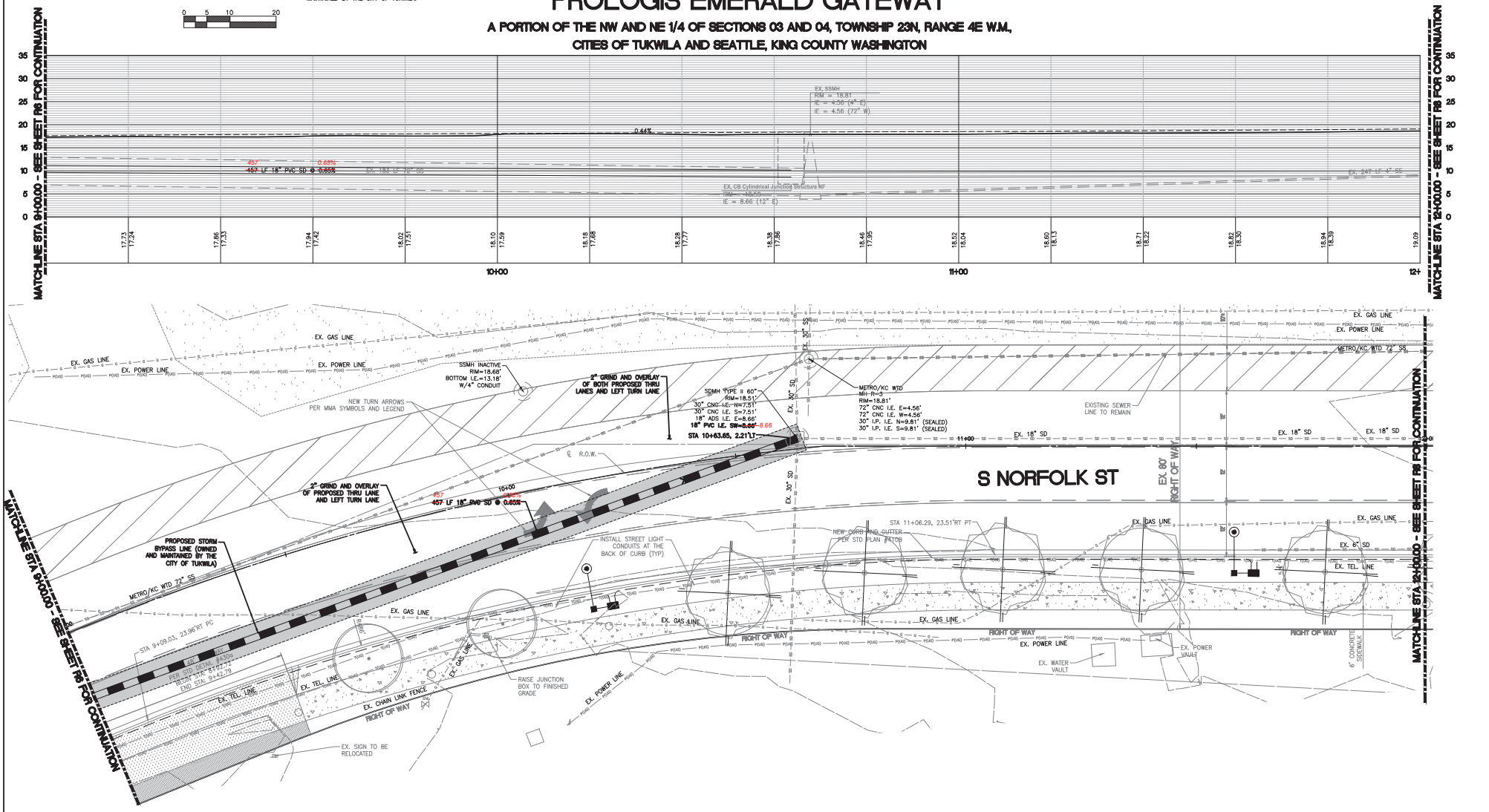
SOUTH NORFOLK STREET PLAN AND PROFILE
FOR
PROLOGIS EMERALD GATEWAY

A PORTION OF THE NW AND NE 1/4 OF SECTIONS 03 AND 04, TOWNSHIP 23N, RANGE 4E W.M.,
CITIES OF TUKWILA AND SEATTLE, KING COUNTY WASHINGTON

1" = 10'

0 5 10 20

NOTE:
THE STORM LINE SHALL BE OWNED AND MAINTAINED BY THE CITY OF TUKWILA.



No.	Date	By	Ckd.	Appr.	Revision
1	9/29/22	JEP	JEP	DKB	REVISED STORM DESIGN

Designed BDW
Drawn BDW
Checked JEP
Approved DKB
Date 9/29/22

Scale:
Horizontal 1" = 10'
Vertical –

DANIEL K. BALMER — STATE OF WASHINGTON — 25672 — REGISTERED PROFESSIONAL ENGINEER
9/29/2022

Berghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 berghausen.com

For: PROLOGIS EMERALD GATEWAY
3601 S. NORFOLK STREET
SEATTLE, WA

Title: SOUTH NORFOLK STREET PLAN AND PROFILE FOR PROLOGIS EMERALD GATEWAY

Job Number 18182

Sheet R7 of 9

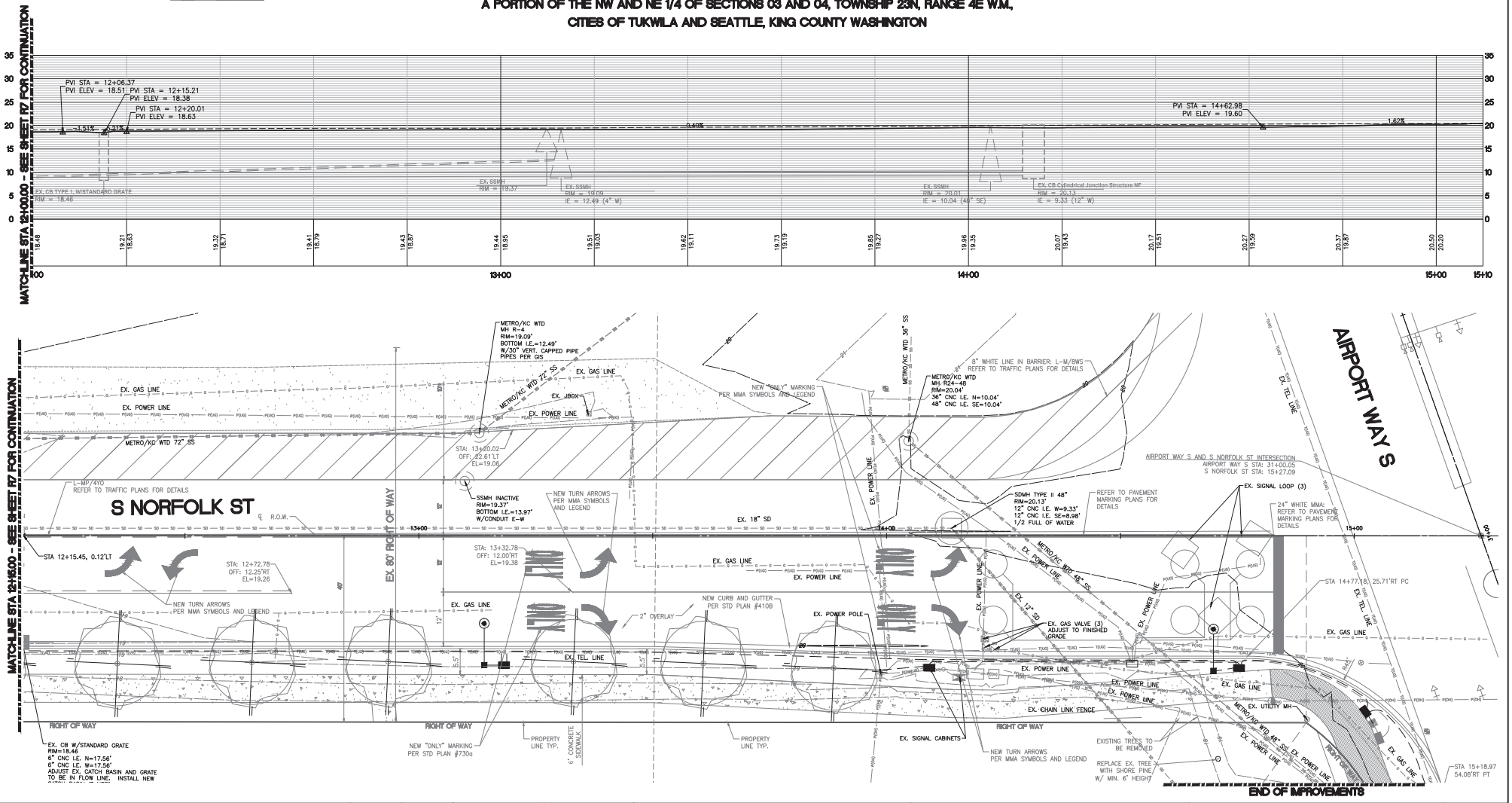
RECORD DRAWING

SOUTH NORFOLK STREET PLAN AND PROFILE
FOR
PROLOGIS EMERALD GATEWAY

A PORTION OF THE NW AND NE 1/4 OF SECTIONS 03 AND 04, TOWNSHIP 23N, RANGE 4E W.M., CITIES OF TUKWILA AND SEATTLE, KING COUNTY WASHINGTON

1" = 10'

0 5 10 20



No.	Date	By	Ckd.	Appr.	Revision
1	9/29/22	JEP	JEP	DKB	REVISED STORM DESIGN

Designed BDW
Drawn BDW
Checked JEP
Approved DKB
Date 9/29/22

Scale:
Horizontal 1" = 10'
Vertical -

DANIEL K. BALMELLI — STATE OF WASHINGTON — 25672 — REGISTERED PROFESSIONAL ENGINEER — 9/29/2022

Berghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 berghausen.com

For: PROLOGIS EMERALD GATEWAY
3601 S. NORFOLK STREET
SEATTLE, WA

Title: SOUTH NORFOLK STREET PLAN AND PROFILE FOR PROLOGIS EMERALD GATEWAY

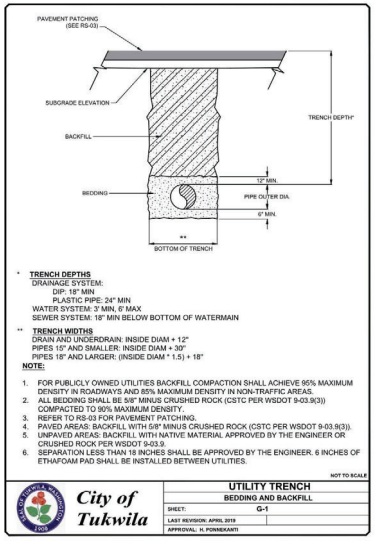
Job Number 18182

Sheet R8 of 9

RECORD DRAWING

CONSTRUCTION NOTES AND DETAILS
FOR
PROLOGIS EMERALD GATEWAY

A PORTION OF THE NW AND NE 1/4 OF SECTIONS 03 AND 04, TOWNSHIP 23N, RANGE 4E W.M.,
CITIES OF TUKWILA AND SEATTLE, KING COUNTY WASHINGTON



* **TRENCH DEPTHS**
DRAINAGE SYSTEM:
DIP: 18" MIN
PLASTIC PIPE: 24" MIN
WATER SYSTEM: 3' MIN, 6' MAX
SEWER SYSTEM: 18" MIN BELOW BOTTOM OF WATERMAIN

** **TRENCH WIDTHS**
DRAIN AND UNDERDRAIN: INSIDE DIAM + 12"
PIPES 15" AND SMALLER: INSIDE DIAM + 30"
PIPES 18" AND LARGER: (INSIDE DIAM * 1.5) + 18"

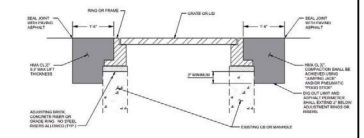
NOTE:

1. FOR PUBLICLY OWNED UTILITIES BACKFILL COMPACTION SHALL ACHIEVE 95% MAXIMUM DENSITY IN ROADWAYS AND 85% MAXIMUM DENSITY IN NON-TRAFFIC AREAS.
2. ALL BEDDING SHALL BE 5/8" MINUS CRUSHED ROCK (CSTC PER WSDOT 9-03.9(3)) COMPACTED TO 90% MAXIMUM DENSITY.
3. REFER TO RS-03 FOR PAVEMENT PATCHING.
4. PAVED AREAS: BACKFILL WITH 5/8" MINUS CRUSHED ROCK (CSTC PER WSDOT 9-03.9(3)).
5. UNPAVED AREAS: BACKFILL WITH NATIVE MATERIAL APPROVED BY THE ENGINEER OR CRUSHED ROCK PER WSDOT 9-03.9.
6. SEPARATION LESS THAN 18 INCHES SHALL BE APPROVED BY THE ENGINEER. 6 INCHES OF ETHAFOAM PAD SHALL BE INSTALLED BETWEEN UTILITIES.

NOT TO SCALE

City of Tukwila

UTILITY TRENCH
BEDDING AND BACKFILL
SHEET: G-1
LAST REVISION: APRIL 2019
APPROVAL: N. PONNEKANTI



SECTION DETAIL THROUGH STRUCTURE

NOTE:

1. COMPACTION METHODS SHALL BE USED UNTIL MATERIAL REACHES A FIRM AND UNYIELDING CONDITION
2. UNPAVED AREAS: BACKFILL WITH NATIVE MATERIAL APPROVED BY THE ENGINEER OR CRUSHED ROCK PER WSDOT 9-03.9.

NOT TO SCALE

City of Tukwila

UTILITY ADJUSTMENT
SHEET: G-2
LAST REVISION: APRIL 2019
APPROVAL: N. PONNEKANTI

No.	Date	By	Ckd.	Appr.	Revision
1	9/29/22	JEP	JEP	DKB	REVISED STORM DESIGN

Designed BDW
Drawn BDW
Checked JEP
Approved DKB
Date 9/29/22

Scale:
Horizontal –
Vertical –

DANIEL K. BALMELLI — STATE OF WASHINGTON — 22472 — REGISTERED PROFESSIONAL ENGINEER
9/29/2022

Berghauesen Consulting Engineers, Inc.
16215 72nd Avenue South
Kent, WA 98032
425.251.6222 berghausen.com

For: PROLOGIS EMERALD GATEWAY
3601 S. NORFOLK STREET
SEATTLE, WA

Title: CONSTRUCTION NOTES AND DETAILS FOR PROLOGIS EMERALD GATEWAY

Job Number 18182

Sheet R9 of 9

P:\18000s\18182\engineering\Frontage Storm Bypass\18182-D Bypass.dwg 2/16/2022 10:15 AM JPULLIONO

BILL OF SALE

For good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the undersigned, Prologis-Exchange 3301 South Norfolk LLC, a limited liability company organized under the laws of the state of Delaware ("Owner"), does hereby grant, bargain, transfer, sell, assign, convey, and deliver to the City of Tukwila, a Washington municipal corporation ("Grantee"), certain underground storm bypass pipelines and appurtenant facilities installed within the Grantee's right of way, as further described on Exhibit A ("Improvements"), to have and to hold the same for the said Grantee, its successors and assigns forever.

Owner hereby covenants that they are the lawful owner of said Improvements; that the same is free from all encumbrances; that all bills for labor and material associated with the same have been paid; that it has the right to sell the same as aforesaid; and that it will warrant and defend the same against the claims and demands of all persons with respect to the foregoing covenants and will pay any costs, including reasonable attorney fees incurred by Grantee, arising out of any such claim or demand.

The Improvements are hereby conveyed in consideration of the agreement of Grantee, for itself, its successors and assigns, to accept ownership of the Improvements and to maintain the same as provided for in applicable city ordinances.

TO HAVE AND TO HOLD the same unto the said Grantee, its successors and assigns, forever.

[Remainder of page intentionally left blank.]

IN WITNESS WHEREOF, the Owner has executed this Bill of Sale this _____ day of _____, 2025.

OWNER:

PROLOGIS-EXCHANGE 3301 SOUTH NORFOLK LLC, a Delaware limited liability company

By: PROLOGIS, L.P., a Delaware limited partnership, its sole member

By: PROLOGIS, INC., a Maryland corporation, its general partner

By:_____
Jake Maxwell, Vice President

STATE OF WASHINGTON)
) ss
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Jake Maxwell is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Vice President of PROLOGIS, INC., a Maryland corporation, as the general partner of PROLOGIS, L.P., a Delaware limited partnership, as the sole member of PROLOGIS-EXCHANGE 3301 SOUTH NORFOLK LLC, a Delaware limited liability company, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED: _____, 2025.

_____
Notary Public for the State of Washington
residing in _____, _____
(City) *(State)*
Print name:_____
Commission expires: _____

CITY OF TUKWILA, a Washington municipal corporation

_____
By: _____
Title: _____

Attest/Authenticated:

_____ _____
City Clerk Approved As To Form by City Attorney

STATE OF WASHINGTON)
) ss.
COUNTY OF _____)

On this day, this record was acknowledged before me by _____, known to me to be the _____ of the City of Tukwila, the municipal corporation that executed the foregoing document, and acknowledged that they signed the same as their free and voluntary act for the purposes described herein.

DATED December _____, 2025.

_____
Name:
NOTARY PUBLIC in and for the state of Washington, residing at _____
My commission expires: _____

EXHIBIT A

PW22-0033 APPROVED PLAN SET SHEETS R1-R9

CITY OF TUKWILA CAPITAL ASSET ACQUISTION FORM

INSTRUCTIONS. The Owner or Owner's Representative completes this form for transfer of a capital item to the City. The City Clerk processes the form.

TRANSACTION.

1. ☐ DEVELOPER'S AGREEMENT

Name: _____

Council Action Dated: _____

2. ☑ BILL OF SALE

Total Construction Cost of Capital Asset: **$** $72,088

Grantor: _____ **Grantee:** _____

3. ☐ OTHER

Description: _____

ASSET DESCRIPTION. [ ] Water **☐ Sewer** **☑ Storm** **☐ Curb/Gutter/Sidewalk** **☐ Other**

688 LF of Storm pipe and one type 2 -48" catch basin with saddle manhole.

I certify that to the best of my knowledge the above information is true and accurate.

_____ _____

Signature – Department Head **Date**

I hereby approve the acceptance of the named asset(s) on behalf of the City.

_____ _____

Mayor **Date**

Note: Assets over $40,000 in value require Council action and approval.

By council action at a council meeting dated _____20 ☐, the above assets were accepted.

_____ _____

Council President **Date**

_____ _____

ATTEST: City Clerk **Date**

DOCUMENTATION ATTACHED:

☐ Turnover Request Letter	☐ Bill of Sale	☐ Easements	☐ Material List
☐ Title Report	☐ Record Drawings	☐ ROW dedication	☐ Other: _____

DISTRIBUTION LIST: ☐ City Clerk ☐ Utility Asset Acctg. ☐ Maint. Div I Utility

MATERIAL LIST

PROJECT NAME: Prologis Emerald Gateway Storm Bypass

PERMIT NO: PW22-0033

DESCRIPTION (length, size, material & type)	QUANTITY	AVERAGE UNIT COST	DATE INSTALLED	SERVICE LIFE TOTAL (YRS)	ORIGINAL COST TOTAL	DEPRECIATION PER YEAR	ACCUMLATED DEPRECIATION
688 LF of 18" PVC Storm line	688	$101	05/01/2023	40	$69,488	$1,737.2	$3474.4
CB#1 Type 2- 48" Saddle Manhole	1	$2,600	05/01/2023	40	$2,600	$65	$130

TOTAL COSTS: $72,088

SIGNED: _____

DATED: 3/10/2025

CITY OF TUKWILA
Public Works Department
206-433-0179

DEVELOPMENT BULLETIN D3

TURNOVER PROCESS

Permit Number PW22-0033

Applicant/Owner Prologis LP

Project Address 3301 S Norfolk St

Parcel Number(s) 0003400042

Date Submitted 2/20/2025

TURNOVER PROCESS AND DOCUMENT DESCRIPTIONS

For turnover of privately built infrastructure to the City of Tukwila, the Owner, or the Owner's authorized agent, submits a completed turnover packet to Public Works 3 weeks before requesting Public Works final inspection. Using the enclosed City of Tukwila forms, provided for your convenience, will help ensure the turnover submittal is complete. Final Inspection will not be scheduled until Public Works receives the turnover submittal.

Once the Public Works Department receives the turnover submittal, the Department reviews the submittal for completeness and accuracy. Public Works may request additional information or corrections to the submitted documents. Generally, the review will not hold up Final Inspection.

When all the paper work is complete, the Public Works Director presents the request for turnover to the City Council. The acceptance process can take 2-6 weeks. Following acceptance, the City Clerk records the infrastructure documentation.

If you have any questions regarding completion of these documents, please contact the Public Works Permit Technician at 206-433-0179.

DEVELOPMENT BULLETIN D3

TURNOVER PROCESS

DOCUMENT DESCRIPTION

TURNOVER LETTER

Purpose: Provides formal request to the City to accept constructed infrastructure and any related rights-of-way and easements as public.

Description: A letter addressed to the City of Tukwila requesting acceptance of constructed infrastructure. The letter includes a brief description of the infrastructure and reasons for turnover, for example, public infrastructure required due to development, and description of turnover paperwork being submitted.

RECORD DRAWINGS, AS-BUILT PLANS, & VICINITY MAP

Purpose: Provides permanent record for City Engineering and Maintenance Divisions. Used by Mayor/Utilities Committee and Council when reviewing the request for turnover.

Description: Submit Record Drawing and As-built plans to Public Works on 3.5 diskette in AutoCAD and on 24" x 36 " mylar sheets drawn to scale, with the following inclusions:

- Information on record drawings including: locations of existing and abandoned-in-place components, dimensions, slopes, materials, inverts, distances, finished grades and capped utilities
- Construction Notes applicable to components of system
- Easements
- Rights-of-way
- Stamped Engineer block with signature

BILL OF SALE

Purpose: Provides legal instrument for transferring infrastructure and easements/rights-of-way from the Owner to the City.

Description: A brief summary of the installed system and attached legal descriptions of easements and rights-of-way. Bill of Sale form enclosed.

Note: Documents will be recorded at King County Records. Please ensure all text and signatures are within a 1” margins on all four sides.

DEVELOPMENT BULLETIN D3

TURNOVER PROCESS

CAPITAL ASSETS ACQUISITION FORM

Purpose: Processing acceptance and signoff of infrastructure by Public Works/ Administration/Council/Finance.

Description: A brief summary of all components installed or constructed and totals construction cost. Capital Asset Acquisition form enclosed**.**

Note: State law requires assets acquired from a special service district to be transferred by ordinance.

MATERIAL LIST/INFRASTRUCTURE SPREADSHEET

Purpose: Provides complete description and constructed value of infrastructure. The Finance Department uses this to record value of City property.

Description: A spreadsheet, which shows a description of each component of the system, the actual constructed cost for each component and the total construction, cost for the system. Spreadsheet must be signed and dated by Owner or authorized agent. Material List form enclosed.

EASEMENTS

Purpose: Grants City the right to operate, maintain, repair or reconstruct transferred infrastructure on private property.

Description: Easement Form and two exhibits. The completed Easement Form must be signed, dated and notarized. The two exhibits are: Exhibit A, a written legal description of the easement and Exhibit B, a schematic plan (8-1/2 X 11) of the easement in relation to the project. Easement (Corporate Form) form enclosed.

Note: Documents will be recorded at King County Records. Please ensure all text and signatures are within a 1” margins on all four sides.

DEVELOPMENT BULLETIN D3

TURNOVER PROCESS

DEDICATION OF RIGHT OF WAY

Purpose: Grants right of way to the City for the purpose of road classification.

Description: Right of way Form and two exhibits. The completed right of way form must be signed, dated and notarized. The two exhibits are: **Exhibit A**, a written legal description of the Right of Way and **Exhibit B**, a schematic plan (8-1/2 x11) of the right of way in relation to the project. Dedication of Right-of-way form enclosed.

Note: Documents will be recorded at King County Records. Please ensure all text and signatures are within a 1" margins on all four sides.

MAINTENANCE BOND

Purpose: Security that contractor will maintain and repair constructed infrastructure for a 2-year period. Maintenance Bond provides warranty.

Description: Completed Maintenance Bond must be signed and dated. The City determines the bond amount and the Owner may secure the bond by submitting the completed and signed Maintenance Bond Form or by Assignment of Funds. Maintenance Bond Surety Agreement enclosed.

Bond No: TBD

Maintenance Bond

KNOW ALL MEN BY THESE PRESENTS, that we

PROLOGIS-EXCHANGE 3301 SOUTH NORFOLK LLC hereinafter

called Principal, as Principal, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND ,
a corporation of the State of Illinois , , , hereinafter called Surety, as Surety,

are held and firmly bound unto

City of Tukwila

hereinafter called Obligee in the sum of Ninety Three Thousand Three Hundred Fifteen Dollars and 60/100 ($93,315.60)
DOLLARS, lawful money of the United States of America, to be paid to the said Obligee, or its successors or assigns, to the payment of which sum well and truly to be made, we do bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

SIGNED, sealed and dated this TBD day of , .

WHEREAS, the Principal entered into a contract with the said Obligee, dated September 8, 2022 ,

for

Emerald Gateway Storm Bypass - Public Works Permit# PW22-0033

and,

WHEREAS, the Obligee requires that these presents be executed on or before the final completion and acceptance of said contract and

WHEREAS, said contract was completed and accepted on the TBD day of , .

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the Principal shall remedy, without cost to the Obligee, any defects which may develop during a period of (01) one year
from the date of completion and acceptance of the work performed under the contract, caused by defective or inferior materials or workmanship, then this obligation shall be void: otherwise it shall be and remain in full force and effect.

ATTEST:

PROLOGIS- EXCHANGE 3301 SOUTH NORFOLK LLC
a Delaware limited liability company

By: Authorized Person

By: _____

[Name, Title] of Prologis, Inc., a Maryland corporation

FIDELITY AND DEPOSIT COMPANY OF MARYLAND

****PLEASE SEE ATTACHED CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT FOR THE SURETY ****

By: _____

Tanya Chinchilla , Attorney-in-Fact

CON80010ZZ0601f

BARGHAUSEN

March 12, 2025

Kerry Murdock
Development Engineer
City of Tukwila
Department of Public Works
6300 Southcenter Boulevard, Suite 100
Tukwila, WA 98188

RE: City Turnover Letter
Public Works Permit Application Number PW22-0033
Emerald Gateway - 3301 South Norfolk Street
Our Job No. 18182

Dear Kerry:

The work associated with permit number PW22-0033 has been completed. The work was inspected and as-built to ensure that it meets or exceeds all city, state and federal requirements The installed infrastructure is ready to turn over ownership to the city of Tukwila. This work includes the installation of approximately 668' of 18" PVC storm line and a storm manhole.

If you have questions or need additional information, please do not hesitate to contact me at this office. Thank you.

Sincerely,

James E. Pullicino
Senior Civil Project Manager

JP/jd/yg
18182c.065.docx
enc: As Noted
cc:

INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure**

FROM: **Pete Mayer, Interim Public Works Director**

BY: **Shawn Christie, Fleet & Facilities Manager**

Garron Herdt, Fleet Superintendent

CC: **Mayor McLeod**

DATE: **April 25, 2025**

SUBJECT: **Resolution to Surplus & Sell qty 2 additional 2017 Ford Police Interceptors**

ISSUE

Approve Resolution to surplus two (2) additional 2017 Ford Police Interceptor Utility SUVs no longer needed by the City and authorize the sale to Skagit Valley College under the authority granted with RCW 35A.11.010.

ANALYSIS

Both police patrol vehicles have served the City for 8 years surpassing their planned 5-year life cycle and both have been replaced under the regular budgeted annual Fleet Replacement Program.

Skagit Valley College was established in 1990. The SVC PRLEA is one of six accredited academies nationwide that meets the Federal Law Enforcement Training Center's standards for commissioning of seasonal Park Rangers for Level II entry law enforcement roles for the National Park Service (NPS) and other federal agencies. In addition, the academy meets the entry-level law enforcement requirements for full-time law enforcement positions with any Washington State law enforcement agency for one year from the graduation date, as well as many other state, county, and city park agencies. Washington State's Criminal Justice Training Commission also recognizes the academy training as satisfying the requirement for Law Enforcement Reserve Officer status.

FISCAL IMPACT

Public auction venues of outfitted police vehicles require extensive fleet shop time to remove components such as the lighting and all agency decals. Selling these vehicles to Skagit Valley College provides a savings for the City by eliminating the majority of the fleet decommissioning process.

Both vehicles are fully depreciated and are currently valued at $9,000, established by analyzing past auction revenue for similar vehicle make and model.

Revenue generated from the surplus process is returned to the 501 Fleet Equipment Rental fund which originated the purchase.

RECOMMENDATION

Council is being asked to approve the Resolution declaring the 2 Police Interceptors, estimated value at $9,000, as surplus and authorize their sale, and to consider this item on the Consent Agenda for the May 5, 2025 Regular Council Meeting.

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

2025 FLEET SURPLUS (Skagit Valley College) - Exhibit A

RES #	EQ#	DIV	O&M ACCT	Dept	Yr	Description	Color	Serial Number / Vehicle Identification Number	License	Meter	EST. SALVAGE VALUE	SURPLUS HOUSE	REVENUE YEAR
	1759	PD PATROL	PD010220	PD	2017	PATROL, FORD POLICE INTERCEPTOR UTILITY SUV AWD	BLACK / WHITE	1FM5K8AR4HGB41230	62527D	93,300	$4,500	SKAGIT VALLEY COLLEGE	2025
	1761	PD PATROL	PD010220	PD	2017	PATROL, FORD POLICE INTERCEPTOR UTILITY SUV AWD	BLACK / WHITE	1FM5K8AR2HGD93770	62528D	88,449	$4,500	SKAGIT VALLEY COLLEGE	2025
TOTAL	**2**										**$9,000**		

2025 Fleet Surplus (Skagit Valley College)



Unit 1759, 2017 FORD POLICE INTERCEPTOR UTILITY SUV AWD,
License 62527D, VIN 1FM5K8AR4HGB41230.
Odometer 93,300.
Estimated value: $4,500.



Unit 1761, 2017 FORD POLICE INTERCEPTOR UTILITY SUV AWD
License 62528D, VIN 1FM5K8AR2HGD93770
Odometer 88,449
Estimated value: $4,500

DRAFT

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

WHEREAS, the City of Tukwila leased new Police Patrol vehicles as part of the annual fleet replacement program replacing two 2017 Police Interceptors; and

WHEREAS, the two vehicles described and depicted on Exhibits A and B, have a combined estimated salvage value of $9,000; and

WHEREAS, the vehicles 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 the Police Department; or any other City Department; and

WHEREAS, the City of Tukwila has statutory authority to dispose of personal property under RCW 39.33.010, provided such personal property is declared surplus to the City's needs;

WHEREAS, the City of Tukwila may sell the vehicles to Skagit Valley College on such terms and conditions that may be mutually agreed upon; and

WHEREAS, Skagit Valley College has authorized its staff to purchase Tukwila's two Police Interceptors; and

WHEREAS, Skagit Valley College's administration has sent an intent to purchase said vehicles;

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

Section 1. Declaration of Surplus. The two 2017 Police Interceptor vehicles described and depicted on the attached Exhibits A and B are hereby declared surplus.

Section 2. Mayor or Designee authorized to sell. The Mayor or designee, as part of the City's replacement program, is hereby authorized to sell the two vehicles described

and depicted in the inventory list and photographs on Exhibits A and B, respectively, to Skagit Valley College for the mutually agreed upon full value of $9,000.00

PASSED BY THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, at a Regular Meeting thereof this _____ day of _____, 2025.

ATTEST/AUTHENTICATED:

_____ _____

Andy Youn-Barnett, CMC, City Clerk Tosh Sharp, 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: 2025 Fleet Surplus List (Skagit Valley College)
Exhibit B: 2025 Fleet Surplus Equipment (Skagit Valley College) – Photographs

INFORMATIONAL MEMORANDUM

TO: **Transportation & Infrastructure Committee**

FROM: **Pete Mayer, Interim Public Works Director**

BY: **Shawn Christie, Internal Operations Manager**

CC: **Mayor Thomas McLeod**

DATE: **April 25, 2025**

SUBJECT: Purchase Replacement Brush Chipper for Unit 2604 (mechanical failure)

ISSUE

A 501 Fund asset, Brush Chipper unit 2604 used by the Street Department, needs to be replaced.

BACKGROUND

There are two brush chippers in the City's fleet inventory. Both units are heavily used with one unit used by Parks Maintenance and the other unit used by Street Maintenance. Street Maintenance is assigned the 2002 Vermeer BC100XL unit 2604 which is 23 years old. This unit recently started to have vibration problems and is no longer safe to use. Fleet Services identified that the feed assembly must be replaced at a cost of $10,000 for the unit to be returned to service. Unit 2604 is included in the Fleet Replacement Program and was already scheduled to be replaced in 2027.

ANALYSIS

With the high cost of the roller assembly repair on a 23-year-old unit, it is more cost effective to accelerate the replacement of this unit than to spend money on repair. The Street Maintenance and Fleet Services teams tested possible replacement units and identified the Bandit Intimidator 12XPC as the unit to purchase. The proposed unit is comparable in size and functionality of the current equipment. The new unit will cost $64,529.

FISCAL IMPACT

No additional funds are needed for this purchase and no budget overrun will occur. Fleet Services has identified $126,200 in savings in the adopted 2025 Fleet 501 Fund budget to cover the cost of purchasing a replacement brush chipper this year. The savings identified, through fleet utilization analysis, is to repurpose an existing Ford pickup truck for the added Park Ranger position and eliminating one of the replacement Police Patrol vehicles.

RECOMMENDATION

Approve the 501 fund purchase of a Bandit Intimidator 12XPC brush chipper replacing failed unit 2604 using already realized savings in the 2025 adopted budget and consider this item on the Consent Agenda for the May 5, 2025 Regular Council Meeting.

INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**
FROM: **Pete Mayer, Interim Director**
BY: **David Baus, Transportation Project Manager**
CC: **Mayor Thomas McLeod**
DATE: **April 25, 2025**
SUBJECT: **2024 Pavement Condition Index (PCI) Study Update**
Presentation on the 2024 PCI Study Results
Contract No. 24-072

ISSUE

Provide the Transportation and Infrastructure Services Committee with an update on the condition of the City's roads, presenting findings from the 2024 PCI study and incorporating comparisons to the 2020 PCI Study.

BACKGROUND

PCI studies are essential for evaluating the condition of city roads and identifying pavement issues, such as cracks or potholes. They allow cities to prioritize maintenance, improve safety, and manage infrastructure budgets effectively. By providing a clear understanding of road conditions, PCI studies help cities plan strategic repairs and ensure long-term economic and public safety benefits

ANALYSIS

The City's average Pavement Condition Index (PCI) score has increased by one point since the 2020 study and now stands at 67, which is above the national average of 60 to 65. Key findings from the study include:

1. Streets rated as "excellent" account for 9.5%, falling short of the target of 15%.
2. The backlog amount is 6%, significantly below the national average of 12%.

Looking ahead, the Capital Improvement Plan (CIP) budget of $2.5M through 2028 will be slightly below the steady-state funding required to maintain the city's current PCI level.

FISCAL IMPACT

The cost for 2024 PCI Study was $52,890, which was paid for by an ARPA Grant.

RECOMMENDATION

Although this is a discussion only presentation, we recommend performing a city PCI study every four (4) years with next occurring in year 2028.

Attachments: 2024 PCI Study

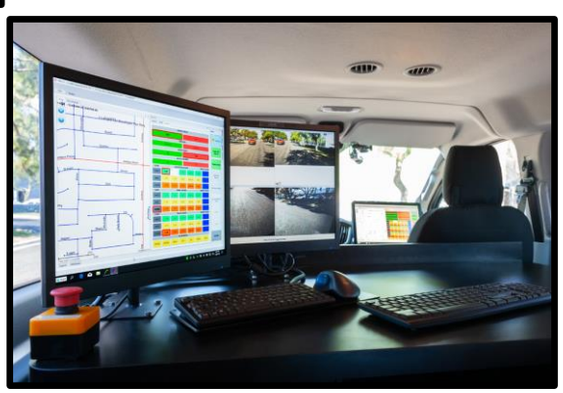
Tukwila, WA

Pavement Management Report

December 2024







CITY OF TUKWILA

IMS POWERED BY ICC

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Appendix A Street Inventory and Condition Summary by Segment

Appendix B 5-Year Rehab Plan

Appendix C Full-size Maps

APPENDED MAPS

Functional Classification

Current Pavement condition index (PCI)

5 Year Rehabilitation Plan: $1.4M Annual Budget

5 Year Post Rehabilitation PCI: $1.4M Annual Budget

1.0 EXECUTIVE SUMMARY

1.1 Project and Methods Overview

In July of 2024, IMS Infrastructure Management Services, LP (IMS) utilized a cutting-edge Integrated Road Information System (IRISpro Pave) (**Figure 1)** to capture continuous, high-resolution pavement images that were used to assess pavement cracking, rutting, and roughness on 82 centerline miles of predominantly asphalt roadways in Tukwila, WA (City). IMS followed the American Society for Testing and Materials (ASTM) D6433 standard to analyze the images and distress data collected by the IRISpro to determine the Pavement Condition Index (PCI) for each segment of the road. PCI values were recorded to provide an indication of the surface conditions and structural integrity of a pavement.

Using the Easy Street Analysis (ESA) pavement management system, IMS developed multi-year pavement maintenance and rehabilitation (M&R) recommendations for the roadways surveyed. The recommendations consider the severity, quantity, and type of pavement distresses, surface type, pavement strength and functional class. By utilizing these recommendations, the City can make informed decisions on how best to allocate their resources to ensure the longevity and safety of their roadways.



Figure 1 - IMS Integrated Road Information System platform (IRISPro Pave)

The PCI method was used in accordance with the ASTM D6433 standards to assess the condition of the City's pavements. This method is considered an objective and repeatable approach to assess pavement condition, which is preferrable to alternative methods that rely upon potentially biased human ratings. Based on the PCI results, ESA prioritizes funding using a cost-of-deferral approach, recommending M&R activities that optimize funding by selecting rehabilitation candidates only when they approach the critical point where a heavier maintenance activity will soon be needed to restore the roadway to full service.

The analysis and data presented in this report are based on the inspections performed by IMS in July 2024 on the City's pavement network, using available work history and other assumptions that are elaborated on later in this report.

1.2 Results Overview and Recommendations

PCI values provide an indication of the surface conditions and structural integrity of a pavement. The 0–100 PCI range is commonly divided into categories using descriptive terms: *Very Poor*, *Poor*, *Marginal*, *Fair*, *Good*, *Very Good*, and *Excellent*. Divisions between the terms are not fixed but are meant to reflect common perceptions of pavement conditions. These divisions are discussed in more detail in Section 3.0.

The City's roadways were generally found to be in *Good* condition **with an average PCI of 67**. **Figure 2** provides a visual breakdown of the distribution of pavement area across different PCI categories at the time of analysis. Approximately 49% of the City's roadways were found to be in *Excellent* or *Very Good* condition. If structurally sound, these pavements are often suitable candidates for cost-effective preventive maintenance treatments. On the other hand, pavements with a PCI below 40 (i.e., pavements in *Poor* or *Very Poor* condition) comprise the City's "backlog" of M&R. The **City's backlog was found to be 6%.** These pavements typically require full or partial reconstruction. Pavements falling within the middle categories, such as *Fair* or *Marginal* condition, often benefit from mill and overlay projects. It's important to note that these are general recommendations, and the specific M&R strategy may vary based on factors such as distress types, soil conditions, structural adequacy, and other project-specific details.

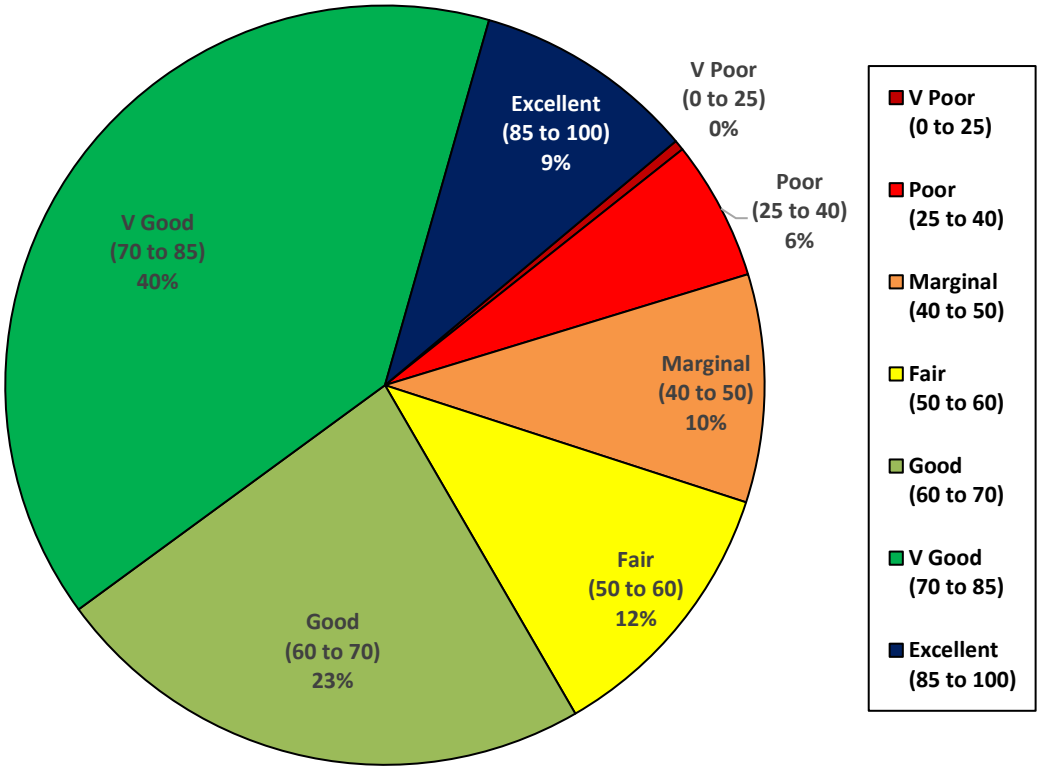


Figure 2 - Distribution of the City's Pavement System on a Condition Scale

Metrics of Health

The following three metrics are frequently used as indicators of overall pavement network health. The pavement analysis uses these metrics as benchmarks when determining budget goals, such as the backlog control, PCI control, and recommended funding levels.

Pavement Condition Index (PCI) – The PCI score is a ranking assessment on the overall health of a pavement segment on a scale of 0 to 100. The network average PCI is a good global indicator of a network's overall health.

Percent of Excellent Roads – Roads with a condition category of Excellent are those that score between a PCI of 85 to 100.

Backlog –Backlog is the Very Poor and Poor roads (between a PCI of 0 and 40) that represent a portion of the network in need of extensive rehabilitation such as full and partial reconstruction. Using sound pavement management and finance principles, a very healthy network will have a backlog of 10% or less.

The City met two out of three of the metrics for evaluating the quality of its roadway network.

- ✓ The network average pavement condition score exceeds the national average currently seen by IMS of 60 to 65, with the City's average scoring a **67**.
- o The number of streets rated Excellent is below the minimum recommended target of 15% at **9.5%**
- ✓ The backlog amount is below the average value of 12% at **6%.**

The analysis conducted by IMS using the ESA pavement management system has provided the City with valuable insights into the condition of its roadways. To assess the effect of annual budget on PCI over a five-year period, **Figure 3** has been generated to depict the anticipated PCI in five years relative to different annual budget allocations. The blue line allows the user to assess the effect of a given annual budget on the PCI in five years, serving as a valuable tool for understanding the potential effects of budget decisions on future pavement conditions.

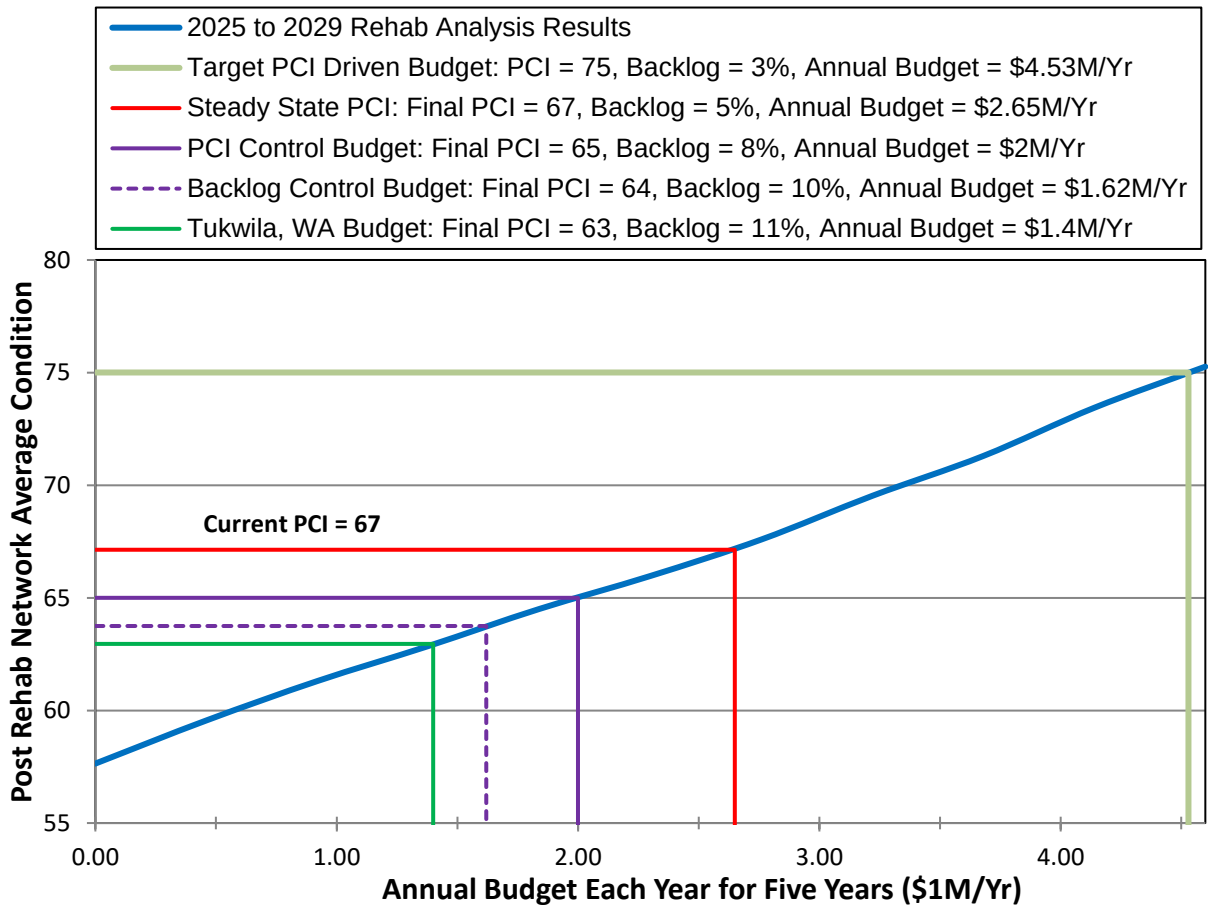


Figure 3 - PCI Based on Five-Year Annual Budget Funding Models

It is important to note that the information presented in the Executive Summary is condensed from various sections of this report. Reviewers are encouraged to familiarize themselves with the detailed information provided in subsequent sections of the report prior to making any specific decisions based on these results. This will ensure that decisions regarding M&R activities are based on a comprehensive understanding of the conditions of the roadways and the recommendations provided in the report.

2.0 PRINCIPLES OF PAVEMENT MANAGEMENT

This section provides an overview of pavement management, including its objectives and the best practices for M&R planning throughout the lifecycle of a pavement. It also highlights the integration of these concepts in the ESA pavement management system, which was used in this report to develop recommendations and analyze the City's pavement network. This context is important for understanding the content and findings of the report.

2.1 Pavement Management Principles

Pavement management is the process of assessing, prioritizing, and preserving or rehabilitating pavements through a logical system that attempts to use available funds in the most cost-effective manner possible. The process is iterative, and as more data becomes available, prediction models are refined to improve accuracy. **Figure 4** illustrates that pavements typically start deteriorating rapidly once they hit a specific threshold. Therefore, it is more cost-effective to invest in cheaper surface treatments during the first 40% of a pavement's lifespan than to defer maintenance until heavier overlays or reconstruction is required just a few years later. Streets that are repaired while in good condition will have an extended lifespan and will cost less to maintain over their lifetime than those left to deteriorate to a poor condition. Without an adequate routine pavement maintenance program, streets will require more frequent reconstruction, thereby requiring significantly greater funding.

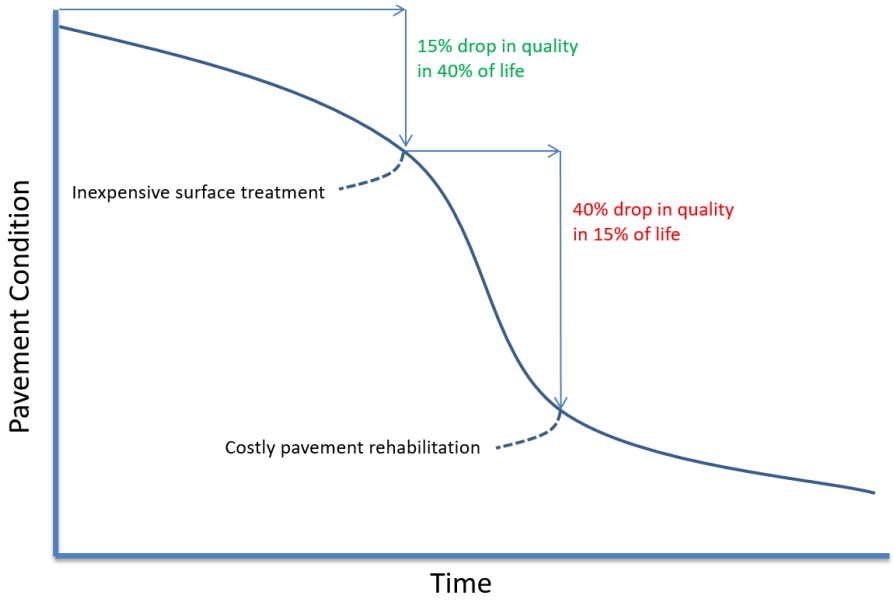


Figure 4 - Pavement Deterioration and Life Cycle Costs

The types of rehabilitation activities that the City chooses to deploy can have a significant effect on the longevity of a pavement. Depending on the PCI zone in which a pavement falls, a detailed rehabilitation strategy needs to be formed. Common rehabilitation types include localized preventive or stop gap activities (e.g. crack sealing, joint sealing, and patching), global preventive maintenance (e.g. fog seals, rejuvenators, slurry seals, microsurfacing, chip seals, cape seals, and thin overlays), major Rehabilitation (e.g. thin or thick mill and overlays), and major Reconstruction

(e.g. surface reconstruction or full reconstruction). Popular examples of cost-effective preventative activities include:

- Crack and Joint Sealing
- Microsurfacing
- Fog Seal and Rejuvenators
- Patching
- Slurry and Chip Seals
- Thin Overlays

A proactive pavement management program focuses on the preventative maintenance category and advocates proper incorporation and application of cost-effective preventative activities. These activities help maintain and repair the surface integrity which can slow deterioration and, depending on the treatment, also extend the life of a pavement. The outcome of this exercise is to increase long-term cost savings and network-level pavement quality over time.

When completed within the target zone for preventative maintenance, a pavement's lifespan can be conveniently extended. The dashed curves in **Figure 5** show the typical lifespan of a pavement that does not undergo any preventive maintenance. Major reconstruction becomes necessary after approximately 20 years. The blue curves show the benefits of preventive maintenance during the first 40% of a pavement's lifespan. Eventually, all pavements will need to undergo reconstruction; however, proactive maintenance and rehabilitation can delay this process for up to an additional 40 years.

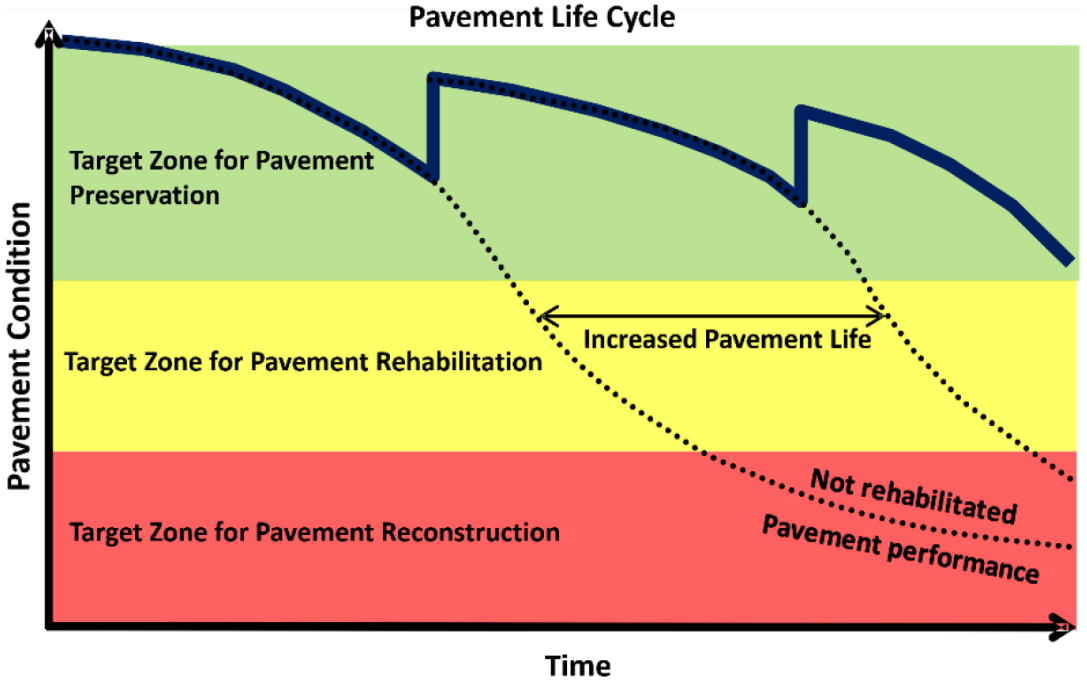


Figure 5 - Pavement Life Cycle Curve

The most effective approach to ensure optimal usage of available funds or to determine the necessary funding to achieve a predetermined level of service is by using a pavement management system. An effective pavement management system can assist agencies in developing an organized catalog of pavement assets, storing periodic condition assessments, and tracking spending and costs. This enables the City to compare trends in data to assess the effectiveness of maintenance activities and new technologies.

3.0 DATA COLLECTION AND ANALYSIS

3.1 Field Survey Methodology

IMS deployed one of its IrisPro Pave Integrated Road Information Systems for data collection. IrisPro Pave integrates industry-leading subsystems, including 3D pavement imaging systems, lasers, accelerometers, right-of-way cameras, GPS antenna, distance measurement instruments, computers and more (**Figure 6**). All collected data is captured with Drive™ data collection software, which is designed to simplify the collection of quality road data with built-in calibration schedules, real-time quality control, GIS maps, section tracking, audible alerts and voice memos, fly-by events, and exception reporting. The custom-designed hardware and software on IrisPro Pave provides sub-millisecond synchronization between all subsystems.



Figure 6 – LCMS-2 data collection vehicle

3D Pavement Imaging

The Laser Crack Measurement System (LCMS-2) captures continuous 2D and 3D images at 1 mm resolution in the lane of travel up to 4 m (13 ft) wide at highway speeds, allowing for the visualization and characterization of all features on the road surface. The system allows for collection rates up to 28,000 profiles per second, five times faster than the first edition of LCMS. This allows smaller cracks, especially transverse cracks, to be detected more consistently than in the past. The vertical accuracy has also improved from 0.50 mm to 0.25 mm.

High Quality Imaging

The Ladybug 5+ captures high quality 30MP spherical images using six cameras for a 360-degree view of the roadway and surroundings. The images can be viewed in panoramic mode, 360 mode, or individual directional images can be extracted at any desired camera angle. Both the Pavement imaging and right of way cameras are triggered on a fixed-distance basis, image capture is precisely synchronized to GPSTime and DMI, and cameras are calibrated for asset inventory and geo-referenced image measurements.

3.2 Data Quality Assurance

The collected data is processed in the office using the Connect™ software. Connect provides a perfectly synchronized multi window platform to view and alter all collected data including profile, distress, slope, International Roughness Index (IRI), events, images, and GPS map. **Figure 7** shows some examples of how data can be viewed in Connect. Using Connect, the LCMS-2 3D pavement images are analyzed to identify and classify distresses, and the longitudinal profile of the road is analyzed to determine the IRI and ride quality under the wheel paths according to industry standards. All processed data is matched to the segment ID of the roadway.

To ensure the accurate determination of PCI scores, the field data undergoes a rigorous series of processing phases and quality checks. These checks encompass synchronized assessment of both processed and raw data streams. The automatic distress identification and classification process involves various steps: First, different rules and processing parameters are applied on different pavement types; next, the auto detected lane markings are manually adjusted to exclude non-pavement areas and limit the assessment area for cracking and rutting to between the lane markings and invalidation rules are applied to exclude additional anomalies (e.g. near railroad crossing or bridge decks) from the assessment area. Finally, a team of pavement raters who are well-versed in both the distress standards and the data in its digital format review images and make the necessary corrections on areas with gross under/over detection.

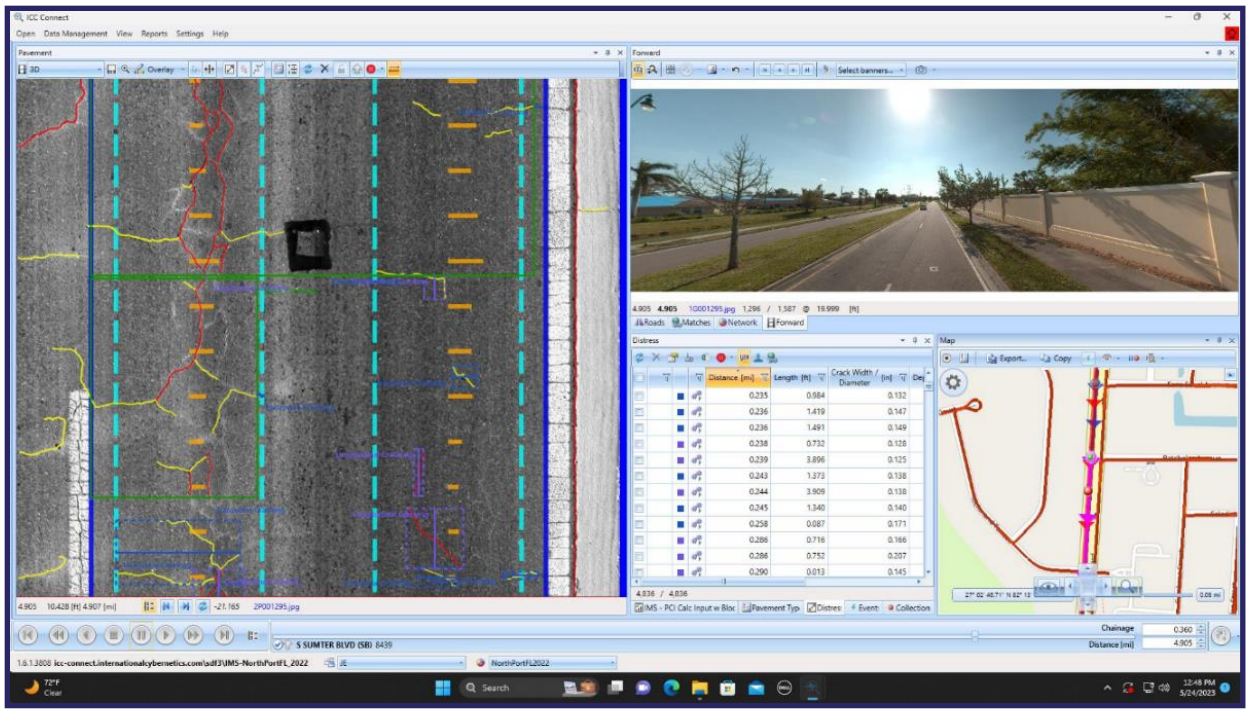


Figure 7 - QC Image from Connect™ Software

To further confirm the accuracy of our condition data, spot checks are conducted on a network-wide basis by both the QC team and engineering staff. These spot checks are carried out on a random selection of road sections across the entire network to verify that the condition data is consistent and accurate. They also help to identify any potential issues that may have been missed during the initial data collection and review process.

Once the QC team and engineering staff have established the integrity of the data, an initial condition spreadsheet with detailed data and summary tables and charts is prepared and submitted for review by the Client. This review process involves a careful examination of the condition data and includes a comprehensive analysis of the data's completeness, accuracy, and consistency before preparing data for import to City's pavement management system.

3.3 Pavement Condition Survey

The goal of the pavement condition survey is to determine an accurate rating for each pavement section. The process of collecting and assessing data involves both automated and manual observations that originate from the data collected with the IrisPro Pave equipped with LCMS-2 downward imaging lasers, an array of 4k cameras, and trained rating personnel.

Within the "Network Analysis" tab in ESA, IMS has populated values for Surface Distresses, Roughness score, and Strength Rating. These three indices form the foundation on which ESA operates. They allow weighing factors to be uniquely specified for PCI calculation.

Surface Distress Index (SDI)

ASTM D6433 provides a method of categorizing surface distress observations for both asphalt and concrete pavements, based on the extent and severity of distresses along the roadway. The Surface Distress Index (SDI) is used to represent the observed pavement defects on a scale from 0 to 100. However, not all surface distresses are given equal weight. Load-associated distresses (LAD), such as rutting or alligator cracking on asphalt streets, and divided slabs on concrete streets, have a greater impact on the SDI than non-load associated distresses (NLAD), such as raveling or longitudinal and transverse cracking. Even when present in low extents and moderate severity, LAD can significantly decrease the SDI. The SDI inputs are shown in **Figure 8**.

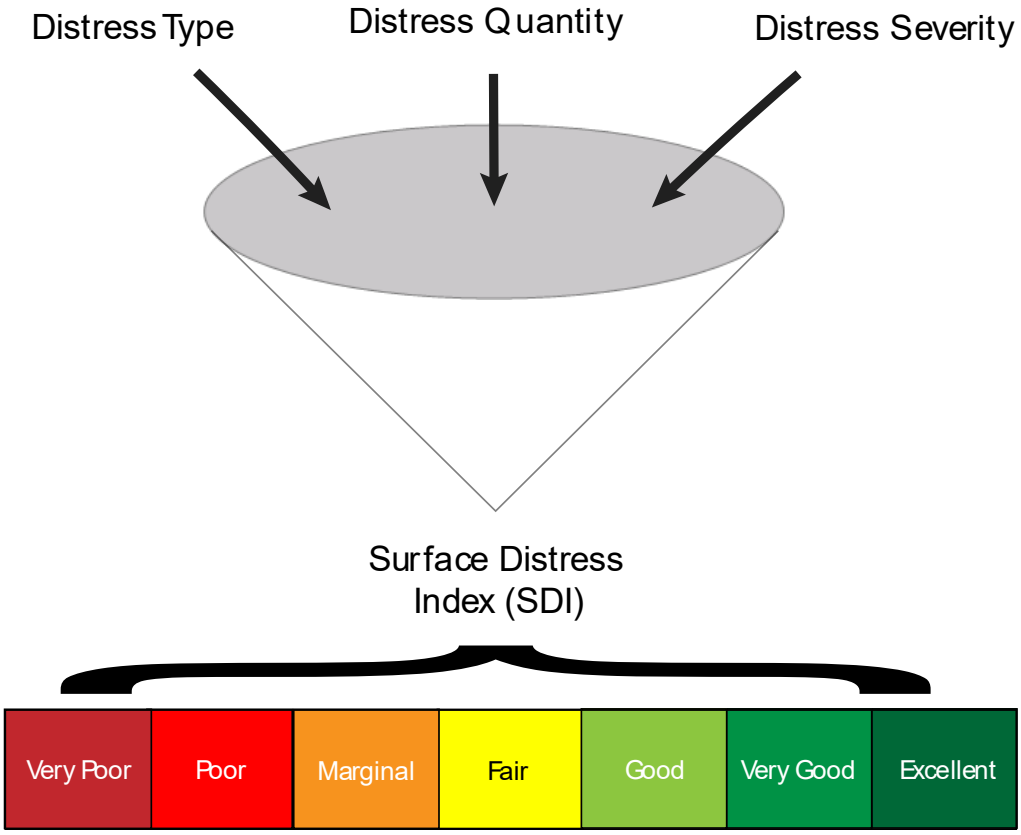


Figure 8 - SDI Inputs and Detailed Scale

ASTM D6433 covers nearly forty unique distress types that may or may not be present in an agency's road network. For that reason, IMS uses a modified approach that collects the most common and relevant distresses. The descriptions in **Table 1** outline some of the distresses collected for the City:

Table 1 - Distress Descriptions

Distress Type	Pavement Type	Description	Example
Alligator Cracking	Asphalt	• Quantified by severity and square footage • Caused by the repeated bending from vehicle loads • Propagate from the bottom, meaning that structural failure has occurred • An LAD with significant impact on the condition score, even at low extents	
Rutting	Asphalt	• Caused by the permanent deformation of the pavement and/or subgrade layers • Low densities can have a large impact on the final condition score due to their implication of possible structural failure	
Longitudinal & Transverse Cracking	Asphalt	• Quantified by their length and width • Results from pavement shrinkage due to natural daily and seasonal temperature cycles, construction issues, or other factors	

Block Cracking	Asphalt	• Quantified by their width and square footage • Form interconnected longitudinal and transverse cracks • Divides the pavement into rectangular pieces • Results from aging and environmental factors	
Patching	Asphalt	• Quantified by the square footage and severity • Always considered a surface defect • Affects ride quality and condition of a pavement	
Raveling	Asphalt	• Measured by severity and square footage affected • Loss of coarse aggregate on pavement surface	
Bleeding	Asphalt	• Measured by severity and square footage • Presence of free asphalt binder on the roadway surface • Results in a pavement surface with reduced skid resistance • Caused by either an excess of asphalt in the pavement or insufficient voids in the matrix	

Edge Cracking	Asphalt	• Measured in linear feet • Caused by traffic loading and weakened base conditions resulting from poor drainage • Run parallel to the road, usually within 1 to 2 feet of the outer edge of the pavement	
Distortion	Asphalt	• Bumps and sags, depressions, swell, corrugation, and shoving • Caused by several factors, such as construction issues, subgrade mixture failure, environmental influence, etc.	
Weathering	Asphalt	• Wearing away of asphalt binder and fine aggregate matrix • Quantified by severity and square footage	
Divided Slab	Concrete	• Slab divided by cracks into four or more pieces • Caused by overloading, inadequate support, or both • Categorized as a severe corner break if all pieces or cracks are contained within a corner break	
Corner Breaks	Concrete	• Crack that intersects with a joint at less than ½ the slab length • Caused by repeated load on a surface with a failing base	

Joint Spalling	Concrete	• A breakdown of the edges of a slab within 2ft of a joint • The depth of the cracking and area affected determine the severity	
Faulting	Concrete	• Identified by a difference in elevation across a joint • Severe faults have a >3/4 inch elevation difference between two adjacent concrete slabs	
Durability Cracking	Concrete	• Caused by the freeze-thaw expansion of the large aggregate • Breaks down concrete over-time • Typically runs parallel to a joint or linear crack • A high severity “D” crack covers more than 15% of the overall slab	
Scaling	Concrete	• A result of the surface layer of concrete being worn away over time by weathering • Measured by severity and total area affected	
Punchouts	Concrete	• Caused by heavy and repeat loads, inadequate slab thickness, and a deterioration of the base foundation • Measured by severity and number of individual cracks within the distress	

Roughness Index (RI)

The Roughness Index (RI) provides a quantifiable measure of ride quality, which is determined using the industry-standard ASTM E1926 for calculating the IRI. This value is derived from the longitudinal profile captured by the LCMS as it records the change in elevation over a distance. Once calculated, it is expressed as a slope and reported in millimeters per meter (mm/m). Typical IRI levels for new, older, and damaged pavements are displayed in **Figure 9.** The IRI is lower on average for roads or pavements that are normally used for higher speed travel.

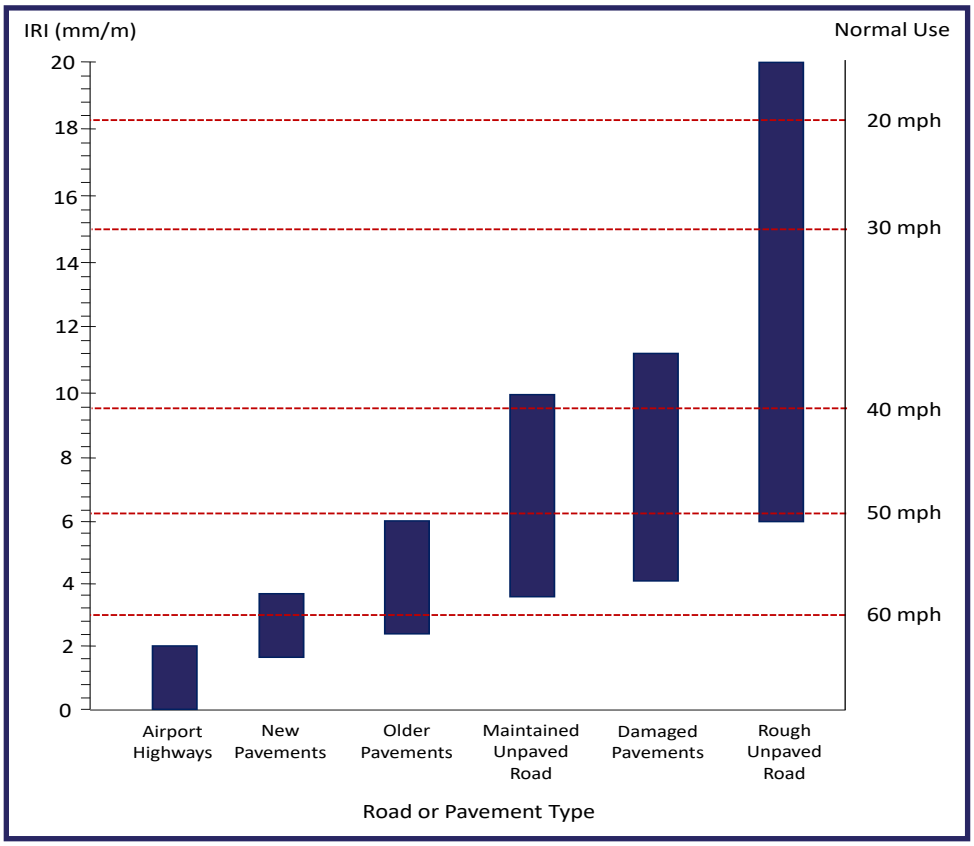


Figure 9 - IRI Scale Definitions

To enable the use of a blended condition score that incorporates both PCI and IRI scores, the IRI value is converted to an equivalent scale for analysis purposes. This is achieved by converting the IRI value into a score on a scale from 0 to 100 and reporting it as the RI using the following formula:

$$\mathbf{RI} = (11 - 3.5 \times \ln(\mathrm{IRI})) \times 10$$

ln(IRI) is the natural logarithm of IRI.

Structural Index (SI)

Structural adequacy testing was not requested by the City. Instead, IMS investigated the relationship between the PCI and the number of LAD observed in each pavement section to generate structural indices. Based on this analysis, each section was assigned a rating of *Weak*, *Moderate*, or *Strong* in terms of its strength. These ratings were represented by an SI of 30, 60, or 80, respectively. The established SI was not used in calculating the overall pavement condition score but rather to help determine appropriate rehabilitation strategies based on the pavement strength rating.

Pavement condition index (PCI) – Following the field surveys, the condition data was imported to ESA for calculating the overall PCI. The PCI for each segment was calculated using the following percentages of weighing factors:

PCI = 67% SDI + 33% RI

Table 2 presents each PCI category along with a brief description of the typical distresses and recommended treatments for each.

Table 2 – Pavement Condition Categories

Category	Typical Distresses and M&R Recommendations	PCI Range
Excellent	Like new condition – little to no maintenance required. Monitor condition or preventive maintenance.	85<PCI≤100
Very Good	Minor cracking, raveling, and other NLAD Routine or preventive maintenance. *E.g., Crack sealing, surface treatment*	70<PCI≤85
Good	Minor to moderate cracking and low severity LAD such as alligator cracking and rutting. Surface treatments with localized repairs and overlays *E.g., Surface treatments, localized surface patching, thin overlay*	60<PCI≤70
Fair	More extensive and severe longitudinal and transverse cracking, as well as moderate severity LAD Localized repairs or major rehabilitation. *E.g., Localized surface and/or full-depth patching, moderate overlays*	50<PCI≤60
Marginal	Localized high-severity alligator cracking, and rutting Major rehabilitation. *E.g., Localized full-depth patching, mill and overlay, traditional overlay*	40<PCI≤50
Poor	A greater extent of severe alligator cracking, rutting Major rehabilitation. *E.g., More extensive full-depth patching, mill and overlay, traditional overlay*	25<PCI≤40
Very Poor	Extensive and severe alligator cracking, more extensive and deeper rutting, and potholes. Major rehabilitation. *E.g., Full-depth reclamation, reconstruction*	0<PCI≤25

3.4 ESA Pavement Management System

The ESA software provides all the functionalities of a standalone software package while being user-friendly. It provides the City with a tool that can effectively catalog, classify, assess, track, and analyze condition data to aid in the processes of budget planning and pavement rehabilitation.

More specifically the program helps the City streamline its pavement management by giving structure to the basic information required for a management system:

- Pavement Section Inventory
- Pavement Deterioration Modeling
- Prioritization
- Funding Analysis
- Inspection Data
- Rehabilitation Selections & History
- Work Planning
- Reporting

Pavement Section Inventory

An accurate inventory of all City-owned streets is necessary to make any determinations, assumptions, or projections within a management system. Individual attributes such as length, width, location, traffic use, surface type, condition, and other factors may be tracked and tied back to a single management segment within ESA. Thereafter, they are given a unique ID within the program. These attributes are critical in determining appropriate rehabilitation activities, prioritizing the management segments within the system, and facilitating placement and sorting during reporting.

Inspection Data

ESA provides the City with the flexibility to use a blended condition index that can be tailored to meet specific goals and requirements. The inputs for this index rely on inspection data from the field survey. This custom reporting value is built based on various aspects considered while ranking the condition of a pavement. The inputs for this index are derived from inspection data collected during the field survey, including PCI and IRI data. Details on the individual components of the inspection are available earlier in Section 3.0.

Pavement Deterioration Modeling

Inspection data by itself is only capable of representing conditions at the time of collection. Nevertheless, within ESA there are customizable curves that can predict the rate of pavement deterioration based on a streets functional class, pavement type, and strength rating. These deterioration curves are critical in predicting future pavement conditions and determining appropriate rehabilitation strategies. The model assumes that pavements with similar attributes and usage will deteriorate at similar rates. For instance, high volume asphalt arterials that are already in poor condition are expected to deteriorate faster and are represented in **Figure 10** by a purple line. In contrast, low volume concrete local streets are expected to deteriorate slowly and are represented by a blue dashed line.

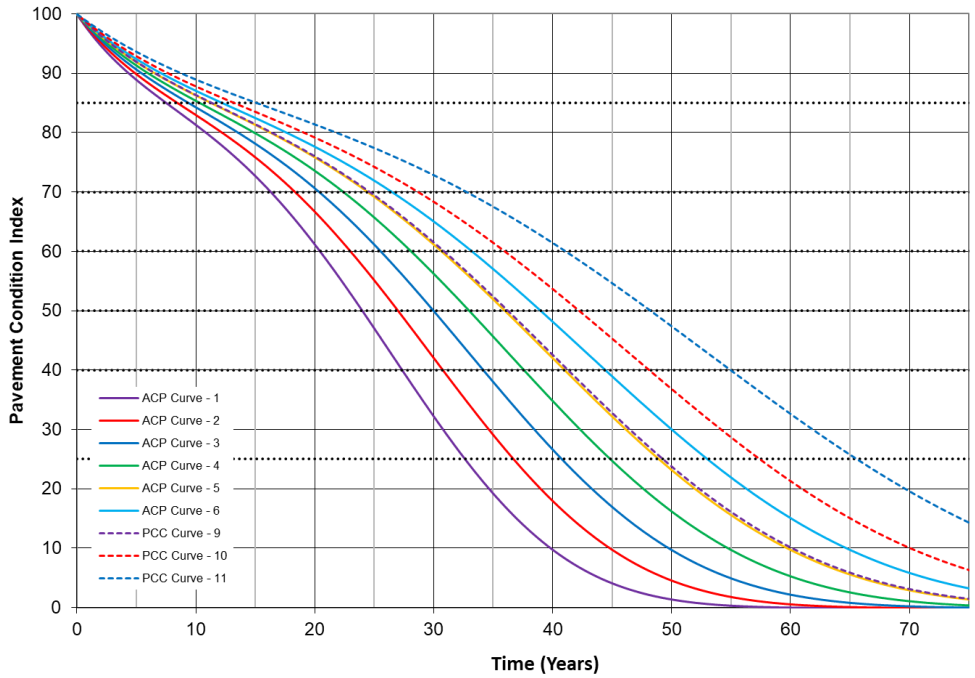


Figure 10 - Asphalt Concrete Pavement (ACP) and Portland Cement Concrete (PCC) Deterioration Curves

Rehabilitation Work Selections & History

ESA uses a set of protocols that allow for activities to be assigned to PCI ranges based on filter criteria that give the City the ability to create detailed rehabilitation strategy sets for each functional class and pavement type according to the best practices determined for that pavement.

As planned rehabilitation work is completed, a record of the work should be added to the pavement management system. This ensures that conditions are up to date for future selections and creates a repository of information to aid in planning.

Prioritization

Within ESA, the option is available to prioritize pavement projects for rehabilitation based on six main criteria: PCI, Cost of Deferral, Pavement Strength, Pavement Type, Functional Class, and the Area of a segment. Depending on the goals set forth at the beginning of the project, these criteria can be weighted differently based on their definition to create an overall priority factor for a project. Additional details on these factors are available in Section 5.

Project planning

The ability to plan work as needed allows the management program to better reflect the realities of a paving program. Certain constraints may be applied to funds that require their use within a certain year and activities relating to other assets may dictate the time and type of work to be performed. ESA allows for predefined projects to be entered into the management plan to account for work that is known. This ensures that the outcome is consistent with overall City planning and accurately reflects current funding allocations.

In terms of pavement management efficiency, a program based on worst-first, that is starting at the lowest-rated street and working up towards the highest, does not achieve an optimal expenditure of funds. Generally, under this scenario, agencies cannot sufficiently fund pavement rehabilitation and lose ground despite injecting large amounts of capital into the network.

The preferred basis of rehabilitation candidate selection is to examine the cost of deferral of a street against increased life expectancy.

Funding analysis

The actual process of determining where and when to spend funds is a function of the inputs mentioned in this section. Information from the street section inventory, condition survey, deterioration modeling, rehabilitation activity protocols, prioritization, and project planner are all assessed to predict the potential outcomes of funding scenarios. These can either be goal-based or budget-based. A more detailed description is available in Section 5.0.

Reporting

ESA has the ability to generate basic reports for common data requests through a set of predefined layouts. This allows for quick access to section condition summaries, inspection data, budget scenario summaries, and data charts. The GIS data used to generate this report is also linked to the section summary information to allow for quick and easy visualizations of the data if imported into a GIS utility. An example of data, as presented in ESA, can be seen in **Figure 11**.



Figure 11 - Example of ESA City Data

3.5 ICC Inform Pavement Network Condition Viewer

Included with every IMS pavement management project is an out-of-the-box, user friendly, browser-based image and condition viewer toll called ICC Inform. Inform provides a convenient medium through which the City may view the imagery collected during the pavement survey. This includes a forward view of the pavement, the downward LCMS view, and a panoramic 360-degree view allowing the City to view each pavement observation from several perspectives. Lastly, a complete map of the City will track the location of every pavement image, providing additional context to the individual pavement segments. An example of Inform can be seen in **Figure 12** below.

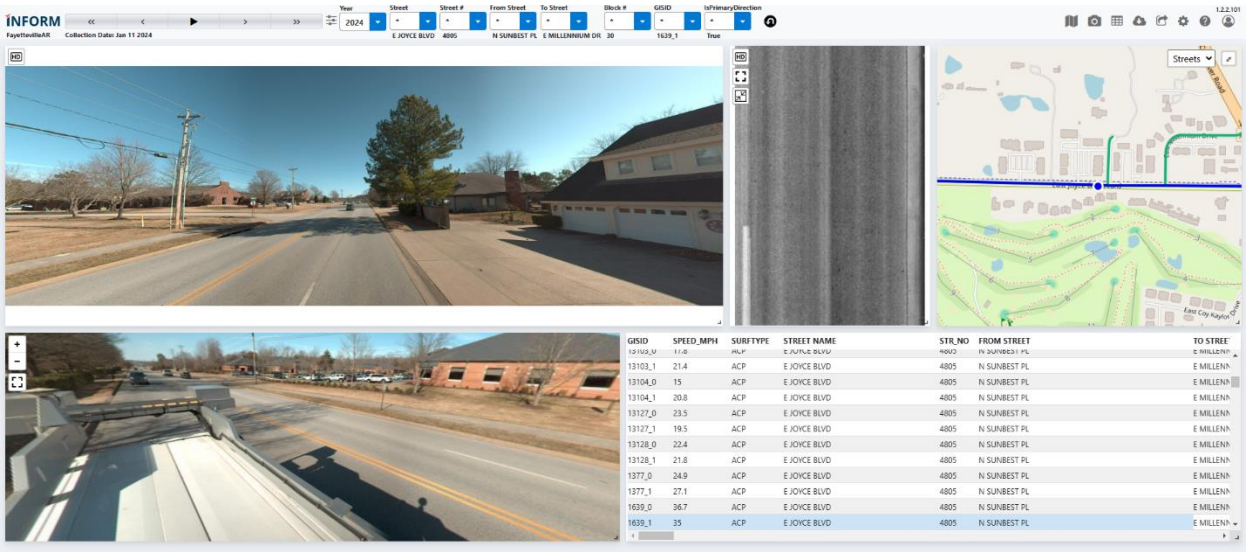


Figure 12 – ICC Inform Image Viewer

The “play” button in the top left of the Inform application provides the user a means to follow the RST as it drives the City streets. The drop-down menus in the top-center portion of the screen allow the user to quickly search for a particular street segment by GISID, and to even compare images from multiple years of surveys _if data is available from previous survey years).

The entirety of this proprietary image-viewing application can be accessed through a web browser by following a link that has been provided to the City staff.

3.6 Summary

This section outlined the fundamental concepts of pavement management and described the implementation process for the City’s pavement management system. The operating parameters of ESA were reviewed, and the inputs provided by the LCMS-2 technology were explained to provide context for calculating PCI, Roughness Index, and Pavement Strength.

4.0 PAVEMENT CONDITION SURVEY RESULTS

This section will review the results of the pavement condition survey performed in July 2024. The segments were deteriorated using the defined pavement deterioration models to reflect the conditions of the roadways at the time of analysis (January 2025). This section includes a summary of conditions in the functional classes used in the City's analysis, followed by a review of network photos taken from the survey vehicle. A series of charts will then summarize the findings of the condition survey and provide an overview of the PCI distribution across the City's pavement network.

4.1 City Street Inventory and Condition Summary

The City of Tukwila is currently responsible for approximately 82 centerline miles of pavement with an overall PCI of 67 and a backlog of 6%. The following **Table 3** presents the City's inventory and pavement condition breakdown across different functional classes. Detailed information for each pavement segment is available in **Appendix A**.

Table 3 - Network Inventory Summary by Functional Class and Pavement Type

	Pavement Type	Network	Principal Arterial	Minor Arterial	Collector	Local
Segment (Block) Count	All Streets	803	96	114	121	472
	Asphalt	783	89	108	118	468
	Concrete	20	7	6	3	4
Network Length (mi):	All Streets	82	14	15	13	41
	Asphalt	81	13	14	12	41
	Concrete	2	1	1	0	0
Network Area (yd2):	All Streets	1652585	441300	358634	249533	603118
	Asphalt	1612013	424962	346514	243111	597426
	Concrete	40572	16338	12120	6422	5692
Current Pavement Condition Index (CPCI) 1/1/2025	All Streets	67	70	66	67	66
	Asphalt	67	69	65	66	66
	Concrete	84	84	84	81	86
Current Backlog (%) 1/1/25	All Streets	6	Percentage of Network with a PCI < 40			

4.2 City Network Condition Imagery

The images presented in this section provide a sampling of the City's streets that fall into various condition categories. A discussion of potential rehabilitation strategies is included for each category.

Very Poor (PCI = 0 to 25) – Complete Reconstruction



South 141st Street from 56th Avenue to 56th Place (GISID 1591, PCI = 22) – Rated as Very Poor, this street displays a large quantity of alligator and edge cracking severe enough to suggest that the pavement structure is inadequate for current traffic loads. The rehabilitation of roads in this condition through a mill and overlay is generally ineffective, as the failures usually extend to the bottom of the pavement layer. Streets in this condition require rehabilitation that involves removal and replacement of the asphalt layer, base stabilization, or complete reconstruction based on design requirements.

Deferral of reconstruction of streets rated as Very Poor will not cause a substantial decrease in overall pavement quality. The streets have passed the opportunity for overlay-based strategies, meaning that reconstruction, which can be expensive, is the most suitable solution. Thus, Very Poor streets are often deferred in favor of rehabilitating more streets at lower costs, resulting in a greater net benefit to the City. This strategy, however, must be sensitive to citizen complaints that may demand the prioritization of these street repairs. In addition, this type of street can pose a safety hazard for motorists since severe potholes and distortions may develop. It is important to consistently monitor these streets and check for potholes or other structural deficiencies until the street is eventually rebuilt.

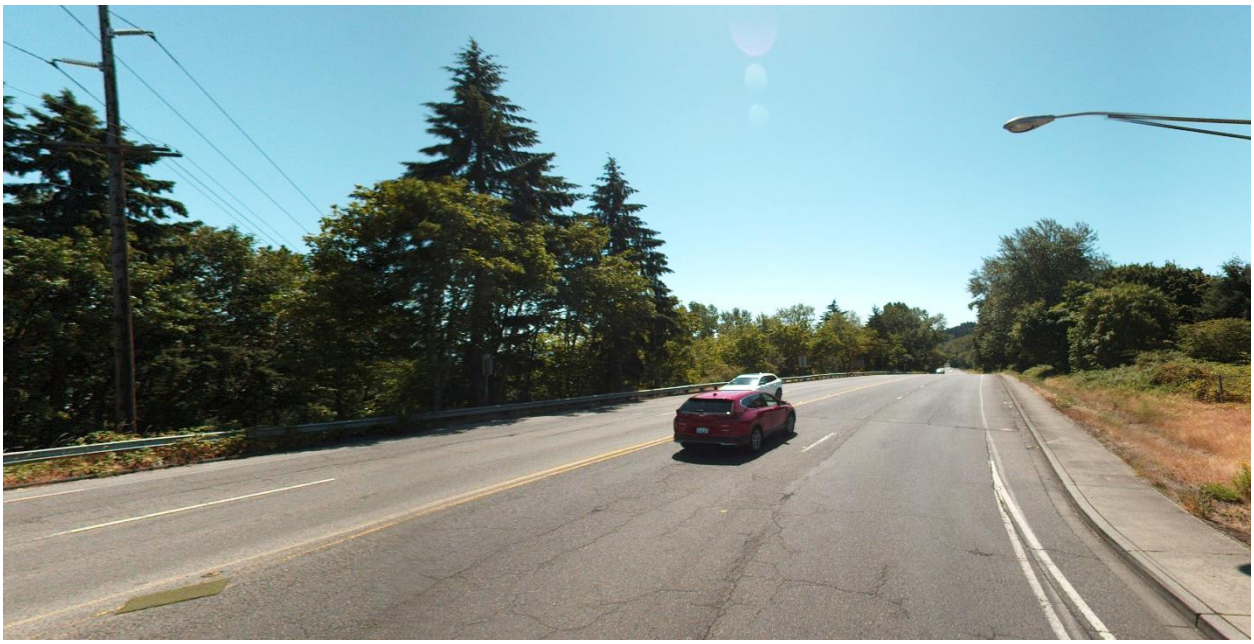
Poor (PCI = 25 to 40) – Last Opportunity for Surface and Base Rehabilitation



West Marginal Place from City Limit to South 102nd Street (GISID 1518, PCI = 26) – Rated as Poor, this segment still has some remaining life before it becomes a critical reconstruction need. As evident in the imagery, a fair amount of the segment contains alligator cracking. There are also deep longitudinal and transverse cracks, particularly along the edges of the pavement. If left untreated, a partial to full reconstruction would be required within a short period of time.

On heavily trafficked roadways, Poor streets often require partial to full reconstruction. On local roadways, they generally require removal of the pavement surface through grinding or excavation, base repairs, restoration of the curb line and drainage, and then placement of a new surface.

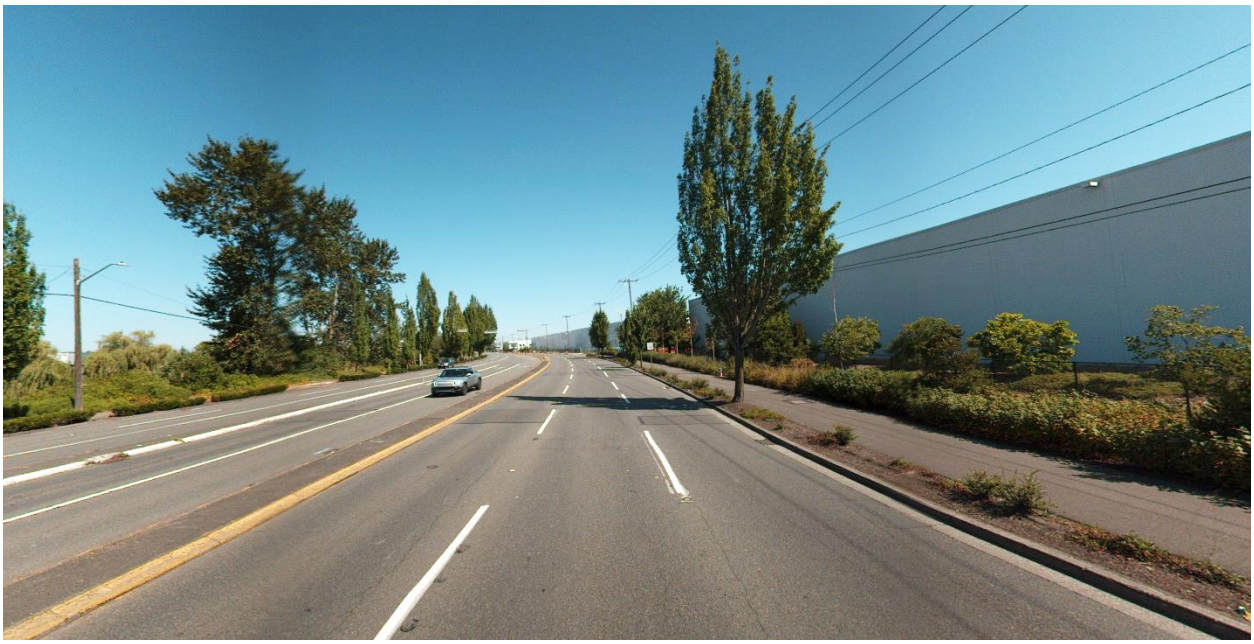
Marginal (PCI = 40 to 50) – Thick Overlay



Orillia Road from South 188th Street to South 200th Street (GISID 1371, PCI = 47) – This street displays transverse and longitudinal cracking across the middle and edges of the pavement. There are sections of alligator cracking dispersed along the segment as well.

Marginal streets that display high amounts of load associated distresses (LAD) are selected as a high priority for rehabilitation as they generally provide the best cost/benefit ratio to the City. If left untreated, Marginal streets with high amounts of LAD will deteriorate to become partial reconstruction candidates. Marginal streets that are failing due to materials issues or non-load associated failures may become suitable candidates for thick overlays if deferred, without a significant cost increase.

Fair (PCI = 50 to 60) – Moderate Overlay



East Marginal Way from Tukwila Boulevard to Boeing Access Road (GISID 1423, PCI = 55) – Fair streets have similar characteristics to Marginal streets in that the distresses present tend to be localized and moderate in severity; however, the distresses will predominately be non-load related (i.e., caused by environmental or other factors). This street displays block cracking towards the middle of the pavement. There are moderate amounts of longitudinal and transverse cracking, with some cracks being deep but localized.

Like Marginal streets, Fair streets can provide a good cost/benefit ratio to an agency if addressed with an adequate rehabilitation technique. Stretching the application for surface treatments into this range can pose a cheap alternative to overlays but does not provide the appropriate renewal to the structural capacity of the pavement and may allow load related deterioration to continue unabated.

Good (PCI = 60 to 70) – Surface Treatments



Southcenter Parkway from Strander Boulevard to South 168th Street (GISID 1775, PCI = 66) – Rated as Good, the primary cause of deterioration for this street is the longitudinal and transverse cracking. The pavement surface could be restored with spot patching to remedy the more heavily distressed areas.

Preventive measures on streets considered Good can have a positive impact on the City's funding needs. While the expected life of a slurry seal is not as long as that of an overlay, its ability to slow deterioration and relatively low cost can free up funding for streets in worse condition.

Very Good (PCI = 70 to 85) – Surface Treatments and Localized Rehabilitation



Klickitat Drive from 51st Avenue to 53rd Avenue (GISID 1397, PCI = 77) – Rated as Very Good, this street displays minor amounts of longitudinal cracking. It is an example of a candidate for preventive maintenance to extend the life of the roadway.

Also, routine maintenance prevents water intrusion by sealing and slowing crack growth. By keeping water out of the base layers, the pavement life is extended without the need for heavier rehabilitations.

Excellent (PCI = 85 to 100)



Inerurban Avenue from 143rd Place to 144th Street (GISID 1424, PCI = 91) – Rated as Excellent, this pavement displays little to no surface distresses. The ride is smooth, and the surface and the base are intact. Excellent roads should be periodically assessed for crack development that would trigger routine maintenance activities.

4.3 City Network Condition Distribution

Figure 13 shows the distribution of pavement condition for the roadway network in Tukwila.

- Approximately ten percent (9.5%) of the network can be considered in *Excellent* condition and should be closely monitored to ensure timely application of early localized preventive measures.
- Approximately forty percent (39.5%) of the network falls into the PCI range considered *Very Good*. These are roads that benefit most from preventive maintenance techniques, such as spot patching and slurry seals.
- Twenty-three percent (23.3%) of the streets are rated as *Good* and may still be candidates for slurry seals or thin overlays.
- Approximately twenty-one percent (21.3%) of the network can be considered in *Fair* to *Marginal* condition and represents candidates for progressively thicker overlay-based rehabilitation. If left untreated, they will decline rapidly into reconstruction candidates.
- Less than six percent (6.4%) of the network is rated as *Poor* or *Very Poor*, meaning these roadways have deteriorated to the point where surface rehabilitation can no longer restore the pavement to a point of structural adequacy. Rehabilitation of the entire pavement structure is required for these segments.

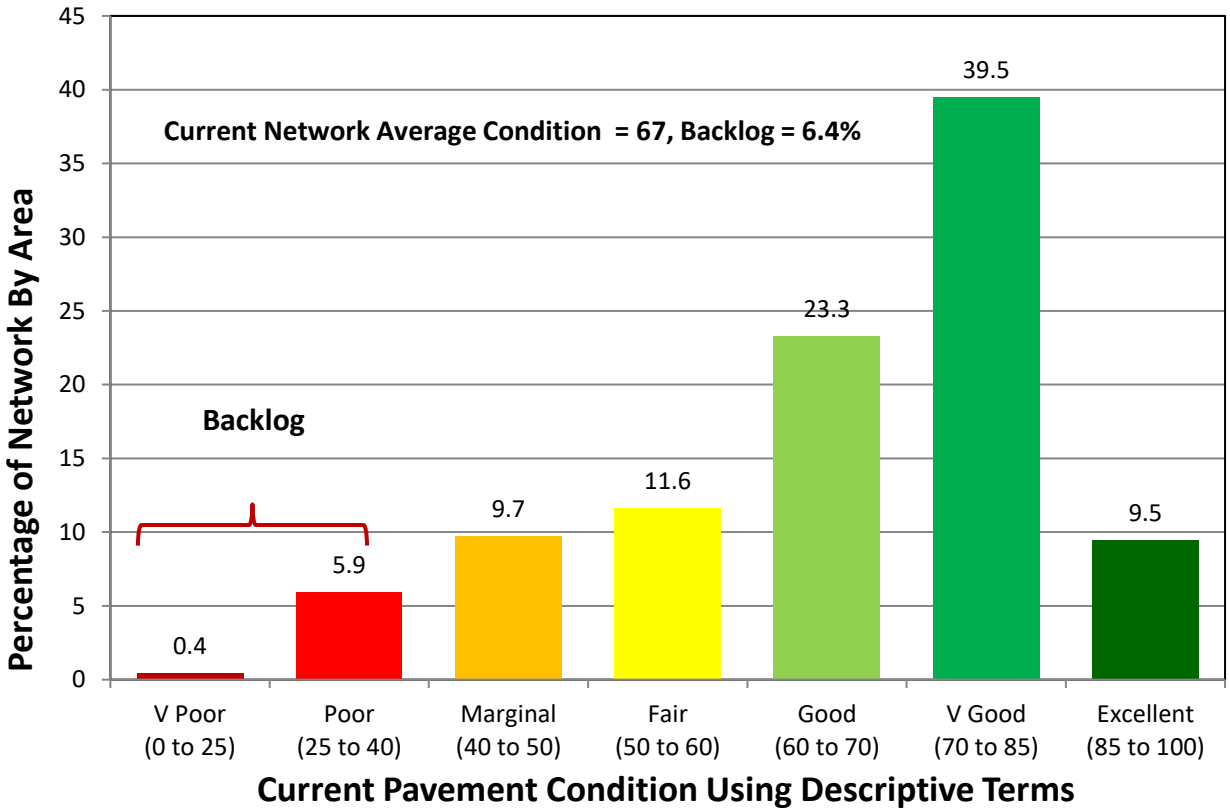


Figure 13 - Roadway Network Present Status Using Descriptive Terms

4.4 Condition By Functional Classification

Analyzing subsets of data in addition to the overall pavement condition can provide a better understanding of where an agency should focus its resources. **Figure 14** displays the distribution of pavement conditions for each functional class.

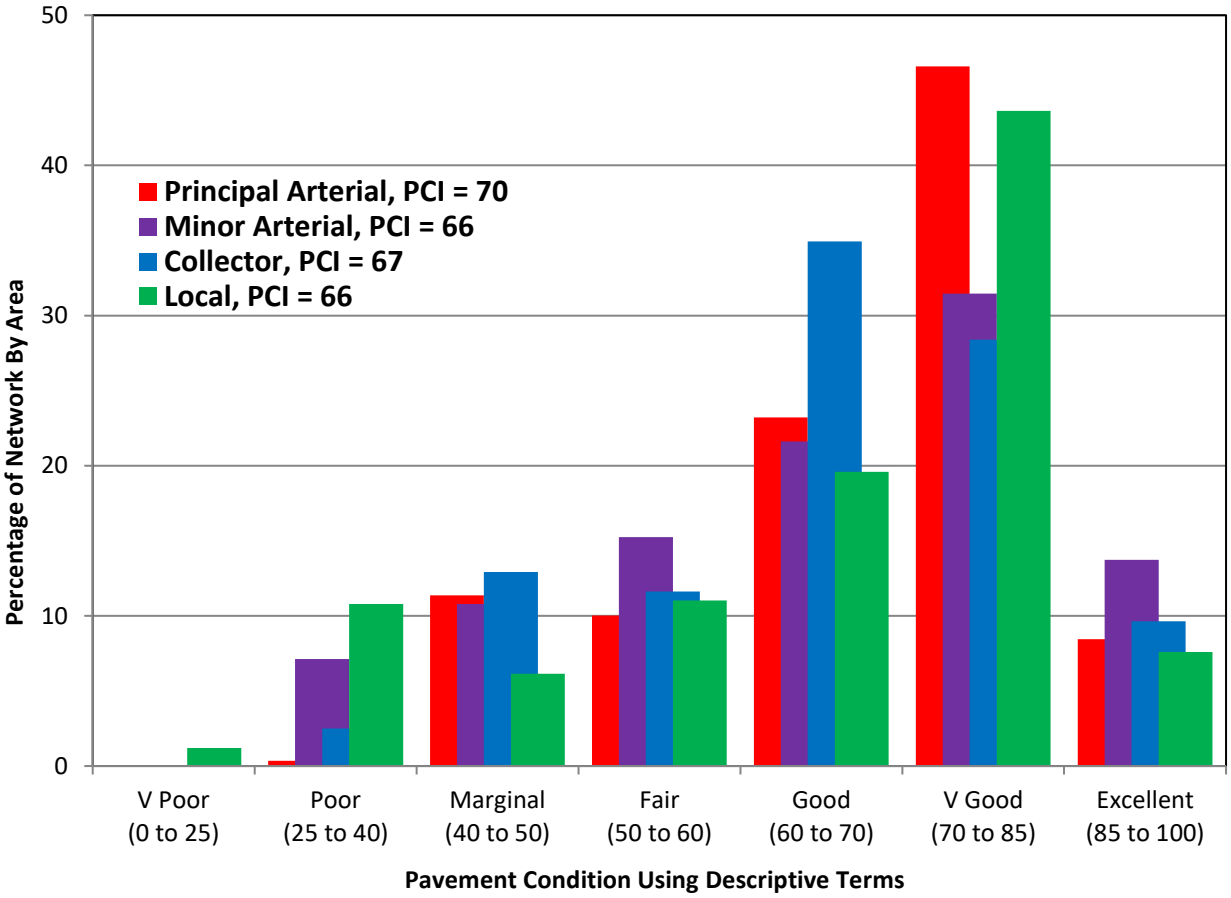


Figure 14 - Condition Rating by Functional Classification

When evaluating the condition of pavement based on the percentage of network it covers, the proportion of each class in the overall network must also be considered. This distribution is illustrated in **Figure 15**.

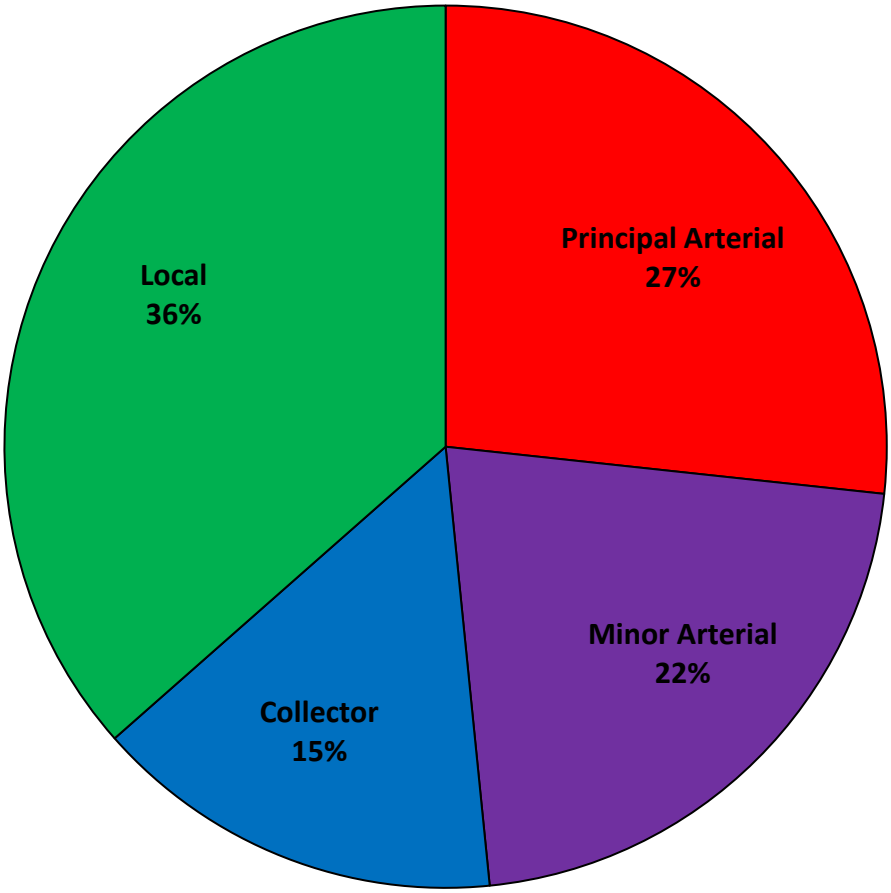


Figure 15 - Functional Classification Distribution By Area

4.5 Summary

Section 4.0 of the report provided a detailed analysis of the results obtained from the pavement condition survey conducted in the City of Tukwila. The section covered the functional classifications in the City and their respective PCI values, which were further illustrated with pavement photographs taken during the survey. Additionally, the section provided a breakdown of the pavement condition distribution for each functional class and pavement type. **Overall, the network average PCI for Tukwila was found to be 67 with a backlog of 6%.**

5.0 REHABILITATION PLAN & BUDGET DEVELOPMENT

This section discusses the results of the pavement management analysis that was performed using the ESA pavement management system, starting with an overview of the assumptions that were used when implementing the system, such as the unit rates and the selection methodology for rehabilitation candidates. The subsequent section, **5.2**, details the results of each of the various budget runs, along with their predicted conditions. This is highlighted further through a series of charts that are used to demonstrate the advantages and disadvantages of various funding models.

5.1 Key Analysis Set Points and Assumptions

Pavement management analysis requires user input to complete its condition forecasting and prioritization. A series of operating parameters were developed to create an efficient program that is tailored to the City's needs.

Selecting Segments for Rehabilitation

The selection of rehabilitation candidates through a worst-first approach or subjective committee input is neither efficient nor cost effective. It is important to establish a set of criteria and determine their importance in the selection process. ESA has defined commonly used criteria within the program that allows different weighting factors to be applied depending on the City's goals. This approach can lead to more objective and effective selection of rehabilitation candidates.

- **PCI** – As mentioned earlier in this section, the results of the pavement condition survey are used to generate a PCI that ranges from 0-100 where 0 is considered the worst and 100 the best. This factor can be given a higher weight to give greater priority to poor condition streets.
- **Cost of Deferral** – As time passes a pavement will deteriorate and require more costly repairs as it ages. ESA can be configured to prioritize streets nearing the point where this cost increase occurs.
- **Pavement Strength** – Through the use of deflection testing or the prevalence of LAD, the relative strength of a pavement can be determined. A prioritization factor can be applied that gives preference to streets that may deteriorate faster in order to apply more cost-effective rehabilitation early in the life cycle.
- **Pavement Type** – Depending on costs, design life, and the City's goals, a weighting factor can be applied based on the materials used to construct the pavement.
- **Functional Class** – Generally higher volume streets are given the greatest priority within a program since they serve the most vehicles.
- **Planned or Committed Projects** – When developing the rehabilitation plan, projects that are already scheduled to be completed are taken into consideration. This is done by adjusting the PCI scores to reflect the expected improvement resulting from these projects.

For the City, the weighting factors for these categories were established with the aim of maximizing the cost savings associated with the concept of deferred maintenance and addressing Weak pavements with lower PCI scores. The goal is to minimize the growth of the backlog.

Rehabilitation Strategies and Unit Rates

The funding requirements for the City are mainly determined by the rehabilitation strategies and unit rates used in the budget analysis. **Table 4** presents a breakdown of the costs associated with different pavement rehabilitation activities and their application. The table also suggests a recommended rehabilitation funding sequence based on the cost of deferral. A lower number in this column indicates a higher priority for rehabilitation based on the cost of deferral.

The parameters to consider when forming rehabilitation strategies include:

- **Rehab Activity** – This includes the assigned identifier and name of each rehabilitation strategy. Various degrees of slurry sealing are outlined to highlight the increasing cost associated with additional patching requirements for lower PCI streets.
- **Min, Max, and Critical PCI** – The PCI range for the application of a specific rehabilitation activity is determined by the Min and Max values that set the upper and lower limits, while the Critical PCI indicates the threshold at which rehabilitation becomes a higher priority to leverage the cost of deferral factor. There can be overlap in the PCI range to allow for further differentiation based on pavement strength.
- **Unit Rates** – The cost of rehabilitation is presented per square yard for each combination of pavement type, functional class, and rehabilitation activity. A base unit rate is set for the lowest assumed cost of a work type, and it is adjusted for each functional class to account for additional work such as traffic control, intersection improvements, landscaping, utility adjustments, and right-of-way (ROW) infrastructure. IMS worked closely with the City to determine rates that accurately represent the cost of work.

Table 4 – Rehabilitation Rates

Pavement Type	Rehab Activity	Min PCI	Critical PCI (Need Year)	Max PCI	Base Unit Rate ($/yd2)	Principal Arterial Unit Rate ($/yd2)	Minor Arterial Unit Rate ($/yd2)	Collector Unit Rate ($/yd2)	Local Unit Rate ($/yd2)
FunCL Rate Premium						**110**	**108**	**105**	**103**
All	Routine Maintenance	85	100	100	**0.00**	0.00	0.00	0.00	0.00
Asphalt	Slurry Seal / Seal Coat	80	82	85	**4.95**	5.40	5.30	5.20	5.10
Asphalt	MicroSurface / Chip Seal	70	73	80	**7.37**	8.00	8.00	7.75	7.50
Asphalt	Edge Mill + Thin Overlay (1.5 - 2.0)	60	63	70	**24.48**	27.00	26.25	25.75	25.00
Asphalt	EM/FWM + Moderate Overlay (2.0 - 3.0)	50	54	60	**32.73**	38.00	36.50	35.00	34.00
Asphalt	FWM + Thick Overlay (> 2.0 - 3.0)	40	44	50	**41.25**	50.00	47.50	45.50	43.50
Asphalt	Surf Recon + Base Rehab / FWM + Strctrl Ptch + Olay	25	30	40	**68.75**	83.00	79.50	76.00	72.00
Asphalt	ACP Full Depth Reconstruction	0	15	25	**102.30**	113.00	110.00	107.00	105.00
Concrete	PCC Jnt Rehab & Crk Seal	80	82	100	**9.63**	10.50	10.25	10.00	9.75
Concrete	PCC Localized Rehab	70	73	80	**20.63**	23.75	23.00	22.25	21.50
Concrete	PCC Slight Pnl Rplcmnt (<10%)	60	63	70	**42.35**	51.00	49.00	46.50	44.50
Concrete	PCC Moderate Pnl Rplcmnt (< 20%)	50	54	60	**64.35**	81.50	77.00	72.50	68.50
Concrete	PCC Extensive Pnl Rplcmnt (<33%)	40	44	50	**89.10**	118.50	110.50	103.00	96.00
Concrete	PCC Partial Reconstruction	25	30	40	**119.90**	152.00	144.00	135.00	128.00
Concrete	PCC Full Depth Reconstruction	0	15	25	**180.40**	240.00	224.00	209.00	194.00

5.2 Network Budget Analysis Models

The pavement management analysis using the ESA system involved combining the condition assessment, deterioration model, prioritization factors, and rehabilitation assignments to conduct a budget analysis. With this information, the program can predict the outcomes of different funding levels or suggest the funds necessary to achieve specific goals. To model network trends and estimate the funding levels needed to reach certain condition and distribution targets, IMS conducted an analysis using a series of budgets. The results of this analysis are detailed in this section.

Budget Targets

The following scenarios were generated to forecast the outcomes of the current estimated City budget compared to City's target PCI goals over the next five years. The models determine what level of funding may be appropriate going forward. The values for backlog and PCI have been rounded to the nearest whole number to improve legibility. Varying budget figures will have slightly different outcomes that are visible in the charts but may not be completely represented in the legend text.

Five-year Models:

- **Tukwila Budget** (Green Line) – This represents the City's current average annual budget of **$1.4M/Yr.** dedicated to pavement preservation and rehabilitation. This level of funding will result in a network average PCI score of **63** and a backlog of around **11%** after five years.
- **Target PCI Driven** (Light-green Line) – The Target PCI model projects the anticipated annual investment needed to increase the average network PCI to **75** over 5 years. The level of funding needed to reach this goal is approximately **$4.53M/Yr**. and will also reduce the backlog to **3%.**
- **Steady State PCI** (Red Line) – This is simply the funds required to maintain the current network average PCI at around **67**. The annual budget required to do so is approximately **$2.65M/Yr**. Backlog will increase to **5%** of the network after five years.
- **PCI Control** (Purple Line) – The PCI Control model determines the funding required to maintain the PCI at a minimum level of **65**. This budget is **$2M/Yr.** and will result in a backlog of **8%** after five years.
- **Backlog Control** (Purple Dashed Line) – The Backlog Control budget was developed in order to restrict the backlog at **10%**. The funding required to achieve this backlog goal is **$1.62M/Yr.** and will also decrease the PCI to **64** after five years.

The results of the analysis are summarized in **Figure 16**. The x-axis highlights the annual budget, while the y-axis plots the five-year Post Rehab Network Average PCI values. The diagonal blue line is the network trend model developed to show estimated PCI along with a funding range up to $4.6M/Yr.

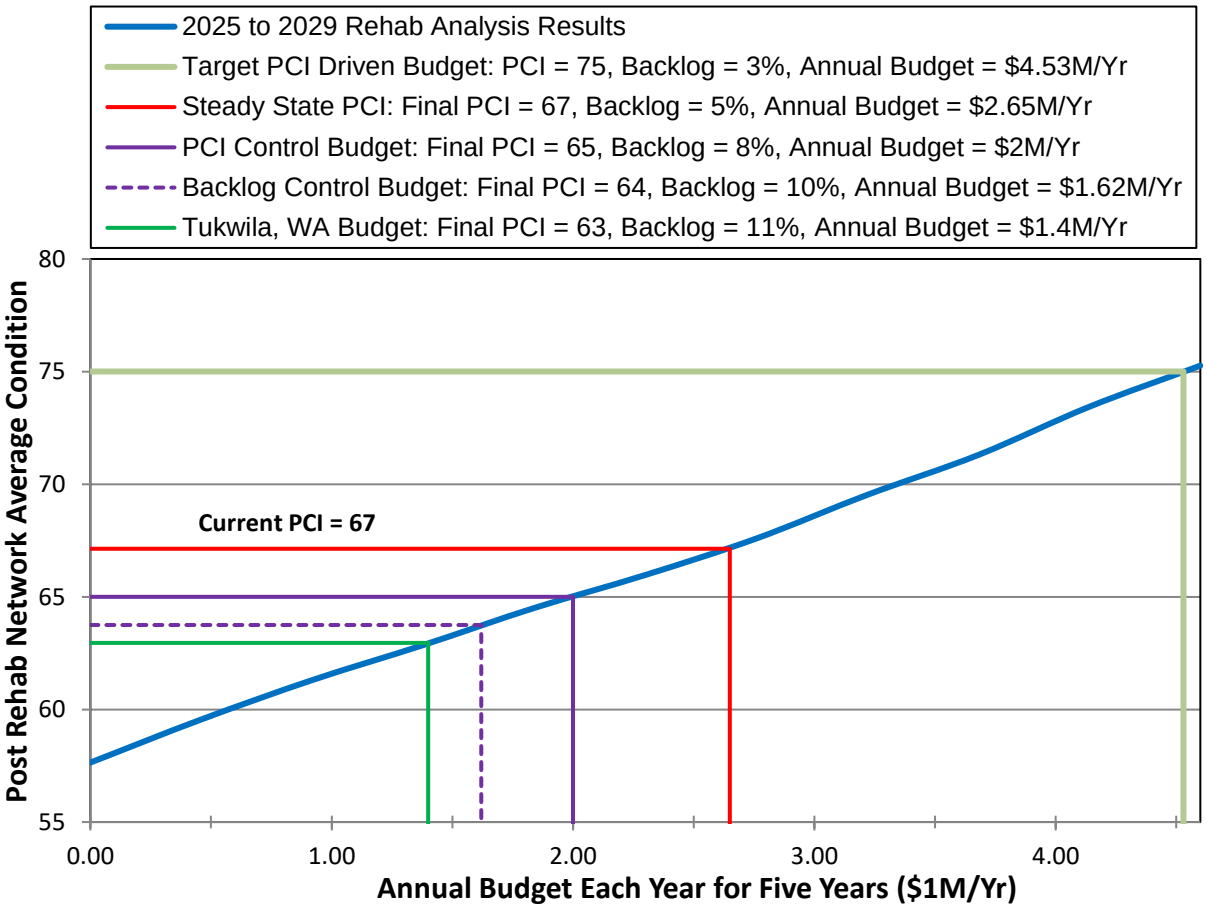


Figure 16 – Five-year Post Rehab Network PCI Analysis Results

Figure 17 presents the resultant network backlog against the annual budget. It is similar to **Figure 16**, but instead of plotting the average PCI score, it displays the total backlog after five years with a blue diagonal line. The City currently maintains a backlog of 6%. As the backlog grows, the funding required to return to the current level will increase.

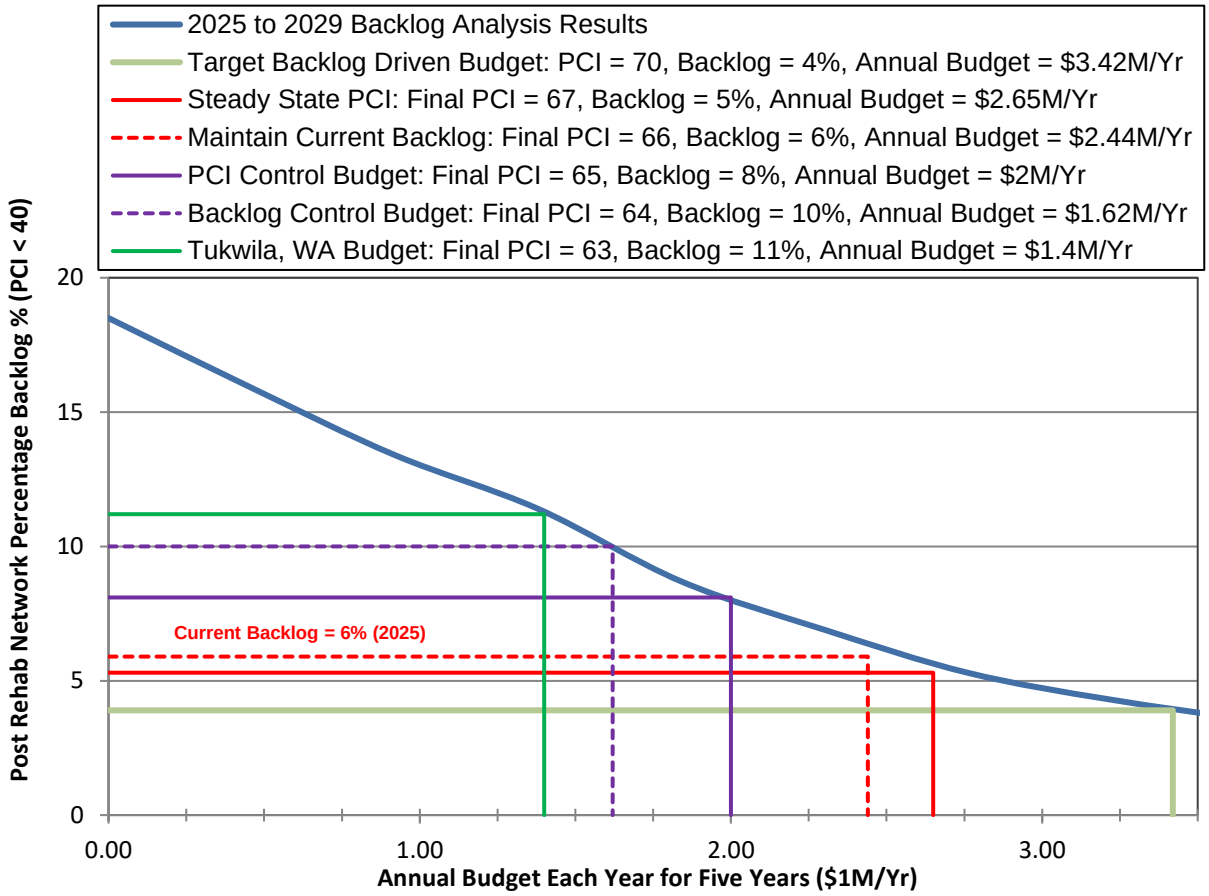


Figure 17 – Five-year Post Rehab Network Backlog Results

Figure 18 presents the analysis results on an annual basis. This shows that if the budget falls below $2.65M/Yr. (Steady State PCI Budget), over time the overall condition of the roads is expected to deteriorate as the backlog grows.

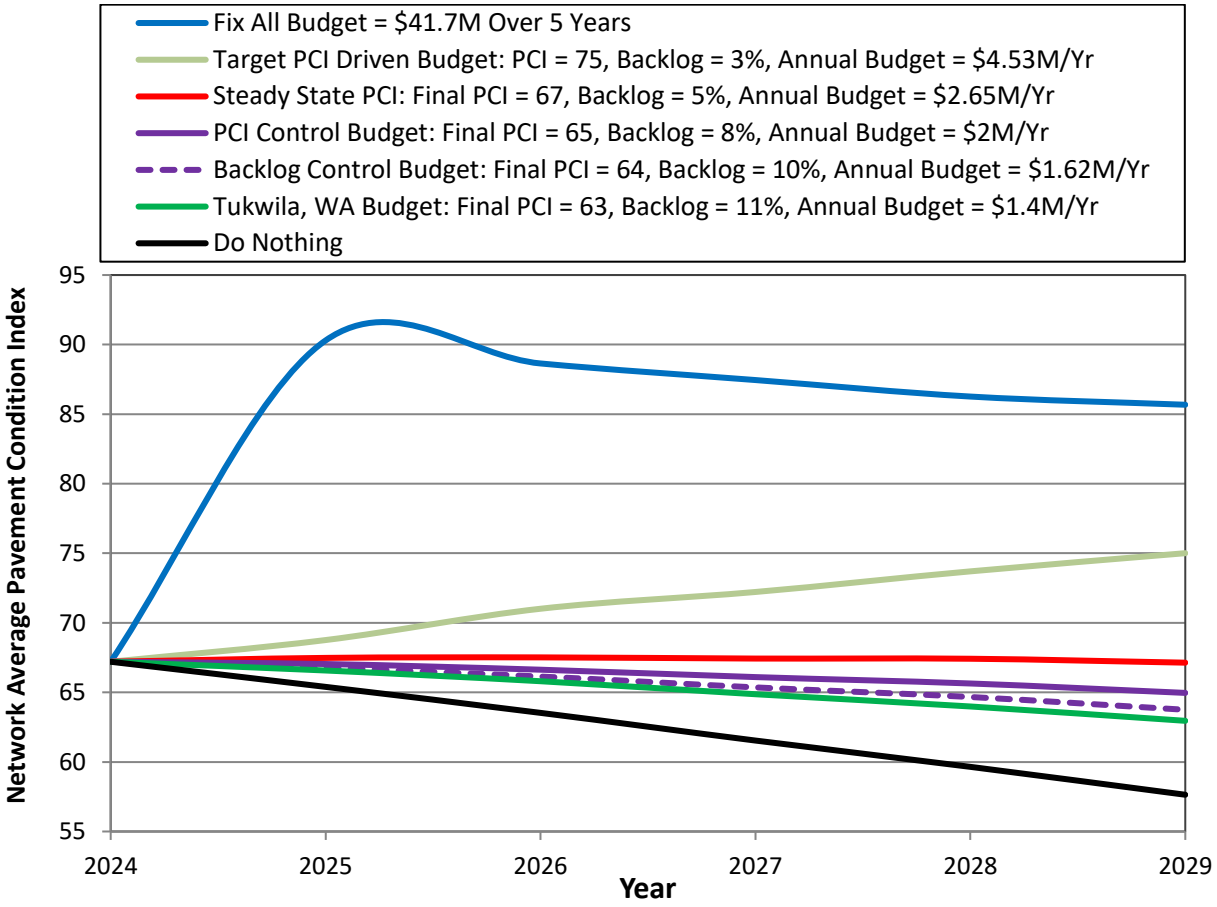


Figure 18 – Five-year Annual PCI

5.3 Post Rehabilitation Condition

Figure 19 compares the percentage of the City's network area separated into each pavement condition category for two scenarios: the current network average condition (shown in red) and the projected condition in five years with the City's budget (shown in blue). The analysis shows that if the City's current budget is maintained, the average PCI is expected to decrease to 63 by the end of the five-year analysis period, and the backlog is projected to increase to approximately 11%.

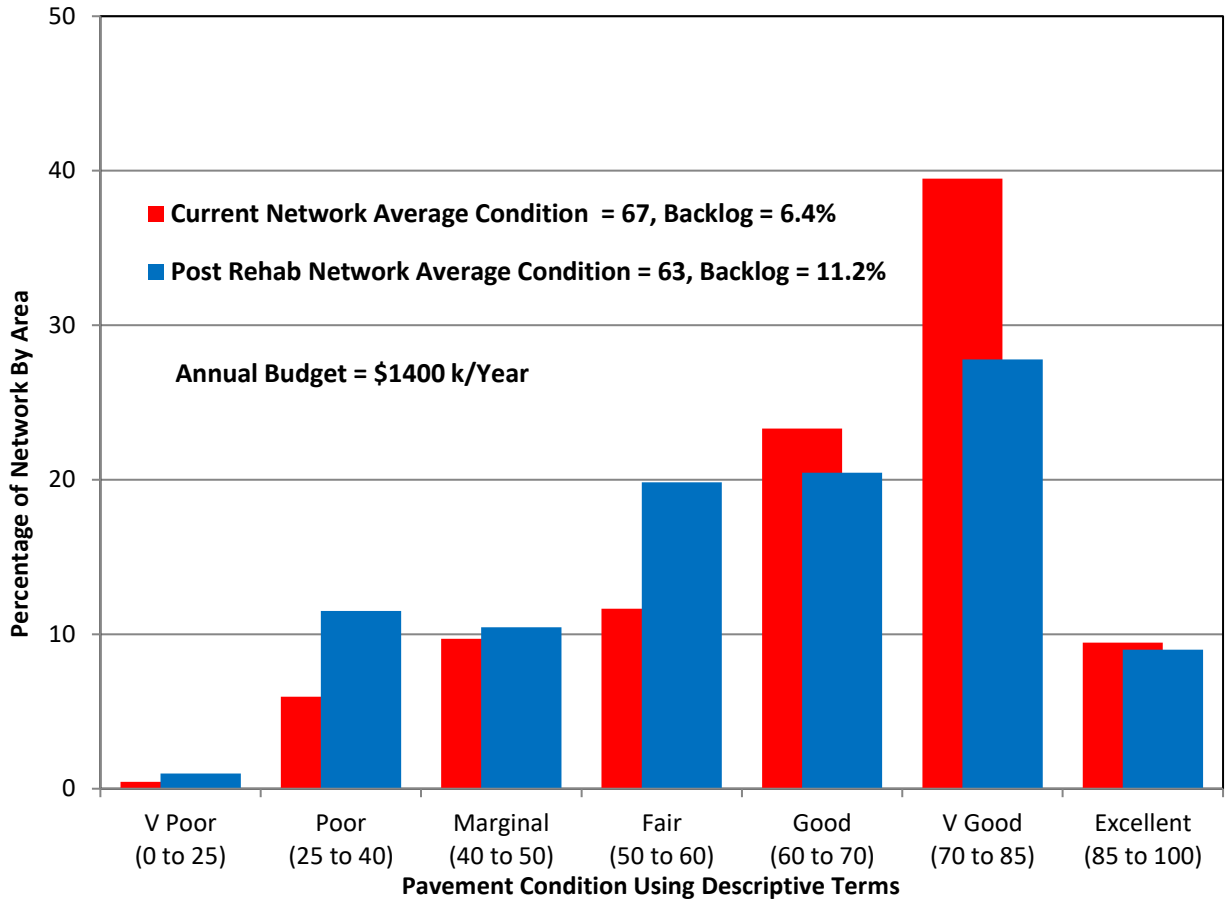


Figure 19 – Comparison of Pavement Condition (Current to 5-year Projection)

5.4 Summary

The pavement analysis models conducted using the ESA program showed that the current annual budget of $1.4M for pavement management would result in a decrease in pavement condition over a period of five years, resulting in a five-year post rehab PCI of 63 and a backlog of 11%. Maintaining the current PCI level at 67 would require an annual budget of approximately $2.65M and reduce the backlog to 5%.

6.0 PROJECT RECOMMENDATIONS & COMMENTS

6.1 Project Summary and Recommendations

A pavement condition survey was performed in July 2024 on the full City pavement network. The results of the condition survey were aggregated into the ESA pavement management system. This system facilitated the creation of a georeferenced pavement inventory, enabled the development of a precise model of the network's current condition and anticipated future deterioration, and provided recommendations for funding to meet various level-of-service goals.

The following broad recommendations are presented to the City as an output from the pavement analysis and must be read in conjunction with the previous sections.

- **The City should make efforts to keep the ESA spreadsheet up to date**.

  By maintaining and updating the rehabilitation unit rates, work history of the segments, and accuracy of the inventory, the City will be able to reliably forecast funding needs for future years. This allows the City to be proactive in maintaining the condition of the pavement network at an acceptable level.

- **The City should periodically resurvey the pavement network.**

  Pavement performance over time involves many variables, such as traffic volumes, environmental factors, maintenance timing, and design standards. As these variables change, the rate at which a pavement deteriorates will change with them. The periodic resurvey of pavement conditions allows the City to track these changes and update models accordingly, ensuring that appropriate rehabilitation measures are being planned.

- **The City should investigate new and additional rehabilitation activities.**

  Advancements in pavement rehabilitation technology are constantly being made, and it is recommended that the City periodically update its planned rehabilitation activities in the ESA program to take advantage of these advances.

- **The City should strive to maintain or better its current condition if possible.**

  Maintaining a pavement network in good condition is more cost-effective than restoring conditions after deterioration. The City's current pavement network has an overall PCI of 67 with a backlog value of 6%. If the current annual budget of $1.4M is maintained, the models show the PCI will decrease to 63 and the backlog will hover around 11% after five years.

6.2 Closing

The IMS Team greatly appreciates the opportunity to work with the City on this pavement management update. Over the course of this project, the team has observed the City staff's dedication to offering the best possible service to their community. IMS stands ready to assist the City with training and technical support as necessary and welcomes the opportunity to work with the City on future pavement management projects.

Appendix A

Street Inventory and Condition Summary by Segment

City of Tukwila, WA

Street Inventory and Condition Summary - Sorted by Street Name

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Condition Rating	Current Segment PCI (CPCI)
1810	16th Ave S	CITY LIMIT	CITY LIMIT	Principal Arterial	Concrete	54	892	268	5,621	90	63	60	V Good	**80**
1957	27th Ave S	S 102nd St	SOUTH END	Local	Asphalt	24	1,756	234	4,917	80	72	60	V Good	**77**
1792	32nd Ave S	S 135th St	S 136th St	Local	Asphalt	20	319	35	744	83	58	60	V Good	**74**
1791	32nd Ave S	S 137th St	SOUTH END	Local	Asphalt	20	135	15	315	85	62	60	V Good	**77**
1787	32nd Ave S	S 130th St	S 133rd St	Local	Asphalt	19	763	81	1,691	95	55	60	V Good	**82**
2013	32nd Ave S	S 133rd St	S 133rd Ln	Local	Asphalt	19	306	32	679	89	72	60	V Good	**83**
1786	32nd Ave S	S 136th St	S 137th St	Local	Asphalt	19	274	29	606	90	69	60	V Good	**83**
2011	32nd Ave S	S 133rd Ln	S 135th St	Local	Asphalt	19	345	36	766	87	82	60	Excellent	**85**
1446	33rd Ave S	S 130th St	S 132nd St	Local	Asphalt	19	755	80	1,674	69	56	60	Good	**64**
1447	33rd Ave S	S 140th St	34th Pl S	Local	Asphalt	19	993	105	2,202	92	70	60	V Good	**84**
1582	33rd Pl S	NW END	S 130th St	Local	Asphalt	20	326	36	760	56	46	60	Fair	**52**
1463	33rd Pl S	33rd Pl S	33rd Pl S	Local	Asphalt	19	130	14	289	99	11	80	Good	**69**
1474	33rd Pl S	S 140th St	S 141st St	Local	Asphalt	20	358	40	836	96	50	60	V Good	**80**
1205	34th Ave S	S 144th St	Military Rd S	Local	Asphalt	22	582	71	1,493	45	61	60	Fair	**49**
1208	34th Ave S	S 130th St	S 132nd St	Local	Asphalt	25	693	96	2,020	50	54	60	Fair	**50**
1207	34th Ave S	S 126th St	SOUTH END	Local	Asphalt	24	628	84	1,758	59	51	60	Fair	**55**
1204	34th Ave S	33rd Ave S	S 144th St	Local	Asphalt	29	511	82	1,730	87	61	60	V Good	**78**
1211	34th Ave S	S 132nd St	S 133rd St	Local	Asphalt	25	285	40	832	84	69	60	V Good	**79**
1206	34th Ave S	S 133rd St	S 135th St	Local	Asphalt	30	664	111	2,324	86	73	60	V Good	**81**
1203	34th Ave S	S 136th St	S 137th St	Local	Asphalt	28	286	44	933	88	69	60	V Good	**82**
1212	34th Ave S	S 137th St	S 140th St	Local	Asphalt	28	1,067	166	3,486	91	74	60	Excellent	**85**
1210	34th Ave S	S 135th St	S 136th St	Local	Asphalt	28	327	51	1,069	93	73	60	Excellent	**86**
1209	34th Pl S	S 141st St	33rd Ave S	Local	Asphalt	25	478	66	1,395	66	53	60	Good	**61**
1236	35th Ave S	S 133rd St	S 135th St	Local	Asphalt	32	663	118	2,475	31	47	60	Poor	**36**
1233	35th Ave S	S 146th St	SOUTH END	Local	Asphalt	30	294	49	1,029	42	50	60	Marginal	**43**
1099	35th Ave S	S 128th St	S 130th St	Local	Asphalt	21	636	74	1,559	50	42	60	Marginal	**46**
1730	35th Ave S	S 132nd St	S 133rd St	Local	Asphalt	32	441	78	1,648	62	45	60	Fair	**56**
1733	35th Ave S	S 126th St	S 128th St	Local	Asphalt	22	423	52	1,085	62	62	60	Good	**61**
1235	35th Ave S	S 140th St	S 142nd Pl	Local	Asphalt	29	833	134	2,819	84	57	60	V Good	**75**
1732	35th Ave S	S 124th St	S 126th St	Local	Asphalt	21	869	101	2,130	82	69	60	V Good	**77**
1234	35th Ave S	S 135th St	S 137th St	Local	Asphalt	28	592	92	1,934	94	69	60	Excellent	**86**
1741	35th Ln S	S 130th St	S 132nd St	Local	Asphalt	19	483	51	1,070	17	0	80	V Poor	**11**
1064	37th Ave S	S 128th St	S 130th St	Local	Asphalt	22	621	76	1,595	29	52	60	Poor	**36**
2008	37th Ave S	Tukwila Intl Blvd	S 135th St	Local	Asphalt	25	652	91	1,902	44	59	60	Marginal	**48**
1071	37th Ave S	S 135th St	S 137th St	Local	Asphalt	32	590	105	2,203	76	70	60	V Good	**73**
1066	37th Ave S	S 137th St	S 138th St	Local	Asphalt	32	321	57	1,200	77	68	60	V Good	**73**
1107	37th Ave S	S 126th St	S 128th St	Local	Asphalt	19	434	46	962	83	61	60	V Good	**75**
1072	37th Ave S	S 132nd St	SOUTH END	Local	Asphalt	30	347	58	1,214	91	51	60	V Good	**78**
1068	37th Ave S	S 138th St	S 140th St	Local	Asphalt	32	721	128	2,692	84	69	60	V Good	**79**
1065	37th Ave S	S 130th St	S 132nd St	Local	Asphalt	30	418	70	1,462	82	85	60	V Good	**83**
1069	37th Ave S	S 142nd St	S 142nd Pl	Local	Asphalt	26	156	23	473	92	70	60	V Good	**84**
1063	37th Ave S	S 141st St	S 142nd St	Local	Asphalt	24	461	61	1,290	96	72	60	Excellent	**88**
1067	37th Ave S	S 140th St	S 141st St	Local	Asphalt	32	230	41	858	97	73	60	Excellent	**89**

City of Tukwila, WA
Street Inventory and Condition Summary - Sorted by Street Name

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Condition Rating	Current Segment PCI (CPCI)
1070	37th Ave S	S 142nd Pl	S 144th St	Local	Asphalt	26	502	72	1,522	97	74	60	Excellent	**89**
1308	38th Ave S	S 130th St	SOUTH END	Local	Asphalt	22	603	74	1,547	31	72	30	Marginal	**44**
1309	38th Ave S	S 138th St	S 140th St	Local	Asphalt	30	632	105	2,213	92	66	60	V Good	**82**
2094	38th Ln S	S 130th St	SOUTH END	Local	Asphalt	24	169	23	474	75	49	80	Good	**66**
1006	38th Ln S	38th Ln S	38th Ln S	Local	Asphalt	19	162	17	360	90	20	80	Good	**66**
1918	38th Pl S	NORTH END	S 132nd Pl	Local	Asphalt	20	163	18	379	17	9	60	V Poor	**14**
1970	39th Ave S	S 116th St	S 117th St	Local	Asphalt	22	294	36	754	90	71	60	V Good	**83**
1842	40th Ave S	S 114th St	S 115th St	Local	Asphalt	19	310	33	686	21	18	80	V Poor	**19**
1379	40th Ave S	S 152nd St	Southcenter Blvd	Local	Asphalt	24	632	84	1,769	31	45	60	Poor	**35**
1143	40th Ave S	S 126th St	S 128th St	Local	Asphalt	25	317	44	924	65	43	60	Fair	**56**
1256	40th Ave S	Southcenter Blvd	S 154th Ln	Local	Asphalt	25	142	20	414	73	30	80	Fair	**58**
1825	40th Ave S	East Marginal Way S	S 132nd Pl	Collector	Asphalt	26	881	127	2,672	61	69	60	Good	**63**
1861	40th Ave S	Interurban Pl S	Interurban Ave S	Local	Asphalt	25	109	15	318	84	26	80	Good	**64**
2096	40th Ave S	S 132nd Pl	42nd Ave S	Collector	Asphalt	27	1,544	232	4,863	66	72	60	Good	**67**
1254	40th Ave S	S 154th Ln	DS@337S S 154th Ln	Local	Asphalt	25	337	47	983	96	42	60	V Good	**78**
1855	40th Ave S	S 117th Pl	Interurban Pl S	Local	Asphalt	24	480	64	1,345	85	70	60	V Good	**79**
1169	40th Ave S	NORTH END	S 116th Pl	Local	Asphalt	20	243	27	568	91	66	60	V Good	**82**
1831	40th Ave S	S 116th Pl	S 117th St	Local	Asphalt	24	202	27	565	92	71	60	V Good	**84**
1156	40th Ave S	S 117th St	S 117th Pl	Local	Asphalt	25	181	25	528	95	67	60	Excellent	**85**
1953	40th Pl S	NORTH END	S 119th St	Local	Asphalt	25	262	36	765	86	50	60	V Good	**73**
1178	41st Ave S	S 113th St	S 114th St	Local	Asphalt	26	240	35	729	69	23	80	Fair	**53**
1180	41st Ave S	S 130th St	S 131st Pl	Local	Asphalt	25	421	58	1,228	87	65	60	V Good	**79**
1181	41st Ave S	NORTH END	S 139th St	Local	Asphalt	24	588	78	1,646	90	67	60	V Good	**82**
1647	42nd Ave S	S 124th St	Macadam Rd S	Collector	Asphalt	28	1,063	165	3,473	32	63	30	Marginal	**41**
1517	42nd Ave S	S 115th St	S 116th St	Collector	Asphalt	34	152	29	604	52	59	80	Fair	**53**
1860	42nd Ave S	S 152nd St	Southcenter Blvd	Collector	Asphalt	29	349	56	1,180	62	65	60	Good	**62**
1515	42nd Ave S	S 144th St	S 146th St	Collector	Asphalt	31	666	115	2,408	63	70	60	Good	**64**
1859	42nd Ave S	S 151st St	S 152nd St	Collector	Asphalt	28	362	56	1,182	67	68	80	Good	**66**
1516	42nd Ave S	40th Ave S	S 139th St	Collector	Asphalt	25	794	110	2,315	65	74	60	Good	**67**
1521	42nd Ave S	S 116th St	Pedestrian Bridge S 119th St Access	Collector	Asphalt	35	1,145	223	4,677	66	76	60	Good	**69**
1163	42nd Ave S	S 146th St	S 148th St	Collector	Asphalt	32	661	118	2,469	65	79	60	Good	**69**
1523	42nd Ave S	S 150th St	S 151st St	Collector	Asphalt	29	305	49	1,031	72	67	60	V Good	**70**
1389	42nd Ave S	S 148th St	S 150th St	Collector	Asphalt	28	661	103	2,160	67	78	60	V Good	**70**
1648	42nd Ave S	Southcenter Blvd	S 158th St	Collector	Asphalt	28	1,648	256	5,383	73	69	60	V Good	**71**
1179	42nd Ave S	S 126th St	SE END	Local	Asphalt	25	164	23	478	81	56	60	V Good	**72**
1195	42nd Ave S	S 122nd St	S 124th St	Collector	Asphalt	25	713	99	2,079	74	74	60	V Good	**74**
1663	42nd Ave S	S 142nd St	S 144th St	Collector	Asphalt	31	646	111	2,337	81	69	60	V Good	**77**
1557	42nd Ave S	Pedestrian Bridge S 119th St Access	S 122nd St	Collector	Asphalt	25	987	137	2,879	78	80	60	V Good	**78**
1639	42nd Ave S	S 158th St	S 160th St	Collector	Asphalt	29	654	105	2,211	86	67	60	V Good	**79**
1388	42nd Ave S	S 140th St	S 141st St	Collector	Asphalt	30	318	53	1,113	89	64	60	V Good	**80**
1196	42nd Ave S	S 139th St	S 140th St	Collector	Asphalt	26	281	41	852	91	70	60	V Good	**84**
1530	42nd Ave S	S 141st St	S 142nd St	Collector	Asphalt	30	362	60	1,268	95	62	60	V Good	**84**
1524	42nd Ave S	S 139th St	S 139th St	Collector	Asphalt	32	41	7	153	97	61	60	Excellent	**84**

City of Tukwila, WA

Street Inventory and Condition Summary - Sorted by Street Name

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Condition Rating	Current Segment PCI (CPCI)
1519	42nd Ave S	S 140th St	S 140th St	Collector	Asphalt	28	38	6	123	99	69	60	Excellent	**88**
1963	43rd Ave S	S 140th St	S 142nd St	Local	Asphalt	27	671	101	2,113	63	47	60	Fair	**57**
1962	43rd Ave S	Macadam Rd S	SOUTH END	Local	Asphalt	26	814	118	2,468	66	52	60	Good	**61**
1961	43rd Ave S	NORTH END	S 160th St	Local	Asphalt	29	352	57	1,191	73	41	60	Good	**62**
1964	43rd Ave S	S 122nd St	S 124th St	Local	Asphalt	25	713	99	2,078	73	86	60	V Good	**77**
1972	43rd Pl S	S 137th St	S 137th Pl	Local	Asphalt	23	375	48	1,005	85	49	60	V Good	**72**
1748	43rd Pl S	S 116th St	44th Ave S	Local	Asphalt	30	340	57	1,189	94	59	60	V Good	**82**
1795	44th Ave S	S 131st Pl	S 133rd St	Local	Asphalt	23	293	37	787	55	55	60	Fair	**54**
1788	44th Ave S	S 137th St	S 139th St	Local	Asphalt	19	641	68	1,421	62	51	80	Fair	**58**
1790	44th Ave S	S 140th St	S 142nd St	Local	Asphalt	19	650	69	1,440	70	67	60	Good	**69**
1796	44th Ave S	43rd Pl S	S 118th St	Local	Asphalt	19	535	56	1,185	72	71	60	V Good	**71**
1793	44th Ave S	S 118th St	S 122nd St	Local	Asphalt	20	1,407	156	3,284	72	72	60	V Good	**71**
1789	44th Ave S	S 122nd St	S 124th St	Local	Asphalt	23	710	91	1,904	79	74	60	V Good	**77**
2021	44th Ave S	S 156th St	S 158th St	Local	Asphalt	19	475	50	1,052	90	64	60	V Good	**81**
1260	44th Pl S	S 118th St	46th Ave S	Local	Asphalt	19	705	74	1,562	82	64	60	V Good	**76**
1266	44th Pl S	46th Ave S	S 122nd St	Local	Asphalt	19	1,145	121	2,538	83	66	60	V Good	**77**
1399	45th Ave S	S 137th St	S 139th St	Local	Asphalt	26	766	111	2,324	58	44	60	Fair	**52**
1247	45th Ave S	S 139th St	S 140th St	Local	Asphalt	23	209	27	560	63	41	80	Fair	**55**
1897	45th Ave S	S 122nd St	S 124th St	Local	Asphalt	26	711	103	2,157	79	64	60	V Good	**74**
1217	45th Pl S	45th Pl S	DS@65S 45th Pl S	Local	Asphalt	26	65	9	198	94	0	80	Good	**62**
1231	45th Pl S	DS@65S 45th Pl S	45th Pl S	Local	Asphalt	25	60	8	174	75	39	80	Good	**63**
1232	45th Pl S	S 163rd Pl	SOUTH END	Local	Asphalt	25	150	21	437	74	52	60	Good	**66**
1230	45th Pl S	S 136th St	S 137th St	Local	Asphalt	24	277	37	776	84	49	60	V Good	**72**
1782	46th Ave S	S 146th St	S 148th St	Local	Asphalt	20	659	73	1,538	30	51	60	Poor	**36**
1277	46th Ave S	S 148th St	SOUTH END	Local	Asphalt	19	220	23	487	34	53	30	Marginal	**39**
1781	46th Ave S	S 144th St	S 146th St	Local	Asphalt	20	666	74	1,554	48	50	60	Marginal	**47**
1836	46th Ave S	S 160th St	S 162nd St	Local	Asphalt	21	603	70	1,477	59	43	60	Fair	**52**
1914	46th Ave S	S 163rd Pl	S 162nd St	Local	Asphalt	25	132	18	384	76	29	80	Good	**59**
1276	46th Ave S	NORTH END	S 150th St	Local	Asphalt	19	304	32	674	73	49	80	Good	**65**
1783	46th Ave S	S 122nd St	S 124th St	Local	Asphalt	23	712	91	1,911	80	56	60	V Good	**72**
1275	46th Ave S	44th Pl S	S 122nd St	Local	Asphalt	21	870	102	2,132	83	77	60	V Good	**81**
1274	46th Ave S	S 124th St	S 125th St	Local	Asphalt	24	176	23	493	90	71	60	V Good	**83**
1832	47th Ave S	S Ryan Way	S 109th St	Local	Asphalt	22	642	79	1,649	20	48	60	Poor	**28**
1383	47th Ave S	NE END	S 134th Pl	Local	Asphalt	25	292	41	851	38	24	80	Poor	**32**
1385	47th Ave S	S 104th Pl	S 107th St	Local	Asphalt	22	744	91	1,908	34	49	60	Poor	**38**
1846	47th Ave S	S 160th St	S 162nd St	Local	Asphalt	25	608	84	1,774	56	43	60	Fair	**51**
1828	47th Ave S	CITY LIMIT	S 104th Pl	Local	Asphalt	21	229	27	560	51	62	60	Fair	**54**
1142	47th Ave S	S 156th St	S 158th St	Local	Asphalt	26	510	74	1,547	76	65	60	V Good	**72**
1840	47th Ave S	S 158th St	SOUTH END	Local	Asphalt	24	579	77	1,621	86	57	60	V Good	**76**
1856	47th Ave S	S 122nd St	S 124th St	Local	Asphalt	21	713	83	1,747	83	72	60	V Good	**79**
1448	48th Ave S	S 162nd St	SOUTH END	Local	Asphalt	19	165	17	366	43	7	80	Poor	**30**
1452	48th Ave S	S 160th St	S 162nd St	Local	Asphalt	19	601	63	1,332	65	50	80	Good	**59**
1453	48th Ave S	NORTH END	S 109th St	Local	Asphalt	19	308	33	684	60	74	30	Good	**64**

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Street Inventory and Condition Summary - Sorted by Street Name

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1109	48th Ave S	NE END	S 134th Pl	Local	Asphalt	23	118	15	317	79	48	60	Good	**68**
1451	48th Ave S	S 122nd St	S 124th St	Local	Asphalt	19	714	75	1,583	74	62	60	Good	**69**
1110	48th Ave S	NE END	Interurban Ave S	Local	Asphalt	25	2,049	285	5,975	75	70	60	V Good	**73**
1111	48th Ave S	S 134th Pl	48th Pl S	Local	Asphalt	19	222	23	492	86	50	60	V Good	**73**
1449	48th Ave S	48th Pl S	Macadam Rd S	Local	Asphalt	19	437	46	968	86	65	60	V Good	**78**
1050	48th Pl S	48th Pl S	DS@85N 48th Pl S	Local	Asphalt	25	85	12	247	69	0	80	Marginal	**45**
1049	48th Pl S	DS@85N 48th Pl S	48th Pl S	Local	Asphalt	24	89	12	248	80	13	80	Fair	**57**
1047	48th Pl S	S 145th St	NW END	Local	Asphalt	24	191	25	534	85	33	80	Good	**67**
1051	48th Pl S	48th Ave S	S 136th St	Local	Asphalt	19	291	31	645	90	47	60	V Good	**76**
1048	48th Pl S	S 146th St	S 145th St	Local	Asphalt	19	240	25	532	88	63	60	V Good	**79**
1666	49th Ave S	NORTH END	S 164th St	Local	Asphalt	27	405	61	1,276	50	35	80	Marginal	**44**
1667	49th Ave S	S 122nd St	S 124th St	Local	Asphalt	26	714	103	2,166	82	69	60	V Good	**77**
1699	49th Ave S	S 107th St	S 114th St	Local	Asphalt	25	2,254	313	6,574	94	70	60	Excellent	**86**
1808	50th Ave S	NORTH END	S 112th St	Local	Asphalt	19	273	29	605	78	60	60	V Good	**71**
1809	50th Ave S	51st Pl S	S 122nd Ln	Local	Asphalt	20	499	55	1,165	89	54	60	V Good	**76**
1146	50th Pl S	S 125th St	S 130th Pl	Collector	Asphalt	35	977	190	3,989	23	61	60	Poor	**34**
1386	50th Pl S	S 124th St	S 125th St	Collector	Asphalt	35	257	50	1,051	43	61	60	Marginal	**47**
2058	51st Ave S	SR 518 Ramp	I-5 Ramp	Minor Arterial	Asphalt	30	279	46	976	36	67	60	Marginal	**45**
1044	51st Ave S	S 144th St	S 151st St	Collector	Asphalt	35	2,319	451	9,469	41	61	60	Marginal	**46**
1951	51st Ave S	S 151st St	S 152nd St	Collector	Asphalt	35	329	64	1,344	50	91	30	Good	**63**
1200	51st Ave S	S 139th St	SOUTH END	Local	Asphalt	21	487	57	1,193	69	54	60	Good	**64**
1046	51st Ave S	NORTH END	S 159th St	Local	Asphalt	25	424	59	1,236	69	55	80	Good	**64**
1045	51st Ave S	S 160th St	S 161st St	Collector	Asphalt	35	284	55	1,158	70	64	60	Good	**67**
1201	51st Ave S	S 163rd Pl	S 164th St	Collector	Asphalt	35	200	39	817	76	74	60	V Good	**75**
1949	51st Ave S	S 161st St	S 163rd Pl	Collector	Asphalt	35	702	137	2,867	76	80	60	V Good	**77**
1952	51st Ave S	S 152nd St	Southcenter Blvd	Collector	Asphalt	34	569	108	2,258	76	81	60	V Good	**77**
1202	51st Ave S	S 164th St	S 166th St	Collector	Asphalt	35	621	121	2,535	78	79	60	V Good	**78**
1950	51st Ave S	NORTH END	S 138th St	Local	Asphalt	22	722	88	1,852	91	77	60	Excellent	**86**
1199	51st Ave S	S 138th St	S 139th St	Local	Asphalt	20	338	38	789	100	60	60	Excellent	**86**
2051	51st Ave S	SR 518	SR 518 Ramp	Minor Arterial	Concrete	30	192	32	673	100	67	60	Excellent	**89**
1653	51st Ave S	Southcenter Blvd	SR 518 Ramp	Minor Arterial	Concrete	30	291	48	1,017	100	71	60	Excellent	**90**
2099	51st Pl S	S 122nd Ln	S 124th St	Local	Asphalt	20	128	14	300	56	66	60	Fair	**58**
1060	51st Pl S	S 124th St	SE END	Local	Asphalt	20	815	91	1,903	80	65	60	V Good	**75**
1670	51st Pl S	50th Ave S	S 122nd Ln	Local	Asphalt	20	586	65	1,367	84	63	60	V Good	**76**
1700	51st Pl S	S 122nd St	50th Ave S	Local	Asphalt	20	199	22	464	87	58	60	V Good	**77**
1325	52nd Ave S	NORTH END	S 142nd St	Local	Asphalt	22	269	33	692	64	32	80	Fair	**52**
1324	52nd Ave S	53rd Ave S	S 136th St	Local	Asphalt	22	268	33	687	72	59	60	Good	**67**
1331	52nd Ave S	S 136th St	S 137th St	Local	Asphalt	22	294	36	756	77	49	60	Good	**67**
1326	52nd Ave S	Interurban Ave S	53rd Ave S	Local	Asphalt	20	288	32	673	94	37	60	V Good	**75**
1329	52nd Ave S	NORTH END	S 164th St	Local	Asphalt	21	173	20	424	86	59	60	V Good	**77**
1327	52nd Ave S	S 151st St	Southcenter Blvd	Local	Asphalt	21	914	107	2,240	84	67	60	V Good	**78**
1328	52nd Ave S	S 137th St	S 138th St	Local	Asphalt	22	261	32	669	93	53	60	V Good	**79**
1330	52nd Ave S	S 142nd St	SOUTH END	Local	Asphalt	22	333	41	856	97	67	60	Excellent	**87**

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1594	52nd Pl S	52nd Ave S	S 137th St	Local	Asphalt	21	261	31	641	69	70	60	Good	**69**
1113	53rd Ave S	S 170th St	S 172nd Ln	Local	Asphalt	22	863	105	2,215	45	56	60	Marginal	**47**
1112	53rd Ave S	Klickitat Dr	S 159th St	Collector	Asphalt	27	519	78	1,635	62	73	60	Good	**65**
1114	53rd Ave S	S 159th St	S 160th St	Collector	Asphalt	28	552	86	1,802	66	70	60	Good	**66**
1116	53rd Ave S	S 166th St	S 170th St	Local	Asphalt	22	1,112	136	2,854	70	68	60	Good	**68**
2163	53rd Ave S	Southcenter Blvd	DS@355S Southcenter Blvd	Local	Asphalt	22	355	43	912	76	72	60	V Good	**74**
1890	53rd Ave S	S 139th St	S 140th St	Collector	Asphalt	35	303	59	1,237	94	63	60	V Good	**83**
1174	53rd Ave S	S 140th St	S 142nd St	Collector	Asphalt	34	621	117	2,464	89	75	60	V Good	**84**
1891	53rd Ave S	S 142nd St	S 144th St	Collector	Asphalt	33	787	144	3,028	90	77	60	Excellent	**85**
1115	53rd Ave S	52nd Ave S	S 136th St	Local	Asphalt	21	274	32	672	100	57	60	Excellent	**85**
1117	53rd Ave S	S 137th St	S 139th St	Collector	Asphalt	35	484	94	1,977	96	73	60	Excellent	**87**
1889	53rd Ave S	S 136th St	S 137th St	Local	Asphalt	21	213	25	522	95	100	60	Excellent	**95**
1684	53rd Pl S	53rd Pl S SPUR	53rd Pl S SPUR	Local	Asphalt	36	48	10	200	33	46	60	Poor	**37**
1250	53rd Pl S	53rd Pl S	53rd Pl S	Local	Asphalt	21	151	18	371	59	22	80	Marginal	**45**
1736	53rd Pl S	Slade Way	53rd Pl S SPUR	Local	Asphalt	22	410	50	1,053	74	57	60	Good	**68**
1683	53rd Pl S	53rd Pl S SPUR	SW END	Local	Asphalt	21	168	20	413	87	59	60	V Good	**77**
1971	53rd Pl S SPUR	53rd Pl S	53rd Pl S	Local	Asphalt	21	176	20	430	77	20	80	Fair	**58**
1487	54th Ave S	Slade Way	S 166th St	Local	Asphalt	22	965	118	2,477	91	55	60	V Good	**78**
1475	55th Ave S	S 140th St	S 144th St	Local	Asphalt	20	1,418	158	3,308	37	48	60	Marginal	**40**
1411	56th Ave S	S 139th St	S 141st St	Local	Asphalt	20	712	79	1,662	55	47	60	Fair	**51**
1408	56th Ave S	S 137th St	56th Pl S	Local	Asphalt	20	761	85	1,776	57	71	60	Good	**61**
1407	56th Ave S	S 130th Pl	S 133rd St	Local	Asphalt	20	784	87	1,829	75	57	60	Good	**68**
1410	56th Ave S	S 141st St	S 144th St	Local	Asphalt	21	1,048	122	2,568	77	57	60	V Good	**69**
1409	56th Ave S	S 133rd St	Interurban Ave S	Local	Asphalt	20	1,195	133	2,789	79	55	60	V Good	**71**
1406	56th Ave S	S 144th St	S 147th St	Local	Asphalt	21	1,016	119	2,489	83	56	60	V Good	**73**
1992	56th Pl S	56th Ave S	S 141st St	Local	Asphalt	21	768	90	1,882	86	52	60	V Good	**75**
1403	57th Ave S	S 144th St	S 147th St	Local	Asphalt	23	975	125	2,617	14	60	60	Poor	**29**
1568	57th Ave S	S 141st St	S 142nd St	Local	Asphalt	22	319	39	819	33	59	60	Marginal	**41**
1566	57th Ave S	S 150th Pl	SOUTH END	Local	Asphalt	23	232	30	622	41	50	60	Marginal	**43**
1571	57th Ave S	S 152nd St	S 152nd Pl	Local	Asphalt	23	320	41	859	49	50	60	Marginal	**48**
2162	57th Ave S	SW END	Interurban Ave S	Local	Asphalt	22	199	24	512	69	28	80	Fair	**55**
1402	57th Ave S	S 142nd St	S 144th St	Local	Asphalt	22	668	82	1,716	55	67	60	Fair	**59**
1570	57th Ave S	Pamela Dr	S 133rd St	Local	Asphalt	21	335	39	820	80	60	60	V Good	**73**
1567	57th Ave S	S 149th St	S 150th Pl	Local	Asphalt	23	533	68	1,429	84	54	60	V Good	**74**
1569	57th Ave S	S 130th Pl	Pamela Dr	Local	Asphalt	21	378	44	927	80	66	60	V Good	**75**
1572	57th Ave S	S 147th St	S 149th St	Local	Asphalt	23	518	66	1,389	95	69	60	Excellent	**86**
1227	58th Ave S	59th Ave S	S 144th St	Collector	Asphalt	35	668	130	2,726	65	69	60	Good	**65**
1226	58th Ave S	Interurban Ave S	59th Ave S	Collector	Asphalt	35	577	112	2,354	77	51	60	Good	**68**
1224	58th Ave S	S 144th St	S 147th St	Collector	Asphalt	35	975	190	3,981	70	71	60	V Good	**70**
1362	59th Aly S	S 147th St	SOUTH END	Local	Asphalt	19	643	68	1,426	38	31	60	Poor	**35**
1644	59th Ave S	S 144th St	S 147th St	Local	Asphalt	21	997	116	2,442	60	46	60	Fair	**55**
1738	59th Ave S	S 142nd St	S 144th St	Local	Asphalt	20	928	103	2,165	64	50	60	Fair	**58**
1824	59th Ave S	S 147th St	S 149th St	Local	Asphalt	22	611	75	1,567	82	66	60	V Good	**77**

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1969	61st Ave S	Southcenter Blvd	Tukwila Pkwy	Minor Arterial	Asphalt	40	587	130	2,738	15	59	30	Poor	**28**
1004	62nd Ave S	S 151st St	DS@131S S 151st St	Local	Asphalt	20	131	15	305	6	37	60	V Poor	**16**
1093	62nd Ave S	S 149th St	S 149th Pl	Collector	Asphalt	35	278	54	1,136	70	62	60	Good	**66**
1094	62nd Ave S	S 149th Pl	S 151st St	Collector	Asphalt	34	416	79	1,652	66	71	60	Good	**67**
1096	62nd Ave S	S 153rd St	Sunwood Blvd	Local	Asphalt	20	158	18	369	80	47	80	Good	**68**
1091	62nd Ave S	Sunwood Blvd	Southcenter Blvd	Local	Asphalt	20	750	83	1,749	77	52	60	Good	**68**
1095	62nd Ave S	59th Ave S	S 149th St	Collector	Asphalt	33	816	150	3,140	69	71	60	Good	**69**
1558	63rd Pl S	S 151st St	S 151st Pl	Local	Asphalt	22	174	21	447	81	66	60	V Good	**76**
1216	64th Ave S	S 153rd St	SOUTH END	Local	Asphalt	22	321	39	825	81	65	60	V Good	**75**
1040	65th Ave S	S 153rd St	Southcenter Blvd	Collector	Asphalt	35	951	185	3,885	61	63	60	Good	**61**
1041	65th Ave S	S 151st St	S 153rd St	Collector	Asphalt	35	916	178	3,738	76	72	60	V Good	**74**
1198	65th Ave S	S 153rd St	S 153rd St	Collector	Asphalt	34	128	24	506	84	69	60	V Good	**78**
1955	66th Ave S	Southcenter Blvd	I-405 Ramp	Minor Arterial	Concrete	35	246	48	1,003	100	53	60	V Good	**84**
1651	Airport Way S	DS@581E Boeing Access Rd	Boeing Access Rd	Minor Arterial	Asphalt	32	641	114	2,392	9	67	60	Poor	**27**
1640	Airport Way S	Boeing Access Rd	Airport Way S	Minor Arterial	Asphalt	32	625	111	2,334	20	61	60	Poor	**33**
1641	Airport Way S	DS@355S CITY LIMIT	Boeing Access Rd	Minor Arterial	Asphalt	30	584	97	2,044	56	60	60	Fair	**56**
1514	Airport Way S	CITY LIMIT	Boeing Access Rd	Minor Arterial	Asphalt	30	1,068	178	3,737	53	71	60	Fair	**58**
1848	Airport Way S	Airport Way S	Boeing Access Rd	Minor Arterial	Concrete	30	982	164	3,436	84	67	60	V Good	**78**
1560	Airport Way S	Boeing Access Rd	DS@581E Boeing Access Rd	Minor Arterial	Concrete	32	581	103	2,168	88	65	60	V Good	**80**
1166	Airport Way S	CITY LIMIT	DS@355S CITY LIMIT	Principal Arterial	Concrete	44	355	87	1,824	85	70	60	V Good	**80**
1713	Andover Park E	Costco Dr	S 180th St	Minor Arterial	Asphalt	32	1,022	182	3,816	56	75	60	Good	**62**
1710	Andover Park E	Strander Blvd	Treck Dr	Minor Arterial	Asphalt	30	715	119	2,504	68	61	60	Good	**65**
1712	Andover Park E	Evans Black Dr	Baker Blvd	Minor Arterial	Asphalt	30	465	78	1,628	69	67	60	Good	**67**
1711	Andover Park E	Treck Dr	Minkler Blvd	Minor Arterial	Asphalt	32	1,934	344	7,221	68	75	60	V Good	**69**
1714	Andover Park E	Minkler Blvd	Costco Dr	Minor Arterial	Asphalt	32	1,473	262	5,499	71	81	60	V Good	**74**
1708	Andover Park E	Baker Blvd	Strander Blvd	Minor Arterial	Asphalt	30	876	146	3,067	81	63	60	V Good	**74**
1709	Andover Park E	Tukwila Pkwy	Evans Black Dr	Minor Arterial	Asphalt	30	782	130	2,738	81	70	60	V Good	**77**
1901	Andover Park W	Strander Blvd	Corporate Dr N	Minor Arterial	Asphalt	33	1,852	340	7,132	42	62	60	Marginal	**47**
1240	Andover Park W	Corporate Dr N	Corporate Dr S	Minor Arterial	Asphalt	33	518	95	1,993	46	62	60	Fair	**50**
1983	Andover Park W	Corporate Dr S	Minkler Blvd	Minor Arterial	Asphalt	33	235	43	903	54	60	60	Fair	**55**
1237	Andover Park W	Upland Dr	Midland Dr	Collector	Asphalt	35	756	147	3,087	54	73	60	Good	**60**
1980	Andover Park W	Minkler Blvd	Upland Dr	Minor Arterial	Asphalt	33	421	77	1,622	62	61	60	Good	**61**
1979	Andover Park W	Minkler Blvd	Minkler Blvd	Minor Arterial	Asphalt	33	51	9	196	78	43	60	Good	**66**
1238	Andover Park W	Triland Dr	S 180th St	Minor Arterial	Asphalt	30	620	103	2,169	67	68	60	Good	**66**
1902	Andover Park W	Baker Blvd	Strander Blvd	Minor Arterial	Asphalt	32	871	155	3,253	72	63	60	Good	**68**
1982	Andover Park W	Midland Dr	Triland Dr	Minor Arterial	Asphalt	30	845	141	2,957	73	72	60	V Good	**72**
2062	Andover Park W	Tukwila Pkwy	Southcenter Mall	Minor Arterial	Asphalt	32	327	58	1,222	75	71	60	V Good	**73**
1984	Andover Park W	Southcenter Mall	Baker Blvd	Minor Arterial	Asphalt	32	843	150	3,149	86	71	60	V Good	**80**
1694	B Line	Southcenter Pkwy	C Line	Local	Asphalt	20	271	30	633	69	70	60	Good	**69**
1042	Baker Blvd	Andover Park W	Andover Park E	Local	Asphalt	20	1,080	120	2,521	58	71	60	Good	**61**
1102	Baker Blvd	Andover Park E	Christensen Rd	Local	Asphalt	20	343	38	801	74	63	80	V Good	**69**
1632	Beacon Ave S	S Ryan Way	S 107th St	Local	Asphalt	22	943	115	2,420	58	59	60	Fair	**57**
1630	Beacon Ave S	CITY LIMIT	S Ryan Way	Local	Asphalt	20	60	7	140	83	32	80	Good	**65**

City of Tukwila, WA

Street Inventory and Condition Summary - Sorted by Street Name

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1975	Boeing Access Rd	Martin L King Jr Ramp	Martin L King Jr Way S	Principal Arterial	Asphalt	44	292	71	1,498	31	48	60	Poor	**36**
1753	Boeing Access Rd	DS@220E East Marginal Way S	Airport Way S	Principal Arterial	Asphalt	44	113	28	581	29	67	60	Marginal	**40**
1977	Boeing Access Rd	Airport Way S	Airport Way S	Principal Arterial	Asphalt	44	330	81	1,695	30	72	60	Marginal	**42**
1752	Boeing Access Rd	East Marginal Way S	DS@220E East Marginal Way S	Principal Arterial	Asphalt	44	220	54	1,132	35	75	30	Marginal	**47**
1978	Boeing Access Rd	Airport Way S	Airport Way S	Principal Arterial	Asphalt	44	377	92	1,933	39	75	30	Fair	**49**
1755	Boeing Access Rd	I-5 Ramp	Martin L King Jr Ramp	Principal Arterial	Asphalt	42	395	92	1,937	44	80	60	Fair	**54**
1754	Boeing Access Rd	I-5 Ramp	Airport Way S	Principal Arterial	Asphalt	44	168	41	862	55	63	60	Fair	**56**
1749	Boeing Access Rd	Airport Way S	Airport Way S	Principal Arterial	Asphalt	44	224	55	1,151	53	76	60	Good	**59**
1976	Boeing Access Rd	East Marginal Way S	East Marginal Way S	Principal Arterial	Asphalt	44	176	43	902	79	62	60	V Good	**73**
1751	Boeing Access Rd	East Marginal Way S	Boeing Access Rd	Principal Arterial	Asphalt	44	592	145	3,038	78	70	60	V Good	**75**
1974	Boeing Access Rd	East Marginal Way S	East Marginal Way S	Principal Arterial	Asphalt	44	173	42	886	87	67	60	V Good	**79**
1973	Boeing Access Rd	I-5 Ramp	I-5 Ramp	Principal Arterial	Concrete	44	492	120	2,526	100	61	60	Excellent	**86**
1750	Boeing Access Rd	I-5 Ramp	I-5 Ramp	Principal Arterial	Concrete	44	371	91	1,905	100	64	60	Excellent	**88**
1772	C Line	UnNamed-01534	Southcenter Pkwy	Local	Asphalt	20	730	81	1,703	21	61	30	Poor	**33**
1698	Cascade Ave S	Riverside Dr	Todd Blvd	Local	Asphalt	20	864	96	2,017	62	71	60	Good	**64**
1697	Cascade Ave S	Todd Blvd	S Glacier St	Local	Asphalt	20	738	82	1,722	75	79	60	V Good	**76**
1176	Christensen Rd	Strander Blvd	Christensen Rd	Local	Asphalt	19	802	85	1,777	48	57	60	Fair	**50**
1734	Christensen Rd	NORTH END	Baker Blvd	Local	Asphalt	20	1,253	139	2,924	64	66	80	Good	**64**
1395	Christensen Rd	Christensen Rd	Christensen Rd	Local	Asphalt	19	82	9	183	94	34	80	V Good	**74**
1177	Christensen Rd	Christensen Rd	Christensen Rd	Local	Asphalt	19	82	9	182	97	31	60	V Good	**75**
1175	Christensen Rd	Baker Blvd	Christensen Rd	Local	Asphalt	19	249	26	552	84	72	60	V Good	**79**
1149	Corporate Dr N	Corporate Dr N	Corporate Dr N	Local	Asphalt	19	206	22	457	91	40	80	V Good	**73**
1150	Corporate Dr N	WEST END	Andover Park W	Local	Asphalt	19	424	45	939	87	70	60	V Good	**81**
1577	Corporate Dr S	Corporate Dr S	Corporate Dr S	Local	Asphalt	20	203	23	474	44	27	60	Poor	**38**
1249	Corporate Dr S	WEST END	Andover Park W	Local	Asphalt	20	427	47	997	51	66	60	Fair	**56**
1001	Costco Dr	Andover Park E	DS@280E Andover Park E	Local	Asphalt	20	280	31	652	62	67	60	Good	**63**
1010	East Marginal Way S	Tukwila Intl Blvd	S 112th St	Minor Arterial	Asphalt	30	1,358	226	4,752	28	61	60	Poor	**38**
2092	East Marginal Way S	Interurban Ave S	SR 599	Minor Arterial	Asphalt	30	312	52	1,090	32	52	60	Poor	**38**
1869	East Marginal Way S	S 115th St	S 116th St	Minor Arterial	Asphalt	30	671	112	2,349	36	64	60	Marginal	**44**
1882	East Marginal Way S	S 96th Pl	S Norfolk St	Principal Arterial	Asphalt	44	1,742	426	8,944	41	67	60	Marginal	**48**
1687	East Marginal Way S	S 116th St	Interurban Ave S	Minor Arterial	Asphalt	30	392	65	1,370	39	70	60	Marginal	**48**
1868	East Marginal Way S	S 128th St	S 128th St	Minor Arterial	Asphalt	30	170	28	596	42	66	60	Marginal	**48**
1427	East Marginal Way S	S 112th St	S 115th St	Minor Arterial	Asphalt	30	713	119	2,494	40	71	60	Fair	**49**
1864	East Marginal Way S	East Marginal Way S	Tukwila Intl Blvd	Local	Asphalt	19	747	79	1,656	47	71	60	Fair	**54**
1866	East Marginal Way S	S 128th St	S 130th St	Minor Arterial	Asphalt	30	519	86	1,816	50	66	60	Fair	**54**
1423	East Marginal Way S	Tukwila Intl Blvd	Boeing Access Rd	Principal Arterial	Asphalt	44	52	13	268	55	57	60	Fair	**55**
1528	East Marginal Way S	S Norfolk St	S 102nd St	Principal Arterial	Asphalt	44	386	94	1,980	50	75	60	Fair	**57**
1877	East Marginal Way S	Boeing Access Rd	Tukwila Intl Blvd	Principal Arterial	Asphalt	43	242	58	1,212	49	77	30	Fair	**57**
1162	East Marginal Way S	CITY LIMIT	S 81st Pl	Principal Arterial	Asphalt	44	723	177	3,711	53	72	60	Fair	**58**
1158	East Marginal Way S	S 130th St	40th Ave S	Minor Arterial	Asphalt	30	113	19	396	53	72	60	Fair	**58**
1874	East Marginal Way S	S 102nd St	S 104th St	Principal Arterial	Asphalt	44	587	144	3,014	51	78	60	Good	**59**
1008	East Marginal Way S	Boeing Access Rd	Tukwila Intl Blvd	Minor Arterial	Asphalt	30	197	33	690	60	65	60	Good	**61**
2086	East Marginal Way S	SR 599	S 120th Pl	Minor Arterial	Asphalt	30	603	100	2,109	58	73	60	Good	**62**

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1165	East Marginal Way S	S 104th St	DS@507S S 104th St	Principal Arterial	Asphalt	44	507	124	2,600	58	76	60	Good	**63**
1160	East Marginal Way S	S 126th St	S 128th St	Minor Arterial	Asphalt	30	353	59	1,235	64	69	60	Good	**65**
1881	East Marginal Way S	DS@507S S 104th St	Boeing Access Rd	Principal Arterial	Asphalt	44	314	77	1,609	62	74	60	Good	**65**
1426	East Marginal Way S	40th Ave S	S 133rd St	Minor Arterial	Asphalt	30	893	149	3,127	62	76	60	Good	**66**
1428	East Marginal Way S	S 81st Pl	S 87th Pl	Principal Arterial	Asphalt	44	2,601	636	13,350	65	73	60	Good	**67**
1157	East Marginal Way S	S 90th St	S 94th Pl	Principal Arterial	Asphalt	44	1,667	408	8,560	68	72	60	Good	**68**
1883	East Marginal Way S	Tukwila Intl Blvd	Boeing Access Rd	Local	Asphalt	30	309	52	1,082	74	60	60	Good	**69**
1875	East Marginal Way S	S 124th St	S 126th St	Minor Arterial	Asphalt	30	899	150	3,147	68	76	60	V Good	**70**
1997	East Marginal Way S	S 87th Pl	S 90th St	Principal Arterial	Asphalt	44	524	128	2,688	72	74	60	V Good	**72**
1391	East Marginal Way S	S 120th Pl	S 124th St	Minor Arterial	Asphalt	30	1,254	209	4,390	75	68	60	V Good	**72**
1009	East Marginal Way S	Tukwila Intl Blvd	Tukwila Intl Blvd	Principal Arterial	Asphalt	44	82	20	421	87	46	80	V Good	**73**
1531	East Marginal Way S	S 94th Pl	S 96th Pl	Principal Arterial	Asphalt	44	718	176	3,688	79	70	60	V Good	**75**
1508	Evans Black Dr	WEST END	Andover Park E	Local	Asphalt	30	567	94	1,984	93	66	60	V Good	**84**
1954	Fort Dent Way	Interurban Ave S	Starfire Way	Local	Asphalt	29	688	111	2,329	92	72	60	Excellent	**85**
1341	Frager Rd	S 204th St	S 204th St	Collector	Asphalt	32	3	1	11	77	0	80	Fair	**50**
1364	Fun Center Way	DS@447E Interurban Ave S	SW Grady Way	Local	Asphalt	20	112	12	261	45	11	60	Poor	**33**
1510	Fun Center Way	Interurban Ave S	DS@447E Interurban Ave S	Local	Asphalt	22	447	55	1,148	86	69	60	V Good	**80**
1696	Gateway Dr	Interurban Ave S	S 133rd St	Local	Asphalt	21	2,527	295	6,192	91	70	60	V Good	**84**
1002	Industry Dr	Andover Park E	DS@355E Andover Park E	Local	Asphalt	22	355	43	911	70	69	60	Good	**69**
1998	Interurban Ave S	Macadam Rd S	Gateway Dr	Minor Arterial	Asphalt	30	997	166	3,488	32	64	60	Marginal	**41**
1872	Interurban Ave S	SW Grady Way	West Valley Hwy	Principal Arterial	Asphalt	55	141	43	906	37	61	60	Marginal	**43**
1167	Interurban Ave S	58th Ave S	S 143rd St	Principal Arterial	Asphalt	56	615	191	4,015	46	57	60	Marginal	**48**
1562	Interurban Ave S	Fun Center Way	SW Grady Way	Principal Arterial	Asphalt	55	231	70	1,480	48	53	60	Marginal	**48**
1159	Interurban Ave S	40th Ave S	Macadam Rd S	Minor Arterial	Asphalt	30	2,868	478	10,037	37	83	60	Fair	**51**
1559	Interurban Ave S	48th Ave S	I-5 Ramp	Principal Arterial	Asphalt	55	127	39	817	53	56	60	Fair	**53**
1880	Interurban Ave S	S 140th St	58th Ave S	Principal Arterial	Asphalt	55	829	253	5,322	52	62	60	Fair	**54**
1876	Interurban Ave S	West Valley Hwy	SW Grady Way	Local	Asphalt	22	164	20	421	59	55	60	Fair	**57**
1878	Interurban Ave S	I-5 Ramp	56th Ave S	Principal Arterial	Asphalt	55	607	186	3,897	59	65	60	Good	**60**
1871	Interurban Ave S	56th Ave S	S 140th St	Principal Arterial	Asphalt	55	2,142	655	13,745	58	69	60	Good	**60**
1392	Interurban Ave S	I-405 Ramp	DS@490E I-405 Ramp	Principal Arterial	Asphalt	56	490	152	3,198	60	67	60	Good	**61**
1994	Interurban Ave S	East Marginal Way S	40th Ave S	Minor Arterial	Asphalt	30	1,013	169	3,544	58	77	60	Good	**63**
1999	Interurban Ave S	S 149th St	I-405 Ramp	Principal Arterial	Asphalt	56	1,953	608	12,761	65	65	60	Good	**64**
1873	Interurban Ave S	I-5 Ramp	I-5 Ramp	Principal Arterial	Asphalt	55	573	175	3,675	66	64	60	Good	**64**
1879	Interurban Ave S	S 133rd St	SR 599 Ramp	Minor Arterial	Asphalt	30	276	46	966	73	65	60	V Good	**70**
1867	Interurban Ave S	DS@490E I-405 Ramp	Fun Center Way	Principal Arterial	Asphalt	56	125	39	815	77	60	60	V Good	**70**
1161	Interurban Ave S	SR 599 Ramp	48th Ave S	Minor Arterial	Asphalt	30	767	128	2,683	71	72	60	V Good	**71**
1011	Interurban Ave S	S 143rd St	S 143rd Pl	Principal Arterial	Asphalt	56	339	106	2,218	72	70	60	V Good	**71**
1996	Interurban Ave S	Interurban Ave S	Southcenter Blvd	Local	Asphalt	22	387	47	992	82	57	80	V Good	**73**
1865	Interurban Ave S	S 147th St	S 149th St	Principal Arterial	Asphalt	56	604	188	3,946	79	65	60	V Good	**74**
1164	Interurban Ave S	SR 599 Ramp	S 133rd St	Minor Arterial	Asphalt	30	284	47	993	76	75	60	V Good	**75**
1218	Interurban Ave S	Gateway Dr	SR 599 Ramp	Minor Arterial	Asphalt	30	500	83	1,749	73	83	60	V Good	**76**
1870	Interurban Ave S	S 144th St	S 147th St	Principal Arterial	Asphalt	56	916	285	5,983	86	77	60	V Good	**82**
1424	Interurban Ave S	S 143rd Pl	S 144th St	Principal Arterial	Asphalt	56	344	107	2,248	95	87	60	Excellent	**91**

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1839	Interurban Pl S	40th Ave S	SE END	Local	Asphalt	22	478	58	1,226	62	43	60	Fair	**55**
1398	Klickitat Dr	I-5 Ramp	Southcenter Pkwy	Minor Arterial	Asphalt	30	1,052	175	3,682	51	71	60	Fair	**56**
1248	Klickitat Dr	53rd Ave S	I-5 Ramp	Minor Arterial	Asphalt	30	1,089	181	3,811	72	87	60	V Good	**76**
1397	Klickitat Dr	51st Ave S	53rd Ave S	Minor Arterial	Asphalt	30	877	146	3,068	79	73	60	V Good	**77**
1375	Longacres Way	West Valley Hwy	Nelsen Pl	Local	Asphalt	22	400	49	1,028	70	72	60	V Good	**70**
1944	Macadam Rd S	S 136th St	S 137th St	Collector	Asphalt	34	308	58	1,222	38	53	60	Marginal	**41**
1948	Macadam Rd S	Interurban Ave S	SR 599	Collector	Asphalt	35	123	24	502	36	66	60	Marginal	**44**
1317	Macadam Rd S	43rd Ave S	S 136th St	Collector	Asphalt	35	1,710	333	6,984	41	58	60	Marginal	**45**
1945	Macadam Rd S	S 138th St	S 144th St	Collector	Asphalt	34	1,997	377	7,922	46	64	60	Fair	**51**
1315	Macadam Rd S	S 137th St	S 138th St	Collector	Asphalt	34	783	148	3,105	49	58	60	Fair	**51**
1947	Macadam Rd S	SR 599	S 128th St	Collector	Asphalt	35	192	37	784	80	53	80	V Good	**71**
1316	Macadam Rd S	SR 599	SR 599	Collector	Asphalt	35	104	20	426	80	73	60	V Good	**77**
1495	Macadam Rd S	S 130th St	S 131st Pl	Collector	Asphalt	35	531	103	2,170	86	65	60	V Good	**78**
1946	Macadam Rd S	S 133rd St	43rd Ave S	Collector	Asphalt	35	338	66	1,379	86	65	60	V Good	**79**
1314	Macadam Rd S	S 131st Pl	S 133rd St	Collector	Asphalt	35	534	104	2,180	89	65	60	V Good	**80**
1312	Macadam Rd S	S 128th St	S 130th St	Collector	Asphalt	35	271	53	1,107	89	68	60	V Good	**82**
1098	Macadam Rd S	S 144th St	S 149th Ln	Collector	Asphalt	34	1,662	314	6,592	90	77	60	Excellent	**85**
2064	Macadam Rd S	S 149th Ln	S 150th St	Collector	Asphalt	34	195	37	773	99	67	60	Excellent	**87**
1943	Macadam Rd S	S 150th St	S 152nd St	Collector	Asphalt	34	867	164	3,439	97	77	60	Excellent	**89**
1313	Macadam Rd S	S 152nd St	Southcenter Blvd	Collector	Asphalt	34	1,451	274	5,754	99	85	60	Excellent	**93**
1319	Martin L King Jr Way S	I-5 Ramp	I-5 Ramp	Principal Arterial	Asphalt	56	1,943	604	12,692	57	80	60	Good	**63**
1812	Martin L King Jr Way S	Boeing Access Rd	I-5 Ramp	Principal Arterial	Asphalt	56	163	51	1,062	71	59	60	Good	**66**
1813	Martin L King Jr Way S	I-5 Ramp	I-5 Ramp	Principal Arterial	Asphalt	56	586	182	3,831	70	82	80	V Good	**74**
1148	Martin L King Jr Way S	I-5 Ramp	CITY LIMIT	Principal Arterial	Asphalt	56	1,935	602	12,643	73	89	60	V Good	**77**
1811	Martin L King Jr Way S	DS@413S S 104th Pl	Boeing Access Rd	Principal Arterial	Concrete	55	158	48	1,017	93	56	60	V Good	**81**
1318	Martin L King Jr Way S	CITY LIMIT	S 104th Pl	Principal Arterial	Concrete	56	114	35	744	97	65	60	Excellent	**86**
1332	Martin L King Jr Way S	S 104th Pl	DS@413S S 104th Pl	Principal Arterial	Concrete	56	413	129	2,701	100	71	60	Excellent	**90**
1323	Martin L King Jr Way S	CITY LIMIT	Martin L King Jr Way S	Local	Concrete	25	526	73	1,535	100	80	60	Excellent	**93**
1593	Midland Dr	WEST END	Andover Park W	Local	Asphalt	22	900	110	2,311	8	69	60	Poor	**28**
1614	Military Rd S	S 158th St	EAST END	Local	Asphalt	25	187	26	546	73	52	80	Good	**66**
1355	Minkler Blvd	Southcenter Pkwy	Bauch Dr	Collector	Asphalt	35	1,314	255	5,365	68	63	60	Good	**65**
1365	Minkler Blvd	Andover Park W	Andover Park E	Collector	Asphalt	33	903	165	3,475	75	69	60	V Good	**73**
2019	Minkler Blvd	Bauch Dr	Andover Park W	Collector	Asphalt	35	672	131	2,743	80	66	60	V Good	**75**
1357	Minkler Blvd	Andover Park E	Industry Dr	Local	Asphalt	22	585	72	1,503	87	57	60	V Good	**77**
1378	Nelsen Pl	S 156th St	Longacres Way	Local	Asphalt	24	571	76	1,599	31	45	60	Poor	**35**
1633	Olympic Ave S	Todd Blvd	S Glacier St	Local	Asphalt	22	853	104	2,190	64	83	60	Good	**69**
1834	Olympic Ave S	Riverside Dr	Todd Blvd	Local	Asphalt	25	865	120	2,524	75	80	60	V Good	**76**
1371	Orillia Rd S	S 188th St	S 200th St	Principal Arterial	Asphalt	56	3,525	1,097	23,031	31	84	60	Marginal	**47**
1645	Orillia Rd S	S 200th St	S 204th St	Principal Arterial	Asphalt	56	1,602	498	10,465	69	87	60	V Good	**74**
1823	Pamela Dr	57th Ave S	NE END	Local	Asphalt	19	405	43	898	73	61	60	Good	**68**
1664	Pamela Dr	Pamela Dr	Pamela Dr	Local	Asphalt	19	178	19	395	89	52	60	V Good	**76**
1213	Riverside Dr	Olympic Ave S	Cascade Ave S	Local	Asphalt	19	480	51	1,064	74	90	60	V Good	**79**
2161	S 102nd St	27th Ave S	DS@644E 27th Ave S	Local	Asphalt	19	644	68	1,427	88	74	60	V Good	**83**

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1457	S 104th Pl	WEST END	Martin L King Jr Way S	Local	Asphalt	19	751	79	1,665	54	57	60	Fair	**54**
1014	S 104th Pl	DS@258E 47th Ave S	S 104th Pl	Local	Asphalt	20	61	7	142	86	2	80	Fair	**57**
1015	S 104th Pl	DS@188E 47th Ave S	DS@258E 47th Ave S	Local	Asphalt	20	69	8	162	80	14	80	Fair	**57**
1013	S 104th Pl	47th Ave S	DS@188E 47th Ave S	Local	Asphalt	20	188	21	440	85	63	60	V Good	**77**
1425	S 104th St	27th Ave S	East Marginal Way S	Local	Asphalt	20	977	109	2,279	64	61	60	Good	**62**
1118	S 107th St	S Ryan Way	EAST END	Local	Asphalt	20	302	34	705	30	38	60	Poor	**31**
1119	S 107th St	Beacon Ave S	51st Ave S	Local	Asphalt	22	130	16	333	89	37	80	V Good	**71**
1278	S 107th St	49th Ave S	Beacon Ave S	Local	Asphalt	22	471	58	1,210	95	63	60	V Good	**84**
1799	S 109th St	Beacon Ave S	Beacon Ave S	Local	Asphalt	24	1	0	3	62	22	80	Marginal	**48**
1940	S 109th St	50th Ave S	Beacon Ave S	Local	Asphalt	22	217	26	556	51	52	60	Fair	**50**
2128	S 109th St	Beacon Ave S	51st Ave S	Local	Asphalt	24	30	4	82	75	18	80	Fair	**56**
1800	S 109th St	47th Ave S	48th Ave S	Local	Asphalt	22	283	35	727	70	60	60	Good	**66**
1284	S 112th St	50th Ave S	51st Ave S	Local	Asphalt	20	294	33	686	52	43	60	Marginal	**48**
1286	S 112th St	Tukwila Intl Blvd	East Marginal Way S	Collector	Asphalt	35	995	193	4,063	62	75	60	Good	**66**
1285	S 112th St	WEST END	Tukwila Intl Blvd	Local	Asphalt	22	778	95	1,997	64	72	60	Good	**66**
1039	S 113th St	WEST END	41st Ave S	Local	Asphalt	20	475	53	1,109	48	31	60	Marginal	**41**
1988	S 113th St	WEST END	51st Ave S	Local	Asphalt	20	345	38	805	61	44	60	Fair	**54**
1444	S 114th St	40th Ave S	41st Ave S	Local	Asphalt	22	219	27	562	39	27	80	Poor	**35**
1443	S 114th St	WEST END	40th Ave S	Local	Asphalt	20	211	23	493	78	9	80	Fair	**55**
1442	S 114th St	41st Ave S	EAST END	Local	Asphalt	22	148	18	380	83	0	80	Fair	**55**
1441	S 114th St	49th Ave S	51st Ave S	Local	Asphalt	22	918	112	2,356	80	58	60	V Good	**72**
1057	S 115th St	East Marginal Way S	40th Ave S	Collector	Asphalt	33	1,096	201	4,219	51	73	60	Fair	**57**
1059	S 115th St	42nd Ave S	NE END	Local	Asphalt	19	209	22	462	89	32	80	Good	**69**
1058	S 115th St	40th Ave S	42nd Ave S	Collector	Asphalt	32	764	136	2,852	71	71	60	V Good	**70**
1338	S 116th St	WEST END	East Marginal Way S	Local	Asphalt	19	1,114	118	2,469	62	56	60	Fair	**59**
2100	S 116th St	East Marginal Way S	35th Ln S	Local	Asphalt	19	226	24	501	73	44	80	Good	**63**
1628	S 116th St	43rd Pl S	42nd Ave S	Local	Asphalt	19	363	38	806	74	54	60	Good	**67**
2102	S 116th St	35th Ln S	39th Ave S	Local	Asphalt	19	488	52	1,082	90	72	60	V Good	**83**
1596	S 117th St	39th Ave S	40th Ave S	Local	Asphalt	20	315	35	736	87	77	60	V Good	**83**
1690	S 118th St	44th Pl S	EAST END	Local	Asphalt	20	201	22	469	17	28	60	V Poor	**20**
2098	S 118th St	44th Ave S	44th Pl S	Local	Asphalt	20	94	10	220	84	91	60	Excellent	**86**
1360	S 119th St	40th Ave S	40th Pl S	Local	Concrete	20	240	27	560	100	47	60	V Good	**83**
1370	S 119th St	40th Pl S	EAST END	Local	Concrete	21	224	26	549	100	55	60	Excellent	**85**
1987	S 120th Pl	WEST END	East Marginal Way S	Local	Concrete	21	1,244	145	3,048	95	59	60	V Good	**83**
1229	S 122nd Ln	50th Ave S	51st Pl S	Local	Asphalt	21	338	39	828	78	54	60	V Good	**69**
1430	S 122nd St	44th Ave S	44th Ave S	Local	Asphalt	22	98	12	251	63	57	60	Good	**60**
1432	S 122nd St	43rd Ave S	44th Ave S	Local	Asphalt	21	152	18	373	69	62	60	Good	**66**
1440	S 122nd St	42nd Ave S	43rd Ave S	Local	Asphalt	21	334	39	819	76	54	80	Good	**68**
1671	S 122nd St	46th Ave S	46th Ave S	Local	Asphalt	22	54	7	138	75	55	80	Good	**68**
1061	S 122nd St	45th Ave S	46th Ave S	Local	Asphalt	22	190	23	488	80	72	60	V Good	**77**
1436	S 122nd St	48th Ave S	44th Pl S	Local	Asphalt	19	187	20	415	86	60	60	V Good	**77**
1433	S 122nd St	44th Pl S	49th Ave S	Local	Asphalt	19	63	7	139	94	49	60	V Good	**79**
1431	S 122nd St	46th Ave S	47th Ave S	Local	Asphalt	22	248	30	638	88	72	60	V Good	**82**

City of Tukwila, WA
Street Inventory and Condition Summary - Sorted by Street Name

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1434	S 122nd St	47th Ave S	48th Ave S	Local	Asphalt	19	255	27	565	88	74	60	V Good	**83**
1106	S 122nd St	49th Ave S	51st Pl S	Local	Asphalt	19	130	14	287	95	65	60	Excellent	**84**
1435	S 122nd St	44th Ave S	45th Ave S	Local	Asphalt	22	252	31	646	93	70	60	Excellent	**85**
1336	S 124th St	50th Pl S	51st Pl S	Local	Asphalt	20	409	45	954	66	60	60	Good	**63**
1417	S 124th St	35th Ave S	East Marginal Way S	Local	Asphalt	19	718	76	1,591	73	54	80	Good	**66**
1553	S 124th St	49th Ave S	50th Pl S	Collector	Asphalt	34	253	48	1,002	74	64	30	V Good	**70**
1502	S 124th St	42nd Ave S	43rd Ave S	Collector	Asphalt	35	273	53	1,115	83	75	60	V Good	**80**
1990	S 124th St	44th Ave S	45th Ave S	Collector	Asphalt	35	257	50	1,050	84	74	60	V Good	**80**
1993	S 124th St	45th Ave S	46th Ave S	Collector	Asphalt	35	243	47	994	92	70	60	V Good	**84**
1816	S 124th St	48th Ave S	49th Ave S	Collector	Asphalt	34	253	48	1,005	89	77	60	V Good	**84**
1505	S 124th St	43rd Ave S	44th Ave S	Collector	Asphalt	35	244	47	995	91	77	60	Excellent	**86**
1414	S 124th St	46th Ave S	47th Ave S	Collector	Asphalt	34	249	47	987	91	79	60	Excellent	**86**
1991	S 124th St	47th Ave S	48th Ave S	Collector	Asphalt	34	254	48	1,008	90	81	60	Excellent	**86**
1310	S 125th St	46th Ave S	50th Pl S	Local	Asphalt	20	1,156	128	2,697	88	79	60	V Good	**84**
1366	S 126th St	40th Ave S	42nd Ave S	Local	Asphalt	20	317	35	741	66	37	80	Fair	**56**
1512	S 126th St	35th Ave S	37th Ave S	Local	Asphalt	20	419	47	977	94	58	60	V Good	**81**
1643	S 126th St	37th Ave S	East Marginal Way S	Local	Asphalt	20	549	61	1,282	93	66	60	V Good	**83**
1373	S 126th St	34th Ave S	35th Ave S	Local	Asphalt	20	405	45	944	94	70	60	Excellent	**86**
1241	S 128th St	East Marginal Way S	40th Ave S	Local	Asphalt	19	87	9	192	70	44	80	Good	**60**
1906	S 128th St	WEST END	35th Ave S	Local	Asphalt	22	218	27	560	84	18	80	Good	**61**
1455	S 128th St	40th Ave S	Macadam Rd S	Local	Asphalt	19	854	90	1,892	73	58	60	Good	**67**
1904	S 128th St	CITY LIMIT	CITY LIMIT	Local	Asphalt	24	1	0	3	100	28	60	V Good	**76**
1903	S 128th St	35th Ave S	37th Ave S	Local	Asphalt	22	409	50	1,049	96	48	60	V Good	**79**
1905	S 128th St	Military Rd S	CITY LIMIT	Local	Asphalt	22	653	80	1,675	92	69	60	V Good	**84**
1242	S 128th St	37th Ave S	East Marginal Way S	Local	Asphalt	22	786	96	2,017	98	59	60	Excellent	**85**
1103	S 129th St	S 130th Pl	CITY LIMIT	Collector	Concrete	32	1,139	203	4,253	100	64	60	Excellent	**88**
1595	S 130th Pl	57th Ave S	SE END	Local	Asphalt	22	1,478	181	3,795	50	50	60	Fair	**50**
1549	S 130th Pl	50th Pl S	56th Ave S	Local	Asphalt	22	1,828	223	4,691	64	64	60	Good	**64**
1280	S 130th Pl	56th Ave S	57th Ave S	Local	Asphalt	22	270	33	694	73	61	80	Good	**69**
1141	S 130th St	33rd Pl S	34th Ave S	Local	Asphalt	22	99	12	254	62	4	80	Marginal	**42**
2095	S 130th St	38th Ln S	East Marginal Way S	Local	Asphalt	25	282	39	823	61	59	60	Good	**60**
1635	S 130th St	35th Ave S	35th Ln S	Local	Asphalt	25	284	39	828	73	51	60	Good	**65**
1853	S 130th St	37th Ave S	37th Ave S	Local	Asphalt	24	21	3	57	83	30	80	Good	**65**
1140	S 130th St	41st Ave S	Macadam Rd S	Local	Asphalt	25	493	68	1,438	80	52	80	V Good	**70**
1837	S 130th St	33rd Ave S	33rd Pl S	Local	Asphalt	22	55	7	141	87	49	60	V Good	**74**
1857	S 130th St	Tukwila Intl Blvd	35th Ave S	Local	Asphalt	22	215	26	551	82	58	80	V Good	**74**
1170	S 130th St	32nd Ave S	33rd Ave S	Local	Asphalt	22	335	41	860	95	39	60	V Good	**76**
1381	S 130th St	East Marginal Way S	41st Ave S	Local	Asphalt	25	285	40	831	85	66	60	V Good	**78**
1387	S 130th St	35th Ln S	37th Ave S	Local	Asphalt	25	121	17	352	89	60	60	V Good	**79**
1155	S 130th St	37th Ave S	38th Ave S	Local	Asphalt	25	237	33	691	90	74	60	V Good	**84**
2093	S 130th St	38th Ave S	38th Ln S	Local	Asphalt	25	261	36	762	99	76	60	Excellent	**91**
1185	S 131st Pl	44th Ave S	44th Ave S	Local	Asphalt	20	133	15	311	55	40	60	Fair	**49**
1186	S 131st Pl	Macadam Rd S	44th Ave S	Local	Asphalt	20	336	37	784	88	57	60	V Good	**77**

City of Tukwila, WA

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1893	S 131st Pl	41st Ave S	Macadam Rd S	Local	Asphalt	20	527	59	1,229	86	61	60	V Good	**77**
1007	S 132nd Pl	S 132nd Pl	S 132nd Pl	Local	Asphalt	19	214	23	475	29	5	80	V Poor	**20**
1917	S 132nd Pl	NW END	38th Pl S	Local	Asphalt	19	180	19	400	69	43	60	Good	**60**
2097	S 132nd Pl	38th Pl S	40th Ave S	Local	Asphalt	19	285	30	632	86	58	60	V Good	**76**
1618	S 132nd St	35th Ln S	37th Ave S	Local	Asphalt	22	132	16	340	25	10	80	V Poor	**19**
2005	S 132nd St	34th Ave S	34th Ln S	Collector	Asphalt	34	248	47	983	18	66	60	Poor	**33**
1615	S 132nd St	35th Ave S	Tukwila Intl Blvd	Collector	Asphalt	35	98	19	402	47	16	80	Poor	**36**
1616	S 132nd St	33rd Ave S	34th Ave S	Collector	Asphalt	35	332	65	1,355	33	71	30	Marginal	**45**
2006	S 132nd St	34th Ln S	35th Ave S	Collector	Asphalt	33	96	18	368	42	73	60	Fair	**51**
1172	S 133rd St	31st Ave S	32nd Ave S	Collector	Asphalt	25	303	42	883	23	76	60	Marginal	**39**
1520	S 133rd St	34th Ave S	35th Ave S	Local	Asphalt	22	309	38	793	36	49	60	Marginal	**39**
1529	S 133rd St	Military Rd S	30th Pl S	Collector	Asphalt	25	449	62	1,311	29	68	60	Marginal	**41**
1642	S 133rd St	35th Ave S	EAST END	Local	Asphalt	22	262	32	672	41	46	60	Marginal	**41**
1153	S 133rd St	30th Pl S	31st Ave S	Collector	Asphalt	25	208	29	608	24	82	60	Marginal	**42**
1154	S 133rd St	32nd Ave S	S 132nd St	Collector	Asphalt	25	388	54	1,131	56	64	60	Fair	**58**
1926	S 133rd St	SR 599	Interurban Ave S	Minor Arterial	Asphalt	35	210	41	856	69	53	60	Good	**63**
1858	S 133rd St	56th Ave S	57th Ave S	Local	Asphalt	27	259	39	817	89	36	60	V Good	**71**
1919	S 133rd St	S 134th Pl	SR 599 Ramp	Minor Arterial	Asphalt	35	388	75	1,583	75	90	60	V Good	**80**
1862	S 133rd St	44th Ave S	S 134th Pl	Minor Arterial	Asphalt	34	481	91	1,909	90	63	60	V Good	**81**
1851	S 133rd St	East Marginal Way S	Macadam Rd S	Minor Arterial	Asphalt	34	488	92	1,936	86	76	60	V Good	**82**
2001	S 133rd St	57th Ave S	57th Ave S	Local	Asphalt	24	12	2	33	100	49	60	V Good	**83**
1555	S 133rd St	Macadam Rd S	44th Ave S	Minor Arterial	Asphalt	34	334	63	1,326	93	75	60	Excellent	**87**
1923	S 133rd St	SR 599	SR 599	Minor Arterial	Asphalt	35	60	12	244	82	100	60	Excellent	**87**
1921	S 133rd St	SR 599 Ramp	SR 599	Minor Arterial	Asphalt	45	22	6	117	89	96	60	Excellent	**90**
1829	S 134th Pl	S 133rd St	47th Ave S	Local	Asphalt	26	977	141	2,964	72	54	60	Good	**65**
1638	S 134th Pl	47th Ave S	48th Ave S	Local	Asphalt	26	215	31	653	83	67	60	V Good	**78**
1703	S 135th St	Military Rd S	32nd Ave S	Local	Asphalt	26	835	121	2,532	65	64	60	Good	**63**
1701	S 135th St	34th Ave S	35th Ave S	Local	Asphalt	27	320	48	1,006	85	70	60	V Good	**79**
1702	S 135th St	32nd Ave S	34th Ave S	Local	Asphalt	27	637	96	2,007	90	68	60	V Good	**82**
1214	S 135th St	35th Ave S	37th Ave S	Local	Asphalt	27	309	46	973	92	68	60	V Good	**84**
2084	S 136th St	WEST END	52nd Pl S	Local	Asphalt	28	80	12	262	54	19	80	Marginal	**41**
2083	S 136th St	52nd Pl S	52nd Ave S	Local	Asphalt	28	284	44	927	43	45	60	Marginal	**43**
1900	S 136th St	Macadam Rd S	48th Pl S	Local	Asphalt	28	302	47	986	64	45	60	Fair	**57**
1675	S 136th St	48th Pl S	EAST END	Local	Asphalt	28	250	39	817	76	52	60	Good	**67**
1676	S 136th St	WEST END	45th Pl S	Local	Asphalt	28	410	64	1,340	84	53	80	V Good	**73**
1899	S 136th St	32nd Ave S	34th Ave S	Local	Asphalt	27	670	100	2,110	96	63	60	V Good	**84**
1896	S 137th Pl	S 137th Pl	S 137th Pl	Local	Asphalt	26	188	27	571	92	38	80	V Good	**74**
1898	S 137th Pl	43rd Pl S	NORTH END	Local	Asphalt	28	136	21	445	88	50	60	V Good	**75**
1637	S 137th St	53rd Ave S	56th Ave S	Local	Asphalt	27	224	34	705	71	42	60	Good	**61**
1849	S 137th St	45th Pl S	Macadam Rd S	Local	Asphalt	25	163	23	475	66	73	30	Good	**67**
1139	S 137th St	40th Ave S	43rd Pl S	Local	Asphalt	26	150	22	455	88	41	80	V Good	**72**
1636	S 137th St	53rd Ave S	53rd Ave S	Local	Asphalt	27	152	23	480	89	39	80	V Good	**72**
1847	S 137th St	52nd Pl S	53rd Ave S	Local	Asphalt	27	127	19	400	97	33	60	V Good	**76**

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1171	S 137th St	43rd Pl S	43rd Pl S	Local	Asphalt	25	285	40	833	82	69	60	V Good	**77**
1850	S 137th St	44th Ave S	45th Ave S	Local	Asphalt	25	387	54	1,129	95	53	60	V Good	**81**
1835	S 137th St	43rd Pl S	44th Ave S	Local	Asphalt	25	420	58	1,225	90	64	60	V Good	**81**
1830	S 137th St	34th Ave S	35th Ave S	Local	Asphalt	26	206	30	626	96	61	60	V Good	**84**
1173	S 137th St	45th Ave S	45th Pl S	Local	Asphalt	25	248	34	724	99	58	60	Excellent	**85**
1145	S 137th St	35th Ave S	37th Ave S	Local	Asphalt	26	300	43	910	96	69	60	Excellent	**87**
1634	S 137th St	32nd Ave S	34th Ave S	Local	Asphalt	26	767	111	2,327	95	78	60	Excellent	**89**
1854	S 137th St	52nd Ave S	52nd Pl S	Local	Asphalt	27	208	31	654	100	75	60	Excellent	**91**
1959	S 138th St	Macadam Rd S	NE END	Local	Asphalt	27	268	40	846	24	34	60	Poor	**26**
2085	S 138th St	51st Ave S	51st Ave S	Local	Asphalt	27	114	17	359	98	61	60	Excellent	**85**
1958	S 138th St	37th Ave S	38th Ave S	Local	Asphalt	27	340	51	1,070	93	77	60	Excellent	**87**
1127	S 139th St	53rd Ave S	55th Ave S	Local	Asphalt	26	374	54	1,134	32	49	60	Poor	**37**
1122	S 139th St	56th Ave S	56th Pl S	Local	Asphalt	26	183	26	556	38	46	60	Marginal	**40**
1125	S 139th St	42nd Ave S	44th Ave S	Local	Asphalt	24	620	83	1,737	55	54	60	Fair	**54**
1123	S 139th St	45th Ave S	EAST END	Local	Asphalt	24	295	39	827	65	48	60	Fair	**58**
1126	S 139th St	WEST END	45th Ave S	Local	Asphalt	24	113	15	316	93	40	60	V Good	**75**
1121	S 139th St	Tukwila Intl Blvd	41st Ave S	Local	Asphalt	24	382	51	1,068	84	67	60	V Good	**78**
1128	S 139th St	51st Ave S	53rd Ave S	Local	Asphalt	26	546	79	1,657	98	41	60	V Good	**78**
1124	S 139th St	41st Ave S	42nd Ave S	Local	Asphalt	24	348	46	975	90	66	60	V Good	**82**
1605	S 140th St	44th Ave S	45th Ave S	Local	Asphalt	26	364	53	1,105	59	50	60	Fair	**55**
1486	S 140th St	42nd Ave S	43rd Ave S	Local	Asphalt	26	326	47	990	59	68	60	Good	**61**
1482	S 140th St	Interurban Ave S	NE END	Local	Asphalt	24	207	28	581	80	39	80	Good	**66**
1599	S 140th St	43rd Ave S	44th Ave S	Local	Asphalt	26	329	48	999	74	60	60	Good	**69**
1603	S 140th St	Tukwila Intl Blvd	42nd Ave S	Local	Asphalt	26	646	93	1,959	75	60	60	Good	**69**
1484	S 140th St	38th Ave S	Tukwila Intl Blvd	Local	Asphalt	27	336	50	1,057	71	69	60	V Good	**70**
1600	S 140th St	Military Rd S	33rd Ave S	Local	Asphalt	26	358	52	1,086	75	62	60	V Good	**70**
1483	S 140th St	35th Ave S	34th Ave S	Local	Asphalt	27	59	9	185	94	37	60	V Good	**74**
1598	S 140th St	53rd Ave S	55th Ave S	Local	Asphalt	24	540	72	1,512	87	60	60	V Good	**78**
1485	S 140th St	33rd Pl S	35th Ave S	Local	Asphalt	27	537	81	1,693	84	71	30	V Good	**79**
1604	S 140th St	37th Ave S	38th Ave S	Local	Asphalt	27	307	46	966	97	53	60	V Good	**82**
1602	S 140th St	33rd Ave S	33rd Pl S	Local	Asphalt	26	426	61	1,291	94	75	60	Excellent	**87**
1601	S 140th St	34th Ave S	37th Ave S	Local	Asphalt	27	369	55	1,163	100	77	60	Excellent	**91**
1591	S 141st St	56th Ave S	56th Pl S	Local	Asphalt	24	239	32	670	24	22	60	V Poor	**23**
1587	S 141st St	Tukwila Intl Blvd	42nd Ave S	Local	Asphalt	24	589	79	1,649	40	52	60	Marginal	**43**
1590	S 141st St	56th Pl S	57th Ave S	Local	Asphalt	25	167	23	486	60	48	60	Fair	**55**
1589	S 141st St	37th Ave S	Tukwila Intl Blvd	Local	Asphalt	24	690	92	1,933	82	69	60	V Good	**77**
1588	S 141st St	33rd Pl S	34th Pl S	Local	Asphalt	24	178	24	498	99	61	60	Excellent	**86**
1279	S 142nd Pl	35th Ave S	37th Ave S	Local	Asphalt	25	436	60	1,270	81	71	30	V Good	**77**
1089	S 142nd Pl	Military Rd S	EAST END	Local	Asphalt	25	208	29	607	91	74	60	Excellent	**85**
1090	S 142nd Pl	S 142nd Pl	S 142nd Pl	Local	Asphalt	25	146	20	427	98	100	60	Excellent	**98**
1737	S 142nd St	57th Ave S	59th Ave S	Local	Asphalt	26	426	62	1,292	38	46	60	Marginal	**40**
1744	S 142nd St	52nd Ave S	53rd Ave S	Local	Asphalt	26	272	39	825	49	46	60	Marginal	**47**
1743	S 142nd St	42nd Ave S	43rd Ave S	Local	Asphalt	26	318	46	965	50	55	60	Fair	**51**

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1739	S 142nd St	WEST END	52nd Ave S	Local	Asphalt	26	85	12	258	82	53	60	V Good	**72**
1742	S 142nd St	37th Ave S	Tukwila Intl Blvd	Local	Asphalt	25	700	97	2,040	95	87	60	Excellent	**92**
1353	S 143rd Pl	Interurban Ave S	EAST END	Local	Asphalt	26	839	121	2,545	75	54	60	Good	**67**
1138	S 143rd St	Interurban Ave S	EAST END	Local	Asphalt	26	1,107	160	3,357	11	57	60	Poor	**25**
1188	S 144th St	59th Ave S	EAST END	Local	Asphalt	27	218	33	687	45	18	80	Poor	**36**
1194	S 144th St	46th Ave S	48th Ave S	Collector	Asphalt	29	653	105	2,210	30	70	30	Marginal	**42**
2073	S 144th St	44th Ln S	46th Ave S	Collector	Asphalt	29	545	88	1,843	31	69	30	Marginal	**42**
1190	S 144th St	48th Ave S	Macadam Rd S	Collector	Asphalt	29	654	105	2,213	38	70	60	Marginal	**47**
1193	S 144th St	57th Ave S	58th Ave S	Collector	Asphalt	31	427	74	1,544	57	44	60	Fair	**52**
1243	S 144th St	58th Ave S	59th Ave S	Local	Asphalt	27	420	63	1,322	59	52	60	Fair	**56**
2074	S 144th St	42nd Ave S	44th Ln S	Collector	Asphalt	29	777	125	2,630	52	70	60	Fair	**57**
1187	S 144th St	37th Ave S	Tukwila Intl Blvd	Collector	Asphalt	30	540	90	1,891	59	63	60	Good	**59**
1677	S 144th St	Military Rd S	34th Ave S	Collector	Asphalt	30	319	53	1,117	51	80	60	Good	**60**
1192	S 144th St	56th Ave S	57th Ave S	Collector	Concrete	31	425	73	1,538	69	46	60	Good	**61**
1244	S 144th St	54th Pl S	55th Ave S	Collector	Asphalt	31	129	22	466	63	61	80	Good	**62**
1678	S 144th St	Tukwila Intl Blvd	41st Ave S	Collector	Asphalt	30	392	65	1,372	73	43	60	Good	**62**
2015	S 144th St	34th Ln S	37th Ave S	Collector	Asphalt	30	495	82	1,732	61	71	60	Good	**64**
1245	S 144th St	Macadam Rd S	54th Pl S	Collector	Asphalt	31	343	59	1,241	68	61	60	Good	**65**
1679	S 144th St	55th Ave S	56th Ave S	Collector	Asphalt	31	421	73	1,523	66	75	60	Good	**68**
1246	S 144th St	Interurban Ave S	EAST END	Local	Asphalt	27	651	98	2,049	81	56	60	V Good	**72**
2016	S 144th St	34th Ave S	34th Ln S	Collector	Asphalt	30	289	48	1,012	78	74	60	V Good	**76**
2079	S 144th St	Macadam Rd S	I-5 Fwy	Collector	Concrete	29	187	30	631	100	51	60	V Good	**84**
1189	S 144th St	53rd Ave S	Macadam Rd S	Collector	Asphalt	31	106	18	385	94	65	60	V Good	**84**
1191	S 144th St	41st Ave S	42nd Ave S	Collector	Asphalt	30	390	65	1,365	92	71	60	V Good	**84**
2076	S 144th St	I-5 Fwy	53rd Ave S	Collector	Asphalt	29	254	41	860	100	68	60	Excellent	**89**
1361	S 145th St	DS@63E S 145th St	S 145th St	Local	Asphalt	27	95	14	300	90	11	80	Good	**63**
1367	S 145th St	S 145th St	DS@63E S 145th St	Local	Asphalt	27	63	9	198	98	9	80	Good	**68**
1509	S 145th St	48th Pl S	EAST END	Local	Asphalt	27	231	35	727	97	48	60	V Good	**80**
1942	S 146th St	Tukwila Intl Blvd	41st Ave S	Local	Asphalt	25	659	92	1,922	39	48	60	Marginal	**41**
1803	S 146th St	46th Ave S	48th Pl S	Local	Asphalt	25	793	110	2,312	37	54	60	Marginal	**42**
1802	S 146th St	48th Pl S	EAST END	Local	Asphalt	26	316	46	958	51	49	60	Fair	**49**
1801	S 146th St	41st Ave S	42nd Ave S	Local	Asphalt	25	347	48	1,013	48	65	60	Fair	**53**
1804	S 146th St	35th Ave S	Tukwila Intl Blvd	Local	Asphalt	25	681	95	1,986	63	76	60	Good	**66**
1805	S 146th St	Military Rd S	35th Ave S	Local	Asphalt	25	435	60	1,267	73	66	60	V Good	**70**
1806	S 146th St	42nd Ave S	46th Ave S	Local	Asphalt	25	1,318	183	3,845	82	78	60	V Good	**80**
1757	S 147th St	Interurban Ave S	EAST END	Local	Asphalt	32	120	21	449	78	10	80	Fair	**55**
1759	S 147th St	59th Ave S	59th Ave S	Collector	Asphalt	35	131	25	535	68	48	60	Good	**61**
1251	S 147th St	57th Ave S	58th Ave S	Local	Asphalt	26	427	62	1,296	91	55	60	V Good	**79**
1756	S 147th St	59th Aly S	59th Ave S	Collector	Asphalt	35	99	19	404	94	68	60	Excellent	**85**
1252	S 147th St	58th Ave S	59th Aly S	Collector	Asphalt	35	205	40	838	93	70	60	Excellent	**85**
1758	S 147th St	56th Ave S	57th Ave S	Local	Asphalt	26	377	54	1,143	97	65	60	Excellent	**86**
1272	S 148th St	Tukwila Intl Blvd	42nd Ave S	Local	Asphalt	32	1,233	219	4,604	54	54	60	Fair	**53**
2071	S 148th St	46th Ave S	46th Ln S	Local	Asphalt	32	255	45	951	69	60	60	Good	**65**

City of Tukwila, WA

Street Inventory and Condition Summary - Sorted by Street Name

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Condition Rating	Current Segment PCI (CPCI)
1578	S 148th St	Military Rd S	Tukwila Intl Blvd	Local	Asphalt	32	817	145	3,051	83	70	60	V Good	**78**
1273	S 148th St	42nd Ave S	46th Ave S	Local	Asphalt	32	1,314	234	4,907	85	73	60	V Good	**80**
2070	S 148th St	46th Ln S	46th Ln S	Local	Asphalt	32	153	27	572	92	61	60	V Good	**81**
1345	S 149th St	DS@480E NW END	Interurban Ave S	Local	Asphalt	32	537	95	2,005	37	28	60	Poor	**34**
1335	S 149th St	WEST END	57th Ave S	Local	Asphalt	32	656	117	2,447	78	38	60	Good	**64**
1506	S 149th St	59th Ave S	62nd Ave S	Local	Asphalt	32	674	120	2,518	86	64	60	V Good	**78**
1501	S 150th Pl	WEST END	57th Ave S	Local	Asphalt	32	767	136	2,864	88	63	60	V Good	**79**
1350	S 150th St	42nd Ave S	43rd Pl S	Local	Asphalt	32	527	94	1,966	70	52	60	Good	**63**
1354	S 150th St	Macadam Rd S	EAST END	Local	Asphalt	32	767	136	2,865	79	48	60	Good	**68**
1369	S 150th St	Tukwila Intl Blvd	38th Ave S	Local	Asphalt	32	530	94	1,977	85	55	60	V Good	**74**
1349	S 150th St	43rd Pl S	46th Ave S	Local	Asphalt	32	788	140	2,941	84	64	60	V Good	**77**
1376	S 150th St	41st Pl S	42nd Ave S	Local	Asphalt	32	242	43	903	84	64	60	V Good	**77**
1358	S 150th St	46th Ave S	EAST END	Local	Asphalt	32	898	160	3,353	87	60	60	V Good	**77**
1359	S 150th St	Military Rd S	Tukwila Intl Blvd	Local	Asphalt	32	523	93	1,951	93	64	60	V Good	**83**
1374	S 150th St	38th Ave S	41st Pl S	Local	Asphalt	32	688	122	2,570	97	75	60	Excellent	**89**
1662	S 151st Pl	EAST END	EAST END	Local	Asphalt	32	183	32	682	48	29	80	Marginal	**41**
1607	S 151st Pl	WEST END	63rd Pl S	Local	Asphalt	32	98	17	365	47	41	60	Marginal	**44**
1546	S 151st Pl	63rd Pl S	EAST END	Local	Asphalt	32	161	29	600	69	65	60	Good	**67**
1606	S 151st Pl	EAST END	EAST END	Local	Asphalt	32	182	32	680	69	83	60	V Good	**73**
1299	S 151st St	DS@90E S 151st St	S 151st St	Local	Asphalt	32	44	8	164	74	9	80	Fair	**52**
1544	S 151st St	S 151st St	DS@90E S 151st St	Local	Asphalt	32	90	16	334	80	32	80	Good	**63**
1542	S 151st St	51st Ave S	52nd Ave S	Local	Asphalt	32	375	67	1,401	71	50	60	Good	**63**
1543	S 151st St	WEST END	42nd Ave S	Local	Asphalt	32	220	39	822	85	52	60	V Good	**74**
1298	S 151st St	62nd Ave S	63rd Pl S	Collector	Asphalt	35	310	60	1,266	75	76	60	V Good	**75**
1300	S 151st St	63rd Pl S	65th Ave S	Collector	Asphalt	35	332	65	1,357	75	77	60	V Good	**75**
1995	S 152nd Pl	57th Ave S	EAST END	Local	Asphalt	26	458	66	1,391	60	47	60	Fair	**55**
1718	S 152nd St	International Blvd	37th Pl S	Local	Asphalt	26	717	104	2,176	26	50	60	Poor	**33**
1720	S 152nd St	WEST END	51st Ave S	Local	Asphalt	25	271	38	791	59	59	80	Fair	**58**
1108	S 152nd St	40th Ave S	42nd Ave S	Local	Asphalt	25	315	44	919	79	50	80	Good	**69**
1716	S 152nd St	57th Ave S	EAST END	Local	Asphalt	26	537	78	1,628	93	34	80	V Good	**73**
1717	S 152nd St	Macadam Rd S	57th Ave S	Local	Asphalt	26	895	129	2,714	92	60	60	V Good	**81**
1719	S 152nd St	37th Pl S	40th Ave S	Local	Asphalt	26	656	95	1,989	96	63	60	Excellent	**85**
1661	S 153rd St	65th Ave S	EAST END	Local	Asphalt	27	659	99	2,075	72	43	60	Good	**62**
1585	S 153rd St	64th Ave S	65th Ave S	Local	Asphalt	26	410	59	1,245	66	61	60	Good	**63**
1584	S 153rd St	62nd Ave S	64th Ave S	Local	Asphalt	26	590	85	1,789	76	50	60	Good	**67**
2023	S 156th St	44th Ave S	44th Pl S	Local	Asphalt	27	407	61	1,283	72	63	60	Good	**69**
1197	S 156th St	I-405 Ramp	Nelsen Pl	Local	Asphalt	26	431	62	1,306	85	77	60	V Good	**82**
2022	S 156th St	44th Pl S	47th Ave S	Local	Asphalt	25	415	58	1,210	98	76	60	Excellent	**90**
1525	S 158th St	42nd Ave S	44th Ave S	Local	Asphalt	25	740	103	2,160	80	60	60	V Good	**73**
1526	S 158th St	Military Rd S	38th Pl S	Local	Asphalt	27	870	131	2,741	85	62	60	V Good	**77**
1556	S 158th St	40th Ln S	42nd Ave S	Local	Asphalt	26	350	51	1,062	90	62	60	V Good	**81**
1650	S 158th St	38th Pl S	39th Pl S	Local	Asphalt	25	100	14	290	94	62	60	V Good	**83**
1852	S 158th St	S 160th St	Military Rd S	Local	Asphalt	27	135	20	425	79	94	60	V Good	**84**

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Condition Rating	Current Segment PCI (CPCI)
1527	S 158th St	44th Ave S	47th Ave S	Local	Asphalt	25	856	119	2,497	93	71	60	Excellent	**85**
1649	S 158th St	38th Pl S	38th Pl S	Local	Asphalt	28	38	6	125	95	81	60	Excellent	**90**
1646	S 158th St	40th Pl S	40th Ln S	Local	Asphalt	27	184	28	581	100	72	60	Excellent	**90**
1522	S 158th St	39th Pl S	40th Pl S	Local	Asphalt	25	277	38	807	100	79	60	Excellent	**92**
1807	S 159th St	51st Ave S	53rd Ave S	Local	Asphalt	25	721	100	2,103	76	60	80	V Good	**70**
1907	S 160th St	42nd Ave S	43rd Ave S	Collector	Asphalt	29	348	56	1,178	69	53	60	Good	**63**
1476	S 160th St	43rd Ave S	46th Ave S	Collector	Asphalt	29	1,029	166	3,482	63	74	60	Good	**66**
1909	S 160th St	51st Ave S	Slade Way	Collector	Asphalt	28	802	125	2,620	65	74	60	Good	**67**
1468	S 160th St	48th Ave S	51st Ave S	Collector	Asphalt	28	689	107	2,251	71	66	60	Good	**68**
1469	S 160th St	46th Ave S	47th Ave S	Collector	Asphalt	29	302	49	1,023	70	69	60	Good	**69**
1908	S 160th St	47th Ave S	48th Ave S	Collector	Asphalt	28	300	47	979	73	64	60	V Good	**69**
1545	S 161st St	S 161st St	DS@78W S 161st St	Local	Asphalt	24	78	10	219	69	15	80	Fair	**50**
1797	S 161st St	DS@78W S 161st St	S 161st St	Local	Asphalt	24	79	11	221	82	22	80	Good	**61**
1798	S 161st St	WEST END	51st Ave S	Local	Asphalt	24	364	49	1,020	84	70	60	V Good	**79**
1219	S 162nd St	48th Ave S	EAST END	Local	Asphalt	25	301	42	879	29	14	60	V Poor	**23**
1220	S 162nd St	46th Ave S	EAST END	Local	Asphalt	24	125	17	350	64	11	80	Marginal	**45**
1261	S 163rd Pl	S 163rd Pl	S 163rd Pl	Local	Asphalt	26	139	20	421	34	0	80	V Poor	**22**
1263	S 163rd Pl	51st Ave S	EAST END	Local	Asphalt	26	483	70	1,465	41	41	60	Marginal	**40**
1262	S 163rd Pl	45th Pl S	46th Ave S	Local	Asphalt	25	140	19	409	79	25	80	Good	**60**
1264	S 163rd Pl	45th Ave S	45th Pl S	Local	Asphalt	25	142	20	413	72	63	60	Good	**68**
1493	S 164th St	48th Pl S	49th Ave S	Collector	Asphalt	32	202	36	756	47	60	30	Fair	**50**
1492	S 164th St	51st Ave S	52nd Ave S	Local	Asphalt	25	545	76	1,590	63	45	60	Fair	**56**
1490	S 164th St	42nd Ave S	47th Ave S	Collector	Asphalt	31	1,551	267	5,609	60	68	30	Good	**62**
1491	S 164th St	49th Ave S	51st Ave S	Collector	Asphalt	32	379	67	1,413	75	58	60	Good	**69**
1404	S 164th St	47th Ave S	47th Pl S	Collector	Asphalt	31	121	21	436	85	57	60	V Good	**75**
1489	S 164th St	47th Pl S	48th Pl S	Collector	Asphalt	31	389	67	1,406	84	69	60	V Good	**79**
1565	S 166th St	53rd Ave S	54th Ave S	Local	Asphalt	26	270	39	820	56	51	60	Fair	**54**
2155	S 166th St	S 166th St	51st Ave S	Collector	Asphalt	35	152	30	622	44	79	30	Fair	**54**
1215	S 166th St	CITY LIMIT	53rd Ave S	Local	Asphalt	25	190	26	554	64	54	60	Good	**60**
1910	S 168th St	WEST END	Southcenter Pkwy	Local	Asphalt	27	276	41	869	26	3	80	V Poor	**18**
1003	S 168th St	Southcenter Pkwy	DS@359E Southcenter Pkwy	Local	Asphalt	25	359	50	1,047	81	66	60	V Good	**76**
1101	S 180th St	West Valley Hwy	S 180th St	Principal Arterial	Asphalt	45	1,234	308	6,478	42	55	60	Marginal	**45**
1723	S 180th St	Andover Park W	Andover Park E	Minor Arterial	Asphalt	45	918	229	4,818	44	62	60	Fair	**49**
1223	S 180th St	Andover Park E	Sperry Dr	Minor Arterial	Asphalt	45	881	220	4,624	46	63	60	Fair	**51**
1222	S 180th St	Sperry Dr	West Valley Hwy	Minor Arterial	Asphalt	45	528	132	2,775	55	60	60	Fair	**56**
1100	S 180th St	Southcenter Pkwy	Andover Park W	Minor Arterial	Asphalt	45	1,434	358	7,526	68	69	60	Good	**67**
1465	S 184th Pl	54th Pl S	Southcenter Pkwy	Minor Arterial	Asphalt	45	2,072	518	10,880	75	71	60	V Good	**73**
1097	S 200th St	46th Ave S	Southcenter Pkwy	Principal Arterial	Asphalt	56	1,315	409	8,593	95	81	60	Excellent	**89**
1888	S 200th St	Orillia Rd S	46th Ave S	Principal Arterial	Asphalt	56	247	77	1,617	99	75	60	Excellent	**90**
1454	S 200th St	Southcenter Pkwy	CITY LIMIT	Principal Arterial	Asphalt	56	1,439	448	9,399	93	91	60	Excellent	**91**
1120	S 204th St	Orillia Rd S	Frager Rd	Local	Asphalt	25	3,339	464	9,737	20	57	60	Poor	**31**
1494	S Glacier St	WEST END	Olympic Ave S	Local	Asphalt	27	250	38	788	86	66	60	V Good	**79**
1405	S Glacier St	Olympic Ave S	Cascade Ave S	Local	Asphalt	26	609	88	1,848	78	87	60	V Good	**81**

City of Tukwila, WA

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1707	S Norfolk St	East Marginal Way S	CITY LIMIT	Local	Asphalt	25	737	102	2,150	64	78	60	Good	**68**
1420	S Ryan St	Beacon Ave S	51st Ave S	Minor Arterial	Asphalt	45	349	87	1,832	30	67	60	Marginal	**41**
1377	S Ryan Way	47th Ave S	S 107th St	Minor Arterial	Asphalt	45	227	57	1,189	15	56	60	Poor	**28**
1826	S Ryan Way	S 107th St	Beacon Ave S	Minor Arterial	Asphalt	45	1,126	281	5,910	13	60	60	Poor	**28**
1827	S Ryan Way	Martin L King Jr Way S	47th Ave S	Minor Arterial	Asphalt	45	978	244	5,132	21	54	60	Poor	**31**
1394	S Wallace St	NW END	CITY LIMIT	Local	Asphalt	26	328	47	996	54	31	80	Marginal	**45**
1621	Slade Way	53rd Pl S	54th Ave S	Local	Asphalt	25	314	44	915	54	59	60	Fair	**55**
1622	Slade Way	S 160th St	53rd Pl S	Local	Asphalt	26	837	121	2,539	65	54	80	Good	**61**
1168	Southcenter Blvd	40th Ave S	42nd Ave S	Minor Arterial	Asphalt	44	566	138	2,906	44	58	60	Marginal	**48**
1342	Southcenter Blvd	38th Ln S	40th Ave S	Minor Arterial	Asphalt	42	432	101	2,118	52	57	60	Fair	**53**
1413	Southcenter Blvd	40th Ave S	40th Ave S	Minor Arterial	Asphalt	42	145	34	711	54	64	60	Fair	**56**
1340	Southcenter Blvd	42nd Ave S	51st Ave S	Minor Arterial	Asphalt	44	2,694	658	13,828	62	72	30	Good	**64**
1818	Southcenter Blvd	International Blvd	38th Ln S	Minor Arterial	Asphalt	45	838	210	4,402	70	66	60	Good	**68**
2043	Southcenter Blvd	53rd Ave S	I-5 Ramp	Minor Arterial	Asphalt	45	171	43	898	69	67	60	Good	**68**
1507	Southcenter Blvd	Interurban Ave S	Interurban Ave S	Local	Asphalt	25	261	36	761	72	62	60	Good	**68**
2031	Southcenter Blvd	I-5 Ramp	I-405 Ramp	Minor Arterial	Asphalt	40	362	80	1,688	68	73	60	Good	**69**
1348	Southcenter Blvd	I-405 Ramp	I-405 Ramp	Principal Arterial	Asphalt	45	452	113	2,374	71	71	60	V Good	**70**
1337	Southcenter Blvd	52nd Ave S	53rd Ave S	Minor Arterial	Asphalt	45	301	75	1,582	75	63	60	V Good	**70**
1820	Southcenter Blvd	62nd Ave S	65th Ave S	Principal Arterial	Asphalt	44	1,142	279	5,860	70	78	30	V Good	**72**
2025	Southcenter Blvd	51st Ave S	52nd Ave S	Minor Arterial	Asphalt	45	371	93	1,948	76	71	60	V Good	**74**
1416	Southcenter Blvd	61st Ave S	62nd Ave S	Principal Arterial	Asphalt	44	469	115	2,406	81	65	60	V Good	**75**
2039	Southcenter Blvd	I-5 Fwy	I-5 Fwy	Minor Arterial	Asphalt	41	99	23	474	71	88	60	V Good	**76**
1629	Southcenter Blvd	65th Ave S	66th Ave S	Principal Arterial	Asphalt	44	587	144	3,015	78	77	60	V Good	**77**
2042	Southcenter Blvd	I-5 Ramp	I-5 Fwy	Minor Arterial	Asphalt	45	69	17	360	81	78	60	V Good	**79**
2033	Southcenter Blvd	I-5 Fwy	I-5 Ramp	Minor Arterial	Asphalt	39	29	6	131	83	77	60	V Good	**81**
2035	Southcenter Blvd	I-5 Ramp	I-5 Fwy	Minor Arterial	Asphalt	41	76	17	365	86	75	60	V Good	**82**
1686	Southcenter Blvd	66th Ave S	I-405 Ramp	Local	Asphalt	25	649	90	1,894	87	74	60	V Good	**82**
2037	Southcenter Blvd	I-5 Fwy	I-5 Ramp	Minor Arterial	Asphalt	41	68	16	326	83	86	60	V Good	**84**
1347	Southcenter Blvd	I-405 Ramp	DS@398E I-405 Ramp	Principal Arterial	Asphalt	45	398	99	2,088	90	77	60	Excellent	**85**
1821	Southcenter Blvd	DS@398E I-405 Ramp	61st Ave S	Principal Arterial	Asphalt	44	779	190	3,999	90	81	60	Excellent	**86**
1554	Southcenter Blvd	I-405 Ramp	Interurban Ave S	Local	Asphalt	27	77	12	242	92	85	60	Excellent	**89**
2041	Southcenter Blvd	I-5 Fwy	I-5 Fwy	Minor Arterial	Asphalt	56	38	12	248	90	93	60	Excellent	**90**
1415	Southcenter Blvd	I-405 Ramp	I-405 Ramp	Local	Asphalt	26	60	9	183	98	86	60	Excellent	**93**
1685	Southcenter Blvd	I-5 Ramp	Southcenter Blvd	Principal Arterial	Asphalt	45	300	75	1,575	100	83	60	Excellent	**93**
1691	Southcenter Pkwy	Wig Blvd	Minkler Blvd	Minor Arterial	Asphalt	45	599	150	3,146	48	62	60	Fair	**52**
1464	Southcenter Pkwy	S 168th St	S 168th St	Minor Arterial	Asphalt	45	64	16	337	49	62	60	Fair	**52**
1774	Southcenter Pkwy	S 168th St	Wig Blvd	Minor Arterial	Asphalt	45	666	167	3,497	53	72	60	Fair	**59**
1776	Southcenter Pkwy	I-5 Ramp	Strander Blvd	Minor Arterial	Asphalt	45	218	54	1,144	61	61	60	Good	**60**
1775	Southcenter Pkwy	Strander Blvd	S 168th St	Minor Arterial	Asphalt	45	1,313	328	6,894	69	61	60	Good	**66**
1767	Southcenter Pkwy	I-5 Ramp	I-5 Ramp	Minor Arterial	Asphalt	45	162	41	851	77	63	80	V Good	**72**
2063	Southcenter Pkwy	Minkler Blvd	S 180th St	Minor Arterial	Asphalt	45	2,716	679	14,257	72	74	60	V Good	**72**
1769	Southcenter Pkwy	Southcenter Mall	I-5 Ramp	Minor Arterial	Asphalt	45	622	156	3,267	73	82	60	V Good	**75**
1467	Southcenter Pkwy	S 180th St	A Line	Minor Arterial	Asphalt	45	900	225	4,728	85	78	60	V Good	**82**

City of Tukwila, WA

Street Inventory and Condition Summary - Sorted by Street Name

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Condition Rating	Current Segment PCI (CPCI)
1768	Southcenter Pkwy	Klickitat Dr	I-5 Ramp	Minor Arterial	Asphalt	45	361	90	1,894	81	91	60	V Good	**84**
1352	Southcenter Pkwy	UnNamed-01545	S 200th St	Minor Arterial	Asphalt	45	752	188	3,945	87	81	60	Excellent	**85**
1770	Southcenter Pkwy	I-5 Ramp	Klickitat Dr	Minor Arterial	Asphalt	45	383	96	2,012	91	79	60	Excellent	**86**
1693	Southcenter Pkwy	Segale Park C Dr	B Line	Minor Arterial	Asphalt	45	977	244	5,130	88	88	60	Excellent	**88**
1472	Southcenter Pkwy	A Line	Segale Park C Dr	Minor Arterial	Asphalt	45	613	153	3,217	87	92	60	Excellent	**88**
1778	Southcenter Pkwy	S 19400 Block	UnNamed-01543	Minor Arterial	Asphalt	45	1,150	287	6,037	92	86	60	Excellent	**89**
1773	Southcenter Pkwy	S 19000 Block	S 19400 Block	Minor Arterial	Asphalt	45	1,030	257	5,407	91	90	60	Excellent	**90**
1343	Southcenter Pkwy	UnNamed-01543	UnNamed-01545	Minor Arterial	Asphalt	45	540	135	2,835	92	89	60	Excellent	**90**
1695	Southcenter Pkwy	B Line	C Line	Minor Arterial	Asphalt	45	650	163	3,413	93	88	60	Excellent	**91**
1764	Southcenter Pkwy	C Line	S 19000 Block	Minor Arterial	Asphalt	45	770	192	4,042	93	91	60	Excellent	**91**
1704	Starfire Way	Starfire Way	DS@1178E Starfire Way	Local	Asphalt	25	1,178	164	3,437	23	58	60	Poor	**34**
1705	Starfire Way	DS@1178E Starfire Way	Fort Dent Way	Local	Asphalt	27	1,353	203	4,262	86	55	60	V Good	**76**
1302	Strander Blvd	West Valley Hwy	EAST END	Local	Asphalt	26	239	34	724	9	29	60	V Poor	**15**
1304	Strander Blvd	Christensen Rd	West Valley Hwy	Minor Arterial	Asphalt	48	847	226	4,744	44	54	60	Marginal	**46**
1305	Strander Blvd	Andover Park W	Andover Park E	Minor Arterial	Asphalt	48	1,077	287	6,031	45	62	60	Fair	**49**
1306	Strander Blvd	Andover Park E	Christensen Rd	Minor Arterial	Asphalt	48	771	206	4,319	50	63	60	Fair	**53**
1303	Strander Blvd	Southcenter Pkwy	61st Pl S	Minor Arterial	Asphalt	47	1,350	353	7,404	58	62	60	Fair	**58**
1307	Strander Blvd	61st Pl S	Andover Park W	Minor Arterial	Asphalt	47	662	173	3,630	65	65	30	Good	**64**
1551	SW Grady Way	Interurban Ave S	Interurban Ave S	Local	Asphalt	27	154	23	485	48	52	60	Marginal	**48**
1346	SW Grady Way	Interurban Ave S	Fun Center Way	Minor Arterial	Asphalt	45	117	29	612	66	59	60	Good	**62**
1819	SW Grady Way	Fun Center Way	CITY LIMIT	Minor Arterial	Concrete	32	1,024	182	3,823	100	73	60	Excellent	**91**
1291	Todd Blvd	Cascade Ave S	West Valley Hwy S	Local	Asphalt	25	353	49	1,028	71	71	60	V Good	**71**
1290	Todd Blvd	Olympic Ave S	Cascade Ave S	Local	Asphalt	32	642	114	2,398	71	74	60	V Good	**71**
1845	Treck Dr	Treck Dr	Treck Dr	Local	Asphalt	27	204	31	642	30	64	60	Marginal	**40**
1384	Treck Dr	WEST END	Andover Park E	Local	Asphalt	25	543	75	1,584	65	73	60	Good	**67**
1129	Triland Dr	WEST END	Andover Park W	Local	Asphalt	27	1,174	176	3,698	29	63	60	Poor	**39**
1104	Tukwila International Blvd	SR 99 Ramp	Tukwila Intl Blvd	Principal Arterial	Asphalt	56	2,111	657	13,794	77	88	60	V Good	**80**
2002	Tukwila International Blvd	Tukwila Intl Blvd	S 132nd St	Principal Arterial	Asphalt	56	302	94	1,973	88	86	60	Excellent	**86**
1082	Tukwila Intl Blvd	DS@172S Boeing Access Rd	DS@608S Boeing Access Rd	Local	Asphalt	25	436	61	1,272	34	60	60	Marginal	**42**
1075	Tukwila Intl Blvd	DS@608S East Marginal Way S	S 112th St	Principal Arterial	Asphalt	44	1,027	251	5,271	43	73	60	Fair	**51**
1077	Tukwila Intl Blvd	SR 99 Ramp	SR 99	Principal Arterial	Asphalt	56	230	72	1,502	51	63	60	Fair	**54**
1073	Tukwila Intl Blvd	S 112th St	SR 99 Ramp	Principal Arterial	Asphalt	56	1,193	371	7,794	46	75	60	Fair	**55**
1081	Tukwila Intl Blvd	Tukwila Intl Blvd	East Marginal Way S	Principal Arterial	Asphalt	56	144	45	942	67	47	60	Good	**59**
1885	Tukwila Intl Blvd	S 144th St	S 146th St	Principal Arterial	Asphalt	56	699	218	4,569	52	79	30	Good	**60**
1080	Tukwila Intl Blvd	S 116th Way	SR 99	Principal Arterial	Asphalt	56	634	197	4,143	55	81	30	Good	**62**
2123	Tukwila Intl Blvd	DS@36W Boeing Access Rd	DS@172S Boeing Access Rd	Local	Asphalt	32	136	24	507	71	49	60	Good	**63**
2124	Tukwila Intl Blvd	DS@91S East Marginal Way S	DS@509S East Marginal Way S	Principal Arterial	Asphalt	56	418	130	2,734	59	80	30	Good	**65**
1715	Tukwila Intl Blvd	SR 599	S 116th Way	Principal Arterial	Asphalt	56	121	38	790	65	77	60	Good	**68**
1884	Tukwila Intl Blvd	S 146th St	S 148th St	Principal Arterial	Asphalt	56	699	217	4,567	68	73	60	Good	**69**
1437	Tukwila Intl Blvd	S 150th St	S 152nd St	Principal Arterial	Asphalt	56	704	219	4,600	70	71	60	V Good	**69**
1078	Tukwila Intl Blvd	SR 599 Ramp	SR 99 Ramp	Principal Arterial	Asphalt	56	196	61	1,281	69	75	60	V Good	**70**
2126	Tukwila Intl Blvd	East Marginal Way S	DS@91S East Marginal Way S	Principal Arterial	Asphalt	56	91	28	592	79	58	60	V Good	**72**
1886	Tukwila Intl Blvd	S 142nd St	S 144th St	Principal Arterial	Asphalt	56	679	211	4,434	69	81	60	V Good	**72**

City of Tukwila, WA

Street Inventory and Condition Summary - Sorted by Street Name

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Condition Rating	Current Segment PCI (CPCI)
1079	Tukwila Intl Blvd	SR 99 Ramp	SR 599 Ramp	Principal Arterial	Asphalt	56	107	33	696	74	71	60	V Good	**72**
2125	Tukwila Intl Blvd	East Marginal Way S	DS@36W Boeing Access Rd	Local	Asphalt	24	36	5	101	87	45	80	V Good	**72**
1439	Tukwila Intl Blvd	S 148th St	S 150th St	Principal Arterial	Asphalt	56	700	218	4,571	73	76	60	V Good	**74**
1084	Tukwila Intl Blvd	DS@193S East Marginal Way S	Tukwila Intl Blvd	Local	Asphalt	32	209	37	781	80	68	60	V Good	**75**
1083	Tukwila Intl Blvd	DS@509S East Marginal Way S	Tukwila Intl Blvd	Principal Arterial	Asphalt	56	146	45	955	76	78	60	V Good	**76**
1105	Tukwila Intl Blvd	S 141st St	S 141st St	Principal Arterial	Asphalt	56	127	39	829	76	79	60	V Good	**76**
1074	Tukwila Intl Blvd	East Marginal Way S	DS@193S East Marginal Way S	Local	Asphalt	22	193	24	496	87	61	60	V Good	**78**
1438	Tukwila Intl Blvd	S 139th St	S 140th St	Principal Arterial	Asphalt	56	340	106	2,223	77	82	60	V Good	**78**
2003	Tukwila Intl Blvd	S 130th St	35th Ave S	Principal Arterial	Asphalt	56	346	107	2,257	82	72	60	V Good	**78**
1887	Tukwila Intl Blvd	S 140th St	S 141st St	Principal Arterial	Asphalt	56	238	74	1,553	76	87	60	V Good	**79**
1672	Tukwila Intl Blvd	S 141st St	S 142nd St	Principal Arterial	Asphalt	56	344	107	2,247	76	86	60	V Good	**79**
1076	Tukwila Intl Blvd	SR 99	SR 599	Principal Arterial	Asphalt	56	192	60	1,255	78	86	60	V Good	**80**
2010	Tukwila Intl Blvd	S 132nd St	37th Ave S	Principal Arterial	Asphalt	56	604	188	3,947	84	79	60	V Good	**82**
1429	Tukwila Intl Blvd	SR 99	SR 99 Ramp	Principal Arterial	Asphalt	56	1,468	457	9,590	78	92	60	V Good	**82**
2009	Tukwila Intl Blvd	37th Ave S	S 139th St	Principal Arterial	Asphalt	56	2,015	627	13,167	83	87	60	V Good	**83**
1055	Tukwila Pkwy	61st Ave S	I-405 Ramp	Minor Arterial	Asphalt	65	506	183	3,835	81	78	60	V Good	**79**
1056	Tukwila Pkwy	I-405 Ramp	Andover Park W	Minor Arterial	Asphalt	66	574	210	4,418	85	75	60	V Good	**81**
2133	Tukwila Pkwy	Andover Park E	I-405 Ramp	Minor Arterial	Asphalt	67	458	171	3,582	91	63	60	V Good	**81**
1053	Tukwila Pkwy	Andover Park W	Andover Park E	Minor Arterial	Asphalt	68	1,088	411	8,632	88	76	60	V Good	**83**
1054	Tukwila Pkwy	Southcenter Mall	61st Ave S	Minor Arterial	Asphalt	70	1,193	464	9,740	90	82	60	Excellent	**87**
1746	Upland Dr	WEST END	Andover Park W	Local	Asphalt	20	919	102	2,144	81	80	60	V Good	**80**
1518	West Marginal Pl S	CITY LIMIT	S 102nd St	Local	Asphalt	21	2,203	257	5,397	8	63	30	Poor	**25**
1550	West Valley Hwy	Longacres Way	Strander Blvd	Principal Arterial	Asphalt	56	1,529	476	9,991	67	74	30	Good	**68**
1292	West Valley Hwy	Interurban Ave S	I-405 Ramp	Principal Arterial	Asphalt	55	556	170	3,567	70	75	60	V Good	**71**
1295	West Valley Hwy	I-405 Ramp	Longacres Way	Principal Arterial	Asphalt	56	594	185	3,884	80	75	30	V Good	**78**
1293	West Valley Hwy	Strander Blvd	S 180th St	Principal Arterial	Asphalt	58	5,933	1,912	40,149	75	86	30	V Good	**78**
1294	West Valley Hwy	S 180th St	Todd Blvd	Principal Arterial	Asphalt	60	2,082	694	14,573	83	81	60	V Good	**81**
1498	West Valley Hwy S	Todd Blvd	CITY LIMIT	Principal Arterial	Asphalt	59	975	319	6,708	74	79	60	V Good	**75**
1665	Wig Blvd	Southcenter Pkwy	Bauch Dr	Local	Asphalt	22	1,325	162	3,401	73	62	60	Good	**69**

Appendix B

Rehabilitation Plan

City of Tukwila, WA

Street Inventory and Five Year Rehabilitation Plan By Year **$1400k/Year Rehabilitation Plan**

GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	Year of First Rehab	Rehab Activity	Avg Unit Rate ($/yd2)	Segment Pavement Cost ($)	Segment Total Cost ($)	Whole Project Cost ($)	5 Year Post Rehab PCI
1832	47th Ave S	S Ryan Way	S 109th St	28	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	47.50	78,328	78,328	78,328	89
1568	57th Ave S	S 141st St	S 142nd St	41	1	FWM + Thick Overlay (> 2.0 - 3.0)	43.50	35,627	35,627	35,627	89
1403	57th Ave S	S 144th St	S 147th St	29	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	47.50	124,308	124,308	124,308	89
1651	Airport Way S	DS@581E Boeing Access Rd	Boeing Access Rd	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	52.50	125,580	125,580	125,580	88
1341	Frager Rd	S 204th St	S 204th St	50	1	Edge Mill + Thin Overlay (1.5 - 2.0) + Strctrl Ptch	29.27	322	322	322	87
1593	Midland Dr	WEST END	Andover Park W	28	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	47.50	109,773	109,773	109,773	89
1799	S 109th St	Beacon Ave S	Beacon Ave S	48	1	EM/FWM + Moderate Overlay (2.0 - 3.0) + Strctrl Ptch	37.67	113	113	113	88
1520	S 133rd St	34th Ave S	35th Ave S	39	1	FWM + Thick Overlay (> 2.0 - 3.0)	43.50	34,496	34,496	63,728	89
1642	S 133rd St	35th Ave S	EAST END	41	1	FWM + Thick Overlay (> 2.0 - 3.0)	43.50	29,232	29,232	63,728	89
1637	S 137th St	53rd Ave S	56th Ave S	61	1	Edge Mill + Thin Overlay (1.5 - 2.0)	25.00	17,625	17,625	17,625	87
1959	S 138th St	Macadam Rd S	NE END	26	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	47.50	40,185	40,185	40,185	89
1739	S 142nd St	WEST END	52nd Ave S	72	1	MicroSurface / Chip Seal	7.50	1,935	1,935	1,935	83
1138	S 143rd St	Interurban Ave S	EAST END	25	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	47.50	159,458	159,458	159,458	89
1827	S Ryan Way	Martin L King Jr Way S	47th Ave S	31	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	52.50	269,430	269,430	642,128	88
1377	S Ryan Way	47th Ave S	S 107th St	28	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	52.50	62,423	62,423	642,128	88
1826	S Ryan Way	S 107th St	Beacon Ave S	28	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	52.50	310,275	310,275	642,128	88
2125	Tukwila Intl Blvd	East Marginal Way S	DS@36W Boeing Access Rd	72	1	MicroSurface / Chip Seal	7.50	758	758	758	84
1233	35th Ave S	S 146th St	SOUTH END	43	2	FWM + Thick Overlay (> 2.0 - 3.0)	44.80	46,104	46,104	46,104	91
1308	38th Ave S	S 130th St	SOUTH END	44	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.86	72,500	72,500	72,500	90
1179	42nd Ave S	S 126th St	SE END	72	2	MicroSurface / Chip Seal	7.73	3,693	3,693	3,693	84
1217	45th Pl S	45th Pl S	DS@65S 45th Pl S	62	2	MicroSurface / Chip Seal + Strctrl Ptch	9.27	1,835	1,835	3,448	85
1231	45th Pl S	DS@65S 45th Pl S	45th Pl S	63	2	MicroSurface / Chip Seal + Strctrl Ptch	9.27	1,613	1,613	3,448	85
1448	48th Ave S	S 162nd St	SOUTH END	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.93	17,907	17,907	17,907	91
1566	57th Ave S	S 150th Pl	SOUTH END	43	2	FWM + Thick Overlay (> 2.0 - 3.0)	44.81	27,869	27,869	27,869	91
1118	S 107th St	S Ryan Way	EAST END	31	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.92	34,492	34,492	34,492	91
2100	S 116th St	East Marginal Way S	35th Ln S	63	2	MicroSurface / Chip Seal + Strctrl Ptch	9.27	4,644	4,644	4,644	85
2001	S 133rd St	57th Ave S	57th Ave S	83	2	Slurry Seal / Seal Coat	5.24	173	173	173	84
2084	S 136th St	WEST END	52nd Pl S	41	2	FWM + Thick Overlay (> 2.0 - 3.0)	44.81	11,739	11,739	53,273	91
2083	S 136th St	52nd Pl S	52nd Ave S	43	2	FWM + Thick Overlay (> 2.0 - 3.0)	44.80	41,534	41,534	53,273	91
1587	S 141st St	Tukwila Intl Blvd	42nd Ave S	43	2	FWM + Thick Overlay (> 2.0 - 3.0)	44.80	73,883	73,883	73,883	91
2073	S 144th St	44th Ln S	46th Ave S	42	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.93	90,169	90,169	306,564	90
1194	S 144th St	46th Ave S	48th Ave S	42	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.92	108,124	108,124	306,564	90
1190	S 144th St	48th Ave S	Macadam Rd S	47	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.92	108,271	108,271	306,564	90
1942	S 146th St	Tukwila Intl Blvd	41st Ave S	41	2	FWM + Thick Overlay (> 2.0 - 3.0)	44.80	86,115	86,115	131,502	91
1801	S 146th St	41st Ave S	42nd Ave S	53	2	FWM + Thick Overlay (> 2.0 - 3.0)	44.80	45,387	45,387	131,502	91
1803	S 146th St	46th Ave S	48th Pl S	42	2	FWM + Thick Overlay (> 2.0 - 3.0)	44.80	103,589	103,589	146,512	91
1802	S 146th St	48th Pl S	EAST END	49	2	FWM + Thick Overlay (> 2.0 - 3.0)	44.80	42,923	42,923	146,512	91
1120	S 204th St	Orillia Rd S	Frager Rd	31	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.93	476,383	476,383	476,383	91
2008	37th Ave S	Tukwila Intl Blvd	S 135th St	48	3	FWM + Thick Overlay (> 2.0 - 3.0)	46.15	87,776	87,776	87,776	92

GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	Year of First Rehab	Rehab Activity	Avg Unit Rate ($/yd2)	Segment Pavement Cost ($)	Segment Total Cost ($)	Whole Project Cost ($)	5 Year Post Rehab PCI
1383	47th Ave S	NE END	S 134th Pl	32	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	50.39	42,884	42,884	42,884	92
1386	50th Pl S	S 124th St	S 125th St	47	3	FWM + Thick Overlay (> 2.0 - 3.0)	48.27	50,733	50,733	50,733	92
1146	50th Pl S	S 125th St	S 130th Pl	34	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	53.05	211,597	211,597	211,597	92
1113	53rd Ave S	S 170th St	S 172nd Ln	47	3	FWM + Thick Overlay (> 2.0 - 3.0)	46.15	102,220	102,220	102,220	92
1571	57th Ave S	S 152nd St	S 152nd Pl	48	3	FWM + Thick Overlay (> 2.0 - 3.0)	46.15	39,642	39,642	39,642	92
1004	62nd Ave S	S 151st St	DS@131S S 151st St	16	3	ACP Full Depth Reconstruction	111.39	33,975	33,975	33,975	95
1640	Airport Way S	Boeing Access Rd	Airport Way S	33	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	55.70	129,997	129,997	129,997	91
1364	Fun Center Way	DS@447E Interurban Ave S	SW Grady Way	33	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	50.39	13,153	13,153	13,153	92
1744	S 142nd St	52nd Ave S	53rd Ave S	47	3	FWM + Thick Overlay (> 2.0 - 3.0)	46.15	38,073	38,073	38,073	92
1345	S 149th St	DS@480E NW END	Interurban Ave S	34	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	50.39	101,037	101,037	101,037	92
1718	S 152nd St	International Blvd	37th Pl S	33	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	50.39	109,655	109,655	109,655	92
1723	S 180th St	Andover Park W	Andover Park E	49	3	FWM + Thick Overlay (> 2.0 - 3.0)	50.39	242,792	242,792	242,792	91
1704	Starfire Way	Starfire Way	DS@1178E Starfire Way	34	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	50.39	173,200	173,200	173,200	92
1551	SW Grady Way	Interurban Ave S	Interurban Ave S	48	3	FWM + Thick Overlay (> 2.0 - 3.0)	46.15	22,382	22,382	22,382	92
1208	34th Ave S	S 130th St	S 132nd St	50	4	FWM + Thick Overlay (> 2.0 - 3.0)	47.53	96,018	96,018	96,018	94
1205	34th Ave S	S 144th St	Military Rd S	49	4	FWM + Thick Overlay (> 2.0 - 3.0)	47.53	70,968	70,968	70,968	94
1236	35th Ave S	S 133rd St	S 135th St	36	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	51.90	128,464	128,464	128,464	94
1064	37th Ave S	S 128th St	S 130th St	36	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	51.90	82,788	82,788	82,788	94
1379	40th Ave S	S 152nd St	Southcenter Blvd	35	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	51.90	91,819	91,819	91,819	94
1362	59th Aly S	S 147th St	SOUTH END	35	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	51.90	74,016	74,016	74,016	94
1630	Beacon Ave S	CITY LIMIT	S Ryan Way	65	4	MicroSurface / Chip Seal + Strctrl Ptch	9.84	1,377	1,377	1,377	87
1975	Boeing Access Rd	Martin L King Jr Ramp	Martin L King Jr Way S	36	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	60.10	90,030	90,030	90,030	93
1772	C Line	UnNamed-01534	Southcenter Pkwy	33	4	Surf Recon + Base Rehab / FWM + Strctrl Ptch + Olay	78.68	133,986	133,986	133,986	95
1176	Christensen Rd	Strander Blvd	Christensen Rd	50	4	FWM + Thick Overlay (> 2.0 - 3.0)	47.53	84,467	84,467	84,467	94
1577	Corporate Dr S	Corporate Dr S	Corporate Dr S	38	4	FWM + Thick Overlay (> 2.0 - 3.0)	47.53	22,531	22,531	69,922	94
1249	Corporate Dr S	WEST END	Andover Park W	56	4	FWM + Thick Overlay (> 2.0 - 3.0)	47.53	47,391	47,391	69,922	94
1378	Nelsen Pl	S 156th St	Longacres Way	35	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	51.90	82,995	82,995	82,995	94
1284	S 112th St	50th Ave S	51st Ave S	48	4	FWM + Thick Overlay (> 2.0 - 3.0)	47.53	32,608	32,608	32,608	94
1444	S 114th St	40th Ave S	41st Ave S	35	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	51.90	29,170	29,170	29,170	94
2098	S 118th St	44th Ave S	44th Pl S	86	4	Slurry Seal / Seal Coat	5.57	1,226	1,226	1,226	84
1595	S 130th Pl	57th Ave S	SE END	50	4	FWM + Thick Overlay (> 2.0 - 3.0)	47.53	180,390	180,390	180,390	94
1185	S 131st Pl	44th Ave S	44th Ave S	49	4	FWM + Thick Overlay (> 2.0 - 3.0)	47.53	14,783	14,783	14,783	94
1243	S 144th St	58th Ave S	59th Ave S	56	4	FWM + Thick Overlay (> 2.0 - 3.0)	47.53	62,839	62,839	95,495	94
1188	S 144th St	59th Ave S	EAST END	36	4	FWM + Thick Overlay (> 2.0 - 3.0)	47.53	32,656	32,656	95,495	94
1493	S 164th St	48th Pl S	49th Ave S	50	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	51.90	39,240	39,240	39,240	94
1582	33rd Pl S	NW END	S 130th St	52	5	FWM + Thick Overlay (> 2.0 - 3.0)	48.96	37,209	37,209	37,209	96
1385	47th Ave S	S 104th Pl	S 107th St	38	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	53.46	102,005	102,005	102,005	96
1846	47th Ave S	S 160th St	S 162nd St	51	5	FWM + Thick Overlay (> 2.0 - 3.0)	48.96	86,854	86,854	86,854	96
1051	48th Pl S	48th Ave S	S 136th St	76	5	MicroSurface / Chip Seal	8.44	5,445	5,445	5,445	88

City of Tukwila, WA

Street Inventory and Five Year Rehabilitation Plan By Year

$1400k/Year Rehabilitation Plan

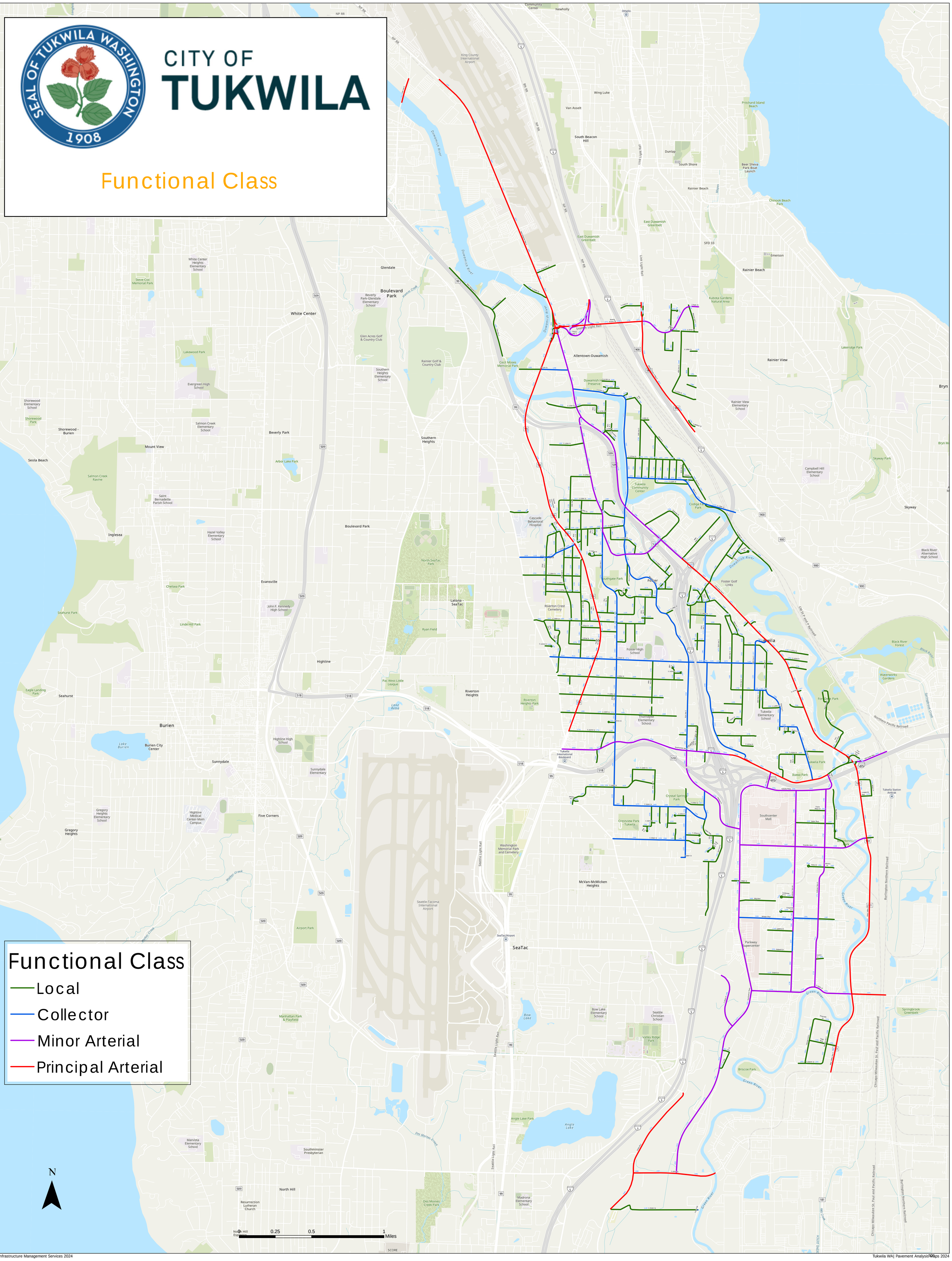
GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	Year of First Rehab	Rehab Activity	Avg Unit Rate ($/yd2)	Segment Pavement Cost ($)	Segment Total Cost ($)	Whole Project Cost ($)	5 Year Post Rehab PCI
1684	53rd Pl S	53rd Pl S SPUR	53rd Pl S SPUR	37	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	53.46	10,692	10,692	10,692	96
1411	56th Ave S	S 139th St	S 141st St	51	5	FWM + Thick Overlay (> 2.0 - 3.0)	48.96	81,371	81,371	81,371	96
1423	East Marginal Way S	Tukwila Intl Blvd	Boeing Access Rd	55	5	FWM + Thick Overlay (> 2.0 - 3.0)	56.28	15,082	15,082	15,082	96
2092	East Marginal Way S	Interurban Ave S	SR 599	38	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	59.09	64,407	64,407	64,407	96
1868	East Marginal Way S	S 128th St	S 128th St	48	5	FWM + Thick Overlay (> 2.0 - 3.0)	53.46	31,863	31,863	150,120	96
1866	East Marginal Way S	S 128th St	S 130th St	54	5	FWM + Thick Overlay (> 2.0 - 3.0)	53.46	97,086	97,086	150,120	96
1158	East Marginal Way S	S 130th St	40th Ave S	58	5	FWM + Thick Overlay (> 2.0 - 3.0)	53.46	21,171	21,171	150,120	96
1940	S 109th St	50th Ave S	Beacon Ave S	50	5	FWM + Thick Overlay (> 2.0 - 3.0)	48.96	27,222	27,222	27,222	96
1127	S 139th St	53rd Ave S	55th Ave S	37	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	53.46	60,626	60,626	60,626	96
1743	S 142nd St	42nd Ave S	43rd Ave S	51	5	FWM + Thick Overlay (> 2.0 - 3.0)	48.96	47,246	47,246	47,246	96
1108	S 152nd St	40th Ave S	42nd Ave S	69	5	MicroSurface / Chip Seal + Strctrl Ptch	10.13	9,309	9,309	9,309	88
1223	S 180th St	Andover Park E	Sperry Dr	51	5	FWM + Thick Overlay (> 2.0 - 3.0)	53.46	247,207	247,207	395,563	96
1222	S 180th St	Sperry Dr	West Valley Hwy	56	5	FWM + Thick Overlay (> 2.0 - 3.0)	53.46	148,356	148,356	395,563	96
1342	Southcenter Blvd	38th Ln S	40th Ave S	53	5	FWM + Thick Overlay (> 2.0 - 3.0)	53.46	113,232	113,232	306,603	96
1413	Southcenter Blvd	40th Ave S	40th Ave S	56	5	FWM + Thick Overlay (> 2.0 - 3.0)	53.46	38,011	38,011	306,603	96
1168	Southcenter Blvd	40th Ave S	42nd Ave S	48	5	FWM + Thick Overlay (> 2.0 - 3.0)	53.46	155,360	155,360	306,603	96

Appendix C

Full-Size Maps

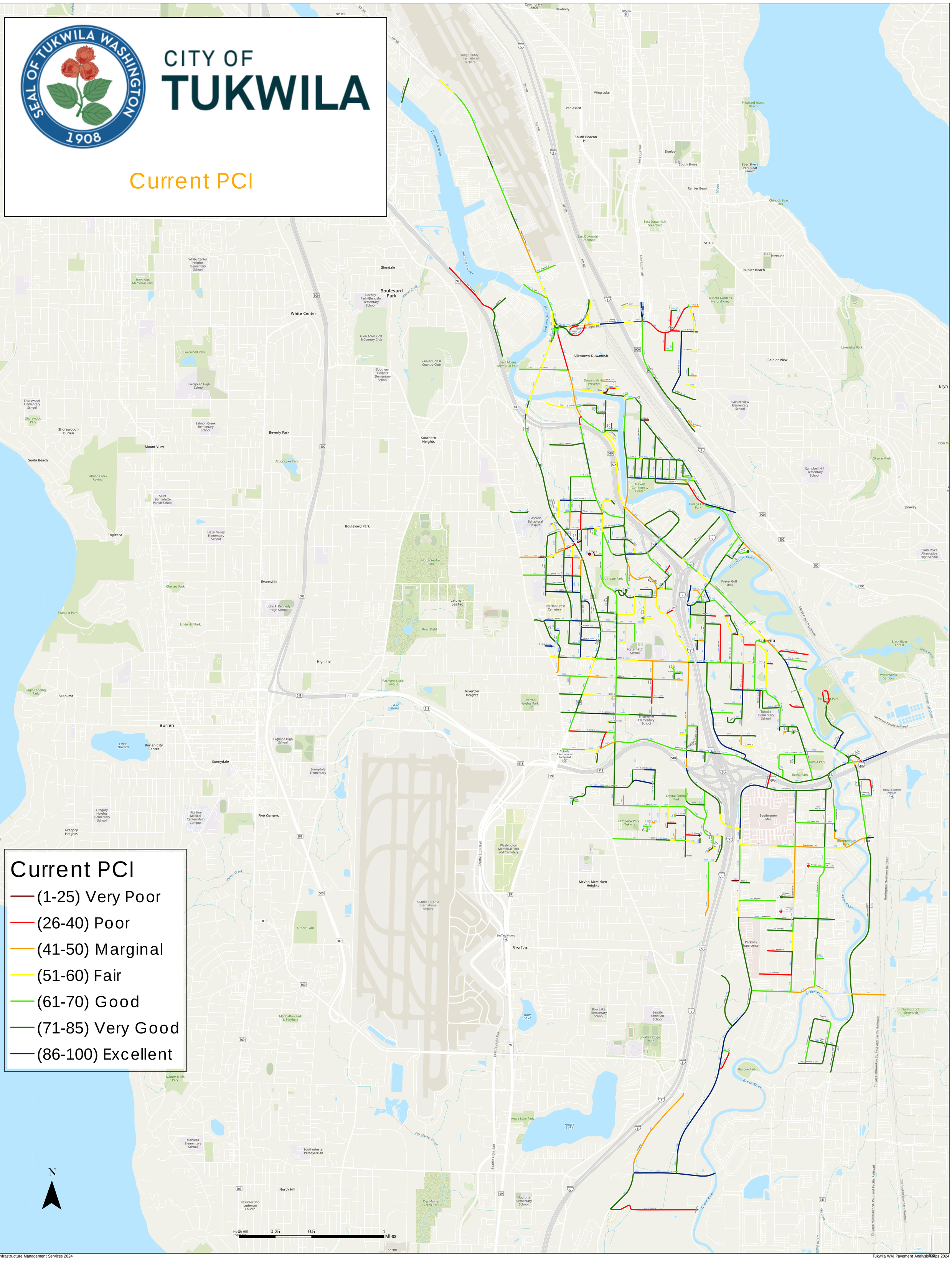
CITY OF
TUKWILA

Functional Class



CITY OF
TUKWILA

Current PCI


Current PCI
(1-25) Very Poor
(26-40) Poor
(41-50) Marginal
(51-60) Fair
(61-70) Good
(71-85) Very Good
(86-100) Excellent
N
0
0.25
0.5
1
Miles
Duwamish River
Seattle Light Rail
Link Light Rail
Green River
Newholly
Othello
Wing Luke
Van Asselt
South Beacon Hill
Dunlap
South Shore
Rainier Beach
Pritchard Island Beach
Beer Sheva Park Boat Launch
Chinook Beach Park
East Duwamish Greenbelt
SFD 33
Emerson
Kubota Gardens Natural Area
Lakeridge Park
Rainier View
Bryn
Allentown-Duwamish
Duwamish Hill Preserve
Cecil Moses Memorial Park
Rainier View Elementary School
Tukwila Community Center
Codiga Park
Campbell Hill Elementary School
Skyway
Skyway Park
Black River Alternative High School
Cascade Behavioral Hospital
Southgate Park
Foster
Foster Golf Links
Riverton Crest Cemetery
Tukwila
Foster High School
Black River Forest
Waterworks Gardens
Fort Dent Park
Springbrook Greenbelt
Tukwila Elementary School
Thorndyke Elementary School
Tukwila International Boulevard
Tukwila Park
Ikawa Park
Tukwila Station Amtrak
Crystal Springs Park
Southcenter Mall
Crestview Park - Tukwila
Bicentennial Park
Parkway Supercenter
Briscoe Park
Riverton Heights
Riverton Heights Park
Pac West Little League
Lake Reba
Highline
Latona - SeaTac
North SeaTac Park
Ryan Field
Evansville
Chelsea Park
John F. Kennedy High School
Linde Hill Park
Seahurst Park
Eagle Landing Park
Seahurst
Burien
Lake Burien
Burien City Center
Highline High School
Sunnydale
Sunnydale Elementary
Gregory Heights Elementary School
Gregory Heights
Highline Medical Center-Main Campus
Five Corners
Shorewood Elementary School
Shorewood Park
Shorewood - Burien
Salmon Creek Elementary School
Beverly Park
Mount View
Seola Beach
Salmon Creek Ravine
Arbor Lake Park
Saint Bernadette Parish School
Inglesea
Hazel Valley Elementary School
Boulevard Park
Southern Heights
Southern Heights Elementary School
White Center Heights Elementary School
Steve Cox Memorial Park
White Center
Glendale
Beverly Park-Glendale Elementary School
Glen Acres Golf & Country Club
Lakewood Park
Evergreen High School
Rainier Golf & Country Club
Homm Creek
Washington Memorial Park and Cemetery
McVan-McMicken Heights
Seattle-Tacoma International Airport
Airport Park
SeaTac/Airport
SeaTac
Bow Lake
Bow Lake Elementary School
Seattle Christian School
Valley Ridge Park
Angle Lake Park
Angle Lake
Madrona Elementary School
Des Moines Creek Park
Des Moines Creek
Southminster Presbyterian
Marvista Elementary School
Nature Trails Park
Manhattan Park & Playfield
North Hill
Resurrection Lutheran Church
Walker Creek
Briscoe Park
Green River
Springbrook Creek
Black River
Chicago Milwaukee St. Paul and Pacific Railroad
Burlington Northern Railroad
Northern Pacific Railroad
Seattle Light Rail
Link Light Rail
BN RR
NP RR
King County International Airport
Community Center
Mayfield
Miller Creek
Walker Creek
Longfellow Creek
Duwamish River
Green River
Springbrook Creek
Black River

CITY OF TUKWILA

Rehab Plan by Year and Activity

Year of First Rehab

- 1
- 2
- 3
- 4
- 5

Rehab Activity

- Slurry Seal / Seal Coat
- MicroSurface / Chip Seal; MicroSurface / Chip Seal + Strctrl Ptch
- Edge Mill + Thin Overlay (1.5 - 2.0) + Strctrl Ptch; Edge Mill + Thin Overlay (1.5 - 2.0)
- EM/FWM + Moderate Overlay (2.0 - 3.0) + Strctrl Ptch
- FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch; FWM + Thick Overlay (> 2.0 - 3.0)
- Surf Recon + Base Rehab / FWM + Strctrl Ptch + Olay
- ACP Full Depth Reconstruction

N

0 0.25 0.5 1 Miles

CITY OF TUKWILA

Projected PCI (Five Year)

Projected PCI

- (1 - 25) Very Poor
- (26 - 40) Poor
- (40 - 50) Marginal
- (50 - 60) Fair
- (60 - 70) Good
- (70 - 85) Very Good
- (85 - 100) Excellent

N

0 0.25 0.5 1 Miles