



## INFORMATIONAL MEMORANDUM

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

### ISSUE

Information regarding the BNSF Intermodal Facility Access Study.

### BACKGROUND

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

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

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

### **I. Historical Alternative Route Consideration Timeline**

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

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

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

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

## II. PROJECT ALTERNATIVES ANALYSIS

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

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

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

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

Map of the study area and alternatives routes



### III. POTENTIAL NEXT STEPS

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

#### A. SEPA Review of All Routes (EIS).

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

Below are the elements considered during SEPA review/analysis:

#### Environmental Elements for SEPA Analysis

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

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

### IV. PROJECT CHALLENGES

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

#### **Anticipated Cost Considerations:**

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

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

##### **Option 2: EIS on all alternatives: Estimated cost is \$750,000 to \$900,000<sup>1</sup>**

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

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

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

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

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

**Project Costs**

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

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

**Potential Litigation**

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

**FINANCIAL IMPACT**

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

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

**RECOMMENDATION**

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

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

**BNSF RAILWAY INTERMODAL FACILITY ACCESS STUDY**  
**ALTERNATIVE SCREENING ANALYSIS REPORT**

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

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**November 28, 2016**

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## EXECUTIVE SUMMARY

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

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

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

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

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

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

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

## INTRODUCTION

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

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

## PROJECT BACKGROUND

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

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

## SUMMARY OF DESIGN CRITERIA

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

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

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

## ALTERNATIVES

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

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

Figure 1 – Project Study Area



## Airport Way S Alternative

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

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

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

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

## S 112th Street Alternative

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

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

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

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

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

## S 124th Street Alternative

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

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

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

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

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

#### Gateway Drive Alternative

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

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

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

#### 48th Avenue S Alternative

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

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

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

## SUMMARY OF BACKGROUND DATA COLLECTION

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

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

The following sections provide a summary of the findings.

### Critical and Sensitive Areas

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

### Fish and Wildlife

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

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

### Water Resources

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

All alternatives fall within Tukwila's shoreline jurisdiction.

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

### Hazardous Materials

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

### Geological and Soils

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

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

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

### Cultural and Historical Resources

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

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

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

## SCREENING MATRIX

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

## Matrix Criteria

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

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

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

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

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

### *Right-of-Way*

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



- Vacant Land

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

### *Construction*

- Utilities Relocation

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

- Road Construction

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

- Impacts Traffic during Construction

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

### *Railroad*

- Railroad Yard Access To and From Freeway

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

- BNSF Yard Access Reliability

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

- Impacts to Railroad Operations

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

## *Environmental*

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

## *Cost*

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

## *Scoring Methodology*

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

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

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

## SCORING OF ALTERNATIVES

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

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Figure 2 -- Selection Criteria Screening Matrix

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

Legend:

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

## CONCEPTUAL CONSTRUCTION COSTS AND RIGHT-OF-WAY ESTIMATES

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

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

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

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

## CONCEPTUAL PLAN SHEETS

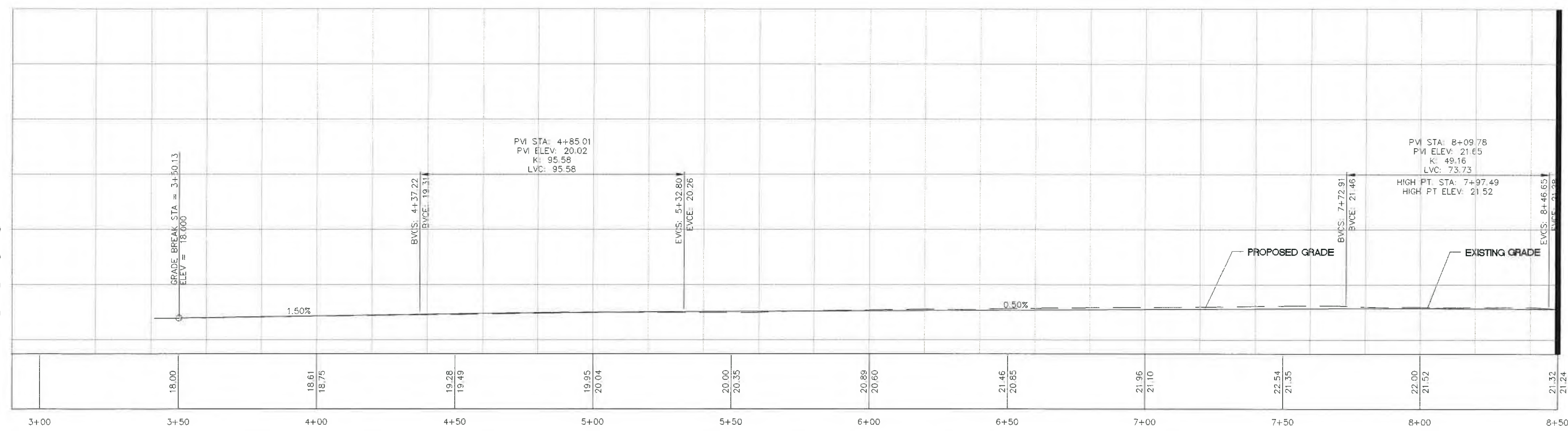
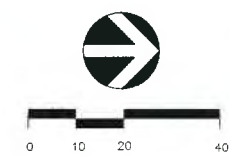
For each alternative, plan sheets were created. These plan sheets show the proposed roadway edges and new right-of-way. Intermodal facility new construction is not included in these plans.

**Appendix A –  
Alternative Plan Sheets**

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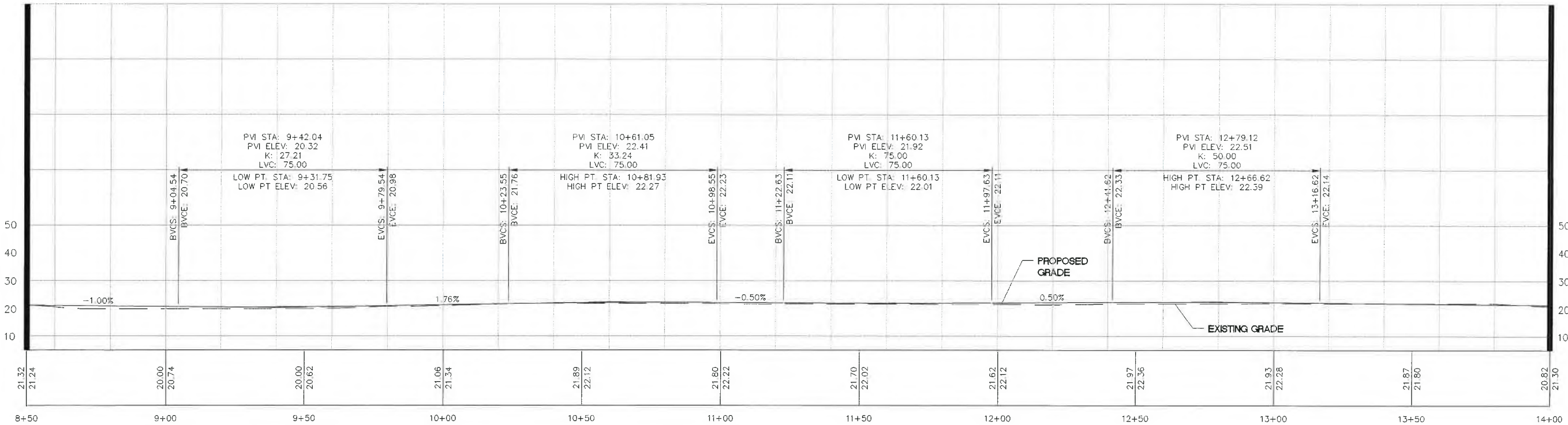

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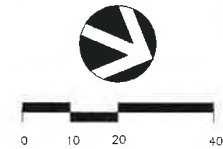


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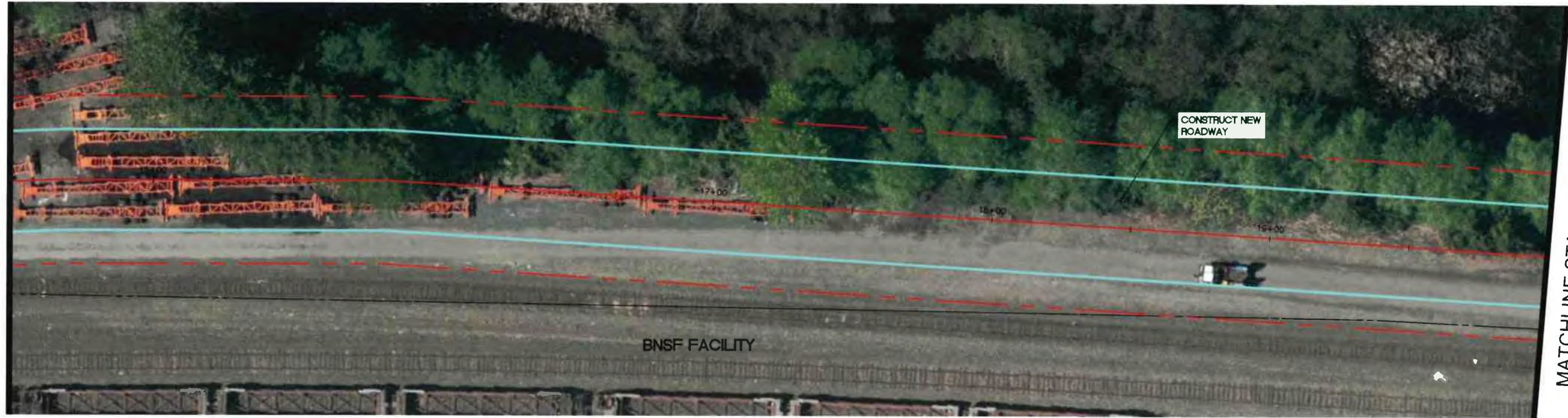


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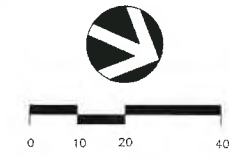


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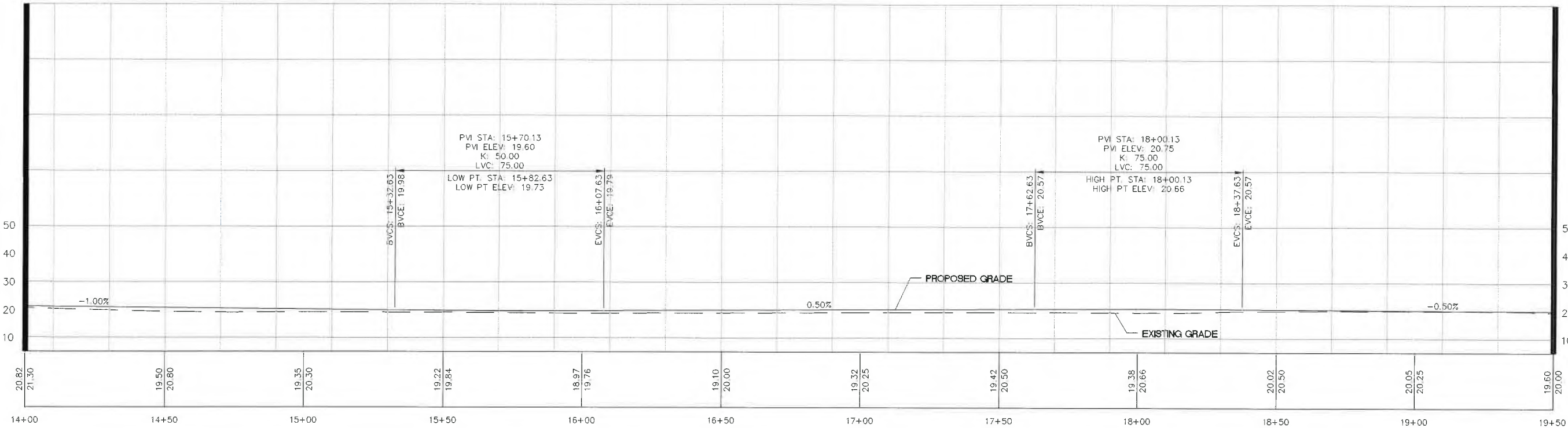
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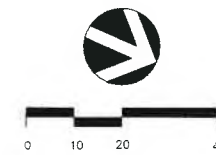
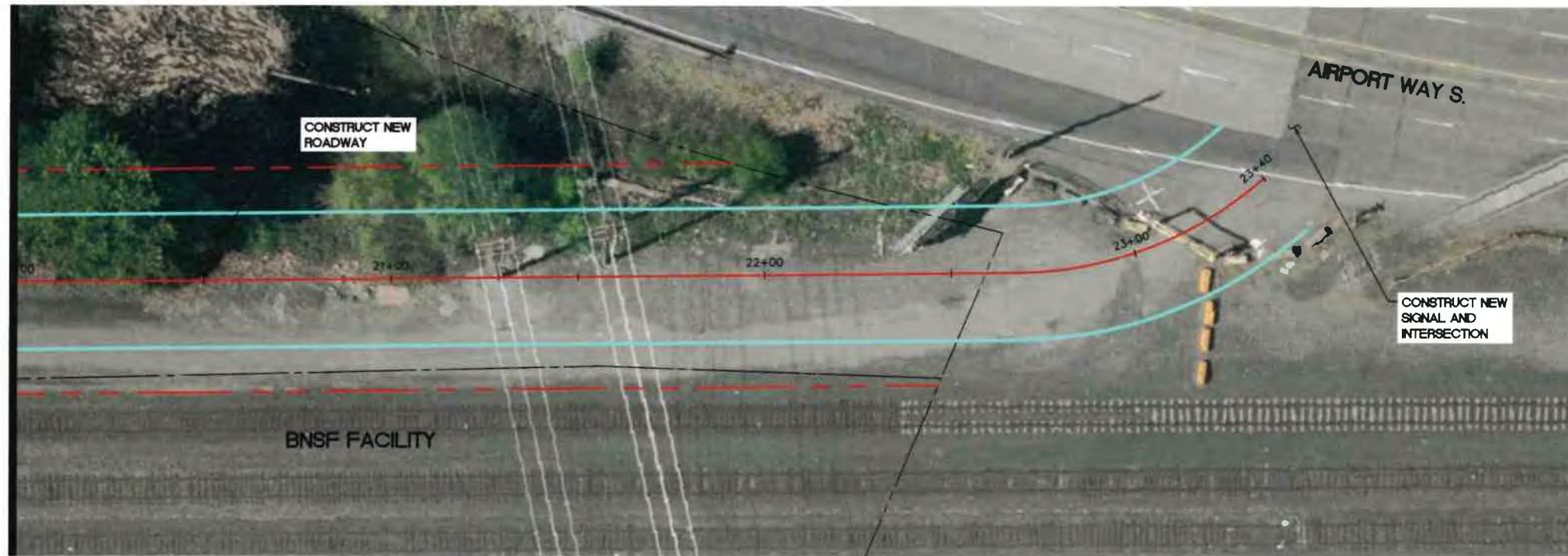
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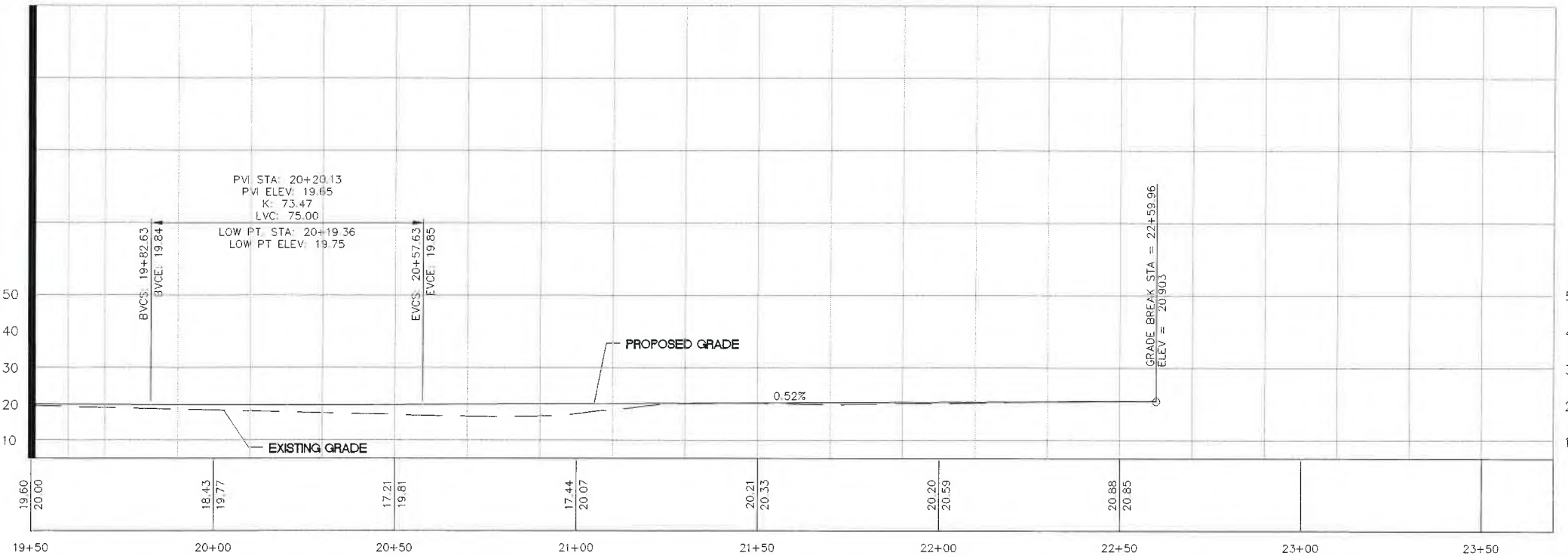
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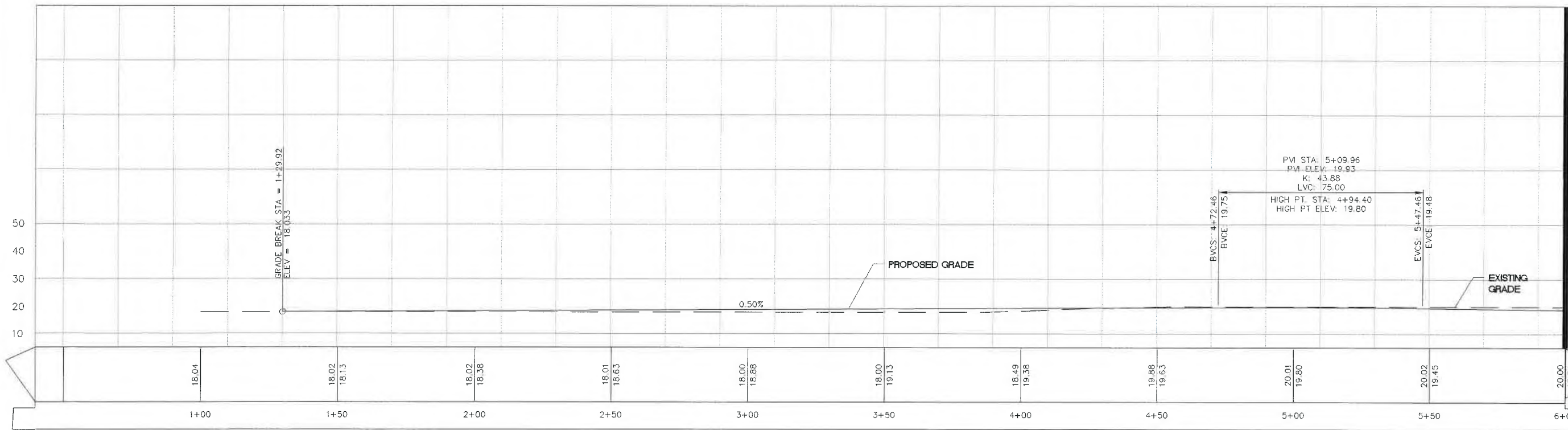
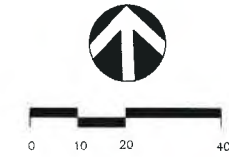
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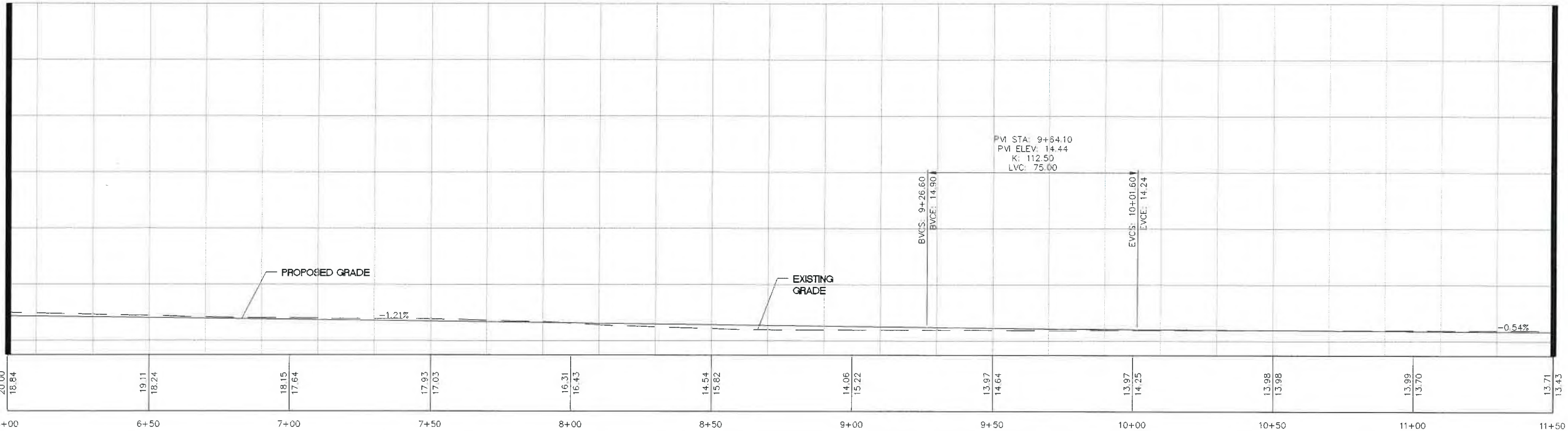
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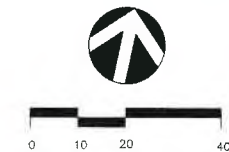
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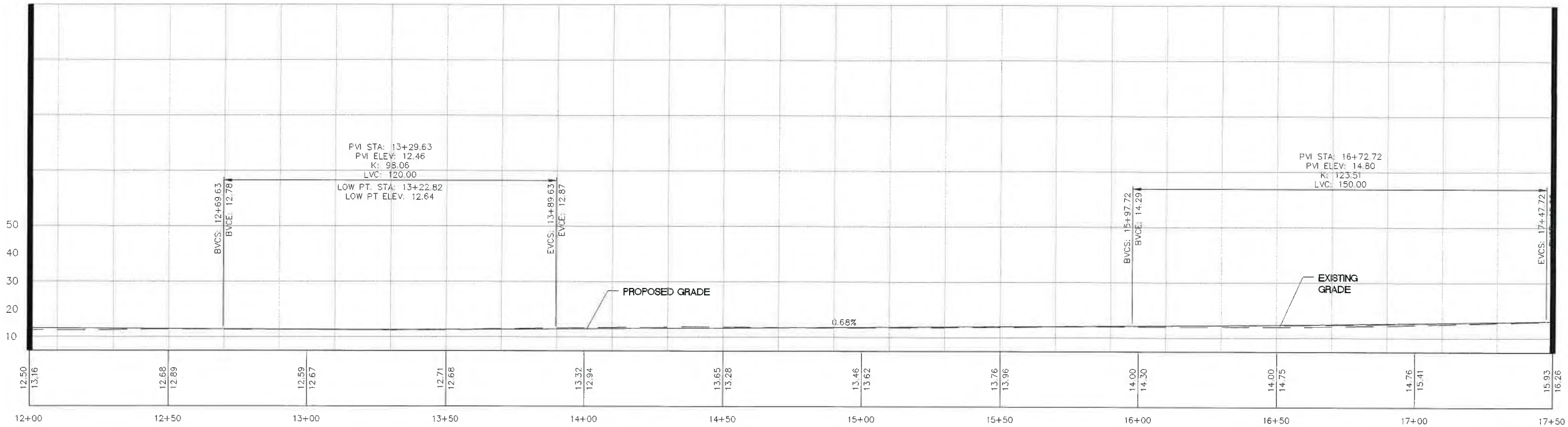
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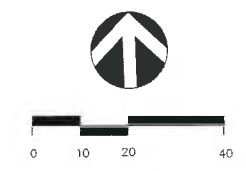
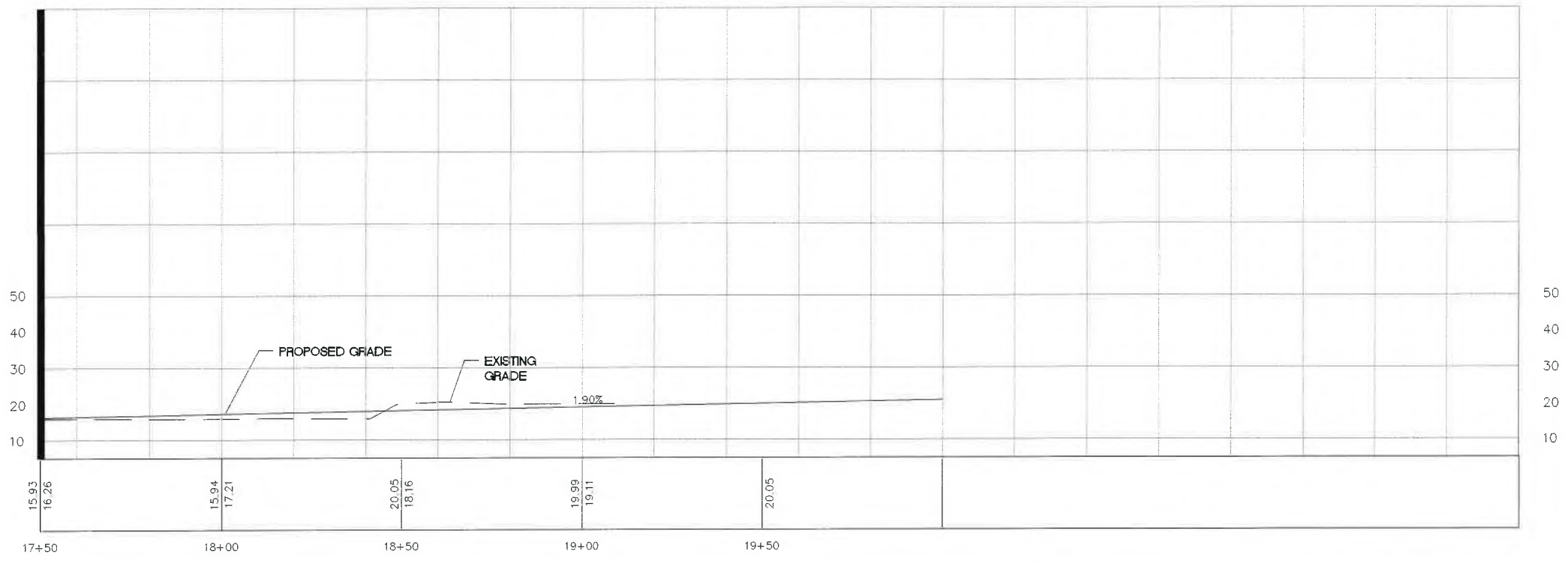
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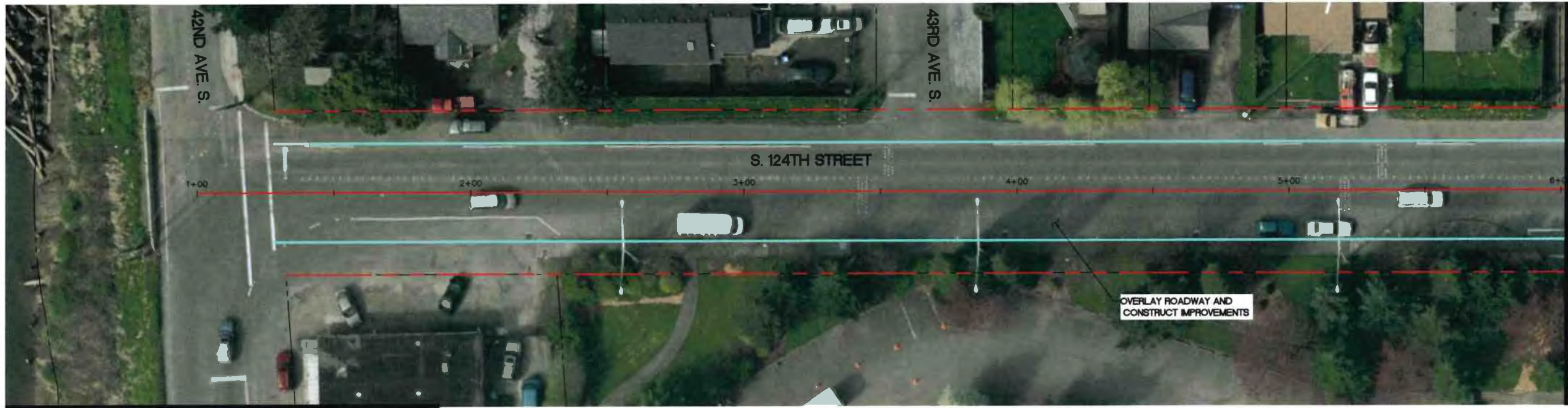
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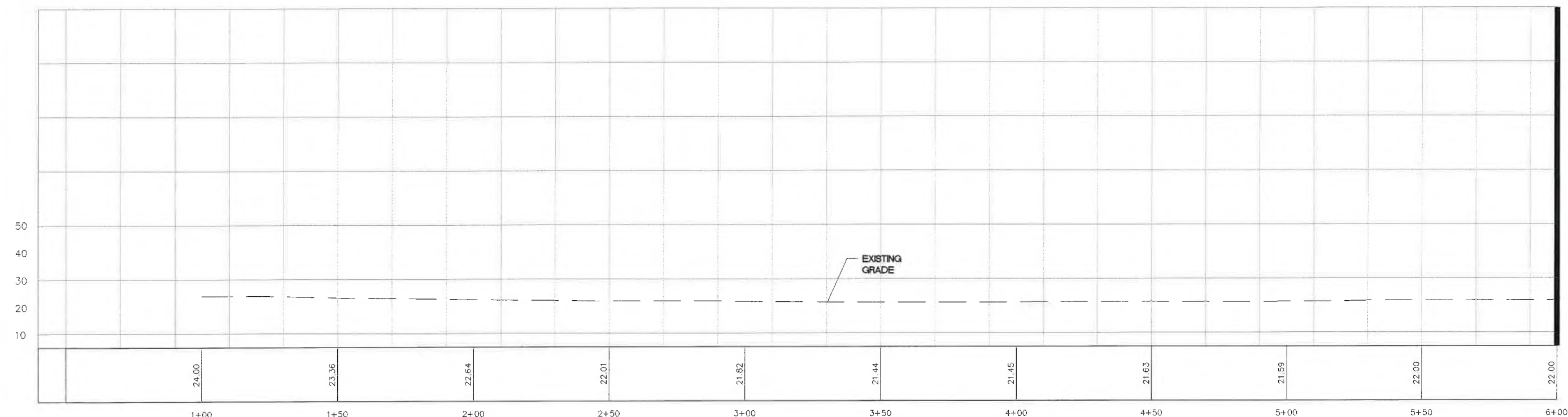
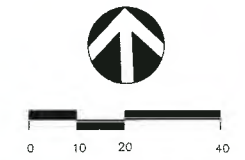
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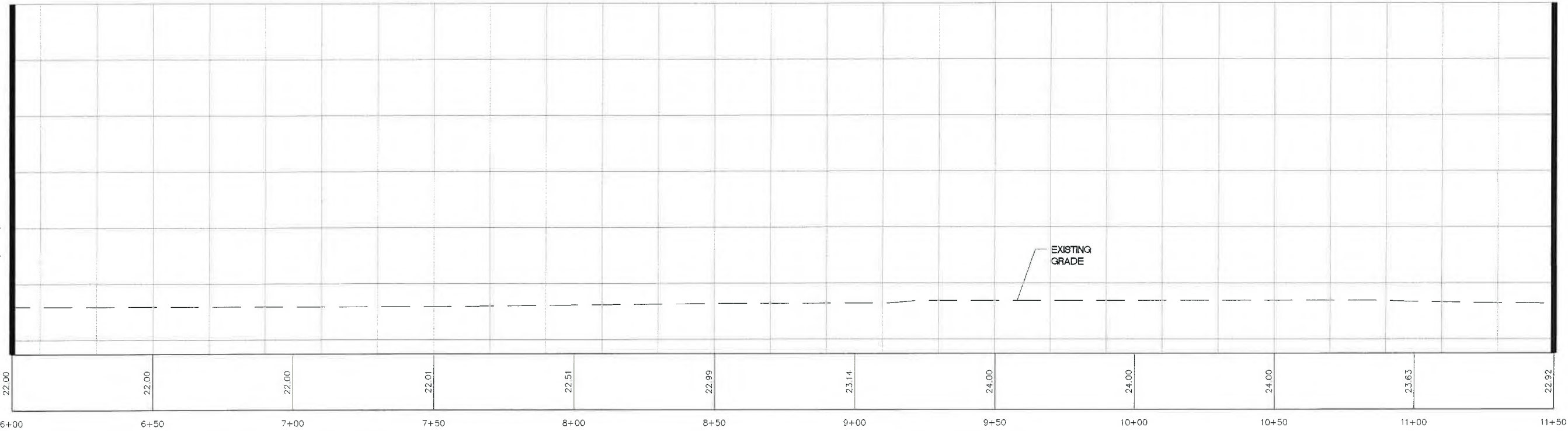
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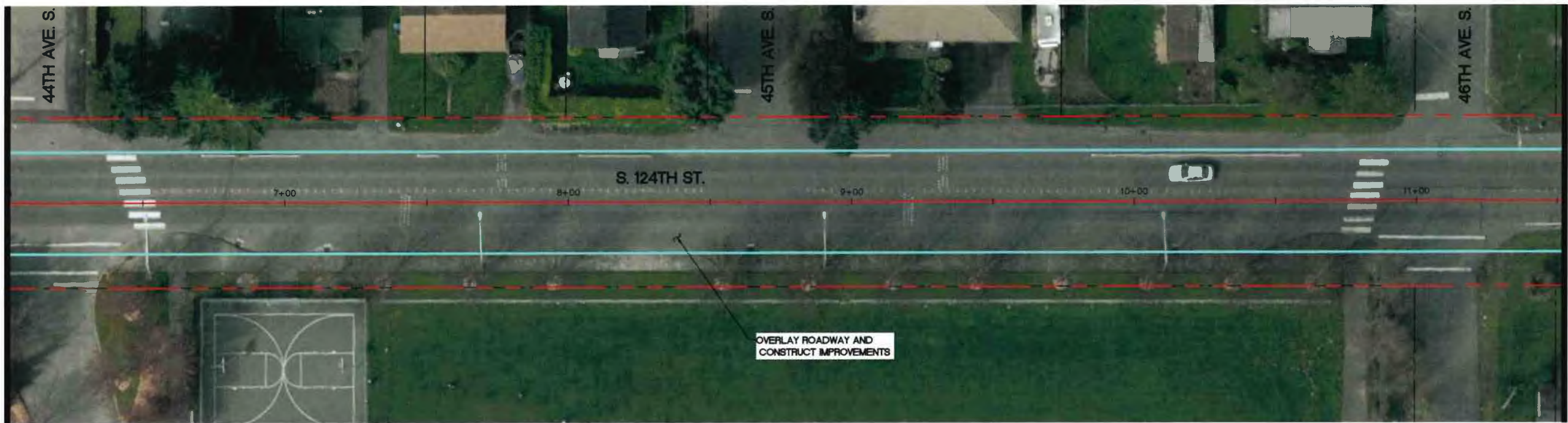
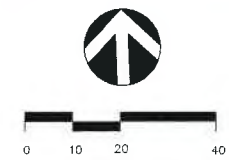


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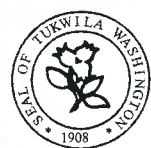


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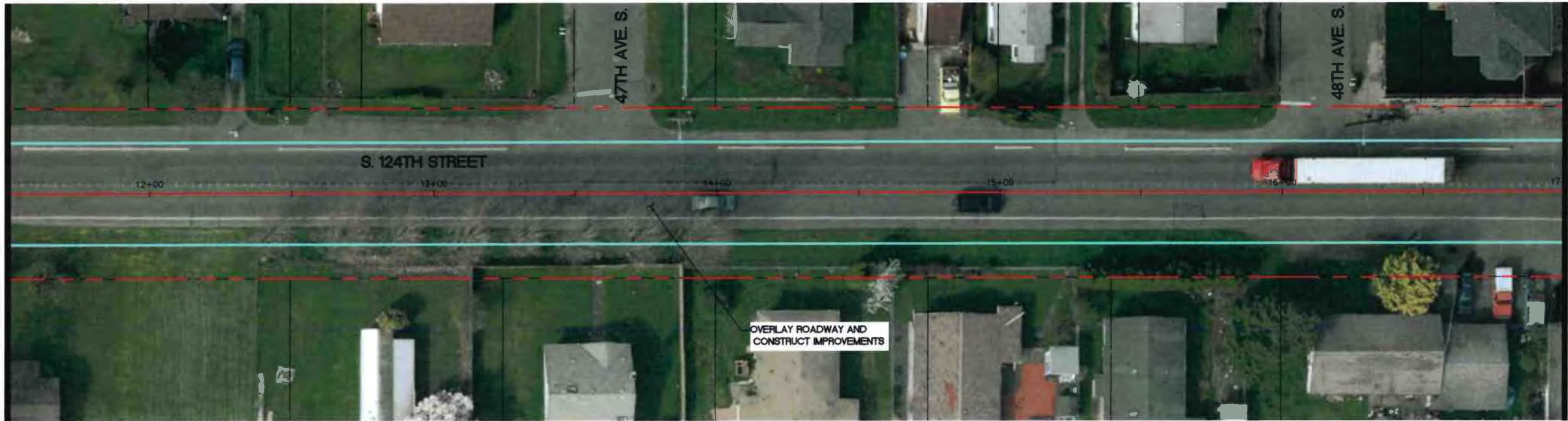
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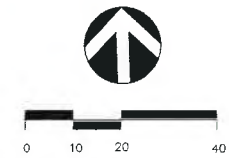
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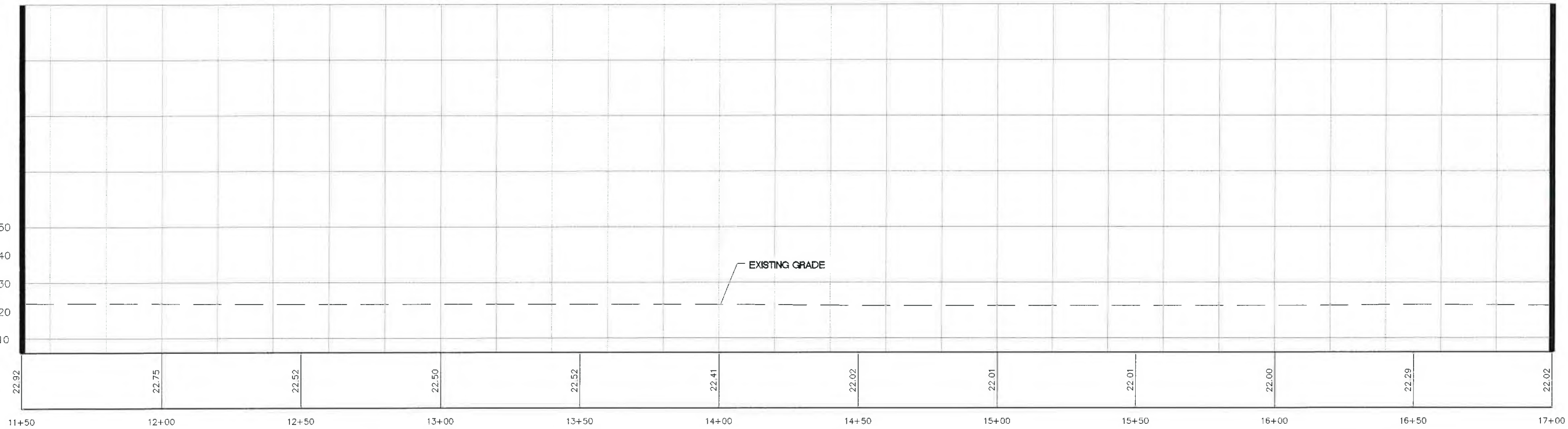


MATCHLINE STA. 17+00  
SEE SHEET PP05

OVERLAY ROADWAY AND  
CONSTRUCT IMPROVEMENTS



MATCHLINE STA. 11+50  
SEE SHEET PP03



MATCHLINE STA. 17+00  
SEE SHEET PP05



# PUBLIC WORKS DEPT.

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

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



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

BNSF INTERNATIONAL FACILITY ACCESS PROJECT  
ALTERNATIVE CONCEPTUAL DESIGN

S. 124TH ST. ALTERNATIVE

No.	Date	Description

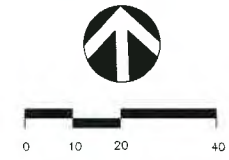
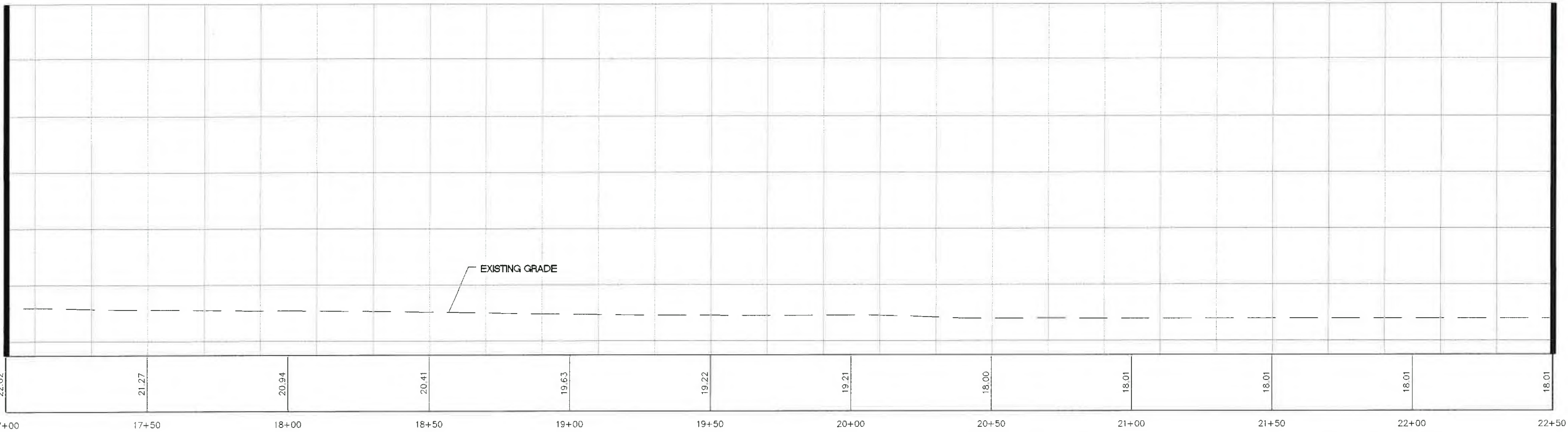
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# CITY OF TUKWILA

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SEE SHEET PP04



MATCHLINE STA. 22+50  
SEE SHEET PP06



MATCHLINE STA. 17+00  
SEE SHEET PP04

MATCHLINE STA. 22+50  
SEE SHEET PP06



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

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



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S. 124TH ST. ALTERNATIVE

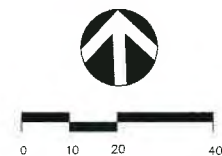
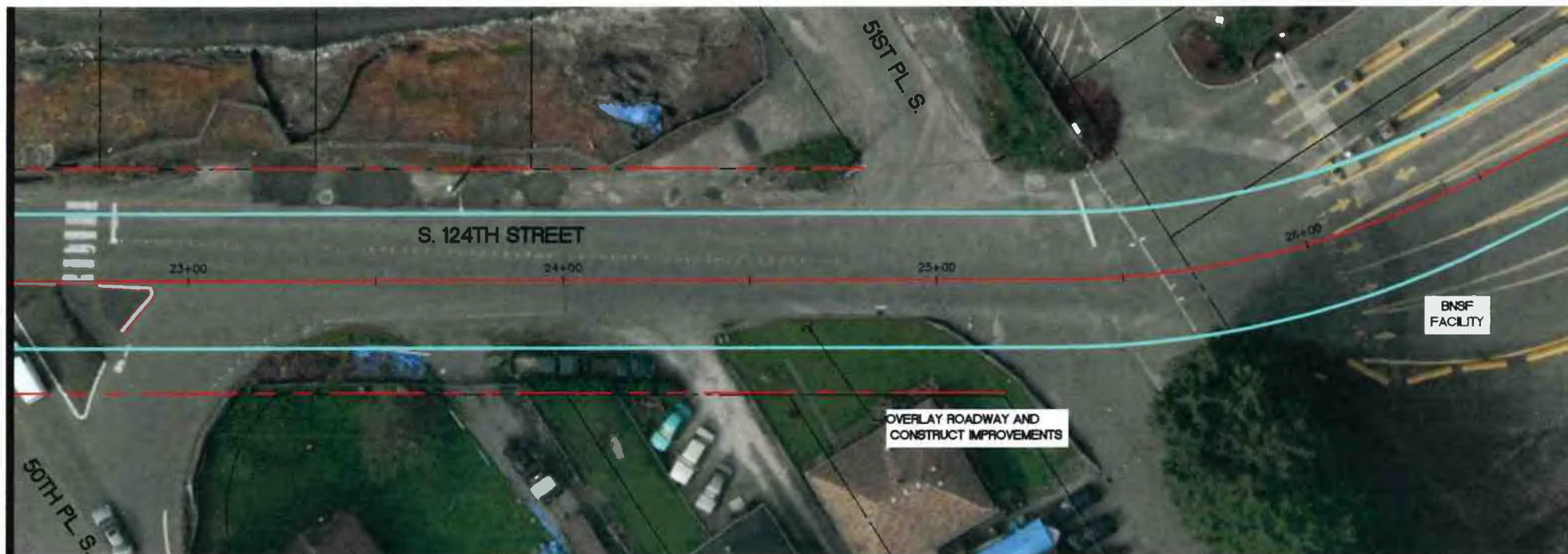
No.	Date	Revisions

PP05  
of

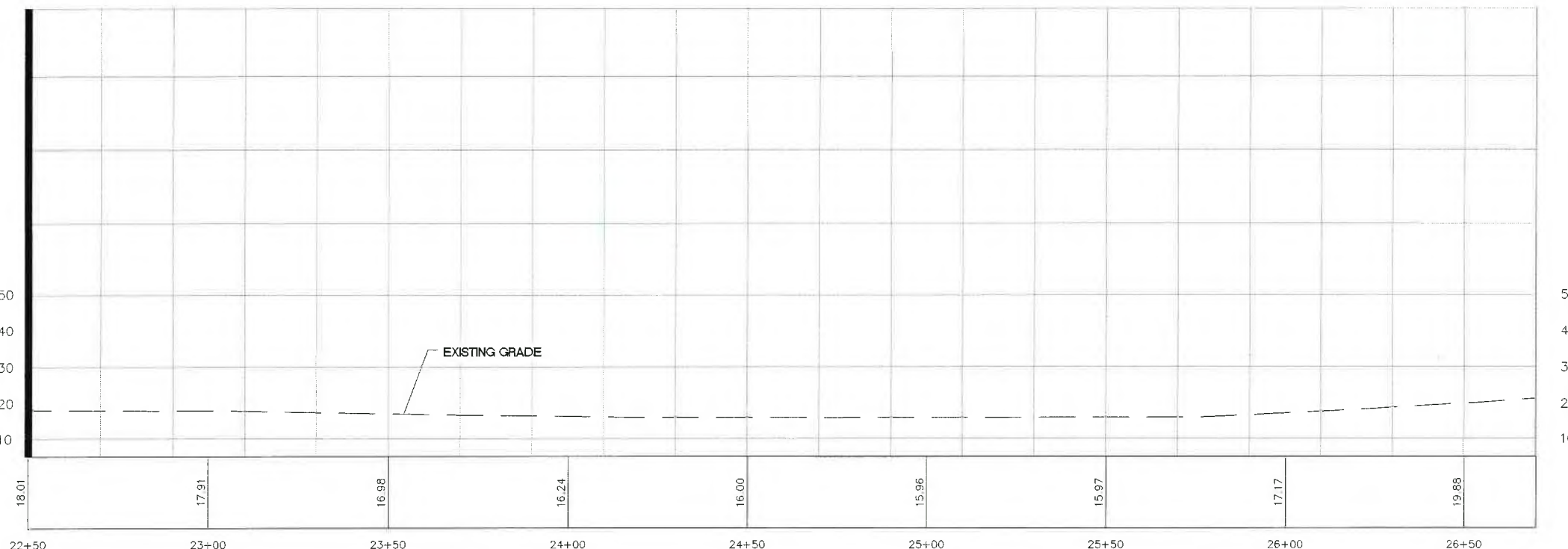
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Date

**CITY OF TUKWILA**

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SEE SHEET PP05



MATCHLINE STA. 22+50  
SEE SHEET PP05



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

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Designed	VXV	
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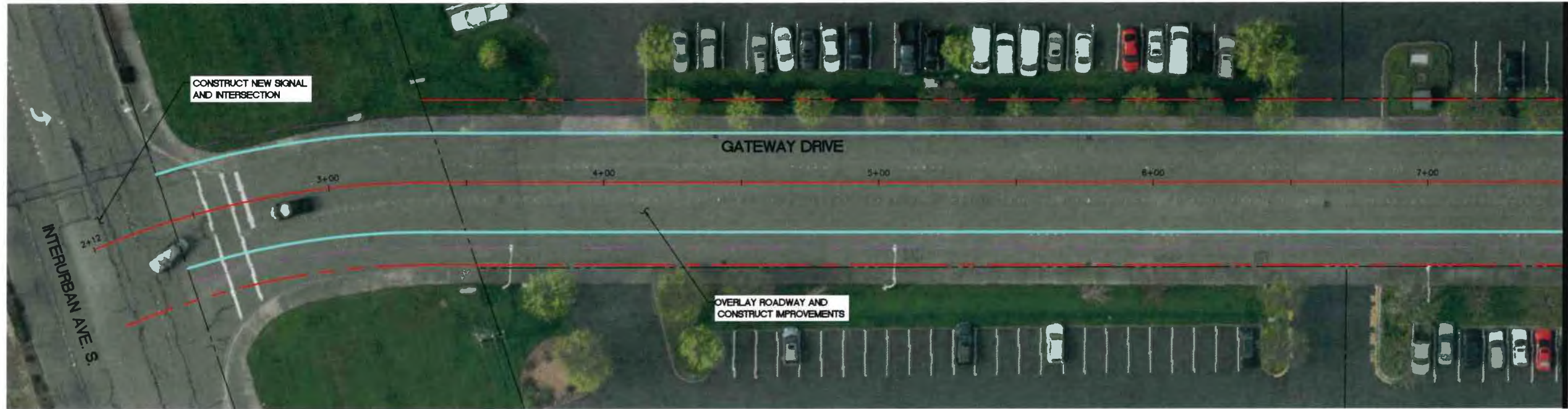
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**S. 124TH ST. ALTERNATIVE**

PP06

File No. **128**  
Scale AS SHOWN

**CITY OF TUKWILA**



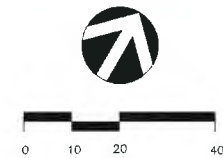
CONSTRUCT NEW SIGNAL AND INTERSECTION

GATEWAY DRIVE

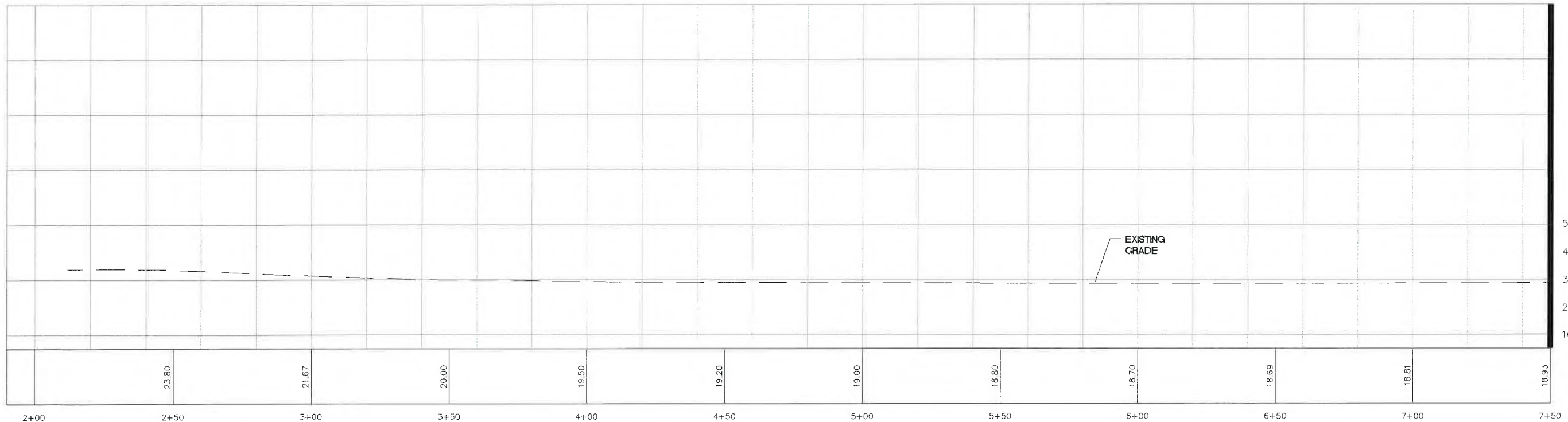
OVERLAY ROADWAY AND CONSTRUCT IMPROVEMENTS

INTERURBAN AVE. S.

MATCHLINE STA. 7+50  
SEE SHEET PP02



CALL 48 HOURS BEFORE YOU DIG  
COMMON GROUND ALLIANCE  
811



MATCHLINE STA. 7+50  
SEE SHEET PP02

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

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



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ALTERNATIVE CONCEPTUAL DESIGN  
**GATEWAY DRIVE ALTERNATIVE**

No.	Date	Revisions

PP01

File 129  
Scale AS SHOWN  
Date

**CITY OF TUKWILA**

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MATCHLINE STA. 13+00  
SEE SHEET PP03

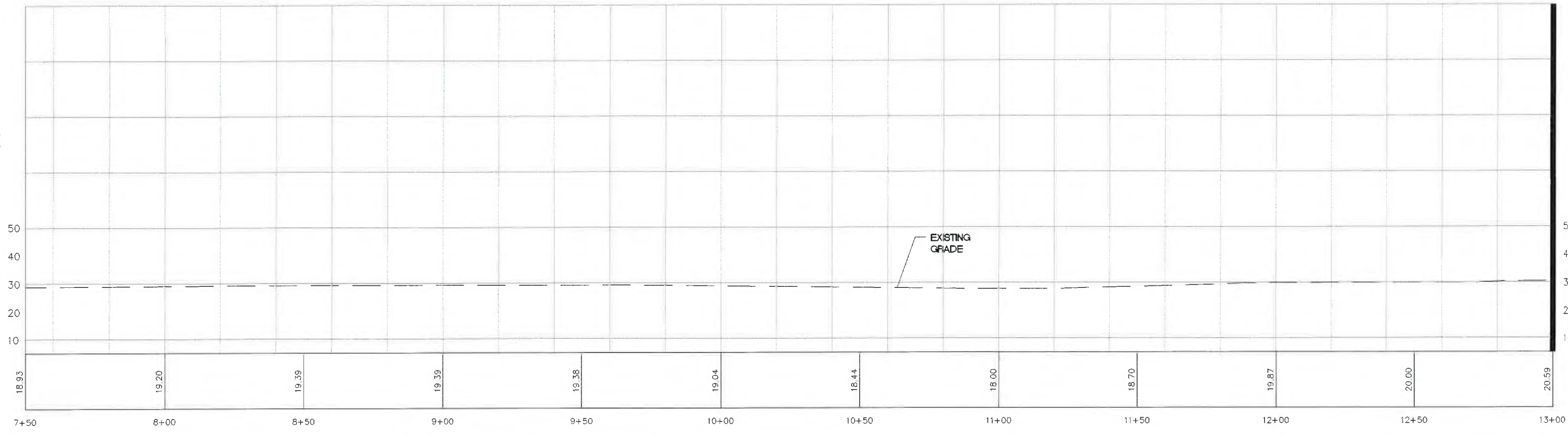
OVERLAY ROADWAY AND  
CONSTRUCT IMPROVEMENTS

CONSTRUCT NEW SIGNAL  
AND INTERSECTION

GATEWAY DRIVE



MATCHLINE STA. 6+50  
SEE SHEET PP01



MATCHLINE STA. 13+00  
SEE SHEET PP03



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

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



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**GATEWAY DRIVE ALTERNATIVE**

No.	Date	Revisions

PP02  
of  
File 130  
Scale AS SHOWN  
Date

**CITY OF TUKWILA**

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# PUBLIC WORKS DEPT.

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

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



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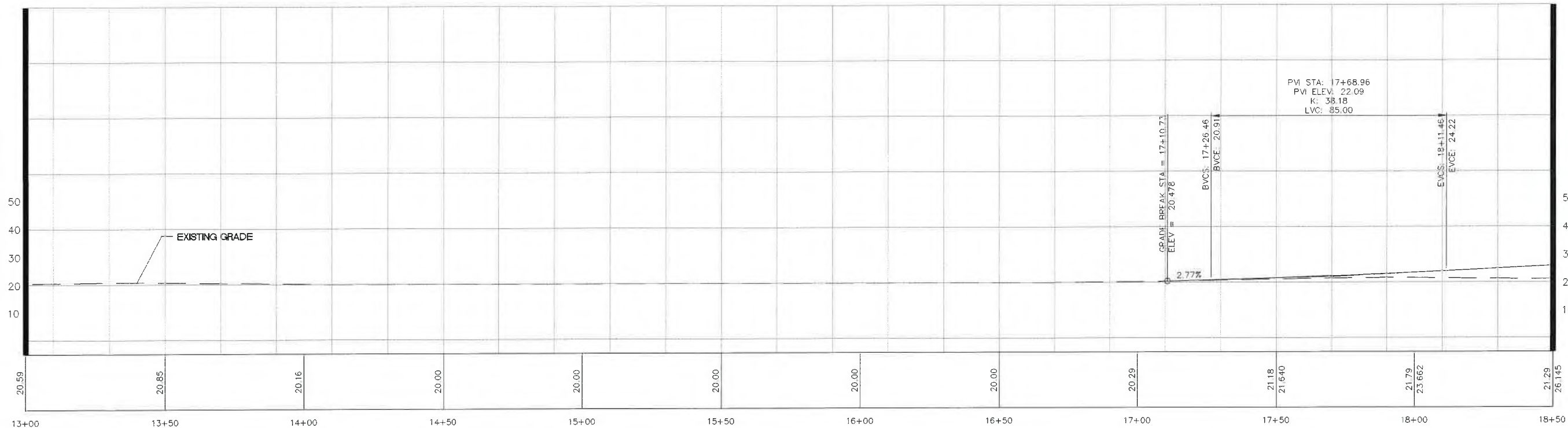
BNSF INTERNATIONAL FACILITY ACCESS PROJECT  
 ALTERNATIVE CONCEPTUAL DESIGN

## GATEWAY DRIVE ALTERNATIVE

No.	Date	Revision

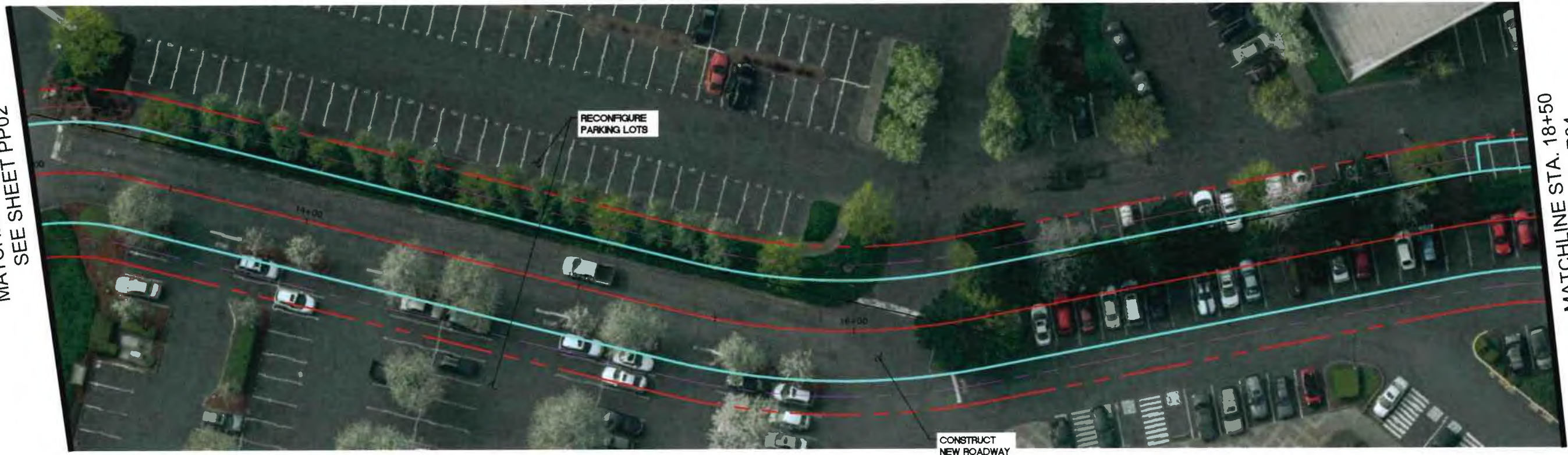
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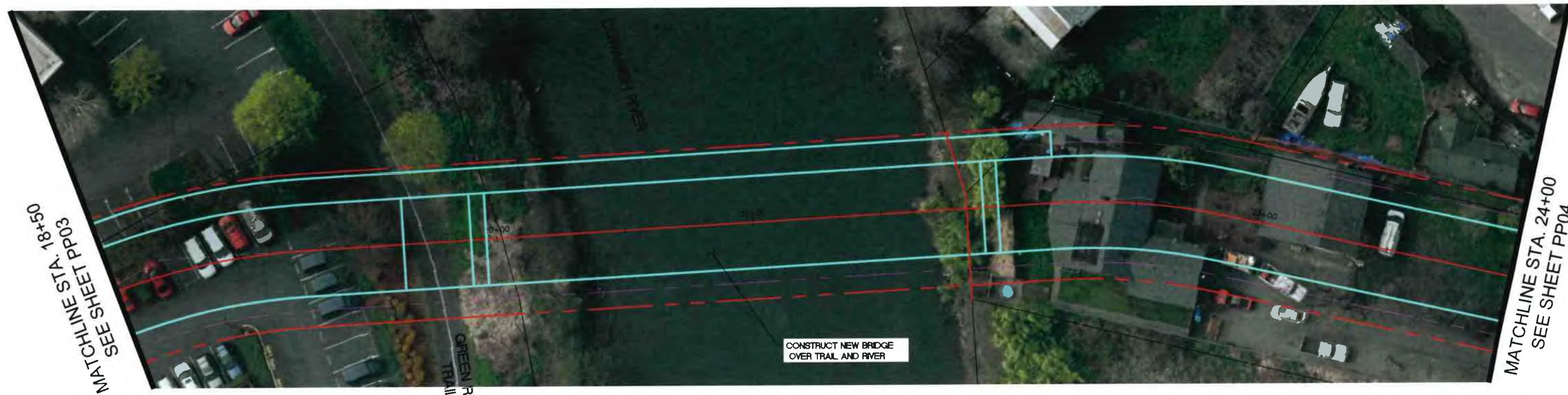
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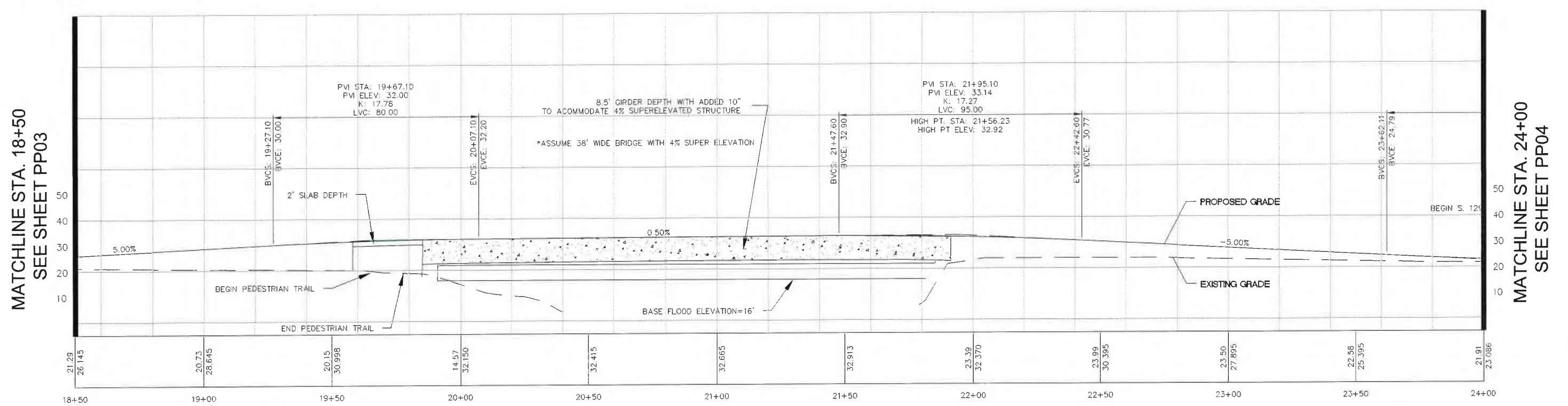
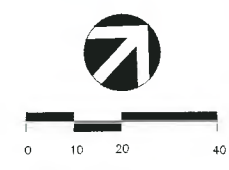
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SEE SHEET PP03

MATCHLINE STA. 24+00  
SEE SHEET PP04



MATCHLINE STA. 18+50  
SEE SHEET PP03

MATCHLINE STA. 24+00  
SEE SHEET PP04



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

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Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		
Field Rv #		



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**ALTERNATIVE CONCEPTUAL DESIGN**  
  
**GATEWAY DRIVE ALTERNATIVE**

No.	Date	Revisions

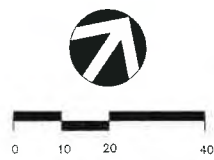
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of  
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**CITY OF TUKWILA**

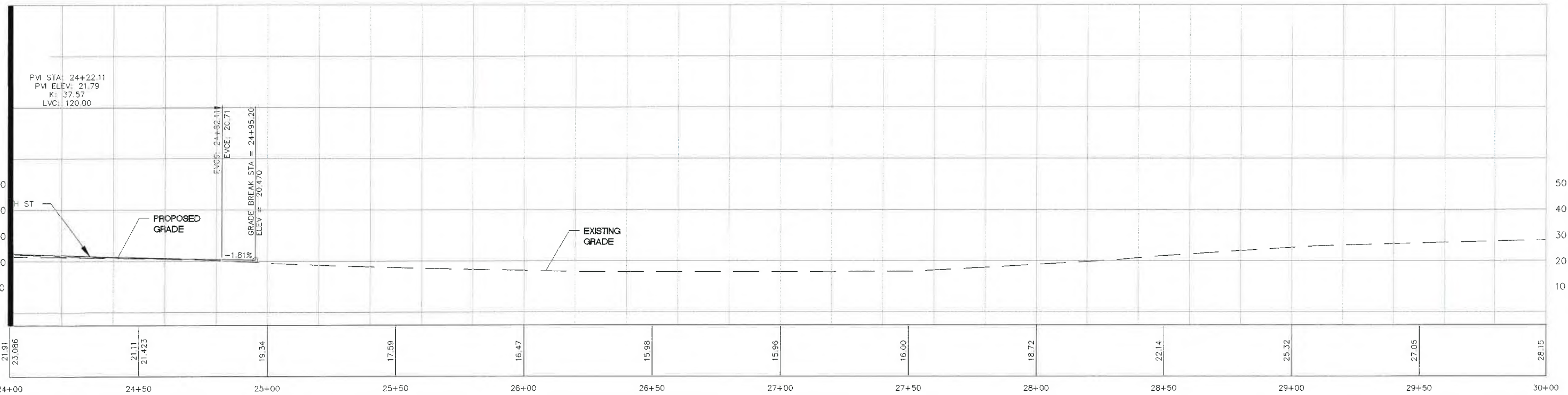


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MATCHLINE STA. 24+00  
SEE SHEET PP04



MATCHLINE STA. 24+00 SEE SHEET PP04



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

	By	Date
Designed	VXV	
Drawn	DLO	
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Proj Dir		



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ALTERNATIVE CONCEPTUAL DESIGN

**GATEWAY DRIVE ALTERNATIVE**

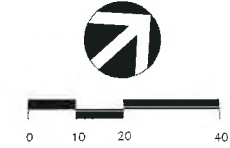
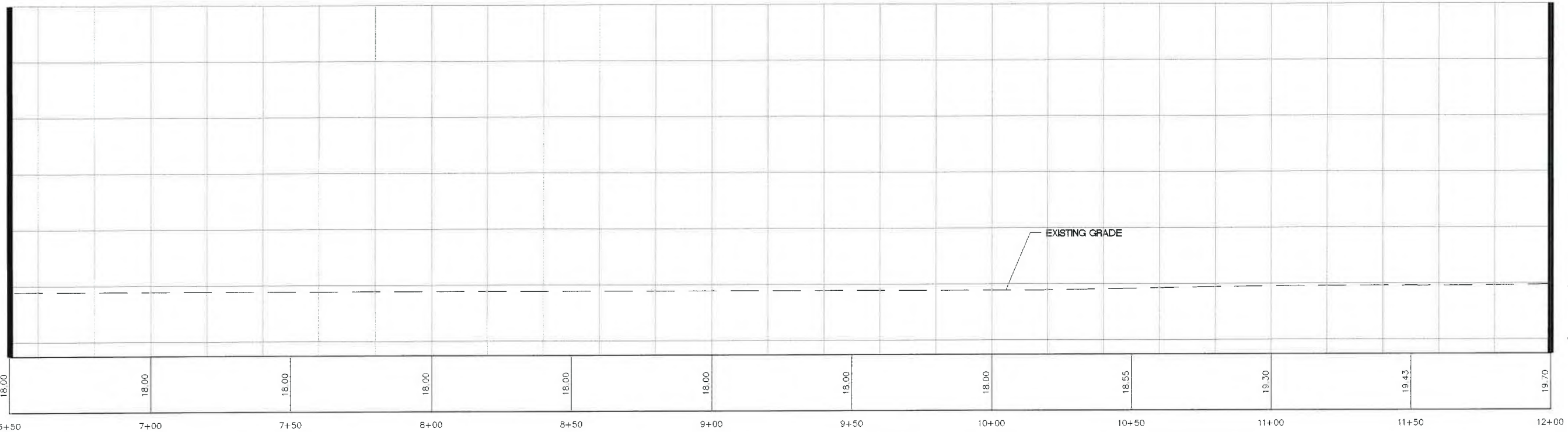

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133  
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**CITY OF TUKWILA**



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MATCHLINE STA. 6+50  
SEE SHEET PP01



MATCHLINE STA. 12+00  
SEE SHEET PP03

MATCHLINE STA. 6+50  
SEE SHEET PP01



MATCHLINE STA. 12+00  
SEE SHEET PP03



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

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Checked	MLF	
Proj Eng		
Proj Dir		



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 ALTERNATIVE CONCEPTUAL DESIGN**

**48TH AVE. S. ALTERNATIVE**

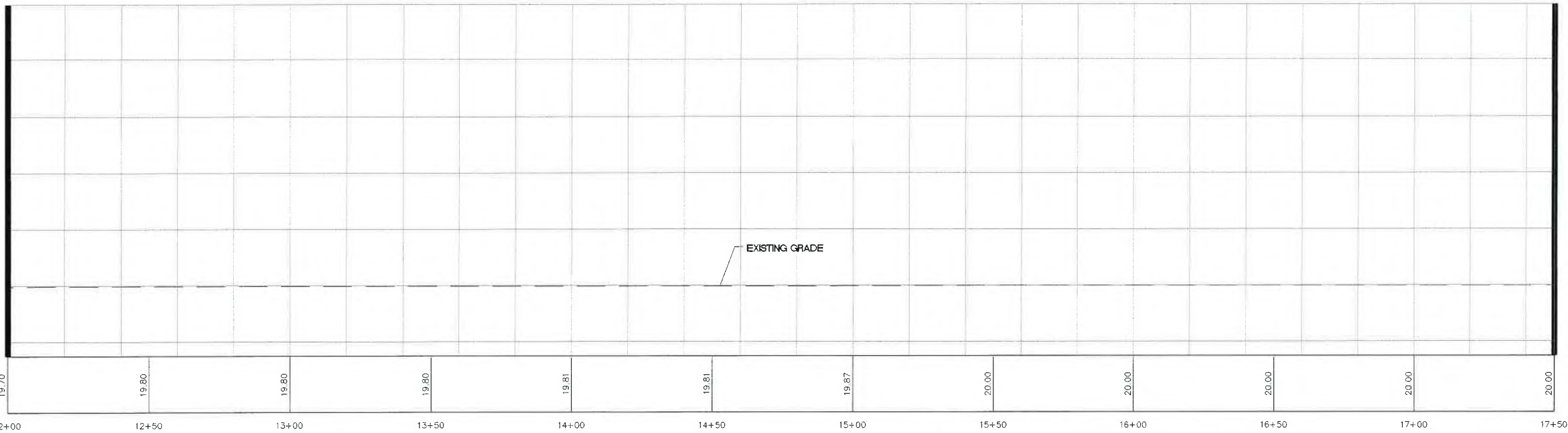
No.	Date	Revision

PP02  
 of  
 File 185  
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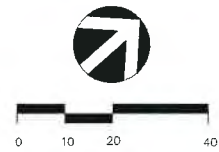
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SEE SHEET PP02



MATCHLINE STA. 17+50  
SEE SHEET PP04



MATCHLINE STA. 12+00  
SEE SHEET PP02



MATCHLINE STA. 17+50  
SEE SHEET PP04



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

	By	Date
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Proj Eng		
Proj Dir		



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48TH AVE. S. ALTERNATIVE


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136

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**CITY OF TUKWILA**

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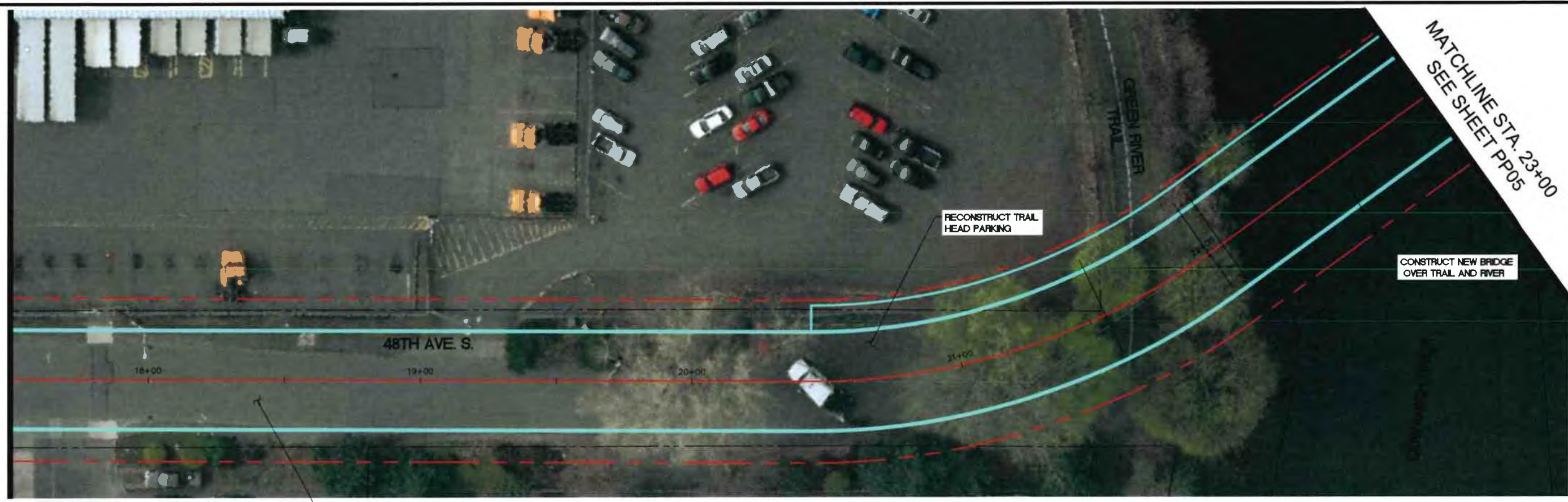
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MATCHLINE STA. 23+00  
SEE SHEET PP05

CITY OF TUKWILA

MATCHLINE STA. 23+00  
SEE SHEET PP05

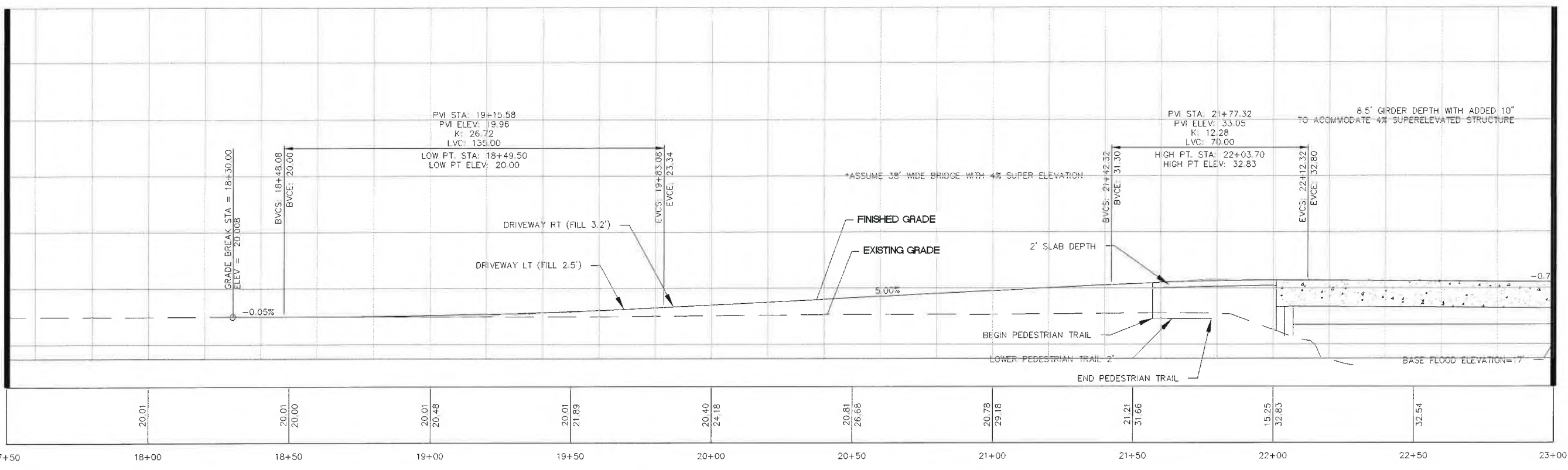
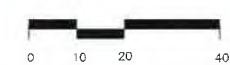
MATCHLINE STA. 17+50  
SEE SHEET PP03



OVERLAY ROADWAY AND  
CONSTRUCT IMPROVEMENTS

RECONSTRUCT TRAIL  
HEAD PARKING

CONSTRUCT NEW BRIDGE  
OVER TRAIL AND RIVER



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

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Proj Eng		
Proj Dir		
Field Rk #		



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Phone: 425.519.6500

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ALTERNATIVE CONCEPTUAL DESIGN**

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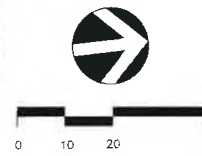
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No.	Date	Revisions

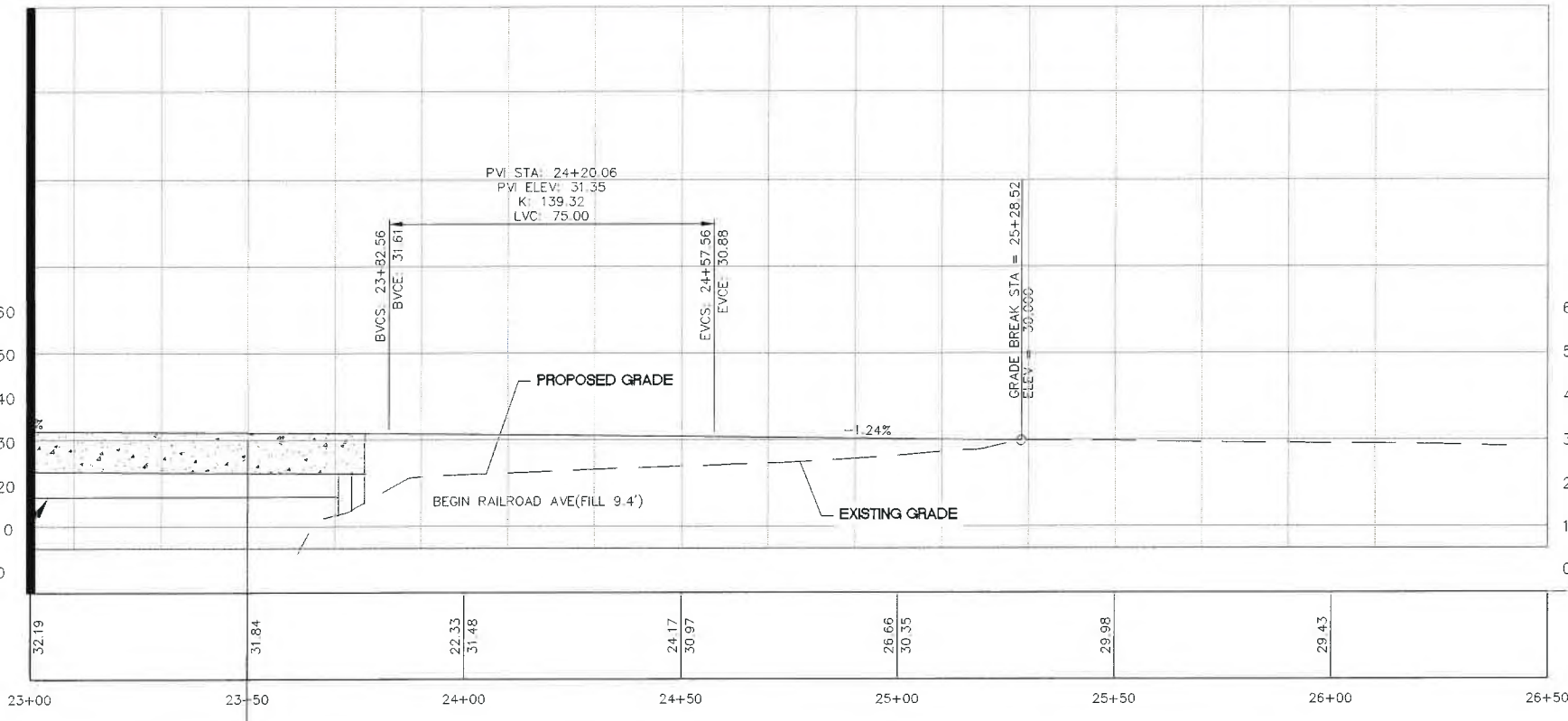
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of  
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MATCHLINE STA. 23+00  
SEE SHEET PP04



MATCHLINE STA. 23+00  
SEE SHEET PP04



**PUBLIC WORKS DEPT.**

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

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



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48TH AVE. S. ALTERNATIVE

No.	Date	Revisions

PP05  
of

File 188  
Scale AS SHOWN  
Date

**CITY OF TUKWILA**

## Appendix B – Truck Access Routes

Draft



NOT TO SCALE

**LEGEND**

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

**CITY OF TUKWILA**

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

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



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**48TH AVE. S**  
**TRUCK ACCESS TO FREEWAY**





File	140
Scale	AS SHOWN
Date	





NOT TO SCALE

**LEGEND**

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

**CITY OF TUKWILA**

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

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



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 Phone: 425.519.6500

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 ALTERNATIVE CONCEPTUAL DESIGN




**GATEWAY DR.  
 TRUCK ACCESS TO FREEWAY**

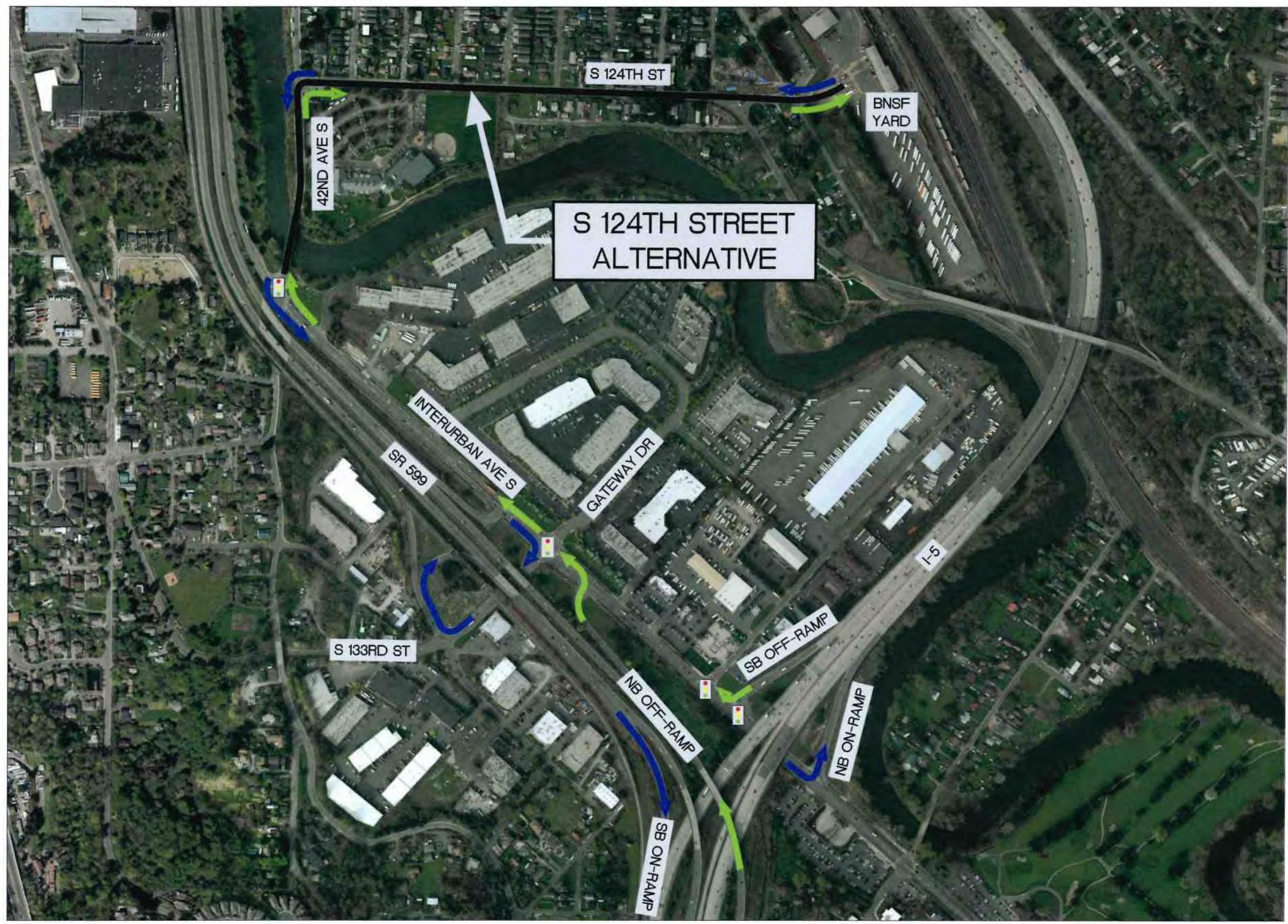

141  
 File No.  
 Scale AS SHOWN



NOT TO SCALE

### LEGEND

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



CITY OF TUKWILA

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## PUBLIC WORKS DEPT.

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



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 ALTERNATIVE CONCEPTUAL DESIGN

S. 124TH ST.  
 TRUCK ACCESS TO FREEWAY


File No. 142  
 Scale AS SHOWN



**LEGEND**

- ROUTE: FREEWAY TO BNSF YARD (1.1 MILE)
- ROUTE: BNSF YARD TO FREEWAY (1.1 MILE)
- TRAFFIC SIGNAL



**CITY OF TUKWILA**

db: 10/22/15 11:53am - P:\TUKWA000001\310400\CAD\T\T\EXHIBIT\Truck Routes\S 112TH ST TRUCK ROUTE.dwg



**PUBLIC WORKS DEPT.**

\*ENGINEERING \*STREETS \*WATER \*SEWER \*PARKS \*BUILDING \*

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



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 ALTERNATIVE CONCEPTUAL DESIGN**

**S. 112TH ST  
 TRUCK ACCESS TO FREEWAY**



File No: 143  
 Scale: AS SHOWN



## Appendix C – Roadway Cost Estimate Back-up

Draft

**City of Tukwila**  
**BNSF Intermodal Access Study**  
**Planning Level Cost Estimate**



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**TOTAL PROJECT COST (d+e) (Year 2016) \$109,300,000**

**City of Tukwila**  
**BNSF Intermodal Access Study**  
**Planning Level Cost Estimate**



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

ENVIRONMENTAL ENGINEERING	10%	\$1,360,890.00
ENVIRONMENTAL MITIGATION	10%	\$1,360,890.00
<b>ENVIRONMENTAL SUBTOTAL</b>		<b>\$2,721,780.00</b>

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**November 28, 2016**

## EXECUTIVE SUMMARY

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

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

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

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

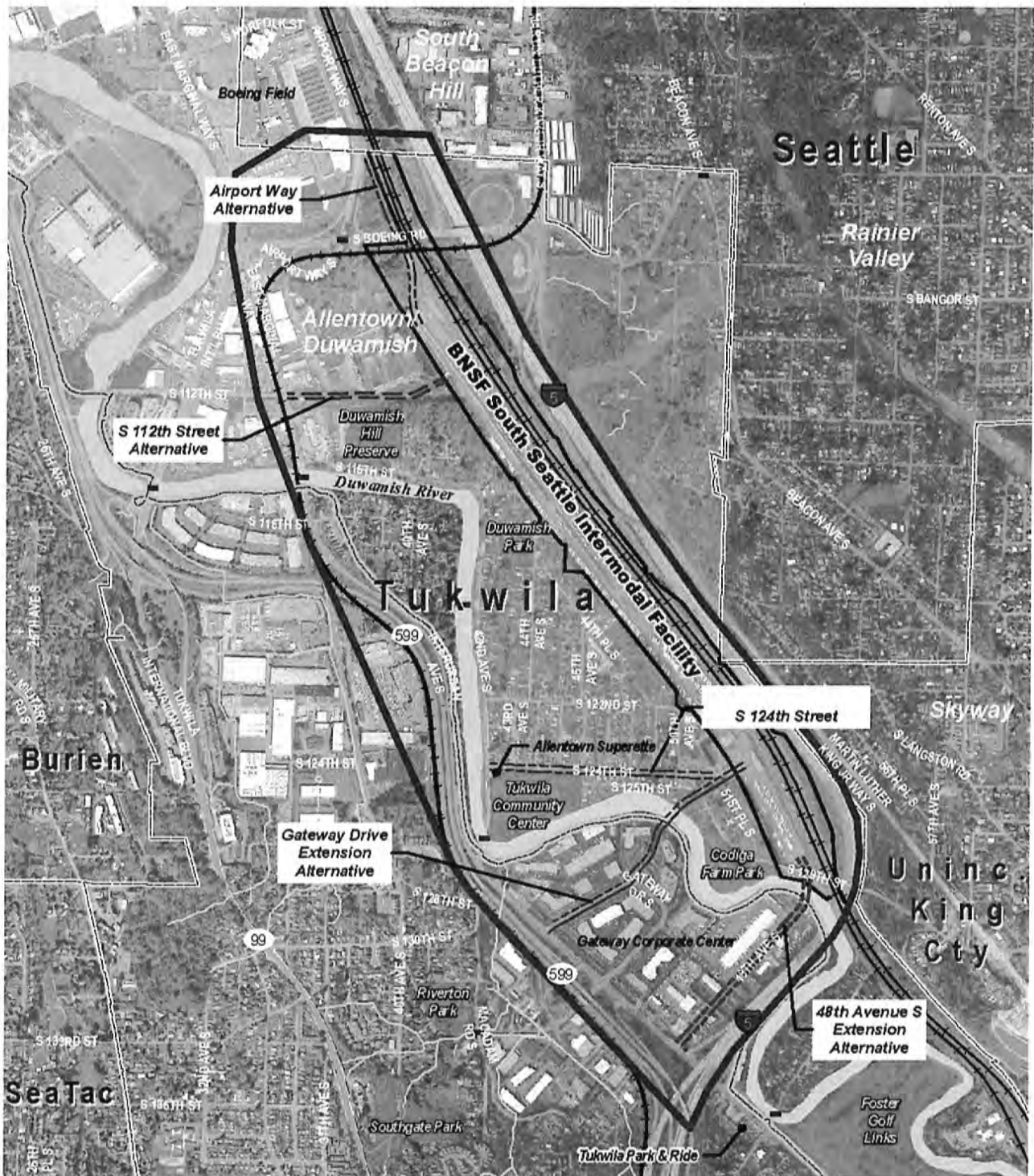
A scored screening matrix was developed collaboratively between the City of Tukwila, BNSF Railway, and David Evans and Associates, Inc. The matrix was presented to Tukwila City Council as well as to the public for their feedback on the screening matrix criteria. The public was allowed to provide feedback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

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

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

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

Figure 1 – Project Study Area



# Preferred Alternative Outreach Summary

## BNSF Access Study

DRAFT – September 5, 2017

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### Background

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

### Summary

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

### Notifications

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

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

### Attendance and visitor statistics

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

### Engagement Methods

#### *In-Person Open House*

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



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

### **Online Open House**

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

### **Feedback Overview**

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

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

## **Next Steps**

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

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

## **Appendices**

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



## Appendix 1: Comments Gathered at In-person Open House

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

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

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

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

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

**Appendix 2: Comments from Online Open House**

*Note: comments are verbatim as written.*

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

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

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

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

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

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

What are the costs? How it will be funded?

## Appendix 3: Notifications

### Social media



**City of Tukwila - Government**

August 9 at 3:34pm · 🌐

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

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

**BNSF Access Study Project Open House**  
Thursday, August 17, 2017  
5:30 - 7:30 p.m.  
Tukwila Community Center  
2424 42nd Ave S, Tukwila, WA 98168

Can't make it to the open house? Share your thoughts online!  
Now through August 28, 2017, you can share your thoughts at <https://TukBNSFAccess.Participate.Online> All information from the Open House will be online. Translation options are available.

Email us at [AccessStudy@tukwilawa.gov](mailto:AccessStudy@tukwilawa.gov) or call 206-433-0179 with any questions.

**CITY OF TUKWILA**  
**BNSF Access Study Project**

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

**Review and comment on the preferred alternative route:**

- 1. Open House**  
Thursday, August 17, 2017  
5:30 - 7:30 p.m.  
Tukwila Community Center  
2424 42nd Ave S, Tukwila, WA 98168  
Meet project staff, learn about the preferred alternative route and the environmental process, and share your thoughts.
- 2. Online Forum**  
Now through August 28, 2017, you can share your thoughts online!  
Visit <https://TukBNSFAccess.Participate.Online>  
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**Questions?**  
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Facebook post published August 9, 2017.



City of Tukwila @CityofTukwila · Aug 9

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

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5:30 - 7:30 p.m.  
Tukwila Community Center  
12424 42nd Ave S, Tukwila, WA 98188  
*Meet project staff, learn about the preferred alternative route and the environmental process, and share your thoughts.*
- 2. Online Forum**  
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**Questions?**  
Email us at [AccessStudy@tukwilawa.gov](mailto:AccessStudy@tukwilawa.gov) or call 206-433-0179.

Tweet published August 9, 2017.

Postcard

**CITY OF TUKWILA**  
**BNSF Access Study Project**

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

**Review and comment on the preferred alternative route:**

- 1. In person**  
Thursday, August 17, 2017  
5:30 - 7:30 p.m.  
Tukwila Community Center  
12424 42nd Ave S, Tukwila, WA 98168  
*Meet project staff, learn about the preferred alternative route and environmental process, and share your thoughts.*
- 2. Online**  
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**Questions?**  
Email us at [AccessStudy@tukwilawa.gov](mailto:AccessStudy@tukwilawa.gov) or call 206-433-0179.

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





## CITY OF TUKWILA BNSF Access Study Project

Public Works Administration  
6300 Southcenter Blvd.  
Tukwila, WA 98188

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

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

**Online**  
[TukBNSFAccess.Participate.Online](http://TukBNSFAccess.Participate.Online)

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

### Emails