


City of Tukwila

Steven M. Mullet, Mayor

Department of Public Works

James F. Morrow, P.E., Director

MEMORANDUM

To: Mayor Mullet
From: Jim Morrow 
Date: September 19, 2000
Re: BNSF Yard Access

Over the past several years, the City has been engaged in an effort to identify alternatives that would remove the truck traffic from South 124th Street. South 124th Street is a residential street that serves the community of Allentown with convenient access to numerous residences and the Tukwila Community Center.

South 124th also acts as collector for the traffic coming down S. 129th Street and is the main entrance to the Burlington Northern Santa Fe (BNSF) Hub Center. The BNSF Hub Center is one of the major staging areas for BNSF train and intermodal operations in the area. Because of these two traffic generators, up to 1,000 truck trips and on average over 7,500 total vehicle trips are experienced daily on South 124th. Due to serious concerns regarding pedestrian safety, noise, accident rates, design limitations associated with South 124th, and the increased wear and tear on the 42nd Avenue bridge, the residents and City desire to remove the truck traffic and reduce the vehicle volume using the street.

There has been considerable analysis and study in an attempt to identify alternative solutions that are feasible, affordable, and minimize the impacts to the community. Ten possible alternatives were identified. These alternatives have been analyzed by several consultant-engineering firms, reviewed by a Mayor-appointed task force, and commented upon by the public during numerous meetings. Complicating the decision-making process is the cost of these alternatives, the expected lack of transportation grant funding for the next 3 to 5 years, and the significant delay in the implementation that will result.

The Council's Transportation Committee has reviewed and discussed all of the alternatives. As a result, the ten alternatives have been reduced to just four – 48th Avenue South; Gateway Dr (North); Realignment/Improvement of South 124th; and Airport Way South. Enclosed for the Council's review and discussion are briefing papers, cost estimates, advantage/disadvantage summaries, and aerial photos of each alternative.

BURLINGTON NORTHERN INTERMODAL YARD ACCESS PROBLEM

Issue:

South 124th Street in Tukwila, Washington is a residential street serving the community of Allentown. This street provides convenient access to numerous residences in the area as well as to the Tukwila Community Center. In addition, South 124th Street acts as a collector for the traffic coming down S. 129th St.

South 124th Street also provides access to the Burlington Northern Santa Fe (BNSF) Hub Center for heavy intermodal truck traffic. The BNSF Hub Center is one of the major staging areas for BNSF train and intermodal operations in the area. The level of daily traffic, up to 1000 truck trips per day, utilizing the facility reflects its importance.

Due to serious concerns regarding pedestrian safety, noise, accident rates, and the design limitations associated with South 124th, the residents and City desire to remove truck traffic from South 124th or eliminate the adverse effects of the heavy traffic.

Background

There has been considerable analysis and study in an attempt to identify an alternative that is feasible, affordable, and minimizes the impacts to the community. Ten possible alternatives have been identified.

The Mayor convened a Task Force to find a workable alternative to the access problem. The Task Force presented four alternatives to the Mayor and Council on June 26, 2000. The Task Force's recommendations, were Airport Way, East Marginal Way, Gateway Dr., and Improve South 124th.

As a result of the June 26th briefing, the Council tasked the Transportation Committee to study all of the possible alternatives and propose a recommendation (s) for the Council.

The Transportation Committee met on July 10th, August 28th, and September 11th to discuss the issue. As a result, it has narrowed the options to four alternatives:

- 48th Avenue Alternative – connects the Hub Center to Interurban Avenue via 48th Avenue South and a new bridge over the Duwamish River.
- Gateway Drive North Alternative – Connects the BNSF Hub Center to Interurban Avenue via Gateway Drive (S) with a new bridge over the Duwamish River that would be built just north of the Boeing Credit Union.

- Improve South 124th – South 124th would be reconfigured so that sound walls and a landscaped berm could be built.
- North Access Alternative – Opens the northern end of BNSF Hub Center onto Airport Way.

Discussion

Staff has prepared an individual briefing paper on each alternative, including a Pro/Con comparison, and an updated cost estimate analysis. Depending upon the alternative, there has been a considerable amount of public comment. Information received from the public has been attached to the particular alternative in question.

The costs for each alternative have been part of the discussion. For two of the alternatives, 48th Avenue South and Airport Way, there are several cost estimates. The costs associated with each are shown below:

48th Avenue South Cost Comparison

	HLA Estimate (6/98)	Hal Cooper Estimate (2/2000)	BNSF Task Force Est. (3/2000)	Hal Cooper Revised (4/2000)	Eng'g Estimate (8/2000)
Property Acquisition	\$ 7,600	\$ 150,000	\$ 150,000	\$ 9,600,000	\$ 1,250,000
Design/Eng'g	\$ 481,171	\$ 1,850,000	\$ 1,850,000	\$ 6,355,000	\$ 550,000
Construction	\$ 1,782,116	\$ 5,200,000	\$ 6,925,000	\$ 5,795,000	\$ 3,750,000
BNSF Yard Costs	\$ 0	0	0	\$ 3,000,000	\$ 1,500,000
Total	\$ 2,838,608	\$ 7,200,000	\$ 8,925,000	\$ 24,750,000	\$ 7,050,000

Cost Estimates

for

Gateway Dr. and Improve S. 124th Street

(Note: Because they are new alternatives, just one cost estimate available)

	Gateway Dr (8/2000)	Improve S. 124 th (8/2000)
Property Acquisition	\$ 2,250,000	\$ 3,500,000
Design	\$ 1,500,000	\$ 875,000
Construction	\$ 7,750,000	\$ 3,750,000
BNSF Yard Costs	0	0
Total	\$11,500,000	\$ 8,125,000

Airport Way South Cost Comparison

	Hanson & Wilson (9/1997)	BNSF Task Force Est. (3/2000)	Hal Cooper Estimate (4/2000)	Eng'g Estimate (8/2000)
Property Acq.	\$2,056,000	\$2,500,000	0	\$ 750,000
Design/Eng'g	\$1,285,370	\$1,500,000	\$8,365,000	\$ 975,000
Construction	\$4,027,457	\$8,200,000	\$10,965,000	\$5,125,000
BNSY Yard Costs	\$9,306,900	\$3,500,000	\$13,000,000	\$8,375,000
Total	\$16,675,727	\$15,700,000	\$32,330,000	\$15,225,000

Attachments:

Enclosed are several items to assist with the discussion:

- Comparison of Alternatives
- Traffic Counts for South 124th
- Discussion Paper for 48th Avenue South
 - Pro's and Con's
 - Aerial Photo of Alternative
 - Comparison of Cost Estimates for 48th Ave
 - Public Comments
- Discussion Paper for Gateway Dr. Alternative
 - Pro's and Con's
 - Aerial Photo of Alternative
 - Breakdown of Cost Estimate
- Discussion Paper for Improving South 124th Alternative
 - Pro's and Con's
 - Aerial Photo of Alternative
 - Artist's Rendition of the street's profile
 - Breakdown of Cost Estimate
- Discussion Paper for Airport Way Alternative
 - Pro's and Con's
 - Aerial Photo of Alternative
 - Comparison of Cost Estimates

COMPARISON OF ALTERNATIVES

<u>48TH AVE</u>	<u>GATEWAY DR</u>	<u>IMPROVE S. 124TH</u>	<u>AIRPORT WAY</u>
(Advantages)	(Advantages)	(Advantages)	(Advantages)
Majority of truck traffic off 124 th	All truck and majority of auto traffic off 124 th		Majority of truck traffic off 124 th
Truck noise moved to commercial st.	All traffic noise moved to commercial st.	Traffic noise lessened with use of sound walls & berm	Truck noise moved into BNSF Yard
Little impact to BNSF Yard ops	No impacts to BNSF ops	No impacts to BNSF ops	
Decreases traffic over 42 nd bridge	Decreases traffic over 42 nd bridge		Decreases traffic over 42 nd bridge
(Disadvantages)	(Disadvantages)	(Disadvantages)	(Disadvantages)
Significant envir. issues	Significant envir. issues		Significant envir. issues
	Residential prop. acquired	Residential prop. acquired	
Business prop acquired	Business prop acquired		
Single usage/access to BNSF			Single usage/access to BNSF
Not an arterial	Not an arterial		Not an arterial
Funding probs-FMSIB, TIB	Funding probs-FMSIB, TIB	Funding probs-FMSIB, TIB	Funding probs-Not eligible for grant money
Traffic increase on 48th	Traffic increase on Gateway Dr	Traffic increase on 122 nd 42 nd	
Business objects	Business objects	Residents object	BNSF objects



Harding Lawson Associates
Infrastructure, Inc.

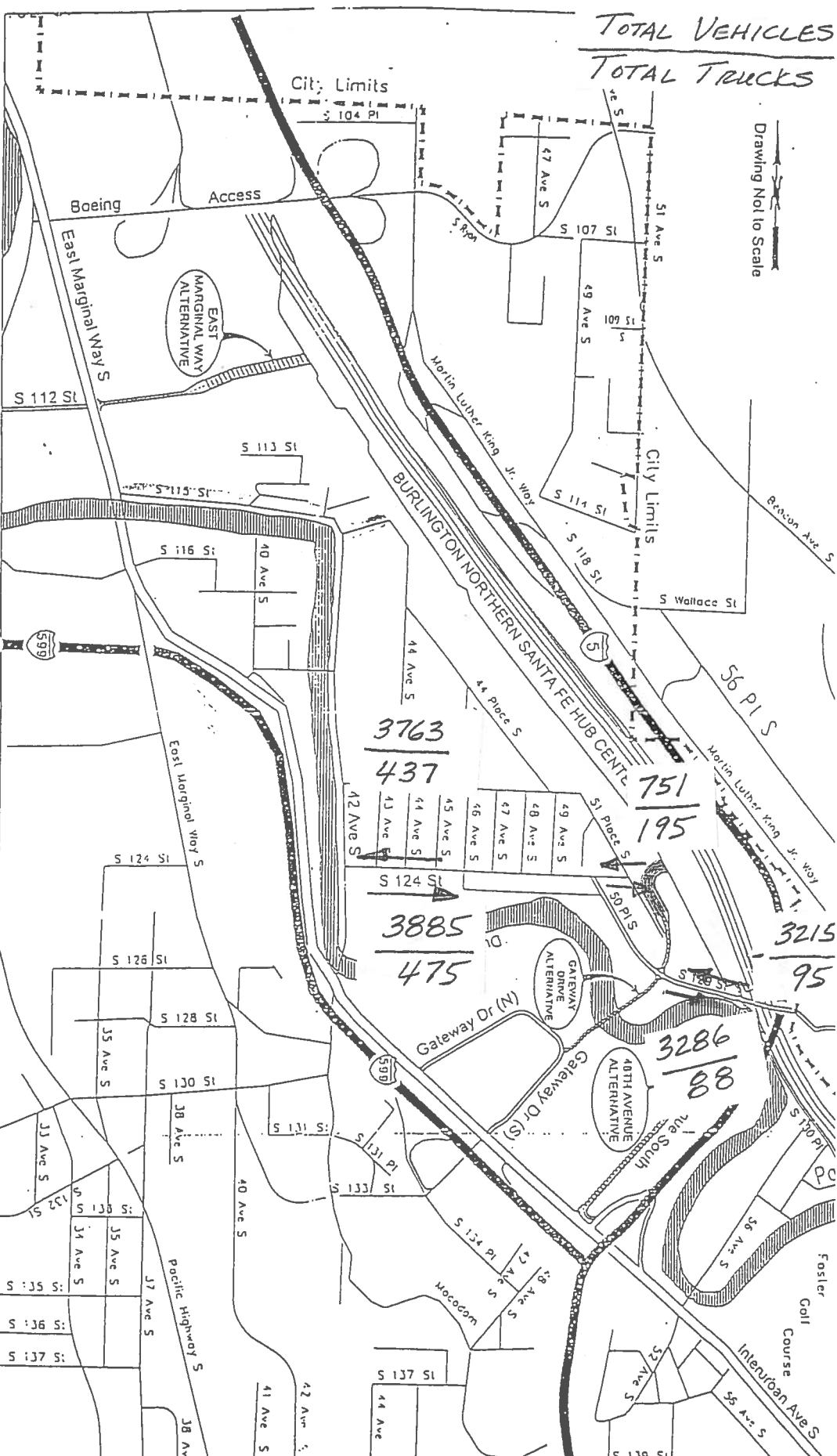


CITY OF TUKWILA
PUBLIC WORKS DEPARTMENT

BURLINGTON NORTHERN SANTA FE
HUB CENTER ACCESS STUDY

Primary Build Alternatives

FIG



TOTAL VEHICLES
TOTAL TRUCKS

Drawing Not to Scale

BNSF Yard Access

Alternative: 48th Avenue South via a new bridge over the Duwamish

Description:

Forty-Eighth Avenue South is a 2,000 foot long dead-end street. It is a 28 foot wide, two-lane curbed street which is widened and channelized with left turn and right turn lanes at the approach to Interurban Avenue. There is a continuous sidewalk along the south side of 48th Avenue and along portions of the north side. It provides access for two gas station/minimarts, a restaurant, a motel, a truck rental firm, several other businesses, and a Yellow Freight Lines truck terminal. A parking lot with six spaces is located at the east end of 48th Avenue with access to the adjacent Interurban trail.

This alternative accesses the BNSF Hub Center at the south end of the facility via a new route from Interurban Avenue along 48th Avenue South. From 48th Avenue South, traffic would cross a new bridge over the Duwamish River, then proceed across 130th Place South via a new intersection; then under the South 129th Street bridge and into the BNSF Hub Center. It would widen 48th Avenue South to three lanes and provide a new I-5 off-ramp rechannelization lane for direct access to 48th Avenue South from the southbound I-5 off-ramp. The proposed bridge is a single-span, concrete girder, concrete deck structure.

Considerations:

Roadway Design

- ◆ Under this option a dramatic loss in level of service occurs at 48th Avenue South. To possibly improve the flow of traffic at this intersection the following are options:
 1. The addition of a third lane to the approach to Interurban Avenue from 48th Avenue South.
 2. The addition of a second left-turn lane from southbound Interurban Avenue to 48th Avenue South.
 3. The addition of a third lane on the southbound I-5 off-ramp for the proposed off-ramp rechannelization.
 4. Closing South 130th Place between 52nd Avenue South and South 129th Street on the east side of the Duwamish River to non-Hub Center traffic.

- ◆ Good coordination of the southbound I-5 off-ramp movement to northbound Interurban Avenue and from 48th Avenue South to southbound Interurban Avenue exists so that those vehicles clear the adjacent signal without being trapped in these short segments (these two intersections are controlled as one intersection in this regard).

- ◆ Combination trucks turning into eastbound 48th Avenue South from both directions on Interurban Avenue encroach on the westbound left-turn lane on 48th Avenue South and also on the southeast corner curb. The radii and throat width for the 48th Avenue South exit lane (eastbound) are substandard for turns by medium and large trucks. Level of Service at this intersection is impacted due to the interconnected signal phasing for the 48th Avenue intersection and the I-5 off-ramp intersection.
- ◆ The existing alignment of 130th Place South would shift to the north to accommodate the new intersection with the 48th Avenue extension. This intersection could most likely be controlled with a four-way stop.
- ◆ Current excessive queuing on the northbound SR-599 off-ramp could benefit under the alternative by changing the existing short right-turn-only lane to an option left-turn/right-turn.

Traffic Volumes:

- ◆ The 48th Avenue option would significantly reduce traffic volumes on South 124th Street between 42nd Avenue South and Interurban Avenue.
- ◆ This option would increase traffic on 50th Place South/South 130th Place north of its intersection with the 48th Avenue extension.
- ◆ 48th Avenue alternative will alter traffic volume patterns but will have little or no impact on traffic volumes on the two freeways (I-5 and SR 599) and their access ramps.
- ◆ Between Interurban Avenue and the existing BP gas station, a new rechannelization lane would be constructed off of the southbound I-5 off-ramp. This lane would be 25 feet wide with a turning radius of 62 feet.
- ◆ About 1000 feet of 48th Avenue South from Interurban Avenue would be widened to the south to accommodate a three-lane roadway with a six-foot sidewalk located on the south side. The traveled way would consist of two, 14-foot wide lanes and one, 12 foot bi-directional turning lane. The remainder of 48th Avenue South to the bridge approach would be widened to accommodate two 14-foot wide lanes.
- ◆ For traffic leaving the BNSF Hub Center, 48th Avenue South's intersection with Interurban Avenue would be modified to consist of a left-turn-only lane, a lane turning left and right, a right-turn-only lane.

- ◆ The roadway on top of the bridge deck would be 28 feet wide with a six-foot sidewalk on the south side. The traveled way would consist of two, 14-foot wide lanes. Traffic barriers would be provided on both sides of the bridge with a 4'-6" high BP railing to accommodate the safety needs of pedestrians and bicyclists.
- ◆ A possible benefit to level of service at the 48th Avenue/Interurban Avenue intersection would stem from closing the 48th Avenue extension to non-Hub Center traffic by closing South 130th Place at South 129th Street on the north and at 52nd Avenue South on the south.
- ◆ A decrease in vehicle miles of Hub Center travel along Interurban Avenue as a compared to existing conditions.
- ◆ BNSF would make internal improvements to the southend of their yard. BNSF would pay for these improvements. Enhanced Hub Center design will improve truck movement within the yard and through the checkpoint.

Hazardous Materials, Wetlands and Socio-Economic Impacts:

- ◆ Interurban Trail will be impacted by this alternative but safe passage and access will be maintained. The existing Interurban Trail is realigned to cross under the new bridge structure as well as provide an atgrade crossing of 48th Avenue South in the event that the Duwamish River floods the trail.
- ◆ Some contaminated soil issues may be associated with this alternative.
- ◆ Potential wetland and river impacts may be associated with the new bridge crossing of the Duwamish River. These impacts can be avoided if the bridge is located above the OHWM.
- ◆ Portions of land will either have to be acquired or an agreement will have to be made with current owners along 48th Avenue.
- ◆ Safety within the Hub Center will improve due to the relocation of the checkpoint facility that will eliminate cross movement of traffic.
- ◆ ESA impacts will have to be considered.

Utilities:

- ◆ Minor utilities expansion with existing lighting and storm drainage facilities.

48TH AVENUE SOUTH

PRO's

- Takes majority of truck traffic off S. 124th.
- Quick Access to freeway
- Least number of impacts to residents.
- Truck noise is moved from a residential street to a commercial street.
- Least costly.
- Decreases traffic flow over the 42nd Avenue bridge and increases its lifespan.
- Little impacts to BNSF Yard operations.

CON's

- Single usage/access to BNSF Yard
- Significant environmental concerns – bridge required over Duwamish River. ESA issues.
- 48th Avenue South would need to be reclassified as an arterial in order to receive grant funding.
- Motel may be impacted because of additional truck noise.
- Funding - Project does not compete well for Freight Mobility Funds because of higher priority projects in the region. Project does not compete well for TIB money because of arterial classification issue. No federal grant competition until FY 2005.
- At least 6 years before solution could be implemented using grant funding.
- Traffic volumes increase on 48th Avenue South.
- Adverse impact on Interurban Avenue traffic flow.
- Significant objection to the proposal from businesses along 48th Avenue South.
- Business properties may be acquired.

BNSF Yard Access

Alternative: Gateway Drive

Description:

This alternative, located one block north of the 48th Avenue Alternative, would access the BNSF Hub Center near its existing gate facility via a new, two-lane roadway from Gateway Drive a new bridge spanning the Duwamish River. This new roadway would then intersect South 50th Place using a traffic circle and enter the BNSF Hub Center. The proposed bridge is a two-span, concrete girder, concrete deck structure.

Gateway Drive is a loop street through the Gateway Corporate Center development with a 48-foot wide, four-lane roadway and a curb and a sidewalk on both sides of the street. The Boeing Employees Credit Union is the single largest traffic generator on Gateway Drive; the Credit Union's 8-by drive-up facility is a major component of the traffic generation and is accessed by a major driveway located at the south corner of the Gateway Drive loop.

This alternative accesses the BNSF Hub Center in a location close to the existing entrance. From Gateway Drive, traffic would cross the Duwamish River over a new bridge and enter a traffic circle and into the BNSF Hub Center at the present location. All traffic that currently uses 50th Place S. and trucks from Western Cascade (Union Tanks Works) and the rendering plant would enter the traffic circle and proceed over the bridge to Gateway Dr and Interurban Ave. South 124th would not be connected to the proposed traffic circle.

The proposed bridge span, is a two-span girder structure with a cast-in-place concrete deck continuous for live load over the center pier. This span is designed to keep any portion of the abutments out of the river during flooding events.

Considerations:

Roadway Design:

- ◆ Current excessive queuing on the northbound SR-599 off-ramp could benefit under this alternative by changing the existing short right-turn-only lane to an option left-turn/right-turn.
- ◆ The No-Left-Turn prohibition for southbound Interurban to Gateway south is critical in enabling that intersection and the closely adjacent SR599 ramp intersection to operate adequately.
- ◆ Currently Gateway Drive is a four-lane collector loop serving the businesses of the Gateway Corporate Center, located on both sides of the road. Currently there is no access to the Interurban Trail from Gateway Drive.
- ◆ The new access roadway from the new intersection at Gateway Drive (s) to the new intersection with 50th Place South would be 24 feet wide with a six-foot sidewalk located on the south side of the roadway. The traveled way would accommodate two, 12 foot-wide lanes.

- ◆ The roadway over the new bridge structure would be consistent with the rest of the roadway and provide traffic barriers on both sides of the bridge with 4' and 6' high BP railing to accommodate the safety needs of pedestrians and bicyclists.

Traffic Volumes:

- ◆ This options will improve the level of service at the intersection of Interurban Avenue and 42nd Avenue South.
- ◆ Gateway Drive alternative will alter traffic volume patterns but will have little or no impact on traffic volumes on the two freeways (I-5 and SR 599) and their access ramps.
- ◆ Three Metro transit bus routes enter Gateway Drive north and traverse the Gateway Drive loop in a clockwise direction until 5:00 p.m.
- ◆ Increased traffic volumes on Gateway Drive (s) as an alternative for the Hub Center would also increase traffic frictions and delay at the other driveway on those streets. Driveway conflicts could increase traffic hazard as well as cause traffic delay and discomfort for the affected motorists on Gateway Drive due to the length of queuing during peak periods.
- ◆ Most significantly affected by driveway delays would be Boeing Credit Union and ITT.

Hazardous Materials, Wetlands and Socio-Economic Impacts:

- ◆ Interurban Trail will be impacted by this alternative but safe passage and access will be maintained. The existing trail would be realigned to cross under the bridge. An access from Gateway Drive would be provided from the west side of the street.
- ◆ Potential wetland and river impacts may be associated with the new bridge crossing of the Duwamish River. These impacts can be avoided if the bridge is located above the OHWM.
- ◆ Potential water quality issues may exist associated with construction and storm water.
- ◆ Portions of land will either have to be acquired or an agreement will have to be made with current owners along Gateway Drive (s) and 50th Place South.
- ◆ ESA impacts will have to be considered.

Utilities:

- ◆ Under this alternative, new roadway lighting and storm drainage facilities will have to be constructed and connected to the existing facilities on Gateway Drive and 50th Place South to accommodate the new roadway and bridge structure.

GATEWAY DRIVE

PRO's

- Takes all truck traffic and a significant portion of automobile traffic off S. 124th.
- Quick access to freeways.
- Truck noise is removed from a residential street to a commercial street.
- Decreases traffic flow over the 42nd Avenue bridge and increases its lifespan.
- No impacts to BNSF Yard operations.

CON's

- Residential properties must be acquired.
- Significant environmental concerns – bridge required over Duwamish River. ESA issues.
- New roadway would need to be reclassified as an arterial in order to receive grant funding.
- Funding – Project does not compete well for Freight Mobility Funds because of higher priority projects in the region. Project does not compete well for TIB money because of arterial classification issue. No federal grant competition until FY2005.
- At least 6 years before solution could be implemented using grant money.
- Traffic volumes significantly increase on Gateway Drive.
- Adverse impact on Interurban Avenue traffic flow.
- Significant objection to proposal from business community.
- Business properties must be acquired.

BNSF Yard Access

Alternative: Airport Way South

Description:

This alternative involves using an existing entrance to the facility and will require the widening of the entrance roadway. This alternative will pass under the existing Boeing Access Road fly over and connects to Airport Way S. approximately 100 feet north of the south bound off ramp from Boeing Access road. This alternative is possible only if the intersection is permitted by the highway agency having jurisdiction.

No property or buildings need to be acquired as part of this alternative. This alternative will require extensive tree removal and brush clearing. Widening of the roadway north of the bridge may impact jurisdictional wetlands which will require a detailed study. A significant amount of rock excavation will be required in the vicinity of the proposed check point canopy. The existing entrance roadway will have to be widened to accommodate traffic in each direction. The improved roadway can be accommodated within one span length of the bridge.

A new checkpoint canopy will be constructed for this alternative. The entrance roadway will tie into the existing parking lane along the west side of the facility. Parking along the full length of the west side of the facility would need to be relocated to avoid loading and unloading conflicts along the west strip track. To replace the trailer and chassis parking volume, approximately six acres of property will need to be acquired which will require rezoning of a residential area.

Considerations:

Roadway Design:

- ◆ Existing entrance is utilized and widened.
- ◆ The improved roadway can be accommodated within one span length of the bridge.
- ◆ The entrance roadway will tie into the existing parking lane along the west side of the facility.
- ◆ Parking along the full length of the west side of the facility would need to be relocated to avoid loading and unloading conflicts along the west strip track.

Traffic Pattern:

- ◆ Traffic could access I-5 either using Airport Way S to Norfolk Road to E. Marginal Way S. to Boeing Access Road or, if a left turn onto Airport Way S. is permissible, head south on Airport Way S to Boeing Access Road.
- ◆ Without a traffic signal the entrance will not operate at the capacity needed to serve the yard.
- ◆ Ramp traffic will conflict with northbound traffic on Airport Way South that will use the entrance.
- ◆ Safety concerns for the truck traffic, train traffic and the railroad property warrants the use of traffic directional devices.

Socio-Economic and Wetland Impacts:

- ◆ Tree removal and brush clearing will be extensive.
- ◆ Widening the roadway north of the bridge may impact jurisdictional wetlands which will require a detailed study.
- ◆ A significant amount of rock excavation will be required in the vicinity of the proposed check point canopy.
- ◆ Rezoning of a residential area.
- ◆ Drainage in the area is poor and improvements will need to be incorporated with consideration of the wetlands in the area.
- ◆ Several utilities exist within the proposed area that will need to be relocated or modified; including a sewer line, natural gas pipeline, and exposed Metro Sewer manhole.
- ◆ Environmental issues at Poverty Hill in the proximity of the check point facility may require mitigation.
- ◆ Will not effect the Interurban Trail
- ◆ The relocated parking to the west side of the facility will require noise mitigation for adjacent property owners. Berms or other noise barriers will need to be maintained.

Utilities:

- ◆ All utilities can be obtained from the existing utilities located in the vicinity.

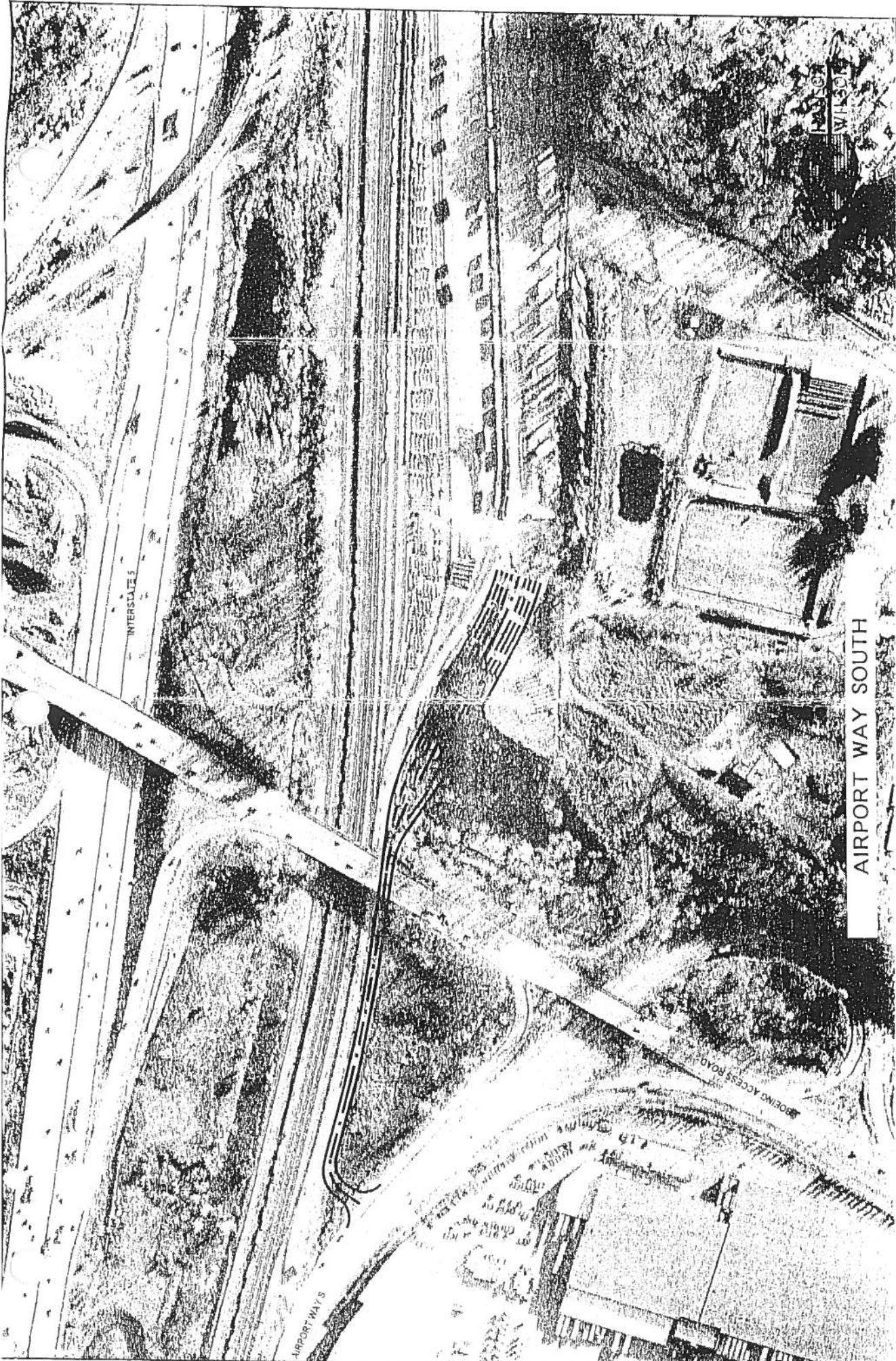
AIRPORT WAY SOUTH

PRO's

- Takes majority of truck traffic off S. 124th Street.
- Quick access to I-5
- Little or no adverse impact upon residents.
- Truck noise is removed from a residential street.
- Favored alternative of residents.
- Decreases traffic flow over the 42nd Avenue bridge and increases its lifespan.

CON's

- Single usage/access to BNSF Yard.
- Significant environmental concerns – proposed roadway must traverse a wetland.
- Funding – Project does not compete well for Freight Mobility Funds because of higher priority projects in the region. Project does not compete well for TIB money because of arterial classification issue. No federal grant competition until FY 2005.
- BNSF Yard operations would be impacted.
- Funds needed to change BNSF Yard operations would be eligible for grant funding because it's on private property.
- At least 6 years before solution could be implemented.
- Significant objection to proposal from BNSF.
- Most costly proposal.



MASON
WILSON

AIRPORT WAY SOUTH

INTERSTATE 5

AIRPORT WAY S

BOEING ACCESS ROAD

Airport Way South Cost Comparison

	Hanson & Wilson (9/1997)	BNSF Task Force Est. (3/2000)	Hal Cooper Estimate (4/2000)	Eng'g Estimate (8/2000)
Property Acq.	\$2,056,000	\$2,500,000	0	\$ 750,000
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Construction	\$4,027,457	\$8,200,000	\$10,965,000	\$5,125,000
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Total	\$16,675,727	\$15,700,000	\$32,330,000	\$15,225,000

TABLE 4-2: PRELIMINARY COST ESTIMATES

ITEM	UNIT	Alternative 1			Alternative 1B			Alternative 2			Alternative 3			Alternative 4		
		UNIT COST	QTY.	TTL. COST	QTY.	TTL. COST	QTY.	TTL. COST	QTY.	TTL. COST	QTY.	TTL. COST	QTY.	TTL. COST		
BUILDING ACQUISITION	SF	\$80	14,000	\$1,120,000	2,000	\$160,000	20,000	\$1,600,000	20,000	\$1,600,000	30,000	\$2,400,000				
LAND ACQUISITION	ACRE	\$76,000	5	\$380,000	1	\$76,000	6	\$456,000	6	\$456,000	40	\$3,040,000				
EASEMENT ACQUISITION	SF	\$2	6,000	\$12,000	6,000	\$12,000	0	\$0	0	\$0	0	\$0				
BUILDING DEMO YARD	LS	\$15	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0				
BUILDING DEMO RES.	SF	\$15	18,000	\$270,000	2,000	\$30,000	20,000	\$300,000	20,000	\$300,000	27,900	\$418,500				
CLEARING & GRUBBING	ACRE	\$5,000	5	\$25,000	2	\$10,000	11	\$55,000	13	\$65,000	12	\$60,000				
TREE REMOVAL	IN-DIA	\$30	200	\$6,000	50	\$1,500	500	\$15,000	500	\$15,000	200	\$6,000				
ROCK EXCAVATION	CY	\$60	0	\$0	0	\$0	43,000	\$2,580,000	60,000	\$3,600,000	0	\$0				
GRADING	CY	\$12	500	\$6,000	400	\$4,800	11,000	\$132,000	15,000	\$180,000	3,200	\$38,400				
FILL IMPORTED	CY	\$15	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0				
SOIL REMOVAL	CY	\$4	1,600	\$6,400	1,000	\$4,000	50,000	\$200,000	64,000	\$256,000	13,500	\$54,000				
CHECKPOINT CANOPY	SF	\$20	0	\$0	8,500	\$170,000	8,500	\$170,000	8,500	\$170,000	8,500	\$170,000				
ENTRANCE ROADWAY	SY	\$30	8,100	\$243,000	7,000	\$210,000	11,000	\$330,000	13,000	\$390,000	12,500	\$375,000				
EMPLOYEE PARKING	SY	\$16	7,500	\$120,000	7,500	\$120,000	7,500	\$120,000	7,500	\$120,000	7,500	\$120,000				
TRAILER PARKING	SY	\$50	0	\$0	0	\$0	17,000	\$850,000	17,000	\$850,000	17,000	\$850,000				
STORM SEWER	LF	\$35	1,300	\$45,500	650	\$22,750	2,000	\$70,000	2,400	\$84,000	4,000	\$140,000				
CATCH BASINS	EA	\$1,500	5	\$7,500	3	\$4,500	6	\$9,000	6	\$9,000	10	\$15,000				
WATER MAIN	LF	\$55	0	\$0	100	\$5,500	500	\$27,500	200	\$11,000	500	\$27,500				
FIRE HYDRANTS	LF	\$5,000	1	\$5,000	1	\$5,000	2	\$10,000	2	\$10,000	2	\$10,000				
ELECT./COMM. CONDUIT	LF	\$50	650	\$32,500	650	\$32,500	500	\$25,000	200	\$10,000	500	\$25,000				
ELECT./COMM CABLE	LF	\$18	1,300	\$23,400	1,300	\$23,400	1,000	\$18,000	400	\$7,200	1,000	\$18,000				
LIGHT TOWER 30'	EA	\$8,000	7	\$56,000	4	\$32,000	8	\$64,000	8	\$64,000	8	\$64,000				
BUILDING OFFICE	SF	\$120	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0				
BUILDING SHOPS	SF	\$100	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0				
PAVEMENT REMOVAL	SY	\$25	2,000	\$50,000	500	\$12,500	0	\$0	0	\$0	1,500	\$37,500				
SANITARY SEWER	LF	\$30	0	\$0	500	\$15,000	2,500	\$75,000	200	\$6,000	200	\$6,000				
AGG BASE COARSE	CY	\$15	5,000	\$75,000	2,500	\$37,500	5,500	\$82,500	6,500	\$97,500	6,250	\$93,750				
FENCING/GUARD RAIL	LF	\$20	2,500	\$50,000	1,000	\$20,000	3,600	\$72,000	3,370	\$67,400	3,200	\$64,000				
CLOSED CIRCUIT CAM.	LS	\$100,000	0	\$0	1	\$100,000	1	\$100,000	1	\$100,000	1	\$100,000				
BRIDGE	SF	\$100	30,000	\$3,000,000	30,000	\$3,000,000	0	\$0	0	\$0	0	\$0				
ST. EXTEN. (LIGHTS, DRAINS)	SY	\$33	5,300	\$174,900	5,300	\$174,900	0	\$0	0	\$0	0	\$0				
TRAFFIC SIGNAL	LS	\$200,000	1	\$200,000	1	\$200,000	1	\$200,000	1	\$200,000	1	\$200,000				
SUB-TOTAL				\$5,908,200		\$4,798,850		\$7,561,000		\$8,705,600		\$8,332,650				
CONTINGENCIES 20%				\$1,181,640		\$959,770		\$1,512,200		\$1,741,120		\$1,666,530				
ENGINEERING 17%				\$1,004,394		\$815,805		\$1,285,370		\$1,479,952		\$1,416,551				
SUB-TOTAL				\$8,094,234		\$6,574,425		\$10,358,570		\$11,926,672		\$11,415,731				
NIPV 20 YR OP. COST (AT 8%)				\$0		\$68,000		\$5,486,900		\$5,486,900		\$8,626,250				
SALES TAX 10%				\$658,223.40		\$632,642.45		\$830,257.00		\$987,067.20		\$597,573.05				
TOTAL				\$8,752,457		\$7,275,067		\$16,675,727		\$18,400,639		\$20,639,554				



EIS NOT INCLUDED IN CONTINGENCY AND ENGINEERING COSTS FOR RTA NOT INCLUDED IN THE ESTIMATE

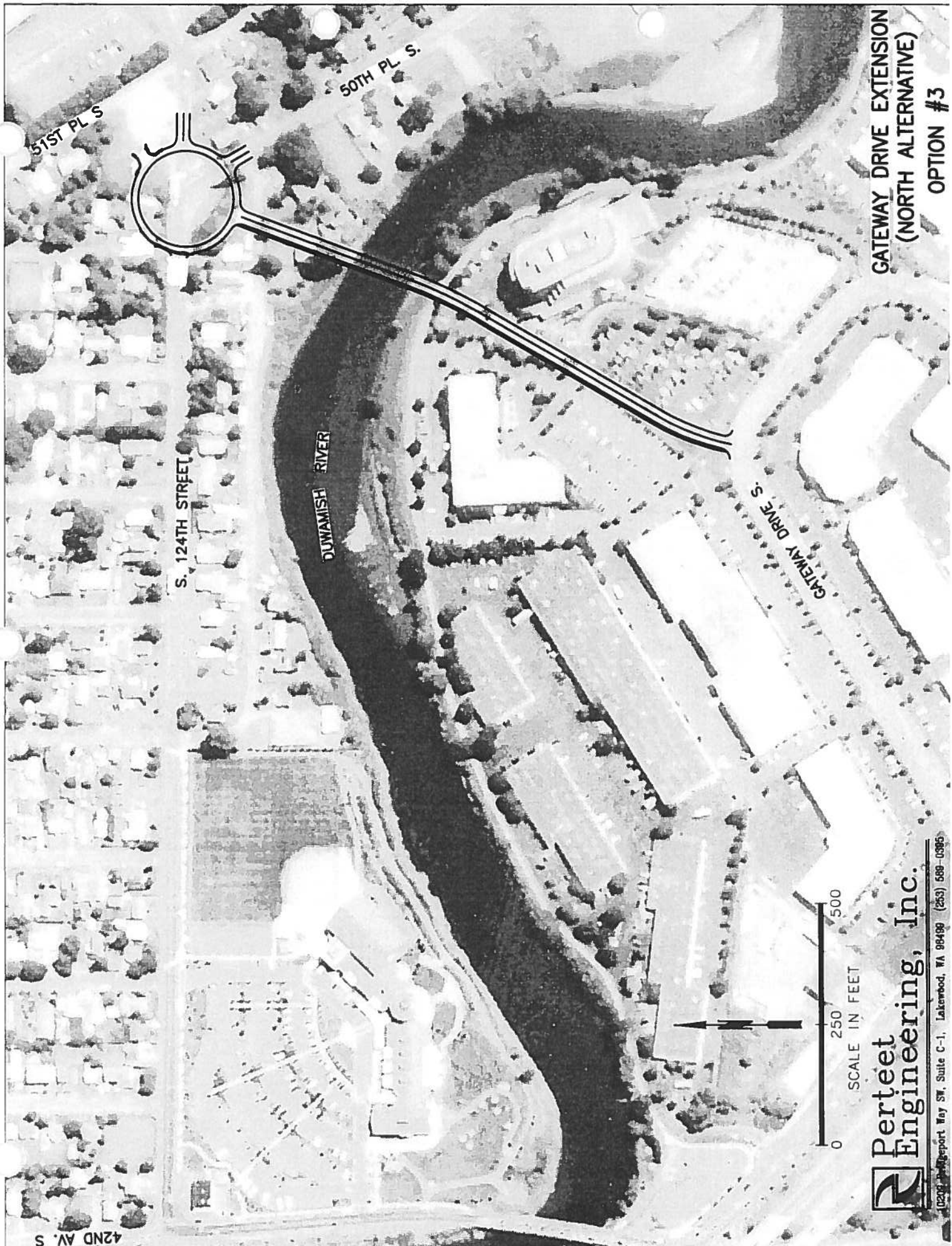
TABLE 12

ESTIMATED CAPITAL COSTS OF THE PROPOSED ALTERNATIVE SOLUTIONS FOR IMPROVED ROADWAY ACCESS FOR TRUCK MOVEMENTS INTO AND OUT OF THE EXISTING BURLINGTON NORTHERN SANTA FE RAILROAD SOUTH SEATTLE INTERMODAL YARD TERMINAL HUB CENTER IN THE ALLENTOWN AREA OF THE CITY OF TUKWILA

Specific Project Cost Factor	Alternative No. 1 Airport Way South	Alternative No. 2 Boeing Access Road	Alternative No. 3 East Marginal Way	Alternative No. 4 South 115 th Street	Alternative No. 5 South 124 th Street	Alternative No. 6 Martin Luther King Way	Alternative No. 7 Interstate 5 Freeway	Alternative No. 8 Gateway Drive North	Alternative No. 9 Gateway Drive South	Alternative No. 10 Interurban Ave. South	Alternative No. 11 48 th Avenue South	Alternative No. 12 56 th Avenue South
BNSF Railroad Expense	13,000,000	13,000,000	13,000,000	13,000,000	1,000,000	13,000,000	5,000,000	3,500,000	2,000,000	3,000,000	3,000,000	3,000,000
Other Business Expense	0	0	0	0	0	0	0	1,500,000	0	1,300,000	1,800,000	0
Total Private Sector	13,000,000	13,000,000	13,000,000	13,000,000	1,000,000	13,000,000	5,000,000	5,000,000	2,000,000	4,300,000	4,800,000	3,000,000
Land Acquisition Cost	0	0	0	1,350,000	750,000	0	0	1,050,000	1,400,000	550,000	0	0
Residential Displacement Cost	0	0	0	2,700,000	5,100,000	0	0	450,000	450,000	0	300,000	8,700,000
Business Displacement Cost	0	0	0	0	0	0	0	1,050,000	0	1,600,000	4,500,000	0
Property Displacement Cost	0	0	0	2,700,000	5,100,000	0	0	1,500,000	450,000	1,600,000	4,800,000	8,700,000
Roadway Construction Cost	4,060,000	2,800,000	3,600,000	3,000,000	3,250,000	400,000	200,000	4,800,000	4,000,000	4,000,000	3,550,000	4,250,000
Bridge Construction Cost	0	0	0	0	300,000	8,000,000	7,500,000	2,250,000	2,550,000	2,750,000	2,250,000	0
Intersection Modifications	750,000	500,000	450,000	1,400,000	700,000	2,500,000	5,000,000	700,000	700,000	1,000,000	450,000	750,000
Noise Barrier Installation	0	0	0	0	50,000	0	0	0	0	0	0	0
Utility Relocation Cost	1,000,000	1,000,000	2,500,000	500,000	0	0	0	150,000	150,000	100,000	0	250,000
Direct Construction Cost	5,750,000	5,300,000	6,550,000	4,900,000	4,300,000	10,900,000	12,700,000	7,900,000	7,400,000	7,850,000	6,250,000	5,250,000
Environmental Mitigation	2,500,000	3,500,000	1,500,000	5,500,000	100,000	0	0	750,000	750,000	450,000	500,000	1,000,000
Other Indirect Costs	0	0	0	1,400,000	0	0	0	550,000	550,000	550,000	0	0
Direct Project Cost	21,250,000	21,800,000	21,050,000	27,500,000	10,500,000	23,900,000	17,700,000	15,400,000	11,150,000	14,750,000	16,350,000	17,900,000
12.5 Project Mobilization Cost	2,655,000	2,725,000	2,630,000	3,440,000	1,315,000	2,990,000	2,215,000	1,925,000	1,395,000	1,845,000	2,045,000	2,245,000
17.0 Engineering Design Cost	4,155,000	4,170,000	4,025,000	5,425,000	2,010,000	4,570,000	3,385,000	2,945,000	2,135,000	2,820,000	3,125,000	3,425,000
15.0 Construction Management Cost	4,210,000	4,305,000	4,155,000	5,455,000	2,075,000	4,720,000	3,495,000	3,040,000	2,200,000	2,915,000	3,230,000	3,535,800
Total Project Cost	32,330,000	33,000,000	31,860,000	41,820,000	15,900,000	36,180,000	26,795,000	23,310,000	16,880,000	22,330,000	24,750,000	27,105,000

	Unit	48th Avenue		Gateway		124th Improve		North Access		
		Unit Price	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Building	SF	\$ 87.00								
Land Acquisition	AC	\$ 80,000.00	1	\$ 80,000.00						
Easement Acq.	AC	\$ 2,500.00								
Misc.	LS			\$ 1,170,000.00						
Total:				\$ 1,250,000.00				\$ 455,000.00		
Demolition	SF	\$ 16.00		\$ 2,250,000.00				\$ 3,500,000.00		\$ 750,000.00
Clearing & Grubbing	AC	\$ 5,300.00	3,125	\$ 50,000.00	8,600	\$ 137,600.00	35,000	\$ 560,000.00	5,747	\$ 91,952.00
Grading	CY	\$ 25.00	500	\$ 12,500.00	2,750	\$ 14,840.00	11,500	\$ 60,950.00	12	\$ 63,600.00
Imported Fill Mat'l	CY	\$ 15.00	1,100	\$ 16,500.00	1,500	\$ 22,500.00	100	\$ 2,500.00	3,200	\$ 48,000.00
Excavation	CY	\$ 25.00	1,000	\$ 25,000.00	1,000	\$ 25,000.00	114,063	\$ 1,710,950.00	37,750	\$ 566,250.00
Storm Water	LF	\$ 45.00	3,000	\$ 135,000.00	2,100	\$ 94,500.00	2,000	\$ 50,000.00	13,500	\$ 337,500.00
Catch Basins	EA	\$ 1,500.00	13	\$ 19,500.00	22	\$ 33,000.00	2,133	\$ 96,000.00	4,000	\$ 180,000.00
Water Main	LF	\$ 60.00					16	\$ 24,000.00	10	\$ 15,000.00
Fire Hydrants	EA	\$ 5,000.00					2,000	\$ 120,000.00	500	\$ 30,000.00
Pavement Removal	SY	\$ 25.00	2,400	\$ 60,000.00	29,000	\$ 725,000.00	4	\$ 20,000.00	2	\$ 10,000.00
Sanitary Sewer	LF	\$ 45.00					6,500	\$ 162,500.00	1,500	\$ 37,500.00
Bridge Construction	SF	\$ 600.00	4,826	\$ 2,895,600.00	7,487	\$ 4,492,310.00	2,000	\$ 90,000.00	200	\$ 9,000.00
Sound Walls	SF	\$ 20.00								
Retaining Walls	CY	\$ 520.00	180	\$ 93,600.00	175	\$ 91,000.00	14,400	\$ 288,000.00		
Traffic Signal	EA	\$ 160,000.00								
Asphalt Paving	TN	\$ 50.00	2,000	\$ 100,000.00	11,250	\$ 562,500.00			1	\$ 160,000.00
Aggregate Base Course	TN	\$ 35.00	2,200	\$ 77,000.00	10,200	\$ 357,000.00	2,100	\$ 105,000.00	31,850	\$ 1,592,500.00
Sidewalk Installation	SF	\$ 5.00	11,000	\$ 55,000.00	66,000	\$ 264,000.00	1,900	\$ 66,500.00	45,963	\$ 1,608,698.00
Curb & Gutter Installation	LF	\$ 15.00	2,000	\$ 30,000.00	22,000	\$ 330,000.00	23,400	\$ 93,600.00		
Mobilization	%			\$ 175,000.00		\$ 400,000.00	5,000	\$ 75,000.00	3,000	\$ 45,000.00
Total Construction				\$ 3,750,000.00		\$ 7,750,000.00		\$ 3,750,000.00		\$ 5,125,000.00
Design	%			\$ 375,000.00		\$ 800,000.00		\$ 535,000.00		\$ 495,000.00
Construction Eng'g	%			\$ 175,000.00		\$ 700,000.00		\$ 340,000.00		\$ 480,000.00
Total Engineering				\$ 550,000.00		\$ 1,500,000.00		\$ 875,000.00		\$ 975,000.00
BNSF Yard Costs	LS			\$ 1,500,000.00		\$				\$ 8,375,000.00
Total Project Cost				\$ 7,050,000.00		\$ 11,500,000.00		\$ 8,125,000.00		\$ 15,225,000.00

Tuchman



**GATEWAY DRIVE EXTENSION
(NORTH ALTERNATIVE)
OPTION #3**

**Perteeet
Engineering, Inc.**
10230 1st Avenue SE, Suite C-1, Lakewood, WA 98409 (253) 688-0395

42ND AV. S

51ST PL S

50TH PL S

S. 124TH STREET

DUWAMISH RIVER

GATEWAY DRIVE S

0 250 500
SCALE IN FEET



	Unit	Unit Price	48th Avenue Quantity	Amount	Gateway Quantity	Amount	124th Improve Quantity	Amount	North Access Quantity	Amount
Building	SF	\$ 87.00			8,600	\$ 748,200.00				
Land Acquisition	AC	\$ 80,000.00	1	\$ 80,000.00					5,747	\$ 500,000.00
Easement Acq.	AC	\$ 2,500.00							3.1	\$ 250,000.00
Misc.	LS									
				\$ 1,170,000.00		\$ 1,501,800.00		\$ 455,000.00		
Total				\$ 1,250,000.00		\$ 2,250,000.00		\$ 3,500,000.00		\$ 750,000.00
Demolition	SF	\$ 16.00	3,125	\$ 50,000.00	8,600	\$ 137,600.00	35,000	\$ 560,000.00	5,747	\$ 91,952.00
Clearing & Grubbing	AC	\$ 5,300.00	1	\$ 5,300.00	2.8	\$ 14,840.00	11.5	\$ 60,950.00	12	\$ 63,600.00
Grading	CY	\$ 25.00	500	\$ 12,500.00	2,750	\$ 41,250.00	100	\$ 2,500.00	3,200	\$ 48,000.00
Imported Fill Mat'l	CY	\$ 15.00	1,100	\$ 16,500.00	1,500	\$ 22,500.00	114,063	\$ 1,710,950.00	37,750	\$ 566,250.00
Excavation	CY	\$ 25.00	1,000	\$ 25,000.00	1,000	\$ 25,000.00	2,000	\$ 50,000.00	13,500	\$ 337,500.00
Storm Water	LF	\$ 45.00	3,000	\$ 135,000.00	2,100	\$ 94,500.00	2,133	\$ 96,000.00	4,000	\$ 180,000.00
Catch Basins	EA	\$ 1,500.00	13	\$ 19,500.00	22	\$ 33,000.00	16	\$ 24,000.00	10	\$ 15,000.00
Water Main	LF	\$ 60.00					2,000	\$ 120,000.00	500	\$ 30,000.00
Fire Hydrants	EA	\$ 5,000.00					4	\$ 20,000.00	2	\$ 10,000.00
Pavement Removal	SY	\$ 25.00	2,400	\$ 60,000.00	29,000	\$ 725,000.00	6,500	\$ 162,500.00	1,500	\$ 37,500.00
Sanitary Sewer	LF	\$ 45.00					2,000	\$ 90,000.00	200	\$ 9,000.00
Bridge Construction	SF	\$ 600.00	4,826	\$ 2,895,600.00	7,487	\$ 4,492,310.00				
Sound Walls	SF	\$ 20.00								
Retaining Walls	CY	\$ 520.00	180	\$ 93,600.00	175	\$ 91,000.00	14,400	\$ 288,000.00		
Traffic Signal	EA	\$ 160,000.00								
Asphalt Paving	TN	\$ 50.00	2,000	\$ 100,000.00	11,250	\$ 562,500.00	2,100	\$ 105,000.00	1	\$ 160,000.00
Aggregate Base Course	TN	\$ 35.00	2,200	\$ 77,000.00	10,200	\$ 357,000.00	1,900	\$ 66,500.00	31,850	\$ 1,592,500.00
Sidewalk Installation	SF	\$ 5.00	11,000	\$ 55,000.00	66,000	\$ 264,000.00	23,400	\$ 93,600.00	45,963	\$ 1,608,698.00
Curb & Gutter Installation	LF	\$ 15.00	2,000	\$ 30,000.00	22,000	\$ 330,000.00	5,000	\$ 75,000.00	3,000	\$ 45,000.00
Mobilization	%			\$ 175,000.00		\$ 400,000.00		\$ 225,000.00		\$ 330,000.00
Total Construction				\$ 3,750,000.00		\$ 7,750,000.00		\$ 3,750,000.00		\$ 5,125,000.00
Design	%			\$ 375,000.00		\$ 800,000.00		\$ 535,000.00		\$ 495,000.00
Construction Eng'g	%			\$ 175,000.00		\$ 700,000.00		\$ 340,000.00		\$ 480,000.00
Total Engineering				\$ 550,000.00		\$ 1,500,000.00		\$ 875,000.00		\$ 975,000.00
BNSF Yard Costs	LS			\$ 1,500,000.00		\$		\$		\$ 8,375,000.00
Total Project Cost				\$ 7,050,000.00		\$ 11,500,000.00		\$ 8,125,000.00		\$ 15,225,000.00

10/2/2011

BNSF Yard Access

Alternative: S. 124th Street Realignment

Description:

This alternative proposes to widen and realign S. 124th Street. A new 28' wide roadway with a 6' sidewalk along both sides is proposed. The roadway will be realigned at the corner of 42nd Avenue S. and S. 124th Street. Approximately 1000 feet west of 42nd Avenue S, S 124th Street is shifted 60' south to accommodate a noise berm. The proposed noise berm is approximately 60' wide and 10' high.

This alternative has significant impacts to the adjacent residential neighborhood, requiring several streets to be cul-de-sac'd to the north and the demolition of approximately 23 homes to the south. However, with the acquisition of the land to build the roadway and demolition of the homes, the City will have the land to create a linear park between the realigned roadway and the Duwamish River, connecting the existing park to the west and the farmhouse to the east. With this alternative, the existing BNSF Yard access off of S. 124th street will be maintained.

Considerations:

Roadway Design:

- Existing BNSF Yard entrance is utilized.

Traffic Pattern:

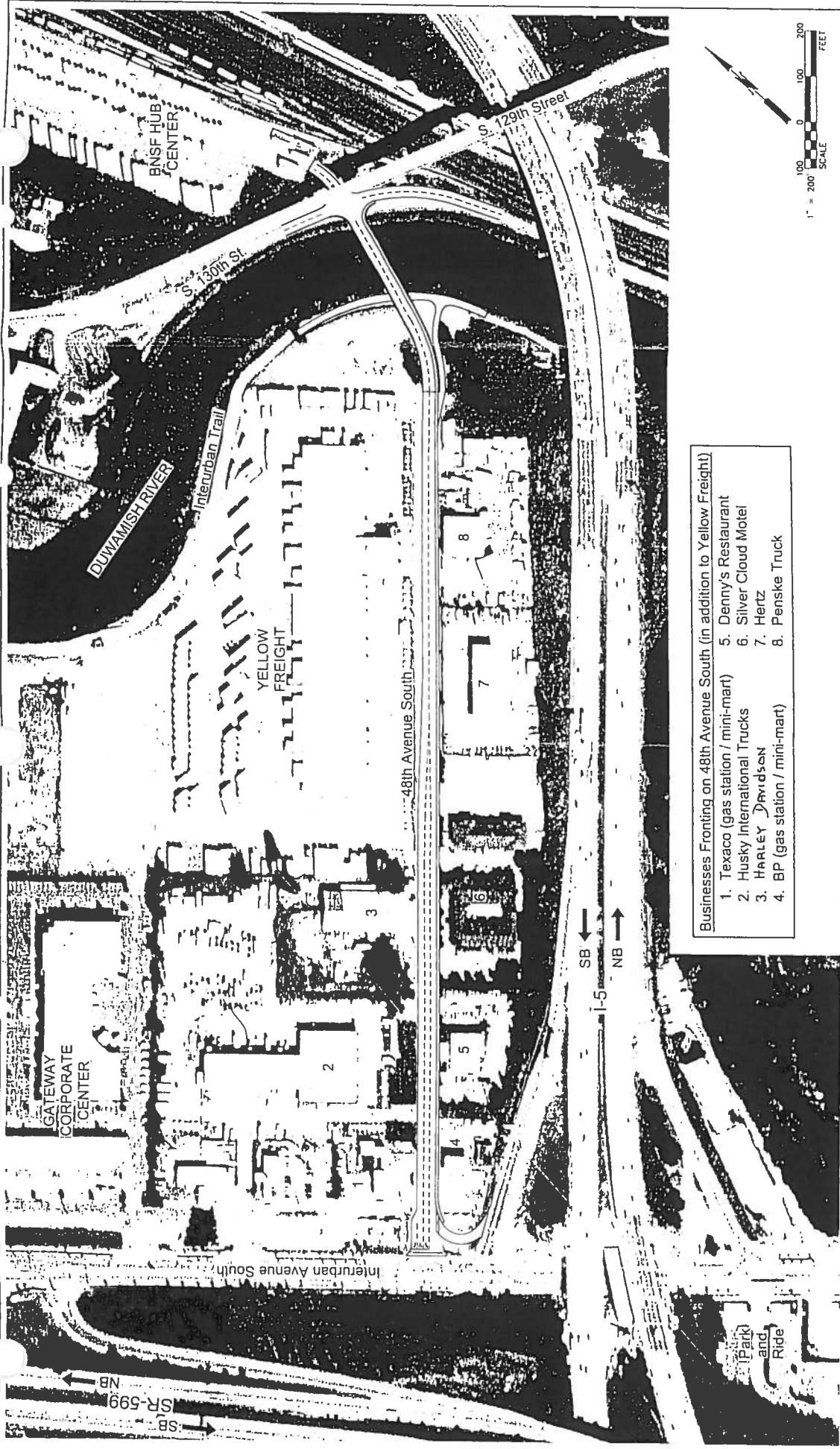
- Traffic will continue to access the BNSF Yard via Interurban Avenue South, S. 124th Street and 50th Place S.

Socio-Economic and Wetland Impacts:



- Some tree and brush removal will be required.
- Extensive property acquisition and residential building demolition is required.
- A noise barrier will be constructed along the north side of the road, minimizing noise pollution to the north.

Utilities:

- It is anticipated that all major utilities will need to be relocated north or south of the existing roadway to accommodate the noise berm.



- Businesses Fronting on 48th Avenue South (in addition to Yellow Freight)**
1. Texaco (gas station / mini-mart)
 2. Husky International Trucks
 3. HARLEY Davidson
 4. BP (gas station / mini-mart)
 5. Denny's Restaurant
 6. Silver Cloud Motel
 7. Hertz
 8. Penske Truck

 <p>Harding Lawson Associates Infrastructure, Inc.</p>	 <p>CITY OF TUKWILA PUBLIC WORKS DEPARTMENT</p>	<p>BURLINGTON NORTHERN SANTA FE HUB CENTER ACCESS STUDY</p>	<p>48th Avenue Alternative Aerial</p>
		<p>FIGURE 5-1</p>	<p>Page 5-2</p>

48th Avenue South Cost Comparison

	HLA Estimate (6/98)	Hal Cooper Estimate (2/2000)	BNSF Task Force Est. (3/2000)	Hal Cooper Revised (4/2000)	Eng'g Estimate (8/2000)
Property Acquisition	\$ 7,600	\$ 150,000	\$ 150,000	\$ 9,600,000	\$ 1,250,000
Design/Eng'g	\$ 481,171	\$ 1,850,000	\$ 1,850,000	\$ 6,355,000	\$ 550,000
Construction	\$ 1,782,116	\$ 5,200,000	\$ 6,925,000	\$ 5,795,000	\$ 3,750,000
BNSF Yard Costs	\$ 0	0	0	\$ 3,000,000	\$ 1,500,000
Total	\$ 2,838,608	\$ 7,200,000	\$ 8,925,000	\$ 24,750,000	\$ 7,050,000

Table 8-1 Cost Estimate Matrix

No.	Work Item	Unit	Unit Price	48th Avenue Alt.		Gateway Drive Alt.		E. Marginal Wy. Alt.	
				Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
<i>Land Acquisition</i>									
1	Building & Land Acquis.	AC	76,000	0.10	7,600	16.89	1,284,000	35.58	2,704,000
2	Easement Acquisition	AC	2	0	0	6,000	12,000	0	0
<i>Land Acquisition Total</i>					7,600		1,296,000		2,704,000
<i>Construction</i>									
3	Residential Bldg Demo.	SF	15	0	0	18,000	270,000	27,900	418,500
4	Clearing and Grubbing	AC	5,000	0 ⁽¹¹⁾	0	5	25,000	4	20,000
5	Tree Removal	IN-DIA	30	0	0	200	6,000	200	6,000
6	Grading	CY	12	500	6,000	2,500	30,000	3,200	38,400
7	Imported Fill Material	CY	15	1,100	16,500	1,500	22,500	1,500	22,500
8	Excavation	CY	10	1,400	14,000	1,600	16,000	13,500	135,000
9	Storm Sewer	LF	35	2,900	101,500	2,000	70,000	1,600	56,000
10	Catch Basins	EA	1,500	13	19,500	20	30,000	16	24,000
11	Water Main	LF	55	0	0	0	0	500	27,500
12	Fire Hydrants	EA	5,000	0	0	0	0	2	10,000
13	Pavement Removal	SY	25	2,400	60,000	2,000	50,000	1,500	37,500
14	Sanitary Sewer	LF	30	0	0	0	0	0	0
15	Fencing for BNSF Areas	LF	20	0	0	2,500	50,000	3,200	64,000
16	Bridge	SF	156	6,650	1,105,000	11,709	1,963,500	0	0
17	Retaining Walls	CY	489	180	94,605	230	120,700	0	0
18	Traffic Signal	EA	100,000	0	0	0	0	1	100,000
19	Asphalt Paving	TN	35	2,000	70,000	4400 ⁽¹³⁾	154,000	4600 ⁽¹³⁾	161,000
20	Aggregate Base Course	TN	20	2,200	44,000	4,600	92,000	4,600	92,000
21	Sidewalk Removal	SF	1	10,000	10,000	300	300	300	300
22	Curb & Gutter Removal	LF	6	2,000	12,000	50	300	50	300
23	Catch Basin Removal	EA	200	10	2,000	0	0	0	0
24	Storm Sewer Removal	LF	2	2,000	4,000	0	0	0	0
25	Sidewalk Installation	SF	2	11,000	22,000	7,700	15,400	8,000	16,000
26	Curb & Gutter Installation	LF	7	2,000	14,000	3,500	24,500	3,100	21,700
27	Erosion Control	LS	n/a	n/a	25,000	n/a	25,000	n/a	25,000
Construction Subtotal					1,620,105		2,965,200		1,275,700
28	Mobilization @ 10% of Construction Subtotal				162,011		296,520		127,570
<i>Construction Total</i>					1,782,116		3,261,720		1,403,270
<i>Engineering</i>									
29	Preliminary Engineering @ 15% of Construction				267,317		489,258		210,491
30	Construction Engineering @ 12% of Construction				213,854		391,406		168,392
<i>Engineering Total</i>					481,171		880,664		378,883
Subtotal (Land + Construction + Engineering)					2,270,887		5,438,384		4,486,153
31	Contingencies @ 25% of Subtotal				567,722		1,359,596		1,121,538
Total					2,838,608		6,785,981		5,607,691
32	Hub Center Improvements ¹²								3,380,000
Total for Alternative					2,838,608		6,785,981		8,987,691

- 11 Since there is no paving over large vegetated areas, there is minimal clearing and grubbing for this alternative. As a result, the clearing and grubbing has been made incidental to this portion of the estimate.
- 12 These are the estimated costs that will be incurred by the BNSF to move the receiving and storage facilities to the north portion of the Hub Center. This cost was given in the Hanson Wilson report.
- 13 Quantity includes asphalt for new queuing area

INITIAL COST ANALYSIS
of the
ALTERNATIVE OPTION EVALUATION
for the
BNSF INTERMODAL TERMINAL
~~for the~~
Submitted to

Mr. James Morrow, Director
City of Tukwila Washington
Department of Public Works
6200 Southcenter Blvd
Tukwila, Washington 98188

Prepared by

Hal R. Cooper, Jr.
Consulting Engineer
Cooper Consulting Company
11715 NE 145th Street
Kirkland, Washington 98034

Case for 48th Avenue South Improvements

Land Acquisition

$$7,500 \text{ sf} \times 20\$/\text{sf} = 150,000$$

Home Purchases

$$\text{None} = 0$$

Intersection Improvements

$$1 \times 450,000 = 450,000$$

Roadway Improvements

$$1,750 \text{ ft} \times 1,000\$/\text{ft} = 1,750,000$$

New Bridge Construction

$$250 \text{ ft} \times 7,500\$/\text{ft} = 1,875,000$$

Other Improvement Costs

$$= 1,000,000$$

Environmental Mitigation

$$500 \text{ sf} \times 10,000\$/\text{sf} = 5,000,000$$

New Roadway Construction

$$300 \text{ ft} \times 2,500\$/\text{ft} = 750,000$$

Direct Construction Cost 4,750,000

Project Mobilization Cost $-(0.125)$ 600,000 5,350,000

Engineering Design Cost $-(0.170)$ 910,000 6,260,000

Construction Management Fee (0.150) 940,000 7,200,000

TABLE 12

ESTIMATED CAPITAL COSTS OF THE PROPOSED ALTERNATIVE SOLUTIONS FOR IMPROVED ROADWAY ACCESS FOR TRUCK MOVEMENTS INTO AND OUT OF THE EXISTING BURLINGTON NORTHERN SANTA FE RAILROAD SOUTH SEATTLE INTERMODAL YARD TERMINAL HUB CENTER IN THE ALLENTOWN AREA OF THE CITY OF TUKWILA

Specific Project Cost Factor	Alternative No. 1 Airport Way South	Alternative No. 2 Boeing Access Road	Alternative No. 3 East Marginal Way	Alternative No. 4 South 115 th Street	Alternative No. 5 South 124 th Street	Alternative No. 6 Martin Luther King Way	Alternative No. 7 Interstate 5 Freeway	Alternative No. 8 Gateway Drive North	Alternative No. 9 Gateway Drive South	Alternative No. 10 Interurban Ave. South	Alternative No. 11 48 th Avenue South	Alternative No. 12 56 th Avenue South
BNSF Railroad Expense	13,000,000	13,000,000	13,000,000	13,000,000	1,000,000	13,000,000	5,000,000	3,500,000	2,000,000	3,000,000	3,000,000	3,000,000
Other Business Expense	0	0	0	0	0	0	0	1,500,000	0	1,300,000	1,800,000	0
Total Private Sector	13,000,000	13,000,000	13,000,000	13,000,000	1,000,000	13,000,000	5,000,000	5,000,000	2,000,000	4,300,000	4,800,000	3,000,000
Land Acquisition Cost	0	0	0	1,350,000	750,000	0	0	1,050,000	1,400,000	550,000	0	0
Residential Displacement Cost	0	0	0	2,700,000	5,100,000	0	0	450,000	450,000	0	300,000	8,700,000
Business Displacement Cost	0	0	0	0	0	0	0	1,050,000	0	1,600,000	4,500,000	0
Property Displacement Cost	0	0	0	2,700,000	5,100,000	0	0	1,500,000	450,000	1,600,000	4,800,000	8,700,000
Roadway Construction Cost	4,060,000	2,800,000	3,600,000	3,000,000	3,250,000	400,000	200,000	4,800,000	4,000,000	4,000,000	3,550,000	4,250,000
Bridge Construction Cost	0	0	0	0	300,000	8,000,000	7,500,000	2,250,000	2,550,000	2,750,000	2,250,000	0
Intersection Modifications	750,000	500,000	450,000	1,400,000	700,000	2,500,000	5,000,000	700,000	700,000	1,000,000	450,000	750,000
Noise Barrier Installation	0	0	0	0	50,000	0	0	0	0	0	0	0
Utility Relocation Cost	1,000,000	1,000,000	2,500,000	500,000	0	0	0	150,000	150,000	100,000	0	250,000
Direct Construction Cost	5,750,000	5,300,000	6,550,000	4,900,000	4,300,000	10,900,000	12,700,000	7,900,000	7,400,000	7,850,000	6,250,000	5,250,000
Environmental Mitigation	2,500,000	3,500,000	1,500,000	5,500,000	100,000	0	0	750,000	750,000	450,000	500,000	1,000,000
Other Indirect Costs	0	0	0	1,400,000	0	0	550,000	550,000	550,000	0	0	0
Direct Project Cost	21,250,000	21,800,000	21,050,000	27,500,000	10,500,000	23,900,000	17,700,000	15,400,000	11,150,000	14,750,000	16,350,000	17,900,000
12.5 Project Mobilization Cost	2,655,000	2,725,000	2,630,000	3,440,000	1,315,000	2,990,000	2,215,000	1,925,000	1,395,000	1,845,000	2,045,000	2,245,000
17.0 Engineering Design Cost	4,155,000	4,170,000	4,025,000	5,425,000	2,010,000	4,570,000	3,385,000	2,945,000	2,135,000	2,820,000	3,125,000	3,425,000
15.0 Construction Management Cost	4,210,000	4,305,000	4,155,000	5,455,000	2,075,000	4,720,000	3,495,000	3,040,000	2,200,000	2,915,000	3,230,000	3,535,800
Total Project Cost	32,270,000	33,000,000	31,860,000	41,820,000	15,900,000	36,180,000	28,795,000	23,310,000	18,880,000	22,330,000	24,750,000	27,105,000

Attachment I

	Unit	Unit Price	48th Avenue		Gateway		124th Improve		North Access	
			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Building	SF	\$ 87.00								
Land Acquisition	AC	\$ 80,000.00	1	\$ 80,000.00						
Easement Acq.	AC	\$ 2,500.00								
Misc.	LS									
				\$ 1,170,000.00						\$ 455,000.00
Total:				\$ 1,250,000.00						\$ 3,500,000.00
Demolition	SF	\$ 16.00	3,125	\$ 50,000.00	8,600	\$ 137,600.00	35,000	\$ 560,000.00	5,747	\$ 91,952.00
Clearing & Grubbing	AC	\$ 5,300.00	1	\$ 5,300.00	2.8	\$ 14,840.00	11.5	\$ 60,950.00	12	\$ 63,600.00
Grading	CY	\$ 25.00	500	\$ 12,500.00	2,750	\$ 41,250.00	100	\$ 2,500.00	3,200	\$ 48,000.00
Imported Fill Mat'l	CY	\$ 15.00	1,100	\$ 16,500.00	1,500	\$ 22,500.00	114,063	\$ 1,710,950.00	37,750	\$ 566,250.00
Excavation	CY	\$ 25.00	1,000	\$ 25,000.00	1,000	\$ 25,000.00	2,000	\$ 50,000.00	13,500	\$ 337,500.00
Storm Water	LF	\$ 45.00	3,000	\$ 135,000.00	2,100	\$ 94,500.00	2,133	\$ 96,000.00	4,000	\$ 180,000.00
Catch Basins	EA	\$ 1,500.00	13	\$ 19,500.00	22	\$ 33,000.00	16	\$ 24,000.00	10	\$ 15,000.00
Water Main	LF	\$ 60.00					2,000	\$ 120,000.00	500	\$ 30,000.00
Fire Hydrants	EA	\$ 5,000.00					4	\$ 20,000.00	2	\$ 10,000.00
Pavement Removal	SY	\$ 25.00	2,400	\$ 60,000.00	29,000	\$ 725,000.00	6,500	\$ 162,500.00	1,500	\$ 37,500.00
Sanitary Sewer	LF	\$ 45.00					2,000	\$ 90,000.00	200	\$ 9,000.00
Bridge Construction	SF	\$ 600.00	4,826	\$ 2,895,600.00	7,487	\$ 4,492,310.00				
Sound Walls	SF	\$ 20.00					14,400	\$ 288,000.00		
Retaining Walls	CY	\$ 520.00	180	\$ 93,600.00	175	\$ 91,000.00				
Traffic Signal	EA	\$ 160,000.00			1	\$ 160,000.00			1	\$ 160,000.00
Asphalt Paving	TN	\$ 50.00	2,000	\$ 100,000.00	11,250	\$ 562,500.00	2,100	\$ 105,000.00	31,850	\$ 1,592,500.00
Aggregate Base Course	TN	\$ 35.00	2,200	\$ 77,000.00	10,200	\$ 357,000.00	1,900	\$ 66,500.00	45,963	\$ 1,608,698.00
Sidewalk Installation	SF	\$ 5.00	11,000	\$ 55,000.00	66,000	\$ 264,000.00	23,400	\$ 93,600.00		
Curb & Gutter Installation	LF	\$ 15.00	2,000	\$ 30,000.00	22,000	\$ 330,000.00	5,000	\$ 75,000.00	3,000	\$ 45,000.00
Mobilization	%			\$ 175,000.00		\$ 400,000.00		\$ 225,000.00		\$ 330,000.00
Total Construction				\$ 3,750,000.00		\$ 7,750,000.00		\$ 3,750,000.00		\$ 5,125,000.00
Design	%			\$ 375,000.00		\$ 800,000.00		\$ 535,000.00		\$ 495,000.00
Construction Eng'g	%			\$ 175,000.00		\$ 700,000.00		\$ 340,000.00		\$ 480,000.00
Total Engineering				\$ 550,000.00		\$ 1,500,000.00		\$ 875,000.00		\$ 975,000.00
BNSF Yard Costs	LS			\$ 1,500,000.00		\$ -		\$ -		\$ 8,375,000.00
Total Project Cost				\$ 7,050,000.00		\$ 11,500,000.00		\$ 8,125,000.00		\$ 15,225,000.00

achman

TUKWILA CITY COUNCIL
September 25, 2000 - 7:00 p.m.
Council Chambers – City Hall

CITY COUNCIL OF WHOLE COMMITTEE MEETING MINUTES

CALL TO ORDER: Council President Joe Duffie called the Committee of the Whole meeting to order and led the audience in the Pledge of Allegiance.

ROLL CALL: Council Analyst Lucy Lauterbach called the roll of Council. Present were Council President Joe Duffie; and Councilmembers Joan Hernandez, Pam Carter, Jim Haggerton, Pamela Linder, David Fenton, and Richard Simpson.

OFFICIALS: Steve Mullet, Mayor; John McFarland, City Administrator; Jim Morrow, Public Works Director; Brian Shelton, City Engineer; and Lucy Lauterbach, Council Analyst.

CITIZEN COMMENTS/CORRESPONDENCE:

Roger Baker, 11642 42nd Avenue South, Tukwila, heard rumors about City Hall moving to a different location. He stated a vote of the people should be taken before such action.

Dennis Robertson, 16038 48th Avenue South, Tukwila, suggested the City wait before making decisions pertaining to relocation efforts or any other plans for building on Highway 99 until Sound Transit items have been resolved. He, too, spoke in favor of giving the community a chance to vote on this type of issue.

SPECIAL ISSUES:

a. A Resolution Establishing A “Treasures Of Tukwila” Annual Award

Councilmember Simpson explained the award idea originated with the Arts Commission. The desire is to honor a deserving citizen who has made noteworthy contributions in making Tukwila a better place to live. Warren Wing is suggested as the first recipient of the award. Future awards could be made during Tukwila Days.

Councilmember Carter suggested adding language to designate the inclusion of business members for consideration of the award in addition to Tukwila citizens. Council Analyst Lauterbach suggested repeating the first “WHEREAS” under Section C. 1. Councilmember Carter suggested displaying the plaque at the Tukwila Community Center rather than City Hall for greater visibility.

Councilmember Linder noted Mr. Wings’ accomplishments within the community and cited his work as a past Community Club President, was instrumental in authoring the Tukwila History Book, his photographs of Tukwila have been in many magazines, books, and newspapers, and he greets new neighbors by providing them with important information about Tukwila.

Councilmember Hernandez concurred that Mr. Wing is an outstanding citizen and worthy recipient for the award. She noted the resolution should be effective immediately to ensure Mr. Wing is recognized as the first recipient. Council discussion ensued about the effective date of the resolution. Ms. Lauterbach reported it was anticipated the Council would pass the resolution and Mr. Wing would then be honored with the award.

Councilmembers discussed the "volunteerism" aspect of the second "WHEREAS" and agreed the phrase would be limiting and suggested replacing "volunteerism" with "outstanding citizenship to be recognized." Upon further discussion, Councilmembers agreed to delete the second "WHEREAS" in its entirety.

Council President Duffie moved the resolution to the next regular Council meeting for adoption.

b. Metropolitan King County Rate Pass-Through For 2001 Sewage Disposal

Councilmember Haggerton reported King County passed a resolution increasing sanitary sewer rates in December of 1999. Normally, the City's policy has always included passing rate increases on to the ratepayer. However, due to I-695, there were some questions concerning the validity of increasing the rates. Subsequently, as the legal technicalities resolved about I-695, the City wants to ensure the rates are in place for pass through to ratepayers.

Public Works Director Jim Morrow reported it would be prudent to have the rates in place once the legalities of I-695 are determined. An ordinance would allow a rate increase to take effect should the constitutionality of I-695 resolve itself. If the legal decision supports I-695, the rate would not be in effect.

Councilmember Carter commented that initially, the county had indicated a \$.25 increase but due to the new sewage treatment plant, pipes, and the North Lake interceptor, the rate was increased to \$.50 per month. Director Morrow confirmed the increase was to obtain funding to increase capacity.

Councilmember Haggerton reminded citizens that the City has, over many years, absorbed the increases in water and sewer rates.

Council President Duffie moved the ordinance to the next regular meeting for adoption.

c. Review Of Previously Adopted Ordinances Regarding Fees/Taxes From 1999

Ms. Lauterbach reported several rate increases in late 1999, which I-722 is challenging. The proposed ordinances would re-affirm and protect those rates increased if I-722 were to pass. She noted the ordinance reaffirming the property tax rate increase would require a public hearing, which has been tentatively scheduled for October 16, 2000.

Councilmember Carter pointed out that if I-722 does pass, there are many insignificant fees such as greens fees or recreation fees that have not been recorded whereby a refund would be a costly

and cumbersome process. Ms. Lauterbach reported recreation fees that were increased by the Mayor are not included in any of the reaffirming ordinances.

There was Council consensus to move the ordinances to the next regular Council meeting for adoption.

d. BNSF Access

Director Morrow explained that for the past several years there has been a concerted effort to identify a possible solution to alleviate traffic volume on South 124th caused primarily from truck traffic into the Burlington Northern Santa Fee (BNSF) Hub Center. Currently, there are upwards of 7,500 vehicles using South 124th every day. Of that, approximately 900 are trucks. Ten possible alternatives were identified, studied, analyzed, and commented upon by engineering consultant firms, a Mayor-appointed Task Force, and the public during numerous meetings. The Transportation Committee has reviewed all of the alternatives and has reduced the alternatives to four.

The first alternative is 48th Avenue South, which would provide access into the BNSF property by traveling down 48th Avenue South and crossing over a new bridge into the southern entrance of the BNSF yard. The first half of 48th Avenue would include three lanes and at the intersection at Interurban, there would be four lanes. Additionally, there would be a right turn only coming off I-5 onto 48th Avenue South. Director Morrow reviewed a list of disadvantages and advantages with the 48th Avenue South alternative.

Since this is an alternative that has been consistently considered from the beginning, different cost estimates have been proposed. The issue related to acquisition of business properties has contributed significantly to the variance in costs associated with the alternative. Additional information for the Council's consideration has been received from representatives of the Strander Family and Yellow Freight.

Director Morrow answered questions from Councilmembers and confirmed the current street classification of 48th Avenue South is local access. The costs associated with BNSF under the five cost estimates is not an amount of funding contributed by BNSF to the project, it is costs that BNSF would incur as a result of the alternative.

The second alternative, Gateway Drive North, would provide a new routing. The route would entail a new two-lane road that would route between the Boeing Credit Union building and ITT over a new bridge and into a new traffic circle. The traffic circle would require the taking of 10 residences. The traffic circle would capture the majority of the traffic currently using South 124th Avenue and direct the traffic over the bridge and out Gateway Drive. It would not allow any of the truck traffic on South 124th Avenue. Included in the alternative is the option of residential use of the traffic circle. Traffic circles have been demonstrated to be one of the more effective and efficient ways to move traffic. Director Morrow reviewed a list of disadvantages and advantages, and costs associated with the Gateway Drive alternative.

The third alternative improves or realigns ^{124th} 142nd Avenue South and requires the acquisition of 25 residences. Sound walls would be installed to mitigate noise from truck traffic along with earthen berms constructed further along the roadway. Director Morrow reviewed a list of disadvantages and advantages associated with improvements to South 124th Avenue.

Costs associated with the property were reviewed with the Council. Director Morrow responded to questions and noted the fire department has indicated a need for truck turnaround or hammerhead access for cul-de-sac emergency service. Two of the residential property acquisitions would be located on North 124th because their primary access is on 124th.

The last alternative considered by the Transportation Committee was Airport Way South. This alternative uses an existing entrance into the north end of the BNSF yard. Director Morrow reviewed a list of disadvantages and advantages associated with the Airport Way South alternative and noted the alternative was one of the original alternatives proposed.

Director Morrow reported BNSF represents 75% of total truck volume on South 124th. However, this represents only 7% of the total traffic volume on South 124th.

Councilmember Hernandez questioned the possible rezoning of a residential area. Director Morrow said if the complete option (requested by BNSF) were considered, further study would be required to ascertain further impacts to the residential area, such as acquisition of residential properties or rezoning because of truck parking and storage. Another issue is the possible location of a Sound Transit facility.

Director Morrow reviewed a comprehensive list of advantages and disadvantages for each alternative. He noted there was not one alternative that did not impact some interest in some way.

Council President Duffie indicated the Council would review and propose only two alternatives from the four presented.

Councilmember Carter, Chair of the Transportation Committee, spoke briefly about the Committee's review of all alternatives and the Committee's final decision to recommend the four alternatives. She noted the Committee examined each alternative in detail and attempted to resolve issues respective to each alternative. Subsequently, the Committee was able to reduce the alternatives to the four recommended for consideration. The Committee had no recommendation.

Councilmember Linder commented that of all the transportation decisions she has participated in, the BNSF access has been the most challenging. She noted that regardless of the outcome, someone would not be happy with the final decision.

Council President Duffie opened the meeting for public comments.

Roe Decker, 45th Avenue South, Tukwila, has lived in the area for 37 years. When citizens annexed Allentown into Tukwila, there were only 200 signatures. During the annexation process, the City promised citizens their homes would be grandfathered. He warned the Council that if the alternative selected is for improvements on South 124th, then the City should ensure it has more than \$125,000 to buy his property. Otherwise, he would not sell.

Roger Baker, 11662 42nd, Tukwila, commented that when BNSF located at its present location, citizens were promised the 124th Avenue access would be temporary and a new entrance would be constructed at the north end of BNSF's property. BNSF did not commit to its promise and has developed the yard off 124th Avenue. Now, BNSF refuses to pay for access from the north end. He asked why the citizens would have to pay for the bridge and road to provide an alternative access to BNSF, when the original problem originated with BNSF. He objected to any alternative and suggested access should be from Airport Way.

Bryan Saunders, 4118 S. 130th Avenue, Tukwila, reported he does not live in Allentown, but understands the concerns of the residents. He is also a truck driver, uses the 124th route often, and is aware of the impacts to the area. He suggested the Council should consider impacts to other areas such as 129th and 130th. The Gateway Drive alternative would only divert traffic to other neighborhoods. He noted his neighborhood is currently contending with traffic from Group Health and other businesses in the area. The Council should consider the whole issue especially in Allentown. He noted he uses the South 124th route to make deliveries to Rainier Avenue. Coming down that route during the winter is especially hazardous. Building a bridge to accommodate trucks deserves some thought because if something were to happen, traffic will back up.

Donna Anderson, 12533 51st Place South, Tukwila, reported the complaints have only referenced traffic on South 124th. However, her residential street also experiences the same truck traffic. BNSF uses 50th Avenue along with 124th. She suggested that the Airport Way alternative for truck access would not address the problem. She indicated the alternative with the new bridge would not lessen traffic on 50th and asked the Council to consider all ramifications.

Kim Adams Pratt, Attorney, 555 W. Smith, Kent, said she understood the Task Force recommendations were not binding but asked the Council to consider several things. The Task Force and the City's consultant thoroughly examined the 48th Avenue alternative. After investigating the 48th Avenue alternative, Mr. Hal Cooper, the City's consultant estimated the impact to the local business community to be approximately \$4.5 million. She suggested the other consultant estimates did not listen to local business concerns and is the primary reason their estimates are lower. The 48th Avenue alternative takes the burden off BNSF and puts it on back of local businesses. She asked the Council to consider ramifications to businesses.

Councilmember Carter referred to the map documenting traffic counts and cautioned that the county is considering trucking garbage out to a railhead, which would mean increased truck traffic using the routes.

Council deliberation on the alternatives commenced.

Councilmember Hernandez proposed eliminating the South 124th Avenue option because of the potential for more truck traffic related to garbage disposal and a preference of not eliminating any residential properties. Councilmembers Carter, Haggerton, Linder, Fenton, and Simpson also concurred with removing South 124th Avenue as an option. Council consensus was to remove South 124th Avenue as an alternative.

Councilmember Carter indicated she would like the Airport Way alternative to work but was not confident that the City could force BNSF to reformat its Hub Yard and federal law would also protect BNSF. If there were a way of forcing the retrofit of the yard, she would be supportive of the Airport Way alternative. However, she acknowledged the likelihood that it would not occur and subsequently recommended removing the Airport Way as an alternative.

Councilmember Hernandez and Council President Duffie preferred retaining Airport Way as an alternative. Councilmember Haggerton recommended retaining Airport Way and suggested BNSF has a corporate commitment to do the right thing. The alternative has the least impact. However, it does not entirely remove all of the traffic off South 124th. Councilmember Linder said Airport Way would be her first choice, however, the alternative has fatal flaws regarding environmental issues, the uncertainty associated with the location of Sound Transit facilities, and it only accomplishes a portion of the overall goal. Councilmembers Fenton and Simpson recommended retaining Airport Way as an alternative. Councilmember Carter suggested having the City Attorney report on legal alternatives the City has with respect to BNSF reformatting its yard. Airport Way was retained as an alternative by Council consensus.

Councilmembers Fenton, Simpson, Haggerton, Carter, and Council President Duffie recommended removing 48th Avenue as an alternative. Councilmember Hernandez commented that the estimated costs associated with the alternatives are too vague and do not offer enough to assist in the decision-making process. She indicated she was undecided on 48th Avenue as an alternative. Council President Duffie reported the consensus is to remove 48th Avenue as an alternative.

Councilmembers discussed the Gateway Drive option. Councilmember Haggerton reported he drove around the area and suggested the alternative would most likely have the least impact to neighborhoods. However, he noted the option would most likely take one problem and transfer it to another area. From that standpoint, he did not prefer the Gateway Drive solution. However, of all the alternatives available besides forcing BNSF to live up to its commitments on Airport Way, the Gateway Drive is probably the only one he would consider. He disclosed that he would consider withdrawing Gateway Drive and listen to other options Councilmember Fenton might have because none of the alternatives provides a solution to the problem. He recommended removing Gateway Drive as an option.

Councilmember Linder asked if the configuration of Gateway Drive could also divert traffic off the hill. Director Morrow affirmed that it would be possible and explained how the traffic circle configuration would capture truck traffic from Western Cascade, vehicles from BNSF, and traffic off the hill from 50th Place South. Traffic originating from the three entrances into the traffic circle would be routed across the new bridge and onto Gateway Drive. He indicated the traffic

circle would be large enough to accommodate the turning radius of the largest truck. Councilmember Linder reported if the option removes the traffic as outlined by Director Morrow, then she would prefer to retain Gateway Drive as an option. Councilmembers Haggerton, Fenton, Simpson, Carter, and Hernandez elected to retain the Gateway Drive alternative for further consideration and evaluation. Councilmember Hernandez reported the alternative was her second choice but was concerned about the removal of 10 residential properties. She said she would like to hear from residents who might be impacted by the alternative and also from Boeing Credit Union. Council President Duffie noted he was in favor of removing the alternative. Council consensus was to retain Gateway Drive as an alternative.

Council President Duffie reported discussion would continue on the two alternatives Councilmembers elected to retain – Airport Way and Gateway Drive, in addition to a recommendation by Councilmember Fenton.

Councilmember Fenton remarked that the Council essentially would prefer to use Airport Way to reroute the traffic. However, due to the resistance of BNSF to retrofit its yard, this option is likely not viable. He suggested another alternative for the Council to consider and pointed out the BNSF location. He recommended taking a road off Airport Way and rebuilding the west portion of a road along the entire length of the BNSF property. There would be some issues to overcome, which include a wetland issue and Seattle City Light and 112th Avenue. These options could be overcome and the alternative would have the least impact on BNSF. Unofficially, an individual who recommended the alternative notified BNSF of the option. According to the individual, BNSF did not appear to have a problem with the option. For the sake of consideration by the Council, the City would request financial participation by BNSF for this alternative. Councilmember Fenton proposed (with Council consensus) taking the two alternatives (Airport Way and Gateway Drive) plus the proposed new option (Airport Way B option) and directing staff to further examine the options.

Director Morrow reported the option proposes to route traffic from the north access and then building a road that parallels the westside of the BNSF yard to the southern access point that is accessed off South 124th. He pointed out the location of the new homes. Director Morrow said until the proposal is examined, he could not commit to capturing all of the traffic. Councilmember Fenton confirmed the housing issue is a matter of serious consideration but recommended exploring the option to determine if it is feasible. Councilmembers elected to retain and conduct further study on the additional option.

Administrator McFarland noted there was significant participation on the Task Force by businesses located along 48th Avenue. However, that level of participation did not occur from Gateway Drive businesses. He requested the Council's guidance on how to handle this issue. Councilmember Fenton expressed his hesitation to involve Gateway businesses because the proposal requires more study. If the option were considered worth pursuing, then involvement of Gateway businesses would occur.

Dixie Archer, 13015 56th Avenue South, Tukwila, stated she represents the Duwamish Improvement Club and requested the City supply a map of all the streets in Allentown to assist

members when they are meeting and discussing different proposals for Allentown. She also requested the map consist of one page and be included in the City's welcome packets. Director Morrow acknowledged he would be able to provide the requested information.

Don Ding, King County Department of Transportation, reported he participated in the Task Force. He thanked the Council for their efforts in dealing with a difficult subject and trying to determine a reasonable solution. The county does believe the BNSF issue is a regional problem, which was why he was a member of the Task Force. The county executive has indicated his support for the project and has committed \$50,000 for the initial phase of the work.

Mr. Ding referred to the long-term timeline associated with each of the alternatives and requested the Council consider some short-term remedies to bring the neighborhood some relief in the interim such as increasing law enforcement to ensure trucks and vehicles are operating safely.

Elaine Hughes, 12218 40th Avenue South, Tukwila, thanked the Council for the efficient action of the City in installing speed bumps and signage in her neighborhood so soon after her visit to a Council meeting. She commented that contrary to popular belief, trucks are obeying the speed limit. She noted it is the traffic coming from the hill that creates the most problems.

REPORTS:

a. Mayor

Mayor Mullet reported on meetings he would be attending on Tuesday, September 26. They include an I-405 meeting, Transportation Summit meeting, Economic Development meeting, and a Sister City Orientation meeting.

B. City Council

Councilmember Hernandez reported the REACH meeting on September 21 was cancelled. She will attend the Sister City Orientation meeting on September 26. She also attended the public meeting on facilities space needs at Tukwila Village on Thursday evening (September 21, 2000) at the Tukwila Community Center and indicated many people are not familiar with the issues. She suggested the City should increase awareness through education. She recommended the Council consider the petition signed by 60 people. Councilmember Fenton responded that he is developing cost estimates for the various options and should have the information completed within the next week.

Councilmember Carter reported she attended a SKATBd meeting last week. She attended the Transportation Committee earlier in the day. The Transportation Committee approved the release of the Highway 99 Overlay Program retainage. An update was presented on changes required within the Transportation Element of the Comprehensive Plan due to state legislation. Committee members also conducted a first review of the CIP (Capital Improvement Program). On Tuesday, September 26, Councilmember Carter will also attend the Transportation Summit meeting.

Council President Duffie referred to a letter he received concerning the intersection at 147th and 57th Avenue and questioned staff's response. Director Morrow reported staff would be reviewing the issue.

Councilmember Haggerton attended the September 19 Association of Washington Cities (AWC) Right-of-Way Workshop held in Kent. He also attended a Suburban Cities Board meeting on September 20, which included a workshop to establish goals and objectives as part of the strategic planning for 2001. On September 21, he attended the public meeting at the Tukwila Community Center. He said he was impressed with the diverse opinions and the fact that each of the groups voiced their opinions professionally. He noted it was nice to see citizens become involved in issues that might not necessarily affect their immediate area.

Councilmember Linder reported she attended the September 19 King County Human Services Roundtable. A report was presented on domestic violence that compared the county's efforts from 10 years ago to the present and where the county efforts should be. The Roundtable also received an update on the possible legislative agenda and issues the Roundtable might want to focus on during the next legislative session.

Councilmember Linder reported the Roundtable would be meeting in November. She reported that the King County Executive and representatives of Suburban Cities and United Way would also attend. Following this meeting, the Roundtable will conduct meetings in Seattle, South County, and North and East County to determine what each group requires in terms of vested interest for their respective region to promote attendance at Roundtable meetings.

On Wednesday, Councilmember Linder attended the DASH (Downtown Assistance to Save Housing) tour. She also attended the community meeting on September 21 at the Tukwila Community Center. She commented that the feedback from citizens was useful.

Councilmember Fenton said he also enjoyed attending the meeting on Thursday and commented on the number of diverse opinions regarding what the City should do. One of the most important messages he heard at the meeting was the support for senior housing.

Councilmember Fenton reported he would be attending a housing forum in Seattle next week. On September 28, he and Mike Ragsdale will be meeting with a representative from American Baptist Homes of the West (ABHOW). ABHOW is an organization similar to DASH, but on a larger scale. The representative has expressed interest in property within Tukwila for possible senior housing.

Councilmember Simpson reported he also attended the community meeting on September 21. Councilmember Simpson commented on the DASH tour and the quality of the senior and affordable housing units. Councilmember Simpson will attend the Foster Community Club on Wednesday, September 27 and an ESA meeting on Thursday, September 28 at City Hall.

b. Staff

Director Morrow referred to the email concerning the cleanliness of the future Tukwila Village site. The Public Works and the Parks Department are working on a long-term solution to improve the site until such time a decision has been made concerning future construction at the site.

Councilmember Simpson reported the Highway 99 Action Committee recently conducted a cleanup from 141st to 144th. Approximately 320 pounds of trash was collected.

MISCELLANEOUS

Councilmember Linder reported she attended a Backyard Habitat meeting on Thursday, September 21. She is initiating efforts to challenge different residences within different communities to obtain certification as a Backyard Habitat.

Councilmember Fenton noted the Community Affairs and Parks Committee would meet on September 26 at 5:00 p.m.

Councilmember Haggerton referred to the public meeting regarding Tukwila Village and suggested the City should invest in a portable microphone system for audience members. He suggested keeping a record of comments from the meeting along with minutes from the Cascade View Park community meeting. Council President Duffie suggested Community Affairs and Parks Committee would be the appropriate Committee to ensure minutes are prepared from each meeting.

Fenton moved, Carter Fenton seconded; to adjourn the meeting for a 10-minute break and reconvene to an Executive Session on potential litigation.

EXECUTIVE SESSION:

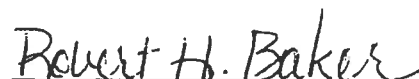
Possible land purchase – Pursuant to RCW 42.30.110(1)(i).

ADJOURNMENT:

9:36 p.m. With no other business to come before the Council, Mr. Duffie declared the meeting adjourned.



Joe H. Duffie, Council President



Robert H. Baker, CMC, Deputy City Clerk
For Valerie Gow, Recording Secretary

