

42nd Ave S Bridge Replacement

Section 4(f) Public Meeting

PUBLIC MEETING

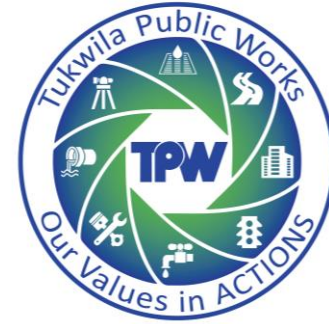


July 28, 2026
Tukwila Community Center

The City of opportunity, the community of choice.

Agenda

- 5:30 pm Welcome and Introductions**
- 5:35 pm Presentation Begins**
- Bridge Background & Permitting Overview**
- Understanding Section 4(f)**
- Anticipated Impacts to Regulated Facilities**
- Project Funding and Timeline**
- 6:05 pm Public Comments and Questions**
- 6:30 pm Meeting Adjourned**



Prepared by:
Jen Tetatzin, PE, PMP
Public Works Director / City Engineer

Adam Cox, PE
Senior Program Manager - Transportation



Engagement Guidelines



- Listen to the entire presentation
- Assume others are acting with good intent
- Remain open-minded and be kind
- Provide honest feedback
- Understand the City serves a diverse community
- Respect differing views and needs
- Acknowledge regulatory drivers and local limitations
- Provide suggestions for solutions
- Work toward shared goals



Your Project Team

Delivering a project like this takes the right team — and we've built it. We've paired proven public works leadership with strengthened project management, anchored by a dedicated project manager who has been here since day one and backed by an established bridge engineering partner to see it through.



Jen Tetatzin, PE, PMP

Public Works Director & City Engineer

City of Tukwila

25+ years leading engineering and public works teams, with a track record of delivering complex infrastructure projects under evolving federal regulations.



Adam Cox, PE

Senior Program Manager - Transportation

City of Tukwila

Bridge project and program manager since day one — your consistent, local point of contact from initiation through delivery.



Kash Nikzad, PhD, PE

Consultant Project Manager

David Evans & Associates, Inc.

Nationally recognized bridge and transportation designers leading technical, permitting, right-of-way, and construction cost estimating.

Tonight's Focus

Section 4(f) - Dept of Transportation Act of 1966



What is Section 4(f)?

- Federal law and 23 CFR 774 require us to identify, evaluate, and minimize impacts to publicly owned parks, recreation areas, wildlife refuges, and historic sites.
- Adopted by Congress to ensure impacts to community resources are kept to the minimum possible.



Why it matters for this project

- The project relies heavily on USDOT federal funding.
- FHWA approval is required.
- Permitting requires us to show we have taken steps to avoid, minimize, or mitigate effects on nearby recreational facilities and historic sites.



Facilities Affected

- Historic 42nd Ave S Bridge
- Tukwila Community Center
- Green River Trail
- Recreational use of the Duwamish River

Your voice matters in this project.

Share your thoughts on these changes tonight or submit written comments via email.
Free language assistance and accessible formats are available on request.



Background

42nd Ave S Bridge Background



Functionally Obsolete
1949 Vintage



Load Rating Reduced
2021 Truck Strike



One-way Only
Ongoing Traffic Impacts

The Complex Permitting Web

Tukwila is navigating the same federal and state process every infrastructure project must follow — there are systemic delays and procedures beyond local control.

One bridge, many gatekeepers

8+ federal & state agencies · 30+ regulatory programs

FHWA / WSDOT

Lead NEPA review

US Army Corps of Engineers

Clean Water Act permit

NOAA Fisheries

ESA salmon consultation

US Fish & Wildlife

ESA species review

EPA

Water-quality oversight

WA Ecology

401 water quality / shorelines

WA Fish & Wildlife

Fish-window permit (HPA)

WA DAHP

Historic & cultural review (Sec 106)

Why every project takes years

30+ federal reforms since 2005 aimed at speeding project delivery — yet reviews still take years.

U.S. GAO-18-222 (2018)

61% of major federal reviews (EIS) still miss the 2-year legal deadline.

CEQ / Bipartisan Policy Center, 2025

Fish windows in-water work is limited to a few months each year to protect salmon.

WA Admin. Code 220-660

Sources: Council on Environmental Quality, EIS Timelines (Jan 2025); U.S. GAO-18-222; Bipartisan Policy Center (2025); WA Administrative Code 220-660.



How does Section 4(f) protect resources



De minimis determinations

Lowest level of effort to gain approval

- Studies impacts and can demonstrate that the project will not cause long-term adverse effects



Programmatic Evaluations

Streamlined review process for certain project types

- Independent Bikeway or Walkway Construction Projects
- Use of Historic Bridges
- Minor Involvements with Historic Sites
- Minor Involvements with Parks, Recreation Lands, and Wildlife and Waterfowl Refuges
- Net Benefit to property



Individual Evaluations

Highest level of effort and may not be approved

- All other transportation projects require individual evaluations that include a “least-harm” analysis of alternatives and even more lengthy study process



Project Specific

Section 4(f) Programmatic Evaluations



Duwamish River

RECREATIONAL RESOURCE

- Improves water quality, fish habitat, and recreational use
- Minimize river disturbing activities, limited to approved fish windows
- Shoreline restoration, slope layback, native plantings, woody debris



42nd Ave Bridge

HISTORIC RESOURCE

- Interpretative signage for public education
- Historical report
- Feature article – historylink.org

What is a *de minimis* impact

- A *de minimis* impact involves the use of Section 4(f) property that is generally minor in nature.
- Results in no adverse effect to the activities, features, or attributes qualifying a park, recreation area, or refuge for protection
- Section 4(f) resources considered *de minimis* for this project:
 - Green River Trail - easement on Seattle City Light property
 - Tukwila Community Center – parking lot and sidewalk along 42nd Ave S



Types of right-of-way acquisition activities regulated by FHWA

Green River Trail at 42nd Ave S

Anticipated Impacts

- Long-term impacts minimal
- Current trail will be relocated and improved
- Detour will be available

Anticipated Duration

- 18 months
- Trail detour must start before demolition of bridge can begin
- Schedule subject to change. Updates will be shared publicly

Current Trail Alignment under 42nd Ave Bridge



Green River Trail Future Alignment

After Construction

- Maintain a 10-foot vertical clearance
- New paved, accessible path from bridge to trail
- New paved, lighted trail under new bridge

Future Trail Alignment under and adjacent to 42nd Ave Bridge



Green River Trail Detour Route

Overview

- Trail will be relocated outside of the work zone for the duration of the project
- Trail users will use the 42nd Ave S and Interurban intersection
- Users will be required to use the signal crossings at the intersection
- No access through the construction work zone

Trail Detour around 42nd Ave Bridge Construction Area



Tukwila Community Center

Tukwila Community Center Construction Impact Areas

Anticipated Impacts

- Impacts to outer edge of parking lot
- Sidewalk to be relocated for new stormwater facilities
- 124th St is the main vehicular entrance/exit
- Splash pad closed during construction

Anticipated Timing

- Intermittent - up to 20 months
- Must begin before bridge demolition
- Schedule subject to change
- Updates will be posted at TCC



Summary of Section 4(f) Evaluations

An honest look at the short-term trade-offs and lasting gains for the parks, trail, and historic places we share.

Temporary impacts

during construction

- Green River Trail detour around the work zone
- Community Center parking lot partly closed
- Removal of some mature trees
- Construction noise on nearby streets
- Temporary road detour for drivers
- Temporary signal at 115th & E. Marginal Way
- Splash pad closed while we build

Lasting benefits

for the Allentown community

- Safe walking path to TCC
- ADA-accessible connection from the bridge to the trail
- A display sharing local history
- A new gateway monument celebrating Allentown
- Brighter, safer pedestrian lighting
- New landscaping with native plants
- Cleaner stormwater treatment for the Duwamish River
- Bridge that can accommodate all modes of traffic

Your voice matters in this project.

Share your thoughts on these changes tonight or submit written comments via email.
Free language assistance and accessible formats are available on request.



Next Steps

Project Funding Profile

Bridge projects rely on multiple state & federal grants which trigger significant regulatory requirements

Project Costs

- Design and Permitting: \$4.8M
- Construction Phase: \$42.3M
- Project Total: \$47.1M

We Still Need

- WSDOT Grant Increase: \$13M
Pending NEPA determination
- Transportation Improvement Board (TIB) Grant: \$2.7M
Application submitted

Federal \$26.5M

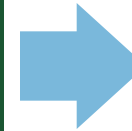
FHWA Local Bridge Program
Surface Transportation Block Grant (PSRC)

State \$18.7M

Move Ahead WA (2027-2029)
Transportation Improvement Board (TIB)

Local \$0.9M

City of Tukwila Arterial Streets Fund



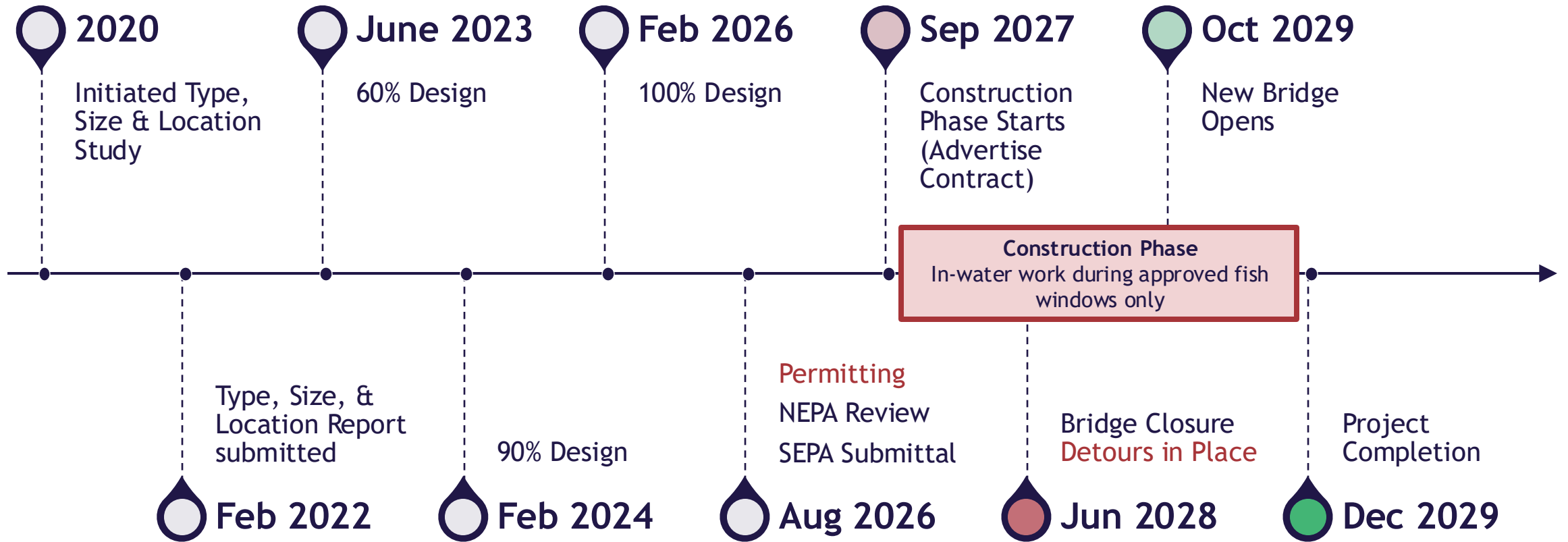
\$47.1M

Total estimated project cost

**42nd Ave S Bridge
Replacement Project**



Project Timeline



Stay Engaged

Follow the 42nd Ave S Bridge Replacement Project online or reach out to our team.

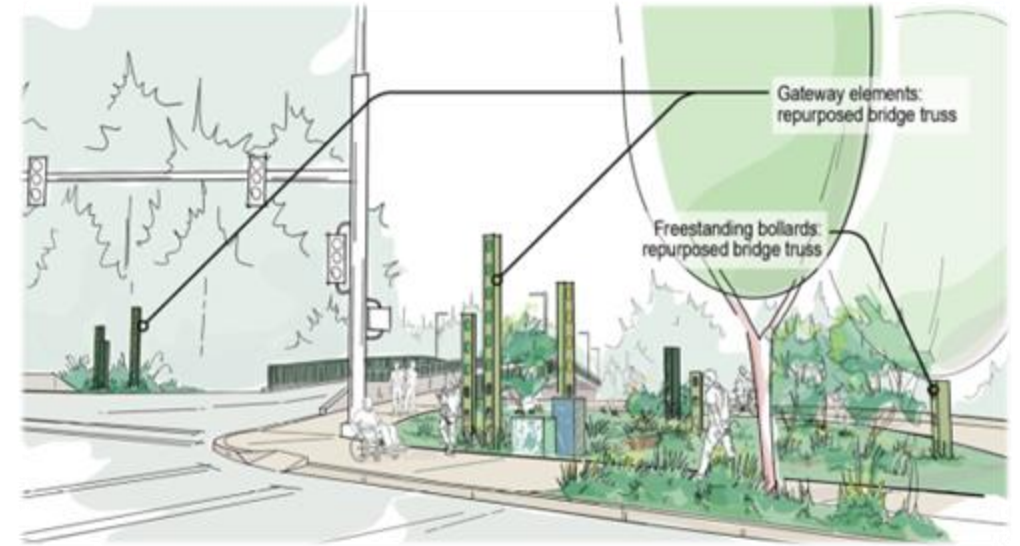
**SUBMIT WRITTEN COMMENTS ON SECTION 4(F) EVALUATIONS BY
August 18, 2026**

MORE WAYS TO STAY INVOLVED

- 1 Visit TukwilaWA.gov/42nd
- 2 Watch Council budget & CIP meetings
- 3 Check the Tukwila Events Calendar

Address all comments to **Adam Cox, P.E.** — Senior Program Manager
PWTransportation@TukwilaWa.gov

Free language assistance and accessible formats available on request.



Scan to visit
the project website
TukwilaWA.gov/42nd

Questions

Thank you!



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