



Transportation & Public Works Meeting Agenda

Thursday, May 16, 2019
4:30 PM to 6:00 PM
SeaTac City Hall – Riverton Room

Councilmembers:
Peter Kwon, Chair
Rick Forschler
Pam Fernald

A quorum of the Council may be present

Staff Coordinators: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer;

TIME	TOPIC	PROCESS	WHO	TIME
1	Call to order		Chair	
2	Public Comment	Please raise your hand if you'd like to speak. Public comments are limited to 10 minutes total, 3 minutes per individual. Time may be reduced for each speaker in order to stay within the overall 10 minute time limit.	Chair	5
3	Prior Minutes Approval	Approval of May 2 TPW Minutes	Chair	5
4	King County Solid Waste Comp Plan Update	Update/Recommendation (Presentation by King County staff)	Mason Giem	30
4	South 216'h Street Hairpin Turn	Discussion/Recommendation	Lauren Kirk	30
	<u>Future Meeting Topics:</u> Sound Transit Parking Tax; Project Final Acceptances; IB Turn-back; Tukwila International Boulevard Reconfiguration; ROW Standards; Concurrency; Autonomous Vehicles			
5	Adjourn	Adjourn Meeting	Chair	5



Transportation & Public Works Committee Meeting Minutes

**Approve Prior
Meeting Minutes**

Thursday, May 2, 2019
5:30 PM – 6:30 PM
SeaTac City Hall – Riverton Room

Members:	Present:	Absent:	Commence: 5:30 PM
Peter Kwon, Chair	X		Adjourn: 6:55 PM
Rick Forschler		X	
Pam Fernald	X		

Other Councilmembers in attendance: Clyde Hill, Joel Wachtel, Stanley Tombs

Staff Coordinator: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer;

Other Staff Present: Kamal Mahmoud, Engineering Manager

1. Public Comment	No public comment
2. Approve Prior Meetings' Minutes	Minutes from April 4 and April 18 T&PW Meeting were approved to forward to Regular Council Meeting
3. Military Rd South & South 152 nd Street (ST-125) Bid Results	<p>Update/Recommendation</p> <p>Bids were submitted on April 17 by six bidders for this project. The lowest responsive and responsible bidder was Johansen Construction, Inc. Their bid was 9% over the Engineer's Estimate, which is consistent with the trend observed with other construction bids this season, and is also consistent with moving into the busy construction season. Water District 125 (Schedule B on the Bid tab) accepted Johansen's bid, and will do their work in conjunction with the City's project. This is a benefit for the residents and travelers, to have both projects completed at the same time.</p> <p>The approved and current additional funding ask will include reimbursements from 7 entities (Transportation Improvement Board, Seattle City Light, Zayo, CenturyLink, Comcast, WD 125, and City of Tukwila). Tukwila agreed to contribute a fee in-lieu of doing their own frontage improvements along the east side of the construction alignment in preparation for their new Justice Center.</p>

	<p>The additional funding ask of \$752,497 includes costs related to the construction bid, a contract with Perteet for construction management services, a contract amendment with Parametrix for engineering design services that may arise during construction, and a 15% contingency. The 15% contingency is recommended to use in the event of an unknown/changed condition such as remediation for contaminated soils.</p> <p>Staff, with approval from Council, has applied for a grant of \$1.3 Million through Sound Transit's Access Grant program. An announcement on grant award is expected this July.</p> <p>Staff is asking to bring the Ordinance to the May 14 Regular Council Meeting for action, so that construction could begin as soon as first of June, so that all underground work can be complete by start of school in September.</p> <p>The Committee approved the Ordinance to move to the May 14 Regular Council Meeting.</p>
Right of Way Uses	<p>Discussion</p> <p>Staff presented a three-page list of potential approved and non-approved uses of the Right of Way by residents.</p> <p>The list included items under the following headings:</p> <ul style="list-style-type: none"> • Improvements requiring approval and a Revocable Use Permit • Improvements allowed without a Revocable Use Permit • Existing Private Improvements within the ROW • Unopened ROW • Driveways • Parking • ROW Maintenance by abutting property owners • Trees in the ROW <p>There was much discussion on the topics of parking, maintenance of trees and sidewalks by abutting property owners, and the types of landscaping and other structures not to allow being placed in the ROW.</p> <p>Staff agreed to bring this topic back to a future T&PW meeting for continued discussion</p>
4. Adjourn	<u>Adjourn Meeting</u>

**Approve Prior
Meeting Minutes**



MEMORANDUM

To: Transportation and Public Works Committee
Through: William Appleton, Public Works Director
From: Mason Giem
Date: 5-16-2019
Subject: King County Solid Waste Comprehensive Plan

Purpose:

To host King County Solid Waste staff to present on the recently passed King County Solid Waste Comp Plan and answer questions.

Background:

This Comprehensive Solid Waste Management Plan (Plan) sets strategies for managing solid waste in King County over the next six to 20 years. Required by the Revised Code of Washington (RCW) 70.95, this Plan will guide actions by King County, all cities in King County except Seattle and Milton, and private companies that provide curbside collection and processing of recyclable materials.

This Plan addresses the many public and private components of the regional solid waste system, including:

- The King County Solid Waste Division's (division's) operation of the Cedar Hills regional landfill, ten transfer facilities, nine closed landfills, and many programs to prevent and recycle waste;
- City efforts to promote recycling and provide for curbside pick-up of materials, either as a direct city service or through contracts with private haulers; and
- Private companies' collection of materials at the curbside and operation of processing facilities that convert recyclable and organic materials into marketable products.

Partnerships among system participants are key to the successful implementation of this Plan. In 2018, the final city signed the Amended and Restated Interlocal Agreement, securing participation of all 37 partner cities through 2040. This milestone reaffirms the county's responsibility to provide disposal through 2040, allows costs and risks to be shared across the large regional customer base, and strengthens opportunities to work together to achieve environmental goals.

This Plan benefitted from extensive public input including nearly two years of collaboration between the division and its two advisory committees. The input helped the Plan address time-critical service choices facing the regional system:

- **Recycling.** Waste prevention and recycling are long-standing priorities. Much progress has been made through expanded recycling options and services, customer education, and other means. However the region's recycling percentage still hovers in the low 50s and stronger markets for recyclables are needed in light of factors such as China's recent import restrictions on recyclable materials. This Plan offers a variety of waste prevention and recycling approaches that allow system participants to tailor approaches to their jurisdiction's needs while working together to harmonize approaches to achieve better results for the region.
- **Transfer.** This Plan recommends the continued modernization of the transfer system. Station upgrades are completed or underway in all urban areas (except for Northeast King County) to improve services and meet future needs. This Plan recommends that the 1960s era Houghton station in Kirkland be replaced with a modern station so that equitable levels of service are available throughout the urban area including the fast-growing Northeast part of King County.
- **Disposal.** The Cedar Hills Regional Landfill has provided cost-effective, environmentally responsible waste disposal for more than 50 years. Built capacity at the landfill will be exhausted in 2028 however, leaving only ten years to put the next disposal method in place. To meet disposal needs, this Plan recommends further development of Cedar Hills to maximize disposal capacity. To account for technological advances, this Plan does not specify the next disposal method after ultimate closure of Cedar Hills. Evaluation of future disposal methods will begin before the next plan update.

Although many challenges lie ahead for the regional solid waste system, working together under this Plan, system participants can achieve more through collective effort that continues the region's commitment to customer-oriented environmentally responsible solid waste services.



MEMORANDUM

To: Transportation and Public Works Committee
Through: William Appleton, Public Works Director
From: Lauren Kirk, Civil Engineer 1
Date: May 16, 2019
Subject: 35th Ave South Safety Improvement Project: Conceptual Design(s)

Purpose:

Present to the committee, conceptual alternatives for proposed safety improvement to the existing sub-standard horizontal curve at the junction of 35th Avenue South and 37th Place South and seek recommendation on how to proceed.

Background:

The section of roadway is located at the junction of 35th Avenue South and 37th Place South and provides a connection from Military Road South to South 216th Street in the City of Kent. There is a history of vehicle accidents at this location primarily in the northbound direction. Factors that contribute to the accident history in this location are:

- The existing horizontal curve is sub-standard and does not meet current design guidelines
- Vertical profile grade in this location is estimated between 10 and 12 percent
- The existing 12-foot travel lane width does not accommodate turning movement of larger trailered vehicles
- Excessive vehicle speed for roadway conditions

The current road classification is a collector arterial with an average daily traffic (ADT) of 5409 cars per day (as of 11-15-2018). WSDOT crash records indicate 87 accidents over the past 5 years (2013-2018).

The City has identified three potential solutions for presentation and consideration to Committee.

Option 1: Dead end 35th Ave. S. and 37 Pl. S. (Estimated Cost is \$25,000 - \$75,000)

- Dead end the streets so the hairpin turn is no longer open to through traffic.

Option 2: Reconfigure the roadway to a one-way street in the northbound direction (Estimated Cost is \$77,550 - \$124,550)

- Channelize the roadway into one-way road
- Add emergency and passenger vehicle turn around on 35th Avenue South

- Revised signage along South 216th St and Military Road South

**Option 3: Roadway Improvement from S 216th St/ 35th Ave S to 40th Place South
(Estimated Cost is \$102,350 - \$135,100)**

- Phase 1 (mandatory): install concrete barriers, high friction pavement, centerline delineator, update signing, and guardrail repairs.
- Phase 2 (optional): Speed humps
- Phase 3 (optional): LED signage

S. 216th St./35th Ave. S.
Safety Treatments
(Hairpin Turn)

May 16, 2019






Goal of meeting

- How do we move forward?
 - Further study
 - Implement safety improvements
 - Scope out CIP





Hairpin Turn Traffic Issue History

- Accident History (WSDOT)
 - 87 accidents (2013-218)
 - Causes
 - Speed
 - Asphalt conditions
 - Radius
 - Bank
 - Grade
- 

Project Location

S. 216TH ST. / 35TH AVE. S.
HAIRPIN TURN SAFETY TREATMENTS
PROJECT LOCATION MAP



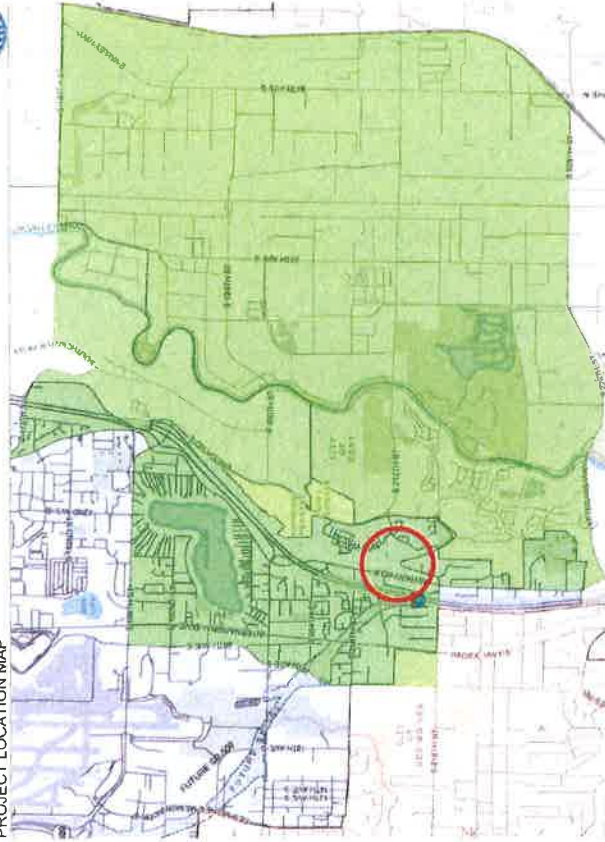


Design Options

- **Dead end the street**
 - Total: \$25,000 - \$75,000
 - Construction: \$5,000
 - Traffic Study: \$20,000 - \$70,000
 - **Convert to a northbound one way street**
 - Total: \$77,550 - \$124,550
 - Construction: \$57,550
 - Traffic Study: \$20,000 - \$70,000
 - **3 Phase design approach**
 - Total: \$102,350 - \$135,100
 - Phase 1: \$102,350
 - Phase 2: \$7,500
 - Phase 3: \$25,250
- 

Traffic Impact Area

S. 216TH ST. / 35TH AVE. S
HAIRPIN TURN SAFETY TREATMENTS
PROJECT LOCATION MAP



Dead End



One Way



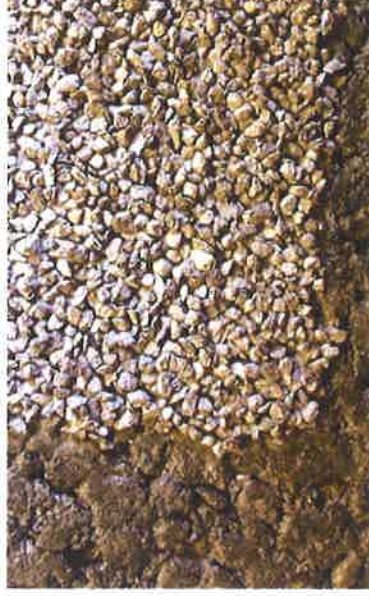
3 Phase Project

- Phase 1

- Concrete Barrier

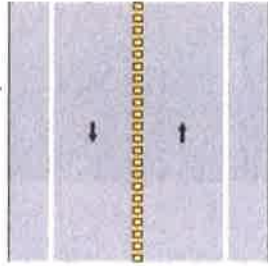


- High friction pavement



Phase 1 (cont.)

- Centerline delineator



- Asphalt Spot Repairs



Phase 1 (cont.)

- Guardrail spot repair





- CONSTRUCTION NOTES**
- 1 GUMPHREY MASONRY, WEST, 40'-2"
 - 2 STEEP GRADE SIGN
 - 3 12" CONCRETE CURB, 18" HIGH, 8" HORIZONTAL, 18" WIDE, 18" DEEP, 18" RADIUS
 - 4 CHEVRON M-1-S, 8" AND 1"
 - 5 CONCRETE BARRIER TYPE 2
 - 6 GUARD RAIL
 - 7 12" CONCRETE CURB, 18" HIGH, 8" HORIZONTAL, 18" WIDE, 18" DEEP, 18" RADIUS

- LEGEND**
- HIGH PITCHED PARABOLIC
 - EXISTING GUARDRAIL
 - PROPOSED GUARDRAIL
 - NEW WALLING SIGN
 - PURPLE CHINESE
 - CONCRETE BARRIER TYPE 1
 - ROUND

Phase 2

- Speed Humps





CONSTRUCTION NOTES

- 1 SURFER WITH REE WEPS
- 2 STEP GRADE BOX
- 3 LED CURVE SPEED W3-IP 4 MARKING MARKING BOX WITH-1R
- 4 CHEVRON WITH P AND L
- 5 CONCRETE BARRIER TYPE 2
- 6 GUARD RAIL
- 7 LED CURVE SPEED W3-IP 4 MARKING MARKING BOX WITH-1R
- 8 SPEED CUSHION
- 9 SPEED CUSHION MARKING BOX

LEGEND

- HIGH-FRICTION PAVEMENT
- EXISTING CURBLINEAL
- PROPOSED CURBLINEAL
- NEW MARKING BOX
- MARKING STRIKE
- CONCRETE BARRIER TYPE 2

Phase 3

- LED signage





CONSTRUCTION NOTES

- ① SURFACE MARKING W/ 8" DIA.
- ② STEP GRADE SON
- ③ LED CURVE SPEED W/ 3" W & HAWKIN W/ 4" DIA. SON
- ④ LED CURVE W/ 8" W & HAWKIN W/ 4" DIA. SON
- ⑤ CONCRETE BARRICADE TYPE 2
- ⑥ GUARD RAIL
- ⑦ LED CURVE SPEED W/ 3" W & HAWKIN W/ 4" DIA. SON
- ⑧ SPEED CUSHION
- ⑨ SPEED CUSHION W/ 4" SON
- ⑩ LED SPEED CHECK SON

LEGEND

- HIGH FRACTION PLACEMENT
- EXISTING DIMENSION
- PROPOSED DIMENSION
- NEW MARKING SIGN
- DOUBLE STRIP
- CONCRETE BARRICADE TYPE 2

37th Pl. S. current conditions





On The Horizon

- Capital Improvement Project
 - ST-140
 - Timing: 2035
 - Cost: \$2,110,000 (2014\$)
 - Slope Stabilization
 - Replacement of existing roadway
 - Regrading
 - Sharrows
 - Sidewalks
 - Underground utilities

Questions?



