

Exhibit A - Vicinity Map (National)



1st and Lander (the project beginning) is
 Latitude: 47.579815
 Longitude: -122.334193

4th and Lander (the project end) is
 Latitude: 47.579089
 Longitude: -122.329082

MOVING GOODS

- 3,200 rail cars per day cross S Lander St
- 1.59 million TEUs of freight pass through the Port of Seattle annually
- Each year more than \$4.3B in state revenue is generated by container shipping from the ports of Seattle and Tacoma
- One half of all BNSF freight in WA state moves through the S Lander St crossing
- Current delays on S Lander St impact WA state tax base by about \$9.5M per year



Exhibit A - Vicinity Map (Local)

Project Area


Freight Rail


Passenger Rail


Light Rail


Bus Routes

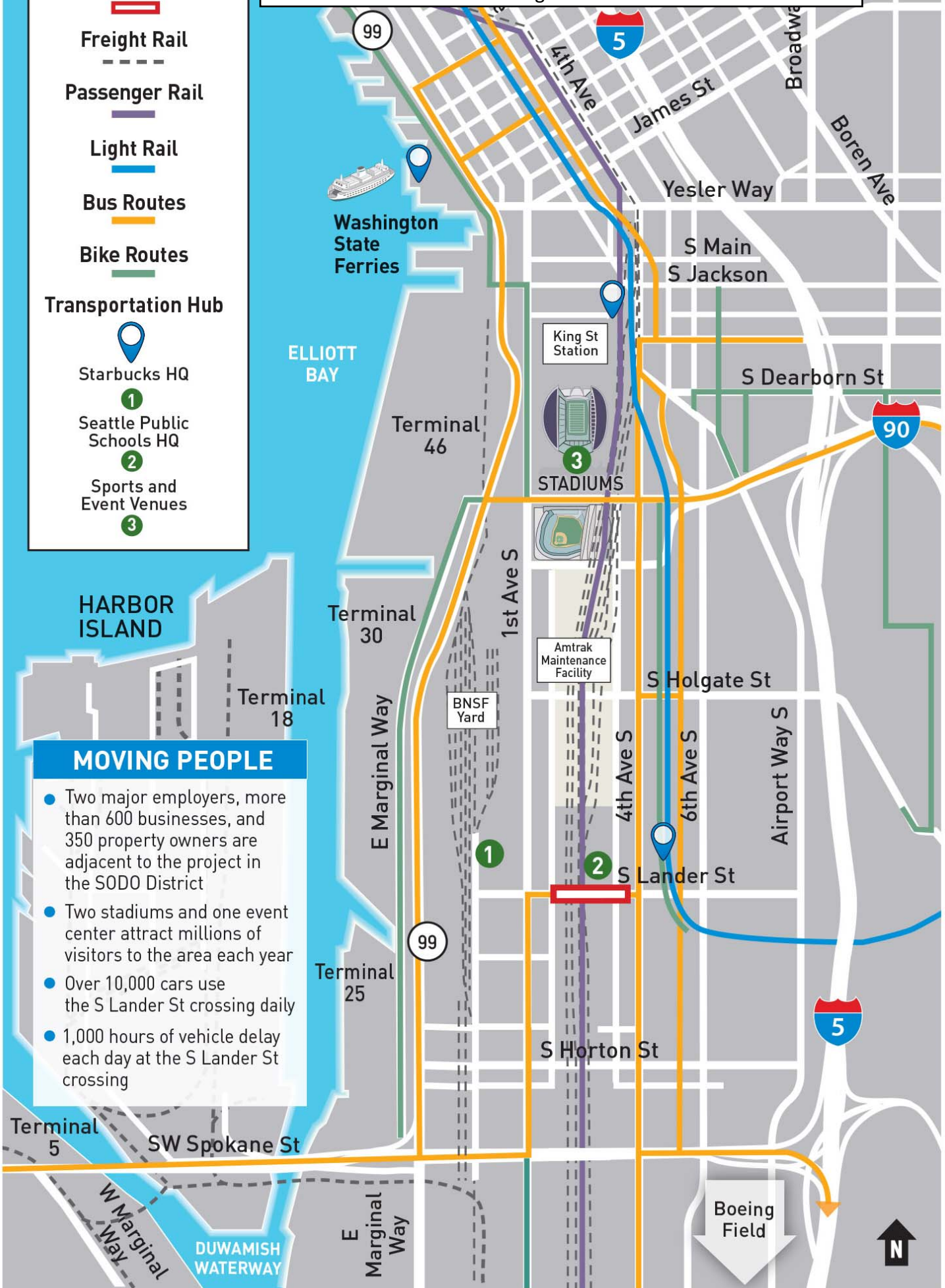

Bike Routes


Transportation Hub


Starbucks HQ


Seattle Public Schools HQ


Sports and Event Venues

MOVING PEOPLE

- Two major employers, more than 600 businesses, and 350 property owners are adjacent to the project in the SODO District
- Two stadiums and one event center attract millions of visitors to the area each year
- Over 10,000 cars use the S Lander St crossing daily
- 1,000 hours of vehicle delay each day at the S Lander St crossing

S LANDER ST GRADE SEPARATION AND RAILROAD SAFETY PROJECT



FACT SHEET

Spring 2016

A grade separated crossing on S Lander St will improve mobility, safety and access for people and freight



S Lander St is a vital route for freight and general travel in the largest manufacturing industrial center in the Pacific Northwest. It provides direct connections to Port of Seattle facilities and freight operational support centers, which contribute to 75,000 existing jobs and an additional 25,000 jobs that are forecasted by 2040.

The Problem: Every day, roughly 100 train crossings occur on S Lander St and surrounding streets. As a result, the street is closed for an average of 4.5 hours per day, impacting the mobility of tens of thousands of people and severely affecting freight access to port and manufacturing facilities critical to the local and national economy. As the region continues its rapid growth and rail operations in the area expand in the coming years, the S Lander St “bottleneck” will further put at risk the Pacific Northwest’s economic vitality.

The Solution: The S Lander St project will construct a grade separated crossing over BNSF’s tracks on S Lander St between 1st and 4th avenues. This crossing will provide a roadway unimpeded by rail operations.

PROJECT BENEFITS

Reliable Movement of Goods and Services Critical to Region’s Economy



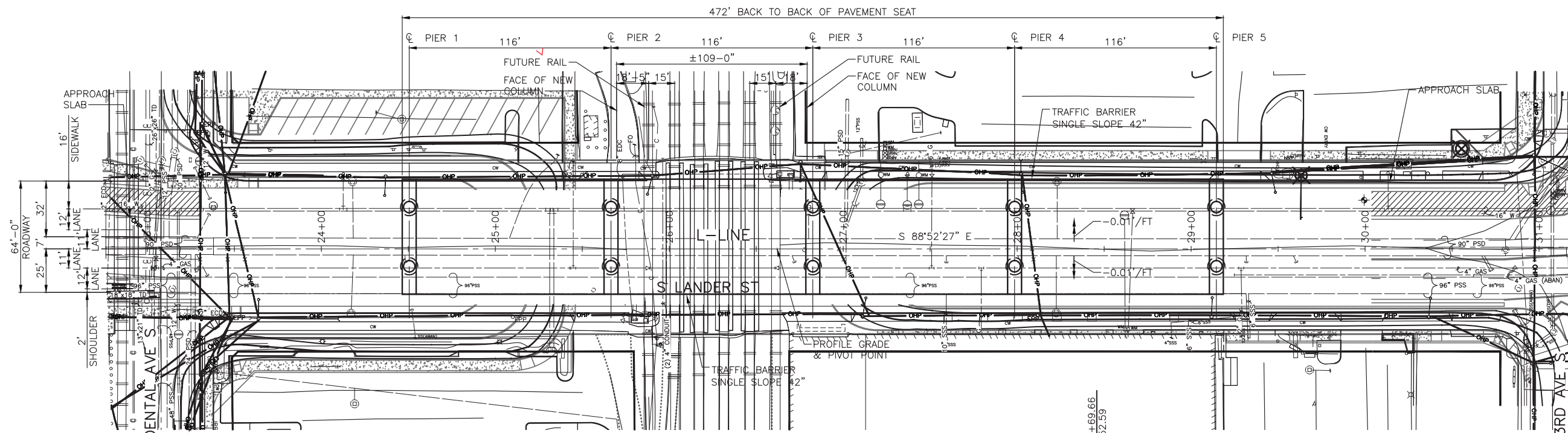
- Creates dependable access to one of the largest port operations in the United States
- Improves freight train movements for more than 3,000 rail cars each day
- Reduces truck delays, congestion, and emissions for more than 13,000 vehicles each day

Improved Safety and Access for All Users



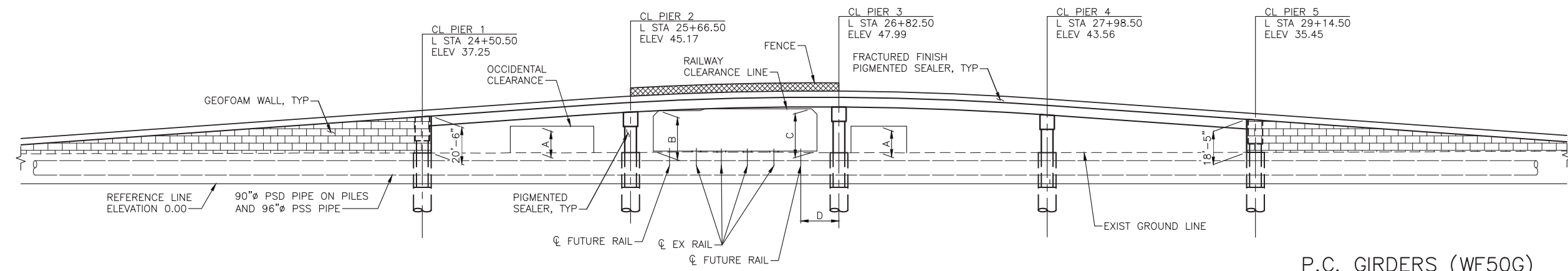
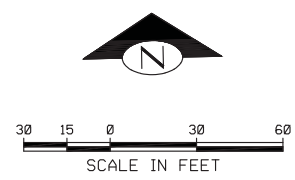
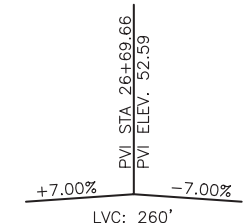
- Increases safety by separating trains from people driving, walking and riding bikes. Today nearly 500 track violations occur each day
- Ensures reliable access for public safety and emergency responders
- Improves reliability for travel to Interstates 5 and 90 and other key national freight corridors
- Provides access between regional transit hubs and employment centers

Exhibit C - Plan and Profile



CLEARANCES

A = 14'-6"
B = 22'-6"
C = 23'-6"
D = 21'-3"



P.C. GIRDERS (WF50G)
CONT. FOR LL
LOADING: HL-93



ALTERNATIVE 2A (4 SPAN) - BRIDGE LAYOUT

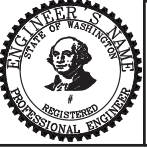
VAULT SERIAL NO.	DATE	MARK	NATURE	MADE CHKD REV'D



APPROVED FOR ADVERTISING
NANCY LOCKE
DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES
SEATTLE, WASHINGTON 20

INITIALS AND DATE	INITIALS AND DATE
DESIGNED	REVIEWED:
CHECKED	DES. CONST.
DRAWN	SDOT PROJ. MGR.
CHECKED	RECEIVED
	REVISED AS BUILT

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.



City of Seattle
Seattle Department of Transportation

ORDINANCE NO. APPROVED

FUND:

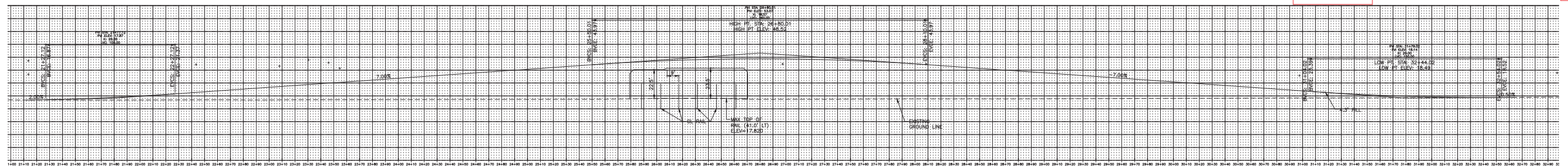
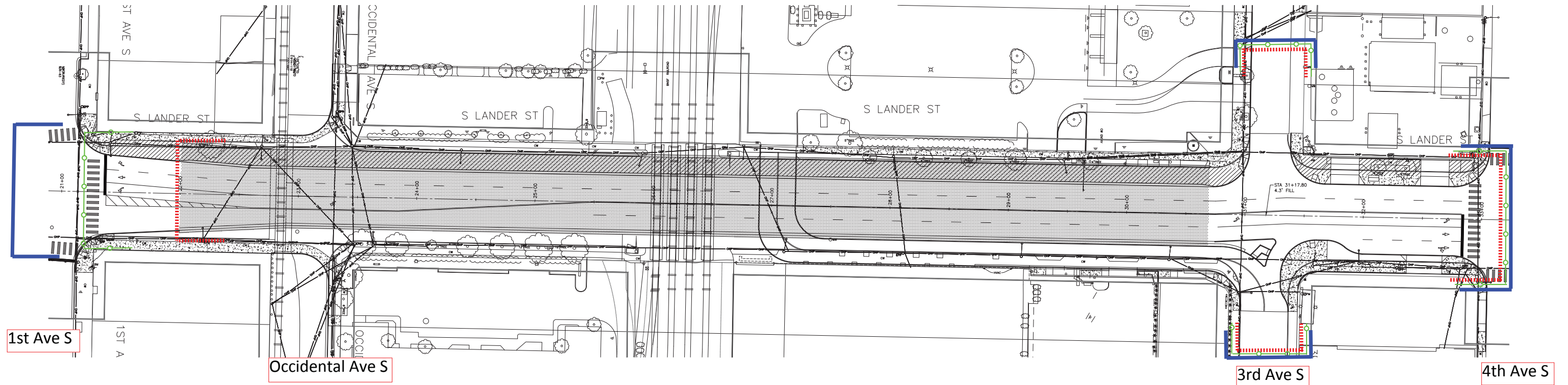
SCALE: 1" = 30' INSPECTOR'S BOOK

SOUTH LANDER STREET GRADE SEPARATION

JOB NO.	PC TS7216A
R/W	
CO	
VAULT PLAN NO.	
SHEET	OF

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Exhibit C - Plan and Profile



LEGEND:

- ⋯⋯⋯⋯⋯⋯⋯⋯⋯ GRADING LIMITS IF NO FUTURE TRACK WEST SIDE
- GRADING LIMITS IF FUTURE TRACK REQUIRED @ 22.5' CLEARANCE
- GRADING LIMITS IF FUTURE TRACK REQUIRED @ 23.5' CLEARANCE

Exhibit C - Cross Section

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S Lander St Cross Section Looking West

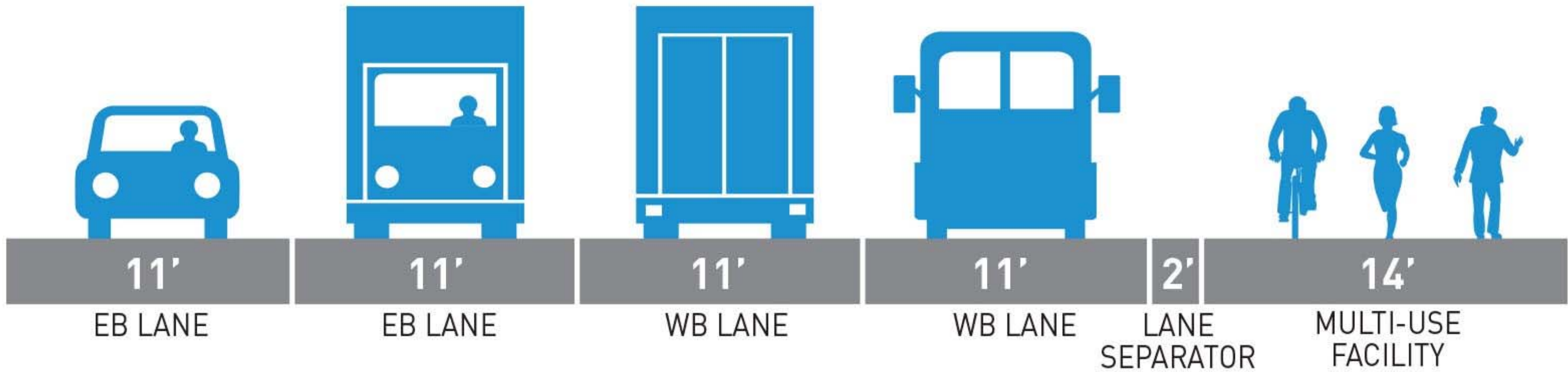


EXHIBIT D – Summary Estimates of COST and FUNDING SHARES

ESTIMATE OF CONSTRUCTION COST: \$125 million

SUMMARY ESTIMATE OF CONSTRUCTION FUNDING SHARES:

Federal – USDOT (FASTLANE)	45,000,000
State - Freight Mobility Strategic Investment Board (FMSIB)	8,000,000
State – Connecting Washington	1,500,000
Local – Levy to Move Seattle	20,000,000
Local - Port of Seattle	5,000,000
Local – BNSF (pursuant to 23 CRF 666.210)	5,000,000
Local – Other Funding Sources (TBD)	40,500,000
Total:	\$125,000,000