

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
ACTION ITEM

Item No. 8C
Date of Meeting July 6, 2022

DATE: June 22, 2022
TO: Managing Members
FROM: John Wolfe, CEO
Sponsor: Tom Bellerud, Chief Operations Officer
Project Manager: Kyle Smith, Engineering Project Manager
SUBJECT: NIM Crossing Panel Replacement Construction Project Authorization

A. ACTION REQUESTED

As referenced in NWSA Resolution No. 2020-02, Exhibit A, Delegation of Authority Master Policy, Paragraph 8.c.iii., states project costs exceeding \$300,000 require approval from Managing Members.

Request project authorization in the amount \$598,000, for a total authorized amount of \$648,000, for work associated with the North Intermodal (NIM) Yard Crossing Panel Replacement project, Master Identification No. 201141.01.

B. SYNOPSIS

The NWSA operates the North Intermodal (NIM) Yard between Husky Terminal and East Sitcum Terminal. The concrete paving in the North crossing, used by straddle carriers, is damaged and in need of replacement. The current situation creates driving hazards and unsafe conditions.

C. BACKGROUND

The rail crossing in the NIM yard facilitates ingress and egress of straddle carriers from Husky Terminal and East Sitcum Terminal. Each crossing is comprised of cast-in-place concrete, precast concrete panels, and asphalt.

The crossings see straddle carriers entering and exiting the rail yard which carry heavy loads leading to excessive wear and tear. Concrete panels at two tracks have cracked and are broken. Asphalt at a third track is also failing and will be replaced with concrete.

D. PROJECT DESCRIPTION AND DETAILS

A 100-foot-long section across two tracks and 50 feet of a third track will need to be replaced. The existing concrete panels as well as the underlayment and rail track will be demolished and replaced with new cast-in-place concrete and steel rails.

Project Objectives

Objectives are as follows:

- Return condition of the rail crossing to normal operational standards
- Eliminate safety hazards
- Coordinate with ongoing Port operations

Scope of Work

The scope of work will include:

- Engineering design of reinforced concrete track bed to support rail and heavy vehicle loads
- Demolish approximately 250 feet of concrete panels and 50 feet of asphalt along with associated rail track.
- Rebuilding three tracks with new rail and steel crossties
- Rebuild the track underlayment and surface paving between rails with cast-in-place concrete

Schedule

Advertise for Bid	July 18, 2022
Open Bids	August 8, 2022
Notice of Award	August 15, 2022
Substantial Completion	November 11, 2022
Final Completion	December 12, 2022

E. FINANCIAL IMPLICATIONS

Project Cost Details

	This Request	Total Project Cost	Cost to Date	Remaining Cost
Design	\$ -	\$ 50,000	\$ 8,316	\$ 41,684
Construction	\$ 598,000	\$ 598,000		\$ 598,000
Total	\$ 598,000	\$ 648,000	\$ 8,316	\$ 639,684

Source of Funds

The current Capital Investment Plan (CIP) Budget allocates \$657,000 for this project.

Financial Impact

Project costs will be capitalized and depreciated over an estimated useful life of 5 years, resulting in annual depreciation expense of \$130,000. Depreciation expense for 2022 will be approximately \$10,800 based on a substantial completion date of November 2022.

The NIM is budgeted to provide over \$8 million in cash flow in 2022. This project will help maintain the NIM cash flow and resolve a potential safety issue.

F. ENVIRONMENTAL IMPACTS/REVIEW

Permitting: N/A

Remediation: Any exported soil/water will be tested for appropriate disposal.

Stormwater: Contractor will be required to implement all necessary best management practices to protect water quality.

Air Quality: N/A

G. ATTACHMENTS TO THIS REQUEST

- Slide presentation.

H. PREVIOUS ACTIONS OR BRIEFINGS

<u>Date</u>	<u>Action</u>	<u>Amount</u>
February 9, 2022	Executive Authorization	\$50,000
TOTAL		\$50,000