



## King County

### EXECUTIVE DETERMINATION OF EMERGENCY AND WAIVER FROM COMPETITIVE PROCUREMENT AND SOLICITATION REQUIREMENTS FOR THE TOLT HILL BRIDGE 1834A EMERGENCY REPAIR

WHEREAS, King County owns and maintains the Tolt Hill Bridge (the "Bridge") located near Carnation, Washington; and

WHEREAS, construction of the Bridge began in June 2006 and opened for public use on May 30, 2008; and

WHEREAS, the Bridge is approximately 1,000 feet long consisting of two 300-foot long steel trussed spans, a short approach span on the west side, and three 120-foot long concrete girder spans on the east side of the river. The Bridge has two travel lanes and two shoulders; and

WHEREAS, following the 2007 collapse of the eight-lane bridge on Interstate 35W in Minnesota, and the federal decision to allow heavier trucks on roadways, the Federal Highway Administration (FHWA) developed new requirements for bridge load ratings; and

WHEREAS, the Washington State Department of Transportation (WSDOT) is responsible for enforcing implementation of the new FHWA criteria for load ratings by local government agencies; and

WHEREAS, FHWA and WSDOT require all bridges to be evaluated by 2022 using the new criteria; and

WHEREAS, as part of the new criteria, agencies are required to review gusset plate connections, which are thick sheets of steel bolting together structural elements of truss bridges. There are about 36,000 bolts fastening the gusset plates on the two 300-foot long steel trusses of the Bridge; and

WHEREAS, the King County Department of Transportation has a bridge structural engineer who calculates bridge load ratings using specialized software; and

WHEREAS, in the spring of 2017, the King County Department of Transportation bridge structural engineer visually inspected the Bridge and recalculated the bridge load ratings based on the new federal criteria; and

WHEREAS, although no signs of cracking at the gusset plate connections was observed, the recalculation revealed serious questions about the structural integrity of the Bridge; and

WHEREAS, the County hired an independent structural engineering firm to review the King County Department of Transportation bridge structural engineer's recalculation of the bridge load ratings for the Bridge; and

WHEREAS, the independent structural engineering firm confirmed the King County Department of Transportation bridge structural engineer's recalculation of the bridge load ratings for the Bridge and brought to light further concerns regarding the structural integrity of the Bridge; and

WHEREAS, on June 16, 2017, the County reviewed the structural engineering firm's determinations with WSDOT engineers and they concurred that the County and its consultants had appropriately applied the new criteria; and

WHEREAS, the County made the decision to close the Bridge to vehicular traffic on June 16, 2017 at approximately 8:00 PM to avoid potential life-safety risk that the Bridge posed to users; and

WHEREAS, the average daily traffic ("ADT") on the Bridge is approximately 3,000 vehicle trips; and

WHEREAS, motorists will be forced to take detours of approximately 12 miles, depending upon the route, due to the Bridge closure; and

WHEREAS, repairs are complex, will require special expertise to resolve, and will take time to design and implement; and

WHEREAS, closure of the Bridge will impact individuals and nearby communities by reducing access to transportation networks, schools, and first responder services, and by potentially isolating residents during storm and flooding events; and

WHEREAS, the Bridge structural integrity issues revealed by the County's review under the federally mandated load rating criteria, and the ensuing closure of the Bridge to protect the lives and safety of King County residents, constitutes an unforeseen circumstance beyond the County's control that presents a real and immediate threat to the proper performance of an essential government facility, and will likely result in material loss or damage to property unless expeditious action is taken to repair the Bridge; and

WHEREAS, an emergency waiver of competitive bidding and formal solicitation requirements of state and county law is necessary to assure the timely procurement of design, construction and

other required services, materials and equipment necessary to prevent delay in completing the repair of the damaged portions of the Bridge; and

WHEREAS, this emergency waiver will allow King County to contract for expedited replacement of the damaged portions of the Bridge.

NOW THEREFORE THE KING COUNTY EXECUTIVE, DOW CONSTANTINE, HEREBY DETERMINES AS FOLLOWS:

SECTION 1

In accordance with RCW 39.04.280(3) and KCC 2.93.080 there is an emergency due to the risk to the usefulness of the Bridge posed by a possible failure of the components of the Bridge. As a result, immediate steps must be taken to address the real, immediate threat to the proper performance of essential government functions and to prevent material loss or damage to property.

SECTION 2

The requirements for competitive bidding and formal solicitation for the lease or purchase of tangible personal property or services, public works, and professional or technical services under Chapter 36.32 RCW, Chapter 39.80 RCW, and KCC chapters 4.04, 4A.100.070, 2.93, 12.16 and 12.18., and all applicable King County Executive policies and procedures are hereby waived with reference to any such contracts relating to the repair and/or replacement of the damaged portions of the Bridge. This waiver shall continue in full force and effect until all necessary contracts are executed, or until terminated by subsequent order of the King County Executive, action by the Metropolitan King County Council by ordinance, or as otherwise may be required by law.

DATED this 19 day of JUNE, 2017



DOW CONSTANTINE  
King County Executive  
State of Washington