

# Seattle-Tacoma International Airport

## Third Runway Data Report

### Period: March 2005

#### Overview

During March 2005, the third runway contractor continued to haul from the Auburn, Dupont, Kangley and Sumner pits. Trucks hauled an average of 23 days, making more than 28,000 trips and traveling more than 1.4 million miles. They delivered nearly 859,000 tons of fill. According to the truck scale data for March, more than 96% of the trucks were legal weight, up 5% compared to February. Washington State Patrol officers pulled over 264 trucks during the month, and issued overweight citations to 9 (3%) of the 264.

Embankment construction is nearly 60% complete, the South 154<sup>th</sup>/156<sup>th</sup> road relocation is 50% complete and retaining wall construction continues. For the environmental program, Upper Miller Creek project is 90% complete and over 60 million gallons of storm water has been treated.

The third runway hotline received 27 calls. Of those, 20 had to do with windshields or other damage claims. Since the haul began in June 2004, 119 claims for damages have been received by the project staff. To date, 25 claims have been settled by the contractor and 19 by the Port. There have been approximately 24 tours of the runway site to date.

Detailed information about the topics summarized above is as follows:

#### Truck Haul Activity

Embankment Construction/Truck Haul	Current Period	Total to Date
Tons Hauled	858,745	5,364,416
Tons By Source	Days of Hauling	
Kent Kangley	25	1,227,950
Dupont	22	545,552
Miles	26	2,498,559
Sumner	19	1,092,355
Total Truck Loads	28,052	179,140
Truck Loads By Source		
Kent Kangley	4,784	42,037
Dupont	2,809	18,340
Miles	11,238	82,674
Sumner	9,221	36,090
Total Truck Miles	1,441,824	9,165,114
Truck Miles By Source		
Kent Kangley	277,472	2,438,153
Dupont	54,495	355,791
Miles	588,871	4,332,110
Sumner	520,987	2,039,060



11/19 emailed  
Larry to let him  
know we sent this

**Fax**

November 19, 2004

**To:** Lt. Reandeu, Washington State Patrol

**Fax #:** (425) 957-2346

**Pages:** 2 (including this one)

**Re:** Third Runway Construction Traffic

So. Seattle  
Dist. H.Q.  
fax 425-957-2346  
Lt. Reandeu.  
2026 439-3705

Lt. Reandeu,

Attached is a letter from one of Rep. Upthegrove's constituents expressing concern about uncovered truck loads and other unsafe conditions on SR 518 and SR 509. Most of this traffic is related to construction of the third runway at SeaTac airport.

**Could you please provide a response to our office and this constituent regarding how the State Patrol plans to address safety issues caused by construction traffic in this area?** I was told by the Olympia office that our inquiry should be addressed to you.

Thank you for your assistance.

Rachel Smith  
Legislative Assistant  
to Rep. Dave Upthegrove  
33<sup>rd</sup> Legislative District

9 November 2004

Rep. Dave Upthegrove  
PO Box 40600  
Olympia, WA 98504-0600

*Do please help!*

Dear Representative Upthegrove

We are continuing to receive comments and complaints from local residents (as far away as Maple Valley) about the truck-trailer rigs that are delivering fill material to Sea-Tac Airport for the third-runway project. People are observing disturbing things – speed-limit violations, uncovered loads that extend up above the freeboards, materials being spilled, intersections severely clogged, & rigs travelling very dusty & dirty.

The stretch between SR 518 and SR 509 is drawing a lot of comments – the number of trucks at any one time seems excessive to observers, creating hazardous traffic problems.

We would like to suggest that you make inquiry to the State Patrol as to its specific plans for keeping this traffic within the law. The number of trips involved is quite large, posing a unique problem. It would be good to know what resources the Patrol is devoting to keeping the loads within weight limits, & the trucks within speed limits.

As to weight – we are hearing that all the rigs moving at night are overweight, which has rather serious implications for damage to road surfaces.

You might consider raising similar questions with the Department of Ecology. In particular, Ecology has specific concerns about the rigs travelling while dirty or dusty, something that they have tried to address in the various permits that they have issued for work at the Airport.

Yours truly,

*Lawrence J. Corvari*

Lawrence J. Corvari  
President



19900 4th Ave SW  
Normandy Park, WA 98166  
(206) 824-3120  
FAX (206) 824-3451

<rcaa@earthlink.net>

www.rcaanews.org

**Officers**

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**Affiliates**

CANE

C.A.S.E. (Citizens  
Against Sea-Tac  
Expansion)

Seattle Community  
Council Federation

Seattle Council on  
Airport Affairs



# C.A.S.E.

## Citizens Against Sea-Tac Expansion

Representing the citizens of Burien, Des Moines, Normandy Park, SeaTac & other communities affected by Sea-Tac Airport  
19900 4th Ave. S.W. - Normandy Park, Washington 98166-4043 - 206.824.3120

November 17, 2004

*emailed 12/2  
got letter / will meet  
w/ state patrol.*

Rep. Dave Upthegrove  
PO Box 40600  
Olympia, WA 98504-0600

Dear Representative Upthegrove

For the last several weeks, C.A.S.E. members have been expressing concerns to me about the situation on our local highways relating to truck traffic for the Sea-Tac third runway. Fill-haul trucks are running the red light at the severely clogged intersection of SR 518 and SR 509. They are speeding on SR 167 - mostly traveling in the fast lane. We hear reports of frequent tailgating (it's scary to have a huge double-rig coming up behind you at over-legal speeds!). Other problems: large pieces of tire coming off; defective lighting; loads up over the freeboards. These circumstances all pose safety hazards to our communities. They all are part of the recipe for inevitable - but avoidable - accidents, potentially fatal. All this is taking place on State Route highways - under State Patrol jurisdiction.

Also, there are disturbing reports that there is no enforcement of the weight limits for these rigs. Isn't that a responsibility of the State Patrol, too?

My request is that you ask the Patrol to spell out its plans for enforcement of weight limits, speed limits, & safe driving practices generally, with regard to the fill-hauling trucks. Does the Patrol have the resources that it needs to do the job right? Just where are the trucks supposed to be weighed? Are weights checked at all times that the trucks are rolling, or just during the regular work day, Monday-Friday?

Yours sincerely,

*Brett Fish*

Brett Fish  
President

CHRISTOPHER GOWER  
16457 12<sup>TH</sup> AVENUE SOUTHWEST  
BURIEN WASHINGTON 98166  
PHONE: 206-244-9680 ♦ EMAIL: gowercr@hotmail.com

November 17, 2004

Hon. Dave Upthegrove  
Washington State  
House of Representatives  
PO BOX 40600  
Olympia WA 98504-0600

*1/m 12/2  
told him we got letter  
will meet w/patrol  
if will let him know  
to repart or if  
dave wants to sign  
onto the bill.*

Subject: Proposed Legislation for Third Runway Patrol Officer

Dear Dave:

I am writing you to request that you co-sponsor a bill with Rep. Joe McDermott to fund a dedicated Washington State Patrol Commercial Vehicle Division Officer to patrol the weight of trucks used in third runway construction.

The Federal Highway Administration (FHA) is currently investigating a complaint that there is a significant number of overweight trucks used to haul materials to the third runway. The FHA is also looking into an allegation that the Washington State Patrol is failing to enforce state truck weight laws in the construction of the third runway.

If the FHA finds that the State of Washington is not adequately enforcing state laws concerning truck weights, the FHA **shall** withhold 10% of federal highway dollars apportioned to the state in the next fiscal year (CFR 23-Highways).

I believe that a chronic law enforcement problem exists at the third runway site, and that one solution is more law enforcement for the duration of construction. I hope that I can look forward to your support on this issue, should Rep. McDermott choose to sponsor this legislation.

A similar letter has been mailed to Rep. McDermott, Rep. Cody, Rep. Shay Schual-Berke, Sen. Poulsen and Sen. Keiser, asking their support on this issue. I have asked Rep. McDermott to sponsor this legislation in the House of Representatives, and requested that Sen. Poulsen sponsor this bill in the Senate.

Please feel free to contact me personally, or Rep. McDermott's office, if you have any questions regarding this request.

Sincerely,



Chris Gower

enc

CHRISTOPHER GOWER  
16457 12<sup>TH</sup> AVENUE SOUTHWEST  
BURIEN WASHINGTON 98166  
PHONE: 206-244-9680 ♦ EMAIL: gowercr@hotmail.com

October 5, 2004

Mr. Daniel Mathis, Division Administrator  
U.S. Department of Transportation  
Federal Highway Administration  
711 S. Capitol Way Suite 501  
Olympia WA 98501-1284

Subject: Complaint Against the State of Washington's Overweight Truck Enforcement

Dear Mr. Mathis:

I am writing to complain that the State of Washington is failing to adequately enforce its laws regulating overweight dump trucks used in the current construction of the third runway at Seattle-Tacoma International Airport. This failure would appear to be in violation of the State of Washington's obligations to the Federal Highway Administration under CFR Title 23-Highways.

Since June 2004, Port of Seattle has been hauling dirt for the largest construction job in Washington State, its third runway project. The current dirt-hauling contract calls for 6.5 million cubic yards of dirt to be hauled through 2006. This will require 350,000 truckloads, averaging 40-60 trucks per hour during the day, and as many as 90 trucks per hour at night (SEE Enclosure 1: 2004-05 Embankment/S.154<sup>th</sup> Construction Project). In short, this is huge multi-year project with important highway safety concerns for my community.

I make my complaint against Washington State, based upon the following evidence:

1. Personal Conversation and Correspondence with a Washington State Patrol Officer. I have received unsolicited emails from Officer Art Farash of the Washington State Patrol, who was responsible for monitoring third runway dump truck traffic (SEE Enclosure 2: Emails from Officer Farash). Officer Farash states:

**"There are several issues you may be interested in e.g. the lack of commitment on the part of troopers to seek out and weigh overweight trucks."**

Furthermore, in an October 4, 2004 phone conversation with Officer Farash, he stated to me that nearly **all** dump trucks driven by one contractor to the third runway site were overweight.

2. Correspondence with the Chief of the Washington State Patrol. I have received correspondence from Washington State Patrol Chief Lowell M. Porter, stating that a number of overweight truck citations were issued by the Patrol. He failed to provide a corrective action plan to me, other than to "actively patrol this area..." (SEE Enclosure 4: Letter from Chief Porter, 8/10/04). However, Officer Farash indicated to me that the overweight truck problem continues to persist to this day, implying that the Washington State Patrol's enforcement plan has failed.

CHRISTOPHER GOWER  
16457 12<sup>TH</sup> AVENUE SOUTHWEST  
BURIEN WASHINGTON 98166  
PHONE: 206-244-9680 ♦ EMAIL: gowercr@hotmail.com

November 10, 2004

Hon. Joe McDermott  
Washington State  
House of Representatives  
4711 44<sup>th</sup> Ave SW  
Seattle 98116

RE: Legislation for Funding 3<sup>rd</sup> Runway Truck Enforcement Officer

Dear Joe:

As you know, I have requested that you sponsor legislation this coming session to fund a dedicated Commercial Vehicle Enforcement Officer to patrol dump trucks used for third runway construction at Sea-Tac Airport. I thank you for your interest in our community's public safety, and appreciate your invitation to meet with you on November 19th to discuss this issue.

As requested by your office, I am enclosing copies of my complaints to the Washington State Patrol and the Federal Highway Administration, and their written responses.

My complaint to the federal government may impact Washington state government, because the Federal Highway Administration *shall* withhold 10% of federal highway funds apportioned to Washington State in the next fiscal year, if the administration determines that Washington State is failing to adequately enforce state laws regulating truck weights [CFR Title 23 Sec. 657.19-21].

I believe that the funding of an additional officer for the third runway project maybe a mutually beneficial solution for all state and federal agencies charged with the oversight of truck safety within our state. I hope that the state's obligations to the Federal Highway Administration will help you to persuade your colleagues in the legislature to vote for this funding, should you choose to sponsor this legislation.

I encourage all parties concerned to discuss this matter in the spirit of co-operation, including your office, the Washington State Patrol, and the Federal Highway Administration.

Thank you again for your interest and assistance in this matter. I'll look forward to seeing you on November 19<sup>th</sup>.

Sincerely,



Chris Gower

cc: Mr. David Leighow, FHA (phone: 360-753-9480)  
Ms. Chelsea Mason (Rep. Adam Smith's office-phone: 253-593-6600)  
Mr. Matt Judge (Rep. McDermott's office-phone: 206-923-5475)

Sample

<b>Budget Estimator</b>			
CVD - SB 5102			
FY06			
Total FTEs Requested			4.00
Total Monthly Salary	AA		6,200
Total Monthly Overtime	AU		\$0
Social Security	BA	0.06	\$400
Retirement - Classified Only	BB	0.01	\$100
Ind Ins - (Cadet, CVEO, FS, Comm)	BC	\$9	\$380
Health Insurance	BD	\$70	\$2,800
Medicare	BH	0.01	\$200
Monthly Salary & Benefit			\$20,080
New FTE Annual Salary & Benefit			240,960
Supplies & Materials	EA	\$2,400	\$9,600
Phone & Postage	EB	\$1,200	\$4,800
Utilities	EC	\$0	\$0
Bldg/Software Rent	ED	\$0	\$0
DIS Enterprise Agreement	EE	\$250	\$1,000
Professional Development	EG	\$1,200	\$4,800
Non-capitalized Equipment	JA	\$1,200	\$4,800
Vehicle Maintenance (Mission Veh)	ES	\$3,600	\$14,400
In-State Travel	GA	\$1,200	\$7,200
Out-of-State Travel	GF	\$1,200	\$2,400
Mission Vehicle	JC	\$24,000	\$96,000
Work Station	JC	\$10,000	\$40,000
<b>ANNUAL GRAND TOTAL</b>			<b>\$425,960</b>

*CVEO = commercial vehicle enforcement officer limited enforcement authority. page 2 is for overtime.*

**WASHINGTON STATE PATROL**

Making A Difference Every Day

**CAPTAIN JEFF DE VERE**  
GOVERNMENT AND MEDIA RELATIONS



PO Box 42600  
Olympia WA 98504-2600  
360.753.5299 - OFFICE  
360.239.2216 - CELL  
360.753.5469 - FAX  
jeffrey.devere@wsp.wa.gov

Sample

<b>Budget Estimator</b>					Fiscal
CVD - SB 5102					Year
FY06					Totals
			<b>CVEO1</b>	<b>CVD Trooper</b>	
			<b>\$3,336</b>	<b>\$4,739</b>	
			Range 38SP, Step	10-yr + 4% educ.	
<b>Total FTEs Requested</b>			2.00	2.00	4.00
<b>Total Monthly Salary</b>	AA		\$6,700	\$9,500	\$16,200
<b>Total Monthly Overtime</b>	AU		\$0	\$0	\$0
<b>Social Security</b>	BA	0.062	\$400	\$0	\$400
<b>Retirement - Classified Only</b>	BB	0.0141	\$100	\$0	\$100
<b>Ind Ins - (Cadet, CVEO, FS, Comm)</b>	BC	\$90	\$180	\$200	\$380
<b>Health Insurance</b>	BD	\$700	\$1,400	\$1,400	\$2,800
<b>Medicare</b>	BH	0.0145	\$100	\$100	\$200
<b>Monthly Salary &amp; Benefit</b>			\$8,880	\$11,200	\$20,080
<b>New FTE Annual Salary &amp; Benefit</b>			\$106,560	\$134,400	\$240,960
<b>Supplies &amp; Materials</b>	EA	\$2,400	\$4,800	\$4,800	\$9,600
<b>Phone &amp; Postage</b>	EB	\$1,200	\$2,400	\$2,400	\$4,800
<b>Utilities</b>	EC	\$0	\$0	\$0	\$0
<b>Bldg/Software Rent</b>	ED	\$0	\$0	\$0	\$0
<b>DIS Enterprise Agreement</b>	EE	\$250	\$500	\$500	\$1,000
<b>Professional Development</b>	EG	\$1,200	\$2,400	\$2,400	\$4,800
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<b>In-State Travel</b>	GA	\$1,200	\$2,400	\$4,800	\$7,200
<b>Out-of-State Travel</b>	GF	\$1,200	\$0	\$2,400	\$2,400
<b>Mission Vehicle</b>	JC	\$24,000	\$48,000	\$48,000	\$96,000
<b>Work Station</b>	JC	\$10,000	\$20,000	\$20,000	\$40,000
<b>ANNUAL GRAND TOTAL</b>			<b>\$196,660</b>	<b>\$229,300</b>	<b>\$425,960</b>

-----Original Message-----

**From:** Brett Fish [mailto:bzdiving@yahoo.com]

**Sent:** Thursday, January 27, 2005 11:49 PM

**To:** caseno3@yahoogroups.com

**Subject:** Re: Overweight Trucks-Sea-Tac Third Runway

This is an outrageous disregard for our public safety by Port officials. This exceptionally conservative chart includes only the violations over the "drop dead, no exceptions" **limit of 105,500 pounds** for any axle/length combination. There are tens of thousands more listed within these documents from smaller trucks with less axles.

Add to this unacceptable risk to public safety, trucks tailgating each other and other motorists, freeboard violations (losing load material), running arterial lights, unsafe equipment, lane travel violations and aggressive drivers.

MONTH	LOADS	LOADS OVER LEGAL WEIGHT	PERCENT OVER LEGAL WEIGHT
JUNE	1,164	539	46%
JULY	7,489	4,620	61%
AUGUST	10,168	4,824	47%
SEPTEMBER	17,434	9,030	51%
OCTOBER	18,904	7,985	42%
NOVEMBER	16,201	6,643	41%
<b>TOTAL</b>	<b>71360</b>	<b>33641</b>	<b>47%</b>

runwayscaledata.xls 1/25/05

**PER RCW 46.44.041, MAXIMUM LEGAL GROSS WEIGHT IS 105,500 LBS**

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runwayscaledata.xls 1/25/05

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