

SR 520 Bridge Replacement and HOV Program Overview

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SR 520 Legislative Workgroup Draft Recommendations

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Presentation outline

- SR 520 program overview
- I-5 to Medina Bridge Replacement and HOV Project
 - Overview
 - 2006 – 2011 decisions
 - SDEIS design options
 - Next steps
- SR 520 Legislative Workgroup
 - Purpose
 - Westside considerations: environmental, traffic, design, and finance
 - Draft recommendations



Purpose and need



Purpose statement

The purpose of the SR 520: I-5 to Medina Bridge Replacement and HOV Project is to improve mobility for people and goods across Lake Washington within the SR 520 corridor from Seattle to Redmond in a manner that is safe, reliable and cost effective, while avoiding, minimizing, and/or mitigating impacts on affected neighborhoods and the environment.

Why is the project needed now?

The Evergreen Point Bridge is a critical component of the Puget Sound region's transportation infrastructure. The I-5 to Medina project addresses two key issues facing the SR 520 corridor:

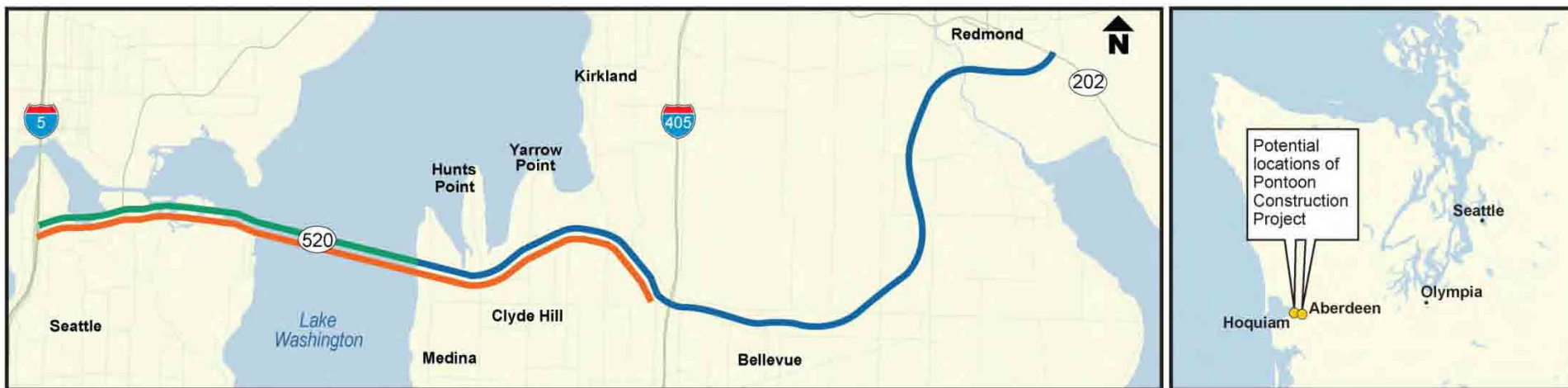
- Bridge structures that are vulnerable to catastrophic failure; and
- Worsening traffic levels and congestion due to growth in jobs and housing over the last two decades.

SR 520 Program description

The SR 520 Bridge Replacement and HOV Program will replace the Portage Bay and Evergreen Point bridges and improve the existing roadway between I-5 in Seattle and SR 202 on the Eastside.

The SR 520 Bridge Replacement and HOV Program includes four projects:

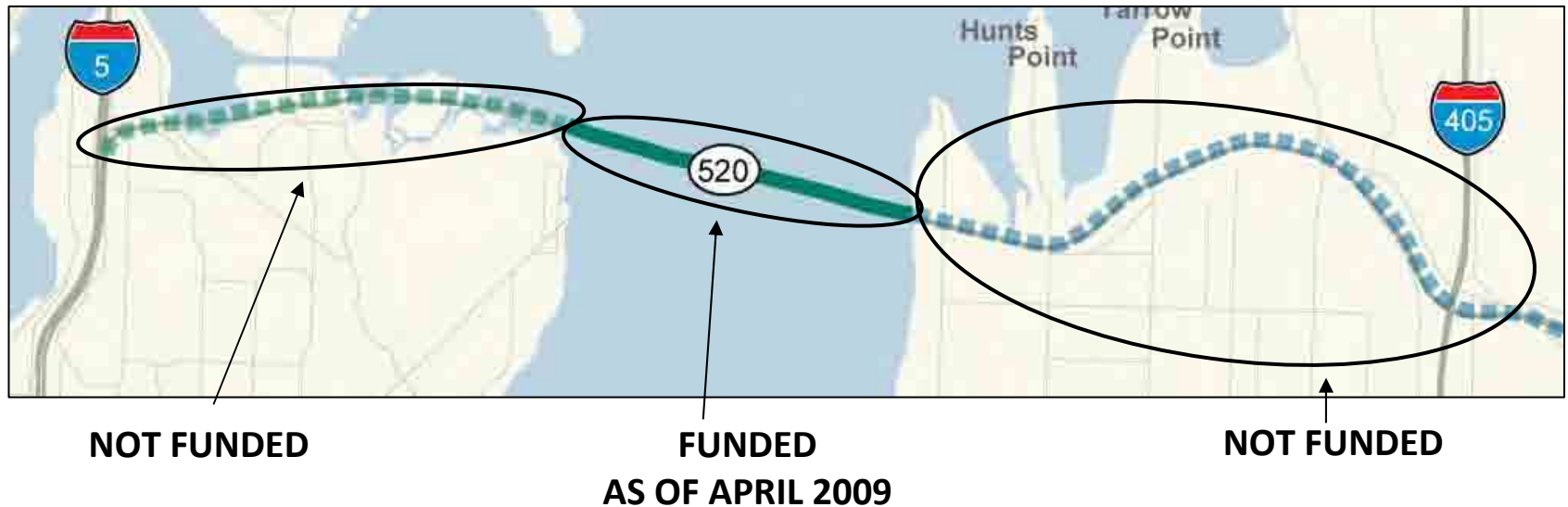
- I-5 to Medina: Bridge Replacement and HOV Project** – I-5 to the vicinity of Evergreen Point Road.
- Medina to SR 202: Eastside Transit and HOV Project** – Evergreen Point Road to SR 202.
- Lake Washington Congestion Management Project** – Traffic management and tolling from I-5 to I-405.
- Pontoon Construction Project** – pontoons for catastrophic failure planning.



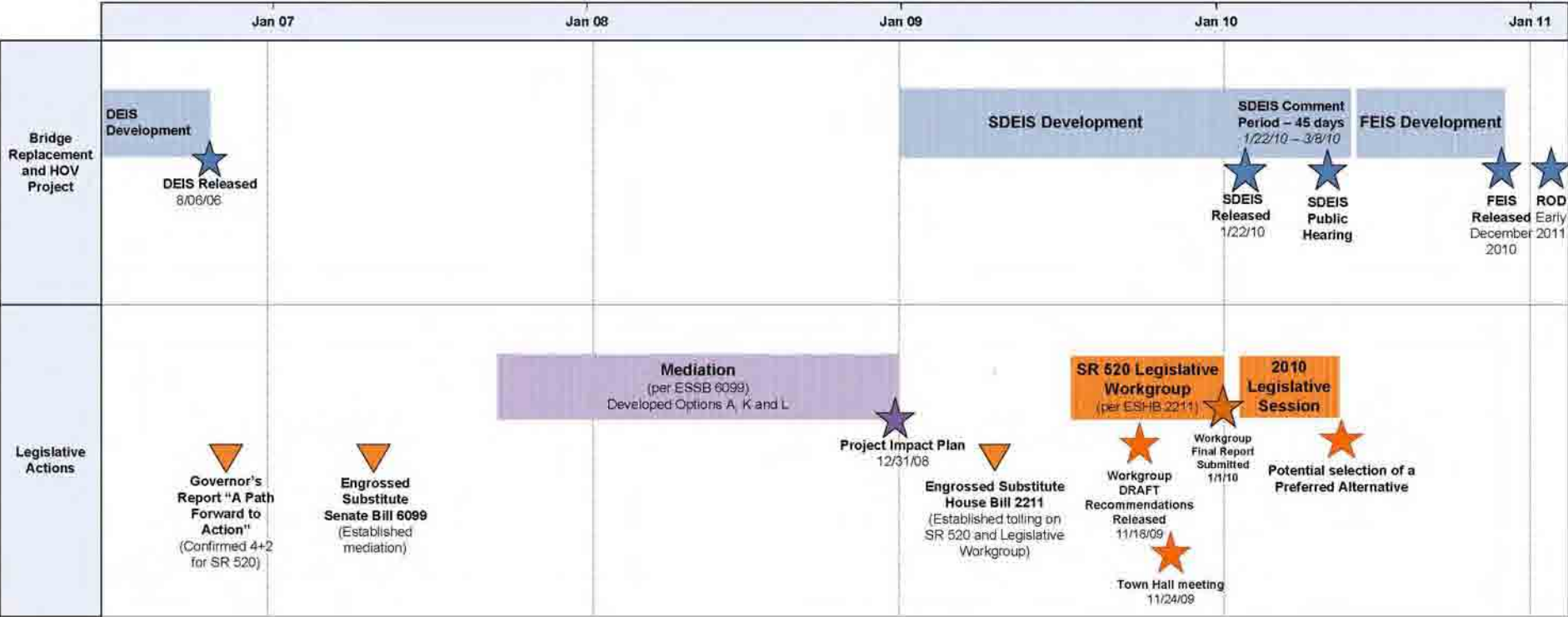
Program area map.

SR 520 Program — What is funded?

- \$4.65 B Program — **Not Fully Funded**
 - \$4.35 B after sales tax deferral
 - \$2.36 B funding gap as of April 2009
- \$2.11 B Floating Bridge & Landings — **Fully Funded**
 - \$1.99 B after sales tax deferral
 - Floating bridge and landings fully funded as of April 2009



Bridge Replacement and HOV Project: Milestones



Option A:

I-5 to floating bridge \$2.022 B to \$2.298 B



- Direct access ramp to express I-5 lanes.
- Lid above I-5
- Lid at 10th Avenue E and Delmar Drive E



- Adds parallel bascule bridge



- Similar to today's interchange
- Modifies and adds transit connectors, including westbound transit-only off-ramp

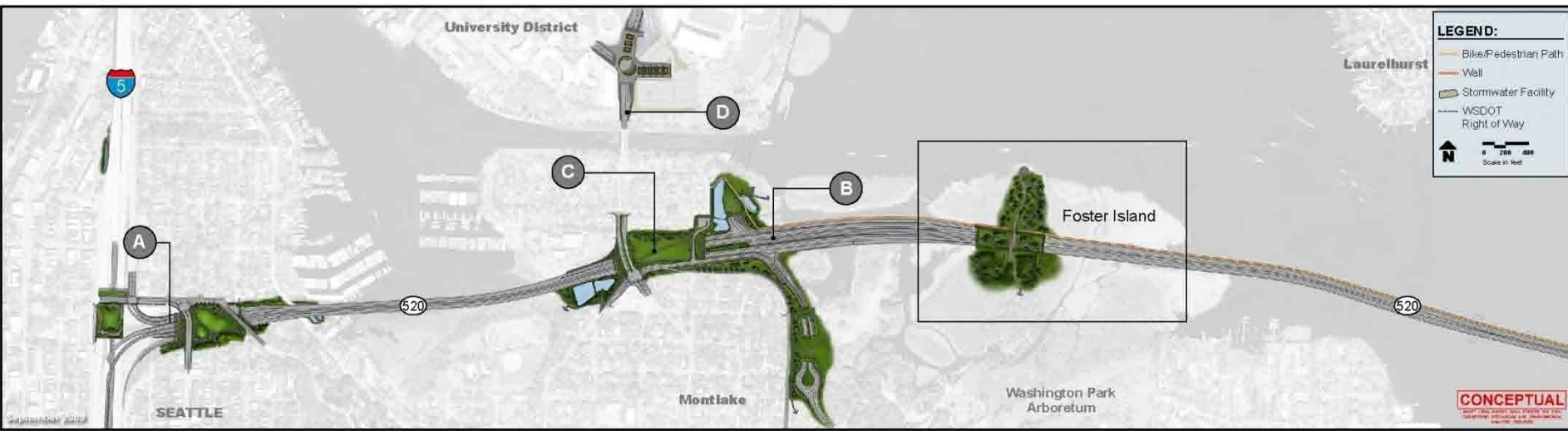


- Lid over SR 520 at McCurdy Park
- No Lake Washington Boulevard ramp connection

Total program cost: \$4.526 B to \$4.802 B

Option K:

I-5 to floating bridge \$4.070 B to \$4.168 B



- Direct access ramp to express I-5 lanes.
- Lid above I-5.
- Lid at 10th Avenue E. and Delmar Drive E.



- One traffic signal for freeway access, including HOV direct access.



- Montlake Boulevard E. primarily serves local traffic.
- Full freeway access from north and south of Montlake Cut.

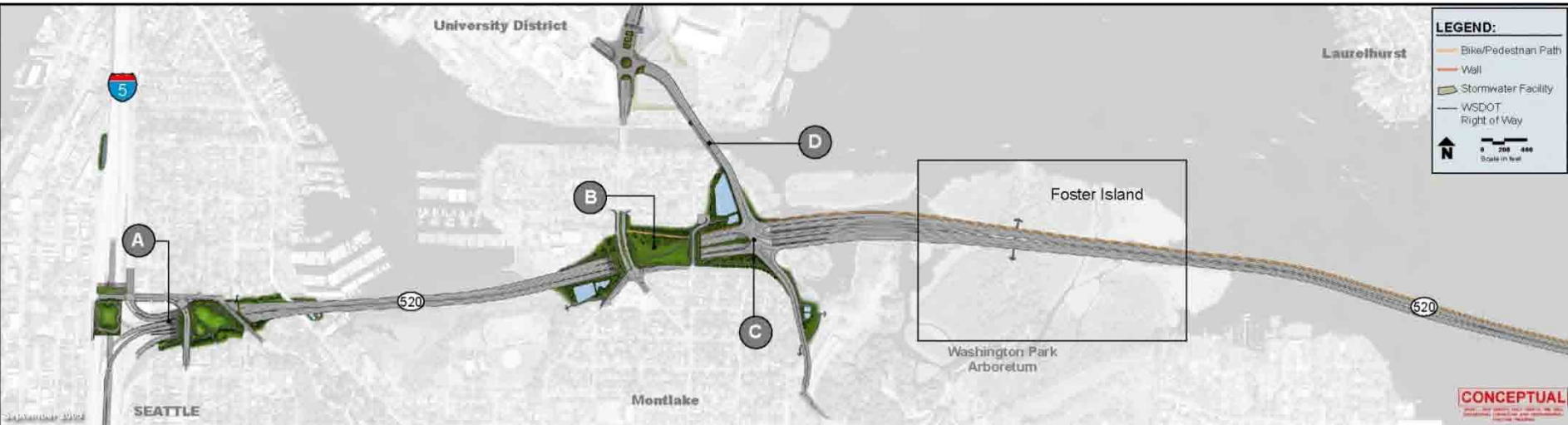


- Tunnel under the Montlake Cut.

Total program cost: \$6.574 B to \$6.672 B

Option L:

I-5 to floating bridge \$2.562 B to \$2.642 B



- Direct access ramp to express I-5 lanes.
- Lid above I-5.
- Lid at 10th Avenue E. and Delmar Drive E.



- Montlake Boulevard primarily serves local traffic.
- SR 520 connection to Lake Washington Boulevard E. and NE Pacific Street.



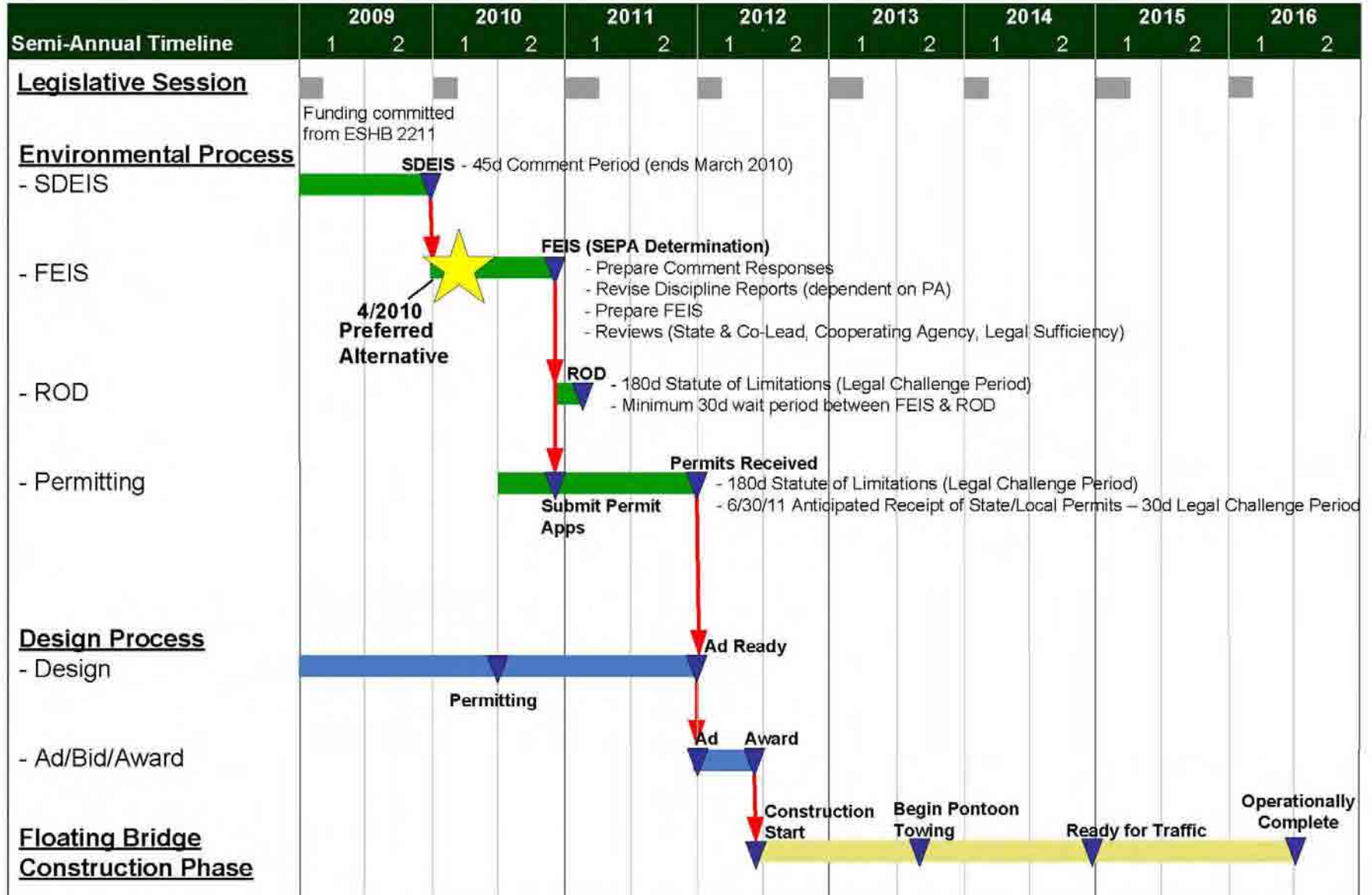
- One traffic signal for freeway access, including HOV direct access.
- Lid over SR 520 at Montlake.



- Adds second bascule bridge to east of existing Montlake bridge.

Total program cost: \$5.066 B to \$5.146 B

Next Steps





SR 520 Legislative Workgroup

Barbara Gilliland
Workgroup Administrator

Seattle City Council Committee of the Whole
Seattle City Hall
November 24, 2009



SR 520 Legislative Workgroup

ESHB 2211 requirements

- 16 legislators and transportation officials.
- Representation from Eastside, Westside and Legislative Leadership.
- Co-chairs:
 - Senator Rodney Tom (Eastside).
 - Representative Scott White (Westside).
- Formed a Westside Subgroup to focus on Westside design options.

Two objectives

1. Recommend corridor design options within \$4.65 billion.
2. Recommend a financing strategy to meet that funding target.



SR 520 Legislative Workgroup

Workgroup considerations

- Community and agency outreach and coordination.
 - Mediation proponents.
 - Other area stakeholders.
 - Regulatory and transit agencies.
 - Local jurisdictions.
- Independent Cost Expert Review Panel.
- Review of federal, state, regional and local funding sources.

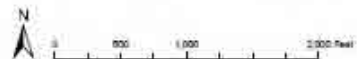


SR 520 Legislative Workgroup

What we heard: Natural and built environment



- National Register of Historic Places (NRHP) Listed Structure
- Historic District boundary
- Pioneer Market Cultural Property
- Park
- Wetland
- Stream



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Source: King County (2008) GIS Data (Streams, Storm Water Bodies) CH2M HILL (2008) GIS Data (Park), historical data for all layers is

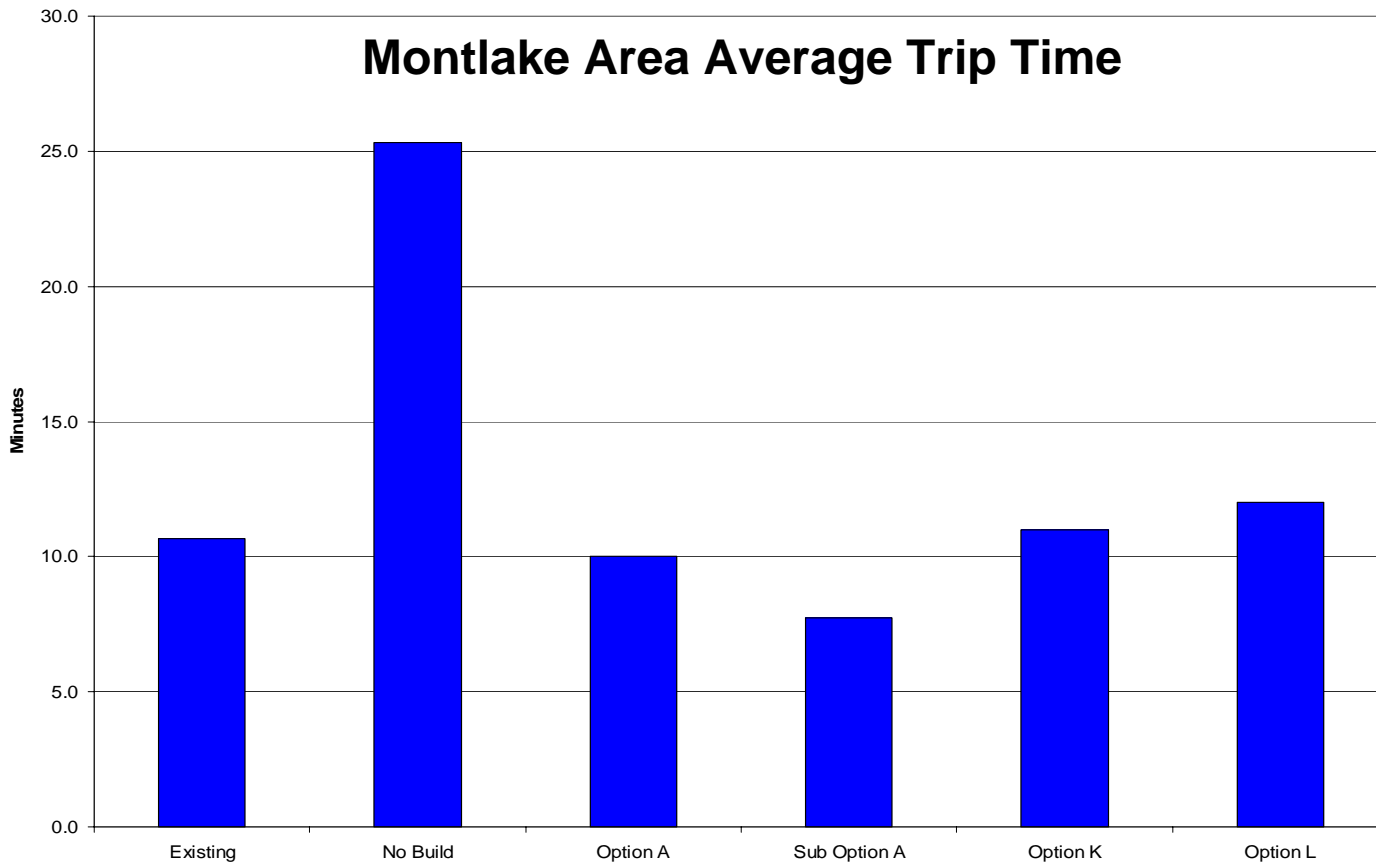
Environmental Resource Areas

1.5 to 1.6 Miles: Bridge Replacement and MOV Project



SR 520 Legislative Workgroup

What we heard: Traffic operations



Note: Data represents a summation of the volume weighted average travel time along 24 key travel paths in the Montlake Boulevard/Lake Washington Boulevard interchange area during a one hour period. Time period evaluated is the Year 2030 PM peak hour.



SR 520 Legislative Workgroup

What we heard: Transit travel times

Option	Origin	Destination	Travel Time (minutes)
No Build	Madison Street	Montlake Triangle	45
	Montlake Triangle	McGraw	9
Option A	Madison Street	Montlake Triangle	18
	Montlake Triangle	McGraw	5
Option A with Sub-option	Madison Street	Montlake Triangle	10
	Montlake Triangle	McGraw	5
Option K	Madison Street	Montlake Triangle	23
	Montlake Triangle	McGraw	3
Option L	Madison Street	Montlake Triangle	28
	Montlake Triangle	McGraw	5



SR 520 Legislative Workgroup

What we heard: Design

Option A+ (I-5 to floating bridge \$2.027 B to \$2.127 B)



This option has not been reviewed through a Cost Estimation Validation process.

Costs development with Oct. 16 snapshot.

Risk and inflation costs were derived using the 2008 Cost Estimation Validation process results, most likely at year of expenditure.

Total program cost: \$4.531 B to \$4.631 B



SR 520 Legislative Workgroup

What we heard: Design Option M (I-5 to floating bridge \$3.358 B)



This option has not been reviewed through a CEVP process.

Costs development with Oct. 16 snapshot.

Risk and inflation costs were derived using the 2008 CEVP results, most likely at year of expenditure.

Total program cost: \$5.862 B



SR 520 Legislative Workgroup

What we heard: Potential funding sources

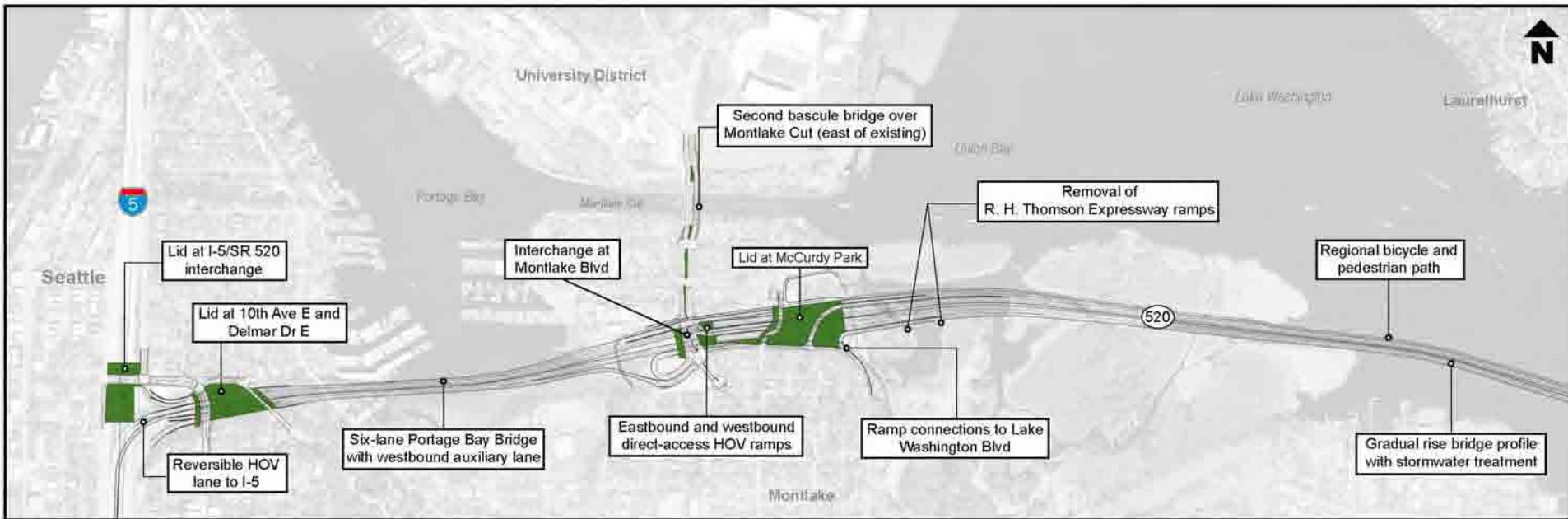
- **State and federal sources considered:**
 - New State sources
 - New Federal sources
 - Federal TIGER grant
- **Tolling sources considered:**
 - SR 520 uncommitted toll funding
 - Higher SR 520 tolls
 - SR 520 segment tolls
 - I-90 express lane tolls
 - I-90 bridge tolls
- **Regional and local sources considered:**
 - Transportation Benefit District
 - Vehicle license fee
 - Sales and use tax
 - Property tax
 - Commercial and industrial impact fee
 - Motor Vehicle Excise Tax



SR 520 Legislative Workgroup

Legislative Workgroup Draft Recommendation: Design

Option A+





SR 520 Legislative Workgroup

Legislative Workgroup Draft Recommendation: Rationale for option A+

- It meets the purpose and need of the project and complies with statutory requirements to implement a six-lane (four general purpose and two HOV lanes) bridge replacement project.
- It meets the transportation needs of the corridor with the least impact to the surrounding environment.
- It can be constructed within the \$4.65 billion financial threshold.
- The impacts are covered within the current Draft Supplemental Environmental Impact Statement.
- It meets the needs of transit providers within the SR 520 corridor and on local surface streets.
- It has broad based support from local communities including the University District Community Council, Ravenna Bryant, and Friends of Seattle's Olmstead Park and regional organizations including the University of Washington, Seattle Chamber, King County Metro, and the Eastside Transportation Partnership.



SR 520 Legislative Workgroup

Legislative Workgroup Draft Recommendation: Finance

The Workgroup recommends to the Governor and Legislature a financing strategy that includes:

- Use of the base funding previously identified, including early tolling of SR 520.
- The creation of, and early tolling of HOT lanes on I-90 as soon as is practicable.
- The remaining gap to be filled by new FEDERAL or STATE revenue, to be identified in the next year or two.
- IF THAT DOESN'T HAPPEN, THEN general tolling of I-90 to fill the gap no sooner than 2014.
- The group also recommends the pursuit of cost savings by further refinement of cost estimates and design.



SR 520 Legislative Workgroup

Public feedback opportunities on draft recommendations

- Town Hall meeting Nov. 24 – TONIGHT!
 - 6 to 8 p.m., presentation by co-chairs at 6:30 p.m.
 - University of Washington Center for Urban Horticulture
- Online feedback form will be available from Nov. 20 to Dec. 4.
- SR 520 Legislative Workgroup will meet:
 - Dec. 8, 10 a.m. - 12 noon
 - Sound Transit, Ruth Fisher Board Room
- Final report to Legislature and Governor by Jan. 1, 2010.

For more information:

SR 520 program Web site:

www.wsdot.wa.gov/projects/SR520Bridge

SR 520 Legislative Workgroup Web site:

www.wsdot.wa.gov/partners/sr520legislativeworkgroup