

Moving Washington – Strategies with a 21st Century Pay-off



Over the next 25 years, projected increases in population and jobs for the central Puget Sound region will worsen today's gap between transportation demand and capacity. If the trend continues, commuters could spend 300 percent more time sitting in traffic.

Experience has shown that we can reduce congestion by focusing on three key strategies: adding road capacity strategically, operating the system we have efficiently, and providing choices that help manage demand.

"Moving Washington" is WSDOT's vision of investments and priorities for the next 10 years. It integrates new capacity, efficiencies and commute options to address congestion head-on and improve the performance of our state's transportation system. The program's primary objective is mobility, one of the state Legislature's five transportation priorities along with preserving our transportation infrastructure,

making the system safe for all, ensuring environmental sustainability and practicing sound stewardship. The components include:

Adding Capacity Strategically - Adding new capacity to our currently over-stressed transportation system.

Operating Roadways Efficiently - Improving the system's performance to maximize existing investments and system capacity using traffic management tools.

Managing Demand - Providing more travel choices and options for people and freight to improve system efficiencies.

Moving Washington has the potential to:

- Improve travel times on urban corridors by 10%
- Reduce collisions by 25%
- Improve Trip Reliability by 10%
- Reduce greenhouse gas emissions from transportation by smoothing traffic flow and supporting integrated transportation planning and land development decisions that can reduce unnecessary travel and vehicle miles traveled

Puzzle: HITS ON CAR

Each row, column and 3x3 square contains the letters in the phrase exactly once. The hidden word or phrase is spelled down the diagonal.

	H					N
N		I	T	O	C	A
O					I	
A	O		N	C	T	
	N	A	T	C		
		H	O	R	A	S
		R				C
I	C		S	A	H	R
H						I

O	I	S	R	C	N	V	H
R	T	H	V	S	N	C	O
C	V	N	O	I	H	R	T
S	N	V	I	R	O	H	C
I	C	O	T	H	V	S	N
H	R	T	C	N	S	O	I
T	H	I	N	C	R	S	O
V	S	C	H	O	T	R	I
N	O	R	I	A	S	R	O



FHWA's Dan Mathis looks on as Paula and Rachel Hammond simulate flying a WWII airplane.



Today's Events

Tuesday, July 14

Registration

7:00 a.m. – 1:30 p.m.

Continental Breakfast

7:30 a.m. – 9:00 a.m.

Cyber Café

7:30 a.m. – 5:00 p.m.

AASHTO – AGC – ARTBA Joint Committee Breakfast (Invitation Only)

7:30 a.m. – 9:00 a.m.

Exhibitors' Trade Show

7:30 a.m. – 1:30 p.m.

CEO Business Meeting

9:00 a.m. – 11:00 a.m.

Technical Sessions

9:00 a.m. – 10:15 a.m.

FHWA/CEO Roundtable (Invitation Only)

11:15 a.m. – 12:15 p.m.

Technical Sessions

10:45 a.m. – 12:00 p.m.

Box Lunches

12:00 p.m. – 1:30 p.m.

Technical Tours

1:30 p.m. – 4:30 p.m.

Dinner on your own



Tuesday, July 14, 2009

America's Transportation Awards



Eight regional winners were announced at yesterday's opening session:

- SH-20 Keetonville Hill Reconstruction Project (**OK**)
- Elk Creek Project (**OR**)
- I-15 Express Lanes (Middle Segment) Project (**CA**)
- Wildlife Detection System Project (**CO**)
- Fix I-5 Sacramento Project (**CA**)
- Legacy Parkway Project (**UT**)
- Yankton Bridge Project (**NB**)
- I-235 Oklahoma City Interchange Project (**OK**)

America is a nation in constant motion – from truckers on the Interstate to commuters on the subway. They expect transportation services to keep pace with their busy lives, save time and money. America's Transportation Awards recognizes achievement in the development and construction of transportation projects, and instills an appreciation of transportation as a key element of our quality of life.

The competition is co-sponsored by AAA and the U.S. Chamber of Commerce, and was launched as part of AASHTO's transportation marketing campaign.

A panel of nationally recognized transportation experts selects the regional winners, who are eligible to advance to the final round of judging, where they will compete for the Grand Prize and People's Choice Awards.

Awards were presented in the categories of "On Time", "On Budget" and "Innovative Management".

There were three size categories:

- Large (\$200 million and over)
- Medium (\$26 - \$199 million)
- Small (\$25 million and under)

America's Transportation Awards competition recognizes the best of the best. The awards competition is designed to identify and promote transportation improvements that have made a real difference to the people and businesses in their communities.



AASHTO President Al Biehler presents America's Transportation Award to regional winners.

Sponsor Highlight: Parsons Brinckerhoff



expected to begin in 2011 and be open to drivers in 2015.

Alaskan Way Viaduct and Seawall Replacement Program

Following the Nisqually earthquake in 2001, Washington state and the City of Seattle recognized the urgent need to replace the Alaskan Way Viaduct in downtown Seattle and the adjacent seawall due to their seismic vulnerability.

The Washington State Department of Transportation (WSDOT) is working in close coordination with the Federal Highway Administration, King County, the City of Seattle, and the Port of Seattle to replace the viaduct with a new surface road connected to a bored tunnel beneath downtown, a new waterfront surface street, transit investments, and downtown waterfront and city street improvements. The state, county and city departments of transportation are working together to implement these projects. Parsons Brinckerhoff (PB) leads the engineering and environmental process for the bored tunnel. Construction of the tunnel is

While the state, county and city design the bored tunnel, they have begun other safety and mobility projects in the corridor. These Moving Forward projects, located in the north and south ends of the viaduct, will replace almost half of the seismically vulnerable structure by 2012. PB provides the primary engineering and environmental support for these projects and will provide final design services.

WSDOT manages and directs the viaduct replacement program team, including consultants, responsible for design, environmental review and construction. Hatch Mott MacDonald serves as the Project Management Assistant Consultant, an extension of the owner, to provide program and design management, and related technical services. PB serves as the General Engineering Consultant responsible for environmental documentation, conceptual engineering, transportation planning, construction planning and public involvement.



Parsons Brinckerhoff serves as Engineering Consultant on the Alaskan Way Viaduct program.

Opening Keynote Speaker



AASHTO Executive Director John Horsley presents keynote address

WASHTO kicked off its summer annual meeting with a packed opening session, as Washington Transportation Secretary Paula Hammond opened the session and welcomed delegates to the Pacific Northwest. Before introducing her distinguished speaker panel, Hammond previewed some of the interesting sessions and planned guest events.

The session's keynote speaker, AASHTO Executive Director John Horsley, started out his remarks by reminding everyone of his childhood ties to the Puget Sound area and praised everyone's commitment and diligence to accountability in obligating funding and delivering federal recovery projects.

"You are the stars, delivering jobs that have benefits to people and businesses across the country. We told them we could do it and you have exceeded everyone's expectations," Horsley said.

Horsley was followed at the podium by FHWA Deputy Director Greg Nadeau charging each state to stay the course in the quest to make roads safer and bring down the nation's fatality rate through engineering and coordination with law enforcement. North Dakota Transportation Director Francis Ziegler concluded the morning session by highlighting next year's annual meeting in Bismarck, North Dakota.

Modern Marvel - Hood Canal Bridge

Six years of planning and construction came to a head during six weeks in May-June 2009 when WSDOT closed the SR 104 Hood Canal Bridge to remove and replace the entire east half and the east and west trusses.

By the time work commenced May 1, WSDOT and key private sector partners spent more than a year preparing residents, businesses and others who rely on the bridge, informing them of what they could do to plan ahead for the closure. The SR 104 Hood Canal Bridge carries between 16,000 and 20,000 vehicles daily and is one of the few direct routes to and from the North Olympic Peninsula.

Without the bridge a 36-mile, 54-minute trip between Poulsbo and Port Townsend becomes a 142-mile trip that takes more than three hours.

Between May 1 and June 3 WSDOT helped travelers get around and find the most direct route to their destinations. Travel options included a cross canal water shuttle and connecting transit services, an additional car ferry run between Edmonds and Port Townsend, medical bus services to Kitsap County and Seattle, and improvements to key roadways and traffic control systems in the area.

The water shuttle-transit option was used by



The Hood Canal bridge opened nearly two weeks early.

approximately 70,000 people during the closure and required close communication and planning between WSDOT, Washington State Ferries, two transit agencies and a charter bus company. The temporary transportation system serves as a

successful case study for accommodating the needs of so many different audiences, while keeping the focus on keeping the project moving forward.

The bridge was reopened to drivers more than one week early.

Monday State Night Dinner

Moods were aloft Monday night when WASHTO guests were whisked off to the Museum of Flight, Seattle's own "Smithsonian for airplanes".

Our guests enjoyed a catered dinner in the museum's six-story Great Gallery containing the museum's massive collection of flying machines. Multiple types of vintage and modern aircraft hovered overhead and around the gallery floor.

Exclusive use of the museum allowed guests to venture

around and tour the different buildings, including the main exhibit hall and the "Red Barn" which was Boeing's original manufacturing facility.

Washington Transportation Secretary Paula Hammond recognized the two major sponsors, Parsons Brinckerhoff and David Evans and Associates.

Guests were especially impressed with the museum's vast collection of vintage aircraft and flight memorabilia.



WASHTO attendees enjoying surf and turf at the Museum of Flight