



SR 520 Program Update

Seattle City Council

July 9, 2018

Denise Cieri, P.E.

SR 520 Program Administrator

Dave Becher, P.E.

SR 520 Program Director of Construction

Ron Paananen, P.E.

SR 520 Program Engineering Manager

Presentation outline

- SR 520 Program overview
- WSDOT/City of Seattle coordination to date
- Upcoming “Rest of the West” projects in Seattle
- Next steps
- Questions and answers

Improving safety and mobility for the region

The SR 520 Program is a \$4.51 billion investment in the SR 520 corridor, which was originally built in the early 1960s.

The new corridor is improving safety and mobility on both sides of Lake Washington for drivers, transit riders, bicyclists and pedestrians across the region.

Replacing vulnerable structures



Enhancing mobility



SR 520 Program overview



Schedule

- Eastside Transit and HOV Project: Opened 2014
- Pontoon Construction Project (Aberdeen): Completed 2015
- New floating bridge: Opened April 2016
- West Approach Bridge North: Opened August 2017
- Remaining west side corridor: Construction to begin in late 2018

The new SR 520 Trail is open!



WSDOT / City of Seattle coordination

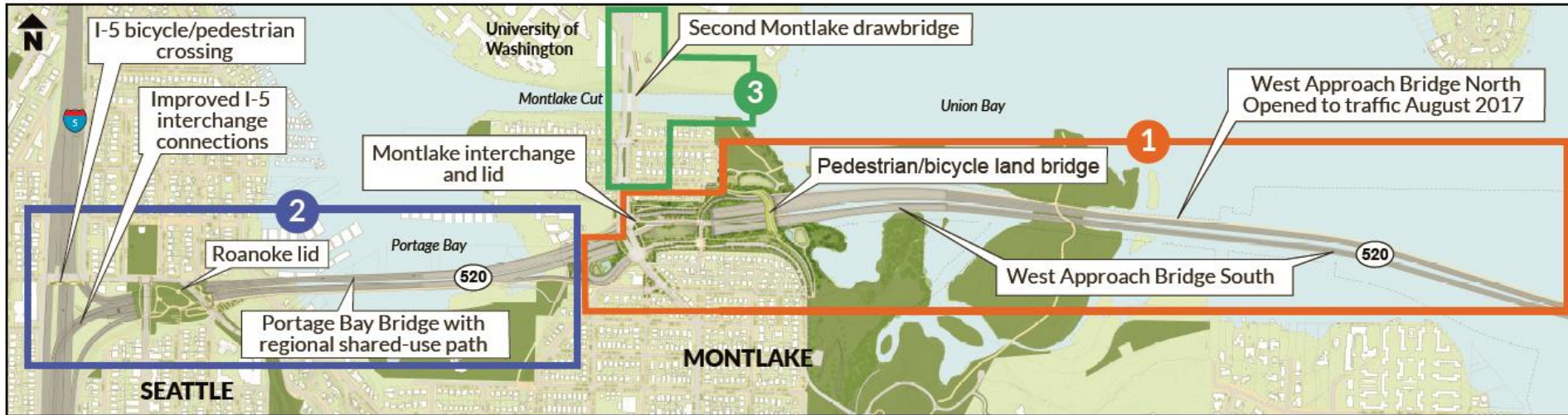
WSDOT and the City of Seattle signed a Memorandum of Understanding (MOU) in 2011 outlining:

1. The City's support of the Preferred Alternative design
2. Key commitments by WSDOT and the City
3. Next steps for ongoing WSDOT/City coordination on SR 520

WSDOT regularly works with multiple City departments:

- Seattle Department of Transportation (SDOT) – lead agency
- Seattle Department of Construction and Inspections (SDCI)
- Seattle Public Utilities (SPU)
- Seattle City Light (SCL)
- Seattle Parks and Recreation
- Seattle Design Commission (SDC)
- City Council and Mayor's Office

Rest of the West projects in Seattle: 2018-2029



- PHASE 1: Montlake Phase**
 Construction to begin in late 2018
 Estimated duration: 4-5 years
 - PHASE 2: Portage Bay Phase**
 Estimated start: 2020-2022
 Estimated duration: 6 years
 - PHASE 3: Montlake Cut Crossing Phase**
 Estimated start: 2024
 Estimated duration: 3 years
- Note: Exact project sequencing in development

Overall project vision: Nature Meets City

The SR 520 project continues to be guided by the overall project vision of "Nature meets City."



The "Rest of the West" is fully funded at \$1.64 billion, via the 2015 Connecting Washington transportation package.

Montlake Phase construction begins late 2018

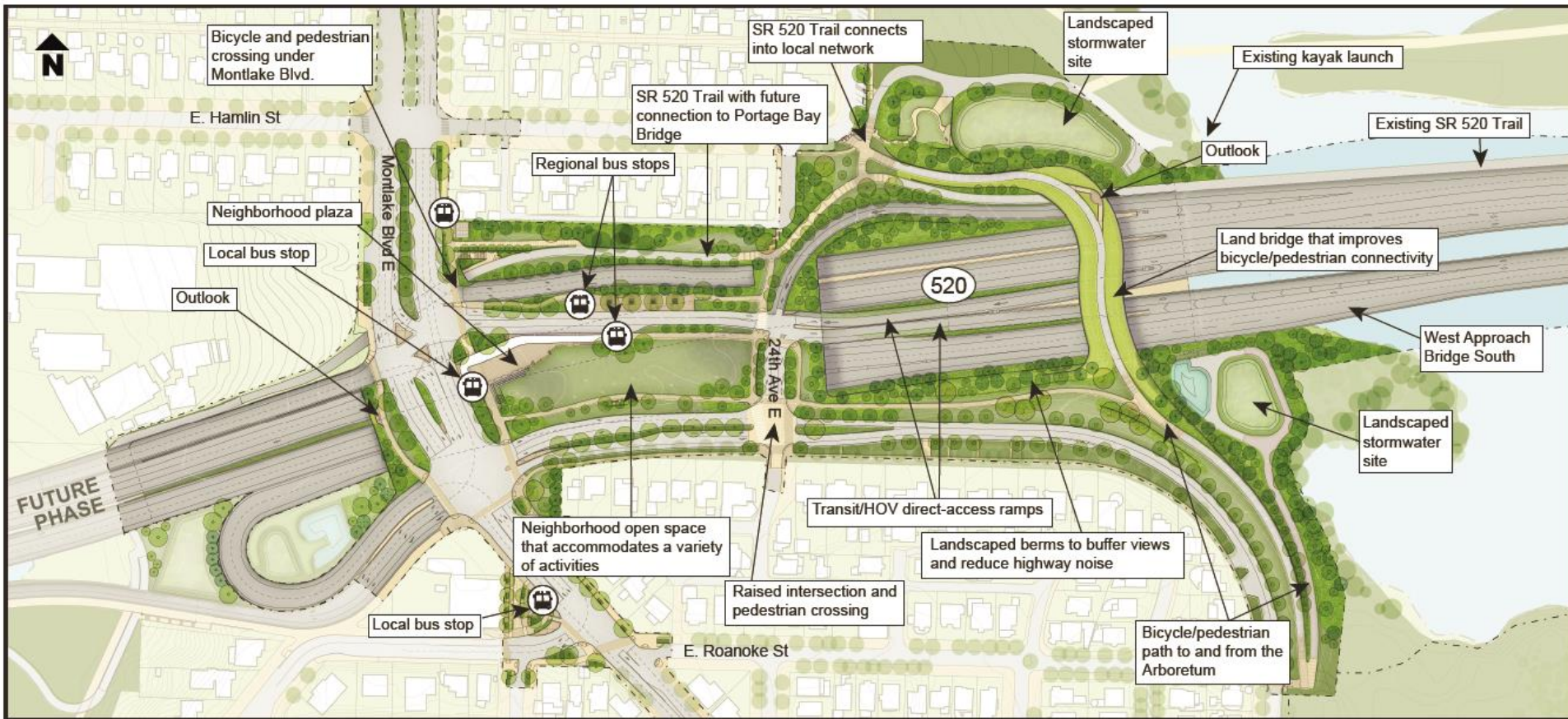
PHASE 1: Montlake Phase
Construction to begin in late 2018
Estimated duration: 4-5 years



Note: the existing eastbound SR 520 on-ramp in the Arboretum will be removed as part of the Montlake Phase.

Montlake Phase: Major project elements

shown at completion of the Montlake Phase



Local bicycle and pedestrian connections

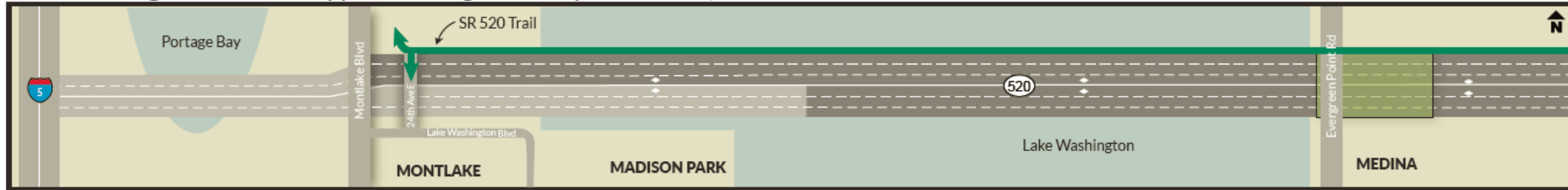
shown at completion of the Montlake Phase



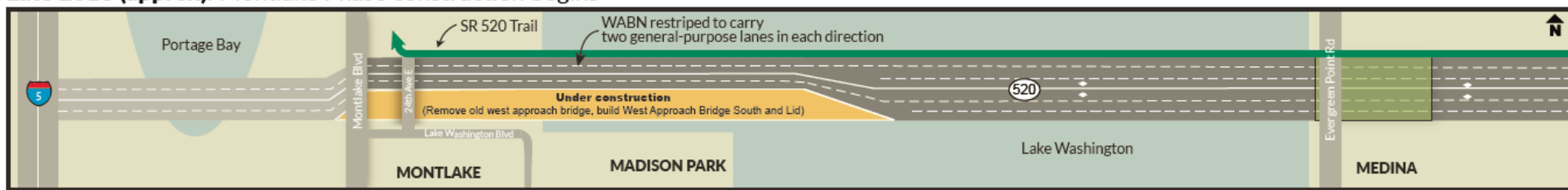
Shifting SR 520 traffic during construction

During Montlake Phase construction, all SR 520 traffic (both directions) will need to temporarily shift onto the new WABN structure to allow for the removal and reconstruction of the southern bridge.

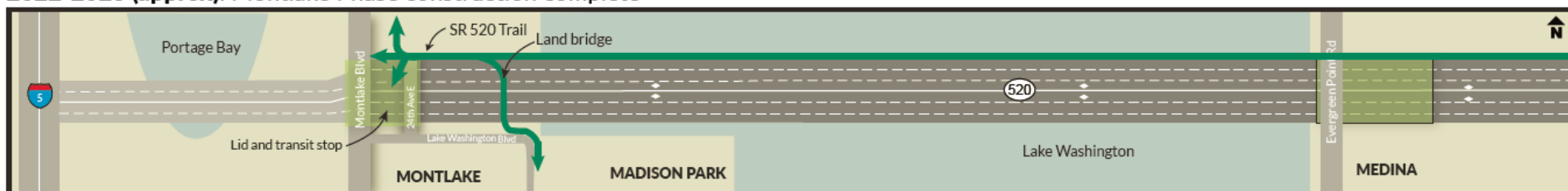
Current configuration: West Approach Bridge North open to traffic, SR 520 Trail reaches Seattle



Late 2018 (approx): Montlake Phase construction begins



2022-2023 (approx): Montlake Phase construction complete



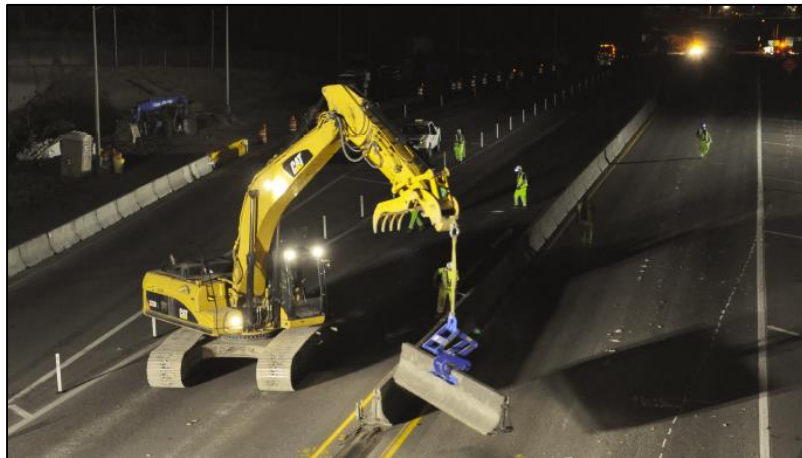
Notes:

- Illustrations of SR 520 mainline operations are shown. Interchanges are not detailed.
- Detailed traffic plans in future construction phases are subject to change.

Shifting SR 520 traffic during construction



Preparing for construction



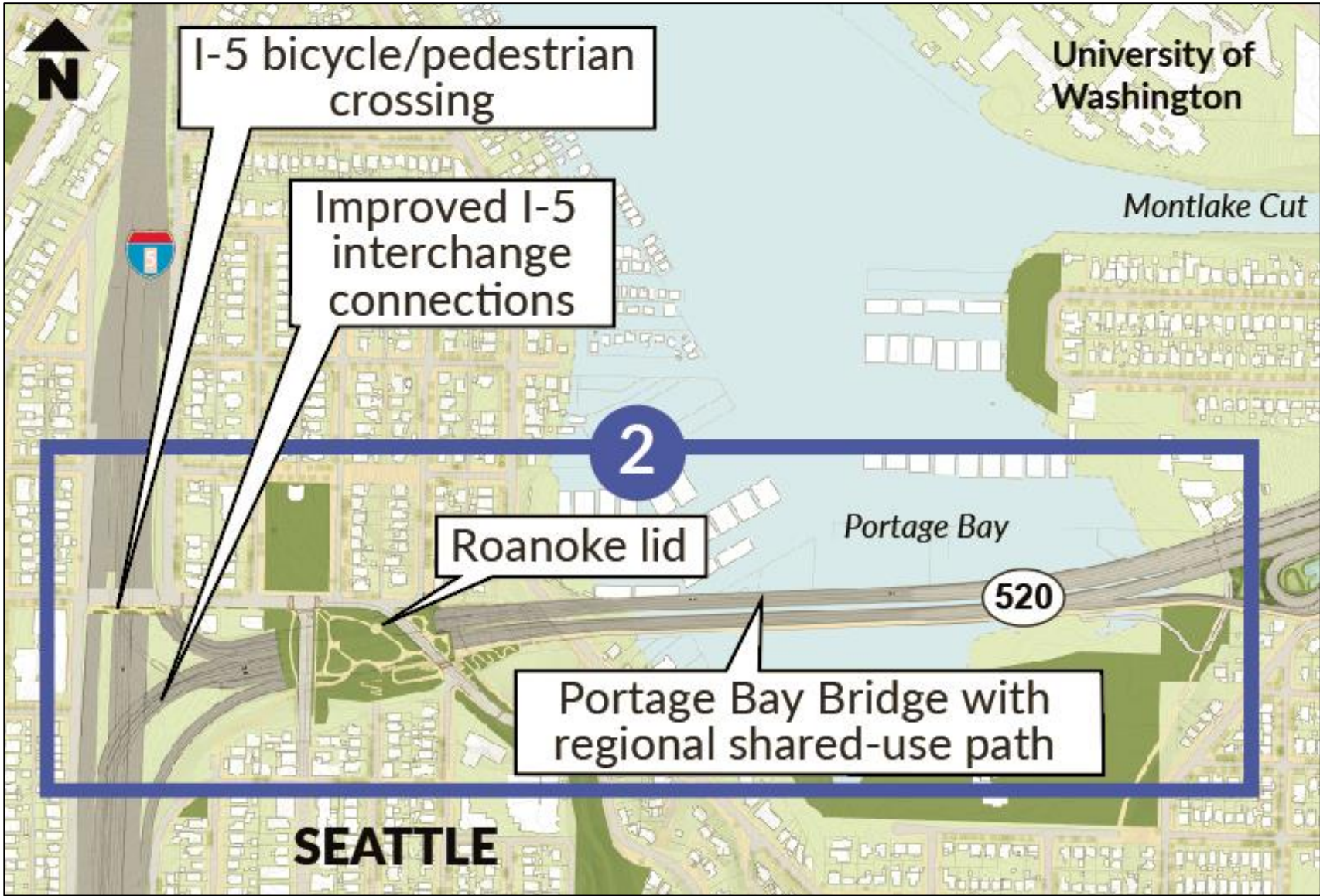
Transit update: existing Montlake flyer stops to close during construction; riders to board at Montlake Blvd.



- The highway-level transit stops known as the Montlake flyer stops will need to close during Montlake Phase construction.
- The Montlake flyer stops will be closed no earlier than March 2019.
- Bus stops will remain open and operational on Montlake Boulevard and at the UW Montlake Triangle area.
- We are coordinating with the transit agencies to identify opportunities to assist the affected riders during construction.

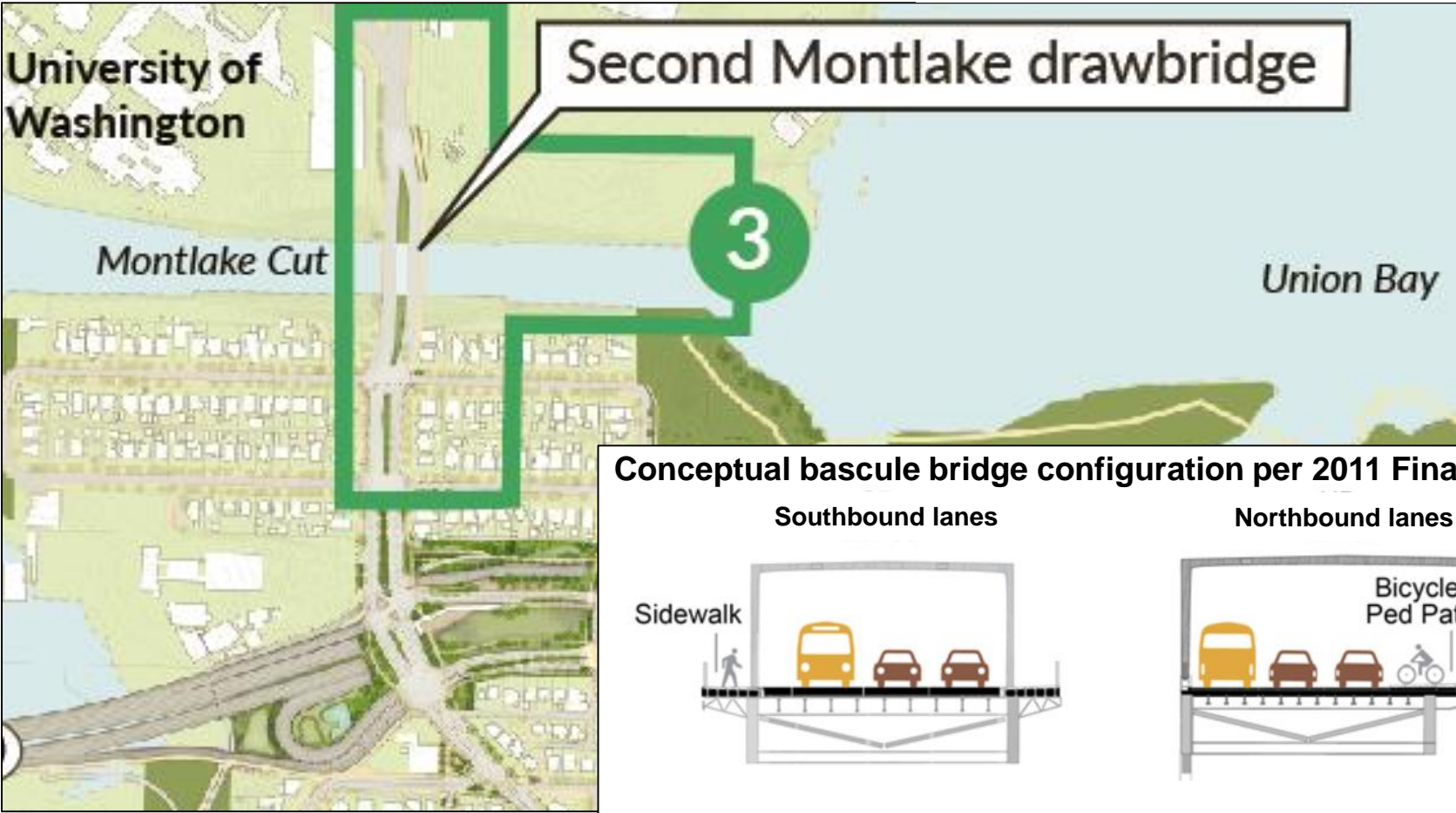
Portage Bay Phase look-ahead

PHASE 2: Portage Bay Phase
Estimated start: 2020-2022
Estimated duration: 6 years



Montlake Cut Crossing Phase (second bascule bridge) look-ahead

PHASE 3: Montlake Cut Crossing Phase
Estimated start: 2024
Estimated duration: 3 years



Recent outreach and ways to stay informed

Ways to stay informed during construction

- Website: www.wsdot.wa.gov/projects/sr520bridge
- Construction Corner web tool (coming soon!)
- Social media
- Email updates
- Phone: 206-770-3554 (M-F, 8-5)
- 24/7 construction hotline
- Storefront in the project area
- Pre-construction open houses
- Monthly meetings with future contractor

April 17 project open house in Seattle



SR 520 Ombudsman David Goldberg

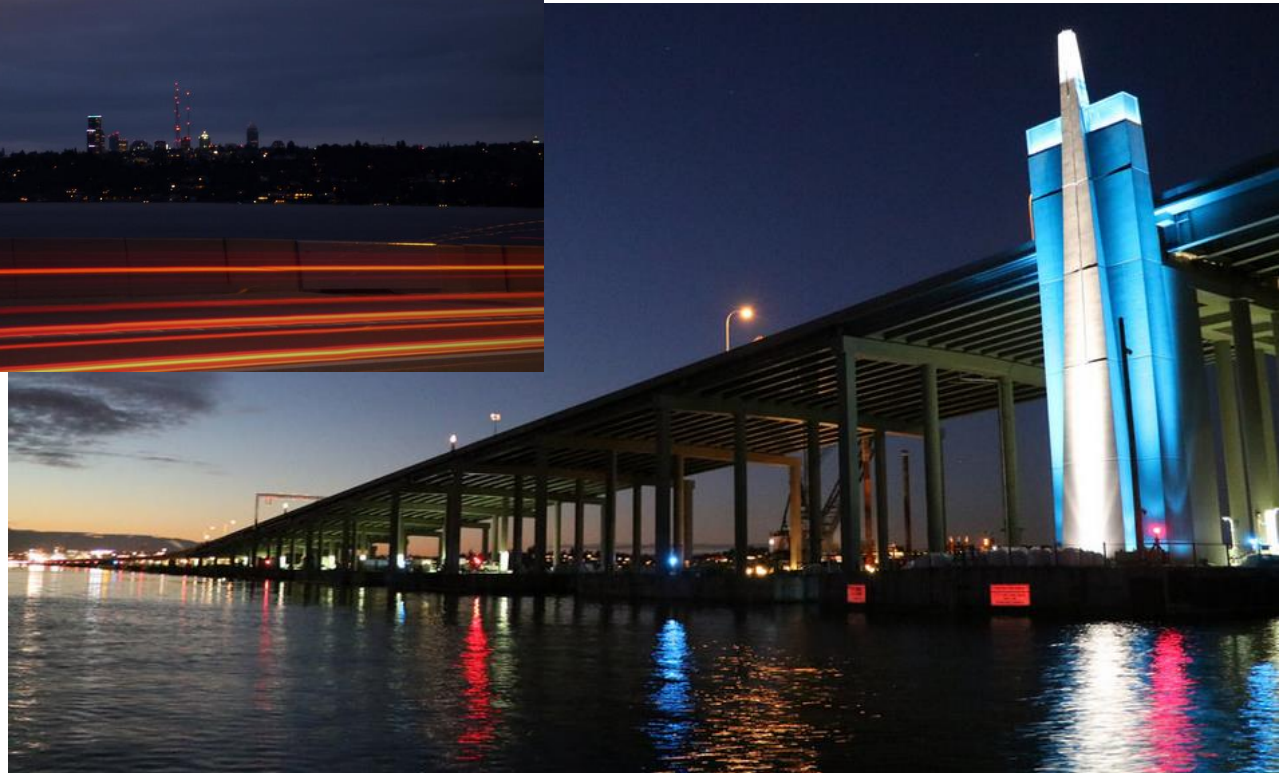


Next steps for City Council on SR 520

- ✓ **July 9, 2018:** Project briefing to Full Council (today's meeting)
- **Late-summer 2018:** SR 520 Montlake Phase maintenance agreement (WSDOT/City) to be routed to Council for review and action.

Note: the SR 520 Program will provide the City Council with updates on project design and construction progress in the future as needed.

Questions?



How to reach us

For more information:

Visit: www.wsdot.wa.gov/projects/SR520Bridge

E-mail: SR520Bridge@wsdot.wa.gov

Call: 206-770-3554

Mail: SR 520 Bridge Replacement and HOV Program
999 3rd Avenue, Suite 2200
Seattle, WA 98104

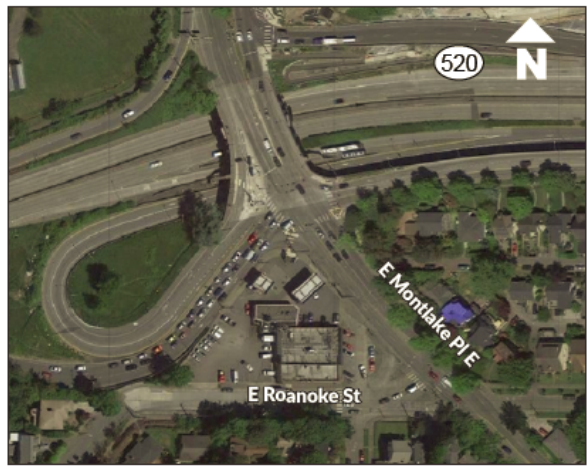
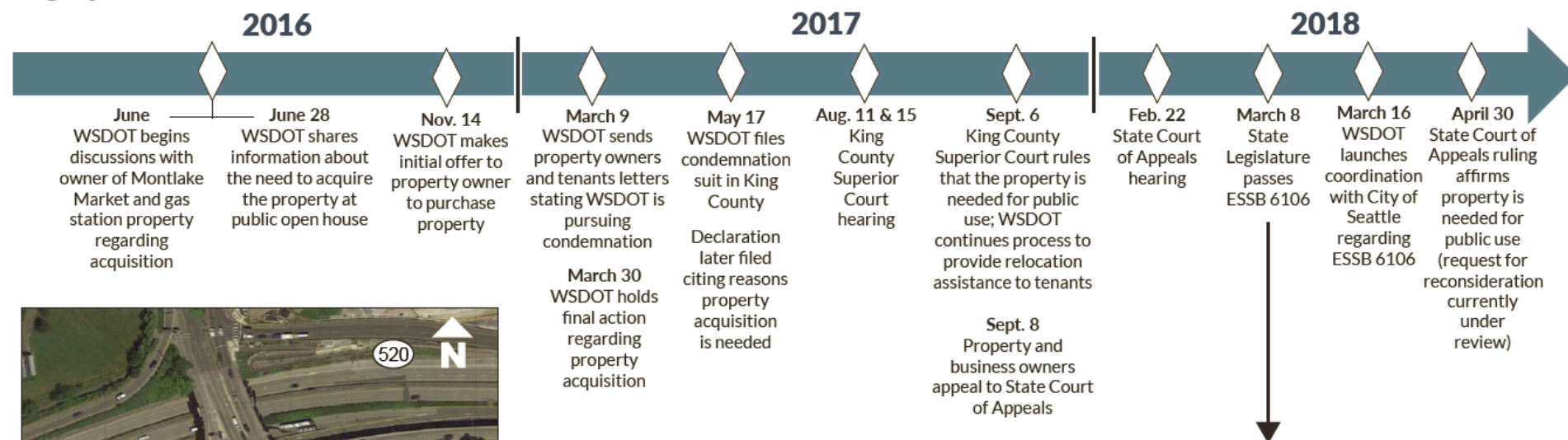
Past City Council actions regarding SR 520

- **October 2011: Ordinance 123733** – *“Authorizing execution of a Memorandum of Understanding (MOU) between the State of Washington and the City of Seattle.”*
- **September 2012: Resolution 31411** – *“Recognizing the completion of a technical report on the conditions under which WSDOT should consider building a second bascule bridge over the Montlake Cut, and making recommendations on actions to be taken by the State and the City based on the findings of the report”; Includes language about second bascule bridge traffic-based “triggers”.*
- **January 2013: Resolution 31427** – *“Recognizing the completion of the Seattle Community Design Process and recommending actions by the City of Seattle and WSDOT based on the results of this process.”*
- **October 2015: Resolution 31611** – *“Recognizing the completion of a design refinements effort and a recommendations report for the west side portion of the project and recommending actions by the City of Seattle and State of Washington based on results of this effort”; Recommends that a second bascule bridge not be constructed within the foreseeable future, and/or requests further study and evaluation of options for a bicycle/pedestrian bridge across the Montlake Cut.*

Montlake property acquisition update

We understand that the Montlake Market and gas station are valued local businesses. At the same time, WSDOT is working hard to balance the needs of the traveling public and Montlake neighbors as we replace vulnerable structures in the SR 520 corridor and deliver a vital regional transportation facility in a constrained urban area with neighborhoods on all sides.

Legal process overview



Aerial view of the Montlake Market and gas station.

2018 Legislative direction in ESSB 6106:

(33) For the SR 520 Seattle Corridor Improvements – West End project (M00400R), the legislature recognizes the department must acquire the entirety of parcel number 1-23190 for construction of the project. The department shall work with its design-build contractor to ensure to the maximum extent practicable that the building housing any grocery store or market currently located on parcel number 1-23190 will be preserved. The legislature recognizes the city of Seattle has requirements in the project area that the department must address and that those requirements may affect the use of parcel number 1-23190 and may affect the ability of the department to preserve any grocery store or market currently located on the property. The department shall meet and confer regularly with residents in the vicinity of the parcel regarding the status of the project and its effects on any grocery store or market currently located on the property. The legislature strongly encourages the city to utilize maximum flexibility in how the department meets the city's requirements and to be an equal partner in efforts to preserve any grocery store or market on parcel number 1-23190.