

September 12, 2022

**MEMORANDUM**

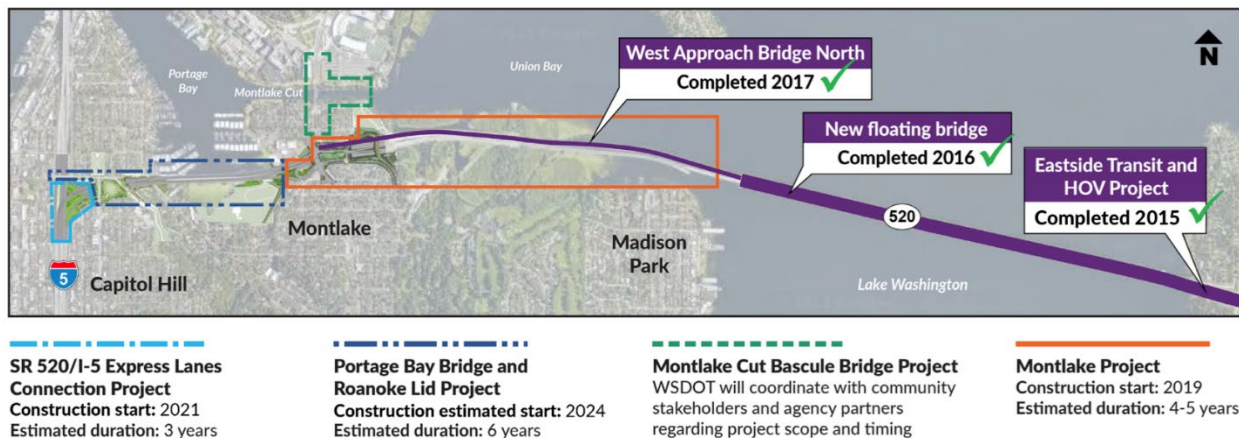
**To:** Transportation and Seattle Public Utilities Committee  
**From:** Calvin Chow, Analyst  
**Subject:** Council Bill 120416 – SR 520 Portage Bay Bridge Maintenance Agreement

On September 20, 2022, the Transportation and Seattle Public Utilities Committee will discuss and possibly vote on [Council Bill \(CB\) 120416](#). This legislation would authorize the Executive to execute an amendment to a maintenance agreement with the Washington State Department of Transportation (WSDOT) for the Portage Bay Bridge and Roanoke Lid Project.

**Background**

The Portage Bay Bridge and Roanoke Lid Project is an element of WSDOT’s [SR 520 Replacement Program](#), which began construction in 2011. The program is broken into several project phases, and the Lake Washington and Eastside project phases are complete. However, there are four remaining projects that are wholly located within the Seattle city limits. These four Seattle-based projects are shown below.

*Map of SR 520 Replacement Projects in Seattle*



**Source:** WSDOT SR-520 Replacement Program

The **Portage Bay Bridge and Roanoke Lid Project** (outlined in dark blue) is currently in design and pre-procurement; and is scheduled for construction beginning in 2024. This project has four main elements:

- Replacement of the existing Portage Bay Bridge
- Extension of the Regional Shared Use Path from Montlake to Capitol Hill
- Construction of a landscaped freeway lid from 10<sup>th</sup> Avenue E to Delmar Drive E
- A landscaped, bicycle and pedestrian shared use crossing over I-5

The **Montlake Project** (outlined in orange) is currently under construction. This project involves construction of a landscaped freeway lid from Montlake Boulevard E to 24<sup>th</sup> Avenue E, reconfigured freeway interchange and access points, and a new eastbound approach bridge to connect to the floating bridge.

The **SR 520/I-5 Express Lanes Connection Project** (outlined in light blue) is currently under construction and will create a new dedicated, reversible transit/HOV connection between SR 520 and the I-5/Mercer Street interchange.

The **Montlake Cut Bascule Bridge Project** (outlined in green) is paused and is currently unfunded.<sup>1</sup> WSDOT's project scope involves construction of a second bascule bridge across the Montlake Cut.

WSDOT developed the scope of these SR 520 replacement projects with City of Seattle and community stakeholder engagement through the Seattle Community Design Process (2011-2012) and the West Side Design Refinements (2014-2015) as directed by the Washington State Legislature. Council adopted [Resolution 31427](#) and [Resolution 31611](#), formalizing the City's recommendations for SR 520 replacement. WSDOT has continued to engage the community and the Seattle Design Commission on subsequent design refinements as each of the individual projects has moved forward.

These WSDOT projects include many improvements to existing City infrastructure such as pedestrian/bicycle paths, sidewalks, retaining walls, landscaping, lighting, and drainage conveyance systems; these assets will need to be maintained by the appropriate City departments. In 2019, Council passed [Ordinance 125754](#), authorizing execution of General Maintenance Agreement GMB-1094 to establish maintenance responsibilities for the Montlake Project between WSDOT and the City of Seattle. The proposed legislation would authorize an amendment to this agreement to cover the Portage Bay Bridge and Roanoke Lid Project.

### **Proposed Legislation**

The proposed legislation would authorize execution of Amendment 1 to General Maintenance Agreement GMB-1094. This Amendment 1 would define maintenance responsibilities for the Seattle Department of Transportation (SDOT), Seattle Parks and Recreation (SPR), Seattle City Light (SCL), Seattle Public Utilities (SPU), and WSDOT for the Portage Bay Bridge and Roanoke Lid Project. Amendment 1 is included as [Attachment 1](#) to the legislation and includes detailed maps identifying the specific maintenance responsibilities for each element of the project.

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<sup>1</sup> The 2022 State transportation funding package (Move Ahead Washington) did not include funding for the Montlake Cut Bascule Bridge Project. Council passed Resolution [31411](#) in 2012 and Resolution [31611](#) in 2015, which opposed construction of a second bascule bridge and recommended redirecting funding to pedestrian, bicycle, and transit improvements in the corridor.

While WSDOT will provide new infrastructure assets to the City as part of the Portage Bay Bridge and Roanoke Lid Project, the Executive has estimated increased annual operating and maintenance costs of \$56,000 for SDOT and \$100,000 for SPU once these assets are turned over to the City. The Executive has not estimated increased operating costs for SPR or SCL. Any necessary budget appropriations would be included in future budget proposals. The proposed Amendment 1 also allows for WSDOT to pay SPR for basic landscaping services in WSDOT right-of-way at an annual rate of \$10,500 per acre.

WSDOT intends to use a design-build procurement for the Portage Bay Bridge and Roanoke Lid Project. The proposed Amendment 1 provides that any substantial changes occurring during final design and construction will be documented with City concurrence and formalized through a future amendment.

Central Staff have identified no concerns with this legislation. Please feel free to contact me if you have any questions or would like more information on the SR 520 Replacement Program.

cc: Esther Handy, Director  
Aly Pennucci, Deputy Director  
Brian Goodnight, Lead Analyst