

Mega Projects at WSDOT

Managing multiple projects in major urban corridors

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ENGINEERING & OPERATIONS

Presentation to Oregon State Legislature Congestion Work Group

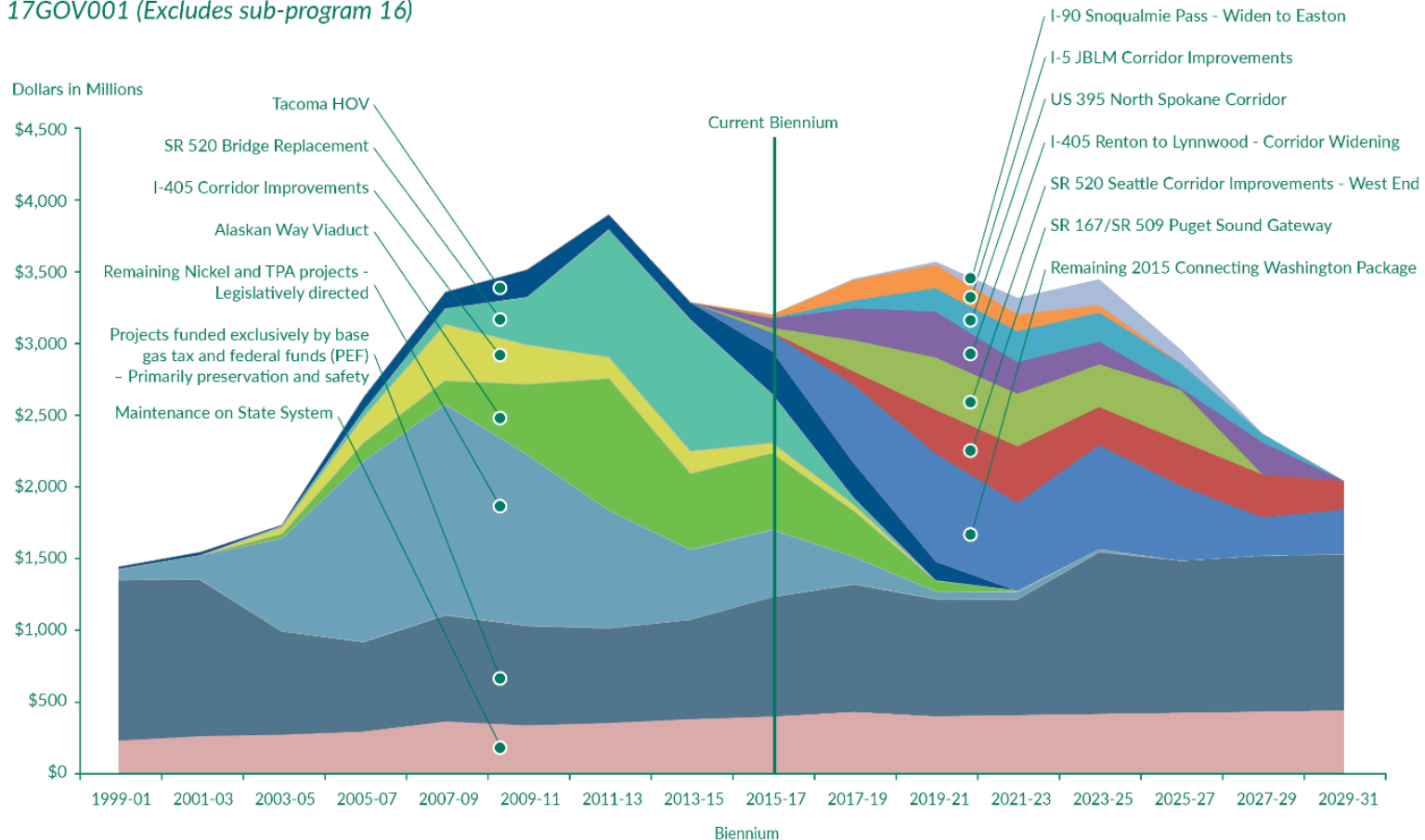
Monday, March 13, 2017

Construction Program funding

WSDOT Highway Maintenance and Construction Program with Revenue Packages

2017 Governor's Proposed Budget

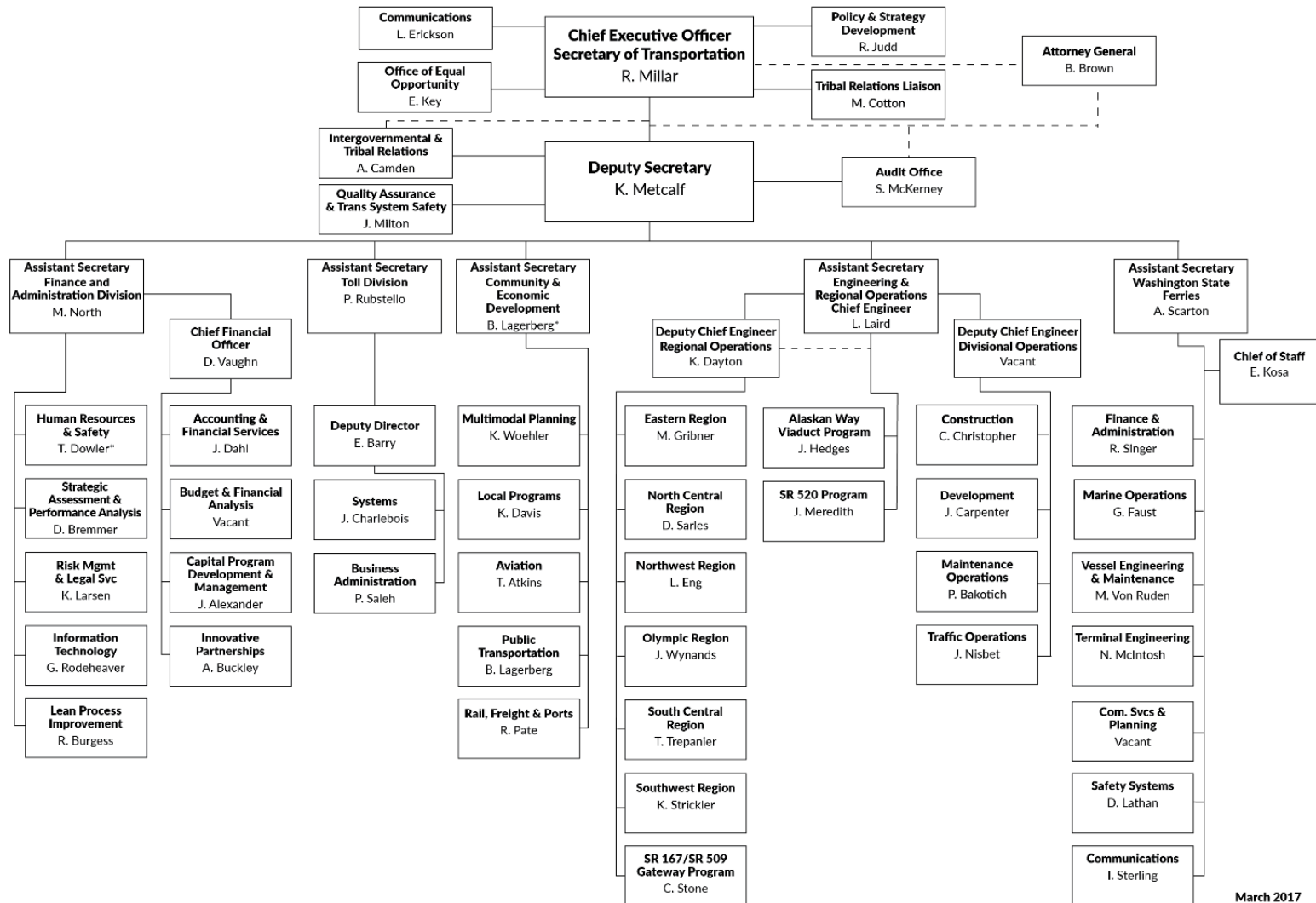
17GOV001 (Excludes sub-program 16)



WSDOT organizational structure



Citizens of the State of Washington
Governor Jay Inslee



* Acting

March 2017
Date

2015 Connecting Washington

\$16 billion transportation investment over 16 years

- \$9.4 billion – state and local road projects
- \$3 billion – debt service and contingency
- \$1.4 billion – state highway maintenance, operations and preservation
- \$602 million – 4th Olympic Class ferry, terminal construction and preservation

Central Puget Sound major project highlights:

- Puget Sound Gateway SR 509 and SR 167
- I-405 Renton to Bellevue Widening and Express Toll Lanes
- SR 520 “Rest of the West”
- Alaskan Way Viaduct Replacement Program
- Colman Dock Multimodal Terminal

Puget Sound Gateway Program - SR 509 & SR 167



- Total funding \$1.9 billion
 - Includes \$310 million from tolls and local contributions
- Provides direct freight links from the state's largest ports to key distribution centers in the region and Interstate 5
- Connects to Seattle-Tacoma International Airport for a new south-access expressway for both passenger and air cargo
- Supports community and economic development consistent with the regional 2040 transportation, land use and economic plans
- Working directly with an Executive Committee: elected officials and executives representing 25 cities, counties, ports, transit and federal agencies in King and Pierce counties; Steering Committee brings in chambers and trucking interests
- Stage 1 construction through 2025
- Stage 2 construction through 2030, based on legislative cash flow

I-405/SR 167 Corridor

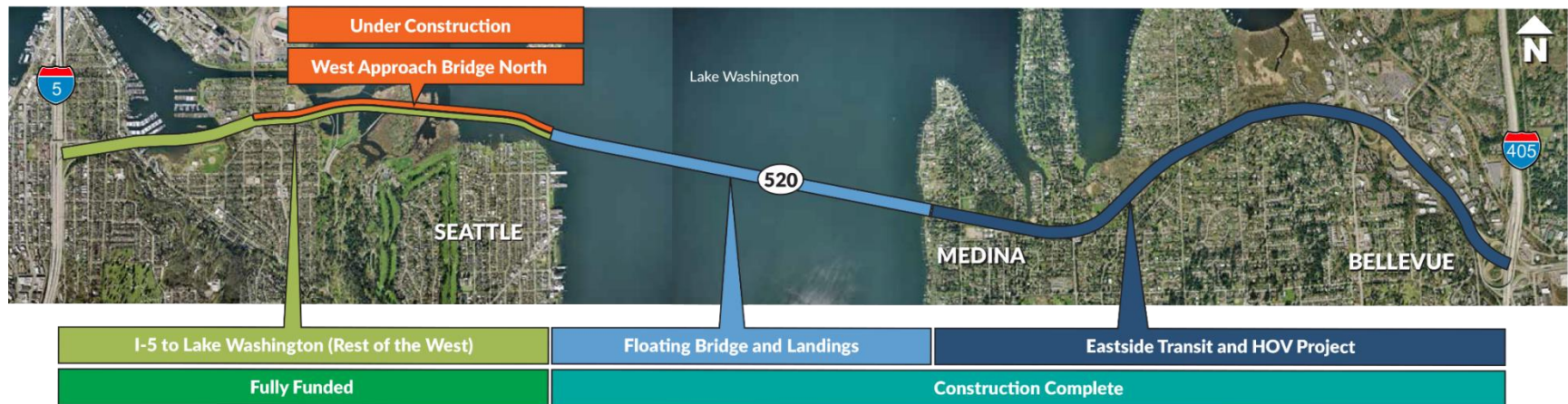
- \$3.5 billion in projects funded so far
 - Nearly \$2 billion multiagency investment to deliver in next 7 years
- Builds multimodal, multiagency long-range Master Plan for a 40-mile corridor east of Seattle
 - Includes highway and interchange improvements, express toll lanes, Bus Rapid Transit system, other transit/rideshare services, and bicycle/pedestrian infrastructure
 - Funded in different phases from multiple sources
- Relieves congestion and provides transportation choices for a more reliable trip in the corridor
- Key partners: Local cities and counties, transit agencies, federal and regional transportation agencies, businesses, elected officials
- Construction timeline: Ongoing, current funding through 2029



SR 520 Bridge Replacement and HOV Program

- Total funding \$4.56 billion
- Reconstructs State Route 520 from Interstate 5 in Seattle to Interstate 405 in Bellevue
 - Replaces three large, structurally vulnerable bridges, including world's longest floating bridge (opened in 2016), with stronger, safer structures
 - Relieves congestion by adding bus/HOV lanes in both directions, in-median transit stops, regional bicycle and pedestrian path
 - Builds five community-connecting lids over the highway
- Key partners: Tribal governments, state Legislature, Eastside cities and towns, Seattle, King County Metro, Sound Transit and University of Washington
- Construction timeline: 2011 through 2027-29 biennium

SR 520 Bridge Replacement and HOV Program



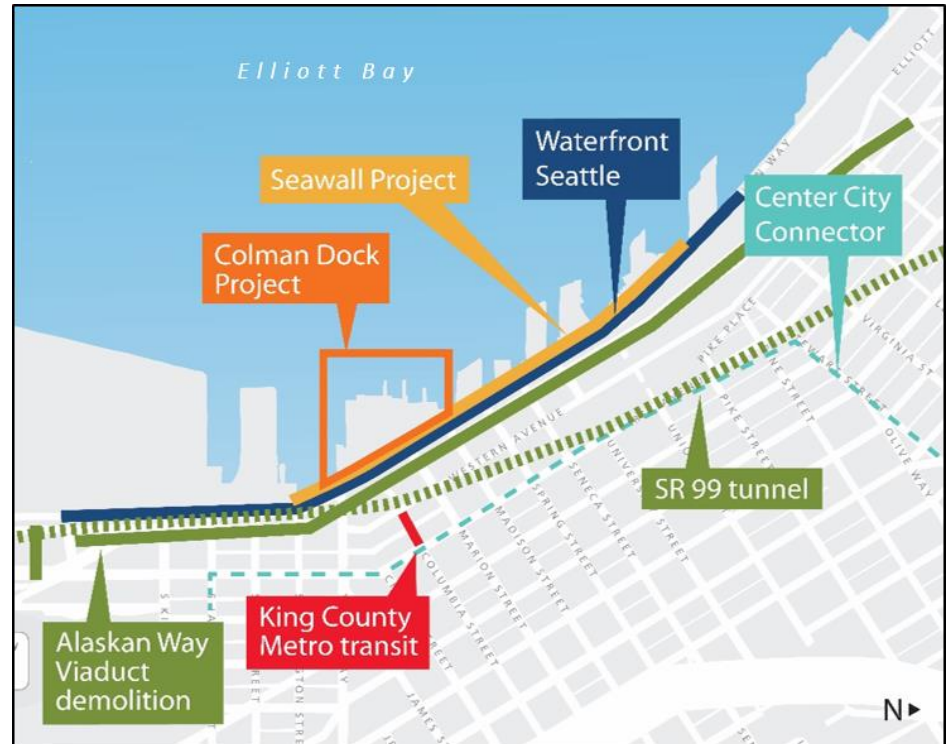
Alaskan Way Viaduct Replacement Program

- Total funding \$3.1 billion
- Builds a bored tunnel under downtown Seattle, a waterfront surface street and associated State Route 99 and city street improvements
- The program includes projects led by WSDOT, King County, City of Seattle and Port of Seattle; FHWA is a partner in this effort
- Construction timeline: 2007 to 2023, with the new SR 99 tunnel anticipated to open in early 2019



Colman Dock Multimodal Ferry Terminal

- \$320 million in funding secured
- Replaces aging and structurally deficient components of Seattle's Colman Dock
- Improves safety and ensures dock can serve as a regional multimodal hub for more than 9 million annual riders
- Key partners: King County, City of Seattle, ferry riders, and community groups (bicycle and pedestrian advocates, disabled stakeholders)
- Construction timeline: expected summer 2017 through early 2023; ferry operations maintained throughout



WSDOT management strategies

Regional coordination

- Examine impacts regionally, not just locally – look at entire system
- Involve partner agencies:
 - Local, state, federal, tribal
 - Transit, Ferries, Rail

Engagement

- Key partners/stakeholders
- Technical Task Forces
- Multi-agency coordination
- Tribal consultation
- Executive oversight
- Community outreach
 - Advocacy groups, business, neighborhoods, interest groups

Workforce

- Experienced program/project managers
- Consultants – specialized fields, expertise

Delivery methods

- Design-Bid-Build
- Design-Build
- General Contractor/Construction Manager

Coordinated communications

- WSDOT reporting to internal/external audiences
- Messaging to system users
- Multi-agency media releases

WSDOT Construction Traffic Coordination

- **Work of Construction Traffic Management Team is focused on greater Puget Sound region (King, Kitsap, Pierce, Skagit, Snohomish, Thurston and Whatcom counties)**
- **Coordination starts years in advance**
 - Team tracks and analyzes projects up to five years before construction
 - Occurs in multiple project phases: planning, design, development, operations, maintenance, environmental
 - Intensity varies based on level of risk to traffic, communities
- **Coordination is ongoing and intensifies with time**
 - More detailed and specific as project construction approaches
 - Considers the needs of the project, other nearby projects, alternate routes, traffic and transit operations
 - Occurs regardless of agency lead (WSDOT, local agency, transit, utility, etc.)
 - Ongoing and frequent due to fluid nature of construction project schedules, able to adapt quickly



Questions?

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