



Grace Crunican, Director

From the Director

SDOT's second quarter marked the start of the department's busiest construction season in recent history. In addition to the bricks and mortar work, SDOT also hosted its first international transportation conference and worked with the Mayor to launch a safety campaign.

Focusing on driver awareness, SDOT assisted Mayor Nickels in launching his campaign to increase pedestrian safety by urging people to "Drive Carefully... Think of the Impact You Could Make." SDOT installed new signs, upgraded crosswalks and garnered wide-spread coverage through the electronic and print media in addition to billboards and websites.

SDOT pulled out all the stops to revise this year's paving plans for the City when the City Council and the Mayor added \$1 million to the 2005 paving budget in May. The Street Maintenance division did an amazing job of turning around a revised paving plan in record time.

SDOT, together with the Washington State Department of Transportation, unveiled its scenario-based, Emergency Traffic Management and Closure Plan for the Alaskan Way Viaduct. The plan is crucial, as a full or partial closure means shifting the viaduct traffic of more than 100,000 vehicles per day to alternate routes, many of which are not designed to absorb such significant volumes.

In June, SDOT hosted the 2005 International Management Policies Assessment for City Transportation Systems (IMPACTS) North American Conference. Department staff shared SDOT's transportation strategies and learned of transportation systems from more than 40 representatives from all over the world.

As you review this report, you'll find more details on these and our many other second quarter accomplishments. To get more information, I encourage you to visit our website at www.seattle.gov/transportation or call my office at (206) 684-5000.

New in SDOT

SDOT hosts successful 2005 North American IMPACTS Conference

Seattle proudly hosted the prestigious 2005 IMPACTS (International Management Policies Assessment for City Transportation Systems) North America Conference. A tri-continental forum of political decision-makers facing the challenge of sustainable mobility, the IMPACTS Conference provided a productive exchange between more than 10 countries and two dozen cities. Visitors to Seattle toured the viaduct, Seattle Swing Bridge, the Downtown Seattle Transit Tunnel and other transportation projects. Some of the conference highlights included an overview of London's congestion pricing system, highlights from Chicago's Skyway partnership, and Mexico City's efforts to build a double-decker outerbelt.

Alaskan Way Viaduct Emergency Traffic Management and Closure Plan Unveiled

In June, SDOT, together with the Washington State Department of Transportation, announced the Emergency Traffic Management and Closure Plan for the Alaskan Way Viaduct, a collection of four scenario-based action plans. Vital to the region's transportation system, even a partial closure of the viaduct would reroute heavy traffic volumes to alternate routes. Detours were chosen for a variety of factors, including connectivity to SR 99, the number of travel lanes, and ability to accommodate large trucks and transit.

SDOT's Traffic Division and Office of Emergency Preparedness hosted two table-top exercises to test and review SDOT's rapid response plans for different types of viaduct closures. Ten public agencies and City departments participated and identified issues to address collaboratively.

City Council Gives Green Light for South Lake Union Streetcar

The City Council passed the South Lake Union Streetcar Ordinance authorizing SDOT to develop the design, inter-local operating and funding agreements and negotiate for streetcar vehicles. The project schedule calls for construction to start in spring, 2006 and finish by fall, 2007.

SDOT Given Additional 2005 Paving Dollars

In mid-May, the City Council and the Mayor added \$1 million to SDOT's 2005 paving budget. The welcome addition of funds required a flurry of eleventh-hour efforts to revise the paving plans - from designing new street segments, obtaining environmental and Washington State Department of Transportation approvals, completely re-estimating the projects, to re-circulating the plans for City and utility review and approval. Thanks to SDOT's team response, the reconfigured bid packages were prepared faster than expected.

By the Numbers

Please Note: Information extracted from reports available as of 06/30/05. Figures may fluctuate from quarter to quarter due to weather and cost of the work at the time.

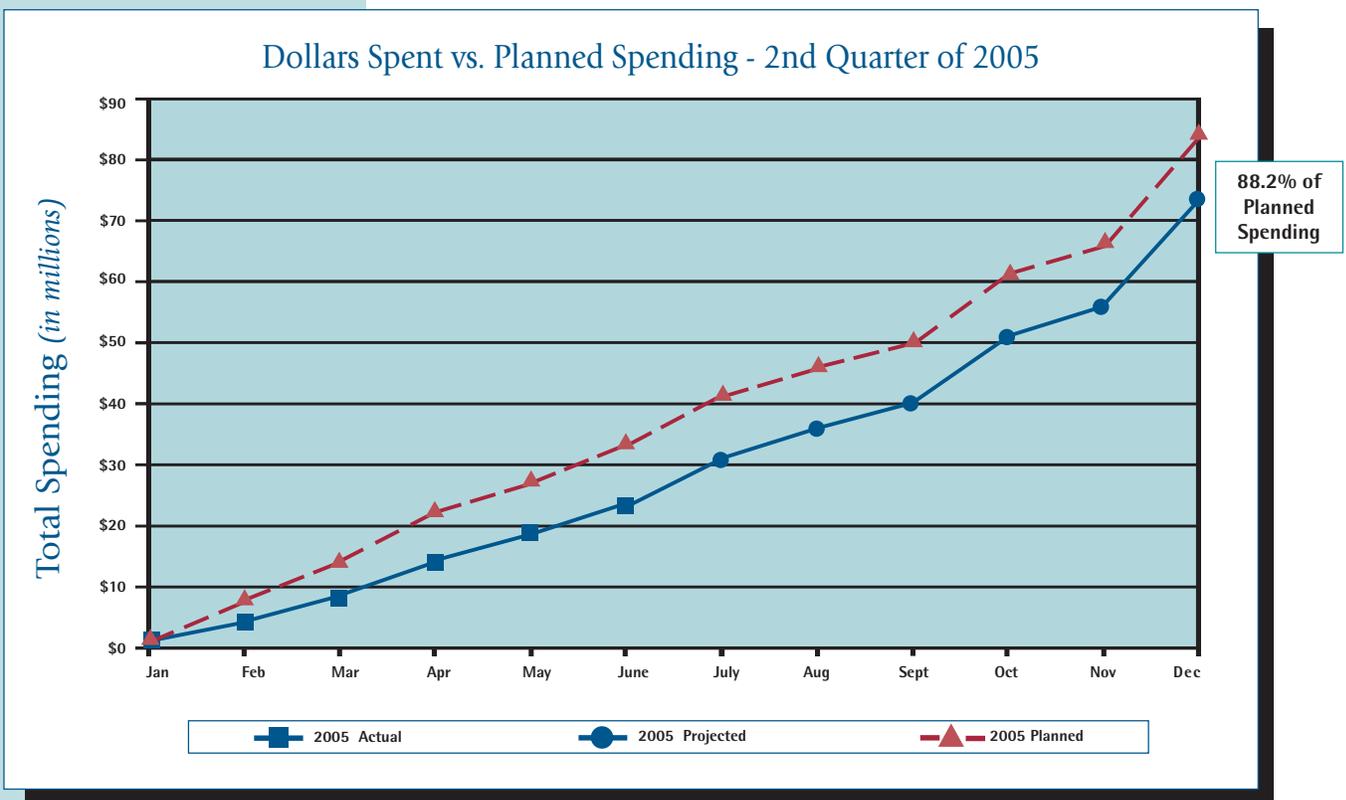
	2nd QTR	YTD
Areaways repaired or historically restored	0	0
Bike maps issued	5,070	10,574
Bike racks installed	18	30
Bike lanes created	0.4	0.4
Bridge repairs completed	78	204
Bridges painted	0	0
Construction/special event traffic control plans developed/approved	500	900
Crosswalks upgraded	190	205
Curb bulbs installed	0	0
Curb ramps constructed	65	101
Curb ramps retrofitted	0	0
Lane miles painted	193.5	307.9
Lane miles paved	2.53	3.84
New marked crosswalks installed	10	14
Pay stations installed	156	258
Pedestrian crossing improvements completed	1	1
Pedestrian scale lighting installed	0	0
Pedestrian and bicycle spot improvements made	15	25
Pedestrian walkways improved	0	1
Potholes filled	9,469	25,873
SDOT public website visits	387,068	685,283
Sidewalk blocks rehabilitated	4.69	6.96
Speed humps/chicanes/others constructed	0	0
Stairways rehabilitated	3	25
Street Use permits issued*	4, 244	9,218
Street trees planted	247	650
Street trees pruned	382	906
Traffic circles installed	4	5
Traffic signals optimized	20	53
Traffic signs installed	532	1,010
Traffic signs maintained	1,211	2,131
Grants/appropriations/authorizations received	\$5,969,000	\$5,969,000
Grants/appropriations/authorizations submitted for future funding	\$18,359,761	\$194,459,761
Percentage of contracts issued to women and minority business enterprises for Goods and Services**	6.4	7.6
Percentage of contracts issued to women and minority business enterprises for Consultants and Subcontractors **	6.9	6.0

*The number includes pending permits and renewals ** Beginning this year, we are reporting separately for the two different types of WMBE utilization. In addition, dollars expended with WMBE vendors will be reported based on actual payments in the current year, whereas YE 2004 number did include some 2003 business transactions.

2005 Capital Project Status

Most capital improvement projects are multi-year in nature. The graph below is a snapshot of the expenditure plan SDOT proposed for 2005. The graph indicates that the projects in the Transportation Capital Improvement Program (TCIP) achieved 88.2 percent of the expenditure goal.

The project breakouts on the following pages show expenditures from prior years through June 2005. The budget amounts reflect available funding for the life of the project, as published in the 2005 Adopted TCIP. The few annual programs identified separately reflect only planned 2005 budgets and costs through June 2005.



General Notes for 2005 Capital Project Reports

Budgeting for a specific planning phase was not a routine practice until preparation of the 2004 TCIP. Some projects did identify a planning stage and costs have been tracked for planning.

Data for planned total cost are linked to the 2005 adopted TCIP; data for the life-to-date costs are as of the end of June.

Management of the TCIP requires adjustments among project spending plans to maintain overall progress.

2005 Capital Project Status

2005 Capital Improvements Project Costs Detailed by Phase Data as of June 30, 2005

Project Title	Status	Planning		(includes environmental and acquisition) Design		(includes close out) Construction		Total Project Cost		Comments
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
<i>(\$ figures in thousands)</i>	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold									
35th Avenue NE Street Improvements	P D C	25	0	1,231	1,417	12,785	1,533	14,041	2,950	
5th Avenue NE Improvements	P D C	79	65	703	464	1,725	12	2,507	541	
Alaskan Way Viaduct/ Seawall Environmental Impact Statement Study	P D C	3,642	3,888	16,307	6,097	0	0	19,949	9,985	
Arterial Asphalt & Concrete Program	P D C	0	0	450	215	6,719	-184	7,169	31	This reports on the 2005 activity only.
Aurora Transit Improvements	P D C	56	99	2,757	348	3,600	0	6,413	447	
Belltown/Queen Anne Connections - Thomas St.	P D C	50	33	810	132	2,063	0	2,923	165	
Bridge Way North	P D C	0	0	991	701	4,163	0	5,154	701	
Burke-Gilman Trail Extension	P D C	377	377	6,093	2,151	11,930	2,378	18,400	4,906	The Locks to 60th trail segment reached substantial completion during the second quarter, 2005.
Chief Sealth Trail	P D C	0	0	1,867	1,059	1,674	36	3,541	1,095	
Downtown Seattle Bus Layover	P D C	409	43	42	0	392	0	843	43	
Downtown Seattle Transit Tunnel Closure Mitigation	P D C	38	66	833	1,351	4,331	2,359	5,202	3,776	All the components of the work are in construction and should finish in advance of the tunnel closure in Sept.
Duwamish Intelligent Transportation Systems	P D C	851	0	686	1,555	3,512	1,573	5,049	3,128	
Fremont Bridge Approaches	P D C	782	782	5,518	5,915	28,800	0	35,100	6,697	
Greenwood Ave North	P D C	0	0	724	0	3,619	0	4,343	0	
Intelligent Transportation System (ITS) Plan Implementation	P D C	43	43	400	0	4,842	423	5,285	466	
Interurban Trail North	P D C	158	158	325	527	910	0	1,393	685	

2005 Capital Project Status

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Project Title	Status	Planning		(includes environmental and acquisition) Design		(includes close out) Construction		Total Project Cost		Comments
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
<i>(\$ figures in thousands)</i>	P=Planning D=Design C=Construction O=Closed out H=On Hold									
Lake City Way NE Multi-Modal	P D C	709	709	1,733	2,194	10,762	5,055	13,204	7,958	
Lake Union Ship Canal Trail - Phase II	P D C	166	166	2,137	1,934	3,010	0	5,313	2,100	
Magnolia Bridge Replacement Project	P D C	1,699	1,699	18,294	1,976	100,000	0	119,993	3,675	This project is currently funded only for completion of the environmental work, and approximately 50% design. The department is seeking a funding package for the construction from various federal, state and local sources.
Mercer Corridor Project	P D C	2,135	1,389	32,401	7,587	65,428	1	99,964	8,977	
Monorail	P D C	1,753	1,455	0	0	0	0	1,753	1,455	SDOT's work on the Monorail in the first half of the year has been in design/plan review.
Mountains to Sound Greenway Trail	P D C	0	0	1,337	32	3,995	0	5,332	32	
North Queen Anne Drive Bridge Seismic	P D C	50	50	329	411	1,305	1,437	1,684	1,898	This project is complete. Cost overruns because of unanticipated hazardous materials mitigation have been covered.
Parking Pay Stations	P D C	0	0	0	0	10,313	5,244	10,313	5,244	
Phinney Avenue N/ Fremont Avenue N/ N 50th St. Improvements	P D C	23	23	678	790	3,549	325	4,250	1,138	
S Jackson Arterial Improvement Plan	P D C	15	15	296	353	1,787	64	2,098	432	
South Henderson Street Improvements	P D C	0	0	222	201	1,230	0	1,452	201	
South Lake Union Street Car	P D C	295	780	5,705	1,449	39,000	0	45,000	2,229	
Spokane Street Viaduct	P D C	0	0	9,369	8,214	126,050	16,310	135,419	24,524	
SR 519 Surface Street Improvements	P D C	50	50	4,107	4,582	11,879	1,321	16,036	5,953	Costs associated with unknown and unforeseen utility installations, as well as other difficulties, are forcing a reevaluation of the scope of the project to minimize potential overruns.
SR 520 Project (Trans-Lake Washington)	P D C	808	76	0	200	0	0	808	276	

Major Projects Update

Alaskan Way Viaduct/Seawall Project

Planning Design **Construction**

In the second quarter, the design team continued design and traffic work for the preferred tunnel alternative and identified the route alignment to be studied in the Supplemental Environmental Impact Statement. SDOT also made additions to the Emergency Closure Plan that will go into effect should the Viaduct be forced to close before construction begins.

Work continued on the Construction Transportation Management Plan, which is being designed to meet the challenge of maintaining access and mobility for people and goods during construction. Three well-attended public workshops were held in June to discuss possible construction and closure options and to receive public comment.

Central Link Light Rail

Planning Design **Construction**

In the second quarter, Sound Transit construction continued along the 14-mile light rail initial segment between downtown Seattle and South 154th Street in Tukwila.

In downtown Seattle, construction of the Pine Street "stub tunnel" (extension to the downtown Seattle transit tunnel) progressed with completion of decking on the north side of the street. In early June, King County began Saturday closures of the tunnel to allow Sound Transit's contractor to begin tunnel retrofit work on weekends (the downtown tunnel will close on September 24 for up to two years). Construction by SDOT of downtown surface improvements to keep downtown moving during the tunnel closure moved into high gear. In late June, SDOT opened the first of these surface improvements – a new transit lane on Olive Way between downtown and I-5 to help buses move more quickly out of downtown during the afternoon peak period. In south downtown, Sound Transit's contractor laid the first rail tracks where the E-3 Busway crosses key roads south of the downtown area. On Beacon Hill, excavation of the main station elevator shaft was completed. In the Rainier Valley, work continued on construction of major retaining walls, and underground electric, drainage and telecommunications utilities.

Fremont Bridge

Planning Design **Construction**

The Fremont Bridge Approach and Mechanical and Electrical Replacement project was advertised for bidding at the end of April and bids were opened in mid-June. The low bidder was within the range of the engineer's estimate. Construction will begin at the end of August, slightly later than anticipated last quarter due to some additional time required to prepare for advertising and an extended bid period. The Fremont Bridge Operations and Maintenance Shop project cost estimates for construction are being revisited. The bridge mechanics and electricians finished their move and are now relocated to their temporary homes, under the Ballard Bridge and at Haller Lake.

Magnolia Bridge Replacement

Planning Design **Construction**

SDOT continued work on the environmental documentation for replacing the bridge. The project consultants have revised the environmental discipline reports to respond to comments by the Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA). Twelve of the 14 reports have been approved, with approval of the remaining two expected soon. Based upon information developed by the project team on the Rehabilitation Option, the City decided to include this option in the environmental analysis. The team is beginning the detailed engineering analysis to define the exact scope of rehabilitating the bridge. Based upon review of the discipline reports submitted to date, SDOT is anticipating a decision from WSDOT and FHWA that an Environmental Assessment (EA) is appropriate for this project instead of an Environmental Impact Statement (EIS). An EA will save several months in the environmental process and costs much less to meet the requirements of FHWA guidelines.

Mercer Corridor Project

Planning Design **Construction**

SDOT is completing an Environmental Assessment (EA) under federal guidelines for the Two-way Mercer Boulevard and Narrow Valley Street Alternative. In the second quarter, the project team continued with the traffic analysis and other environmental analyses. In addition, SDOT hosted two community design workshops and a public open house to present and discuss functional and aesthetic design features of the Two-way Mercer and Narrow Valley Street Alternative. The EA will be published early in 2006 followed by a public hearing on the document. It will serve as the foundation for environmental documentation under state and federal regulations.

Major Projects Update

Monorail

Planning Design Construction

The City continued to coordinate with the Seattle Monorail Project as the Monorail Board considered alternatives for financing the proposed 14-mile Monorail project. If a finance plan and contract are approved, the City will provide design review, permitting and construction coordination services for the project and will facilitate coordination between the Monorail, Metro and Sound Transit to create transit connections.

North Link Light Rail

Planning Design Construction

The extension of light rail service to the north continues to be studied by City and Sound Transit staff. The next significant milestone is the Sound Transit Board's decision in mid-2005 on the alignment, stations and financing strategy.

South Lake Union Street Car

Planning Design Construction

SDOT submitted the environmental documents were submitted to City Council, and received approval to move ahead with the project. Final design will be completed in Spring, 2006 and the project completion is planned for Fall, 2007. The Streetcar will provide local transit service to nearby communities and downtown, connect to the regional transit system, encourage economic development, and help create vibrant neighborhoods.

Spokane Viaduct Widening

Planning Design Construction

Work continues on the preliminary design of the latest addition to the project, the eastbound 4th Avenue off-ramp. A draft report is due early in the third quarter. Work to update and complete all the phases of the environmental documentation is well underway. Design work to complete Phases One and Two began in May. It is anticipated that final contract plans for both phases will be completed by the end of the first quarter of 2006.

SR-519 Surface Street Improvements

Planning Design Construction

SDOT's contractor worked on several aspects of the project including electrical work for the new ferry queuing area under the Alaskan Way Viaduct; multiple utility relocations and utility protection associated with the construction of the future realignment of the Burlington Northern Santa Fe Tail (switching) Track. The project is experiencing problems with the discovery of unanticipated utilities and unknown obstructions throughout the construction area. These issues are being dealt with on a case-by-case basis. Some non-critical items will be eliminated or scaled back to help fund the added costs associated with this unexpected work.

SR-520

Planning Design Construction

Washington State Department of Transportation (WSDOT) began environmental analysis of the alternatives for replacing the floating bridge. WSDOT put the eight-lane alternative into "hibernation" because the increased traffic would require considerable expansion of I-5. Improvements and rehabilitation of I-5 will be further examined in a separate I-5 study. Further environmental analysis of the 8-lane alternative will not be included in the Draft Environmental Impact Statement, scheduled for completion mid-2005. The remaining options are the no-build, four-lane with two general purpose (GP) in each direction, and the six-lane with two GP and one High Occupancy Vehicle lanes in each direction. SDOT continues to work with the Local Impact Committee and its consultants to examine ways to improve the project's design to reduce its impact on Seattle neighborhoods. Technical reports for SR 520 will be reviewed by the City of Seattle in the third and fourth quarters of 2005.

I-90 Two-Way Transit & HOV Operations

Planning Design Construction

Sound Transit and Washington State Department of Transportation (WSDOT) began final design for the first construction segment which is expected to start by early 2006. The first segment will include a westbound High Occupancy Vehicle (HOV) lane in the outer roadway between Bellevue Way and Mercer Island, with direct access ramps at Bellevue Way and 80th Avenue SE. As part of its Long Range Plan update process, Sound Transit continued its study of future high capacity transit technology options for the I-90 Corridor. The report concluded that no single technology works best for the entire future east King County and cross-lake high capacity transit network and suggests a high priority for constructing light rail between downtown Seattle, south Bellevue, and downtown Bellevue as a potential light rail segment.

2005 Major Projects Map

- 1 Alaskan Way Viaduct & Seawall
- 2 Fremont Bridge
- 3 North Link Light Rail
- 4 Magnolia Bridge
- 5 Mercer Corridor
- 6 Monorail
- 7 Link Light Rail
- 8 South Lake Union Streetcar
- 9 Spokane Street Viaduct Widening
- 10 SR-519
- 11 SR-520
- 12 I-90



Greg Nickels, Mayor