



Grace Crumican, Director

From the Director

As 2004 wound down, SDOT geared up. With the buzz circulating about zoning law changes to create a denser downtown, one could not turn around without hearing the word transportation being spoken in the same breath. Questions and opinions abound on how the City's transportation system should be shaped to support a livable, walkable, 24/7 "center city" and reduce sprawl along our fringes. Suggestions range from maintaining the Alaskan Way Viaduct's capacity in support of economic vitality, to managing streets for reliable, frequent bus service, to using pedestrian and bicycle pathways to connect open space and parks. The importance of SDOT's work is crystallizing everywhere.

What may be new for some people is not new to SDOT employees who are already implementing projects to create the very system being discussed. After forty years of study, we are taking steps to untangle the Mercer Corridor. We will shave minutes off bus travel time during the upcoming transit tunnel closure by implementing three surface street improvement projects which will keep the center city moving and have long lasting benefits. And, we will connect buses, streetcars, light rail, monorail and ferries at Colman Dock, King Street Station and Westlake. Hubs where transit, culture, entertainment, shopping and housing meet are in our near future. SDOT is helping manage growth.

Of course there would be no point in pursuing all this work downtown if it did not link to a larger regional network. SDOT's Transit Plan, recently released for review and comments, illustrates how Seattle's Urban Villages can connect through frequent transit service operating 18 hours a day.

Mayor Nickels and Seattle citizens have praised our advances over the last year. I look forward to an equally productive year in 2005.

New in SDOT

SDOT Reaches out to Minority Contractors

Inspired by the Mayor's Race and Social Justice Initiative and recognizing the City's future need for a large construction labor force reflective of our community, SDOT is doing business differently. SDOT partnered with the Contractor's Development Competitiveness Center (CDCC) to encourage small, historically under-utilized contractors to enter the construction bidding ring. To kick-start their participation in this arena, SDOT held a networking event for contractors to hear about upcoming federally-funded projects and support programs. Our objective is to encourage partnerships and mentoring opportunities with larger contractors that are frequently awarded SDOT projects.

The networking event focused primarily on the Prefontaine/Fifth Avenue surface street improvements project. A 21 percent Disadvantaged Business Enterprise (DBE) goal was set for this contract. SDOT received five bids with DBE participation ranging from 21 to 29 percent - surpassing the original goal. Next quarter, SDOT will once again partner with the CDCC to provide support and encourage participation of small, underutilized contractors on our other upcoming projects.

SDOT's Annual Snow Brochure Goes Multi-Lingual

To further the Mayor's Race and Social Justice Initiative, SDOT produced its snow brochures in Spanish, Chinese and Vietnamese. These three languages were chosen according to the needs of the Seattle School District which receives the majority of the brochures for distribution to students. Reception has been overwhelming; the brochures are proving to be hotter than hotcakes! Nearly 23,000 brochures were distributed to elementary students to take home to their parents and an additional 10,000 brochures went to libraries, Neighborhood Service Centers, hospitals, and various nonprofit agencies. SDOT hopes to add other translations in the future and will base its decision on demand. The brochures provide snow routes, emergency numbers, safety advice and tips.

Trail Brings Together Non-English Speaking Community

The Chief Sealth Trail, long in the planning, moved into high gear with its construction and community relations. The work opened the way for extensive community outreach meetings bringing the adjacent neighborhoods together, initially with the help of Chinese language interpreters. In addition, interpreters were made available for those speaking Vietnamese or Spanish. This multi-language approach will help unite the community in acceptance and appreciation of this new facility that will provide benefits to pedestrians, bicyclists and commuters alike.

By the Numbers

Please Note: Information extracted from reports available as of 12/31/04. Figures may fluctuate from quarter to quarter due to weather and the seasonal nature and cost of the work at the time.

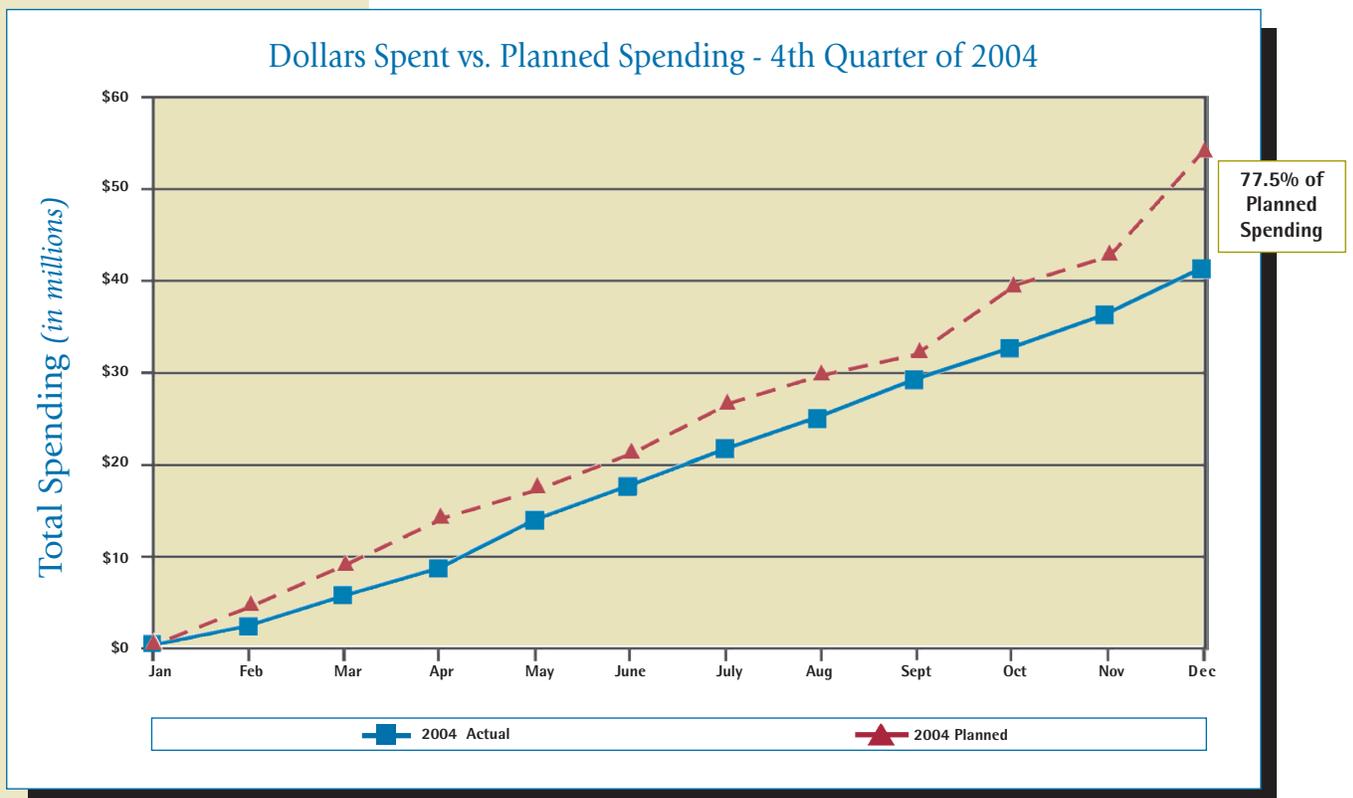
	4th QTR	YTD
Areaways repaired or historically restored	4	4
Bike maps issued	1,143	57,315
Bike racks installed	10	53
Bike lanes created	0	2.15
Bridge repairs made	50	419
Bridges painted	1	1
Construction/special event traffic control plans developed/approved	300	1,600
Crosswalks upgraded	9	131
Curb bulbs installed	3	19
Curb ramps constructed	209	483
Curb ramps retrofitted	33	245
Lane miles painted	0	1,132
New marked crosswalks installed	7	50
Pay stations installed	211	500
Pedestrian crossing improvements completed	0	18
Pedestrian lights installed	0	61
Pedestrian and bicycle spots improved	14	38
Pedestrian walkways improved	0	7
Potholes filled	30,908	78,079
SDOT public website visits	572,144	2,603,514
Sidewalk blocks rehabilitated	0	10
Speed humps/chicanes/others constructed	0	5
Stairways rehabilitated	3	18
Street Use permits issued*	4,832	18,388
Street trees planted	1,332	2,358
Street trees pruned	628	1,802
Traffic circles installed	1	11
Traffic signals optimized	56	150
Traffic signs installed	796	2,480
Traffic signs maintained	14,800	17,258
Grants/appropriations/authorizations received	N/A	\$11,065,000
Grants/appropriations/authorizations submitted for future funding	N/A	\$190,644,000
Percentage of contracts issued to women and minority business enterprises	16.1%	12.6%

*This number includes pending permits and renewals

2004 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 2004. The graph indicates that the projects in the capital program achieved 77.5 percent of the expenditure goal.

The project breakouts on the following pages show expenditures from prior years through December 2004. The budget amounts reflect available funding for the life of the project, as published in the Mayor's 2004 Adopted Capital Improvement Program (CIP). The few annual programs identified separately reflect only planned 2004 budgets and costs through December 2004.



General Notes for 2004 Capital Project Reports

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

Data for planned total cost are linked to the 2004 adopted TCIP; data for the life-to-date costs are as of the end of December.

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

2004 Capital Project Status

2004 Capital Improvements Project Costs Detailed by Phase Data as of December 30, 2004

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	
		(\$ figures in thousands)								
12th Avenue Neighborhood Improvements Project	P D C C/O	0	0	321	378	1,554	1,581	1,875	1,959	This project is in construction closeout.
14th Avenue S Street	O/H	37	107	183	0	1,292	0	1,512	107	This Transportation Improvement Board project has been deferred because of budget constraints.
35th Avenue SW Signal & Street Improvements	P D C/O	71	0	607	678	3,605	3,715	4,283	4,393	This project is in construction closeout.
35th Avenue NE Street Improvements	P D C	25	0	1,000	1,291	8,000	1,385	9,025	2,676	This project will begin construction in 2005; schedule delays occurred when federal funds were added to the project to relieve budgetary pressures. A segment of construction that could be accomplished without grant funds along 25th Avenue NE was completed ahead of schedule and under budget.
5th Avenue NE Improvements	P D C	17	65	400	310	1,750	0	2,167	375	This project is in design and construction has been moved out to 2006 to be in sync with Parks and Library work along 5th Avenue NE.
Alaskan Way Viaduct/ Seawall Environmental Impact Statement Study	P D C		114	21,325	8,973		0	21,325	9,087	The State and City have reached a preferred alternative, a tunnel, for replacing the viaduct.
Arterial Asphalt & Concrete Program	P D C		0	502	242	4,839	2,613	5,341	2,855	This reports on the 2004 work only.
Aurora Transit Improvements	P D C	0	99	2,697	212	3,600	0	6,297	311	The department completed its route study, and will move to preliminary design and the environmental work.
Belltown/Queen Anne Connections - Thomas St.	P D C	50	31	827	63	2,069	0	2,946	94	This project is funded with Shoreline Park Improvement Fund and Parks levy funds.
Burke-Gilman Trail	P D C	360	360	4,693	2,809	9,020	548	14,073	3,717	Contract was awarded and ground-breaking occurred as planned in 3rd quarter. Construction started in mid-November of 2004.
Chief Sealth Trail	P D C	15	0	729	816	4,515	0	5,259	816	In cooperation with Sound Transit and its Link light rail contractor, this project has been accelerated and construction started in the summer of 2004.
Duwamish Intelligent Transportation System	P D C	851	0	962	1,555	3,520	594	5,333	2,149	Main construction started in 4th quarter of 2004; earlier construction accommodated businesses and coordination with Spokane Street project.
Earthquake 2001 Federal Highway Administration	P D C	39	39	2,519	2,732	9,115	7,858	11,673	10,629	In-water work on the riprap portion of the Seawall repair will occur during January and February to coincide with the fish window. This is the last of numerous earthquake repair projects.
Enhanced Traffic Management Center	P D C C/O	289	0	638	753	1,010	1,001	1,937	1,754	This project is closed out.
Fremont Bridge Approaches	P D C	1,037	782	4,393	4,639	25,320	0	30,750	5,421	The department reached the 90% design milestone during 4th quarter; construction is on schedule for summer of 2005.
Interurban Trail North	P D C	158	158	249	424	911	0	1,318	582	Design review revealed problems with a water main with inadequate ground cover located in the trail right of way. The department is reworking design and construction plans because of this problem.

2004 Capital Project Status

2004 Capital Improvements Project Costs Detailed by Phase Data as of December 30, 2004

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										
Lake City Way NE Multi-Modal	P D C	709	709	1,686	2,167	8,307	2,674	10,702	5,550	This project was advertised in the 3rd quarter and construction will begin in January, 2005, as it was delayed to miss the December holiday season.	
Lake Union Ship Canal Trail - Phase II	P D C	166	166	2,039	1,757	3,010	0	5,215	1,923	This budget does not include costs on the already constructed Phase I. Design is proceeding on schedule.	
Leary Way	P D C	66	66	341	614	2,614	2,719	3,021	3,399	This project reached substantial completion in the 3rd quarter, 2004. The Department anticipates an increase from the granting agency for the increased costs on this project.	
Magnolia Bridge Replacement Project	P D C	2,930	1,699	11,256	1,680	100,000	0	114,186	3,379	The project is preparing the Environmental documentation. During the last quarter a CEVIP process (a cost/risk analysis) was completed.	
Mercer Corridor Project	P D C		1,364	29,402	6,806	70,015	1	99,417	8,171	SDOT will retain a consultant to prepare an Environmental Impact Statement for the Mercer Corridor. This is anticipated to take 18 to 24 months, and will begin in 2004.	
Monorail Implementation Plan	P D C	1,455	1,455	0	0		0	1,455	1,455	The City completed the planning phase of the project in the 4th quarter, including station area planning and development of design guidelines, and began development of the review and permitting process and structure.	
North Queen Anne Bridge Seismic	P D C	124	50	206	411	870	668	1,200	1,129	Additional work has been added to deal with unanticipated hazardous material removal.	
Phinney Avenue N/ Fremont Avenue N/ N 50th Street Improvements	P D C	50	23	411	709	3,482	265	3,943	997	Construction is expected to begin in the 1st quarter of 2005. Design has been revised to include community requests for channelization.	
Retaining Wall Replacement Program	P D C C/O	0	0	275	140	818	629	1,093	769	Work was completed in 2004 on three walls.	
South Jackson Arterial Improvement Program	P D C	15	15	263	295	1,268	0	1,546	310	Project construction start deferred to 2005 due to budget constraints.	
Spokane Street Viaduct	P D C	0	0	8,350	8,163	16,103	16,303	24,453	24,466	Final design work for phases 1 and 2 (of 3) has been budgeted and the department is working to assemble a full funding package for the construction phase.	
SR 519 Surface Street Improvements	P D C	50	7	2,436	4,608	11,478	417	13,964	5,032	Construction is expected to begin in the 1st quarter of 2005 after contract award in the 4th quarter of 2004.	
SR 520 Project	P D C		84	810	124		0	810	208	The Preliminary Draft Environmental Impact Statement is expected in March of 2005, and a preferred alternative will be chosen in late summer/fall of 2005.	
West Seattle Swing Bridge Cylinders	P D C C/O	317	321	400	946	1,883	1,181	2,600	2,448	This project is now substantially complete.	
West Lake Union Trail	P D C C/O	281	281	641	641	3,600	4,145	4,522	5,067	Overrun attributable to unanticipated field conditions. Project is in construction closeout.	

Major Projects Update

Alaskan Way Viaduct & Seawall Project

Planning Design Construction

The first week of December, the Mayor, the Washington State Secretary of Transportation, and the Regional Administrator of the Federal Highway Administration announced the Alaskan Way Viaduct Preferred Alternative to include a tunnel along the Central Waterfront as well as other substantial improvements to the route. In the South Downtown area, the proposed route will improve access to and from the stadium areas. At the north end of the tunnel, the lid will be extended to Victor Steinbrueck Park. Near South Lake Union and Seattle Center, Aurora Avenue will be lowered to provide improved east-west access. To further its seawall work with the Army Corps of Engineers, the City negotiated the terms of an agreement with the State to contract for mapping and exploratory geotechnical work to prepare for additional seawall design and engineering. The City Council approved the Mayor's proposal for \$5 million in the 2005 budget to enable the planning, design and engineering work to continue on schedule to replace these important structures.

Fremont Bridge

Planning Design Construction

Work continued on the design and community outreach for the Fremont Bridge project which involves replacement of the north and south approaches, upgrade of the bridge mechanical and electrical system and reconstruction of the bridge maintenance shop. The 90 percent design was completed in November, which included the signal work for the Fremont Circulation project. Work to develop the 100 percent design and secure property rights and environmental permits continued through the end of the year. Construction is still expected to start in late June of 2005.

King Street Station Transportation Center

Planning Design Construction

The Washington State Department of Transportation (WSDOT) continued to plan for improvements in the Station - areas that will best serve the Amtrak traveling public. Construction is underway by a WSDOT contractor to restore the historic Compass Room at the South King Street entrance to the Station. Improvements will be made to the historic canopy as well as the addition of new windows and doors.

Central Link Light Rail

Planning Design Construction

Construction continues on the first 14 miles of Sound Transit light rail between downtown Seattle and SeaTac Airport. Sound Transit completed utility relocations on Pine Street in November and excavation of a 700-foot extension to the existing bus tunnel will begin in January 2005. Construction just south of downtown is more than 50 percent complete, with the first rail tracks installed in South Holgate Street, an elevated guideway taking shape over South Forest Street, and completion of pile driving (more than 1,200 piles) on the Operations & Maintenance base. On Beacon Hill, construction is underway at 3 sites with preparations for the portal structures near I-5, excavation of the 54-foot diameter station shaft on the top of the hill, and demolition of the former Department of Social and Health Services building at the east portal. In the Rainier Valley, early utility construction continues with the replacement of deep sewer mains and underground electric and telecommunications ductbanks. Sound Transit is scheduled to begin service by the end of 2009.

North Link Light Rail

Planning Design Construction

Sound Transit and City staff continued to evaluate key design issues and develop a reliable project cost estimate for the extension of light rail to the north. A Supplemental Environmental Impact Statement (SEIS) will be released in Spring 2005 with the Final Environmental Impact Statement issued in Summer 2005. At that time, the Sound Transit Board will make final alignment and station location decisions, define a financing strategy, and decide when to proceed with the final design of the next construction segment.

Magnolia Bridge Replacement

Planning Design Construction

SDOT continued work on the Draft Environmental Impact Statement (DEIS) for replacing the bridge. The project consultants revised the environmental discipline reports to respond to comments by the Washington State Department of Transportation and the Federal Highway Administration. Four out of 14 reports have been approved with acceptance of the remainder expected soon. We will have updated project estimates in the first quarter of 2005. Once all the reports receive approval, assembly and printing of the DEIS can proceed. The approval process is taking three months longer than planned, moving publication of the DEIS from June 2005 to September 2005.

Major Projects Update

Mercer Corridor

Planning Design Construction

The Mayor and City Council have recommended the alternative configuration of a "Two-way Mercer Boulevard with a narrow Valley Street" for environmental review under federal and state environmental guidelines. Through the environmental review and preliminary engineering in 2005, SDOT will also identify improvements to the Two-way Mercer alternative to ensure that the project provides a balanced set of improvements for pedestrian, bike, transit and freight mobility, as well as general traffic. The City Council also directed SDOT to analyze other measures to improve traffic operations in the South Lake Union area and to develop a travel demand management program for the area.

Monorail

Planning Design Construction

SDOT manages an interdepartmental team responsible for design review, permitting and utility relocation associated with the Green Line, a 14-mile monorail system linking West Seattle and Ballard to Center City destinations. The City completed the planning phase of the project in the 4th Quarter, including station area planning and developing of design guidelines, and began development of the review and permitting process and structure.

South Lake Union Streetcar

Planning Design Construction

During the 4th quarter, the project team began design and preliminary engineering, started the environmental review process, and continued to work with community stakeholders along the route. 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 along the route.

Spokane Street Viaduct Widening

Planning Design Construction

Staff continued to work with the lead design consultant to finalize a design scope for Phases 1 and 2 as well as the 15 percent preliminary design scope for the recently-added eastbound 4th Avenue off-ramp. Design will get underway on all phases early in 2005. It will take about nine months to complete the remaining Phase 1 and 2 design work, and about four months to complete the 15 percent design of the 4th Avenue off-ramp.

SR 519 Phase 1 Surface Improvements

Planning Design Construction

SDOT secured final approval on the scope of work, budget, and contract award, from all eight other major project stakeholders. Construction is anticipated to be well underway in the first quarter of 2005. The project design team has been working out the details with both the Port of Seattle and the Burlington Northern Santa Fe Railway to coordinate the project work activities which overlap and/or may impact critical operations. The staff developed an extensive construction communications plan involving the community which also focuses on the needs of all nine major stakeholders.

SR 520

Planning Design Construction

Work on the Environmental Impact Statement (EIS) continues on schedule. The Preliminary Draft Environmental Impact Statement (PDEIS) is due in March and the DEIS is due in June. A preferred alternative will be chosen in late summer or fall of 2005. SDOT staff and the City's interdepartmental team for SR 520 reviewed and commented on the discipline reports that describe the project's environmental impacts. The City continues to examine and discuss these reports with Washington State Department of Transportation (WSDOT). The City requested that WSDOT study the feasibility of connecting the new SR 520 to Madison Park via a bicycle and pedestrian facility. Advocates for the Washington Park Arboretum requested specific efforts to minimize impacts of the new facility on the Arboretum. Council member Conlin requested that WSDOT update its prior study on not replacing the Arboretum ramps for the new SR 520.

I-90 Two-Way Transit & HOV Operations

Planning Design Construction

The Washington State Department of Transportation completed its 30 percent design drawings of the two-way transit and HOV lane improvements. As part of its update of the Regional Transit Long Range Plan, Sound Transit initiated an analysis of eastside mass transit technology. The analysis will assess the potential for mass transit to meet the demands of connecting eastside cities with each other and with the region.

2004 Major Projects Map

- 1 Alaskan Way Viaduct & Seawall
- 2 Fremont Bridge
- 3 King Street Station
- 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