

Puget Sound Gateway Program

SR 509 Completion Project

Highline Forum
July 26, 2017

MIKE RIGSBY, PE
OMAR JEPPEPERSON, PE

DEPUTY GATEWAY PROGRAM ADMINISTRATOR
SR 509 PROJECT MANAGER

Agenda

- Project Overview
- Legislative Direction
- Tolling
- SR 509 Project
- Forecasted Performance

Puget Sound Gateway Program - SR 509 & SR 167



- Completing the Gateway Program provides more direct links from the state's largest ports to the distribution centers in the region and to Eastern Washington
- Provides direct access to Seattle-Tacoma International Airport from the south for both passenger and air cargo
- Supports community and economic development

Legislative Direction – 2015

ESHB 2524, Section 306 (23)

*In making budget allocations to the Puget Sound Gateway project, the department shall **implement the project's construction as a single corridor investment.***

*The department shall develop a coordinated corridor **Construction and Implementation Plan for SR 167 and SR 509 in collaboration with affected stakeholders.***

*Specific funding allocations must be based on where and when specific project segments are ready for construction to move forward and investments can be best optimized for timely project completion. Emphasis must be placed on **avoiding gaps in fund expenditures for either project.***

Legislative Direction – 2017 Update

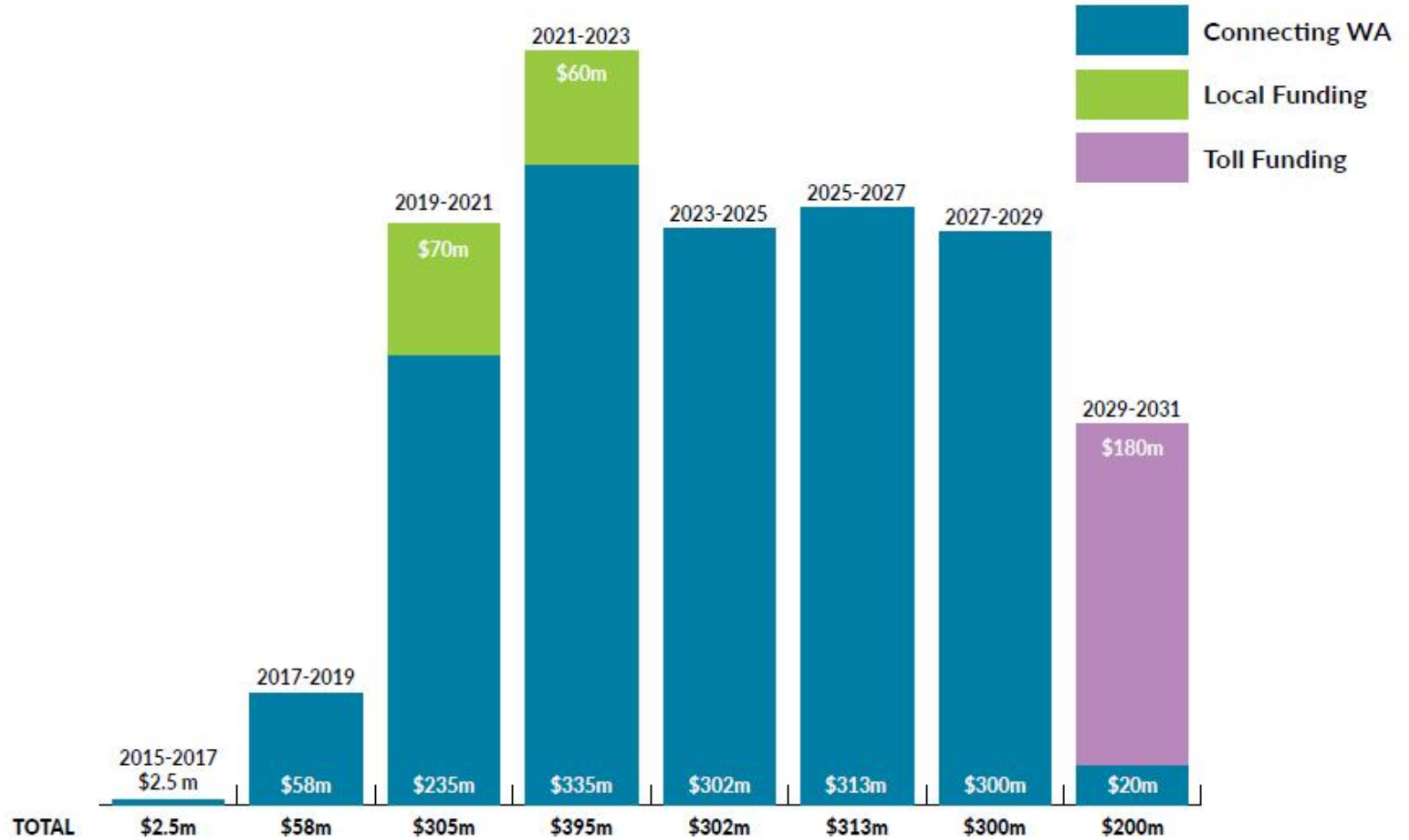
ESB 5096, Section 306 (19)

***\$93,500,000** of the Connecting Washington account is provided solely for the SR 167/SR 509 Puget Sound Gateway project.*

*Any **savings on the project must stay** on the Puget Sound gateway corridor until the project is complete.*

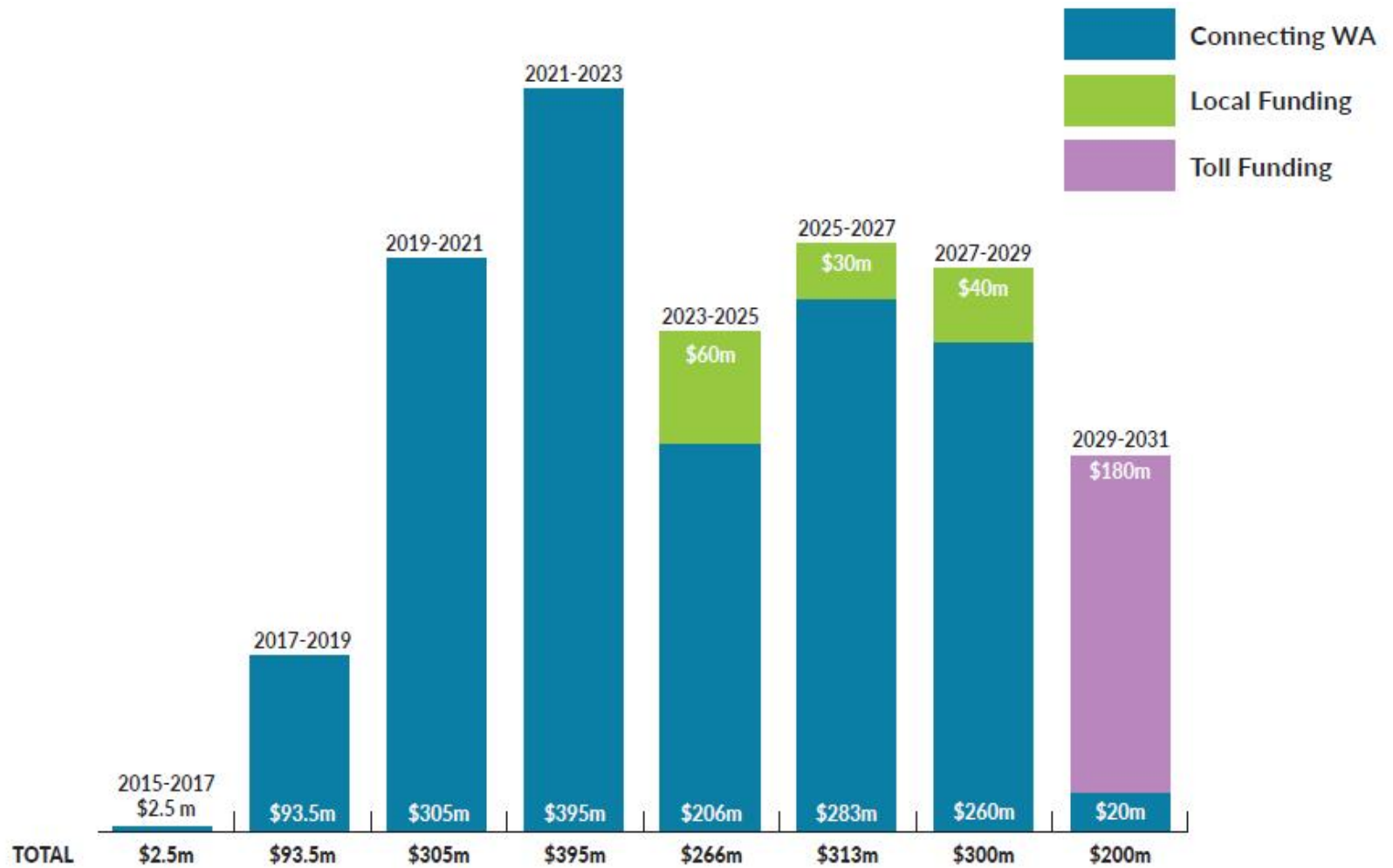
Puget Sound Gateway Funding

as enacted by the 2015 Legislature



Puget Sound Gateway Funding

as enacted by the 2017 Legislature



Legislative Direction – 2017 Update

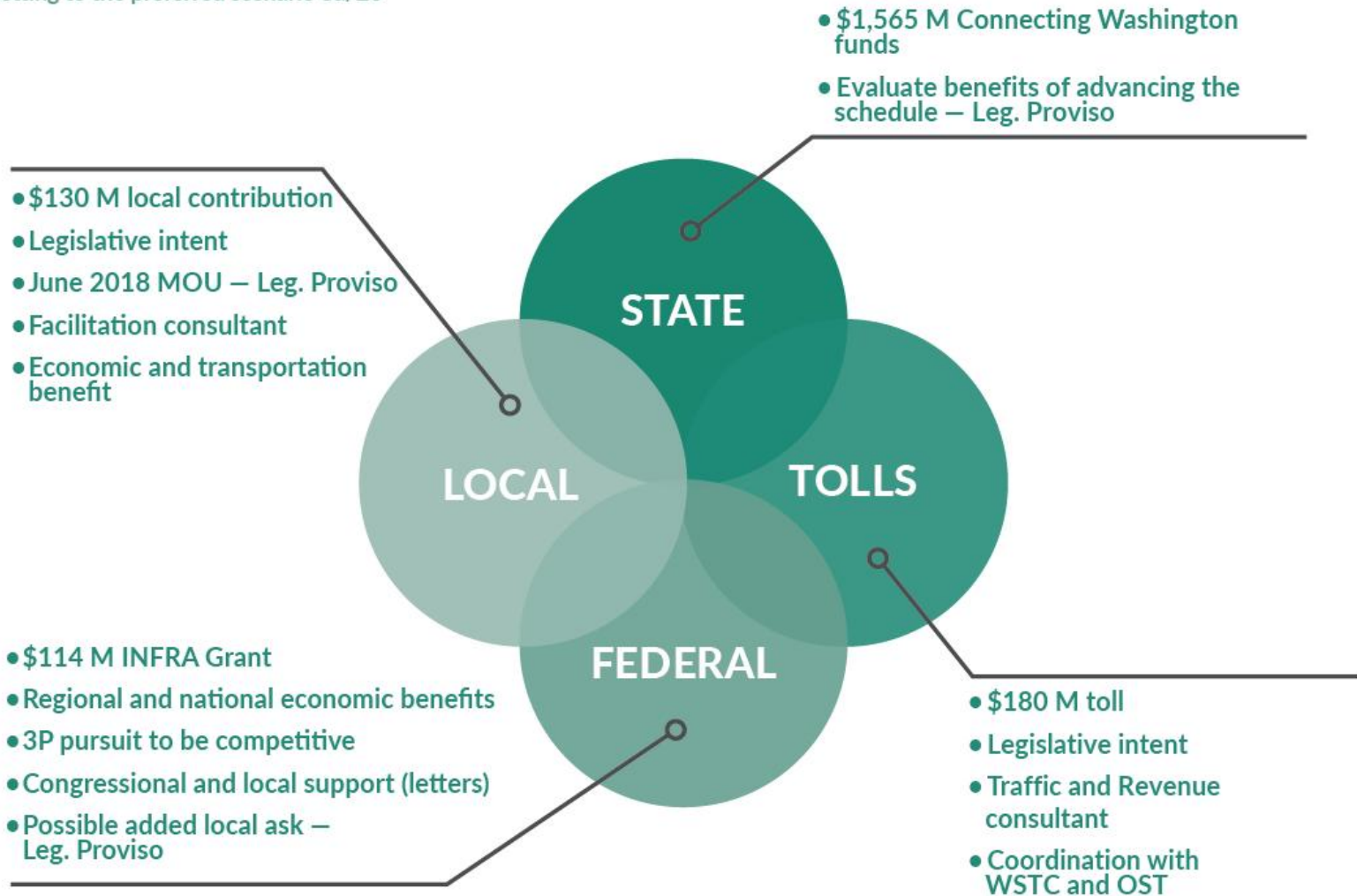
ESB 5096, Section 306 (20)(b) & (c)

- b) *The **secretary of transportation must develop a memorandum of understanding with local project stakeholders** that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project. Criteria for eligibility of local match includes matching funds and equivalent in-kind contributions including, but not limited to, land donations. The memorandum of understanding must be finalized by **July 1, 2018**. The department must submit a copy of the memorandum of understanding to the transportation committees of the legislature and report regularly on the status.*

- c) *During the course of developing the memorandum of understanding, the department must evaluate the project schedules to **determine if there are any benefits to be gained by moving the project schedule forward**.*

GATEWAY FUNDING SPHERES

Getting to the preferred scenario 3a/2e



Legislative Direction – 2017 Update

ESB 5096, Section 306 (20)(c)

Additionally, the department must consider completing a full single-point urban interchange at the junction of state route number 161 (Meridian avenue) and state route number 167 and a full single-point urban interchange at the junction of state route number 509 and 188th Street.

If the department receives additional funds from an outside source for this project, the funds must be applied toward the completion of these two full single-point urban interchanges.

Tolling

Tolling Overview

- Legislature directed \$180 million from tolls for SR 509 and SR 167
- Tolls support travel demand and ensure the road functions well for all users
- Variable toll operations similar to SR 520
- Toll rates have not been determined
 - Initiated state tolling consultant for “Tier II” traffic and revenue study
 - Will work with Transportation Commission on operational scenarios in spring 2018
 - Need legislative toll authorization by 2020

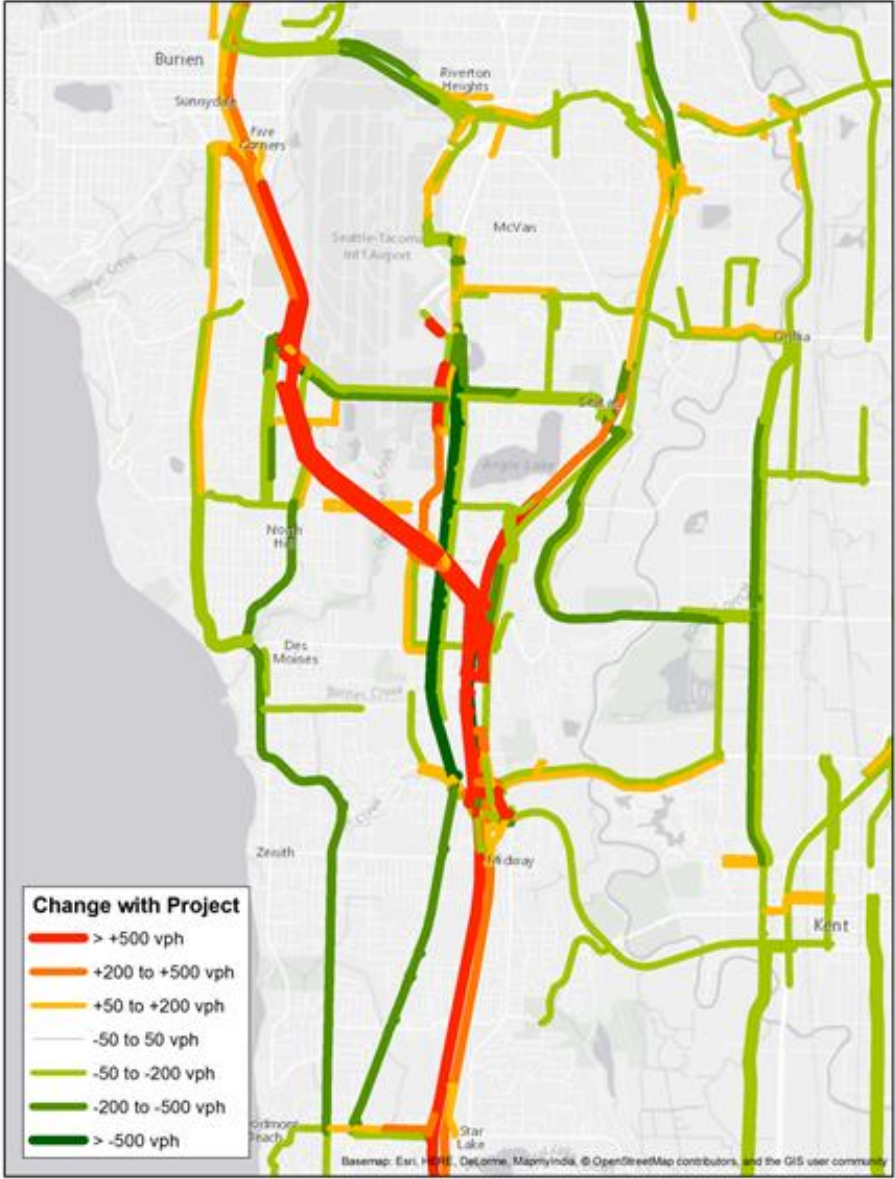


SR 509 Project Scope

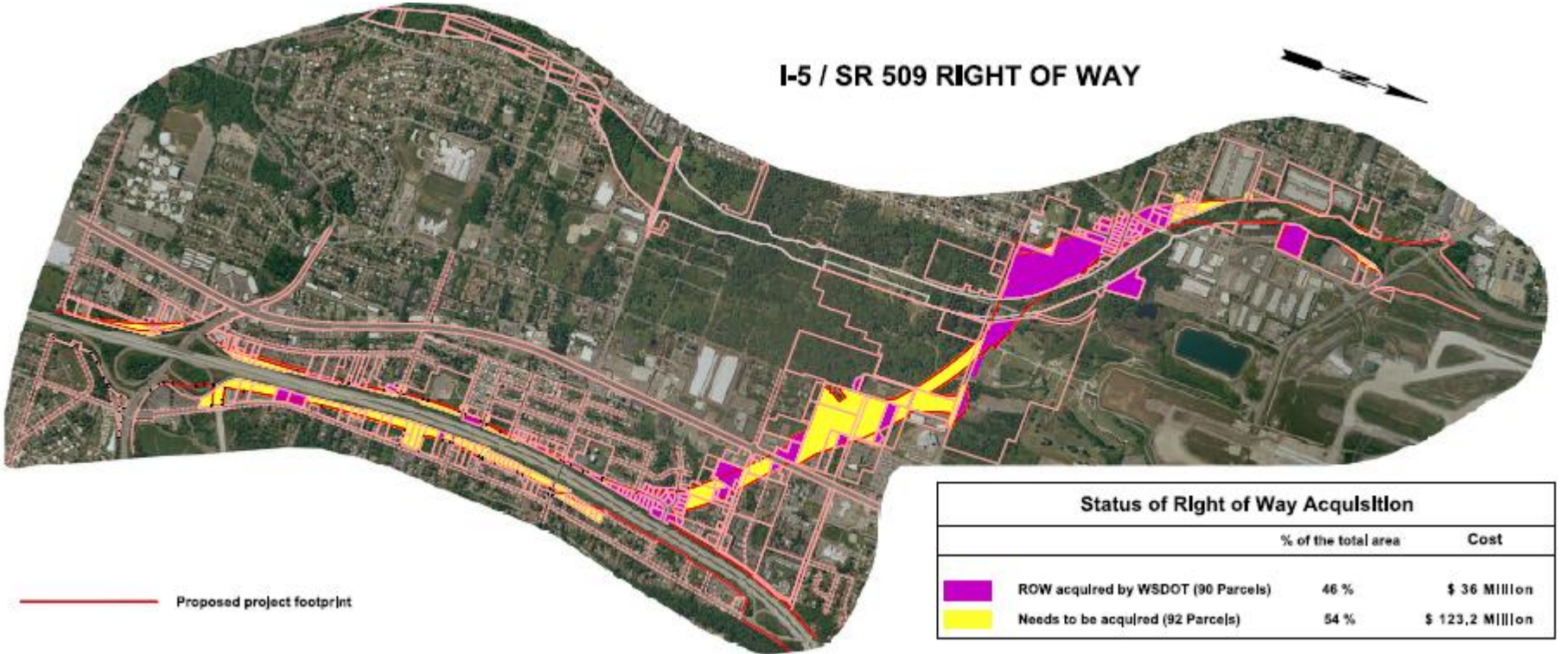
Scenario 3A



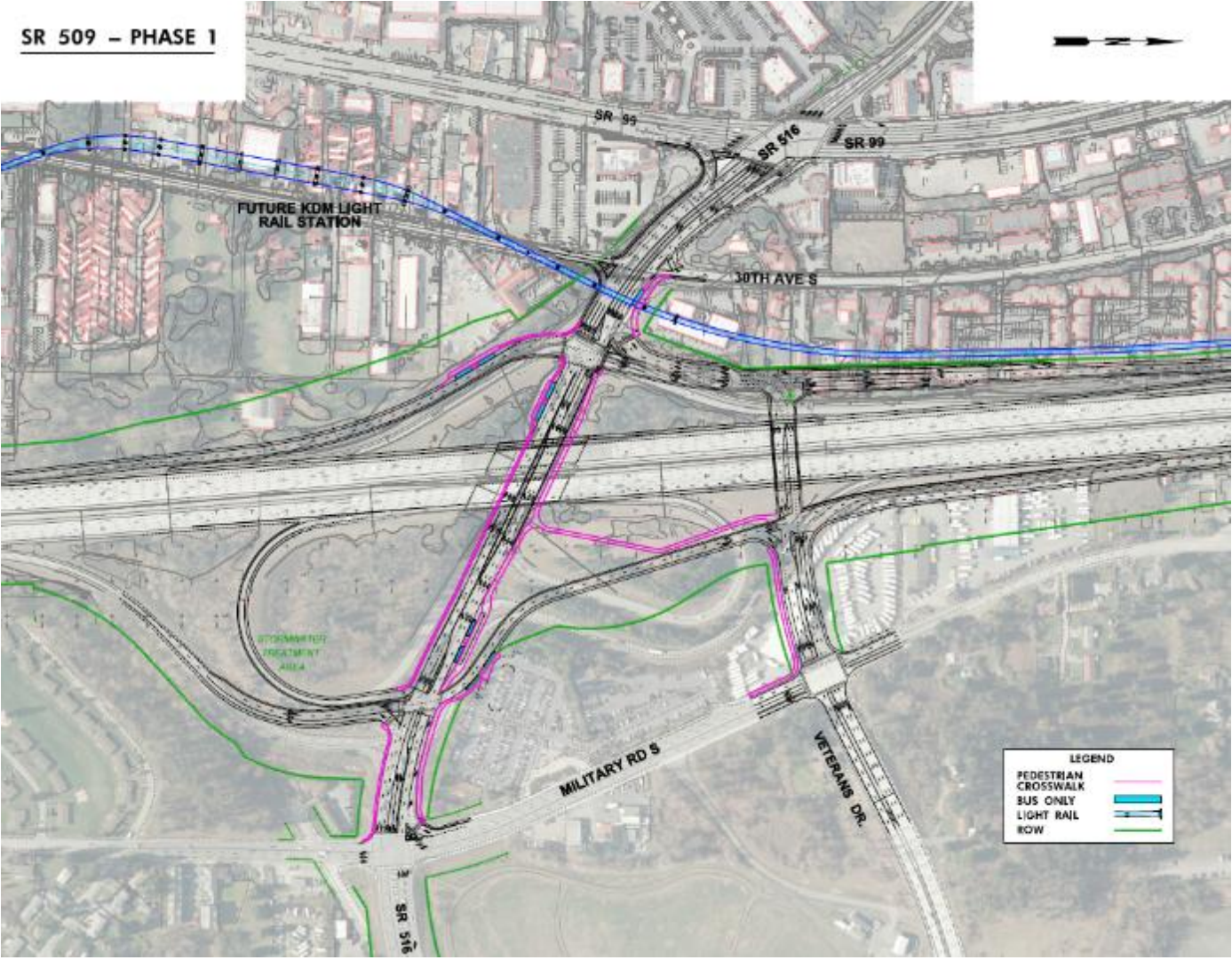
SR 509 Local Trips: How do things change?



Right of Way



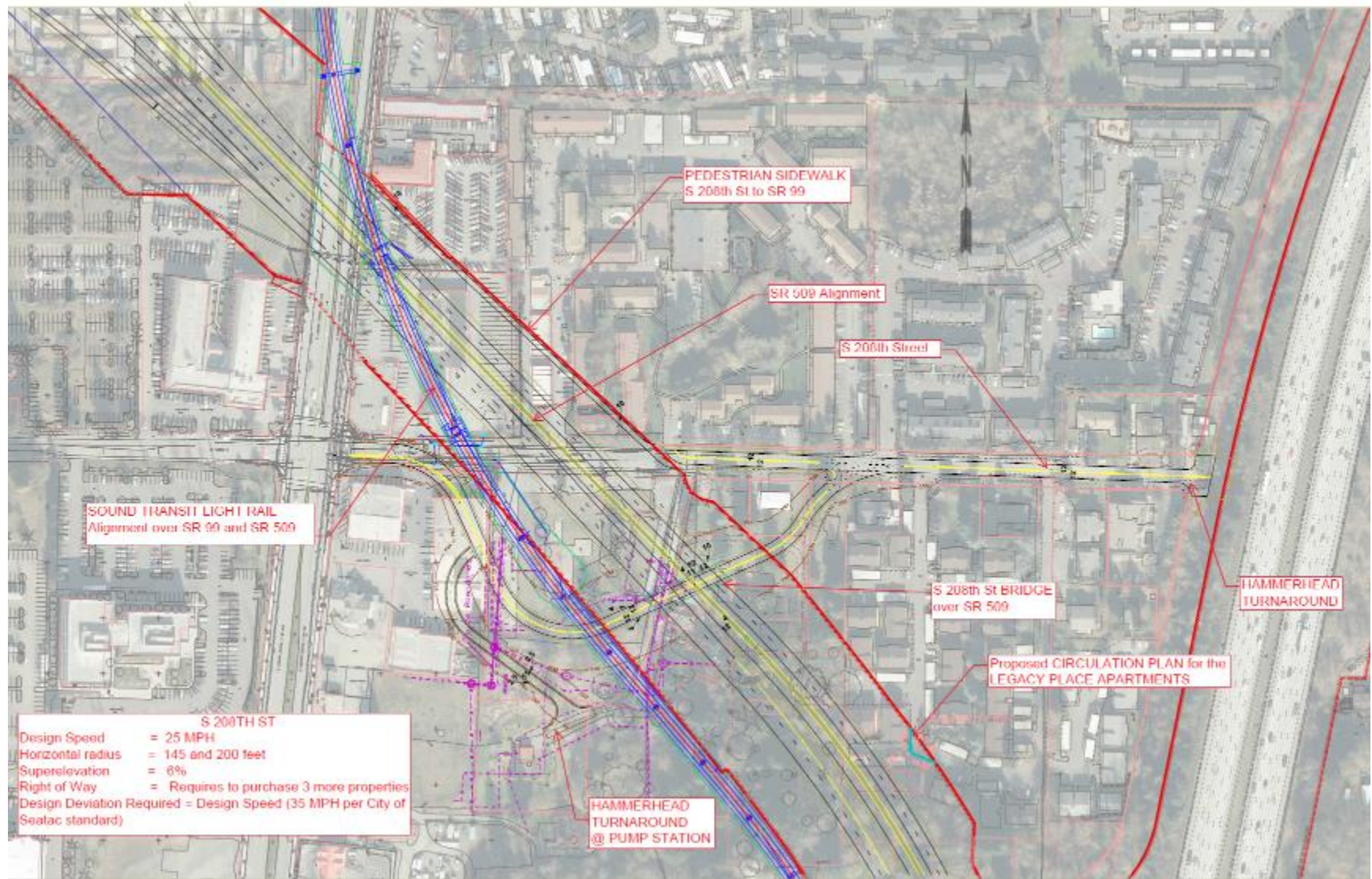
SR 516 Interchange



Background: 2003 208th preliminary design



February 2017 S 208th St design



April 2017 S 208th St design



S 206TH ST. & 34TH AVENUE S

0 100 200 340
SCALE IN FEET

FILE NAME: I:\004_308_Project\CAD\Working_Files\MapInfo\M208_Options_04.dgn
 TIME: 08:12:35
 DATE: 3/17/2017
 PLOTTED BY: JOURN
 DESIGNED BY:
 ENTERED BY:
 CHECKED BY:
 PROJ ENGR:
 REGIONAL ADM:

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 JOB NUMBER
 CONTRACT NO.
 LOCAL PROJ NO.

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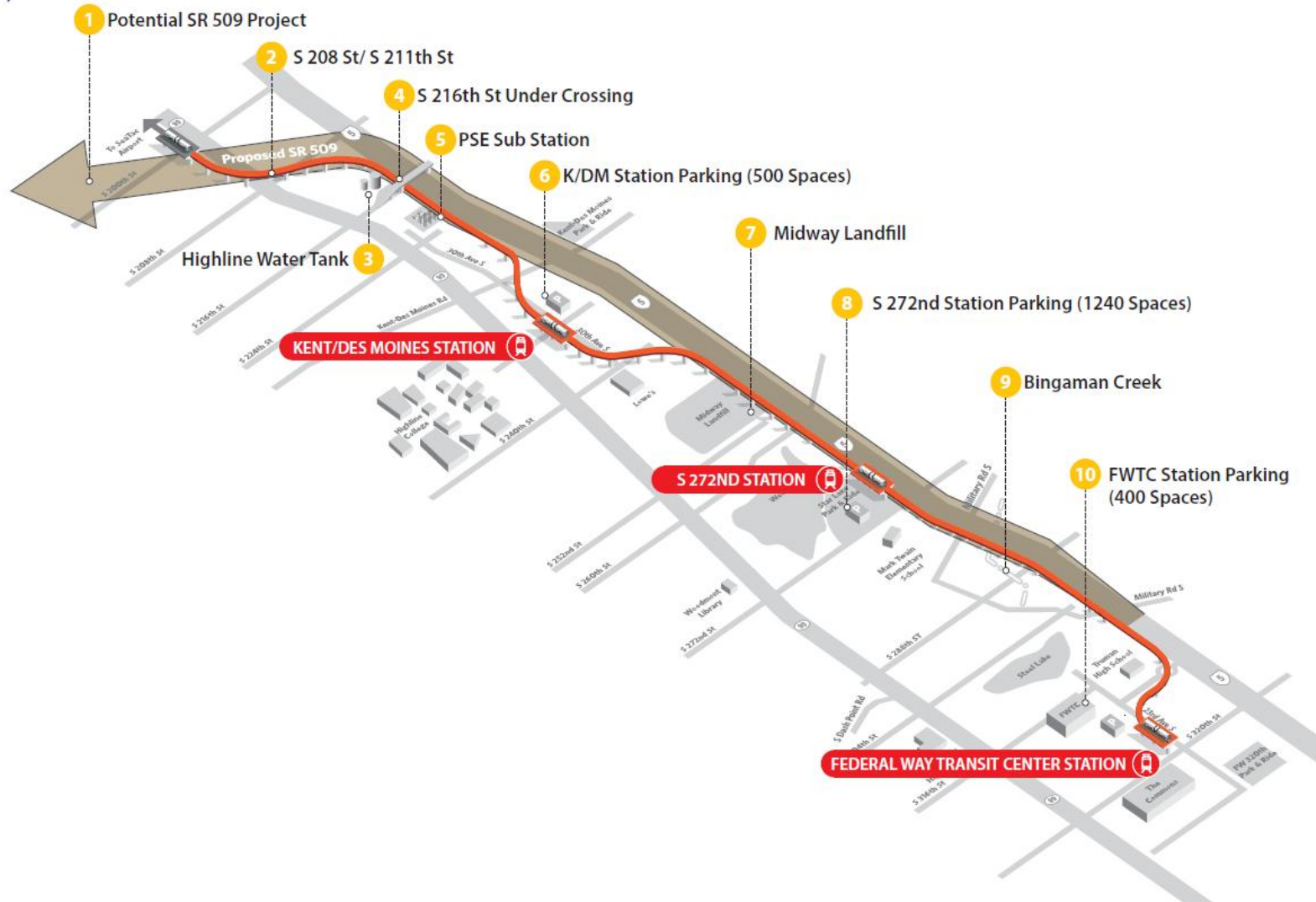

 Washington State
 Department of Transportation

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SR 509 Key Takeaways

- SR 509 Scenario 3A operates well as currently designed.
- Travel time savings between regional and manufacturing industrial centers.
- At 188th in 2045 the forecasted southbound on and northbound off ramps are not heavily utilized.
- New south access reduces the demand on the north access expressway.
- Peak travel times for the airport are different than I-5 and SR 509 peak travel times.
- SR 509 attracts trips from local roads. Traffic demand on surrounding roads should reduce.

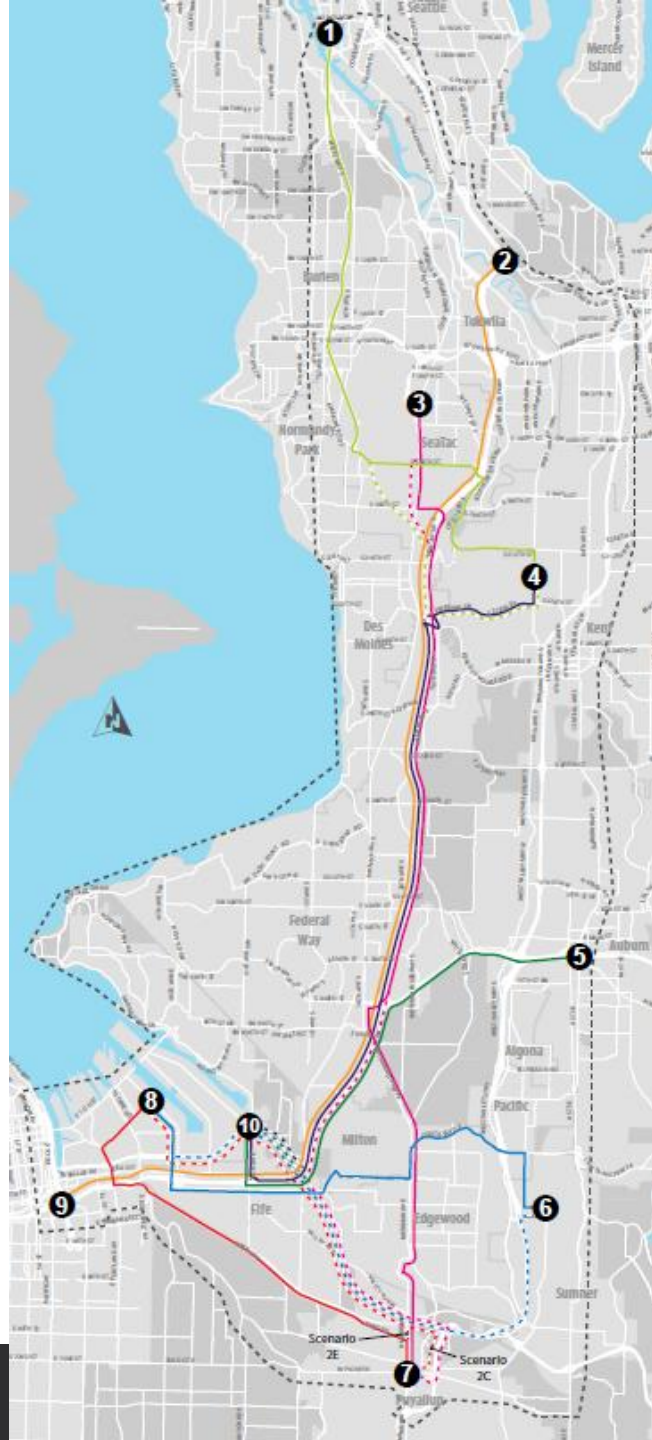
Sound Transit Coordination Federal Way Link Extension



Forecasted Performance

Port Access Travel Times (minutes)

- 2045 Peak projected travel times for select routes
- Using Dynamic Traffic Assignment (DTA) /Mesoscopic Forecast Model



1-4 Duwamish MIC - Kent MIC

Via Current		No Build	2C/3A
	NB	32	31
SB	25	24	

Via Build		No Build	2C/3A
	NB	32	23
SB	25	20	

AM

8-7 PoT - Puyallup

Via Current		No Build	2C/3A
	EB	22	19
WB	29	23	

Via Build		No Build	2C/3A
	EB	22	15
WB	29	16	

1-4 Duwamish MIC - Kent MIC

Via Current		No Build	2C/3A
	NB	25	24
SB	30	28	

PM

8-7 PoT - Puyallup

Via Current		No Build	2C/3A
	EB	25	23
WB	27	23	

Via Build		No Build	2C/3A
	EB	25	15
WB	27	16	

I-5 Travel Times (minutes)

- 2045 Peak projected travel times for select routes
- Using Dynamic Traffic Assignment (DTA) /Mesoscopic Forecast Model

3-7 SeaTac - Puyallup

Via Current		No Build	2C/3A
	NB	38	35
SB	45	41	

Via Build		No Build	2C/3A
	NB	38	26
SB	45	30	

AM

2-9 Through Study Area on I-5

Via Current		No Build	2C/3A
	NB	51	49
SB	26	26	

3-7 SeaTac - Puyallup

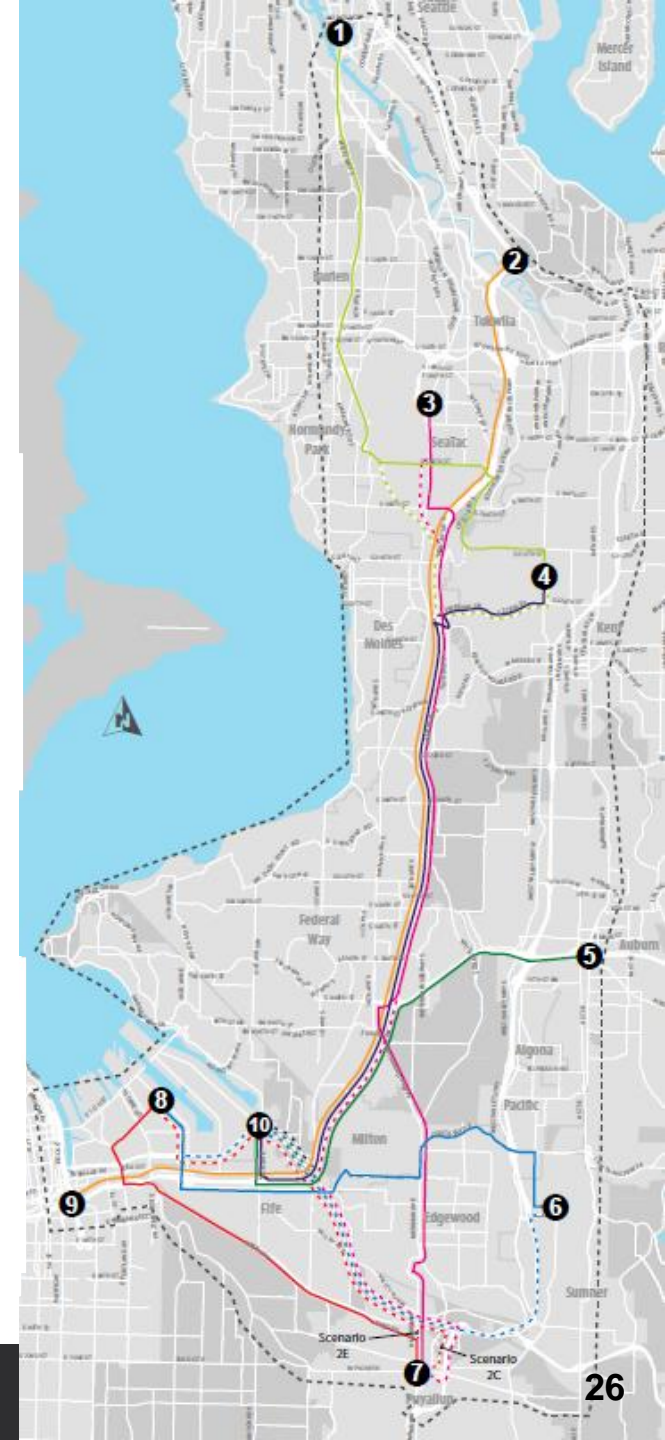
Via Current		No Build	2C/3A
	NB	35	34
SB	42	39	

PM

2-9 Through Study Area on I-5

Via Current		No Build	2C/3A
	NB	30	30
SB	47	41	

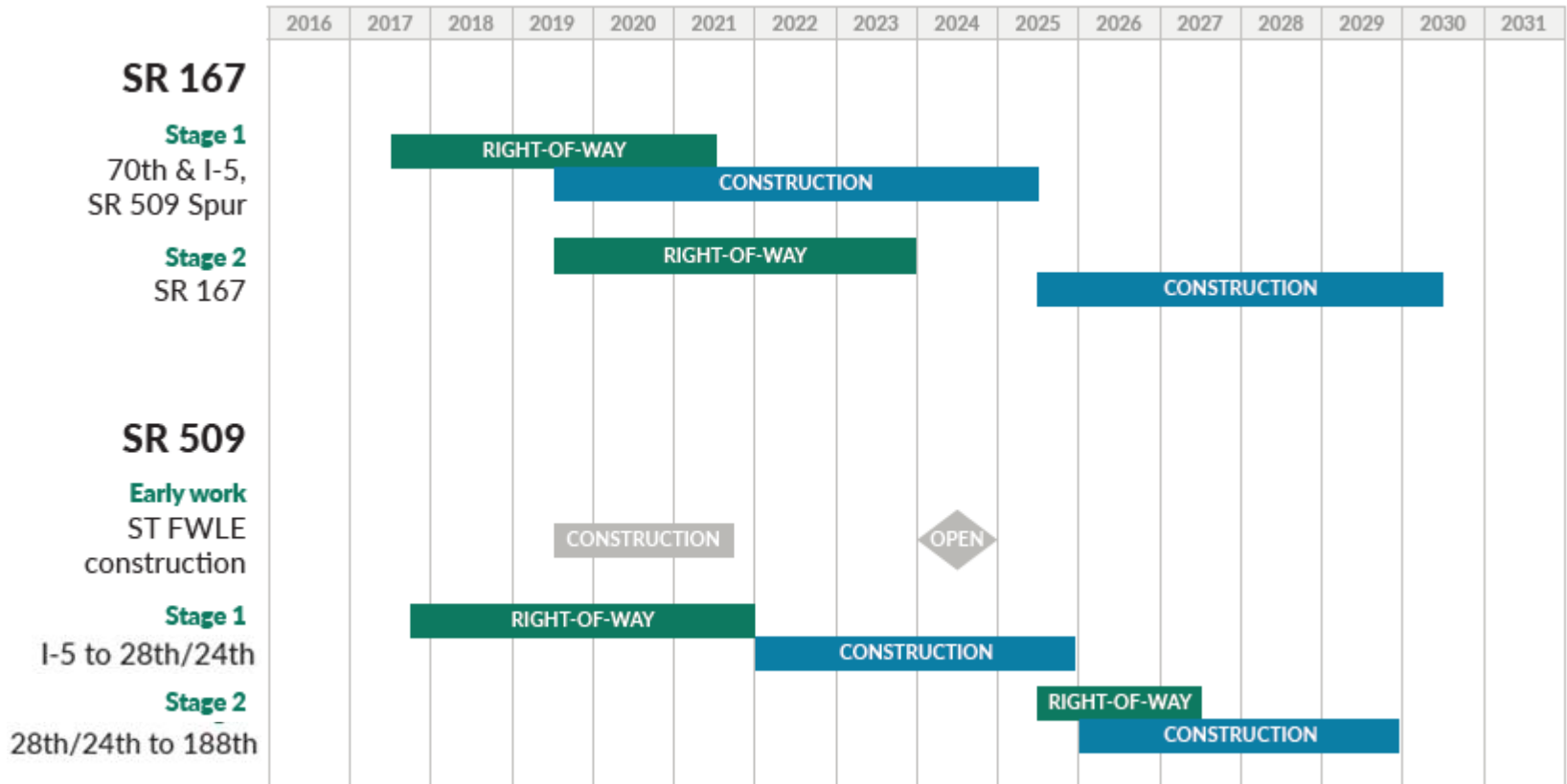
Via Build		No Build	2C/3A
	NB	35	27
SB	42	31	



Forecasted Performance Key Takeaways

- Travel times for routes serving the ports see 30-40% improvements compared to the No Build
- Travel times through the corridor from Tacoma to Tukwila remain consistent between No Build and Build
- Within the segment of I-5 between I-705 and I-405 there are six interchange proposals being developed that will require close coordination between FHWA and WSDOT:
 - Port of Tacoma Road
 - 54th Avenue
 - SR 167
 - SR 18/SR 161 Triangle
 - 324th
 - SR 509

Program Schedule



More information:

Craig J. Stone, PE

Puget Sound Gateway Program Administrator

(206) 464-1222

stonec@wsdot.wa.gov

Omar Jepperson, PE

SR 509 Project Manager

(206) 716-1125

jeppero@wsdot.wa.gov