



State Route 522 Corridor Improvement Projects

July 25, 2012

State Route 522 Corridor



State Route 522

Corridor Facts

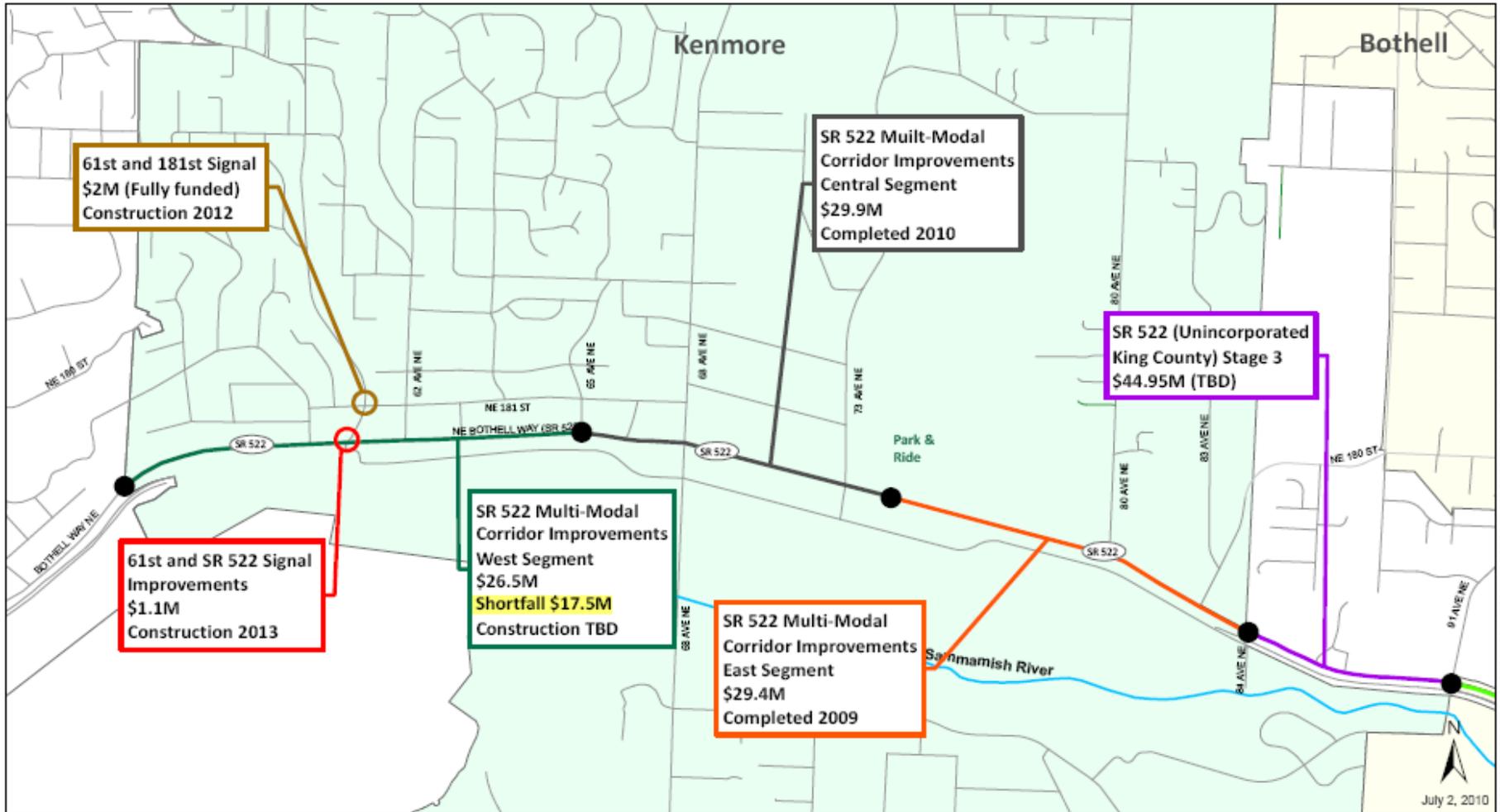
- The corridor carries over 50,000 vehicles per day and is projected to carry over 62,000 vehicles per day in 2026
- Primary detour route for State Route 520 Bridge
- Designated emergency evacuation route for the Puget Sound Region
- Highway of Statewide Significance and a National Highway System Route
- Corridor between Interstate 5 and Interstate 405 serves employment centers with a total of over 50,000 Jobs

State Route 522

Corridor Facts

- University of Washington/Bothell Campus is served by this corridor. Enrollment will expand from 3,000 to 5,000 by 2020
- Major freight route, carrying over 13 million tons per year (T-2 Designation)
- Key Regional Transit Route—with 5 bus routes, serving 3,370 passengers per day and over 260 busses
- Currently no sidewalks through major portions of the corridor
- Multimodal corridor with Burke-Gilman Regional Trail parallel and adjacent to portions of the roadway

Kenmore Corridor Improvements



Kenmore Corridor Improvements

Project Overview

- 80th Ave NE to 65th Ave NE Street construction complete
 - BAT lanes, illumination, stormwater upgrades, sidewalks, signals, and landscaping
 - Accidents decreased more than 25%
- 61st Ave NE/ NE 181st St Signal (\$650k State appropriation)
 - Preconstruction meeting held, contractor mobilization early August, anticipated physically complete Jan 2013
- 61st Ave NE/ SR 522 Signal Upgrade (\$1.1M State appropriation)
 - Design underway, environmental documents being updated, right of way acquisition to begin late fall 2012, construction 2013
- SR 522 (61st Ave NE west to City limit)
 - Design at 90%, environmental documents being updated, right of way acquisition to begin late 2012.
 - Construction not funded at this time (approx. \$17.5M needed)

Traffic Signal Improvements

Project Overview



SR 522 &
61st Ave NE

61st Ave NE &
NE 181st Street



Kenmore West Segment

Project Overview



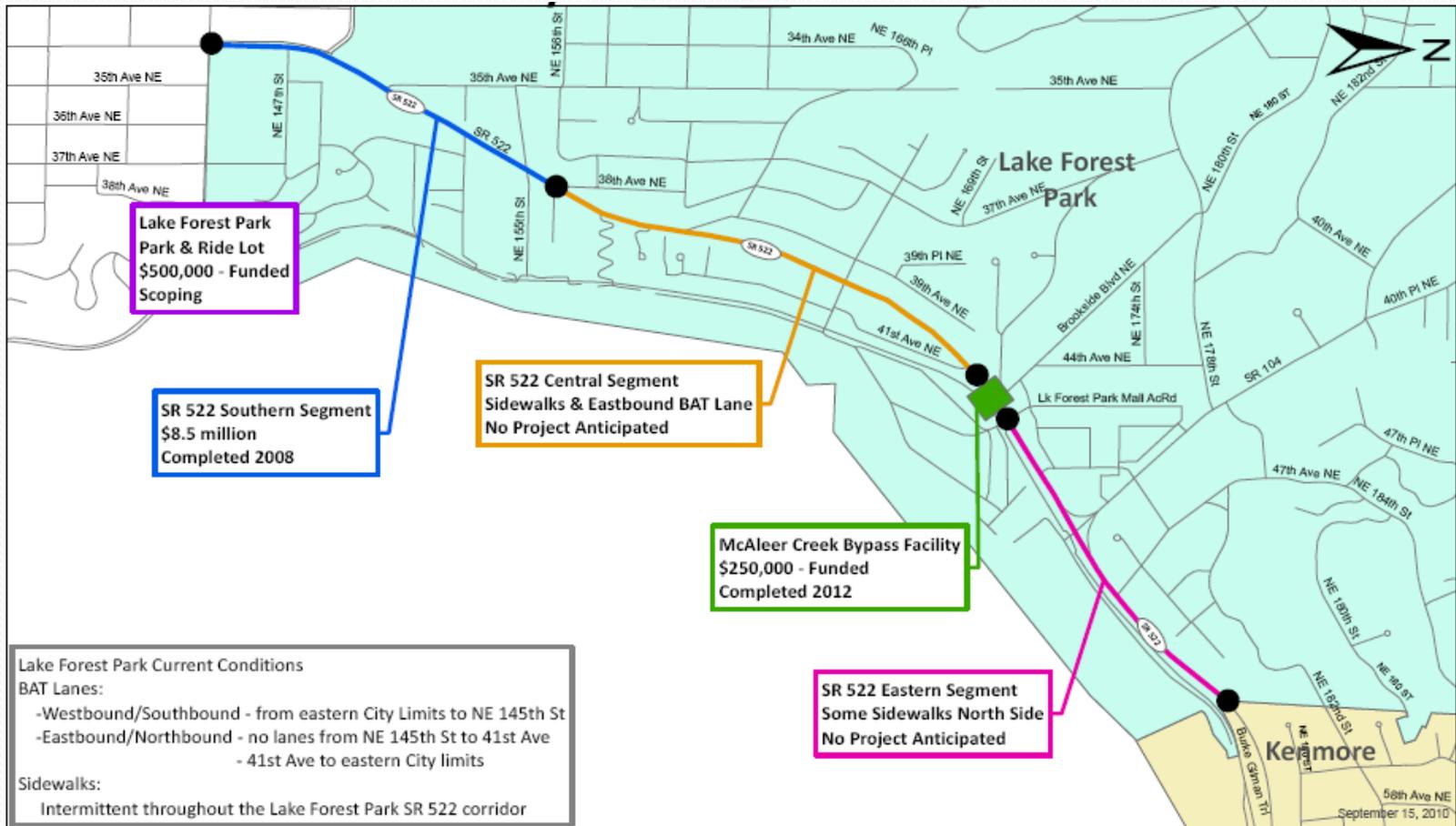
Kenmore West Segment

Project Overview

Key improvements include:

- Widen of general purpose and business access and transit (BAT) lanes
- Additional turn lanes and Signal improvements at 61st Avenue NE
- Sidewalks, retaining walls, storm drainage, and water quality and utility undergrounding
- Improve pedestrian and bicycle connection to the Burke-Gilman Trail
- Improve a portion of the Burke Gilman Trail adjacent to Log Boom Park north of 61st Avenue NE

Lake Forest Park Corridor Improvements

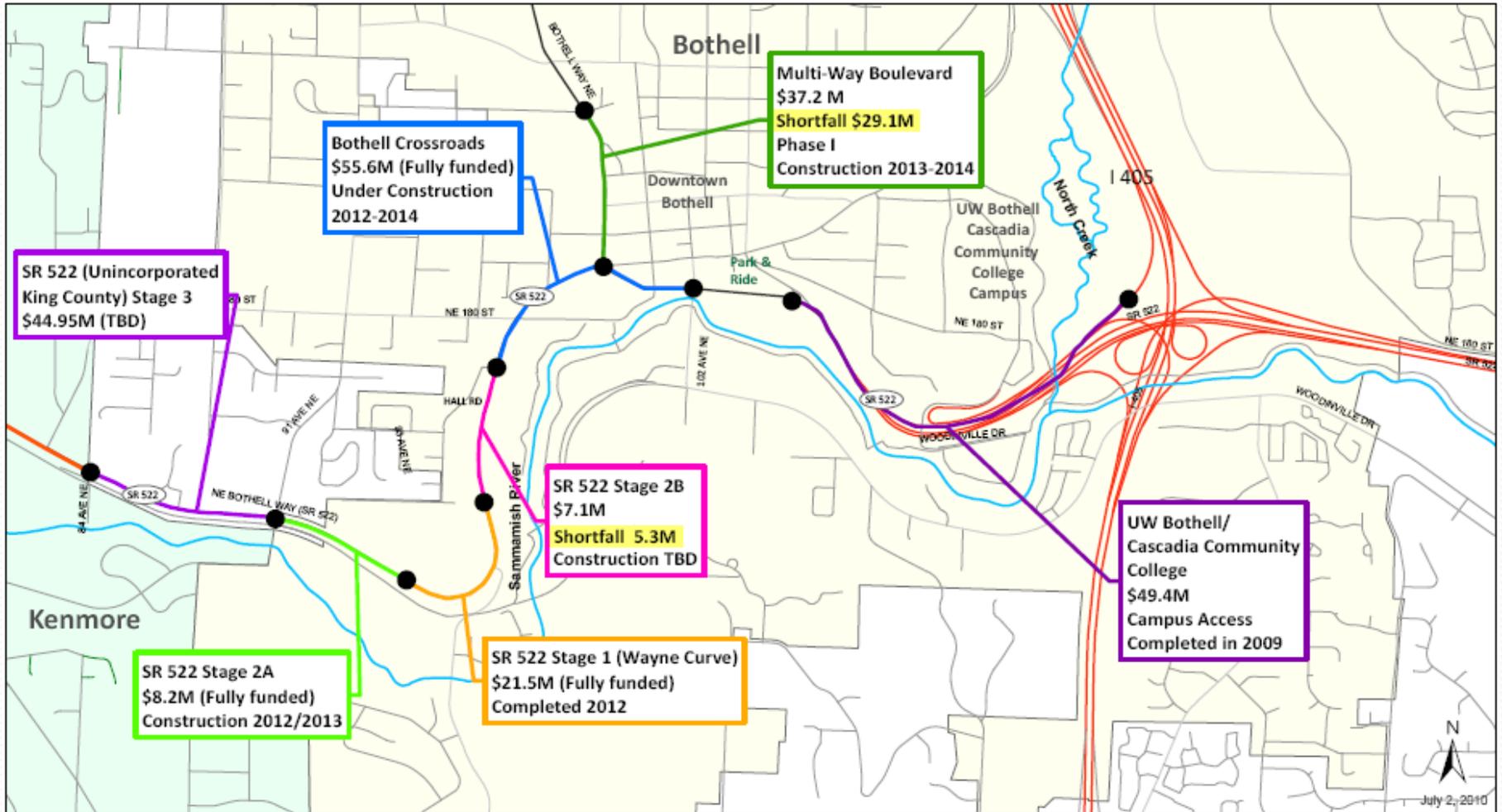


Lake Forest Park Improvements

Looking north from SR 522/153rd Ave NE intersection



Bothell Corridor Improvements



SR 522 Stage 3 Improvements

From 83rd Place NE to Wayne Curve



Key Scope of Work

- Business access and transit lanes
- Access management and safety improvements
- Sidewalks
- Interconnect signals
- Connection to regional Sammamish River/Burke-Gilman Trail

SR 522 Stage 3 Improvements

Summary of Project Funding and Schedule

- Total Est. Project Cost: \$44.95 Million

Schedule

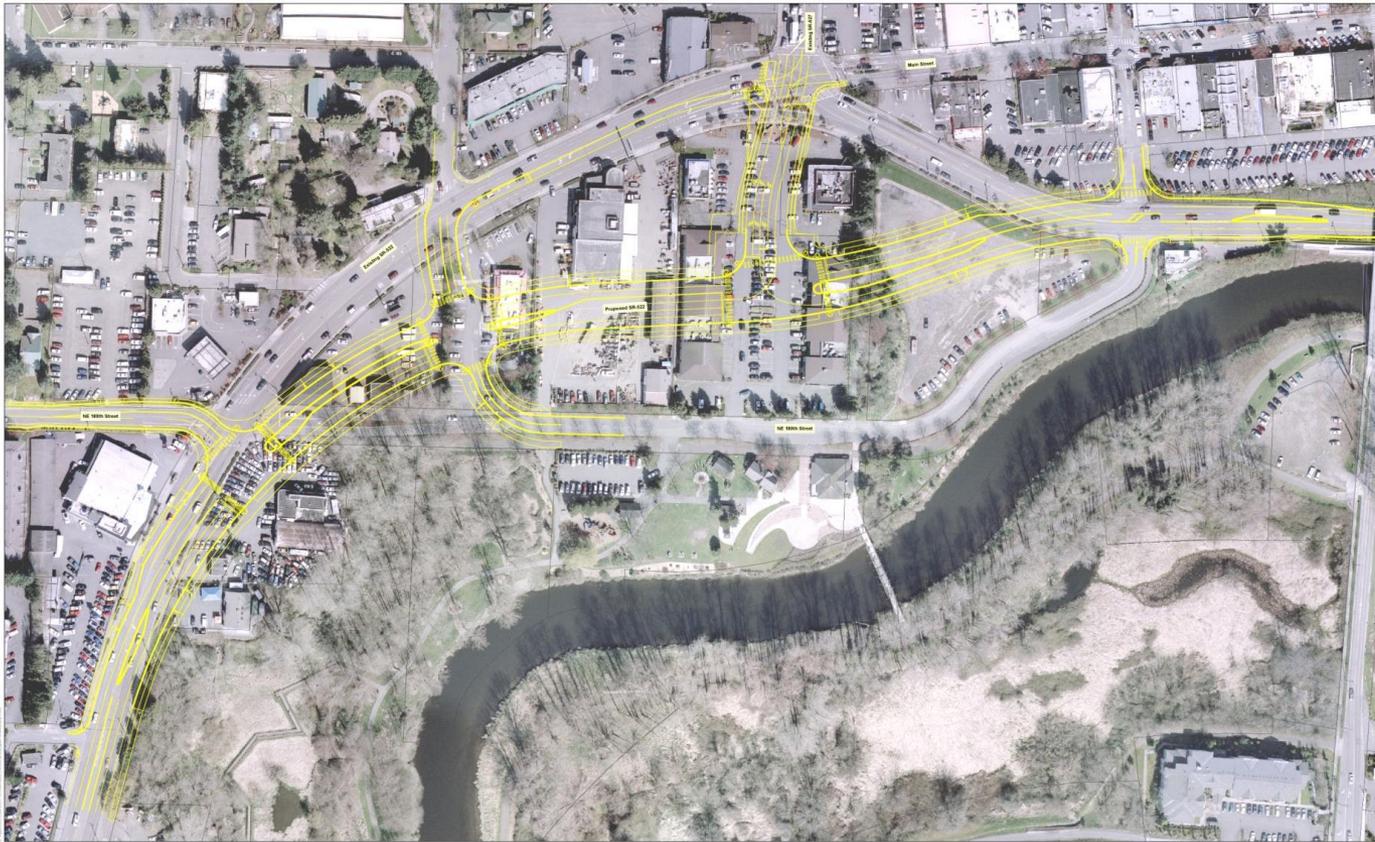
- Design Phase: \$5.7 Million 2013-2015

Funding Sources

- Federal Funds: \$4 Million (2013 PSRC Award)
- Local: \$800 K (Bothell and Kenmore)
- Shortfall: \$950 K
- Right of Way Phase: \$2 Million 2015-2016
- Construction Phase: \$37 Million 2017-beyond

Bothell Crossroads

Project Overview



UNDER CONSTRUCTION (2012 – MARCH 2014)

Bothell Crossroads

Project Overview

The Bothell Crossroads project shifts the alignment of SR 522 approximately one block south, from Hall Road to the 102nd Avenue NE bridge in the downtown area of Bothell.

- Improves traffic operations
- Improves downtown circulation and multimodal movement
- Supports Bothell downtown revitalization

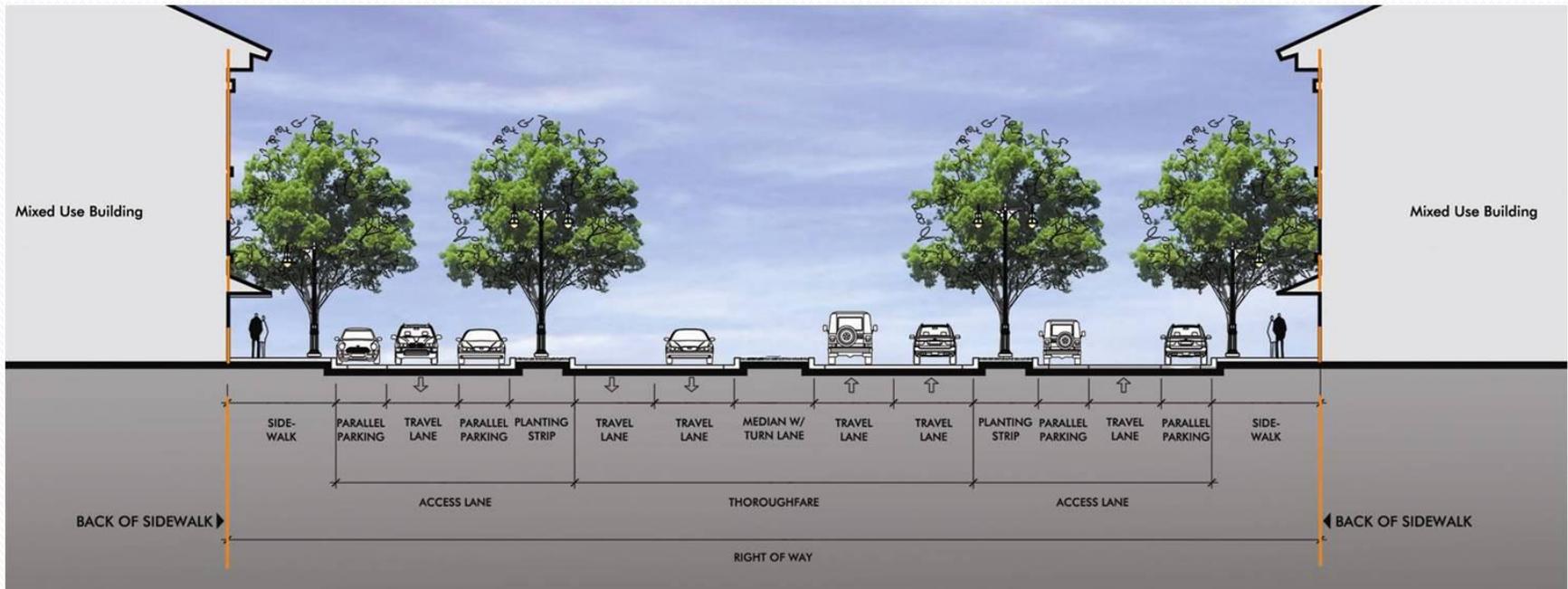
Bothell Crossroads

Looking west from SR 522/Bothell Way NE intersection



Multiway Boulevard (527)

Project Overview



- A Key Component of Bothell's Downtown Revitalization
- Provides a tree-lined, pedestrian-oriented roadway.
- Integrates Bothell's historic district with planned new developments on the west side of town.

Multiway Boulevard

Looking south from Main Street intersection

- Total Project Cost: \$37.2 Million Schedule
- Phase 1 Project Cost: \$10.5 Million 2013-2014 (Const.)

Funding Sources

PWTF (pending): \$5.5 Million

City of Bothell: \$2.9 Million

Shortfall: \$2.1 Million

- Future Phases Project Cost: \$27.0 Million

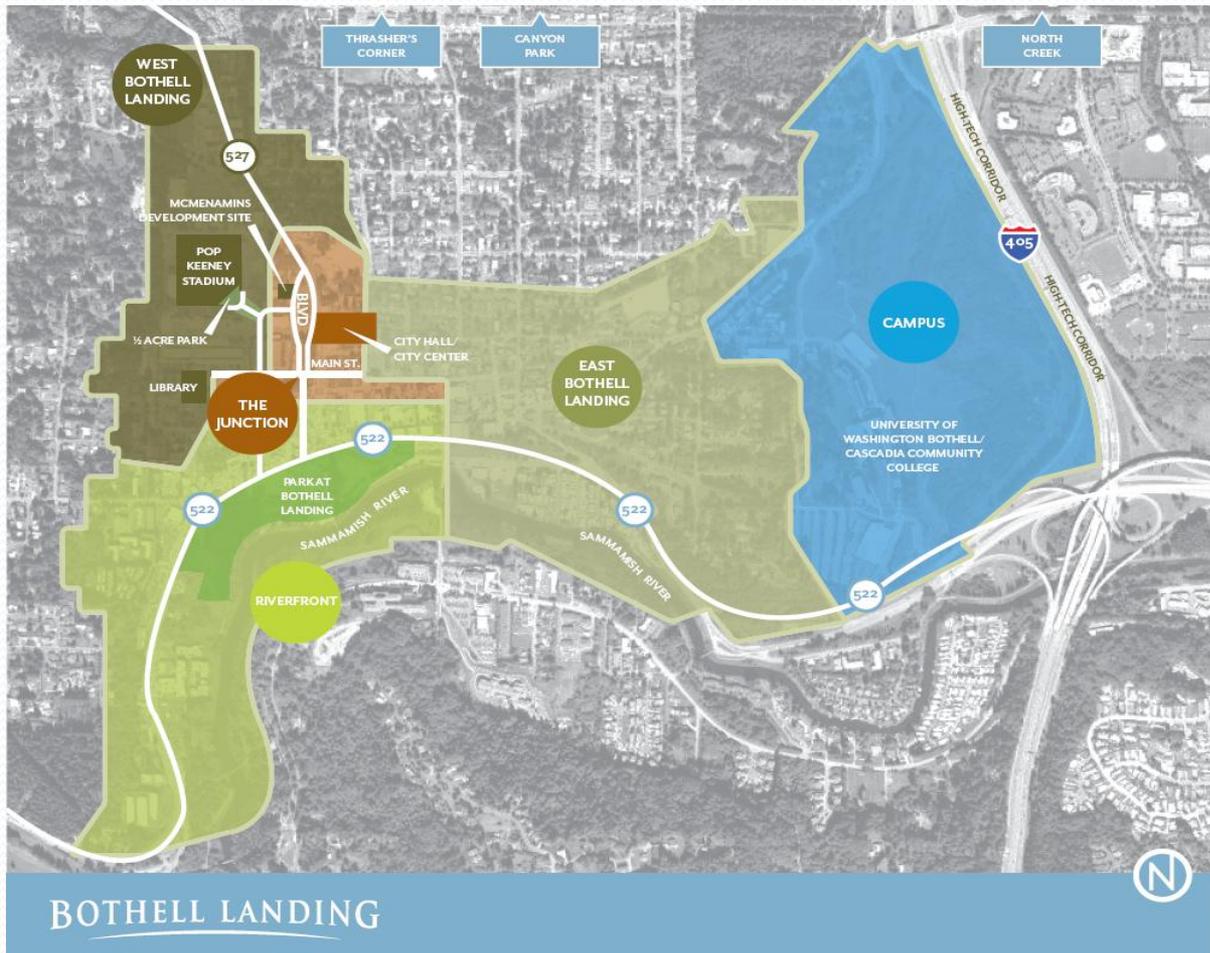
Multiway Boulevard

Looking south from Main Street intersection



Downtown Revitalization

Project Overview



Downtown Revitalization

Project Overview



Community Vision

- Create a vibrant urban center in the heart of the city.
- Revitalize the economy and the visual character of downtown.
- Create a more dense and expanded urban core with mixed-use developments.

Downtown Revitalization

Long Term Vision



Downtown Revitalization

Project Overview

Goals over the next 25 years:

- \$150 million in public investments will catalyze \$650 million in private investments.
- 8,400 net new temporary (one-year equivalent) construction jobs.
- 1,367 permanent family wage jobs.
- 250,000 square feet of new office space: an attractive lure to employers.
- 400,000 square feet of new retail space: adding amenities and convenience to downtown.
- 2,700 new housing units.

Downtown Revitalization

Project Overview



*A conceptual rendering consistent with the vision for
Bothell's revitalization efforts.*

State Route 522

Project Funding Overview

| | LAKE FOREST PARK | KENMORE | KING COUNTY | BOTHELL | TOTAL |
|-----------|------------------|---|---------------------------------------|--------------------------------------|----------|
| COMPLETED | \$8.5M | \$59.3M | ----- | \$105.8M | \$173.6M |
| FUNDED | \$.75M | \$ 7.8M | \$ 4.80M | \$30.7M | \$44.05M |
| UNFUNDED | Unknown | \$17.5M | \$40.15M | \$ 5.3M | \$62.95M |
| TOTAL | \$9.25M | \$84.6M (\$12.5M City Contribution to date) | \$44.95M (\$.8M Cities Contribution) | \$141.8M (\$28.8M City Contribution) | \$280.6M |

State Route 522

Funding Partners

- Cities
- Washington State Department of Transportation
- Washington State Legislature
- Transportation Improvement Board
- Sound Transit
- METRO Transit
- King County Roads
- King County Parks
- Federal Highway Administration
- Utilities