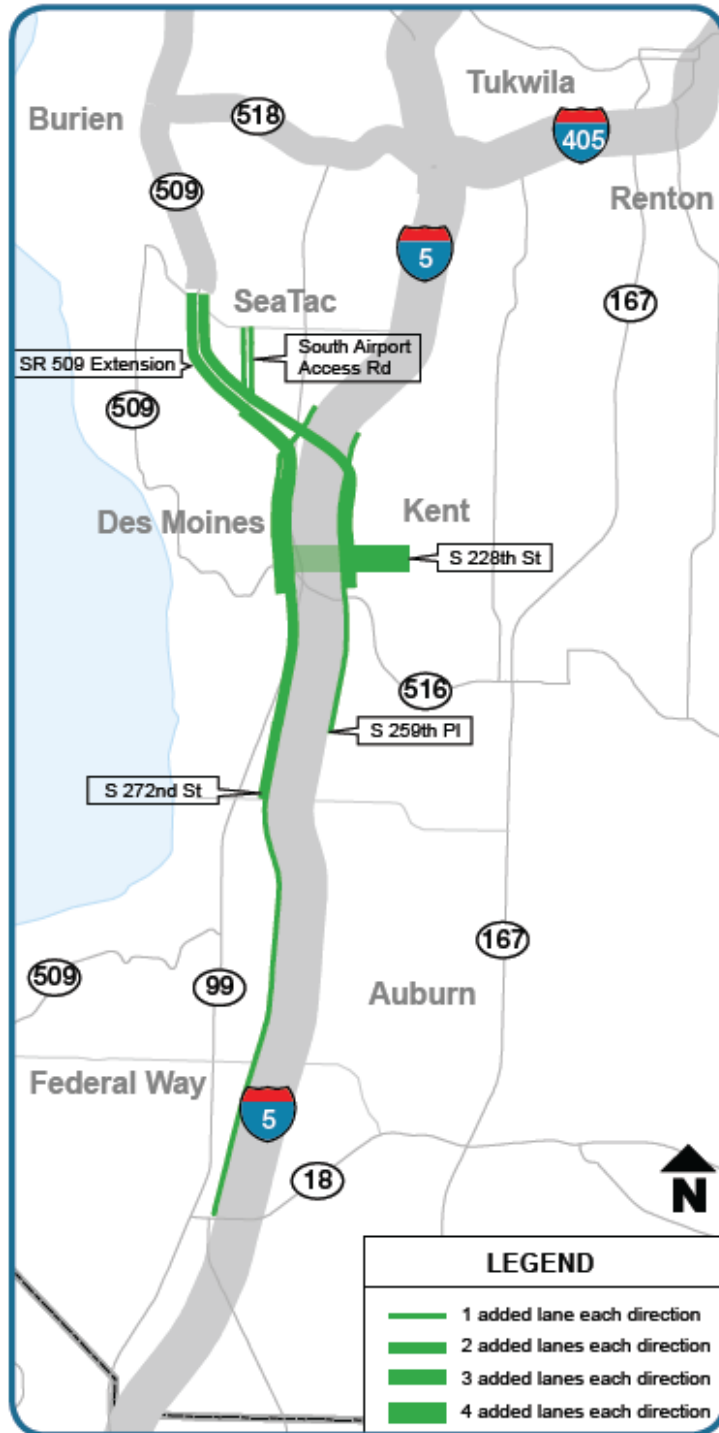


# Project Information Summary

## SR 509

July 25, 2011



### **Project Genesis and History**

A search for a regional transportation solution to the increased traffic congestion and accidents on I-5 and SR 99 in the City of SeaTac and the City of Des Moines started in 1990. In addition to the congestion and accidents, increased freight traffic in south King County and transportation to and from SeaTac Airport needed to be addressed. In 1990, the SR 509/South Access Committee (actually two committees, steering and executive) was formed. The City of SeaTac, City of Des Moines, King County, Metro (now a part of King County), WSDOT and Port of Seattle were members of the committee.

A Major Investment Study (as then required by the Federal Highway Administration) was conducted in 1995 and concluded that even with the planned large investment in transit for the areas; the completion of the SR 509 corridor was the only alternative that could address the transportation needs outlined above.

A corridor Draft Environmental Impact Statement (CDEIS) was prepared and released in 1995. This document recommended extending the SR 509 corridor, connecting it with I-5 and including a spur highway (the South Access Road) to provide a direct connection from I-5/SR 509 to SeaTac Airport. Three routes and the no build alternative were picked for consideration in the Project Level supplemental Draft Environmental Impact Statement (SDEIS) in 1998. The Final Environmental Impact Statement (FEIS) was issued in January 2003. The Record of Decision was approved by FHWA on March 20th 2003. The Access Decision Report was approved by FHWA in April 2003.

Available funding has been utilized to complete the EIS, perform preliminary design, purchase select parcels along the right of way corridor, construct the wetland mitigation site, and contribute to partner projects to accommodate the future 509 alignment.

Numerous efforts have been made to fund construction through statewide or regional revenue sources. To date, more than \$86 million of funds have been secured and invested in the project. With these funds, WSDOT has completed 30% of design, acquired 40% of right-of-way, and conducted some early environmental mitigation. In 2009, the Washington State Legislature directed WSDOT to evaluate the feasibility of tolling the SR 509 corridor. The final findings of the feasibility study were reported to the Joint Transportation Committee (JTC) in September 2010. The remaining 509 preliminary engineering funding is being used to further evaluate tolling configurations.

### **Purpose and Need (from 2003 EIS)**

The proposed project is needed to create system linkages, accommodate travel demand and capacity needs, and improve intermodal relationships. The SR 509 freeway terminates at South 188th Street/12th Place South, and does not connect to the regional transportation highway system. As a result, local streets and major transportation routes like I-5 are at or over capacity given current travel demand. This situation is expected to worsen as travel demand for Sea-Tac Airport and on major roadways increases.

### **Objectives of the Action**

The objectives of the proposed SR 509 Corridor Completion/I-5/ South Access Road Project improvements are as follows:

- Support local and regional comprehensive planning and development

- Connect to existing and planned business centers (Aviation Business Center, Des Moines business parks, SeaTac Urban Center, and the City of Des Moines Pacific Ridge Neighborhood Improvement project)
- Serve the Port of Seattle's South Aviation Support Area (SASA)
- Maintain efficiency of existing roadways in the immediate vicinity of the airport terminals and parking garage
  - Extend these existing airport roadways south to connect to regional highway system
- Relieve local congestion
  - Relieve truck traffic on city streets
  - Serve peak-hour travel demands to and from major residential and commercial areas
  - Relieve congestion on South 188th Street, South 200th Street, SR 99, Military Road, Marine View Drive, SR 516, 16th Avenue South, and Des Moines Memorial Drive
- Serve harbor freight operations, reduce travel times between harbor and freight destinations
  - Provide alternative routes, including direct route to Kent
- Improve regional mobility and safety
  - Serve Cross-Valley Connector traffic
- Be compatible with connections to HCT
  - Allow for full HOV connectivity
  - Support HCT and south corridor bus plans of local transit agencies
- Develop broad public and political support for the preferred alternative
  - Involve citizens in the identification and recommendation of a preferred alternative
  - Obtain approval of government councils and agencies
- Design project in an environmentally responsible manner
  - Avoid or minimize detrimental effects on environmentally sensitive areas
  - Mitigate environmental impacts where avoidance is not possible
  - Partner with other agencies to provide watershed-based mitigation solutions
- Provide cost-effective alternatives and solutions
  - Balance street system capacity with demand
  - Balance engineering, environmental, social, and economic issues or costs with benefits

### **Project Mileposts**

SR 509 - MP 20.73 to MP 23.94

I-5 - MP 142 to 150.71

### **Construction Requirements**

Three options were evaluated for toll feasibility as outlined in the SR 509 Toll Feasibility Study, September 2010. Although no option was selected as the preferred alternative from the feasibility study, interest from the SR 509 Steering Committee focused around Option 3a as it provided desired connections to the Port of Seattle via the South Access Road, connections to SeaTac, Des Moines, and Kent, and had an apparent toll funding contribution of 70% - 93% of the total estimated construction cost.

Roadway Elements:

#### 509 Segment - 2.6 miles

- Reconstruction of the S. 188<sup>th</sup> Interchange allowing full movements (Tight Diamond Interchange)
- 2 lane extension from S. 188<sup>th</sup> to 24/28<sup>th</sup> Interchange

- 4 lane extension from 24<sup>th</sup> / 28<sup>th</sup> to I-5 Interchange
- New interchange at S. 24/28<sup>th</sup> Streets
- New connections to S. 200<sup>th</sup> and SAR with at-grade intersection

I-5 Segment 4.0 miles (6.6 HOT Lane extension)

- Outside connection to I-5 via add / drop (aux.) lanes to S. 272<sup>nd</sup>
- Inside direct connection to the HOV system
  - The shoulder would be widened to 14' and be used as a second HOT lane during peak periods from SR 509 / I-5 to S. 317th.
- Reconstruction of the SR 516 Interchange
- New connection to S. 228th (S. 231st Way)

**Concept of Operations**

Segmental tolling on SR 509 anticipated with toll collection points for the South Access Road, SR 509 Mainline, and point tolling of the S. 228<sup>th</sup> exit (See SR 509 Toll Feasibility Study 2010)

**Status of Planning and Environmental Approvals**

The EIS and ROD were issued in 2003.

Tolling was not included in the original SR 509 NEPA documentation; additional analysis would be required to cover any effects from being a tolled facility. Focus areas likely include Transportation, Air Quality, Noise, Environmental Justice, and Water Quality.

**Status of Right of Way Acquisition**

95 of the 223 parcels need for the Project have been purchased. The project assumes the full right-of-way corridor will be purchased though construction may be phased.

**Is the project included in a TIP or STIP?**

No, would require a TIP modification to be eligible for federal funds.

**Planning and Engineering Studies Performed to Date**

SR 509 toll feasibility Study, September 2010

**Funding Context**

This project received funding through the following sources:

- 2003 Gas Tax - \$35 million
- 2005 Gas Tax -\$30 million
- Other funds - \$21 million  
*(from pre-existing state, federal and other partnerships)*
- Funding available from all sources - \$86 million

**Red Flags or Major Project Constraints**

Legislative toll authorization would be required for SR 509 and I-5

## Key Stakeholders

Business and Freight Communities  
City of Des Moines  
City of Kent  
City of SeaTac  
Federal Highway Administration  
King County  
Port of Seattle  
Puget Sound Regional Council

### Executive Committee Members:

Terry Anderson, SeaTac Mayor, Rick Forschler, alternate  
John Creighton, Port Commissioner  
David Kaplan, Des Moines, Mayor Pro Tem  
Julia Patterson, King County council member  
Suzette Cook, Kent Mayor, Les Thomas, alternate  
Craig Stone, WSDOT Toll Division Director  
Dave Upthegrove, House Transportation Committee member, 33rd District  
Margarita Prentice, Senate Transportation Committee member, 11th District

### **Political context including public interest and the perceptions of key stakeholders**

The south sound cities, Port of Seattle, and the freight community support the project. The new south access road (SAR) to the airport is a critical airport connection to relieve local street congestion for the cities of Seatac and Des Moines. The Port of Seattle does not currently have an identified funding source for the SAR. The SAR would only be constructed in conjunction with the SR 509 extension.

### **Cost Estimates**

From the SR 509 toll feasibility Study, September 2010:

Table 6-3: Financial analysis results (in \$ millions)

Options	Funding Needs (YOE \$s)			Toll Funding Contribution		Total Remaining Funding Gap
	Total	Upfront ROW	Design/Build	Net Toll funding Range	% of Design/Build	
Initial Option	\$930	\$120	\$810	\$255 - \$355	31% - 44%	\$575 - \$675
Option 1	\$815	\$120	\$695	\$255 - \$355	37% - 51%	\$460 - \$560
Option 1a	\$825	\$120	\$705	\$360 - \$490	51% - 70%	\$335 - \$465
Option 2	\$580	\$120	\$460	\$250 - \$340	54% - 74%	\$240 - \$330
Option 3	\$705	\$120	\$585	\$430 - \$585	74% - 100%	\$120 - \$275
Option 3a	\$773	\$120	\$653	\$455 - \$605	70% - 93%	\$168 - \$318