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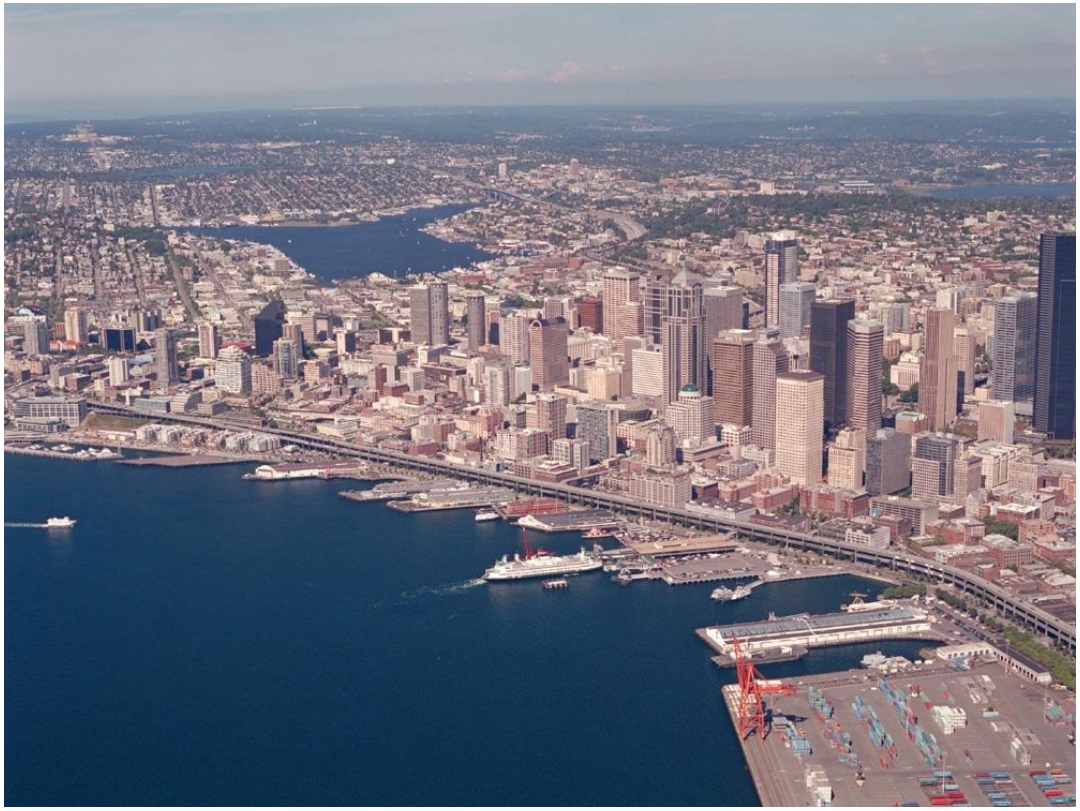
# Alaskan Way Viaduct / Seawall Replacement Program



**Port of Seattle Commission**
**January 5, 2010**

# Port Project Needs

December 2008 Letter

**The choice for the replacement of the Alaskan Way Viaduct should achieve the best balance of:**

- job retention and creation
- sustainable regional economic vitality
- environmental benefits

1. Maximize jobs and economic benefits in weighing total, life-cycle costs
2. Ensure efficient access to the working waterfront for a growing economy
3. Enhance the waterfront environment for people & goods
4. Replace capacity for long-term regional growth
5. Support seawall improvements

# January 2009
# Next Steps for Port of Seattle

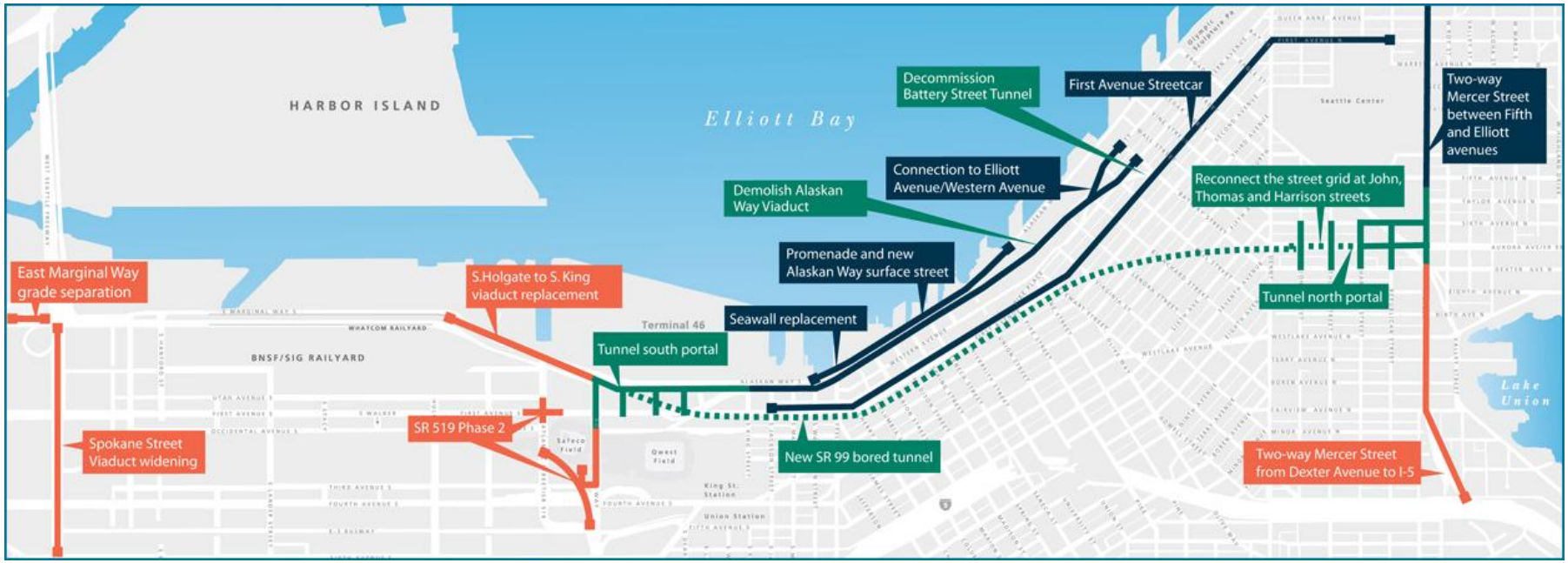
In transitioning to a new partnership, we need to:

- Work with the state, city and county as they proceed with central waterfront project implementation.
  - Resolve open design issues.
  - Develop additional preliminary engineering and soils exploration.
  - Complete environmental review and community involvement.
  - Secure necessary legislative approvals.

- Continue collaboration on Viaduct South End and other early action projects.

- Assess funding partnership opportunities for Port of Seattle.

# Key components with Port benefit




**Critical Project Components**
- South End Holgate to King
- Surface Alaskan Way to Elliott/Western connections
- Bored Tunnel, South Access, North Access (Portals)

**Complementary system upgrades**

Spokane Street Corridor
East Marginal Way
SR519
Duwamish ITS
Mercer Corridor
Transit

**Construction impact mitigation**

**Risk mitigation**
- Seawall replacement
- Viaduct risk mitigation

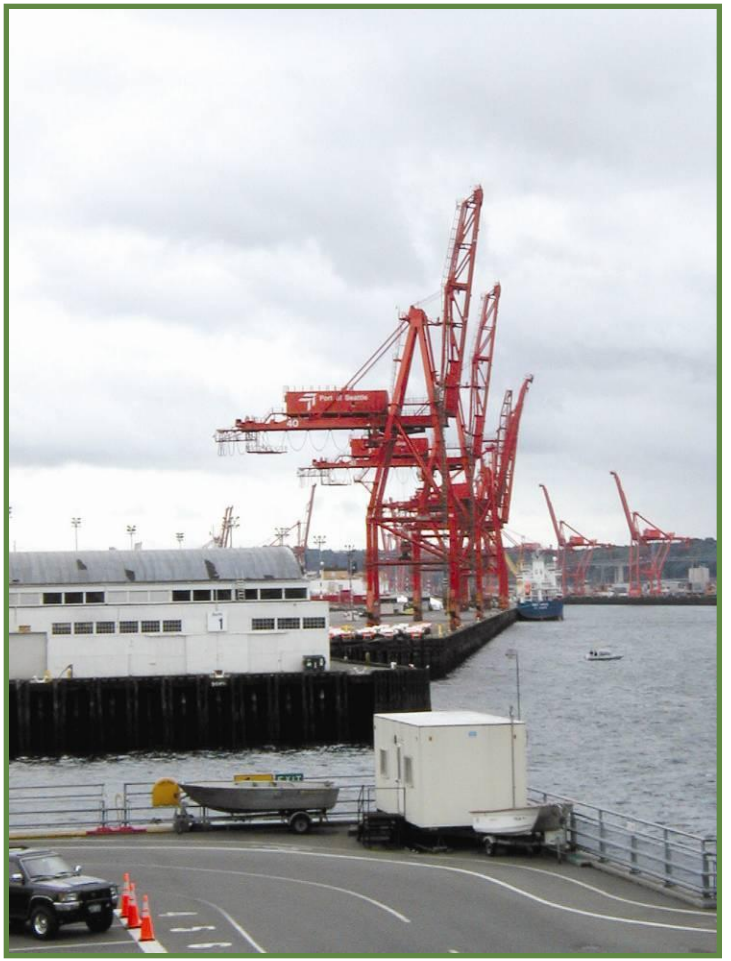
# Alaskan Way Viaduct & Seawall Replacement Program

## Port of Seattle Commission

## January 5, 2009

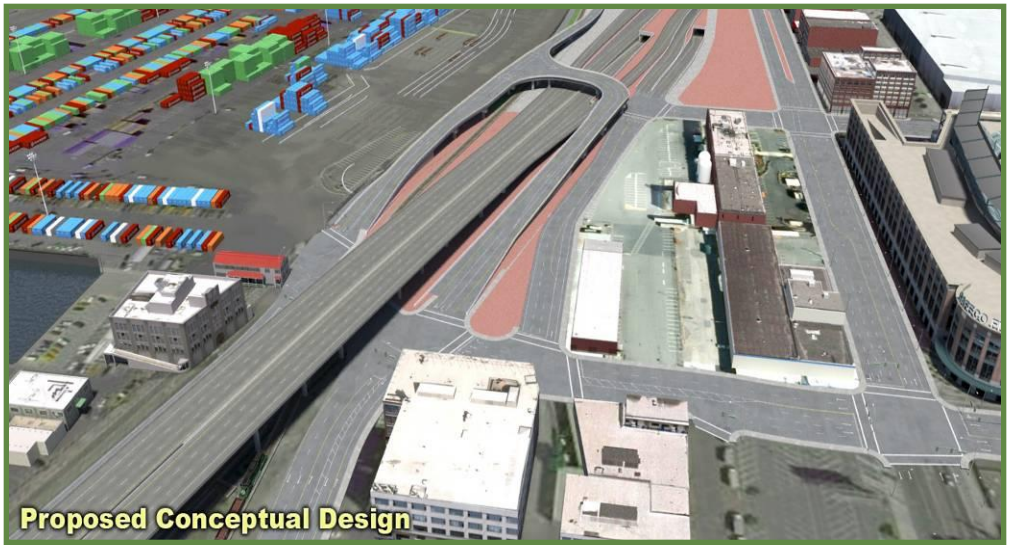
# Agenda

- S. Holgate to S. King Viaduct Replacement Project
- Proposed south portal design
- Proposed north portal design
- Mercer Corridor Project
- Proposed tunnel alignment
- Program funding

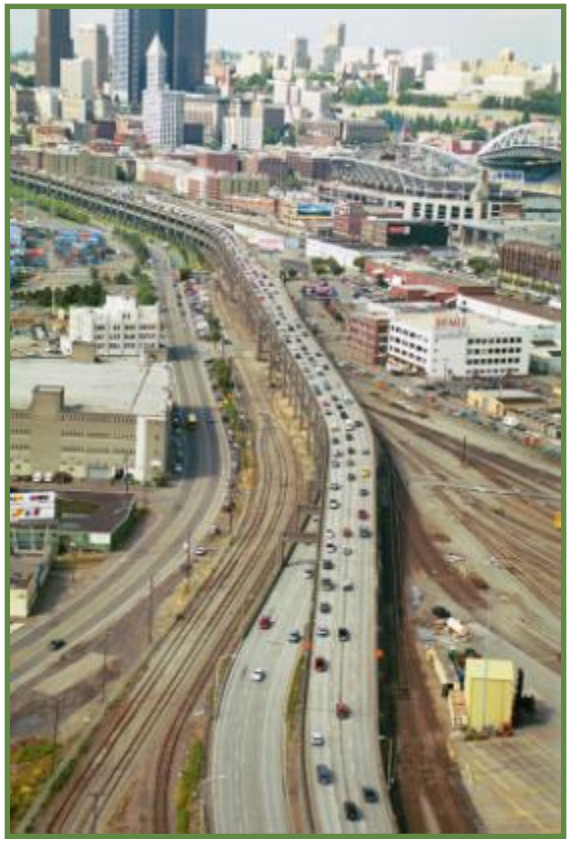


# S. Holgate to S. King Viaduct Replacement

- Replaces nearly half of the existing viaduct.
- New side-by-side roadway with three lanes and shoulders in each direction.
- Roadway will meet current earthquake design standards.
- New grade separated crossing at S. Atlantic Street improves access between I-5, I-90 and the Port of Seattle.



# S. Holgate to S. King Viaduct Replacement



**Construction timeline**

| 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|
| Preliminary construction | | | | |
| | Road and bridge construction | | | |

- Keeps SR 99 traffic moving during replacement of the waterfront section of the viaduct.
- Safe pedestrian and bicycle access will be maintained.
- Starting in 2010, enhanced transit service will keep people moving during south end construction.

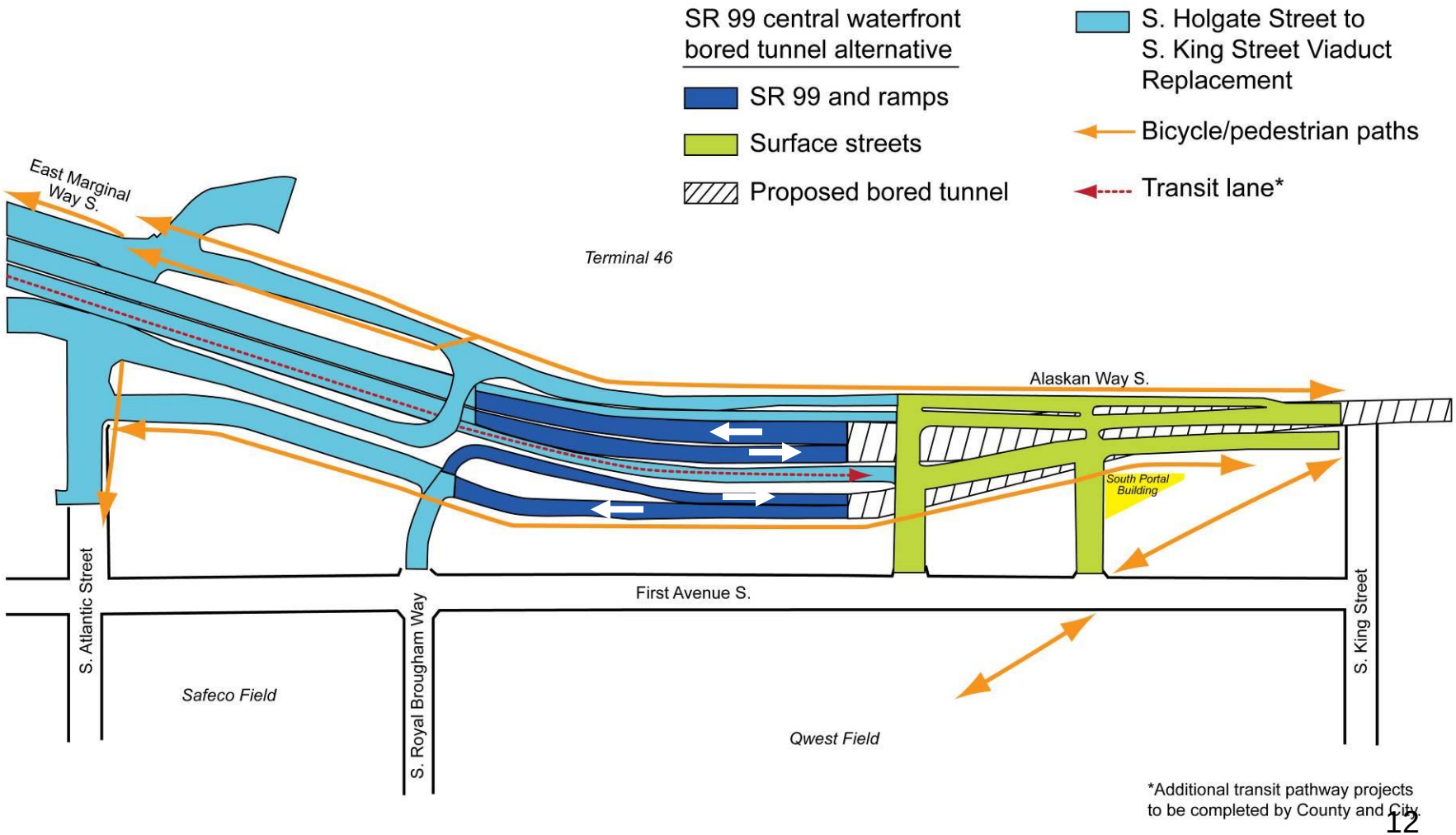
# S. Holgate to S. King Viaduct Replacement Previous Design

# S. Holgate to S. King Viaduct Replacement Current Proposal

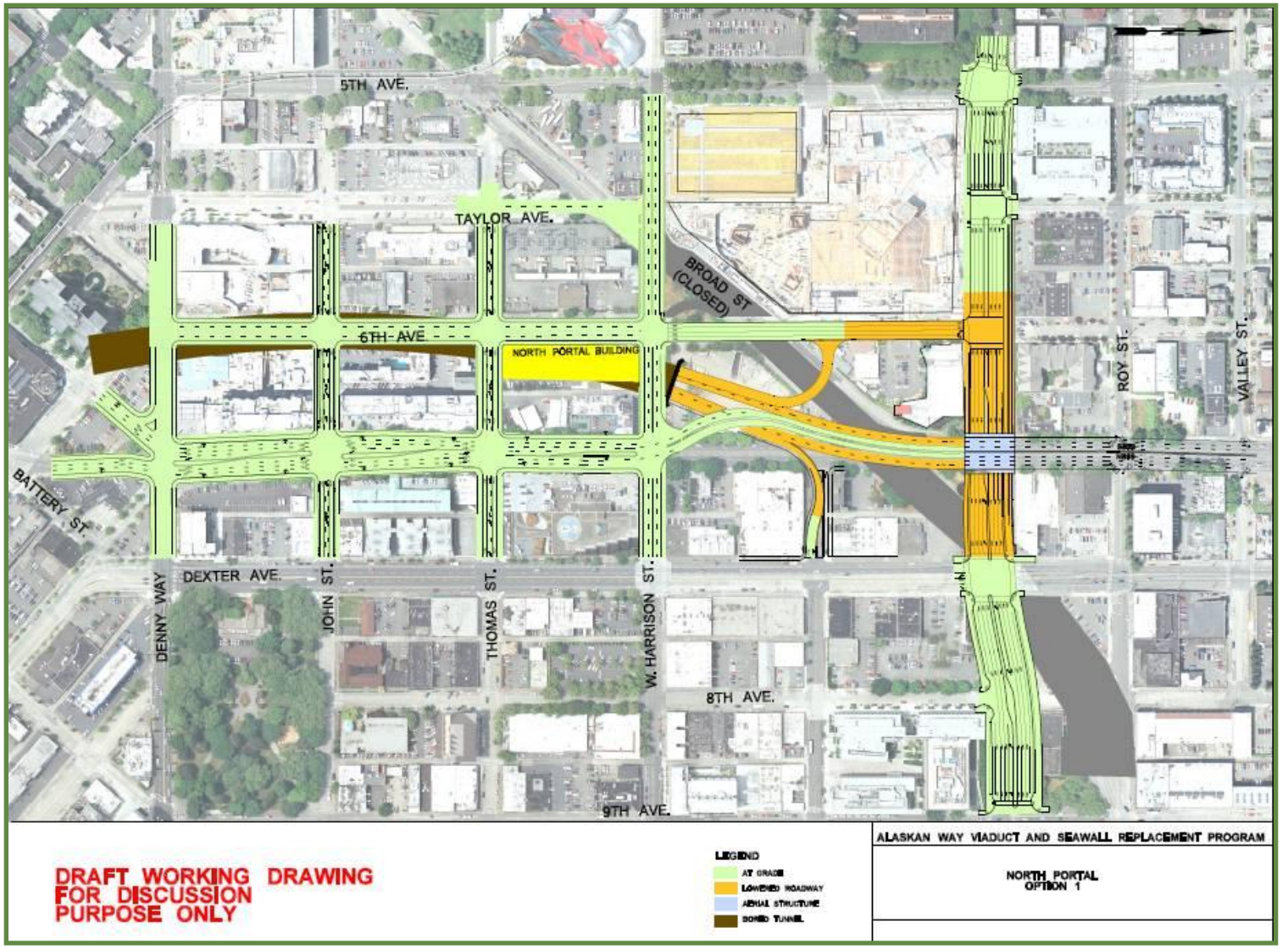
# Reducing Risks, Cost and Disruptions

- New south portal design:
- Avoids impacts on First Avenue through Pioneer Square.
- Reduces the potential need to reinforce older historic structures during construction.
- New north portal design:
- Reduces right of way acquisitions.
- Avoids contractor conflicts within the construction zone.
- Reduces the impacts on SR 99 and maintains transit movements within the corridor.

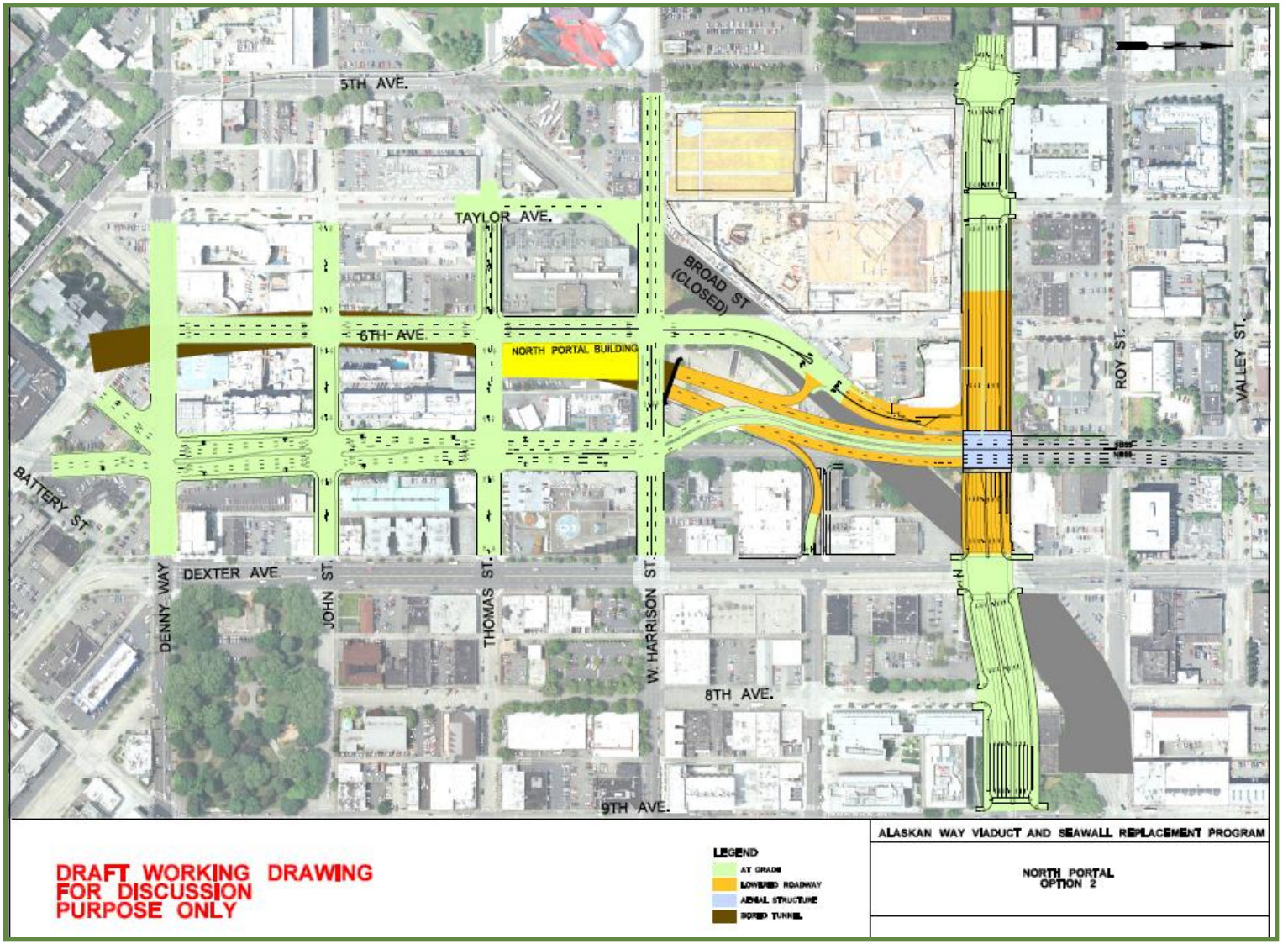
# New Proposed South Portal



# New Proposed North Portal – Option 1



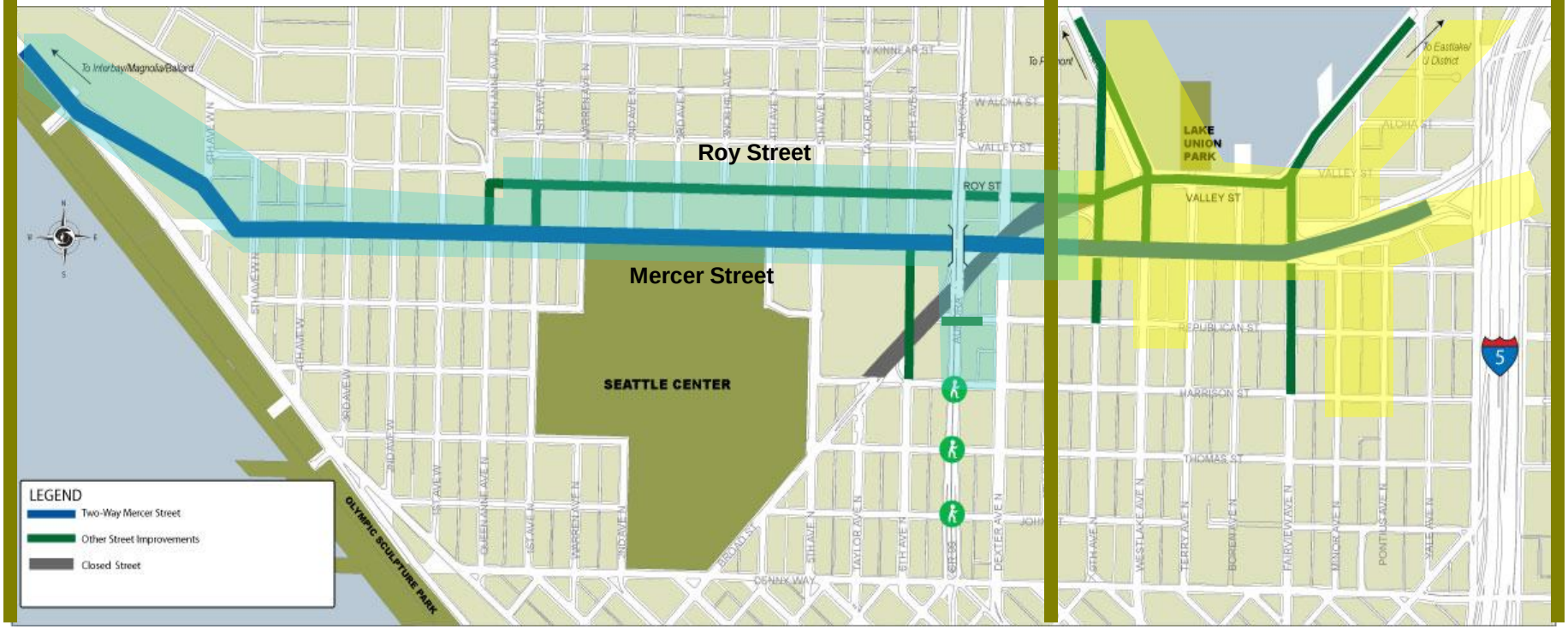
# New Proposed North Portal – Option 2



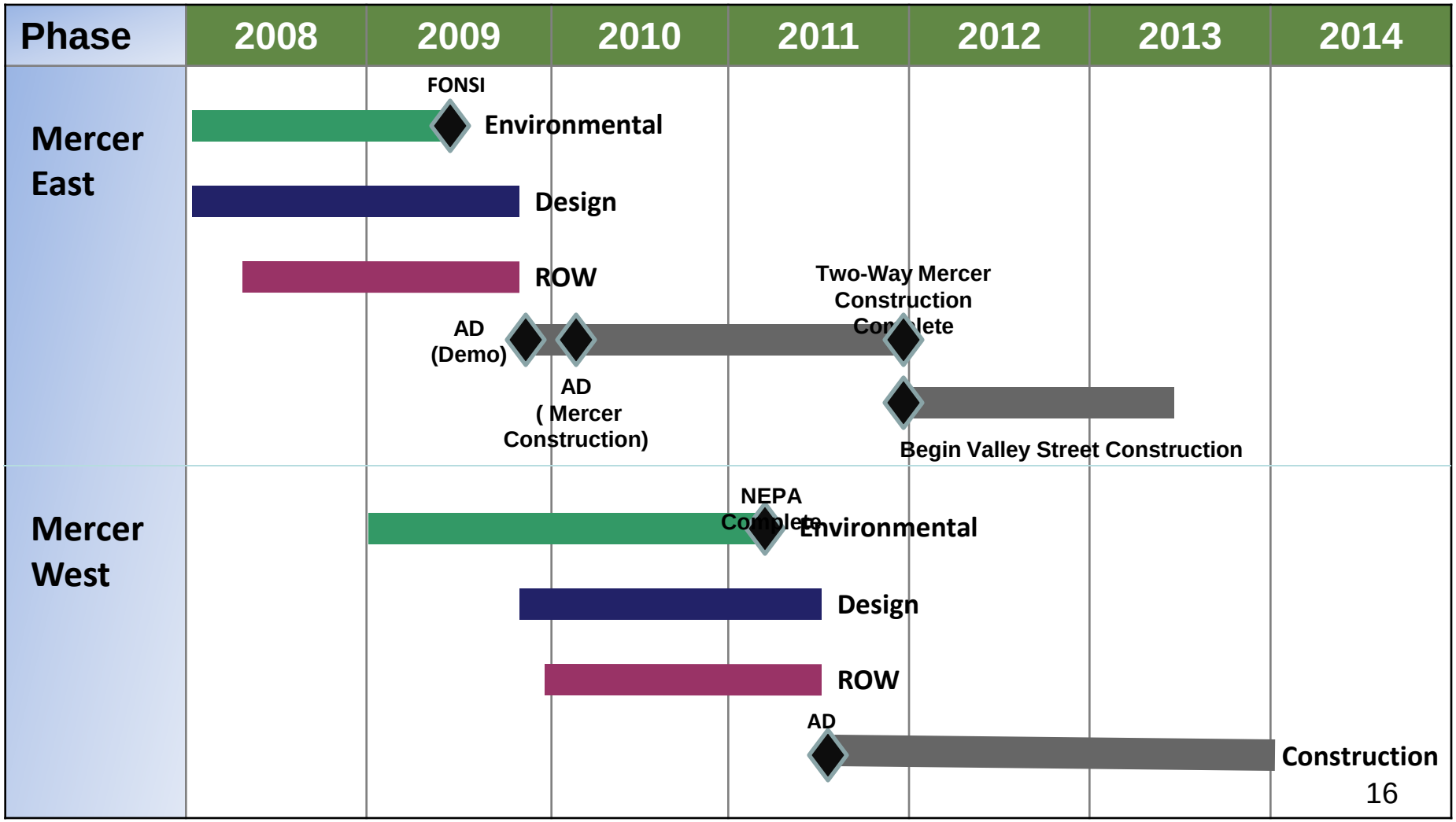
# Mercer Corridor – A Phased Approach

## Project 2
## Mercer West

## Project 1
## Mercer East



# Mercer Corridor Schedule



# Proposed SR 99 Bored Tunnel Alignment


Early Concept Bored Tunnel Cross Section

Elliott Bay

Tunnel north portal

Tunnel south portal

Proposed SR 99 bored tunnel

Terminal 46

BNSF/SIG RAILYARD

Safeco Field

Qwest Field

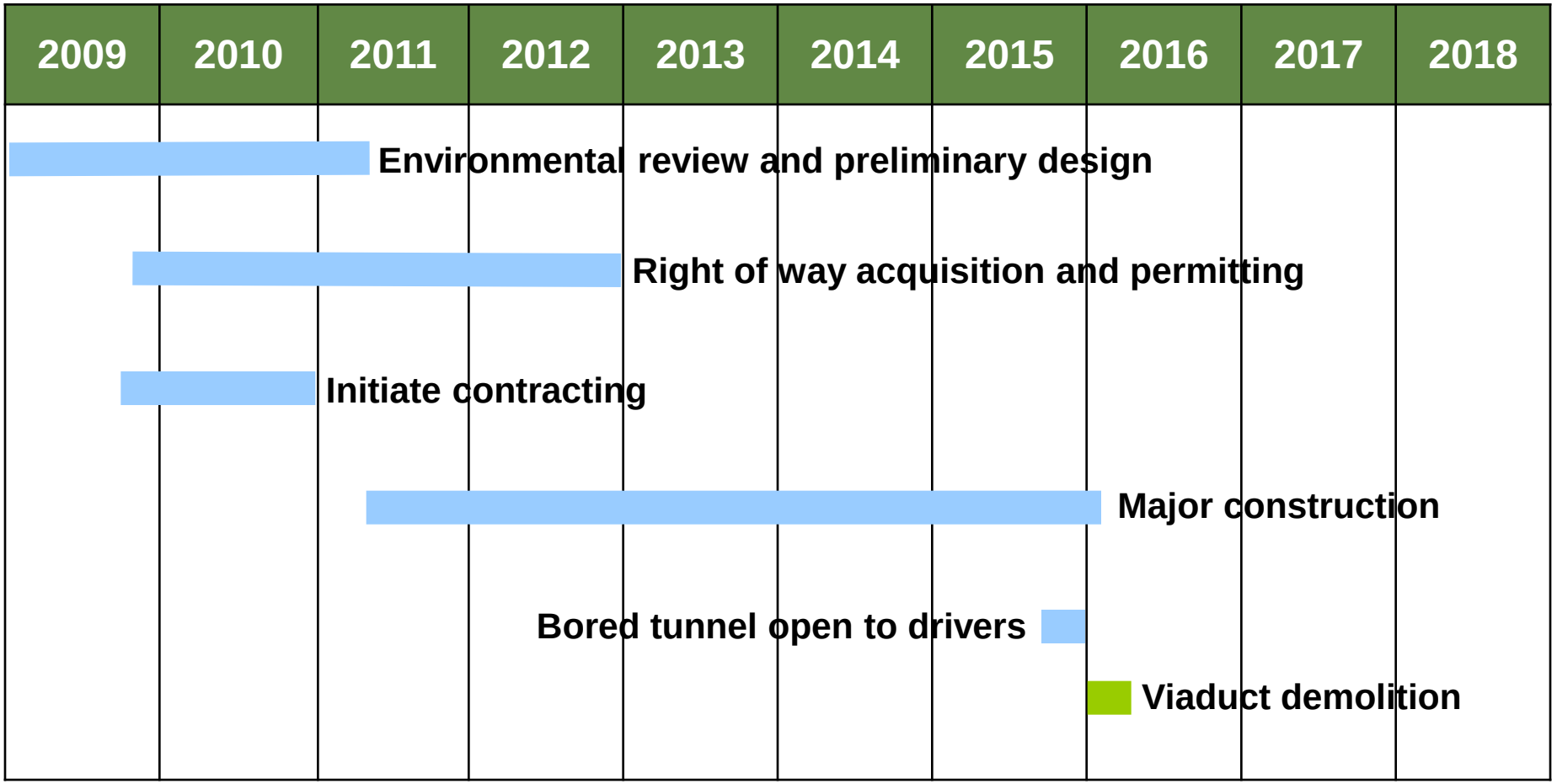
King St. Station

Union Station

Seattle Center

Lake Union

# Proposed Bored Tunnel Timeline*




*Assumes Record of Decision (ROD) for the bored tunnel alternative is issued in 2011.

# Creating a Multimodal Downtown Waterfront

The new Alaskan Way roadway would provide:

- A freight route.
- Access to and through downtown from the north and south.
- Ferry and transit access.
- Local access to the waterfront.
- Improved pedestrian access and new north-south bicycle facilities.

# Costs and Funding

| State Projects | Cost | Funding |
|---|---|---|
| Bored tunnel and systems, including vent buildings and north and south portals | $1.9 billion | |
| Central waterfront construction mitigation | $30 million | |
| S. Holgate to S. King viaduct project and prior program expenditures | $900 million | |
| Viaduct removal and funding for new Alaskan Way surface street and connection to Elliott and Western | $290 million | |
| State gas tax and federal funding | | $2.4 billion |
| Tolling | | $400 million |
| Port of Seattle funding (subject to Port Commission approval) | | $300 million |
| **TOTAL** | **$3.1 billion** | **$3.1 billion** |

# Costs and Funding

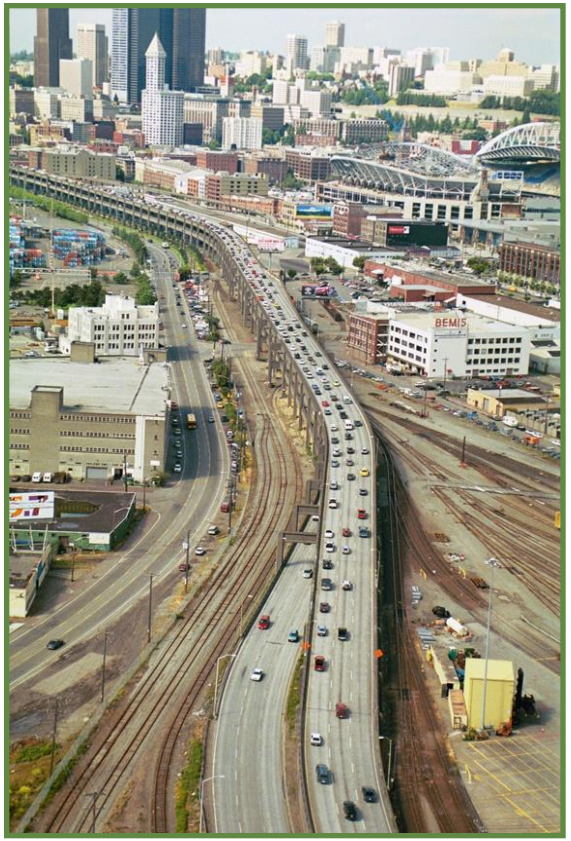
| City Projects | Cost | Funding |
|---|---|---|
| Seawall replacement between Colman Dock and Pine Street | $225 million | $927 million funding commitment by the City of Seattle |
| Public utility relocation | $248 million | |
| Two-way Mercer, Spokane Street Viaduct widening and transit pathways | $191 million | |
| Potential implementation of First Avenue Streetcar | $140 million | |
| Public space along the waterfront | $123 million | |
| **TOTAL** | **$927 million** | **$927 million** |

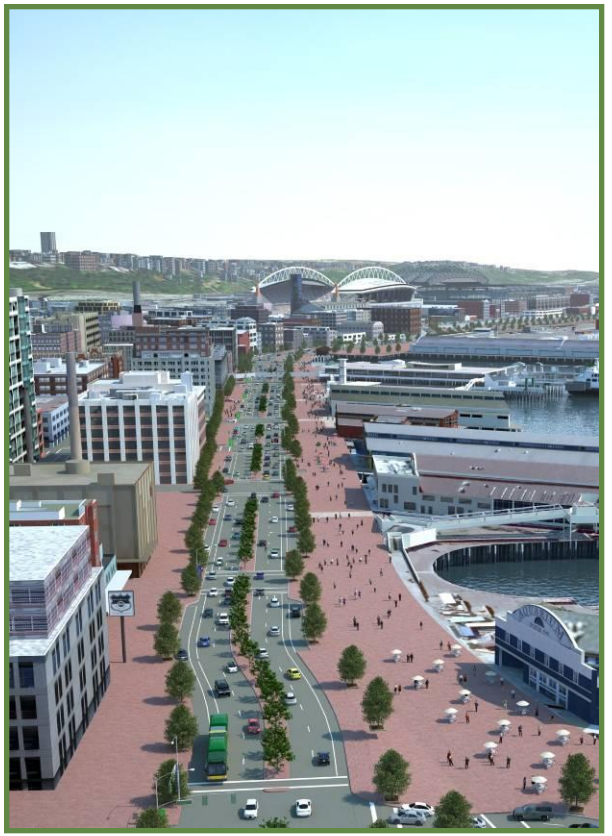
| King County Projects | Cost | Funding |
|---|---|---|
| Transit investments and construction mitigation | $190 million | Funding authority needed |

# Next Steps

- Submit tolling analysis and cost update to legislature next week.
- Work with CEO/Commission to finalize MOA by end of January.
- Release draft bored tunnel request for proposals in February.
- Begin major bridge and road construction for south end project in spring.
- Publish the second Supplemental Draft EIS in mid-2010.

# Alaskan Way Viaduct and Seawall Replacement Program



**Follow our progress: www.alaskanwayviaduct.org**