

Item No. 7a supp 1

Meeting 11/2/10

Alaskan Way Viaduct & Seawall Replacement Program



Port of Seattle Commission
November 2, 2010

Program Updates



- Pier 48 demolition is complete.
- S. Spokane Street Viaduct construction is on schedule.
- East Marginal Way grade separation is on schedule for completion in September 2011.
- Mercer East project construction is underway.
- SR 99 Intelligent Transportation Systems are installed and will be activated in December.

Current Construction – Holgate to King

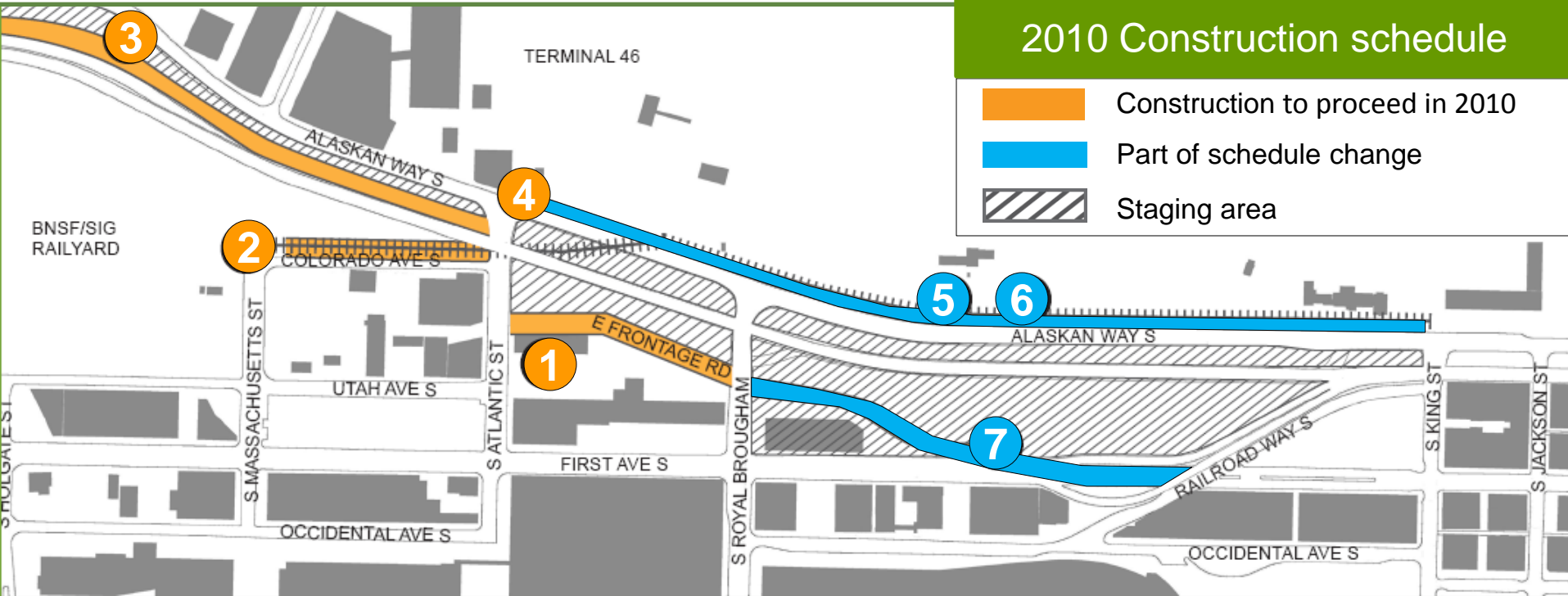


Crews are installing dewatering systems at several locations.

S. Holgate to S. King Street (South End) Viaduct Replacement



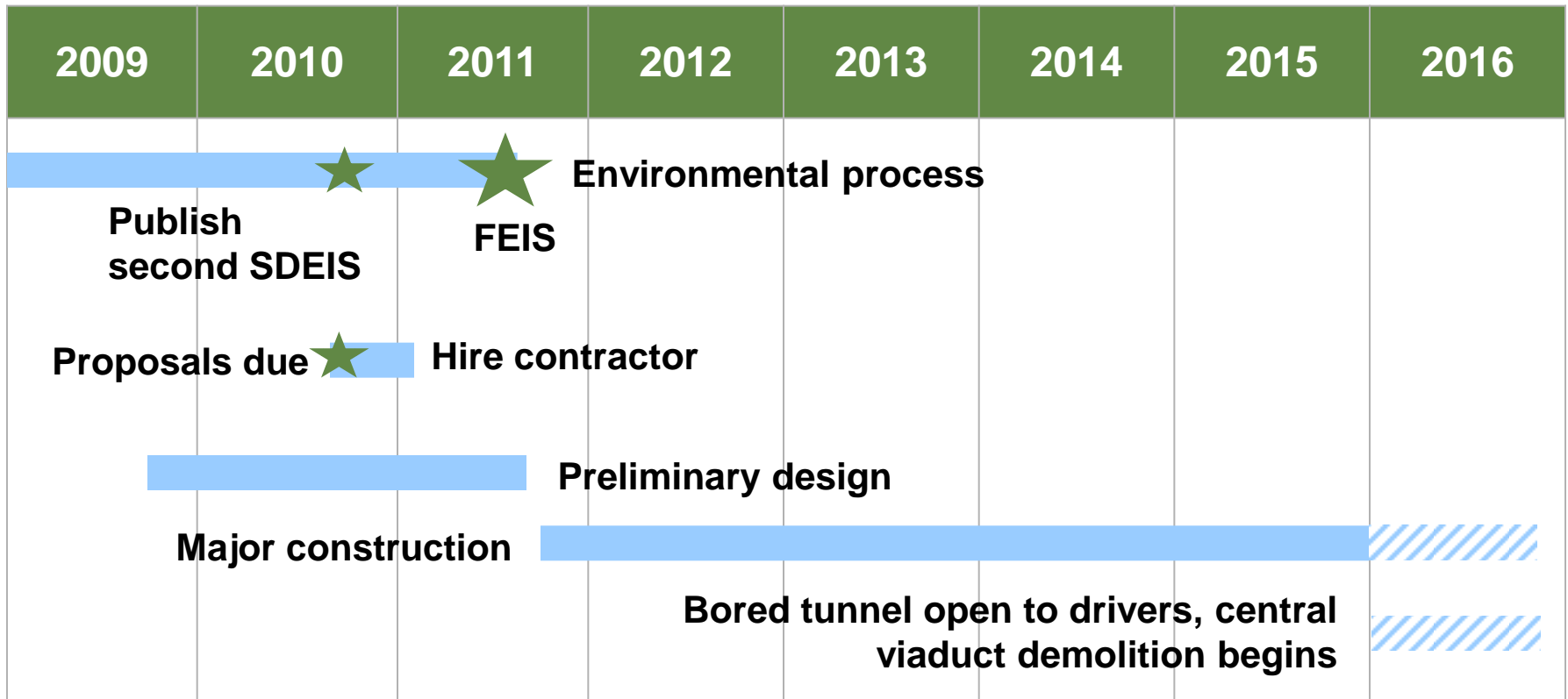
Updated Holgate to King Construction Plan



- 1 Build new city street:**
Currently underway
- 2 Rebuild Colorado Avenue S.:**
Currently underway
- 3 Begin building SR 99 southbound lanes:**
Late October 2010
- 4 Intersection improvements:**
Late 2010
- 5 Build bike/pedestrian path:**
Shifted out to 2011
- 6 Railroad track relocation:**
Shifted out to 2011
- 7 Begin building SR 99 detour:**
Shorter duration

Bored Tunnel Alternative

- October 28: Received bids from design-build contractors.
- October 29: Published the Supplemental Draft Environmental Impact Statement for public review and comment.



Second Supplemental Draft Environmental Impact Statement (SDEIS) Overview

- 2010 Second SDEIS: Primary subject is the bored tunnel alternative.
 - Brings bored tunnel alternative to the same level of analysis as previous alternatives.
 - Co-lead agencies identified bored tunnel alternative as preferred alternative. Port Commission has also endorsed the alternative.
 - Published for public review on Oct. 29, 2010.
 - Public comment period: Oct. 29 – Dec. 13, 2010.

Topics Analyzed in SDEIS

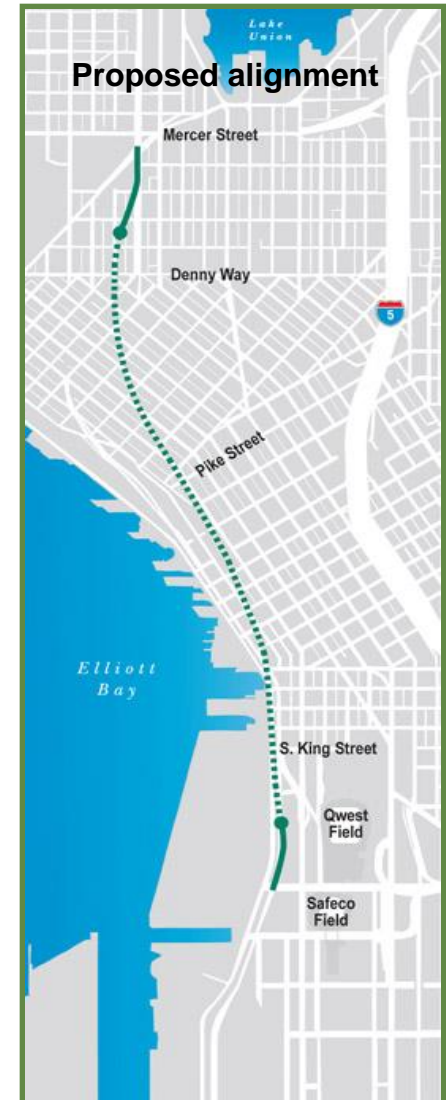
- Geology and soils
- Air quality
- Transportation
- Surface water / ground water
- Economics
- Public involvement
- Public services and utilities
- Energy
- Hazardous materials
- Noise and vibration
- Historic/cultural/archaeological resources
- Land use
- Visual quality
- Construction
- Wildlife, fish and vegetation



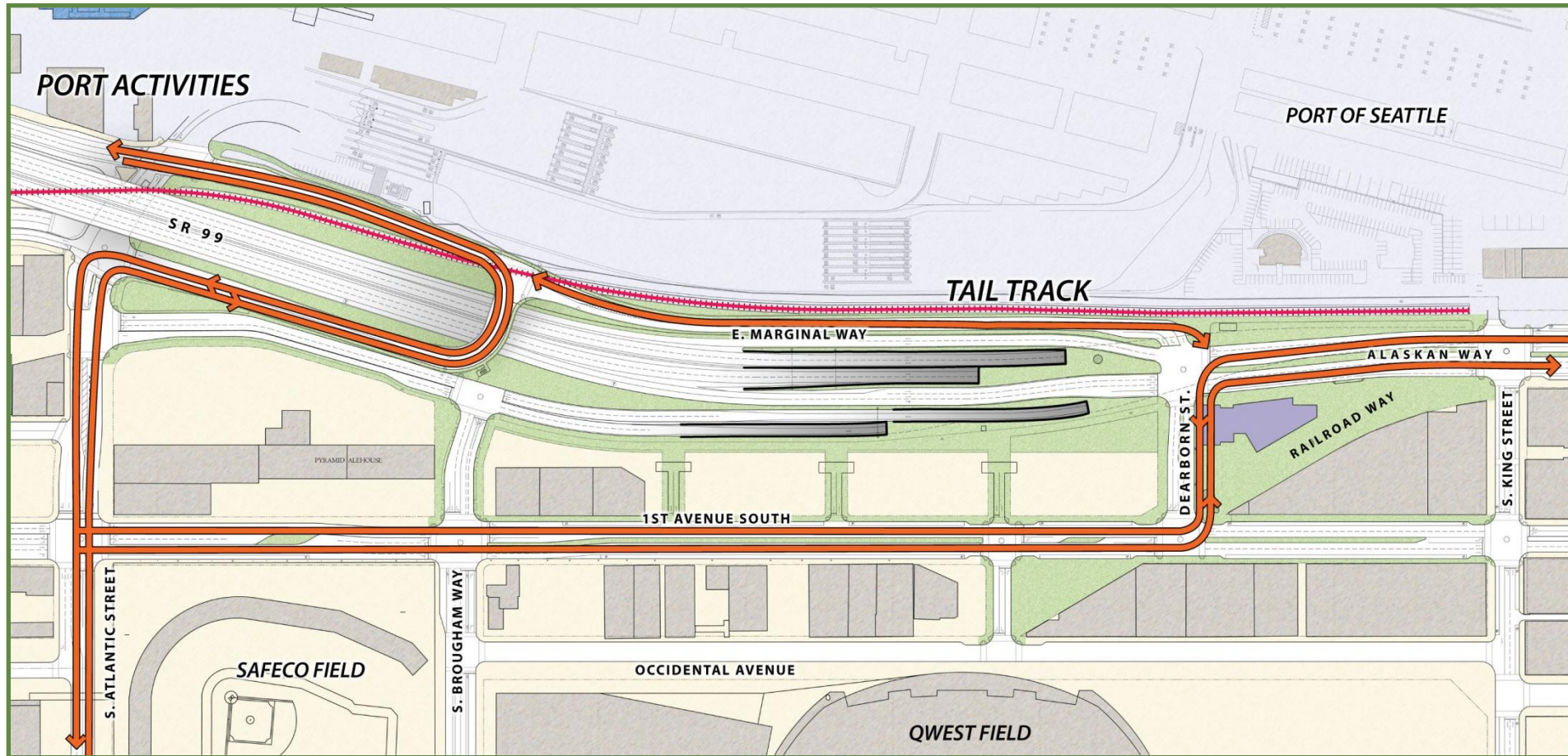
Bored Tunnel Alternative (Preferred)

Key features:

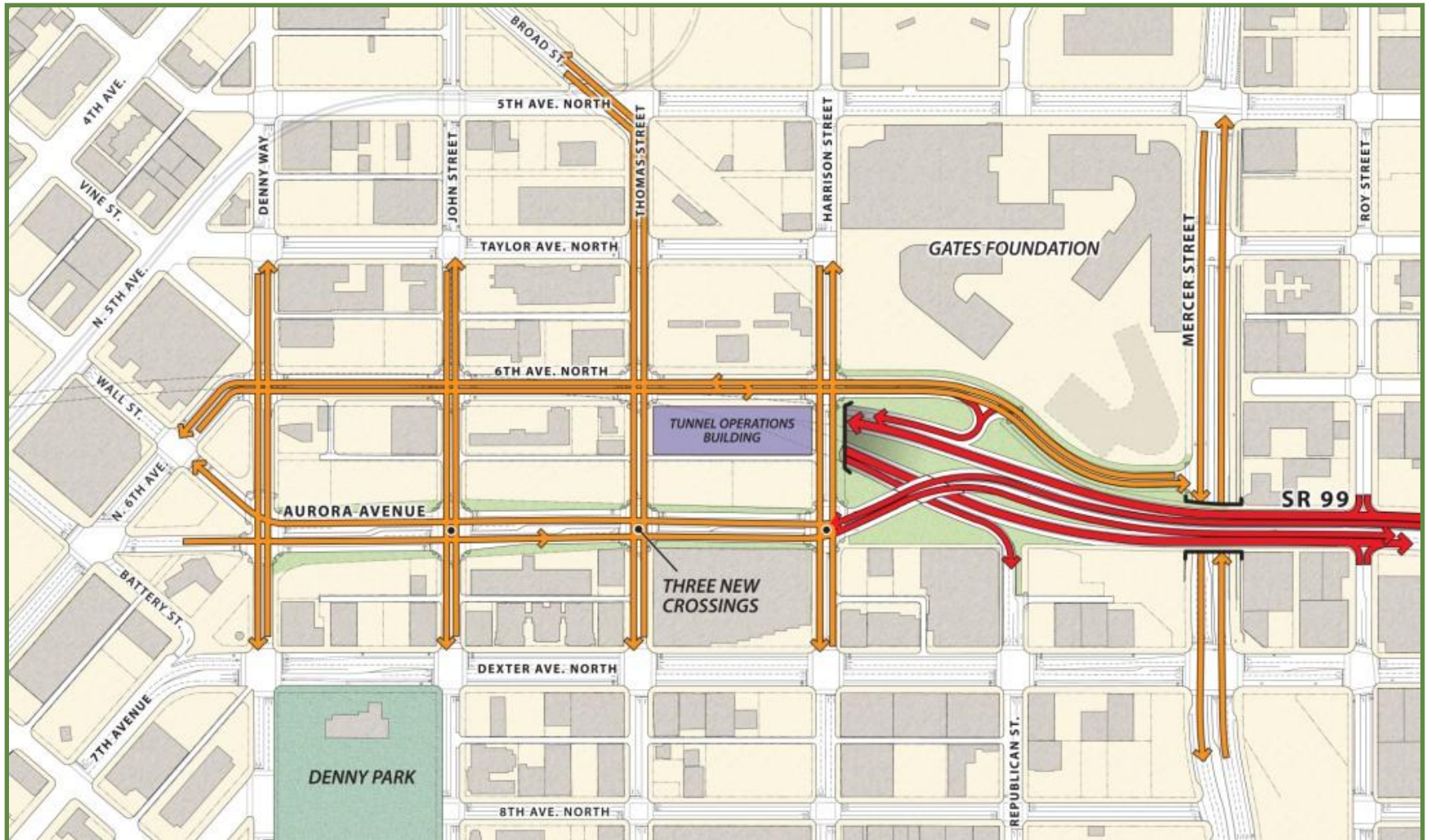
- Minimizes construction disruption.
- Maintains SR 99 and the efficient movement of goods and freight which supports the local and regional economy.
- Improves safety by removing the aging viaduct.
- Reconnects neighborhoods.
- Provides opportunities for new pedestrian and bicycle connections.
- Improves downtown waterfront.



Proposed South Portal New Dearborn Intersection Option



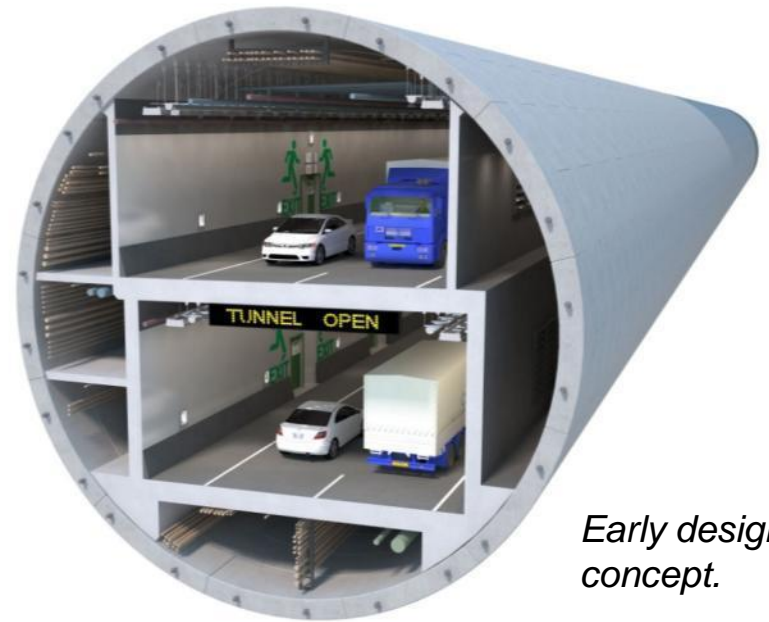
Proposed North Portal Curved Sixth Avenue Option



Transportation Analysis

Transportation-related effects:

- Changed access points.
- Changed lane configuration.
- Changes in traffic volumes.
 - Small shifts to I-5.
 - More vehicles on city streets.
- Similar travel times.
- Comparable to existing intersection operations.



Early design concept.

Tolling Analysis

- SDEIS used same tolling scenarios as 2010 cost and tolling report which determined up to \$400 million in funding could be generated.
- SDEIS describes potential environmental effects of tolling the bored tunnel alternative.
- Tolling the tunnel resulted in undesirable traffic levels on downtown streets and Alaskan Way.
- During the next several years, WSDOT and SDOT will work together to refine and optimize toll scenarios and minimize diversion.



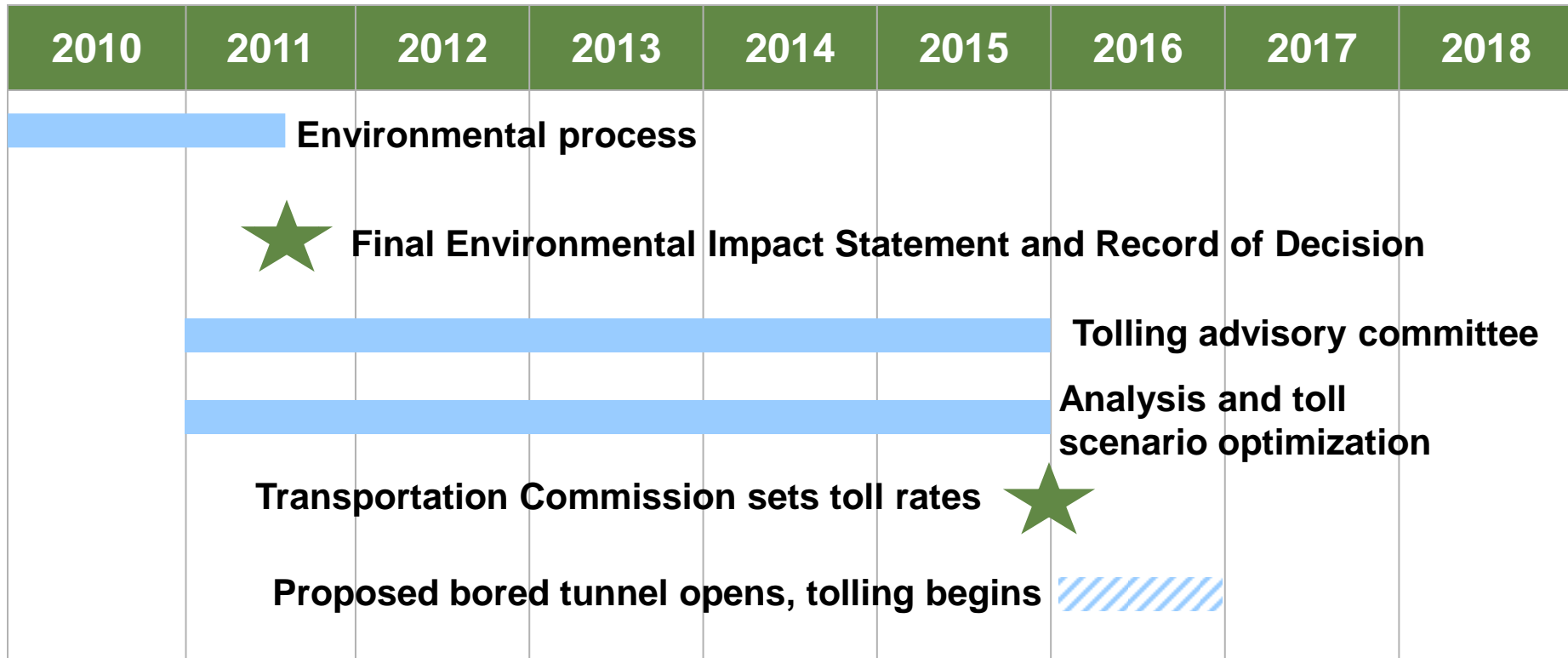
Electronic tolling at Tacoma Narrows Bridge.

Travel Times

- Travel times generally remain the same as they would with the existing viaduct.
- Travel times were also included in the 2010 cost and tolling report.
- With a tolled bored tunnel, the West Seattle to downtown and Woodland Park to downtown trips, travel times could be 3 to 4 minutes longer.
- For trips using surface Alaskan Way with a tolled bored tunnel, travel times could be 1 to 3 minutes longer.

Next Steps for Tolling

- Washington State Legislature would provide tolling authority to toll the bored tunnel.
- WSDOT and SDOT will continue tolling analysis to optimize operations.
- WSDOT and SDOT will convene a tolling advisory committee with participation from King County and Port of Seattle.



Construction of the Bored Tunnel

SR 99 / Alaskan Way Viaduct remains open during construction:

- SR 99 detour near stadiums continues for additional two years.
- Three-week SR 99 closure to connect bored tunnel.
- Local street closures during portal construction.

Overall construction:

- Activities 24-hours per day, seven days a week.
- Additional noise and activity near portal areas.
- Duration: 5.5 years.

Note: Construction assumptions could change after the contractor is hired.

Potential Effects on Freight During Construction

Keeping people and goods moving during construction:

- New signals and signs warning drivers of train blockages.
- Intelligent Transportation Systems.
- Consideration of T-46 operations.

Potential effects during construction:

- May be affected by lane closures / reductions.
- Additional construction vehicles on routes used for hauling construction materials and spoils from the south portal area.
- Primary haul route for construction materials: temporary SR 99 off-ramp to S. Atlantic Street to SR 519 (Edgar Martinez Drive S.) to First Avenue S.
- Over-legal loads would travel via West Marginal Way to First Avenue S.

Economic Benefits

- Keeping Alaskan Way Viaduct open during construction will keep people and goods moving.
- The current estimate for direct, indirect and induced jobs related to the viaduct replacement is 3,900 jobs in 2012.
- \$220 million in federal funds represents new money in the regional economy in addition to bridge replacement funds.



Summary of Effects and Benefits

Removal of viaduct:

- Protects public safety by removing seismically vulnerable viaduct.
- Opens up at least nine acres of open space.
- Enhances views and mobility from neighborhoods including downtown, Pioneer Square and Belltown.

Noise:

- Noise decreases substantially along the waterfront.

Water quality:

- Improves water quality.
- Provides water quality treatment where runoff is currently untreated.



Looking south on Alaskan Way S. at Union Street. Red brick is a placeholder for future design.

Summary of Effects and Benefits

Freight

- Maintains transportation system capacity and route options.

Transit

- Transit priority treatments in portal areas.

Air quality:

- Meeting National Ambient Air Quality Standards.

Greenhouse gas emissions:

- Slightly higher levels anticipated due to future growth and power needed to operate tunnel systems.

Neighborhoods near portals:

- Increased mobility for pedestrians, bicyclists, transit and cars.
- Tunnel operations building design would respect neighborhood character.

How to comment on the SDEIS

- Public comment period: Oct. 29 – Dec. 13, 2010.
- Provide oral statement to a court reporter at a public hearing on Nov. 16, 17 or 18.
- E-mail comments to awv2010SDEIScomments@wsdot.wa.gov.
- Mail comments to:

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Alaskan Way Viaduct Replacement Project Office
Wells Fargo Building
999 Third Ave., Suite 2424
Seattle, WA 98104-4019

Alaskan Way Viaduct and Seawall Replacement Program



Web:

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Hotline:

1-888-AWV-LINE

Back Pocket

Environmental Process

- Environmental analysis is conducted and environmental documents are published so the public and decision-makers have sufficient information to make an informed decision.
- Lead agencies analyze alternatives to determine potential environmental effects.
- Analysis helps determine potential mitigation measures to mitigate effects.

History:

- Notice of Intent published: 2001, 2003, 2005 and 2008.
- 2004 Draft Environmental Impact Statement (DEIS): Five alternatives.
- 2006 Supplemental DEIS: Cut-and-cover tunnel and elevated structure alternatives.



Environmental Analysis

Alaskan Way Viaduct and Seawall Replacement Program Elements	Fully Studied in SDEIS	Further Environmental Review Required*
Bored tunnel and portals	X	
Viaduct removal	X	
Battery Street Tunnel decommissioning	X	
Mercer underpass and 6 th Avenue	X	
Mercer west of Fifth Avenue N.		X
Alaskan Way surface street		X
Transit enhancements		X
Elliott / Western connector		X
Waterfront promenade/public space		X
Elliott Bay Seawall		X
First Avenue Streetcar evaluation		As part of City's Transit Master Plan

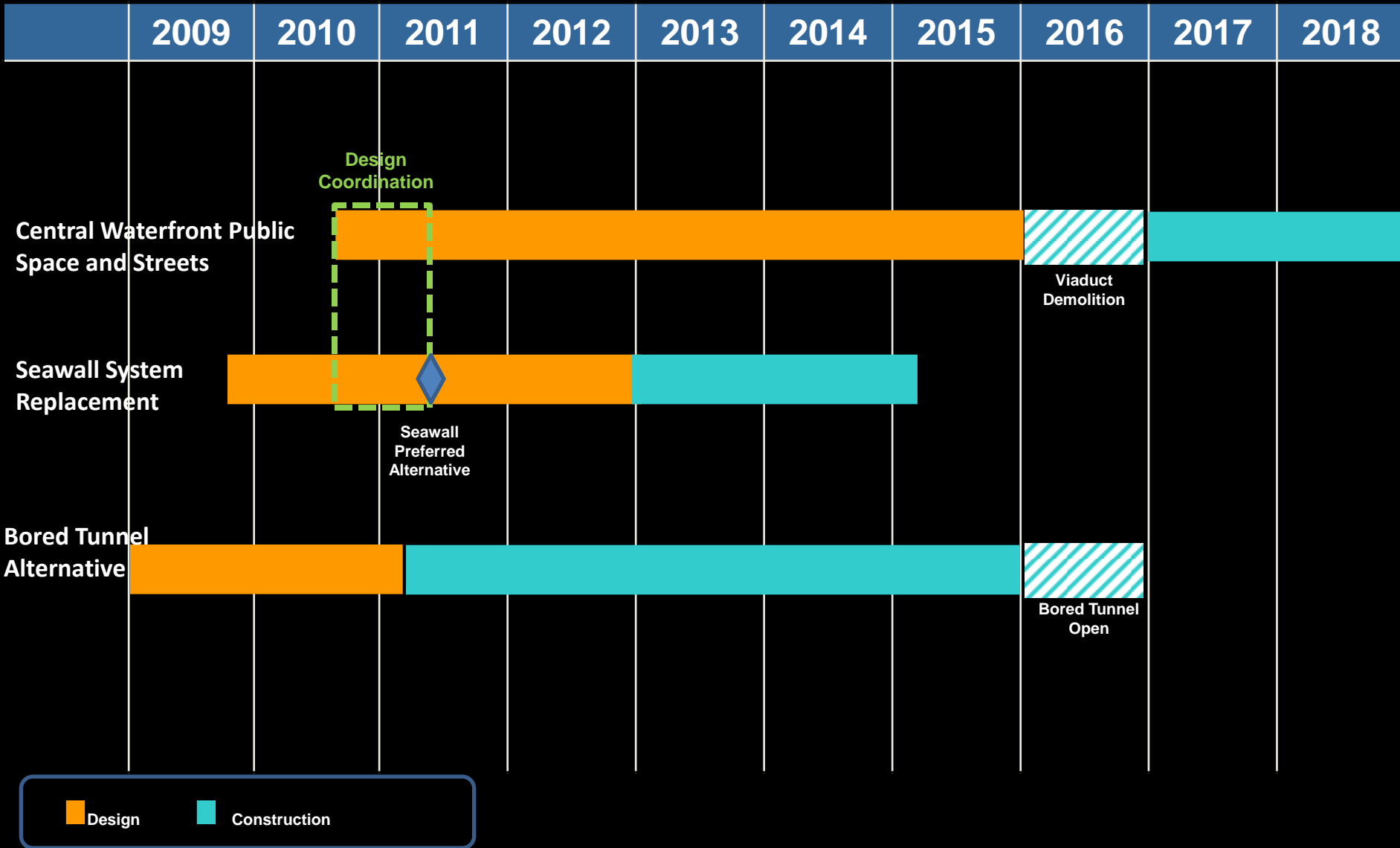
* Some analysis in the SDEIS (including transportation analysis) assumes these projects are complete.

Central Waterfront Project General Project Area



Central Waterfront Project	
Seawall Replacement Project	
Combined Sewer Overflow Not Shown	

Central Waterfront Design / Construction Timeline



Central Waterfront Project

Mercer East Construction Stages

Stage 1

(mid-2010 to mid-2011)

- Construct 9th Avenue North sewer replacement and roadway improvements
- Construct westbound Mercer lanes north of existing lanes
- Begin I-5 ramp realignment
- Construct Broad Street connection

Stage 2

(mid-2011 to mid-2012)

- Reroute existing eastbound Mercer traffic to new lanes; construct improvements to eastbound lanes
- Construct Fairview Avenue North improvements to the south of Mercer Street

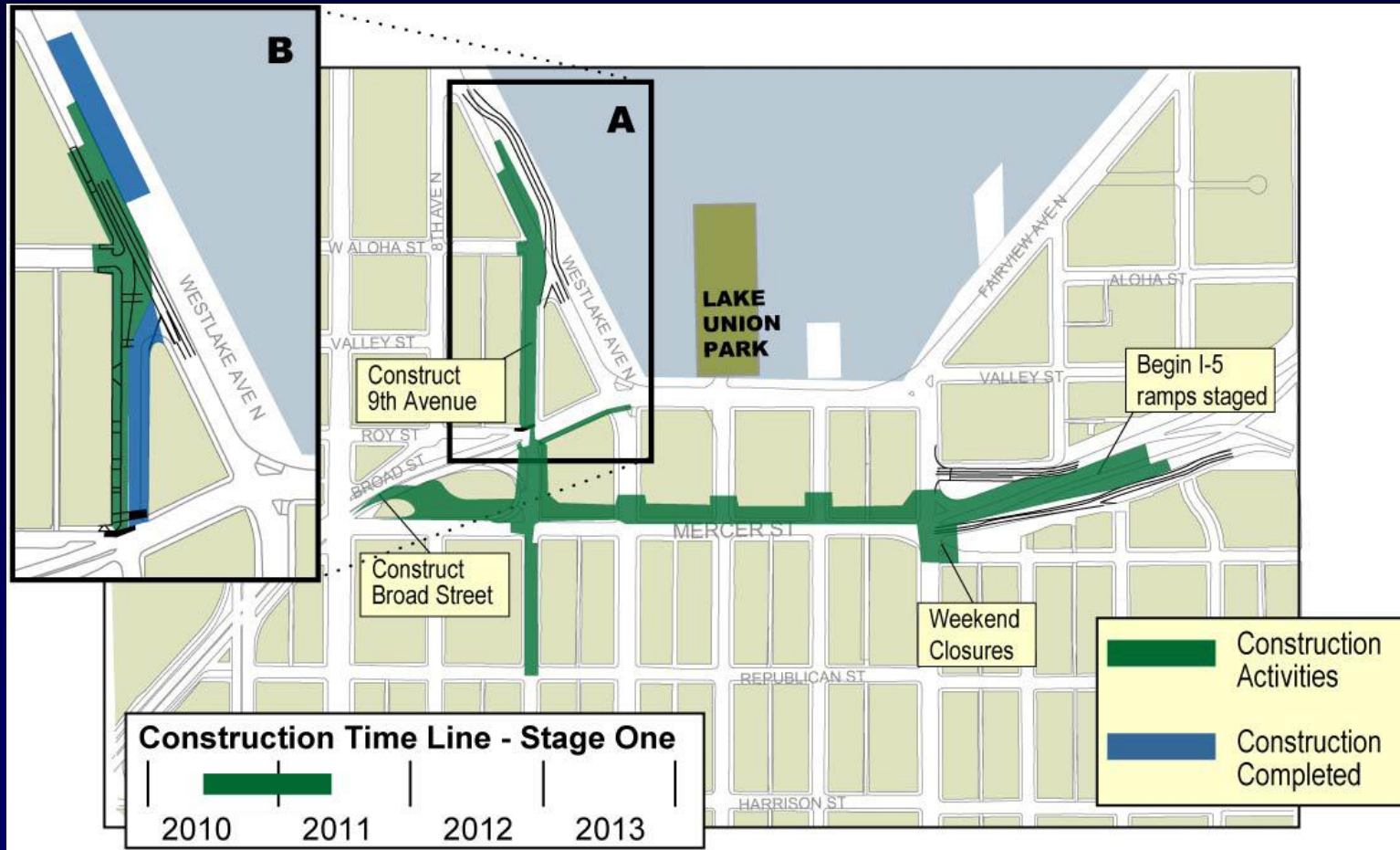
Stages 3 & 4

(mid-2012 to mid-2013)

- Construct Fairview Avenue North improvements to the north of Mercer Street
- Construct Valley Street and Roy Street improvements
- Construct Westlake Avenue North improvements



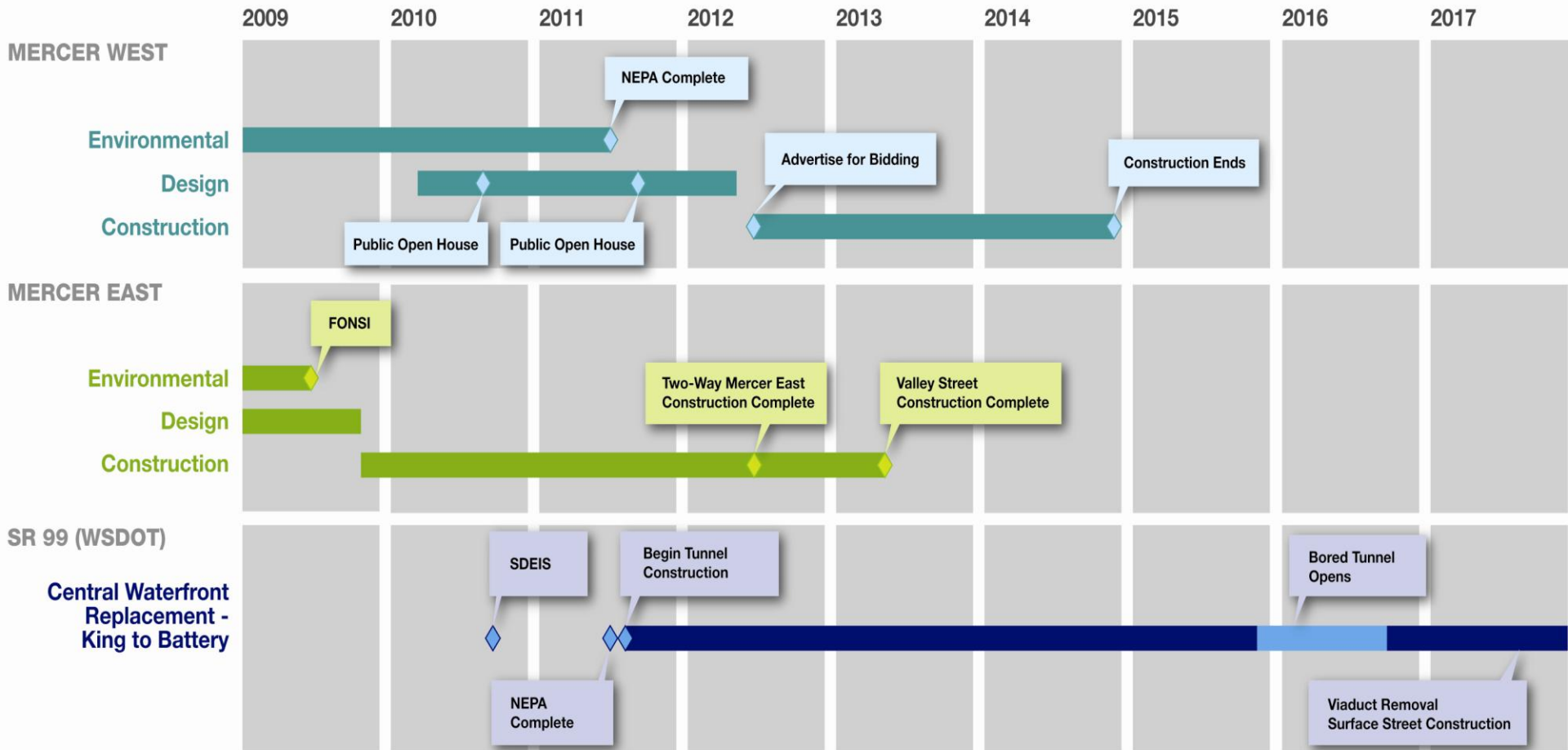
Mercer East Stage 1 Construction





- Create a direct connection from I-5 and SR 99 to Seattle Center, Uptown, Queen Anne, and Interbay
- Improve pedestrian and bicycle connection across SR 99

- Add a new option for freight from I-5 to Interbay
- Connect the Uptown and S Lake Union urban centers
- Enhance transit access



July 28, 2010

Traffic Volumes With Tolls

- During the next several years, WSDOT and SDOT will work with the Port and County and a tolling advisory committee to refine toll scenarios.
- Tolling would begin when the tunnel opens.
- Toll scenarios resulted in undesirable levels of diversion.
- For example, with a medium to high toll, projected daily trips could shift to:
 - I-5: 14,000 to 15,000 vehicles.
 - North-south downtown city streets (west of I-5): 16,000 to 18,000 vehicles.
 - North-south downtown city streets (east of I-5): 10,000 to 12,000 vehicles.
 - Alaskan Way (North of Seneca Street): 6,000 to 7,000 vehicles.