

Port of Seattle Commission Briefing **Alaskan Way Viaduct Replacement Program and** **Alaskan Way Street Reconstruction**



Funding Agreement Provisions

Program benefits to the Port:

- Maintains SR-99 corridor throughput capacity.
- Facilitates efficient traffic movement in the corridor and along the city's waterfront street.
- Supports access to fishing, cruise and other Port facilities.
- Minimizes construction disruption to regional traffic, freight mobility for industrial and maritime businesses, and Port facilities.

Funding Agreement Provisions

State responsibilities are to:

- Ensure program design and construction provide the direct Port and public benefit outlined in the agreement.
- Coordinate with the Port regarding design and plan changes.
- Continue Port participation in construction traffic management.
- Ensure use of POS bond proceeds meets IRS requirements for tax-exempt bonds.

Funding Agreement Provisions

- Port financial contributions

<u>2010 commitment of not to exceed \$300m</u>	<u>\$300.0m</u>
Prior Port program-related investments	19.0m
Future Port program-related investment	6.0m
Port costs for early financing and staff time	7.3m
Port cash contribution	267.7m

- Port payment schedule

May 1, 2015	\$120.0m
May 1, 2016	\$147.7m

Key Components with Port Benefits



Critical Project Components

- South End Holgate to King
- Surface Alaskan Way to Elliott/Western connections
- SR 99 Tunnel, South Access, North Access and North Surface Streets

Complementary System Upgrades

- Spokane Street Corridor
- East Marginal Way
- SR 519
- Duwamish ITS
- Mercer Corridor
- Transit

Construction Impact Mitigation

Risk Mitigation

- Elliott Bay Seawall
- Viaduct risk mitigation

Alaskan Way Surface Street Ongoing design discussions

- Terminal 46-North and Pier 46: Truck and labor access
- Pier 66 Cruise Terminal: Landside access
- Pine/Alaskan Way intersection: Freight/cruise needs
- Lenora Street: Overpass access for inspection, maintenance, repair and renewal
- Alaskan Way Surface Street: Through capacity



Alaskan Way Viaduct **REPLACEMENT** PROGRAM

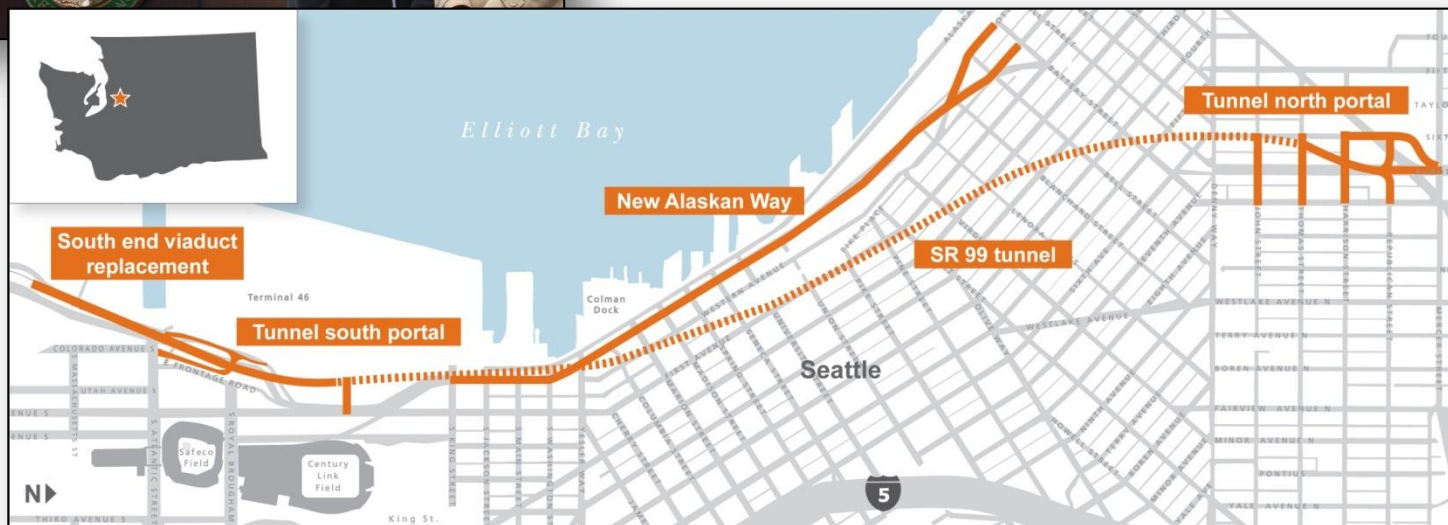


Port of Seattle Commission briefing
Feb. 10, 2015

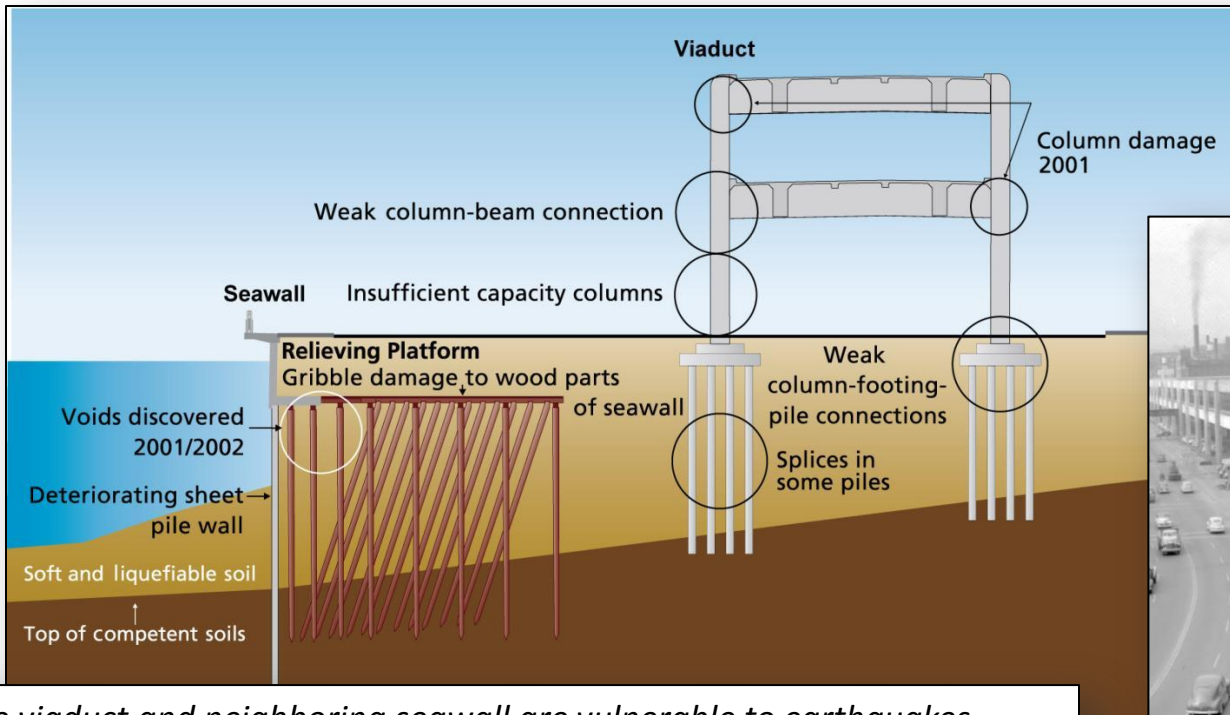


Building a new **SR 99**

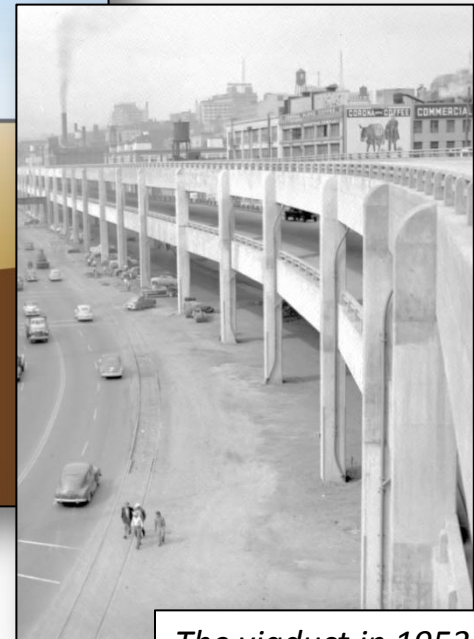
Corridor



This is a **SAFETY** *project*



The viaduct and neighboring seawall are vulnerable to earthquakes



The viaduct in 1953

Overview of **COMPLETED WORK**

Miscellaneous projects	Start	End
Trager Building demolition	2007	2007
Viaduct column stabilization near Yesler Way	2007	2008
WOSCA Building demolition	2009	2009
Pier 48 warehouse demolition	2010	2010
Automated viaduct closure gates	2010	2011
Western Building structural work	2011	2015
SR 99 south-end fiber replacement	2011	2011
Alaskan Way widening	2012	2012
Cedarstrand Building demolition	2012	2012
Waterfront viaduct removal	TBD	TBD
Battery Street Tunnel decommissioning	TBD	TBD
New Alaskan Way	TBD	TBD

Mitigation projects	Start	End
SR 519 Phase 2	2008	2010
Spokane Street Viaduct Fourth Ave. off-ramp*	2008	2010
I-5 active traffic management	2009	2010
I-5 active traffic management sign bridges	2009	2009
I-5 travel time signs	2009	2009
City street intelligent transportation systems	2009	2010
SR 99 intelligent transportation systems	2010	2011
Enhanced transit/demand management**	2010	2014
Parking mitigation for central waterfront	2011	2018

Map of state-led/funded improvements



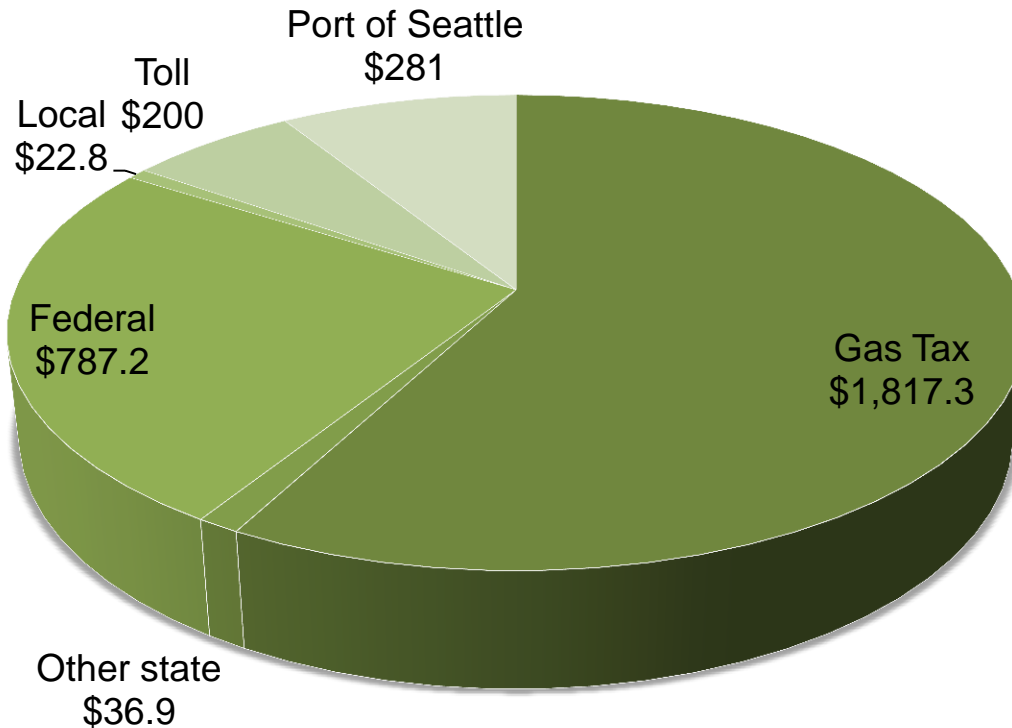
South-end replacement	Start	End
Electrical line relocation	2008	2009
Holgate to King (stage 1)	2009	2009
Holgate to King (stage 2)	2010	2012
Holgate to King (Stage 3)	2012	2014

SR 99 tunnel	Start	End
SR 99 tunnel main contract	2011	TBD
North Access Project	2014	TBD
North Surface Street Connections	TBD	TBD
South Access Project	TBD	TBD
South Access (drilled shafts)	2014	2014

*Partially funded by the state.

** Per 2014 legislation, mitigation funding through June 2015 is being provided by WSDOT from funds outside the AWV Program.

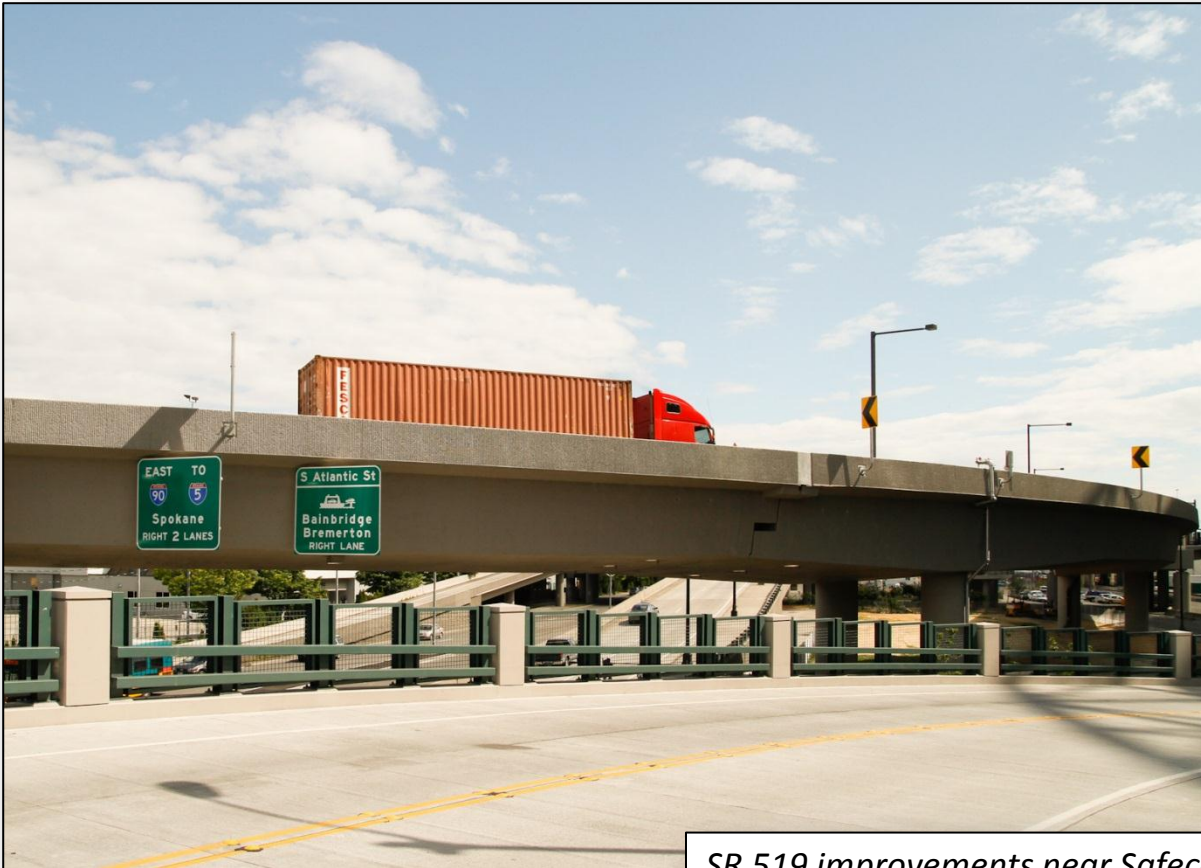
FUNDING *overview*



= \$3.1 billion

Funding sources (shown in millions)

Improving **FREIGHT MOBILITY**

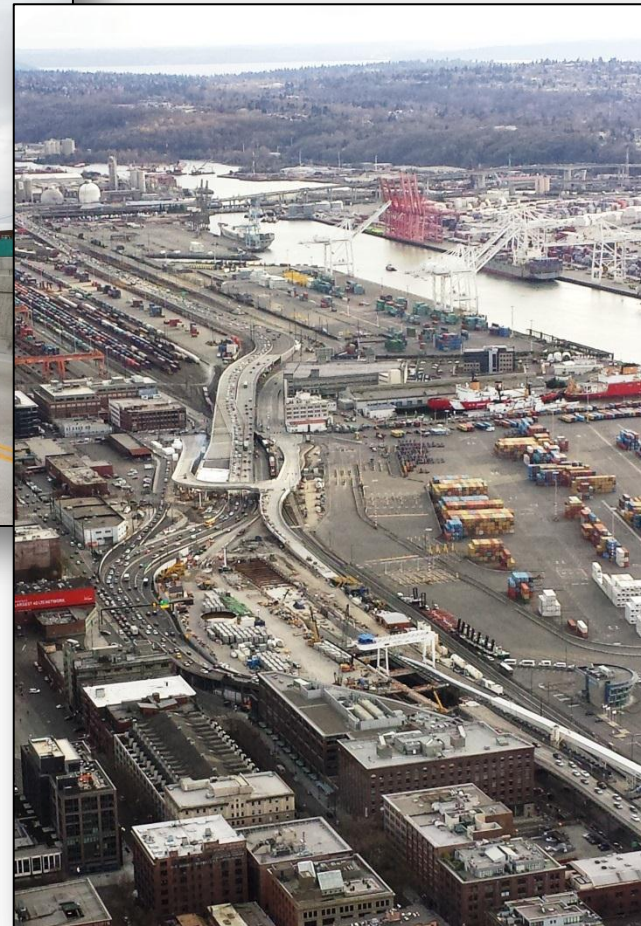


SR 519 improvements near Safeco Field.

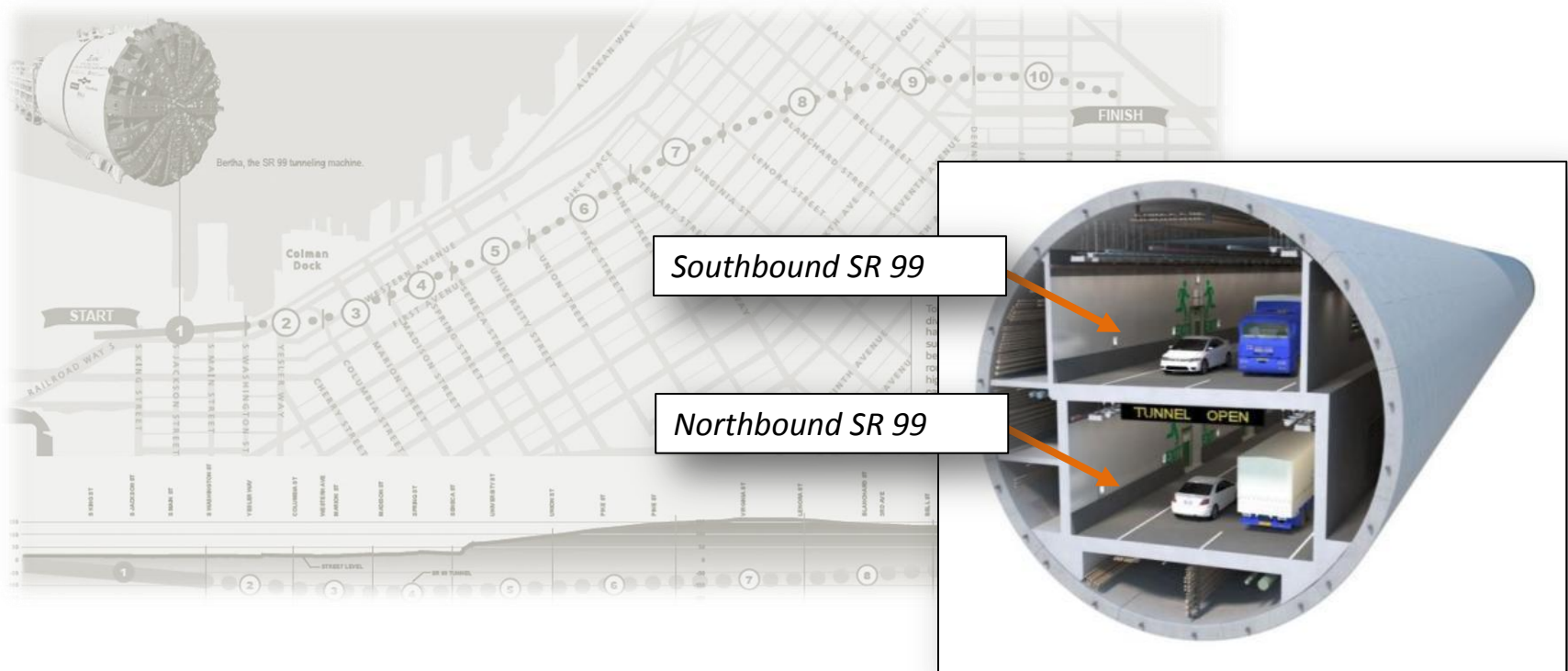
Improving **FREIGHT MOBILITY**



Holgate to King: the South Atlantic Street overpass



Building the SR 99 tunnel



Seattle Tunnel Partners

has completed excavation of a circular pit to access and repair the machine and resume tunneling



THE TUNNEL

will carry drivers through downtown

South portal



SR 99 tunnel

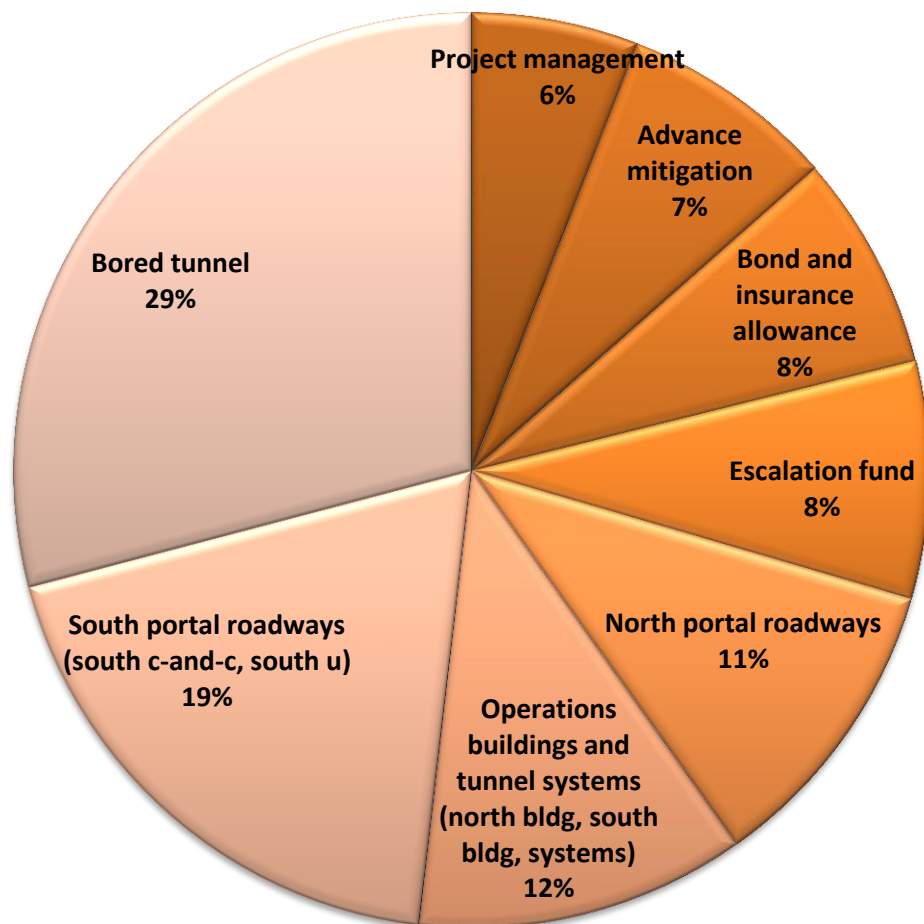
*Drivers will enter and exit
downtown at the*

TUNNEL PORTALS



North portal

SR 99 tunnel contract **OVERVIEW**



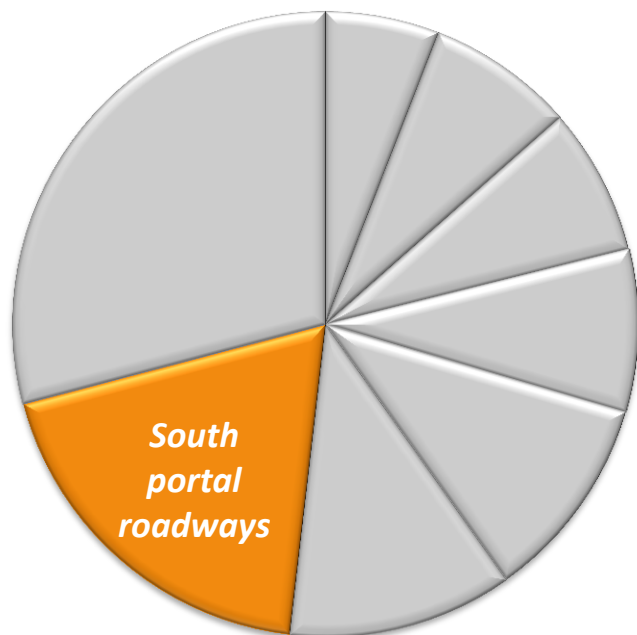
= \$1.35 billion

SOUTH PORTAL ROADWAYS

82 percent complete

Estimated cost: \$250 million

Paid to date: \$205 million



Components include:

- South cut-and-cover tunnel
- Ramps and other highway connections



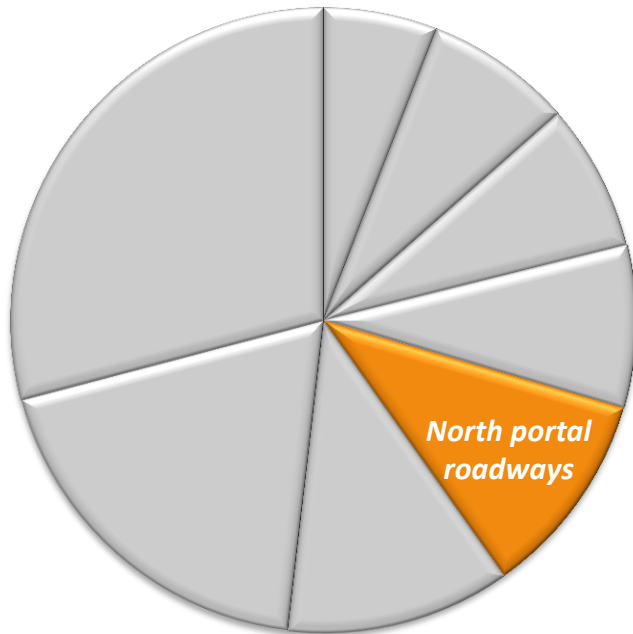
Inside the south cut-and-cover tunnel

NORTH PORTAL ROADWAYS

71 percent complete

Estimated cost: \$140 million

Paid to date: \$99.5 million



Components include:

- North cut-and-cover tunnel
- Ramps and other highway connections



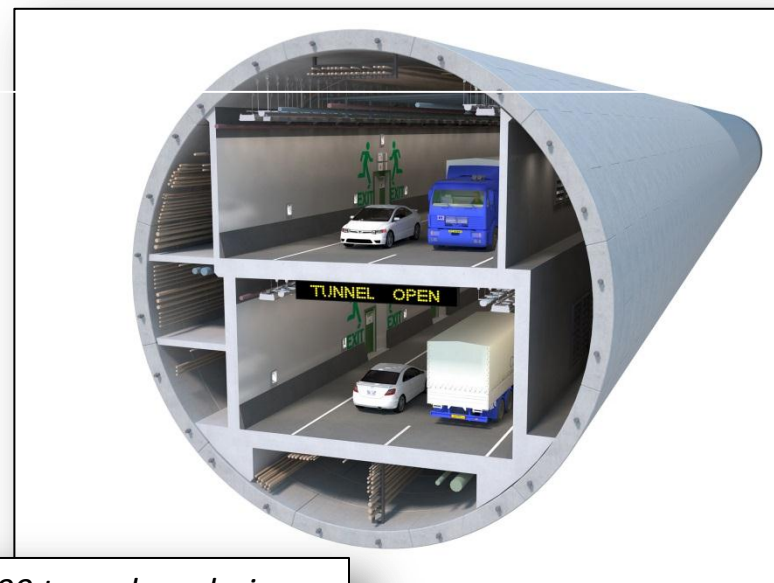
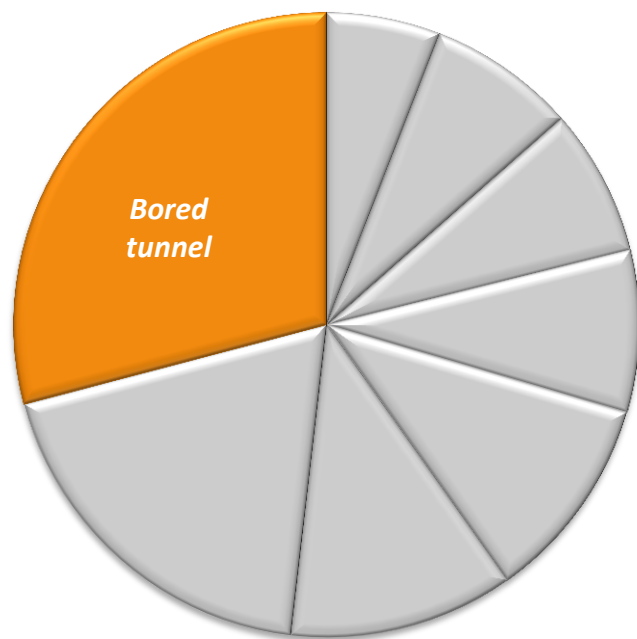
The SR 99 tunnel's future north portal.

BORED TUNNEL - Design

94 percent complete

Estimated cost: \$26 million

Paid to date: \$24 million



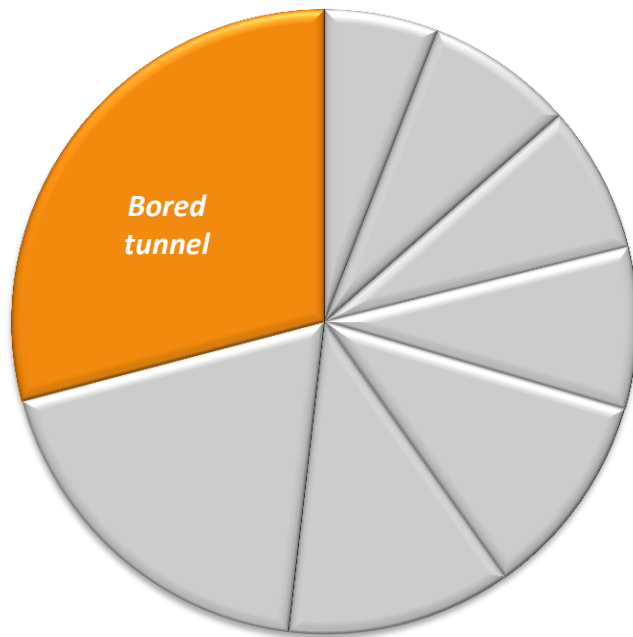
SR 99 tunnel rendering.

BORED TUNNEL – Tunneling machine and conveyor system

92 percent complete

Estimated cost: \$162 million

Paid to date: \$150 million



Components include:

- Conveyor system
- Manufacture, transport, assembly and support for the tunneling machine
- Muck storage facility



Bertha and the conveyor system.

BORED TUNNEL – Interior structures

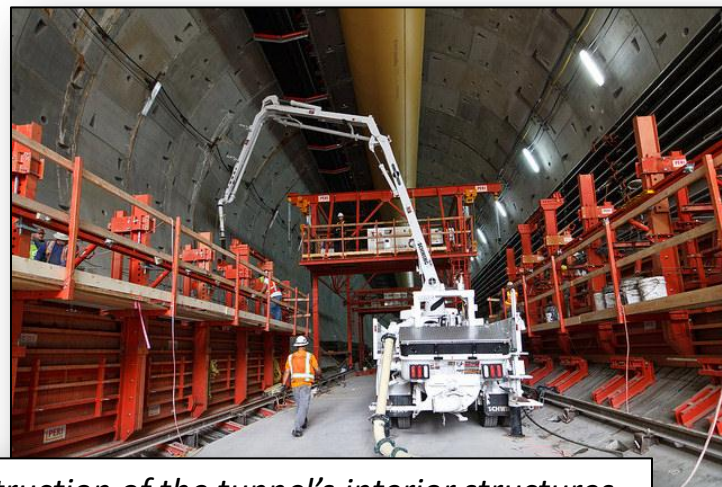
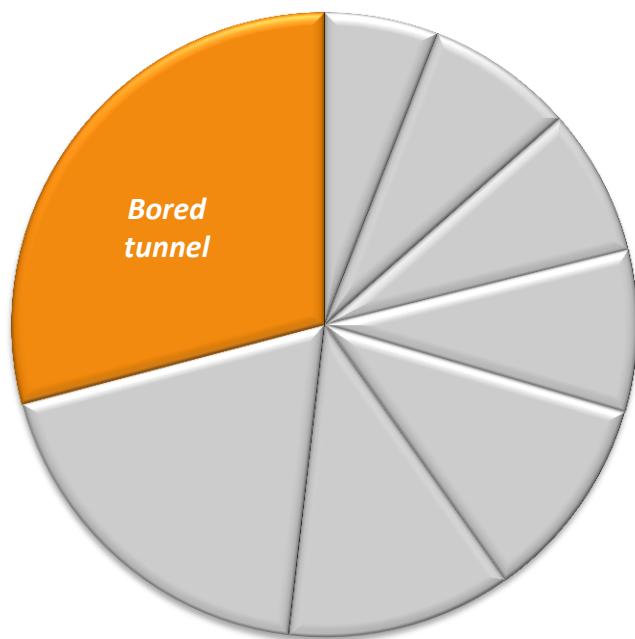
16 percent complete

Estimated cost: \$44 million

Paid to date: \$7 million

Components include:

- Materials
- Significant up-front costs due to fabrication of form work



Construction of the tunnel's interior structures.

BORED TUNNEL –

Tunnel liner fabrication

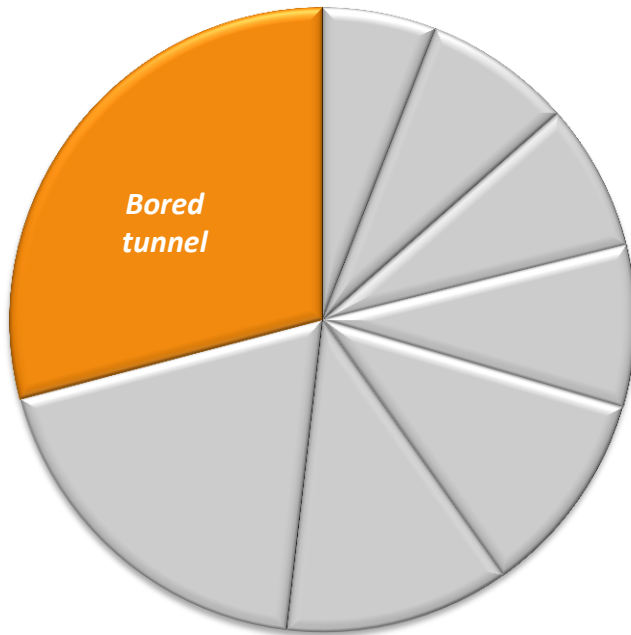
96 percent complete

Estimated cost: \$71 million

Paid to date: \$68 million

Components include:

- Fabrication of tunnel liners



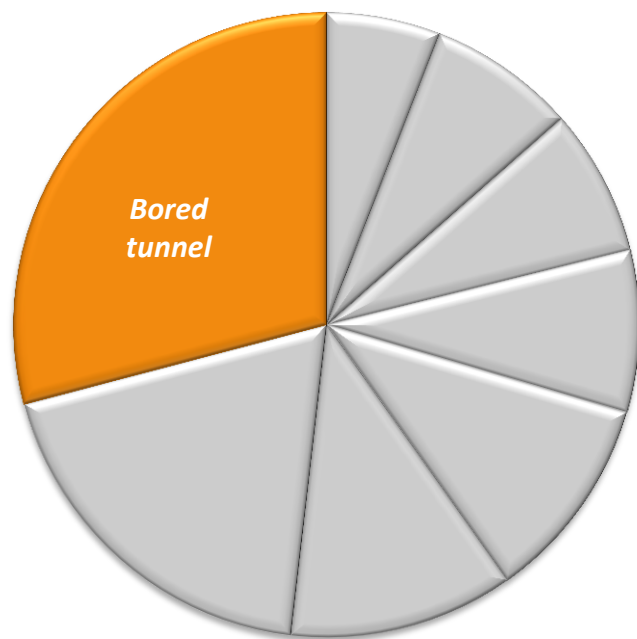
Tunnel liners at the manufacturing facility in Frederickson, Wash.

BORED TUNNEL – Tunnel **mining and liner installation**

26 percent complete

Estimated cost: \$78 million

Paid to date: \$20.5 million



Components include:

- Tunnel excavation and associated costs
- Liner installation
- Significant up-front costs



Bertha at the start of the tunnel drive.

THANK YOU



*Our information center,
Milepost 31, is located
at 211 First Ave. S. in
Seattle's Pioneer
Square neighborhood.*

Website:
www.AlaskanWayViaduct.org

Twitter:
[@BerthaDigsSR99](https://twitter.com/BerthaDigsSR99)

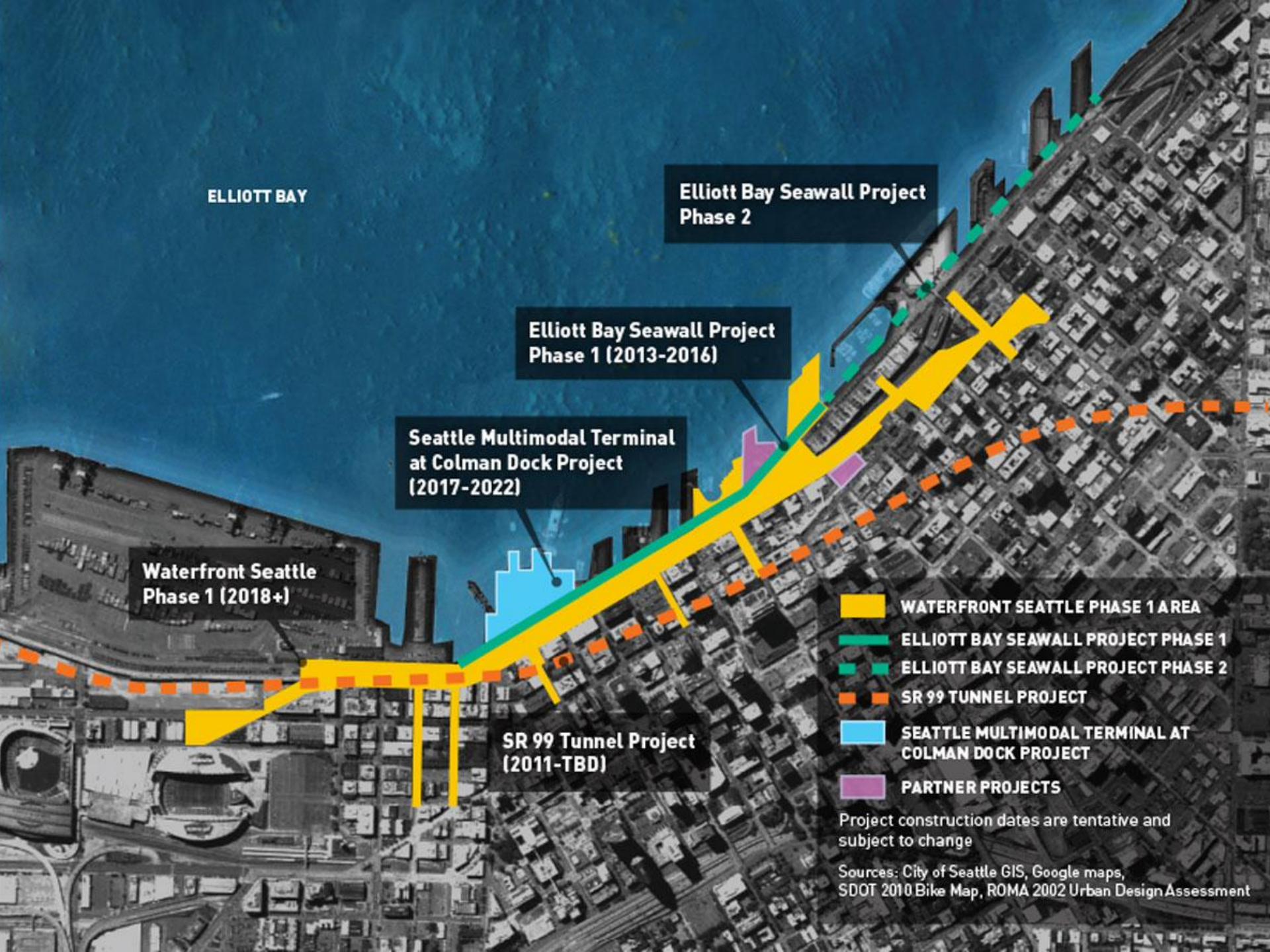
Email:
viaduct@wsdot.wa.gov

Hotline:
1-888-AWV-LINE



WATERFRONT SEATTLE

February 2015



ELLIOTT BAY

Elliott Bay Seawall Project
Phase 2

Elliott Bay Seawall Project
Phase 1 (2013-2016)

Seattle Multimodal Terminal
at Colman Dock Project
(2017-2022)

Waterfront Seattle
Phase 1 (2018+)

SR 99 Tunnel Project
(2011-TBD)

- WATERFRONT SEATTLE PHASE 1 AREA
- ELLIOTT BAY SEAWALL PROJECT PHASE 1
- ELLIOTT BAY SEAWALL PROJECT PHASE 2
- SR 99 TUNNEL PROJECT
- SEATTLE MULTIMODAL TERMINAL AT COLMAN DOCK PROJECT
- PARTNER PROJECTS

Project construction dates are tentative and subject to change

Sources: City of Seattle GIS, Google maps, SDOT 2010 Bike Map, ROMA 2002 Urban Design Assessment

WATERFRONT SEATTLE

2010-2013 2014 2015 2016 2017 2018 2019 2020+

CONCEPT DESIGN

MAIN CORRIDOR DESIGN (PHASE 1)

Alaskan Way, Elliott Way, Cycle Track, Promenade & utility projects

60% 90% COMPLETE

Columbia Street & Seneca Street

30% 60% 90% COMPLETE

Marion Street Bridge - Alaskan Way to Western Avenue & Lenora Street Bridge

30% 60% 90% COMPLETE

BEGIN CONSTRUCTION

(dependent on Alaskan Way Viaduct demolition)

EAST-WEST CONNECTIONS & PUBLIC PIERS DESIGN (PHASE 1)

Overlook Walk

30% 60% 90% COMPLETE

Union Street - Alaskan Way to Western Avenue

30% 60% 90% COMPLETE

Main Street & Washington Street

30% 60% 90% COMPLETE

Bell Street Park extension

30% 60% 90% COMPLETE

Waterfront Park

30% 60% 90% COMPLETE

Pier 62/63 basic repairs

30% 60% 90% COMPLETE

Railroad Way

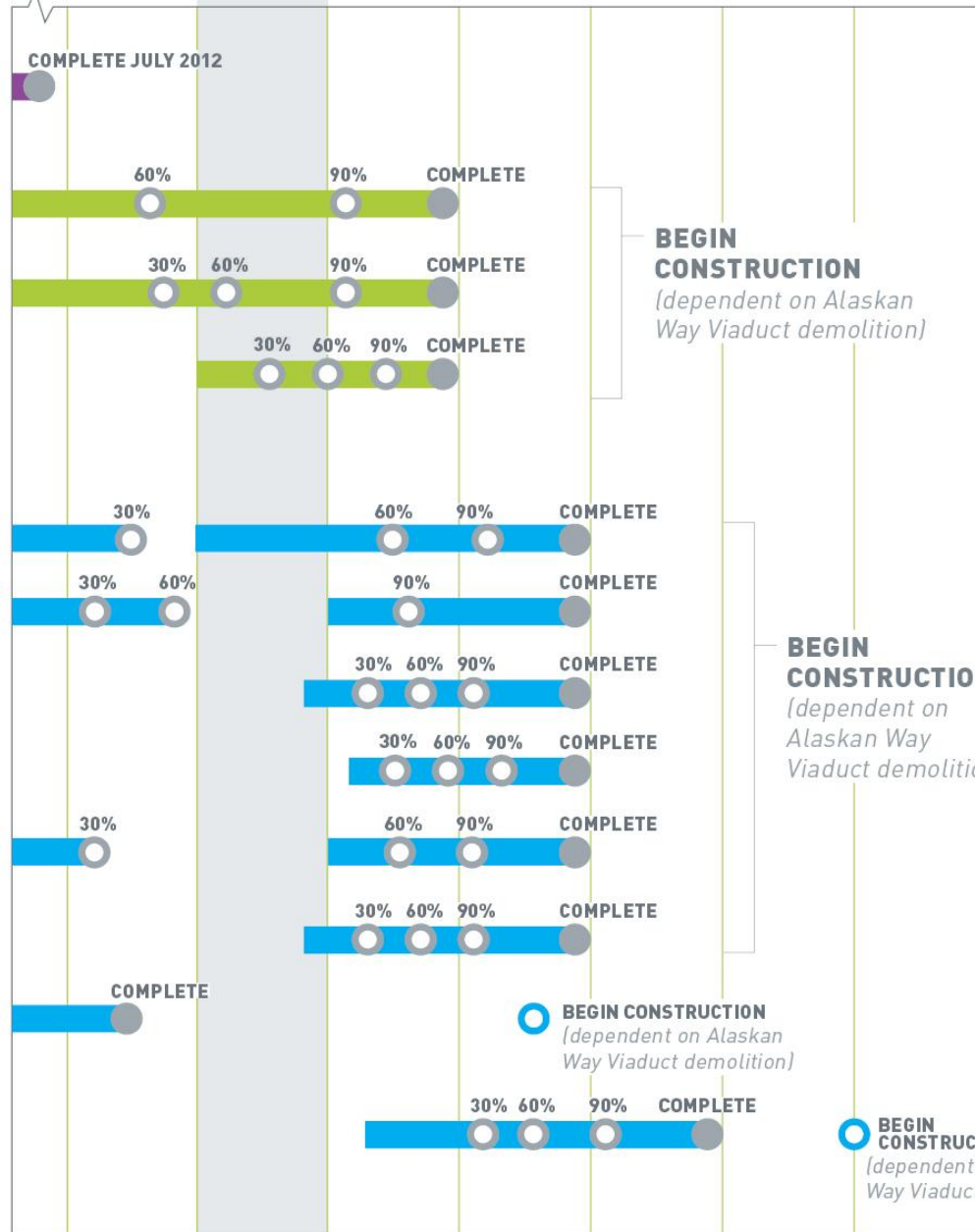
COMPLETE

BEGIN CONSTRUCTION
(dependent on Alaskan Way Viaduct demolition)

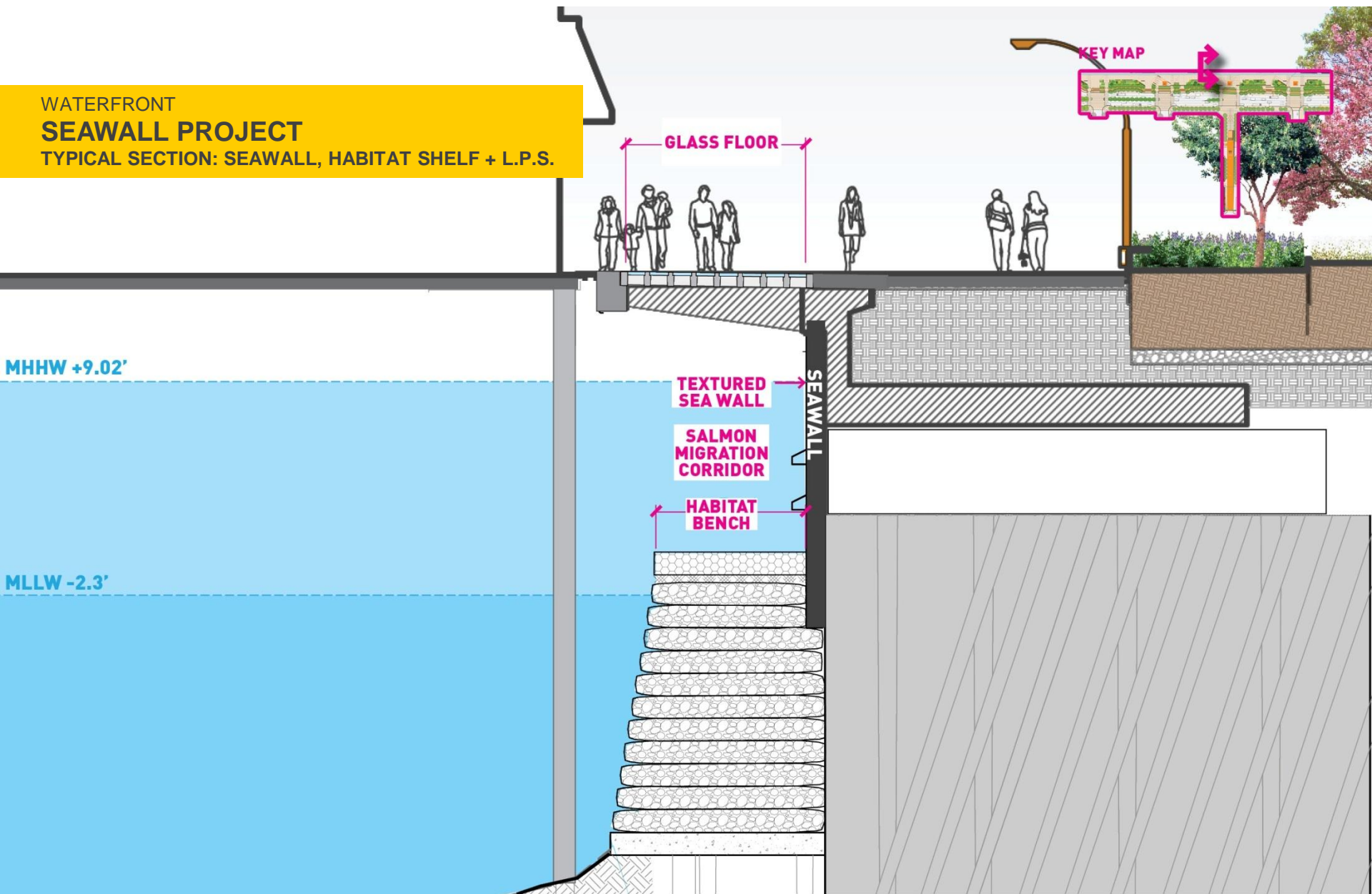
Pike/Pine corridor

30% 60% 90% COMPLETE

BEGIN CONSTRUCTION
(dependent on Alaskan Way Viaduct demolition)



WATERFRONT
SEAWALL PROJECT
TYPICAL SECTION: SEAWALL, HABITAT SHELF + L.P.S.



GLASS FLOOR

KEY MAP

MHHW +9.02'

TEXTURED SEA WALL

SALMON MIGRATION CORRIDOR

HABITAT BENCH

SEAWALL

MLLW -2.3'

SUSTAINABILITY

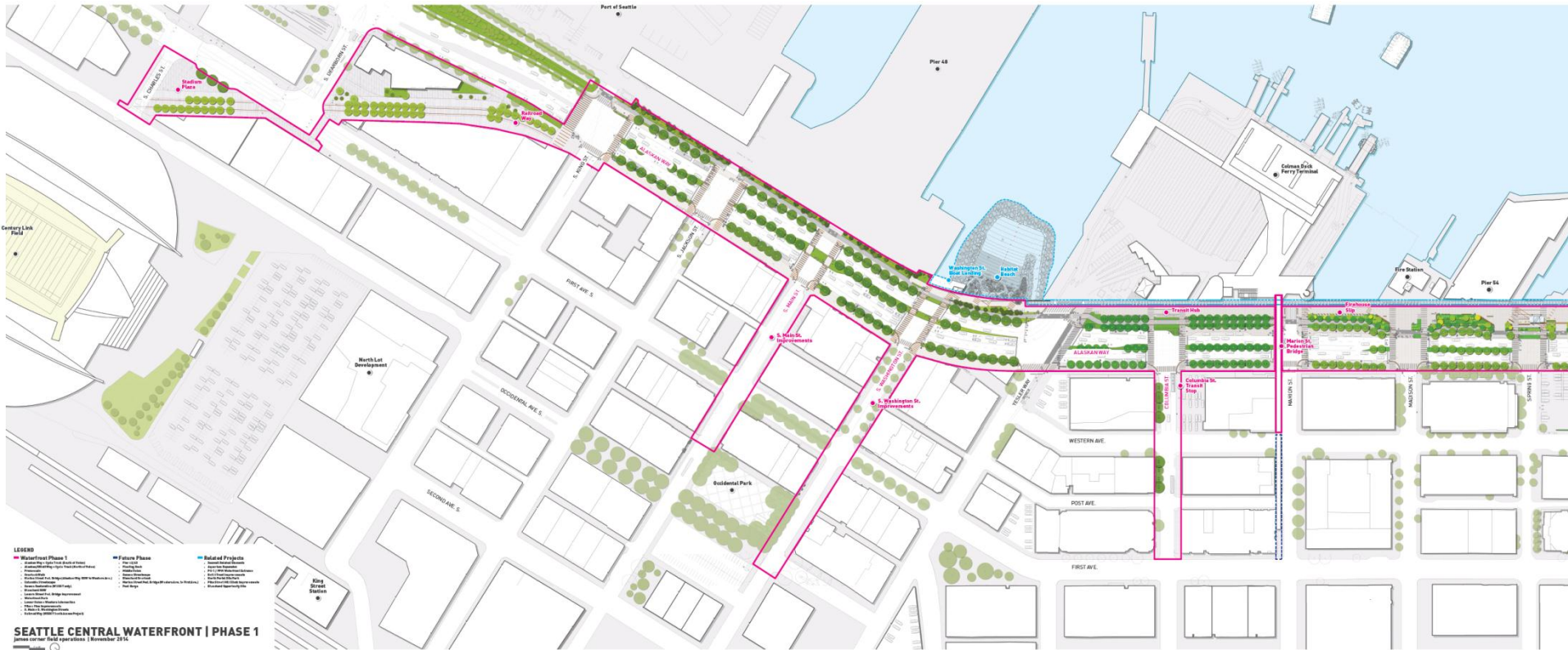
THE NEW ELLIOTT BAY SEAWALL

SEAWALL PANEL INSTALLATION



WATERFRONT SEATTLE

Core Project - South



LEGEND

Waterfront Phase 1

- Waterfront Phase 1
- Waterfront Phase 2
- Waterfront Phase 3
- Waterfront Phase 4
- Waterfront Phase 5
- Waterfront Phase 6
- Waterfront Phase 7
- Waterfront Phase 8
- Waterfront Phase 9
- Waterfront Phase 10
- Waterfront Phase 11
- Waterfront Phase 12

Future Phase

- Future Phase
- Future Phase
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Related Projects

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SEATTLE CENTRAL WATERFRONT | PHASE 1

James Corner Field Operations | November 2014

WATERFRONT SEATTLE

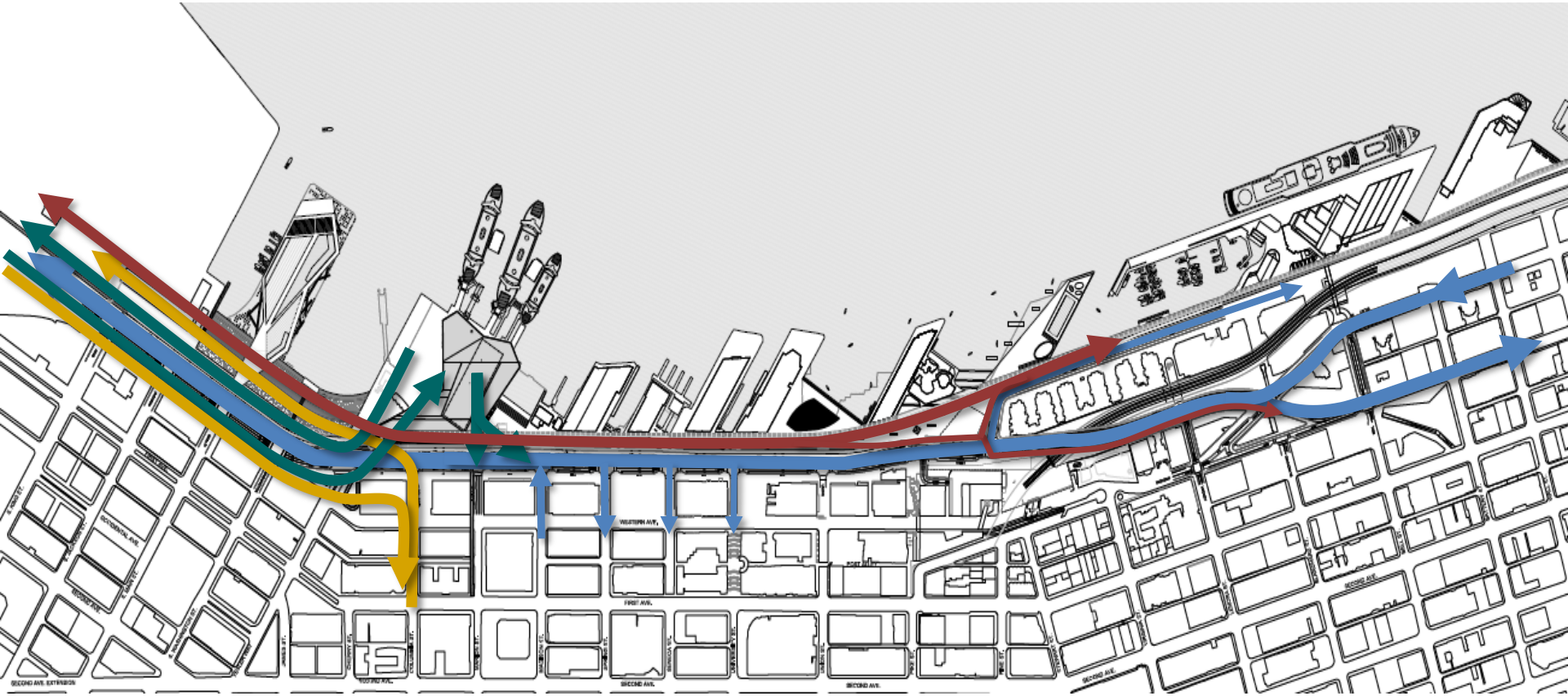
Questions?







Pocket Slides

STREET DESIGN

FUNCTIONS OF THE STREET

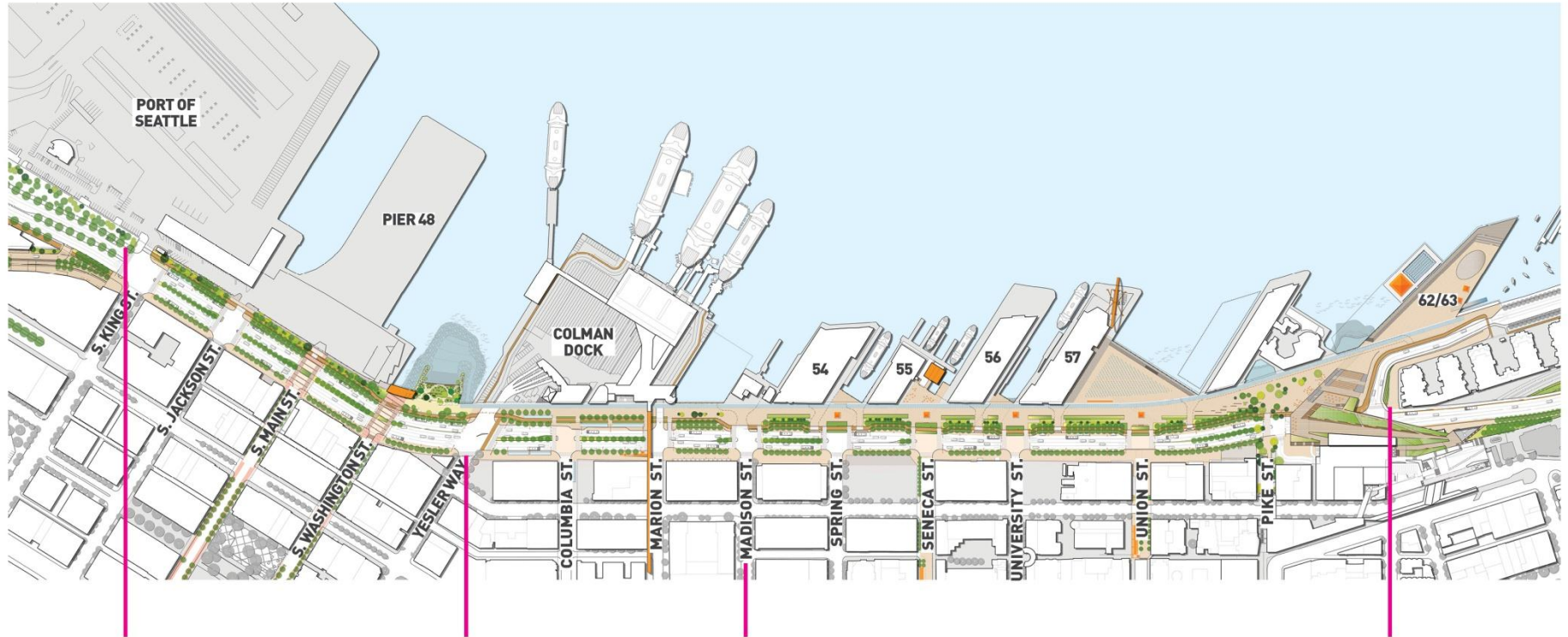


-  VEHICLES, PARKING AND LOADING
-  FERRIES: LOADING AND UNLOADING
-  TRANSIT: SW TRANSIT PATHWAY
-  NORTH/SOUTH BICYCLE AND PEDESTRIAN MOVEMENT

STREET DESIGN

ALASKAN WAY

FUNCTIONS OF THE STREET



KING TO YESLER

- SWTP DEDICATED LANES (2)
- GENERAL PURPOSE LANES (4)
- FERRY QUEUING LANES (1-2)
- PARKING/LOADING (0-1)

YESLER TO MADISON

- SWTP DEDICATED LANES (0-2)
- GENERAL PURPOSE LANES (4)
- WATERFRONT TRANSIT (SHARED)
- FERRY PARKING/LOADING (0-2)

MADISON TO PINE

- GENERAL PURPOSE LANES (4)
- WATERFRONT TRANSIT (SHARED)
- PARKING/LOADING (2)

.25 MI.

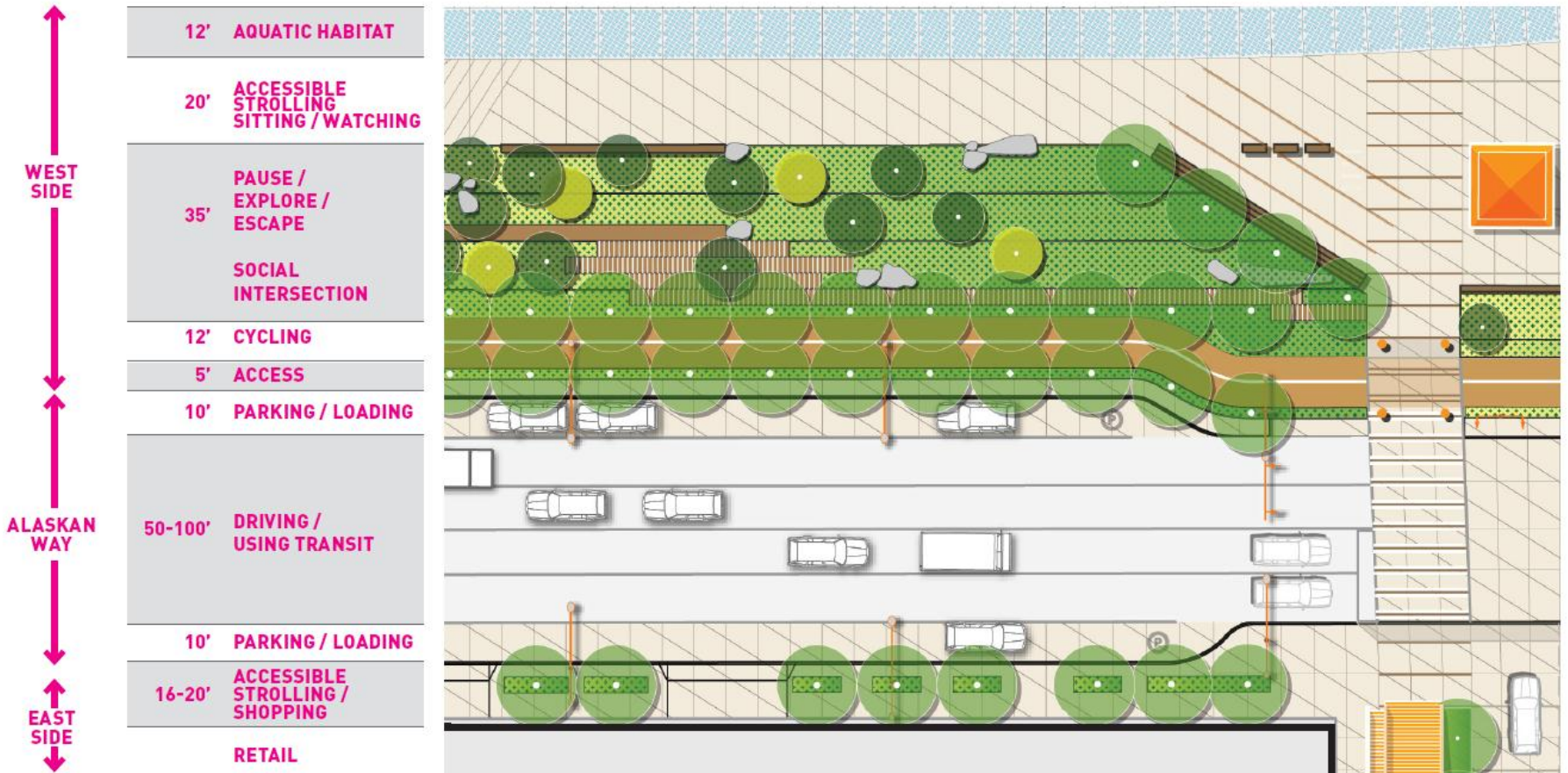


WATERFRONT PROMENADE TYPICAL SECTION



WATERFRONT PROGRAM UPDATE

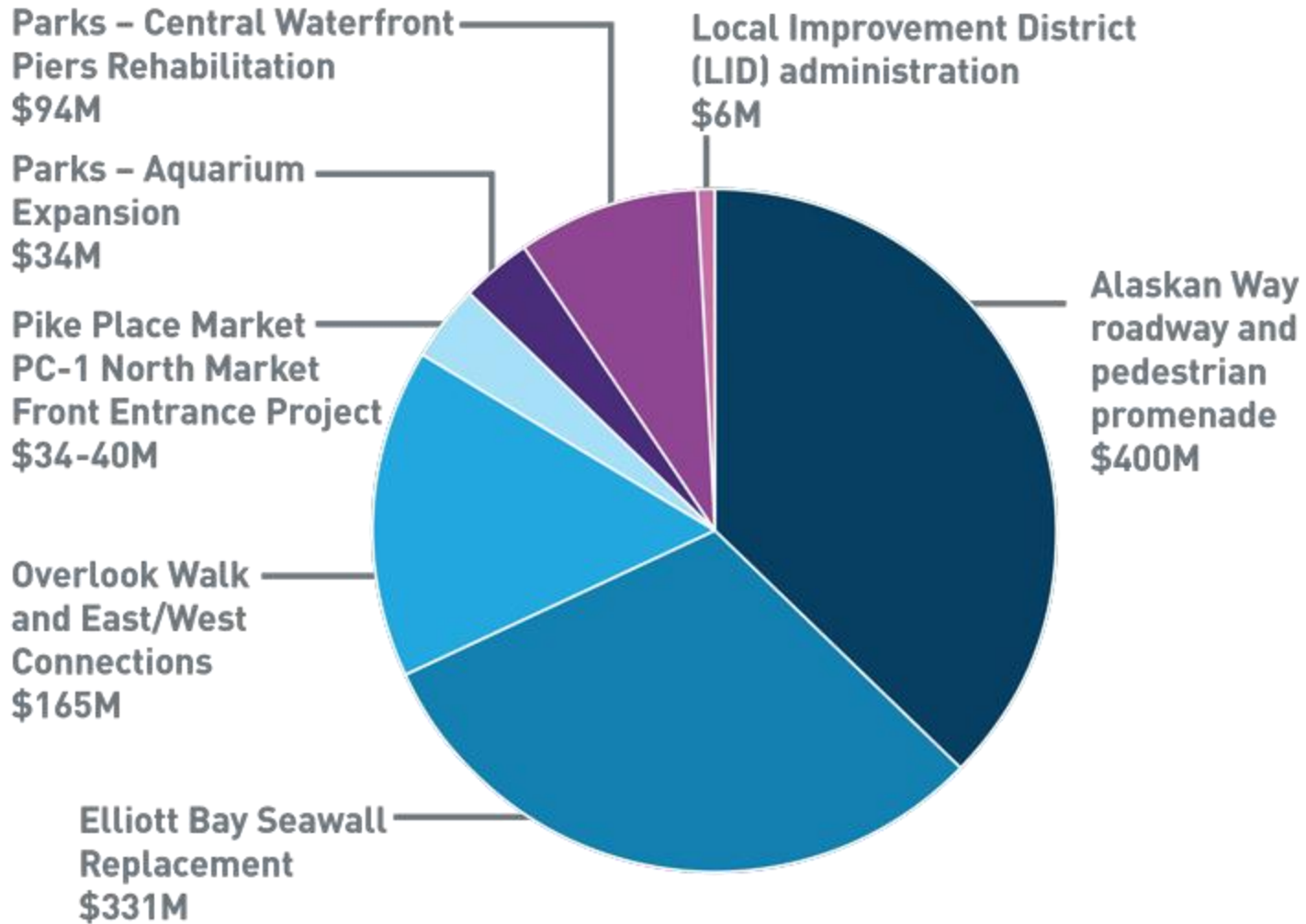
CONTINUOUS PROGRAM ELEMENTS



A Great Urban Street

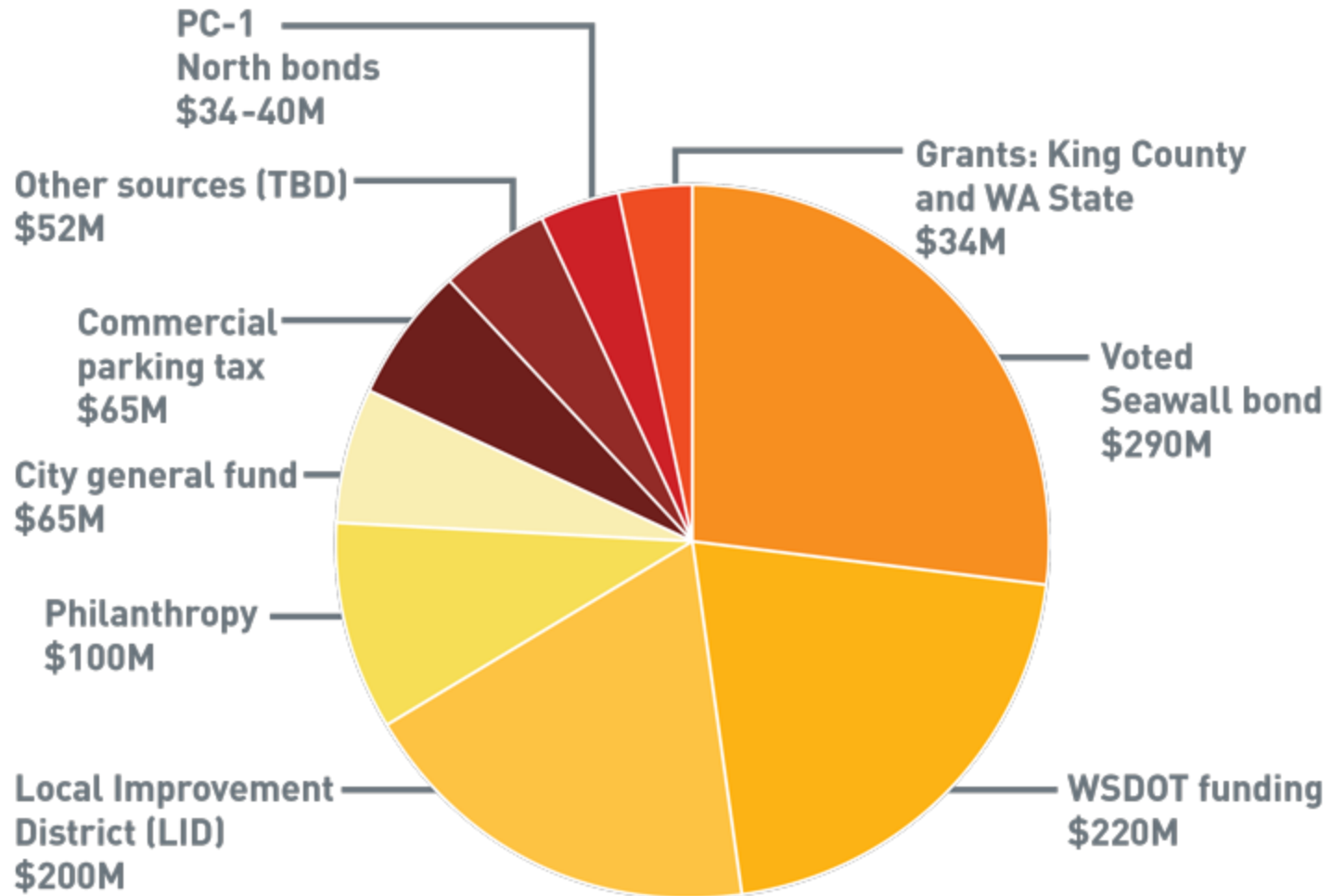


BUDGET



TOTAL= \$1.07B

FUNDING SOURCES

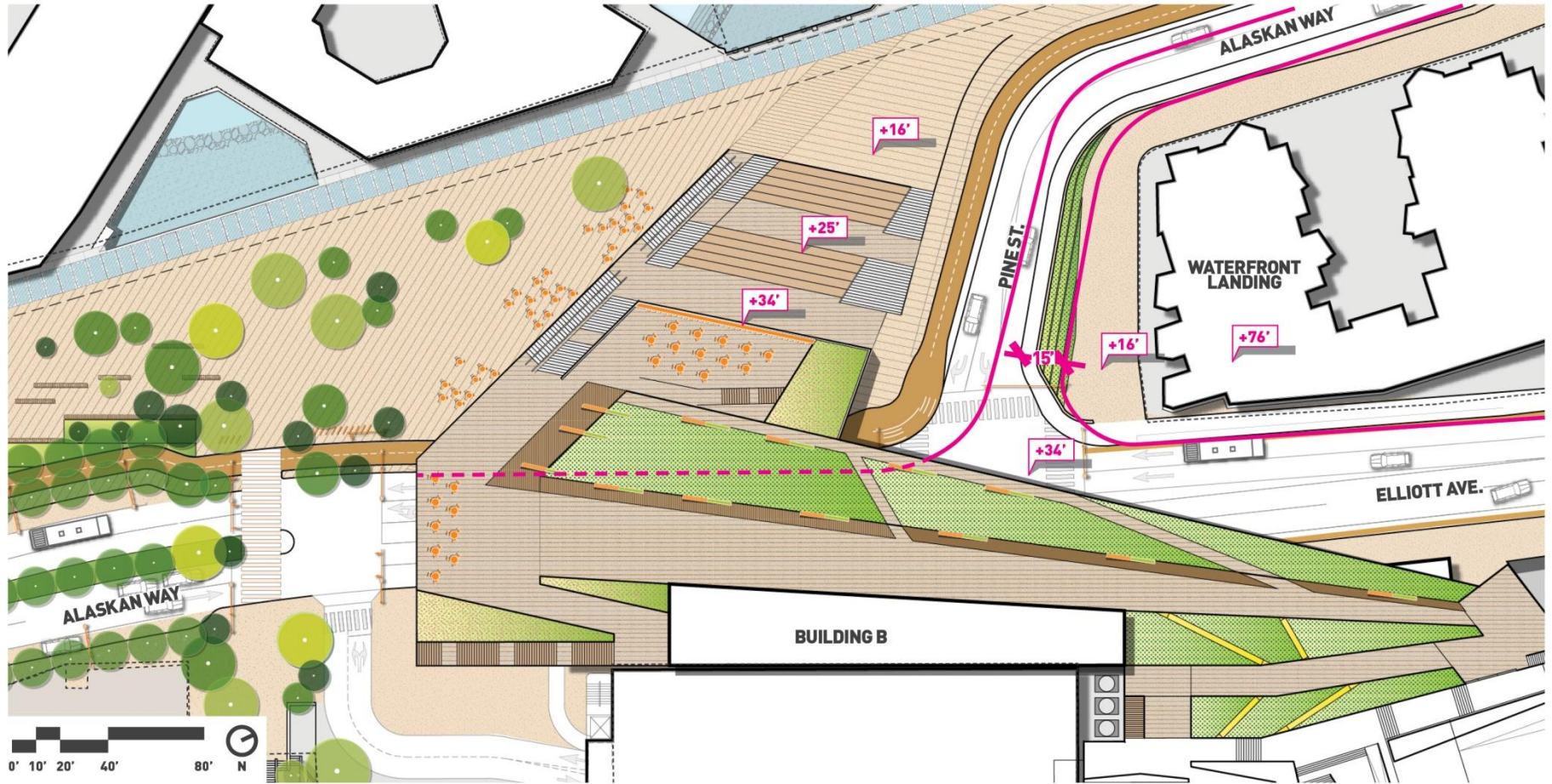


TOTAL= \$1.07B

STREET DESIGN

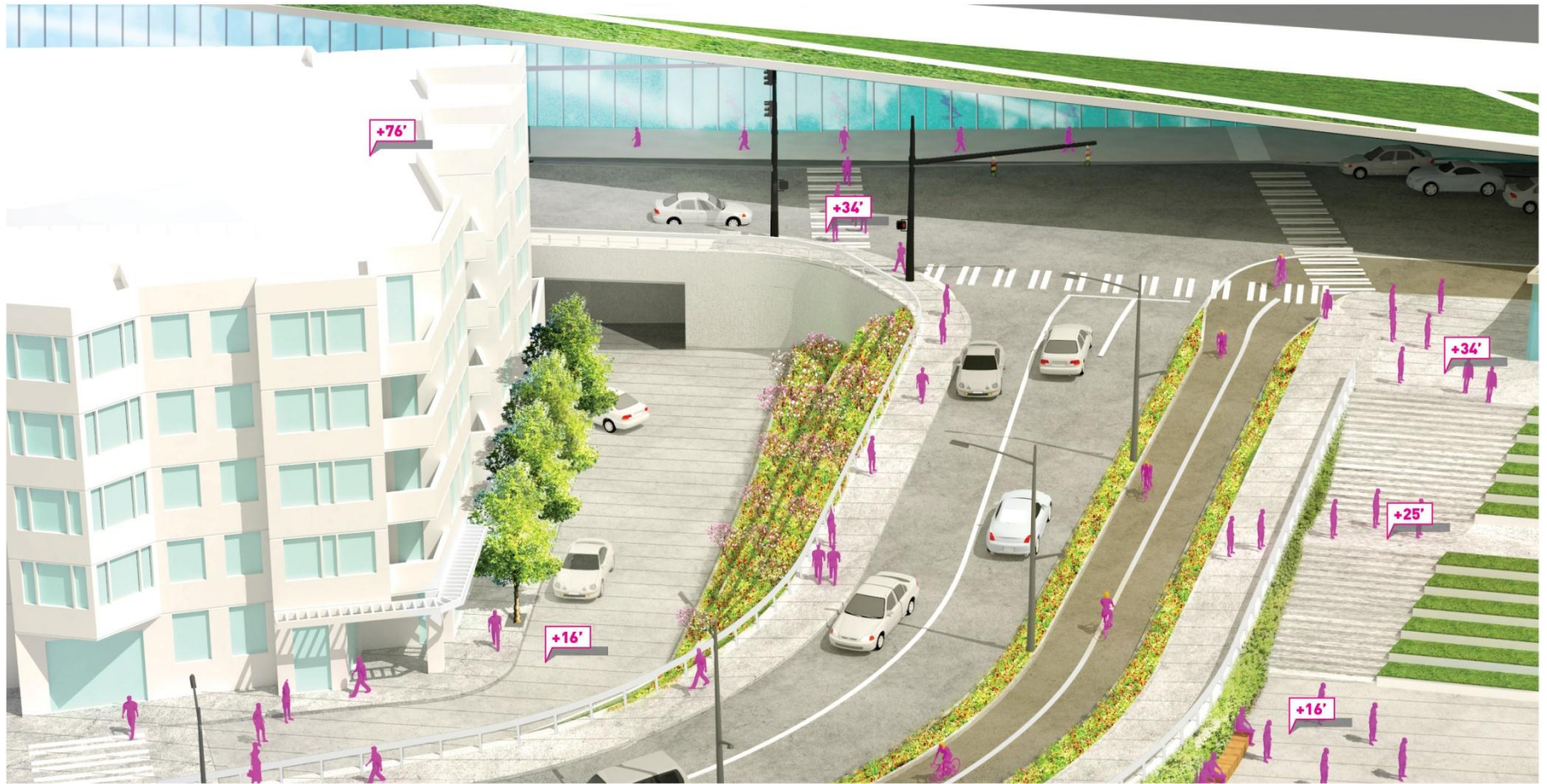
PINE ST. INTERSECTION

JUNE 2013 ALIGNMENT



STREET DESIGN

PINE ST. INTERSECTION



AERIAL, LOOKING EAST

SEAWALL

