

**TREND NOTICE**

**ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM**



**Washington State  
Department of Transportation**

Trend Title: <b>Address Level of Service for Atlantic Street Intersection – SB Alaskan Way Revision</b>		Date: September 9, 2008	
Trend Log Number/Rev. <b>SS0009R1</b>		Segment Name: South Holgate Street to south King Street Viaduct      Replacement Project	
Prepared By: Rudy Lemus / September 10, 2008 <i>Rudy Lemus 9/8/08</i> Name / Date		Approval Level / Authority: <input checked="" type="checkbox"/> Project Director / Deputy Project Director	
Preparer's Supervisor Jim Robison / September 10, 2008 Name / Date			
Nature of Change:	<input checked="" type="checkbox"/> Scope	<input type="checkbox"/> Schedule	<input type="checkbox"/> Budget
Does Trend Impact Legislative Funding Allocation? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Does Trend Affect Biennium Aging? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	

**Description of the Trend (Use Continuation Sheets as Needed):**

Analysis of the 30% design of Atlantic Street Intersections with Alaskan Way, Atlantic Street Underpass, East Marginal Way, Colorado Street and Terminal 46 suggest that an acceptable level of service (LOS) will not be provided for the 2030 design year. Projected BNSF Tail Track usage and increased Port of Seattle Terminal 46 operations in 2030 threaten to degrade the level of service during tail track preemption, below acceptable levels. Coordination with the City of Seattle, the Port of Seattle and BNSF suggested that the best option for improving the LOS is the removal of incoming traffic from the South Bound Alaskan Way leg of the intersection.

The above issue was initially presented to the Change Control Board (CCB) in Trend SS0009 on July 8, 2008. The design team's recommendation was "approval for scope only" for Option B. Since the design team had yet gained concurrence from the city, the CCB deferred approval pending coordination with stakeholders for buy-in on one of the Options presented. The CCB also deferred the 60% PS&E submittal pending elevation of the issue.

Options A through C were presented to the city at the July 16, 2007 Project Decision Team Meeting (PDT). However, no concurrence was reached on which Option to proceed with in design.

Options A through D were presented to the city at the August 25, 2008 PDT Meeting (Attachment 1). Option D (Attachment 2) was chosen as the best solution of the four with a few adjustments requested by the city. The east side sidewalk along the WOSCA property should be a minimum of 6-foot wide. Also, an extra foot should be placed between the Ferry Holding and the Bike Lane, to give more allowance for ferry patrons opening doors, or other conflicts which might occur between the standing vehicles and cyclists.

Option D design as currently developed is conceptual. Further design development and review with the City of Seattle will be required, especially concerning geometry and channelization.

**Justification for the Trend (Use Continuation Sheets as Needed):**

*Why are we requesting approval of this Trend, and what are the benefits?*

We recommend approval of this trend to ratify the PDT decision on August 25, 2008.

The primary benefit is to provide an intersection design with an acceptable LOS. .

*What are the consequences of not approving this Trend?*

It is anticipated that the current design will not be acceptable based on the 2030 design year and comments on the EA will require that we address this issue. It is more prudent to make changes now rather than risk additional schedule impacts.

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**Impacts of this Trend:**

**Schedule Impacts to QPR Milestones:**

Impacts to schedule will be evaluated and submitted in Trend SS0011.

<u>Milestone Description</u>	<u>Date Before Trend</u>	<u>Date After Trend</u>	<u># Calendar Days Impact</u>
Project Definition Complete	29-Jun-07	29-Jun-07	0
Begin Preconstruction Engr.	23-Jul-07	23-Jul-07	0
Environmental Doc. Compl.	16-Oct-08	16-Oct-08	0
RW Certification	18-May-09	18-May-09	0
Advertisement Date	3-Aug-09	3-Aug-09	TBD
Operationally Complete	31-Dec-12	31-Dec-12	TBD

**Schedule Impacts to Other Milestones:**

Impacts to schedule will be evaluated and submitted in Trend SS0011.

<u>Milestone Description</u>	<u>Date Before Trend</u>	<u>Date After Trend</u>	<u># Calendar Days Impact</u>
Bid Opening	25-Sep-09	25-Sep-09	TBD
Award	19-Oct-09	19-Oct-09	TBD
Execution	9-Nov-09	9-Nov-09	TBD
Construction Start	23-Nov-09	23-Nov-09	TBD
Final Contract Completion	30-Sep-13	30-Sep-13	TBD
30% Submittal	18-Feb-08	18-Feb-08	0
60% Submittal	31-Jul-08	31-Jul-08	TBD
90% Submittal	12-Jan-09	12-Jan-09	TBD
100% Submittal	18-May-09	18-May-09	TBD

**Cost Impacts (x \$1,000)**

Impacts to costs will be evaluated and submitted in Trend SS0011.

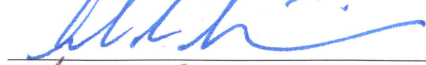
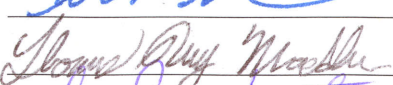
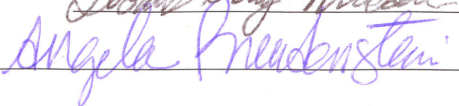
<u>Project Phase</u>	<u>Baseline Target</u>		<u>Variance from Trend</u>
	<u>Estimate</u>	<u>Trend Estimate</u>	
PE	52900	52900	TBD
RW	46200	46200	0
CN	446300	446300	TBD
Total	545,400	545,400	0
Total Estimated Impact	0	0	0

**Mitigation(s) for the Trend:**

**List and Description of Attachments:**

1. Project Decision Team Meeting Minutes August 25, 2008
2. Sections D1, D2, D3 and South Option D Plan

**Acknowledgement Status (Name / Date):**

<input checked="" type="checkbox"/>	AWV&SRP Design Manager		Ali Amiri	9/30/08
<input checked="" type="checkbox"/>	AWV&SRP Construction Manager		Joan Amy Meehle	10-16-2008
<input checked="" type="checkbox"/>	AWV&SRP Environmental Manager		Angela Neudorfer	9-30-08

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Approval Status:

- Fully Approved
- Elevate to UCO Regional Administrator/SDOT Director
- Approved for Scope Only; Additional Study / Justification Required (See "Instructions" Below)
- Defer Approval Pending Receipt of Additional Information (See "Instructions" Below)
- Rejected

\* SCHEDULE & COST TO BE  
ADDRESSED IN FUTURE TRENDS SS0011

Approval Authority (Name / Date):

- Project Director / Deputy Project Director *[Signature]* , 9/24/08
- UCO Regional Administrator \_\_\_\_\_

Instructions:

- Does Fully Approved Trend require a PCRf?  Yes  No
- Does Fully Approved Trend require a 603 Form?  Yes  No

If Approved; Updating of Project Cost / Schedule Basis/Baselines:

- Cost Basis / System Updated
- Schedule Basis/ System Updated

Project Controls Manager Name / Signature / Date

If Approved; Updating of Project Cost / Schedule with PCRf Submittal:

- PCRf Submitted

Business Manager Name / Signature / Date



# **ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM**

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## **Project Decision Team Meeting**

## **MEETING MINUTES**

Meeting Purpose: Determine which Option (A, C or D) to proceed with for SR 519 north of Royal Brougham Way

Date: **8/25/2008**

Begin: **4:00 pm**

End: **5:00 pm**

Location: **24 Large Conference**

Meeting Lead: **Amiri, Ali**

Attendees: **Ali Amiri, Steve Beadle, Mike Rigsby, Rick Conte, Angela Freudenstein, Jim Robison, Wayne Wentz, Bob Chandler, Mathew Preedy, John White, Mike Johnson, Rudy Lemus, Kurt Larson, Liz Young, Emily Fishkin**

cc: **Asvin Mandadi, Tom Tracy**

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The meeting started with a brief summary of the various options being considered. It was noted that these options have been discussed in previous meetings and in general everyone is familiar with each of the options. A quick discussion of the specific issues with each option followed.

### **1. Option A**

There was a short discussion of the traffic and way finding concerns regarding this option. The group was in agreement, this is not the best option and eliminated it from consideration.

### **2. Option B**

This option is not under consideration any longer per the last Project Decision Team Meeting on July 16, 2008.

### **2. Option C**

Discussion was focused on the potential conflicts between the urban pathway and movements in/out of the future development on the WOSCA site.

### **3. Option D**

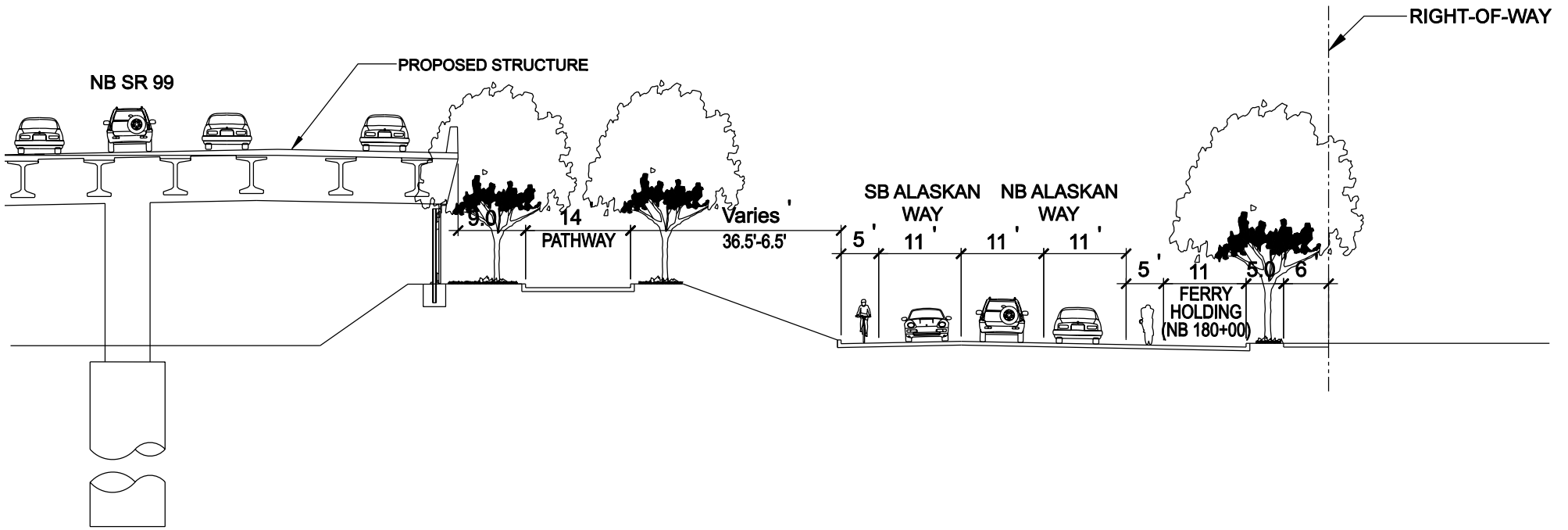
This Option was recommended by the design team. The group concurred this Option should be the version moved forward with some adjustments. The east side sidewalk along the WOSCA property should be a minimum of 6-foot wide. Also, an extra foot should be placed between the Ferry Holding and the Bike Lane, to give more allowance for ferry patrons opening doors, or other conflicts which might occur between the standing vehicles and cyclists.

This option will maintain the East Pedestrian Bridge. Although the Alaskan Way South Bridge is no longer needed in the final configuration, it will be needed as a temporary structure if the U-Tube is excavated in Package #2. A decision to make the temporary structure permanent or remove it at the end of Package #3 can be delayed.

### **4. Next Steps**

The design team will start using Option D as Package 3. This work will not show in the Package 2, 60% submittal next week, but will show up subsequent to that. The design team will modify the existing cross section and develop additional cross sections of Option D to be included as part of the 'Instructions to Reviewers' for the 60% PS&E review package.

**OPTION D**  
**WSF REMOTE FERRY HOLDING ON THE OUTER NB LANE OF ALASKAN WAY S**  
**LOOKING NORTH**

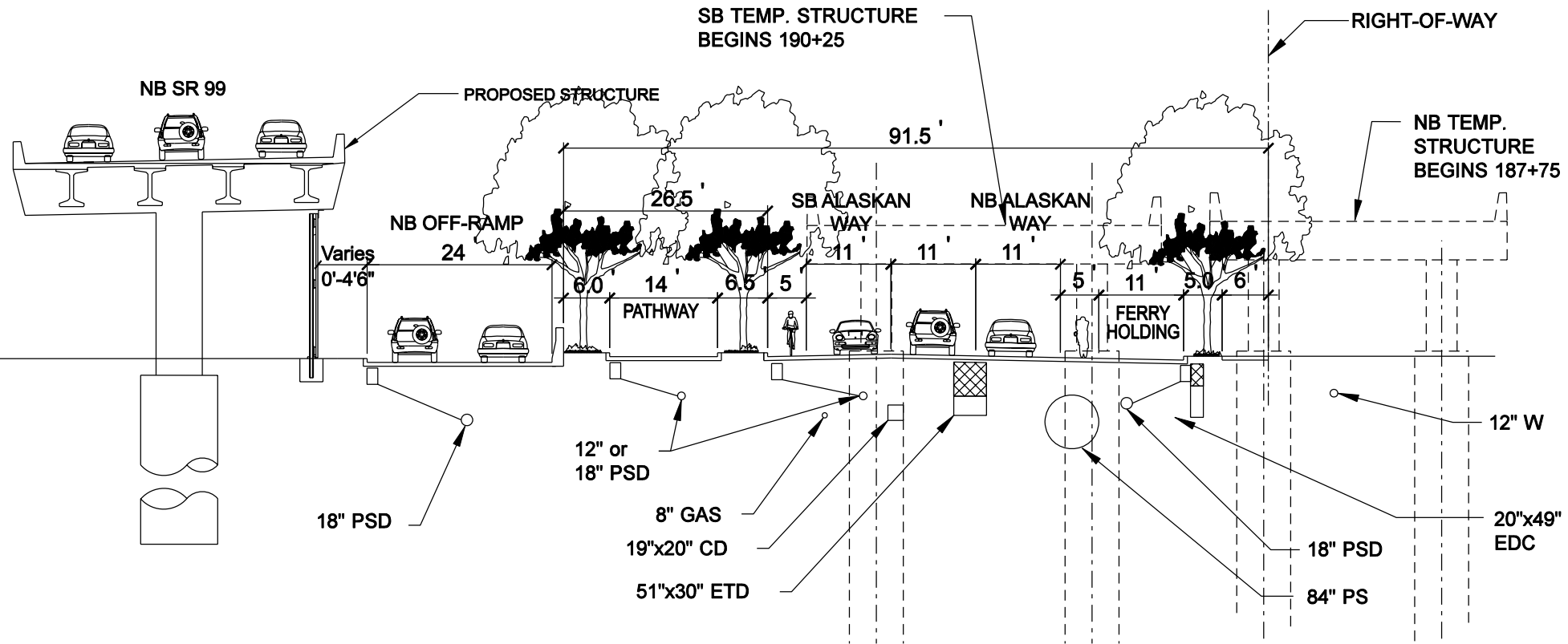


**NOTE:**  
 ONLY DRAINAGE UTILITIES HAVE BEEN ADJUSTED FOR OPTION.  
 ALL OTHER UTILITIES HAVE NOT BEEN ADJUSTED TO ACCOMMODATE OPTION.  
 SCL TRANSMISSION AND DISTRIBUTION DUCT BANKS ARE SHOWN IN  
 LOCATIONS AS DEPICTED IN THEIR CURRENT CONSTRUCTION CONTRACT.

**SECTION D1-D1**  
**NB SR 99, STA 179+02-184+23**  
**(SECTION TAKEN AT STA 180+00)**

**DRAFT WORKING DRAWING**  
**- PREDECISIONAL -**  
**NOT FOR PUBLIC RELEASE**

**OPTION D  
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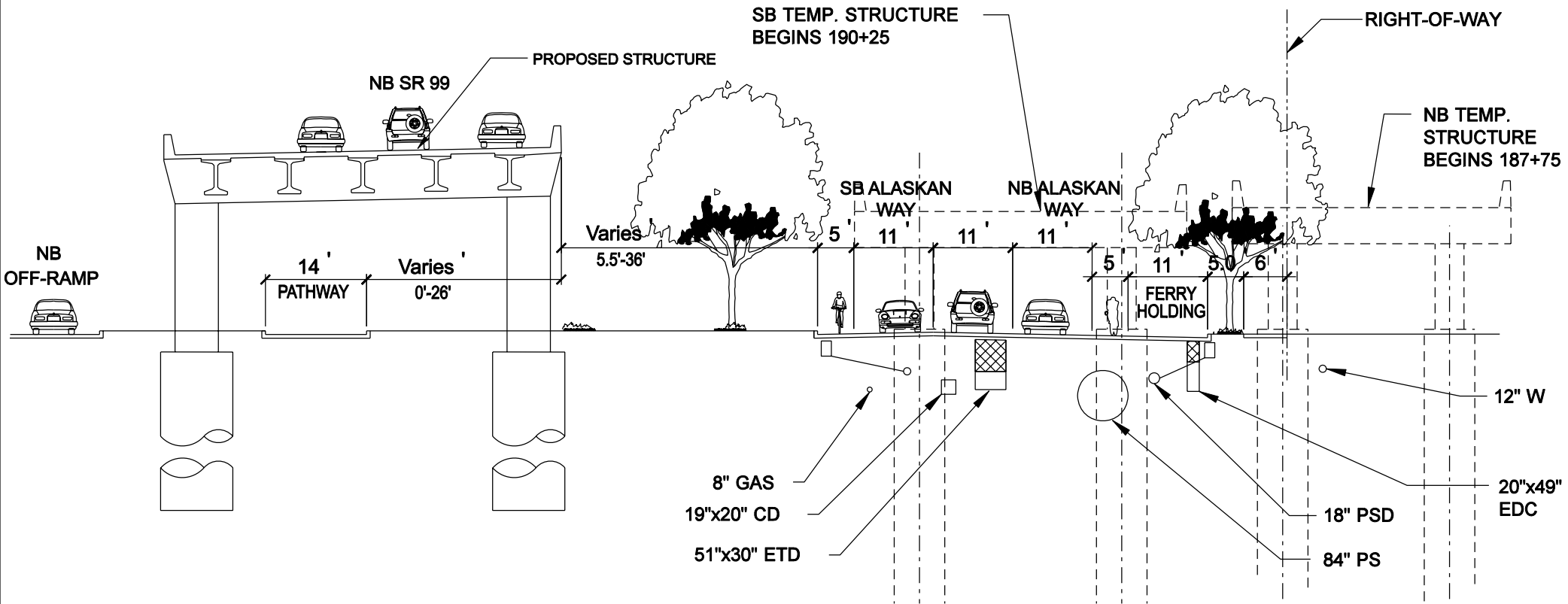


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**SECTION D2-D2  
 NB SR 99, STA 184+23-189+81  
 (SECTION TAKEN AT STA 188+00)**

**DRAFT WORKING DRAWING  
 - PREDECISIONAL -  
 NOT FOR PUBLIC RELEASE**

**OPTION D  
WSF REMOTE FERRY HOLDING ON THE OUTER NB LANE OF ALASKAN WAY S  
LOOKING NORTH**



**NOTE:**  
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**SECTION D3-D3  
 NB SR 99, STA 189+81-195+16  
 (SECTION TAKEN AT STA 193+50)**

**DRAFT WORKING DRAWING  
 - PREDECISIONAL -  
 NOT FOR PUBLIC RELEASE**

