



# Alaskan Way Viaduct Replacement Project



## How might replacing the viaduct affect the environment and community? We want to hear what you think.

The Federal Highway Administration, WSDOT and City of Seattle are developing a second supplemental draft environmental impact statement for the Alaskan Way Viaduct Replacement Project.

We want your comments to help shape the project and guide us on what to consider as we take this next step in our environmental documentation. This meeting kicks-off the comment period for the environmental review schedule. We would like all your comments by Friday, July 10, 2009.

### You can provide comments in the following ways:

#### Comment form

Complete one of the comment forms provided at this meeting.

#### Statement

Make a statement to the court reporter today.

#### E-mail

Send your comments to [SDEIS2ScopingComments@wsdot.wa.gov](mailto:SDEIS2ScopingComments@wsdot.wa.gov).

#### Write

Alaskan Way Viaduct and Seawall Replacement Program  
Washington State Department of Transportation  
Attn: Angela Freudenstein  
999 Third Avenue, Suite 2424  
Seattle, WA 98104

### Tell us what you think about:

- The project's purpose and need.
- Alaskan Way Viaduct replacement alternatives.
- Environmental elements, like transportation, air quality, and noise and vibration.
- Potential construction and traffic issues.

**Please submit SDEIS Scoping comments by Friday, July 10, 2009**





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U.S. Department of Transportation  
Federal Highway Administration



## Project timeline

Viaduct replacement milestones	Year	Environmental milestones
Nisqually earthquake damages viaduct Viaduct and seawall replacement project begins	2001	Issue Notice of Intent to prepare an environmental impact statement; begin scoping
Conceptual engineering begins	2002	Public meetings and workshops begin
	2003	Select environmental review alternatives
State and city select cut and cover tunnel as preferred alternative	2004	Release draft environmental impact statement with five alternatives
State and city refine cut and cover tunnel and elevated structure alternatives	2005	
Expert review panel examines feasibility and financial plans for tunnel and elevated alternatives	2006	Release supplemental draft environmental impact statement with two alternatives
Seattle voters reject cut and cover tunnel and elevated alternatives Moving Forward projects, located in the north and south ends of the viaduct begin	2007	
State, County and City, with input from public, reexamine options for viaduct's central waterfront section	2008	Develop guiding principles and performance measures to evaluate new central waterfront options
Governor, County Executive, and Mayor recommend replacing viaduct with a deep bored tunnel, new waterfront surface street, transit investments, and downtown city street and waterfront improvements Legislature approves bored tunnel replacement funding	2009	Gather public and agency comments and concerns about bored tunnel alternative and continue environmental analysis for second supplemental draft environmental impact statement
Begin construction to replace viaduct between S. Holgate and S. King streets	2010	Release second supplemental draft environmental impact statement
Begin tunnel construction	2011	Release final environmental impact statement and issue Record of Decision
New SR 99 segment between S. Holgate and S. King streets opens to drivers	2013	
Tunnel opens to drivers	2015	
Remove viaduct along central waterfront Begin Alaskan Way and waterfront promenade construction	2016	





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## How did the state, county and city reach this recommendation?

- **Worked with stakeholders and the public.** Staff met regularly with the Alaskan Way Viaduct Stakeholder Advisory Committee, an interagency working group, an executive oversight committee and the public.
- **Established guiding principles.** With input from stakeholders and the public the executives established six guiding principles to evaluate all possible regional transportation scenarios.
- **Developed scenarios.** Through technical review and feedback from stakeholders, the agencies narrowed eight scenarios down to two hybrids. The executives asked the agencies to review a third option based on feedback from the public.
- **Made recommendation.** Governor, County Executive and Mayor recommended the bored tunnel hybrid alternative to the state legislature, county council and city council.



The state, county and city transportation agencies looked at the entire system of streets, transit service, and freeways from Lake Washington to Elliott Bay and from NE 85th Street in the north to Seattle's city limits in the south.



Stakeholder Advisory Committee meeting.

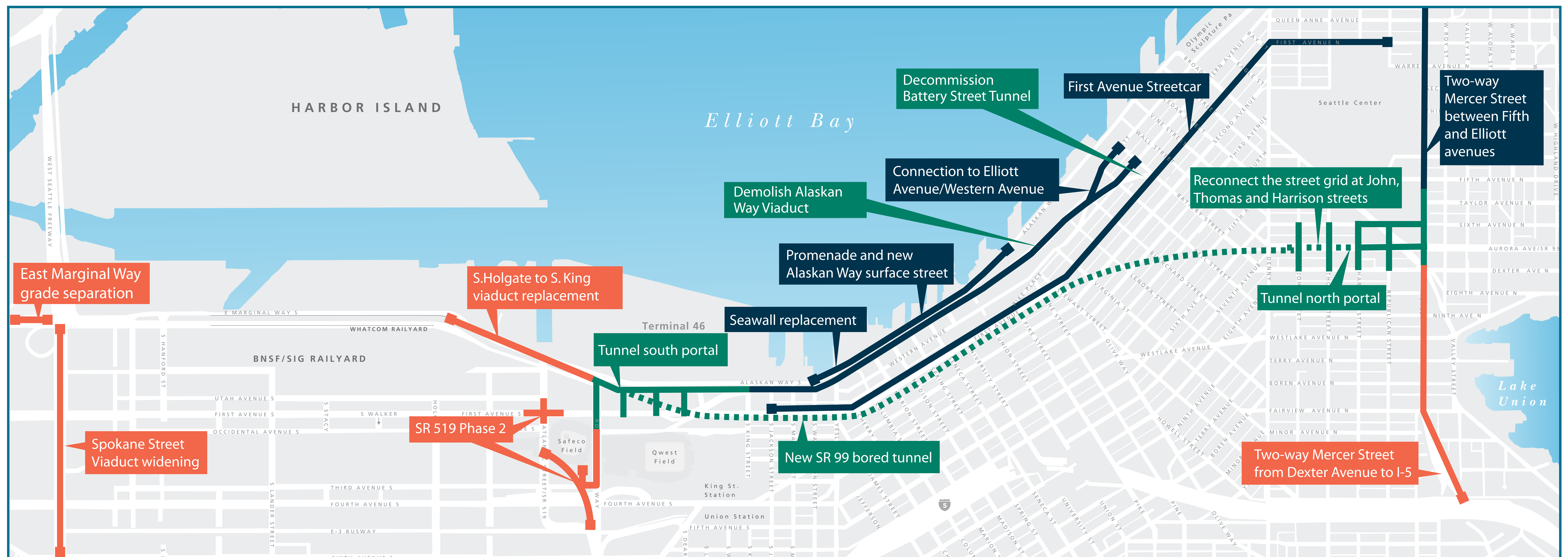




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## What project elements will we study in the second supplemental draft environmental impact statement?



**■** We will do a detailed analysis of bored tunnel construction, removal of the existing viaduct and closure of the Battery Street Tunnel.

**■** We will also briefly review other program elements as they relate to the viaduct replacement such as the new waterfront promenade, the new Alaskan Way surface street design and construction, seawall replacement, various city street improvements, First Avenue Streetcar, and enhanced transit service. Further environmental review may be needed.

**■** Several improvements will be completed before the Alaskan Way Viaduct Replacement Project opens to traffic. These projects include: East Marginal Way grade separation, Spokane Street Viaduct widening, SR 519, S. Holgate to S. King viaduct replacement, two-way Mercer Street from Dexter Avenue to I-5.



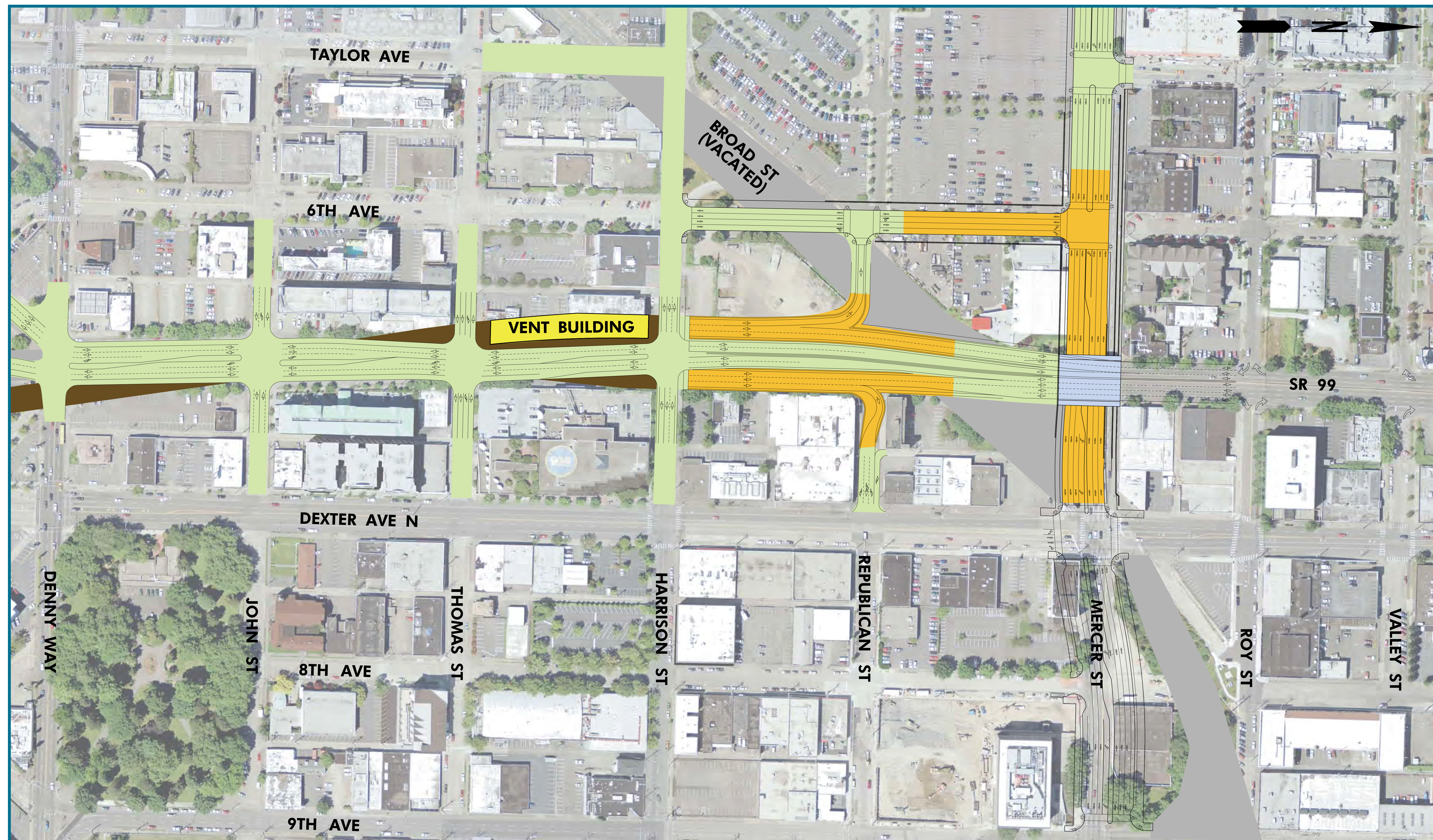


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Federal Highway Administration



## How would the bored tunnel (SR 99) connect at the north end to city streets?



**LEGEND**

- = LOWERED ROADWAY
- = AT-GRADE
- = AERIAL STRUCTURE
- = TUNNEL

**North portal concept**



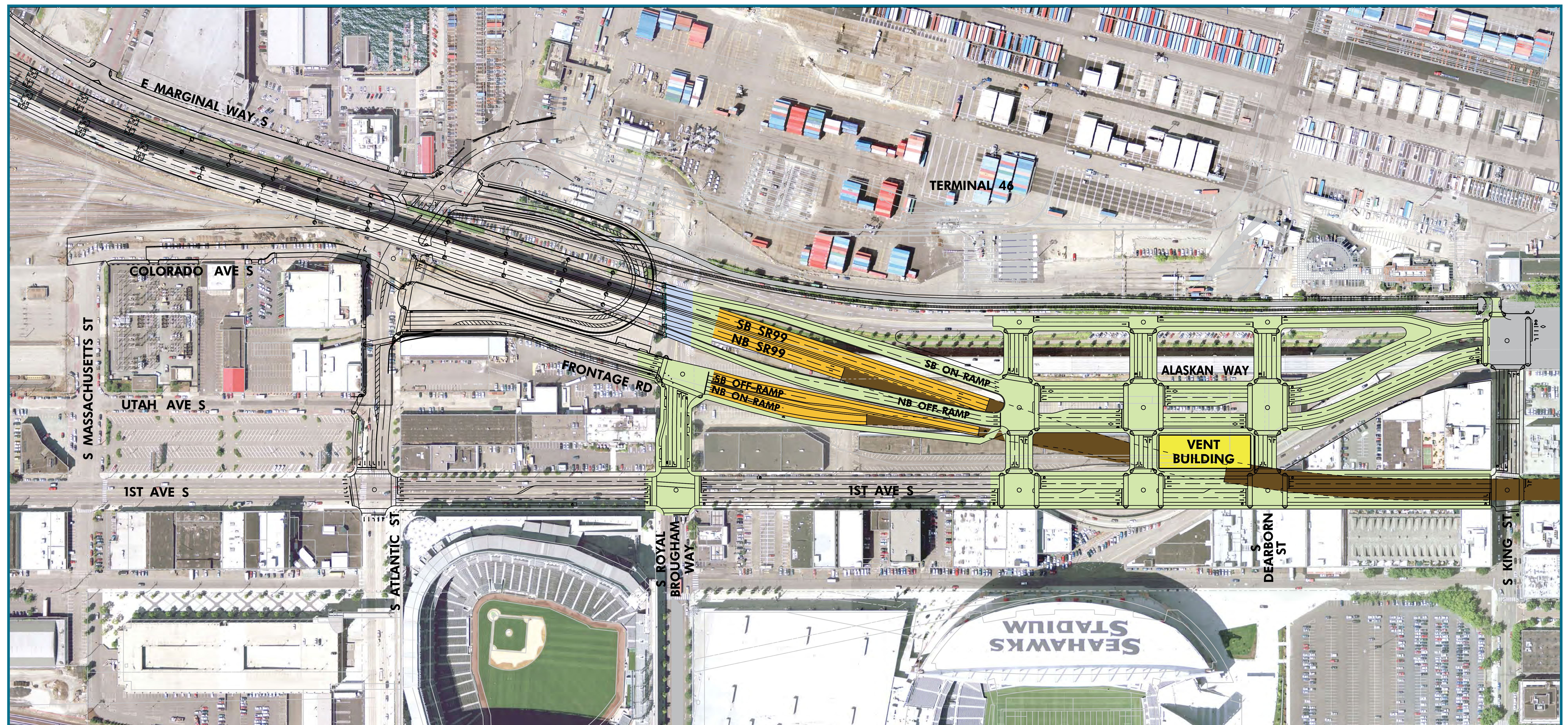


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## How would the bored tunnel (SR 99) connect at the south end to city streets?



### LEGEND

- AERIAL STRUCTURE
- AT-GRADE
- LOWERED ROADWAY
- TUNNEL

South portal concept





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## What are the next steps?

- Conduct exploratory geotechnical drilling and building surveys along tunnel alignment. This information will help us design the tunnel and help the contractor build the tunnel boring machine.
- Evaluate potential impacts and develop draft mitigation measures.
- Meet with regulatory agencies and tribes to share project information and develop approaches to resolve technical issues.
- Work with viaduct users, community groups and businesses to refine design.
- Develop additional preliminary engineering for the tunnel and portals.

