






The Alaskan Way Viaduct & Seawall Replacement Program



Central Waterfront

Delridge District Council
Feb. 18, 2009

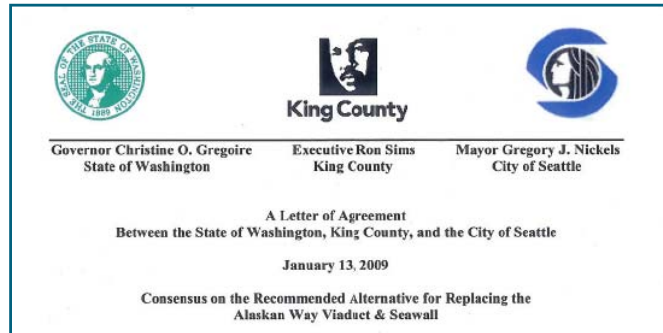
   

Ron Paananen

- Thank you for inviting us here today to provide some of the details about how we're going to replace the Alaskan Way Viaduct.

Letter of Agreement

On Jan. 13, 2009, Governor Gregoire, King County Executive Sims and Mayor Nickels signed a letter of agreement signifying their support of the bored tunnel hybrid alternative.



Ron Paananen

- On January 13, Governor Gregoire, Executive Sims and Mayor Nickels recommended that the central section of the Alaskan Way Viaduct be replaced with a 4-lane bored tunnel, a new surface street and pedestrian promenade along the waterfront, improvements to city streets, a First Avenue Streetcar and additional transit service.
- The recommendation was based on the results of an in-depth technical analysis, work with our stakeholder advisory committee, 8 public meetings, and hundreds of public comments over the past year.
- A Letter of Agreement signed by the three executives can be found on the program Web site.



Ron Paananen

- This map shows the different components of the bored tunnel hybrid alternative. The alternative includes:
 - Single bored tunnel under First Ave., two-lanes in each direction.
 - Southern portal near Qwest and Safeco Fields, connecting to Aurora Ave. north of the Battery Street Tunnel.
 - Replacement of Seattle’s seawall from Colman Dock to Pine St.
 - A new surface boulevard from S. Royal Brougham Way to Western Ave.
 - Investments in Mercer and Spokane streets.
 - Increased transit service to improve access to and through downtown Seattle.
 - A First Avenue streetcar.

- Improvements to I-5 are still necessary and there were a lot of good ideas that came out of the scenario review process. Those ideas are now being pursued under a separate project.

Improved City Streets

The improvement of City streets throughout Seattle will be important to the success of this solution. Projects underway include:

Mercer Street Project:

- Creates enhanced east-west connections.
- Improves connections from I-5 and the bored tunnel to Ballard/Magnolia/Interbay.
- Enhances connections between high density neighborhoods as well as the Seattle Center.

Spokane Street Viaduct:

- Provides critical connections between the Port, West Seattle, I-5, I-90 and SR 99.
- Improves westbound traffic flow and safety.
- Minimizes conflicts between freight, rail, commuters and ferry traffic.

Hannah McIntosh

City street improvements are an important component of this solution. Projects underway include:

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Enhance Transit Service

Transit enhancements will provide important mobility during and after construction and are critical to the success of the bored tunnel solution.

- Enhanced service to accommodate demand
 - Additional bus service
 - First Ave. Streetcar
- Access to downtown
- Construction mitigation
- Environment



Hannah McIntosh

Transit is also critical to the success of this alternative.

Enhanced service to accommodate demand

- Expanded transit will be needed to accommodate increases in travel demand that will come with the expected growth in the region. Buses are projected to provide between 34 and 39 percent of all morning peak period trips to downtown. Without improved transit, many of these trips will be taken by other means such as private vehicle. The increased transit service proposed is consistent with the city and region's growth policies.

Access to downtown

- The bored tunnel will provide a through route for traffic to bypass downtown Seattle. With this alternative, SR 99 will no longer have mid-town ramps at Seneca and Columbia or at Elliott and Western. The AWW transit package includes capital projects such as transit priority pathways to help transit provide fast, reliable service to and from downtown Seattle. These capital improvements along with expanded bus service are needed to provide the public with quick reliable options traveling to and from downtown.

Construction mitigation

- Transit is essential to keep people moving during construction. As part of the Moving Forward projects, King County Metro received \$32 million for transit service to keep people moving during construction in particular the south end construction. The construction impacts of the central waterfront and the other elements such as the seawall are not determined at this time.

Bored Tunnel

A bored tunnel under First Avenue is the new SR 99. Some features include:

- Least traffic and business disruptions during construction.
- Two lanes of traffic, with shoulders, in each direction.
- Approximately 1.7 miles long.
- Between 30 and 200 feet underground.



Ron Paananen

- The bored tunnel will be approximately 1.7 miles long .
- We expect to begin construction in 2011 and open the tunnel to drivers in 2015.
- Alaskan Way will carry 25,000 vehicles each day -- some of the increase will be from the traffic that currently gets on the viaduct using the ramps at Elliott and Western avenues. Depending on their destinations – these trips will have two choices in the future: they can use Alaskan Way on the waterfront to get through downtown Seattle or they can enter the tunnel north of Denny Way.
- I am sure many of you have heard from drivers that use these ramps today and are unhappy about the change in their driving route, which will take longer than today. In addition to drivers, it also affects companies that transfer freight and fishing supplies (including hazardous oil) between the SODO and Port industrial areas and the Interbay industrial area.
- We will be setting up a regular working group with freight interests and other representatives from the NW Seattle neighborhoods to work through these issues and identify the best strategies for addressing those impacts.

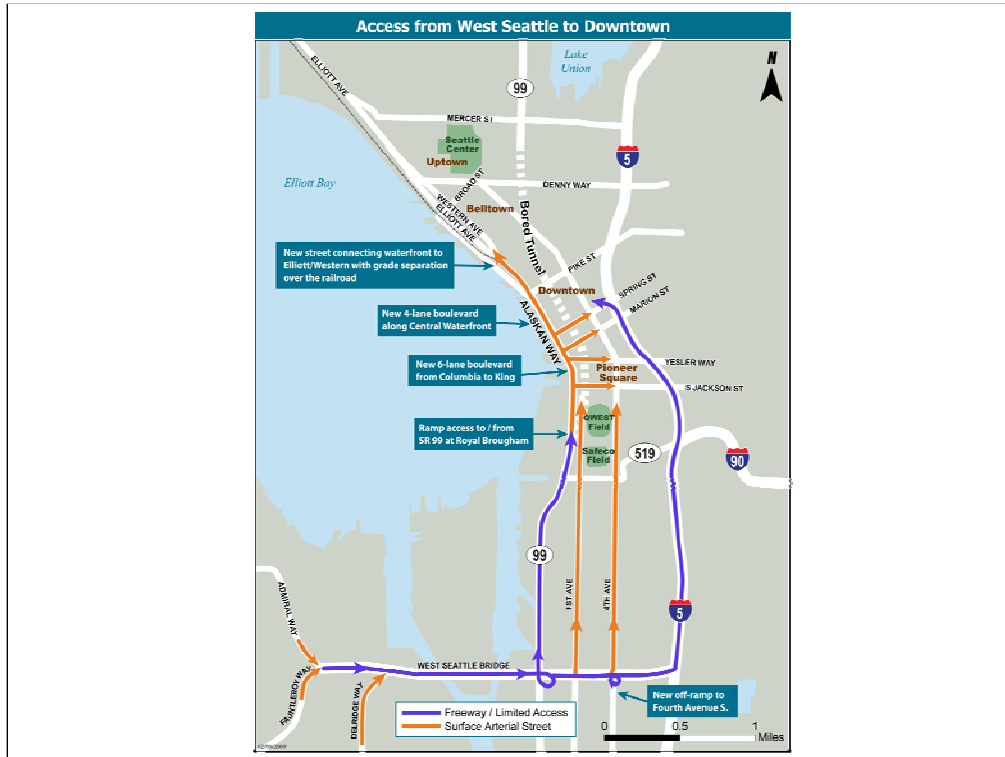
Maintains Capacity through Downtown

The bored tunnel alternative:

- The tunnel will carry 85,000 vehicles through downtown Seattle each day at year of opening (with room to grow). Surface Alaskan Way will carry about 25,000 vehicles per day.
- Maintains today's travel times for trips through downtown.
- Accommodates in-city trips through new investments in local streets and transit.
 - New bus service will carry approximately 17,000 additional daily riders, primarily serving northwest and southwest Seattle.
- Improvements to I-5 further expand north-south vehicle capacity and provide improvements in travel times.

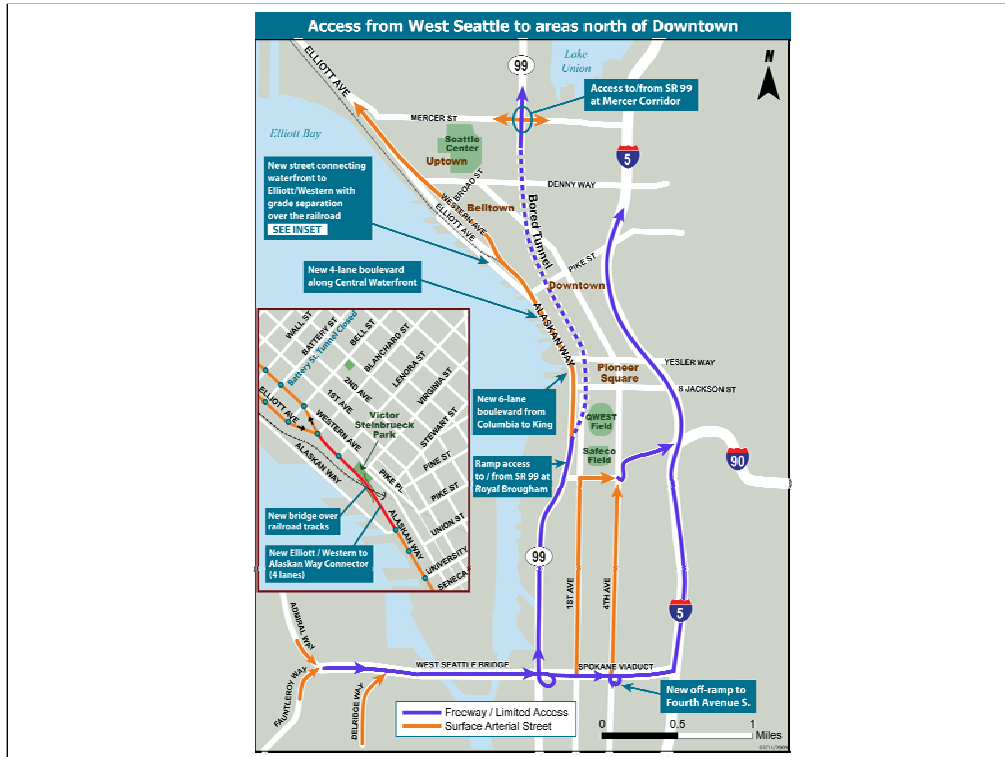
Ron Paananen

- The bored tunnel will carry 85,000 vehicles each day through downtown Seattle in 2015 when it opens, and has capacity to accommodate more as the region grows. It also maintains today's travel times for through trips. This will keep vehicles off the downtown street system, creating a better environment for bikes, walkers, and transit.
- In addition, the other investments made in city streets and transit will carry approximately 17,000 additional daily riders, primarily serving the west Seattle neighborhoods, like Ballard and West Seattle, that rely on the viaduct to get to or through downtown today.
- This accommodates the 60,000 to 65,000 vehicles that currently use BST with room for more than half of the traffic that now uses the Elliott/Western ramps.



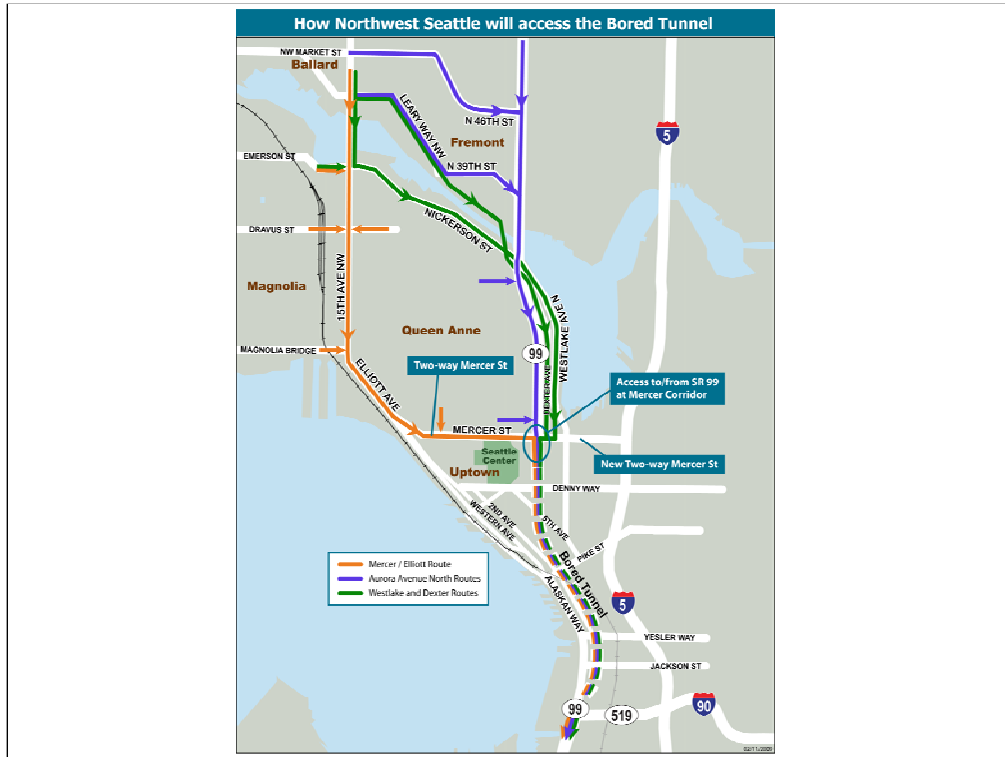
Hannah McIntosh

- Access from West Seattle and other areas to the south and west to Downtown will change from today.
- Rather than exiting at Seneca Street in the mid-town area, traffic will exit SR 99 near the stadiums with a direct ramp connection to Alaskan Way. They will then take Alaskan Way north and enter the downtown street grid at a number of locations.
- While this may increase travel times to areas in the north part of downtown, it is overall more efficient than focusing all of the traffic on one off-ramp in the middle of downtown.
- Alaskan Way will be six lanes to Marion Street.



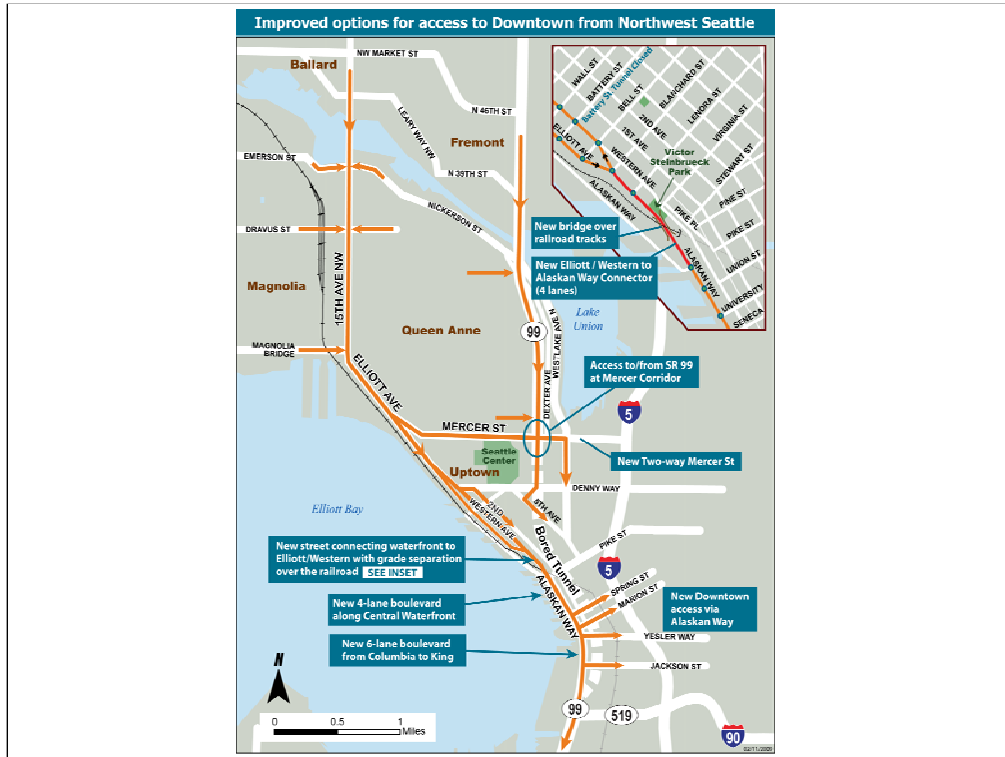
Hannah McIntosh

- West Seattle will have similar options for getting through downtown as they do today.
- The one change will be the route along the waterfront. They will exit SR 99 just before the tunnel portal, near the stadiums, and travel north along Alaskan Way and use the new connection to Elliott and Western.



Hannah McIntosh

- We have a series of maps that will help explain how people from communities in Northwest Seattle and West Seattle will be able to get around. We're going to go through them at a high clip here with you now, but we have copies to hand out and boards of these maps here as well. We'd be happy to answer any questions that you have about them after you've had a chance to look at them more closely.
- Similar to today, resident, employees, truckers and others from Northwest Seattle will have a number of options for traveling to and from the south through downtown Seattle.
- Which route they take may depend on their specific origin and destination, as well as the time of day.
- This map shows how this area will access the bored tunnel. The three general access routes:
 - North of the Ship Canal, (same as today)
 - via 15th and Elliott to Mercer, and
 - using Dexter or Westlake from either the Fremont Bridge or Nickerson.
- What's different?
- Two-way Mercer makes it possible to cross Aurora from east to west, so you can exit the bored tunnel and head west on Mercer; or cross Aurora from Dexter or Westlake and head south into the tunnel.
- The bored tunnel will take 1 to 2 minutes off of a trip that is now made using Aurora and the viaduct to get through downtown during peak periods.



Hannah McIntosh

- The good news here is that all the existing ways of getting to downtown from Northwest Seattle will still be there, along with some new improved options.
- There will be no significant change to access to Downtown from SR99 at Denny Way and from Elliott Avenue into Downtown at various points.
- New access to Downtown will be provided by the new surface Alaskan Way boulevard - drivers will take Elliott to the new connector, then make left turns up into the center of Downtown via Spring and Madison Streets.



Hannah McIntosh

- As part of the bored tunnel program there will be significant improvements to transit serving Northwest Seattle.
- Metro plans to implement Rapidride all-day service serving the Ballard/Uptown corridor and the Aurora Avenue Corridor
- RapidRide is a version of Bus Rapid Transit and features:
 - high frequency throughout the day (6-10 mins peak, 10-12 mins midday),
 - faster service because of transit priority measures such as dedicated transit lanes and signal priority
 - wider stop spacing
 - new low floor buses with quicker loading
- Rapid Ride will use the Third Avenue transit spine in downtown where easy connections can be made to regional LINK light rail and connections south to the Airport.
- Another significant transit improvements is the new Central Streetcar line that will run on First Avenue between the west side of Seattle Center and the King Street Station. Service will run every 6 minutes and will be connected to the planned First Hill Streetcar line funded by Sound Transit Phase 2.

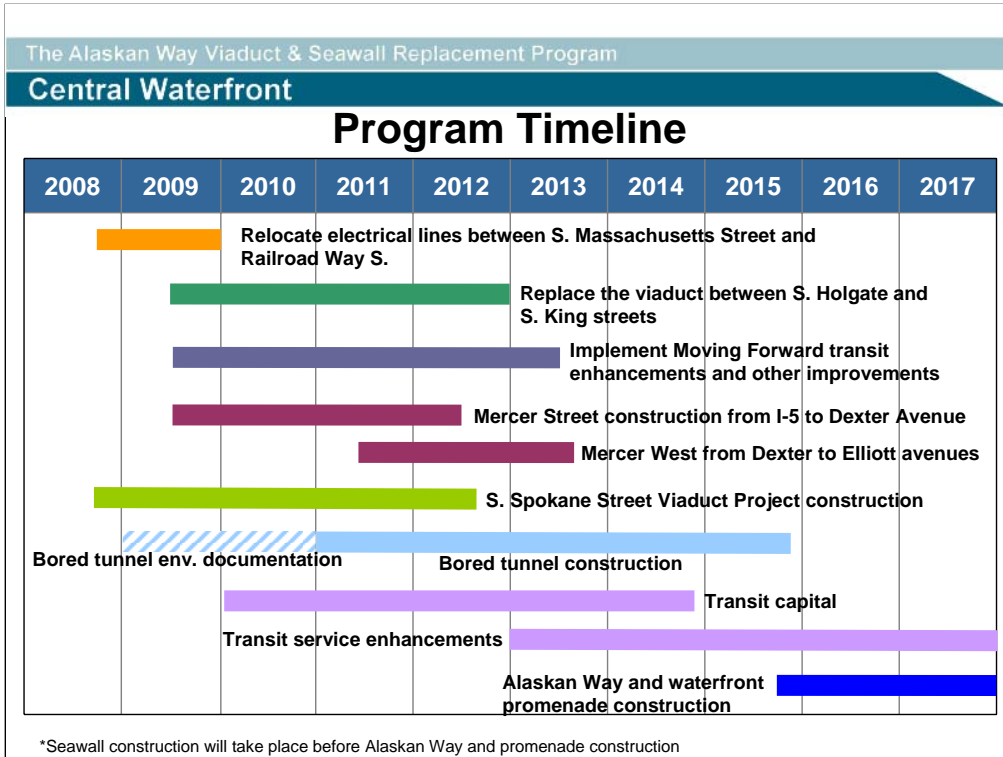
The Alaskan Way Viaduct & Seawall Replacement Program					
Central Waterfront					
Fiscal Responsibility					
	Proposed Project Implementation Responsibility				Costs
	State	King County MVET	City of Seattle	Port of Seattle ***	
Moving Forward and Prior Expenditures	\$600 million			\$300 million	\$900 million*
SR 99 Bored Tunnel	\$1.9 billion**				\$1.9 billion
Alaskan Way Surface Street and Promenade	\$290 million		\$100 million		\$390 million
Central Seawall			\$255 million		\$255 million
Utility Relocation			\$250 million		\$250 million
City Streets and Transit Pathways		\$25 million	\$190 million		\$215 million
Transit Infrastructure and Services		\$115 million	\$135 million		\$250 million
Construction Transit Service	\$30 million	\$50 million			\$80 million
Total	\$2.82 billion	\$190 million	\$930 million	\$300 million	\$4.24 billion
Transit Operations Annual Cost		\$15 million			\$15 million

*Reflects cost savings from Moving Forward program realized by not repairing the viaduct from Lenora to Battery Street Tunnel and not completing the second phase of fire and life safety upgrades to the Battery Street Tunnel.
**Reflects the most likely cost based on a conceptual design. The potential cost range is between \$1.2 billion and \$2.2 billion.
***Agreement in concept for up to \$300 million subject to Port of Seattle Commission review and approval.

Ron Paananen

The plan makes financial sense and will support a strong economy.

- The state, county, and city have all agreed to be part of making this solution a reality by working with their legislative bodies to fund their portions of the project. The Port of Seattle has also committed to work toward funding a portion of the project.
- **State**
- The state's component of the alternative is made up of the bored tunnel, the Alaskan Way surface street and promenade and the Moving Forward projects.
 - Moving Forward and prior expenditures = \$600m (Port to contribute \$300m)
 - SR 99 bored tunnel = 1.9b
 - Alaskan Way surface street and promenade = \$290m
 - Construction transit service = \$30m
- The bored tunnel estimated cost is 1.9 billion including risk and contingency.
- **King County**
 - City street and transit pathways = \$25m
 - Transit infrastructure and services = \$115m
 - Construction transit service = \$50m
 - Annual operating costs = \$15m
- **City of Seattle**
 - Alaskan Way surface street and promenade = \$100m
 - Central seawall = \$255m
 - Utility relocation = \$250
 - City streets and transit pathways = \$190m
 - Transit infrastructure and services = \$135m
- Each agency is responsible for their cost overruns or cost savings, which means that the state will be responsible for any tunnel overruns.

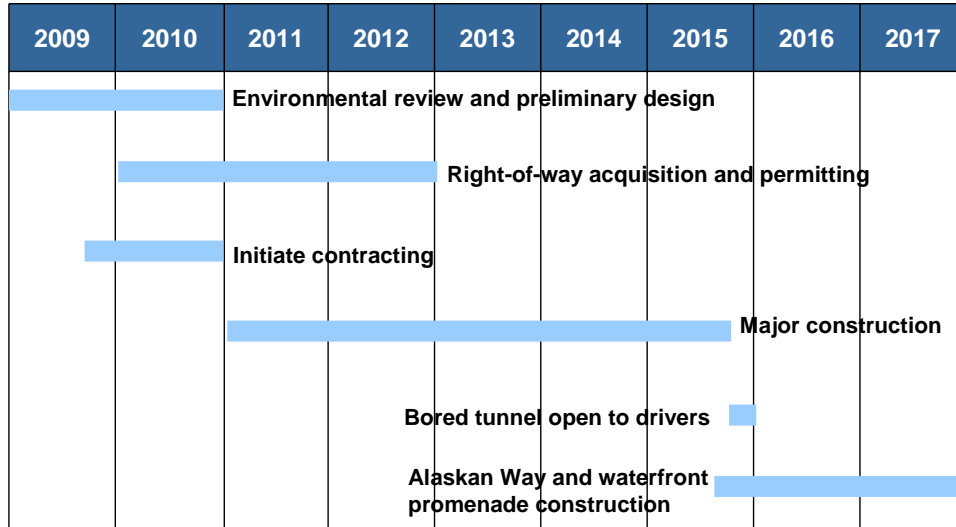


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- Construction will start this year on the south mile of the viaduct, and transit and city street investments to keep people and goods moving during the work.
- The Mercer Street and Spokane Street projects will be completed in 2012.

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Bored Tunnel Project Timeline



Ron Paananen

- For the bored tunnel, we will complete the environmental review and preliminary design by the end of 2010.
- Major construction will begin in 2011 and we will be able to open the bored tunnel to drivers in 2015.

Central Waterfront

Support a Strong State and Regional Economy

The bored tunnel alternative:

- Maintains capacity in the SR 99 corridor.
- Preserves I-5 for state and regional through trips.
- Provides room for freight and port traffic to grow.
- Minimal impacts to waterfront businesses and the local community.
- Maintains and creates 10,000 jobs each year over the course of the project.



Ron Paananen

- Since the project began and even more so during these difficult economic times we have heard many questions about disruptions during construction. Many supporters of this option like the fact that it give us the opportunity to keep traffic on the viaduct during construction and moves construction under downtown Seattle. It also minimizes construction impacts on waterfront businesses, which was a significant concern about the proposed cut-and-cover tunnel.
- A construction project of this size will also create jobs – we estimate that 10,000 jobs will be supported by this project each year.
- It also preserves I-5 as a through route for the region and state and ensures future investments accommodate expected growth.

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Bored Tunnel Hybrid

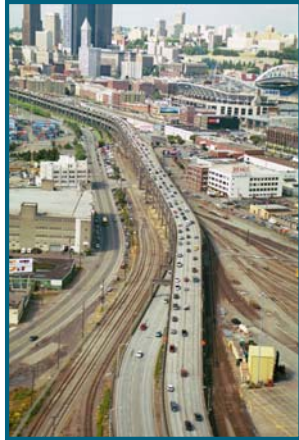
- Improves public safety.
- Encourages job creation and health of the regional economy.
- Maintains movement of people and goods for trips to and through downtown.
- Improves pedestrian access.
- Improves transit frequency and reliability.
- Minimizes construction and traffic impacts.
- Improves key east/west city street connections.
- Reconnects downtown and Elliott Bay, creating a world-class waterfront.



Ron Paananen

- The bored tunnel hybrid benefits the region in multiple ways. By providing a bypass facility under downtown and by improving transit and city streets, there is a lot to gain.

Alaskan Way Viaduct and Seawall Replacement Program



Follow our progress: www.alaskanwayviaduct.org

Ron Paananen

- Our Web site contains a wealth of information about the project. I encourage you to visit and look around.