

VandenBerghe, Alissa (Consultant)

From: John Reilly [jjreils@attglobal.net]
Sent: Monday, January 26, 2009 8:22 AM
To: Rod Brown; Lyn Wylder; Lee Baker; Ken Kruckemeyer; Jane Garvey; Bill Edgerton; Barbara Gilliland; Don Forbes; Dave McCracken
Cc: Preedy, Matt; Greco, Theresa; White, John; Dye, Dave; Barbara Gilliland
Subject: Alaskan Way Viaduct Replacement - Deep Bore Tunnel decision, ERP

Dear ERP members - For your information, for those who have not already seen this, the Governor, Mayor and King County Exec announced their decision that the Alaskan Way Viaduct replacement should be a deep bore tunnel on a different alignment - along 1st avenue - with the waterfront restored and opened up.

This is one of the alignments and alternatives that Harvey Parker and I, sponsored by Doug MacDonald and directed by Dave Dye, presented to the Seattle Leadership Group in July of 2001. It has taken over 7 years to get to this point, with a lot of work by our client WSDOT, the City, interested stakeholders, and our professional colleagues. The how of this, and the critical timing and coordination of actions, is a story in itself - one which I will be outlining in a few months per Brenda Bohlke's (President of the Underground Construction Association) suggestion. The story also fits with Amanda Elioff's ITA/UCA Committee on "Urban Problems, Underground Solutions".

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Alaskan Way Viaduct and Seawall Replacement - Central Waterfront

In January 2009, Governor Gregoire, King County Executive Sims, and Seattle Mayor Nickels announced their recommendation to replace the central waterfront portion of the Alaskan Way Viaduct and Seawall. The recommendation includes a new waterfront surface street, an approximately 1.7 mile bored tunnel through downtown, transit investments, and downtown surface street improvements.

The recommendation is based on the results of an in-depth technical analysis and extensive discussions with stakeholders during the past year. The state, county and city transportation agencies approached the problem by looking 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.

- Listening, learning and moving ahead [folio](#) (pdf 413 kb)
- Bored tunnel hybrid alternative [map](#) (pdf 347 kb)
- [Video simulation](#) of bored tunnel concept on YouTube
- [Letter of agreement](#) on recommended alternative (pdf 459 kb)
- [Developing a central waterfront solution](#)

The state, county, and city departments of transportation will closely coordinate implementation of the central waterfront replacement. Next steps include securing legislative approval, completing required design and environmental work, and securing funding.

Environmental review

We have initiated an environmental impact statement for the central waterfront. For this process, we completed a draft [purpose and need statement](#) (pdf 61 kb), [evaluation measures](#) for screening alternatives, and [scenarios](#) that describe potential packages of transportation system improvements. We also conducted public scoping to hear from

you about what issues should be considered in the environmental document.

Stakeholder Advisory Committee

In December 2007, an advisory committee of local community and business representatives was appointed by the Governor, County Executive and Mayor to provide feedback on potential solutions for the viaduct's central waterfront replacement. It was made up of 30 individuals that represented communities, economic interests and cause-driven organizations. The purpose of this advisory committee, which met until December 2008, was to review, deliberate on and provide comments on the technical work for the central waterfront replacement.

- [Meeting materials](#)
- [Roster](#) (pdf 24 kb)

Interagency Working Group

WSDOT, KCDOT and SDOT also created an Interagency Working Group that included staff from different public agencies around the region. The purpose of the group, which met during 2008, was to share information on the central waterfront project with public agencies and to collect technical feedback on alternatives as they are developed.

Agencies participating in the working group included Community Transit, Federal Highway Administration, Freight Mobility Strategic Investment Board, Passenger Ferry District, Pierce Transit, Port of Seattle, Public Health, Puget Sound Clean Air Agency, Puget Sound Regional Council, Sound Transit, and Washington State Ferries.