

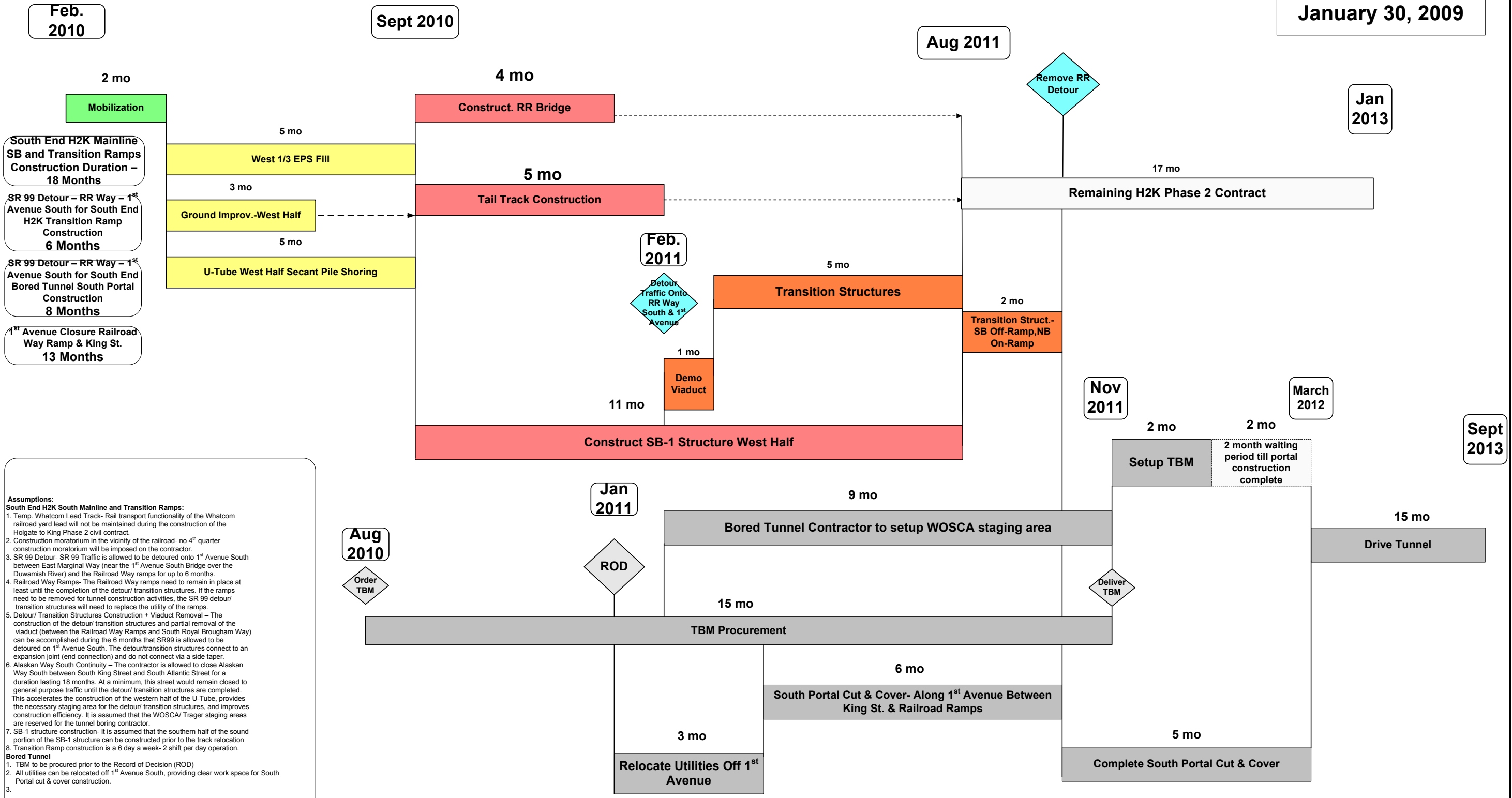
# Accelerated Construction Schedule Mainline SB-1(Southbound) and Transition Ramps integrated with Bored Tunnel

PRE-DECISIONAL DRAFT  
For Internal Use Only

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

Durations Assume NO RISK

January 30, 2009



- Assumptions:**
- South End H2K South Mainline and Transition Ramps:
    - Temp. Whatcom Lead Track- Rail transport functionality of the Whatcom railroad yard lead will not be maintained during the construction of the Holgate to King Phase 2 civil contract.
    - Construction moratorium in the vicinity of the railroad- no 4<sup>th</sup> quarter construction moratorium will be imposed on the contractor.
    - SR 99 Detour- SR 99 Traffic is allowed to be detoured onto 1<sup>st</sup> Avenue South between East Marginal Way (near the 1<sup>st</sup> Avenue South Bridge over the Duwamish River) and the Railroad Way ramps for up to 6 months.
    - Railroad Way Ramps- The Railroad Way ramps need to remain in place at least until the completion of the detour/ transition structures. If the ramps need to be removed for tunnel construction activities, the SR 99 detour/ transition structures will need to replace the utility of the ramps.
    - Detour/ Transition Structures Construction + Viaduct Removal – The construction of the detour/ transition structures and partial removal of the viaduct (between the Railroad Way Ramps and South Royal Brougham Way) can be accomplished during the 6 months that SR99 is allowed to be detoured on 1<sup>st</sup> Avenue South. The detour/transition structures connect to an expansion joint (end connection) and do not connect via a side taper.
    - Alaskan Way South Continuity – The contractor is allowed to close Alaskan Way South between South King Street and South Atlantic Street for a duration lasting 18 months. At a minimum, this street would remain closed to general purpose traffic until the detour/ transition structures are completed. This accelerates the construction of the western half of the U-Tube, provides the necessary staging area for the detour/ transition structures, and improves construction efficiency. It is assumed that the WOSCA/ Trager staging areas are reserved for the tunnel boring contractor.
    - SB-1 structure construction- It is assumed that the southern half of the sound portion of the SB-1 structure can be constructed prior to the track relocation
    - Transition Ramp construction is a 6 day a week- 2 shift per day operation.
  - Bored Tunnel**
    - TBM to be procured prior to the Record of Decision (ROD)
    - All utilities can be relocated off 1<sup>st</sup> Avenue South, providing clear work space for South Portal cut & cover construction.
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