

Moving Ahead: Bored Tunnel Hybrid Alternative

	Proposed Project Implementation Responsibility				Costs
	State	King County MVET	City of Seattle	Port of Seattle***	
Moving Forward Program 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
Utilities 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 \$1.4 and \$2.3 billion.

***Agreement in concept for up to \$300 million subject to Port of Seattle Commission review and approval.

Comments or questions?

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Call: 1-888-AWW-LINE

Write: Alaskan Way Viaduct and Seawall Replacement Program

c/o Washington State Department of Transportation

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Alaskan Way Viaduct & Seawall Replacement Program

Central Waterfront



01.09

Learning, Listening, and Moving Ahead - Replacing the Alaskan Way Viaduct and Seawall

A diverse group of elected officials, transportation agencies and experts, interest groups, and the public have worked over the last year on a solution for the Alaskan Way Viaduct and Seawall along the central waterfront. Six principles guided the evaluation of possible solutions. Eight scenarios were evaluated, after a thorough investigation of possible transportation fixes across the City of Seattle. Each scenario included investments to transit, city streets, I-5, SR 99, and demand management strategies. What we learned about how each of the scenarios performed provided a critical foundation for reaching a decision.

Improve public safety. While the Nisqually earthquake was several years ago the public consistently says to move quickly to replace the viaduct and seawall.

Provide efficient movement of people and goods now and in the future. All scenarios accommodated the same number of regional person trips. Bypass options accommodated the most regional through vehicle trips and maintained their travel times on SR 99.

Maintain or improve downtown Seattle, regional, the port and state economies. Keeping SR 99 in its current location on the waterfront would limit mobility and negatively affect nearby businesses during construction. Businesses and residents from the west side of the city also said that maintaining capacity through downtown was central to maintaining a strong economy.

Enhance Seattle's waterfront, downtown, and adjacent neighborhoods as a place for people. While all the scenarios improved the central waterfront, moving SR 99 underground so that there were the fewest number of vehicles on the waterfront did the most for creating open space and connections to Elliott Bay.

Create solutions that are fiscally responsible. Keeping the economy strong includes investing in public infrastructure. Decisions on how to make those investments should consider the up-front capital costs, long-term benefit, and disruptions during construction.

Improve the health of the environment. The analysis showed many opportunities to improve the natural environment regardless of the solution.

The lessons learned from the technical review and feedback from outside groups led Governor Gregoire, County Executive Sims, and Mayor Nickels to conclude that the existing viaduct must come down and be replaced with a bored tunnel hybrid alternative. More information about this alternative is on the inside of this brochure.

“ The Stakeholder Advisory Committee, citizens, business leaders, interest groups and the three transportation agency staffs did a phenomenal job over the past year. As I was briefed on results, and as I spoke with individuals and business leaders, five objectives emerged that guided my decision making.

First, the solution must improve safety by removing the existing unsafe viaduct. Second, the solution must be affordable, and the state's contribution to the solution must not be over \$2.8 billion. Third, the solution must cause the least construction disruption to our maritime industry and central waterfront businesses. Fourth, the solution must provide capacity and mobility now and in the future, for freight, vehicles, and transit users. And fifth, the solution must contribute to improving the health of our environment and open up Seattle's waterfront. I have concluded that the bored tunnel hybrid alternative is the most balanced solution and best meets these objectives.”

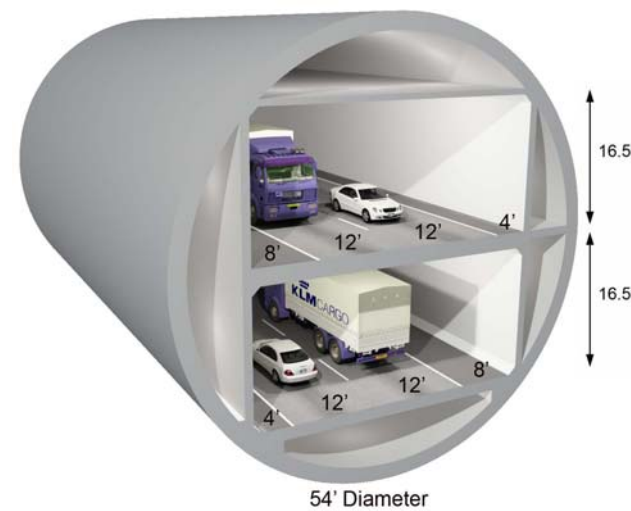
– Governor Chris Gregoire

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Investing in the Future

- **The bored tunnel will provide capacity for the future.** It will carry between 80,000 and 85,000 vehicles each day through downtown Seattle. Travel times in 2030 will be similar to today, even with predicted regional population growth.
- **Investments in transit and city streets will improve access and mobility to and through downtown Seattle.** New peak period transit service and improved east-west Mercer and Spokane streets will provide new and more reliable ways to get to downtown Seattle and adjacent neighborhoods. New bus service will carry approximately 17,000 new daily riders.
- **The bored tunnel will support a strong state and regional economy.** Maintaining capacity in the SR 99 corridor will preserve I-5 for state and regional through trips and provide room for freight and port traffic to grow. Constructing the tunnel could create 10,000 jobs per year for each of the next 10 years.

- **Seattle’s waterfront becomes a world-class destination for residents and visitors.** Moving SR 99 underground will improve the waterfront’s contribution to the economy; reconnect downtown with the natural environment in Elliott Bay and; creates a memorable place for people to live, work, and play.



New SR 99 Open in 2015

2009	2010	2011	2012	2013	2014	2015
		Environmental review, preliminary design, right-of-way acquisition				
		Initiate contracting: tunnel boring machine and design-build contract				
						Major construction
						Bored tunnel open to drivers

State and Local Funding Partnership*

State - \$2.82 billion

- Transportation Partnership Program
- Nickel Gas Tax
- Federal sources (\$200 m)

Port of Seattle - \$300 million

King County - \$190 million

- Motor vehicle excise tax approved by the council (\$172 m) (one percent requires legislative authorization)

Federal economic recovery funds (\$8 m)

Federal grants (\$10 m)

City of Seattle - \$957 million

- Parking tax (\$200 m)
- LIFT and/or LID (\$300 m)
- Transportation benefit district (\$65 m)
- Utilities (\$252 m)
- Transportation Improvement Board (\$5 m)

Federal grants (\$55 m)

Federal economic recovery funds (\$80 m)



Next Steps

Agreement has been reached between the state, county, and city on how to replace the two and a half mile Alaskan Way Viaduct. Construction will start this year on the south mile of the viaduct and investments in transit and city streets to keep people and goods moving during the work underway. Construction on the bored tunnel hybrid program will begin in 2011.

The state, county, and city departments of transportation will closely coordinate implementation of the projects. Implementing agencies will:

- Complete required design and environmental work
- Secure funding
- Start construction

The agencies will continue to involve elected officials, the Port of Seattle, interest groups, and the public. Input will be sought as project designs progress, plans for transit service are made, and construction begins on city streets.